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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Merritt Island, Florida

Prepared: February 2, 2026

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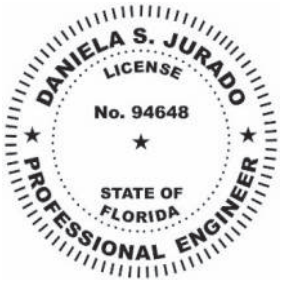

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PROFESSIONAL ENGINEERING CERTIFICATE

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

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

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

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

DANIELA S. JURADO, P.E.
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Executive Summary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RECOMMENDATIONS

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

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

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

1 Introduction

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

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

Site Access Conditions

The following potential access configurations were evaluated in this study:

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

Phases and Build Out Year

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

Traffic Impact Analysis Methodology

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

Traffic Impact Analysis Purpose

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

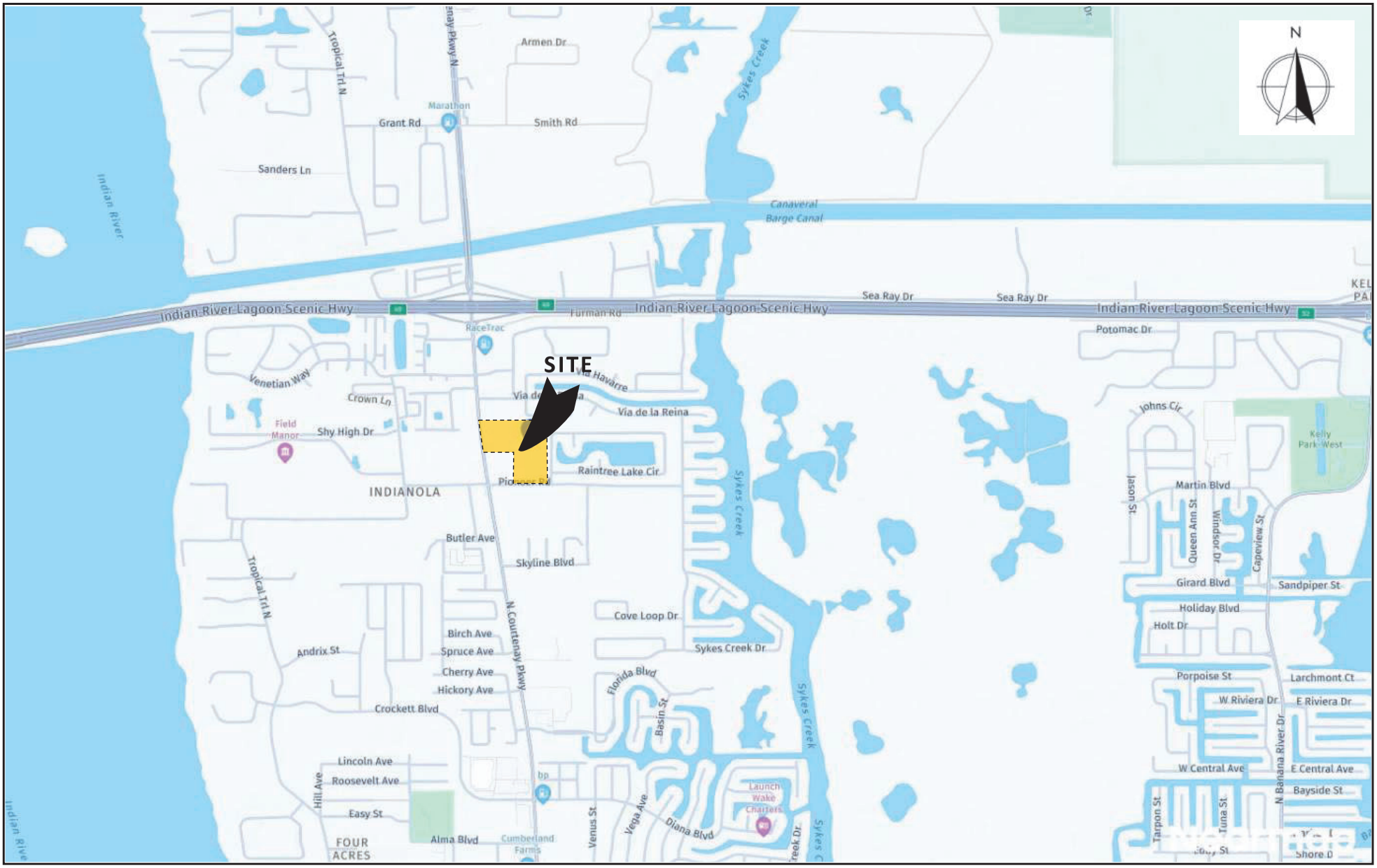


Figure 1
Site Location

Bowman

2 Data Collection

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

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

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

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

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

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

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

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

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

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

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

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

3 Study Area Characteristics

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

3.1 Roadway Segments

Table 1. Study Area Roadway Characteristics

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

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

*Same context classification as surrounding roadways

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

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

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

3.2 Intersections

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

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

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

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

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

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

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

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

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

4 Traffic Forecast and Background Traffic

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

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

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

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

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

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

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

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

5 Project Traffic

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

5.1 Trip Generation

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

Table 2. Site Trip Generation

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

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

(2) Peak hour of adjacent street

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

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

5.2 Trip Distribution and Assignment

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

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

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

6 Roadway Impact Analysis

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

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

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

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

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

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

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

Table 3. Weekday Roadway Segment Analysis

2026 EXISTING ROADWAY CAPACITY ANALYSIS - WEEKDAY

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

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025

* Volumes for Pioneer Rd 24 Hr Counts were collected on 11/05/2025 (SF 1.07). Volumes for N Courtenay Pkwy collected on 01/27/2026 (SF 1.00)

** Capacity for Pioneer Rd calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**

(2) Per **BEBR Project of Florida Population by County, 2025-2050, with Estimates for 2024, Medium Values**, refer to Scope Methodology **Attachment M-5**

2027 NO BUILD ROADWAY CAPACITY ANALYSIS - WEEKDAY

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

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025

* Volumes for Pioneer Rd 24 Hr Counts were collected on 11/05/2025 (SF 1.07). Volumes for N Courtenay Pkwy collected on 01/27/2026 (SF 1.00)

** Capacity for Pioneer Rd calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**

(2) Per **BEBR Project of Florida Population by County, 2025-2050, with Estimates for 2024, Medium Values**, refer to Scope Methodology **Attachment M-5**

2027 BUILD ROADWAY CAPACITY ANALYSIS - WEEKDAY

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

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025

* Capacity for Pioneer Rd calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**

(2) 2027 roadway volumes extracted from Table - 2027 No Build Roadway Analysis

(3) Extracted from **Figure 2. Trip Distribution**

(4) Extracted from **Table 1. Anticipated Trip Generation**

Table 4. Evening Peak Hour Roadway Segment Analysis

2026 EXISTING ROADWAY CAPACITY ANALYSIS - PM PEAK HOUR

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

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025

* Volumes for Pioneer Rd 24 Hr Counts were collected on 11/05/2025 (SF 1.07). Volumes for N Courtenay Pkwy 24 Hr tube counts collected on 01/27/2026 (SF 1.00)

** Capacity calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**

(2) Per **BEBR Project of Florida Population by County, 2025-2050, with Estimates for 2024, Medium Values**, refer to Scope Methodology **Attachment M-5**

2027 NO BUILD ROADWAY CAPACITY ANALYSIS - PM PEAK HOUR

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

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025

* Volumes for Pioneer Rd 24 Hr Counts were collected on 11/05/2025 (SF 1.07). Volumes for N Courtenay Pkwy collected on 01/27/2026 (SF 1.00)

** Capacity calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**

(2) Per **BEBR Project of Florida Population by County, 2025-2050, with Estimates for 2024, Medium Values**, refer to Scope Methodology **Attachment M-5**

2027 BUILD ROADWAY CAPACITY ANALYSIS - PM PEAK HOUR

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

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025

* Capacity calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**

(2) 2027 roadway volumes extracted from Table - 2027 No Build Roadway Analysis

(3) Extracted from **Figure 2. Trip Distribution**

(4) Extracted from **Table 1. Anticipated Trip Generation**

7 Crash Analysis

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

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

Table 5. Crashes by Severity

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

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

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

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

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

Table 6. Crashes by Lighting Condition

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

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

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

Table 7. Crashes by Type of Collision

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

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

8 Turn Lane Warrant Analysis

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

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

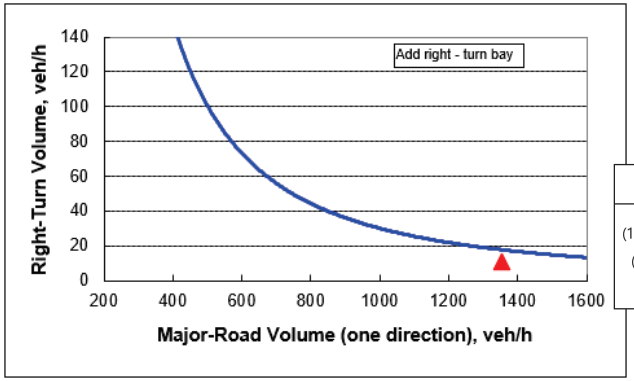
Table 8 Turn Lane Warrant Analysis

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

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

RIGHT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 4 LANES

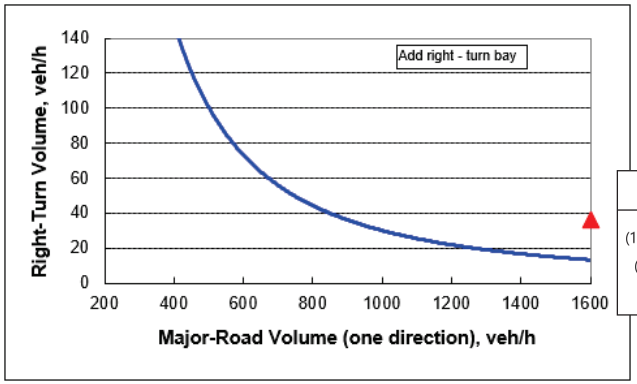
AM Peak Hour



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

Do NOT add right-turn bay.

PM Peak Hour



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

Add right-turn bay.

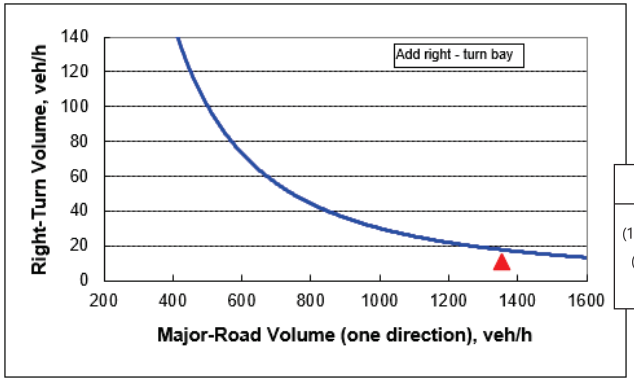
Source NCHRP 457 Figure 3-3

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

Bowman

RIGHT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 4 LANES

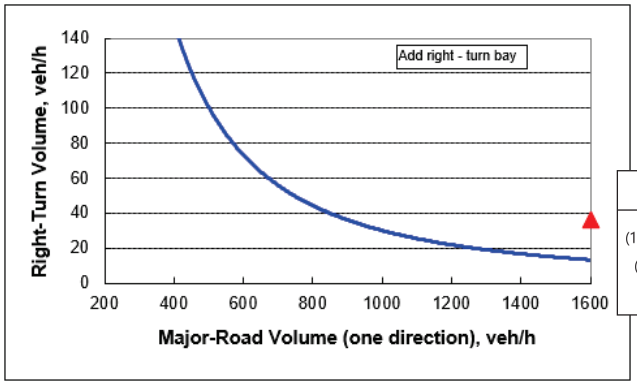
AM Peak Hour



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

Do NOT add right-turn bay.

PM Peak Hour



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

Add right-turn bay.

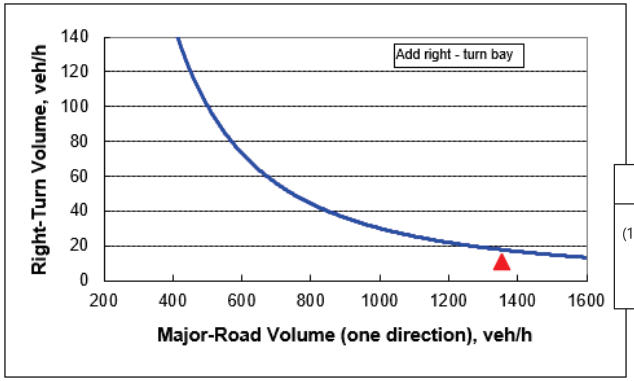
Source NCHRP 457 Figure 3-3

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

Bowman

RIGHT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 4 LANES

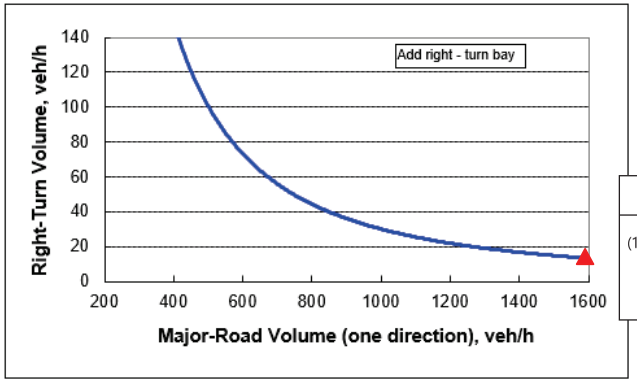
AM Peak Hour



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

Do NOT add right-turn bay.

PM Peak Hour



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

Add right-turn bay.

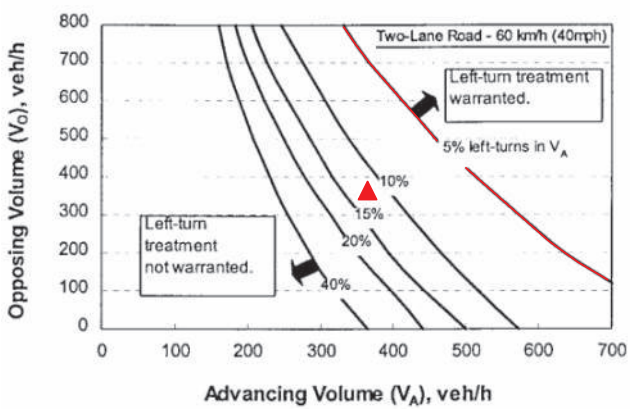
Source NCHRP 457 Figure 3-3

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

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

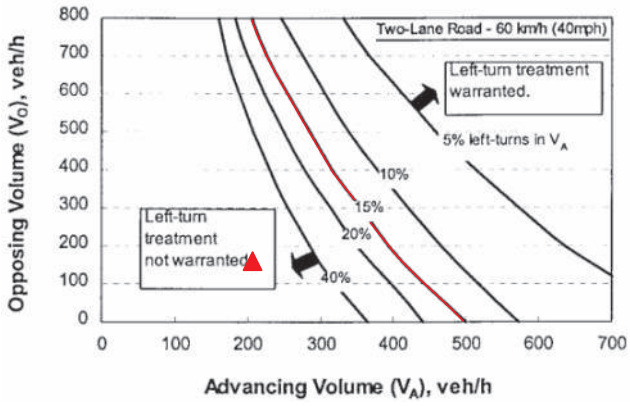
AM Peak Hour



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

Do NOT add left-turn bay.

SCHOOL DISMISSAL



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

Do NOT add left-turn bay.

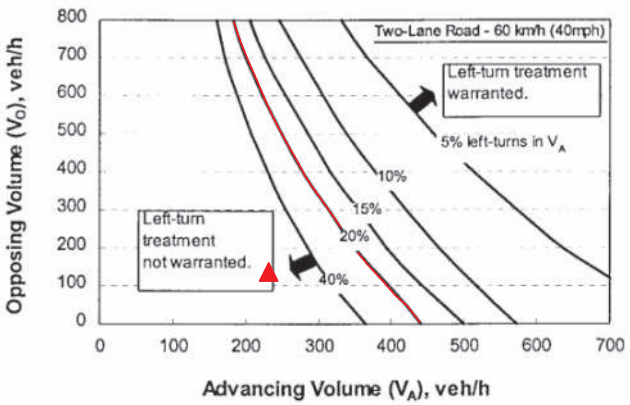
Source NCHRP 457 Figure 2-5

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

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

PM Peak Hour

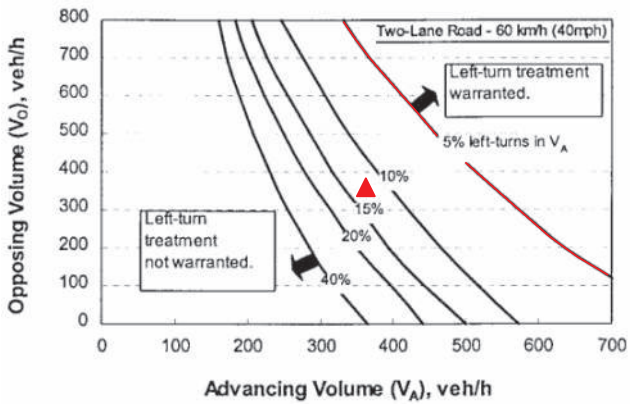


APPROACH VOLUMES	
(40)	Left Turns
(221)	Advancing Volumes
(18%)	Left Turn (%)
(134)	Opposing Volumes

Do NOT add left-turn bay.

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

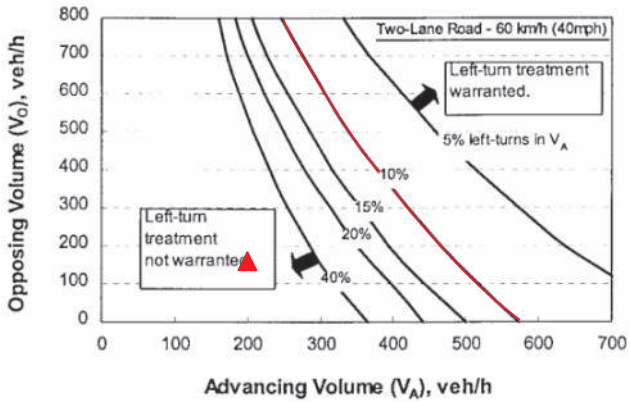
AM Peak Hour



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

Do NOT add left-turn bay.

SCHOOL DISMISSAL



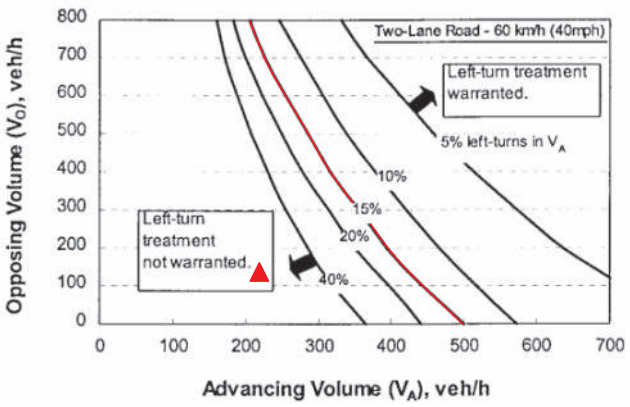
APPROACH VOLUMES	
(17)	Left Turns
(192)	Advancing Volumes
(9%)	Left Turn (%)
(159)	Opposing Volumes

Do NOT add left-turn bay.

Source NCHRP 457 Figure 2-5

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

PM Peak Hour

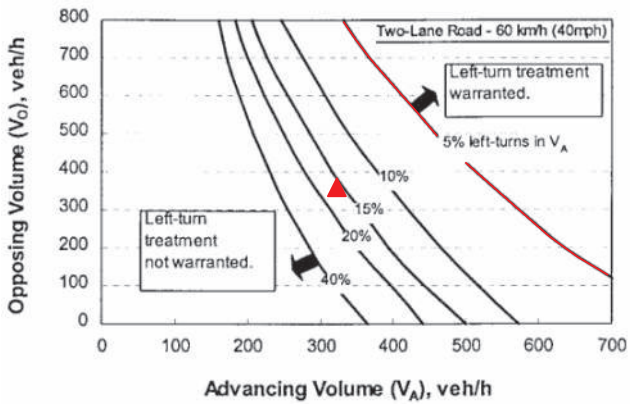


APPROACH VOLUMES	
(25)	Left Turns
(206)	Advancing Volumes
(12%)	Left Turn (%)
(134)	Opposing Volumes

Do NOT add left-turn bay.

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

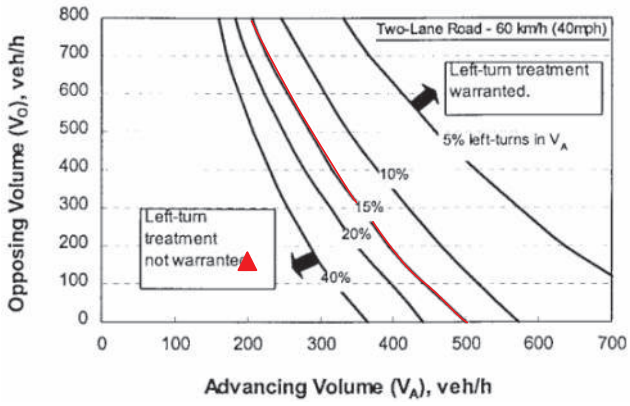
AM Peak Hour



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

Do NOT add left-turn bay.

SCHOOL DISMISSAL



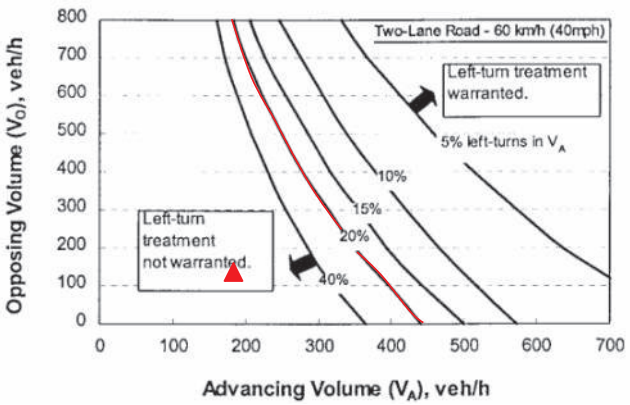
APPROACH VOLUMES	
(24)	Left Turns
(172)	Advancing Volumes
(14%)	Left Turn (%)
(157)	Opposing Volumes

Do NOT add left-turn bay.

Source NCHRP 457 Figure 2-5

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

PM Peak Hour



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

Do NOT add left-turn bay.

9 Capacity Analysis

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

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

Table 9. HCM Level of Service Criteria

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

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

A Capacity Analysis was completed for the following scenarios:

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

9.1 Capacity Analysis 2026 Existing Conditions

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

Table 10 summarizes the 2026 Existing Conditions capacity analyses results.

Table 10. 2026 Existing Conditions Capacity Analysis Results Summary

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

Extracted from Synchro 12 HCM 7th Edition

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

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

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

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

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

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

9.2 Capacity Analysis 2027 No Build Conditions

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

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

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

Table 11. 2027 No Build Conditions Capacity Analysis Results Summary

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

Extracted from Synchro 12 HCM 7th Edition

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

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

9.3 Capacity Analysis 2027 Build Conditions – Base Alternative 0

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

Table 12. 2027 Build Conditions Capacity Analysis Results Summary

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

Extracted from Synchro 12 HCM 7th Edition

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

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

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

9.4 Capacity Analysis 2027 Build Conditions – Alternative 1

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

Table 13. Alternative 1 Conditions Capacity Analysis Results Summary

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

Extracted from Synchro 12 HCM 7th Edition

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

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

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

9.5 Capacity Analysis 2027 Build Conditions – Alternative 2

Table 14 summarizes the 2027 Build Conditions capacity analysis results for Alternative 2, Left-in/ Right-in/ right-out along N Courtenay Pkwy & shared full access along Pioneer Rd. Note intersections 2 and 3 are not affected by changes in the access driveway configuration. The capacity results are included in **Appendix E**.

Table 14. Alternative 2 Conditions Capacity Analysis Results Summary

INTERSECTION CAPACITY ANALYSIS SUMMARY - 2027 BUILD ALT 2 CONDITIONS							
INT #	INTERSECTION	SCENARIO	EB	WB	NB	SB	Overall
1	N. Courtenay Pkwy (S.R. 3) & Pioneer Rd (Signalized)	AM	D 54.90	E 65.20	C 22.70	A 7.40	C 20.60
		MD	E 73.30	E 72.30	B 17.70	A 4.90	B 18.10
		PM	E 74.00	E 73.40	B 14.40	A 3.80	B 15.40
2	N. Courtenay Pkwy (S.R. 3) & S.R. 528 EB on-off Ramps (Signalized)	AM	E 65.50		E 58.30	D 54.20	E 58.60
		PM	F 81.30		A 0.90	C 22.90	C 21.90
3	N. Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps (Signalized)	AM		F 132.00	B 14.80	C 32.70	D 37.60
		PM		F 110.00	A 9.30	F 93.40	E 62.10
11	N. Courtenay Pkwy (S.R. 3) & Proposed Dwy 1 (Unsignalized)	AM		B 10.31	A 0.00	A 0.07	A 0.20
		PM		B 11.65	A 0.00	A 0.32	A 0.20
13	Pioneer Rd & Shared Dwy (Unsignalized)	AM	A 0.21	A 0.27	C 19.63	B 11.51	A 1.90
		MD	A 0.67	A 0.14	B 12.45	A 9.46	A 2.90
		PM	A 0.98	A 0.06	B 12.50	A 9.14	A 3.00

Extracted from Synchro 12 HCM 7th Edition

Similar to the base alternative (Alternative 0), the capacity analysis results for Alternative 2 indicate that the following changes are anticipated from No Build conditions:

- N Courtenay Pkwy (S.R. 3) & Pioneer Rd
  - Overall intersection: During the AM peak hour, 1.8 seconds increase in delay resulted in a change from LOS B to LOS C.
  - EB: During the AM peak hour, the LOS of the approach improves from LOS E to LOS D, during school dismissal and PM peak there is a decrease in delay. This improvement is attributed to the actuated nature of the signal. Actuated signals allocate green time based on vehicle presence ("calls") on each approach. As traffic volumes increase, the signal controller responds by assigning additional green time to the approach which in turn reduces the delays in these approaches.

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

9.6 Queueing Analysis

Table 15 presents the 95th% queue results comparison for the analysis scenarios. The queue reports are included in **Appendix E**.

Table 15. Queueing Analysis

QUEUEING ANALYSIS SUMMARY				Full Width (Full Width + Taper) ft	Morning Peak Hour				School Dismissal Peak Hour				Evening Peak Hour			
Int #	Intersection	Approach	Movement		No Build	Build Alt 0	Build Alt 1	Build Alt 2	No Build	Build Alt 0	Build Alt 1	Build Alt 2	No Build	Build Alt 0	Build Alt 1	Build Alt 2
1	N. Courtenay Pkwy (S.R. 3) & Pioneer Rd (Signalized)	WB	LT	-	383	428	428	428	303	328	328	328	263	288	288	288
			R	125 (175)	200	210	210	210	143	155	155	153	128	133	133	133
		NB	R	105 (240)	30	33	33	33	33	43	43	40	40	53	53	53
		SB	L	245 (245)	128	155	155	138	88	155	155	103	68	145	145	83
11	N. Courtenay Pkwy (S.R. 3) & Proposed Dwy 1 (Unsignalized)	WB	Approach	-		25	25	25		0	0	0		25	25	25
		NB	R	-		0	0	0		0	0	0		0	0	0
		SB	L	240 (290)				25				0				25

Extracted from Synchro 12 HCM 7th Edition
Intersection queue vehicle length was assumed equal to 25 ft. Queues <1 vehicles have been rounded to consider at least 25 feet of storage

Based on the results of 95th% queue analysis, the WB right-turn lane at the intersection of N Courtenay Pkwy (S.R. 3) & Pioneer Rd is exceeded under all analysis scenarios, including the No Build. Additionally, the results indicate that the WB left/through queues extend beyond the available right turn lane length and proposed shared driveway location.

The queues at the driveway location alternatives along Pioneer Rd were evaluated using SimTraffic to capture the potential influence of the WB queues from the intersection of N Courtenay Pkwy (S.R. 3) and Pioneer Rd. The analysis was completed using a 15-minute seeding period, 60-minute analysis time and five simulation runs for each scenario. The results are summarized in **Table 16**.

Table 16. Queueing Analysis (SimTraffic) – Pioneer Driveways

QUEUEING ANALYSIS SUMMARY				Morning Peak Hour			School Dismissal			Evening Peak Hour		
Int #	Intersection	Approach	Movement	Build Alt 0	Build Alt 1	Build Alt 2	Build Alt 0	Build Alt 1	Build Alt 2	Build Alt 0	Build Alt 1	Build Alt 2
13	Pioneer Rd & Shared Dwy (Unsignalized)	EB	Approach	63	11	27	26	6	33	47	19	36
		WB	LT	140	166	119	30	34	19	12	4	4
		WB	TR	77	99	47	0	7	0	3	0	9
		NB	Approach	56	73	60	58	63	72	53	56	55
		SB	Approach	53	21	53	49	35	46	43	23	47
12	Pioneer Rd & Dwy 2 (Unsignalized)	EB	Approach		23			24			26	
		WB	Approach		53			0			0	
		SB	Approach		46			36			40	

Extracted from SimTraffic Using 15 seeding time and five (5) runs

The microsimulation results indicate that Alternative 2 minimizes anticipated WB queues along Pioneer Rd. The analysis also shows that the EB queues at the shared driveway are not expected to impact operations at the N Courtenay Pkwy intersection. Alternative 1 results in the shortest EB queue, followed by Alternative 2. In all scenarios, the queues are not expected to extend to the intersection with N Courtenay Pkwy.

Based on the queueing observations conducted along Pioneer Road, EB queues toward Lewis Carroll Elementary School temporarily block the location of the proposed standalone driveway for approximately 10 minutes during the school dismissal period. These queues do not appear to extend beyond this point or reach the shared medical driveway.

10 Alternative Comparison and Recommended Improvements

Using the results of the analyses presented in this report and acknowledging that none of the alternatives are expected to have significant impacts on safety, capacity, or queues; an evaluation was completed to determine the most suitable access configuration.

The capacity analysis results are comparable across all alternatives, and no significant changes from the No Build conditions were identified. Alternative 2 has slight improvements in delays compared to Alternatives 0 and 1.

Of the three access configuration alternatives evaluated, Alternative 2 results in fewer queuing impacts at the intersection of N Courtenay Pkwy (S.R. 3) and Pioneer Rd. All alternatives have similar impacts on WB queues. For EB queues at the Shared Driveway location, Alternative 1 shows shorter queues near the signalized intersection but it introduces a secondary queue along Pioneer Rd. Additionally, based on site inspections and queue observations during the school dismissal period, EB queues traveling toward the school were observed to extend to the location of this proposed access but did not reach the shared driveway. For this reason, Alternative 2 is preferred, followed by Alternative 0, which generates the longest EB queues (though they do not extend to N Courtenay) with Alternative 1 as the least preferred due to the Lewis Carroll School queue during the school dismissal period.

From a safety perspective, Alternative 2 is also preferred, as it reduces the number of southbound left/U-turns at the intersection of N Courtenay Pkwy and Pioneer Rd. The anticipated traffic "platooning" created by the signal providing gaps for left turns into the site along N Courtenay Pkwy further supports this preference. Alternative 0 is the next most favorable option, with Alternative 1 ranking lowest because it introduces an additional conflict point along Pioneer Road.

As part of the volumetric evaluation along Pioneer Road, allowing left-turning vehicles into Driveway 1 along N Courtenay Pkwy reduces the number of left/U-turns expected at the Pioneer Rd intersection and is anticipated to decrease inbound project trips using Pioneer Rd by approximately 20%.

Table 17 presents a summary of the access alternatives evaluation.

Table 17 Access Alternative Evaluation

Criteria	Description	Alternative 0	Alternative 1	Alternative 2
Safety	Based on conflict points, turning movements, and reduction of left/U-turns at the N Courtenay Pkwy & Pioneer Rd intersection.	Reduces conflict points compared to other alternatives.	Adds a conflict point along Pioneer.	Less safety impacts, improves safety than other alternatives. Left/"u" turns relocated to driveway benefitted by signal-induced platooning.
Queue Impacts	Queues at intersection of N Courtenay and Pioneer Rd. EB & WB queues at driveways on Pioneer Rd.	Longest EB queues along Pioneer but do not reach intersection. WB queues along Pioneer second lowest.	EB queue benefit offset by secondary queue. Poor performance during school dismissal	EB queues second lowest along Pioneer. WB queues along Pioneer lowest.
Intersection Capacity	Change in LOS and delays relative to No Build.	Similar to No Build, no significant changes.	Similar to No Build, no significant changes.	Similar to No Build, no significant changes. With a slight improvement compared to other alternatives
Volumes on Pioneer Rd	Additional traffic introduced onto Pioneer Rd	Project trips are expected along Pioneer and N Courtenay Pkwy	Project trips are expected along Pioneer and N Courtenay Pkwy	Less inbound trips expected on Pioneer Rd due to left-turn access on N Courtenay.
Overall		**Neutral**	**Less recommended**	**Preferred**

RECOMMENDATIONS

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

11 Conclusions and Recommendations

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

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

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

Roadway Analysis

The results are as follows:

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

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

Crash Analysis

Based the most recent five years of available data (2020–2024).

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

Turn Lane Warrant Analysis

The results of the Turn Lane Warrant Analysis are as follows:

- A NB right-turn lane into Driveway 1 along N Courtenay Pkwy is warranted under all alternatives.
- A SB left-turn lane into Driveway 1 is warranted only for Alternative 2.

- Left-turn lanes along Pioneer Road were not warranted for the standalone driveway or the shared driveway under any alternatives.

Capacity Analysis

The results of the 2026 Existing Conditions indicate:

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

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

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

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

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

Queue Analysis

The 95th% Queue Analysis results show:

- WB right-turn lane queues at N Courtenay Pkwy & Pioneer Rd exceed the existing available storage under all scenarios, including No Build.
- Microsimulation (SimTraffic) indicates Alternative 2 minimizes EB and WB queues at the shared driveway.
- Based on the queue observations, the EB school dismissal queues temporarily affect the standalone driveway alternative location but do not reach the shared driveway.

Recommendations

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

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

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

APPENDIX A

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

PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

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

BUILDING 3:
Building Type 3
30 Units/EA

BUILDING 4:
Building Type 4
31 Units

ZONE 2: Residential
7.581 acres
113 units max

BUILDING 5:
Building Type 2
29 Units

BUILDING 6:
Building Type 4
30 Units/EA

BUILDING 7:
Building Type 2
30 Units/EA

BUILDING 8:
Building Type 1
24 Units/EA

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

AMENITY: 6,500 S.F.

PARKING:

Surface: 368 Spaces
Parallel: 21 Spaces

TOTAL: 389 Spaces
(1.75 Spaces/Unit)

PRESERVED FOR GREENSPACE & SWM

TOP FLOOR VIEWING PLATFORM

00 50 100 200

N

Merritt Island

Plan

January 8, 2026

0000.00

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ALTA/NSPS LAND TITLE SURVEY

PROMINENCE ALTA PARCELS

PROPERTY ADDRESS: NORTH COURTENAY, MERRITT ISLAND, FL

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

PARCEL 1:

CONDOMINIUM UNIT 3, MERRITT MEDICAL CENTER II CONDOMINIUM, ACCORDING TO THE DECLARATION OF CONDOMINIUM THEREOF RECORDED IN OFFICIAL RECORDS BOOK 3464, PAGE 4220, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

PARCEL 2:

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

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

LEGAL DESCRIPTION "B" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT OF WAY OF SAID PIONEER ROAD FOR 225.00 FEET TO A POINT LYING 541.89 FEET EAST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD.; THENCE RUN N 00° 02' 57" W PARALLEL WITH THE WEST LINE OF SAID RAINTREE BY THE LAKE FOR 452.08 FEET; THENCE RUN N 89° 55' 50" E FOR 225.00 FEET TO THE WEST LINE OF SAID RAINTREE BY THE LAKE; THENCE RUN S 00° 02' 57" E ALONG SAID WEST LINE FOR 452.08 FEET TO THE POINT OF BEGINNING.

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

LESS AND EXCEPT THE FOLLOWING DESCRIBED PROPERTY:
A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD (AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA) WITH THE WEST LINE OF RAINTREE-BY-THE-LAKE (AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 AT PAGE 16 OF SAID PUBLIC RECORDS) EXTENDED SOUTHERLY; THENCE RUN S 89° 55' 50" W ALONG SAID NORTH RIGHT-OF-WAY LINE
OF PIONEER ROAD FOR 366.89 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S 89° 55' 50" W FOR 400.00 FEET TO A POINT LYING ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 3, AS SHOWN ON FLORIDA STATE ROAD DEPARTMENT, RIGHT-OF-WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505; THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.87 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 11409.20 FEET; THENCE RUN NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01° 22' 52" FOR 275.02 FEET; THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY LINE, RUN N 89° 56' 19" E FOR 477.04 FEET; THENCE RUN S 00° 04' 10" E FOR 503.96 FEET TO THE POINT OF BEGINNING.

PARCEL 3.

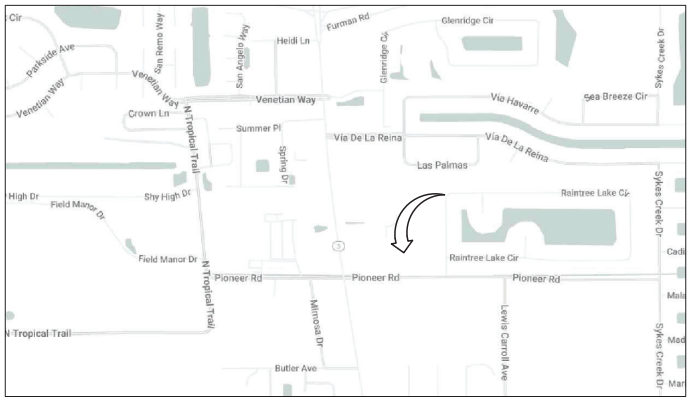
A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD (AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA) WITH THE WEST LINE OF RAINTREE-BY-THE-LAKE (AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 AT PAGE 16 OF SAID PUBLIC RECORDS) EXTENDED SOUTHERLY; THENCE RUN S 89° 55' 50" W ALONG SAID NORTH RIGHT-OF-WAY LINE
OF PIONEER ROAD FOR 366.89 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S 89° 55' 50" W FOR 400.00 FEET TO A POINT LYING ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 3, AS SHOWN ON FLORIDA STATE ROAD DEPARTMENT, RIGHT-OF-WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505; THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.87 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 11409.20 FEET; THENCE RUN NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01° 22' 52" FOR 275.02 FEET; THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY LINE, RUN N 89° 56' 19" E FOR 477.04 FEET; THENCE RUN S 00° 04' 10" E FOR 503.96 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE LANDS AS SET FORTH IN THAT CERTAIN DECLARATION OF CONDOMINIUM RECORDED IN OFFICIAL RECORDS BOOK 3237, PAGE 3181 AND AS AMENDED IN OFFICIAL RECORDS BOOK 3549, PAGE 588, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, AND LESS AND EXCEPT THE LANDS AS SET FORTH IN THAT CERTAIN DECLARATION OF CONDOMINIUM RECORDED IN OFFICIAL RECORDS BOOK 3464, PAGE 4220, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

PARCEL 4:
CONDOMINIUM UNIT 2, MERRITT MEDICAL CENTER II CONDOMINIUM, ACCORDING TO THE DECLARATION OF CONDOMINIUM THEREOF RECORDED IN OFFICIAL RECORDS BOOK 3464, PAGE 4220, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

SCHEDULE B-II TITLE EXCEPTIONS

COMMITMENT NUMBER: NCS-1273396-ATL
EFFECTIVE: AUGUST 03, 2025 7:30
FIRST AMERICAN TITLE COMPANY
ADDRESS REFERENCE: NORTH COURTENAY PARKWAY, MERRITT ISLAND FLORIDA, 32953
TITLE EXCEPTIONS:
1-9 NOT A SURVEY MATTER.
10. EASEMENT FOR RIGHT-OF-WAY CREATED BY DEED RECORDED IN DEED BOOK 248, PAGE 265.(AFFECTS SUBJECT PARCEL)(PLOTTED)(DRAINAGE EASEMENT)
11. EASEMENT, GRANTED FROM CANAVERAL CAUSEWAY CENTER, INC., A FLORIDA CORPORATION TO BREVARD COUNTY OF THE STATE OF FLORIDA, RECORDED IN BOOK 1034, PAGE 524 OF OFFICIAL RECORDS.(AFFECTS SUBJECT PARCEL)(PLOTTED)(SIDEWALK)
12. EASEMENT, GRANTED FROM WUESTHOFF AMBULATORY CARE CENTER, INC. TO CITY OF COCOA, RECORDED IN BOOK 2695, PAGE 1908 OF OFFICIAL RECORDS, APPROXIMATE LOCATION OF EASEMENT IS AS SHOWN ON SURVEY.(ABUTTING TRACT)(NOT PLOTTED)
13. TERMS, PROVISIONS, RESTRICTIVE COVENANTS, CONDITIONS, RESERVATIONS, RIGHTS, DUTIES AND EASEMENTS CONTAINED IN THE DECLARATION OF CONDOMINIUM OF MERRITT MEDICAL CENTER II CONDOMINIUM, AND ANY EXHIBITS ANNEXED THERETO, RECORDED IN BOOK 3464, PAGE 4220 OF OFFICIAL RECORDS.(ABUTTING TRACT)(NOT PLOTTED)
14. EASEMENT GRANTED TO FLORIDA POWER & LIGHT COMPANY BY INSTRUMENT RECORDED IN BOOK 858, PAGE 304 OF OFFICIAL RECORDS.(AFFECTS SUBJECT PARCEL)(PLOTTED)(UTILITY EASEMENT)
15. NOT A SURVEY MATTER.



VICINITY MAP

LEGEND (AS APPLICABLE)

■	CONCRETE MONUMENT FOUND (AS NOTED)	ⓒ	SERVICE BOX CABLE
⬟	REBAR FOUND (AS NOTED)	▭	PROPANE TANK
⊕	ELECTRIC METER	CB	CATCH BASIN
⬬	REBAR SET	ⓦ	WATER VALVE
⚲	WATER FAUCET	←	GUY WIRE ANCHOR
⊛	SANITARY CLEANOUT	⊸	GUY POLE
MAG	MAG NAIL SET (LB 7908)	○	MONITORING WELL
⊛	SOLID IRON PIN SET (LB 7908)	⊙	EOI – WATER
✕	AERIAL TARGET SET	⊛	WATER METER
⬬	DISK MONUMENT FOUND (AS NOTED)	CB	CATCH BASIN
◉	IRON PIPE FOUND (AS NOTED)	◎	STORM MANHOLE
⬟	OTHER SURVEY MONUMENT FOUND (AS NOTED)	■	BENCHMARK FOUND
■	BENCHMARK FOUND (AS NOTED)	Ⓢ	SANITARY MANHOLE
⊸	HYDRANT	✇	TREE (AS NOTED)
▣	TRANSFORMER	⋈	WATER BACKFLOW PREVENTER
⊸	POLE	⊸	LIGHT POLE
Ⓢ	SANITARY MANHOLE	ⓦ	WATER VALVE
⊛	BOLLARD CONCRETE	⊸	FIRE HYDRANT
▣	ELECTRIC TRANSFORMER	▣	ELECTRIC PANEL
▣	AIR CONDITIONING UNIT	⊛	WATER METER
⚑	FLAG POLE	MAG	MAG NAIL FOUND
MAG	MAG NAIL SET	⊛	POST / BOLLARD

SURVEYOR'S NOTES (AS APPLICABLE)

1. HORIZONTAL LOCATIONS OF ALL ELEMENTS OF THIS DRAWING ARE RELATIVE TO THE FLORIDA STATE PLANE, EAST ZONE (US SURVEY FOOT). LOCATION OF THE PRIMARY CONTROL NETWORK FOR THIS SITE (POINTS: #500 AND #501) WERE ESTABLISHED UTILIZING STANDARD GPS RTK PROTOCOLS AND BEST PRACTICE METHODS FOR MAXIMUM PRECISION, IN CONJUNCTION WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION FLORIDA PRIMARY REFERENCE NETWORK (FPRN) AND HAVE AN EXPECTED HORIZONTAL ACCURACY OF ±0.07'. LOCATION OF ALL TOPOGRAPHIC FEATURED SHOWN HEREON WERE ESTABLISHED UTILIZING A ROBOTIC TOTAL STATION AND ARE DERIVED TRIGONOMETRICALLY WITH AN EXPECTED HORIZONTAL ACCURACY OF ±0.02'.
2. THIS SURVEY IS CONDUCTED ACCORDING TO THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS FOR TITLE INSURANCE PURPOSES, AUTHORIZED BY DFH ON 2/1/24 FOR THE USE OF SPECIFIED PARTIES.
3. ACCORDING TO FEMA MAPS, THE PROPERTY LIES WITHIN ZONE "X" (PANEL NO. 12009C0340H, DATED JANUARY 29, 2021). THE SURVEY DOES NOT DETERMINE FLOOD RISK. FOR FLOOD DETERMINATION, CONSULT THE LOCAL BUILDING DEPARTMENT OR CUSTODIAL FLOOD AGENCY.
4. NOTE THAT ADDITIONAL EASEMENTS AND/OR RESTRICTIONS NOT FOUND IN PUBLIC RECORDS MAY AFFECT THE PROPERTY.
5. NO INDEPENDENT SEARCH FOR EASEMENTS, ENCUMBRANCES, OR TITLE EVIDENCE WAS CONDUCTED BY THE SURVEYOR. INFORMATION IS BASED ON THE FIRST AMERICAN TITLE INSURANCE COMPANY'S ALTA TITLE COMMITMENT FOR TITLE INSURANCE, COMMITMENT NUMBER NCS-1273396-ATL, DATED 08/03/2025.
8. UNDERGROUND UTILITY LOCATIONS ARE BASED ON VISIBLE MARKERS AND DO NOT REPRESENT A COMPREHENSIVE SURVEY OF UNDERGROUND FEATURES.(A SERIES OF SEWER MANHOLES WERE LOCATED BY THIS SURVEY, NO EASEMENT FOUND)
9. THE MATHEMATICAL CLOSURE OF THE SURVEYED BOUNDARY EXCEEDS THE ACCURACY STANDARDS FOR AN URBAN CLASS SURVEY AS DEFINED BY ACSM AND ALTA.
10. THIS SURVEY IS PREPARED FOR THE NAMED ENTITIES AND IS NOT TRANSFERABLE. REPRODUCTION WITHOUT WRITTEN CONSENT FROM THE SIGNING SURVEYOR IS PROHIBITED.
11. THE WORD "CERTIFIED" EXPRESSES THE PROFESSIONAL OPINION OF THE SURVEYOR BASED ON KNOWLEDGE, INFORMATION, AND BELIEF, WITHOUT CONSTITUTING A GUARANTEE OR WARRANTY.
12. PRINTED DIMENSIONS ON THE MAP OF SURVEY TAKE PRECEDENCE OVER SCALED DIMENSIONS. SOME ITEMS MAY BE DRAWN OUT OF SCALE FOR CLARITY.
13. THERE ARE WOODS ROAD SHOWN ON THIS SURVEY, IT IS UNCLEAR WHO IS USING THEM, OR THERE PURPOSE.
14. THE DATE OF SIGNATURE DOES NOT UPDATE THE DATE OF THE FIELD SURVEY, WHICH REPRESENTS CONDITIONS AT THE TIME OF SURVEY.
15. ZONING: AGRICULTURAL RESIDENTIAL AU ZONE, FRONT SETBACK OF 25 FEET, SIDE SETBACK OF 10 FEET AND A REAR SETBACK OF 20 FEET.

ABBREVIATIONS

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

SURVEYORS CERTIFICATION:

MERRITT BIDCO SPV, LLC
FIRST AMERICAN TITLE INSURANCE COMPANY

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

JOHN S THOMAS
SAM LLC LICENSE BUSINESS NO. 7908
FLORIDA REGISTERED PROFESSIONAL LAND SURVEYOR NO. 6223

SURVEYING AND MAPPING, LLC.
TEL:(904)-886-0071
8443 PHILIPS HWY. #2
JACKSONVILLE, FL 32256

ALTA/NSPS BOUNDARY SURVEY

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

DATE:	REVISIONS:
9/22/2025	AREA BREAKDOWN

DRAWN BY: TBH | PARTY CHIEF: BG
JOB #: 1025102746
FB #: 1300

NOT VALID WITHOUT ALL SHEETS
1 OF 2

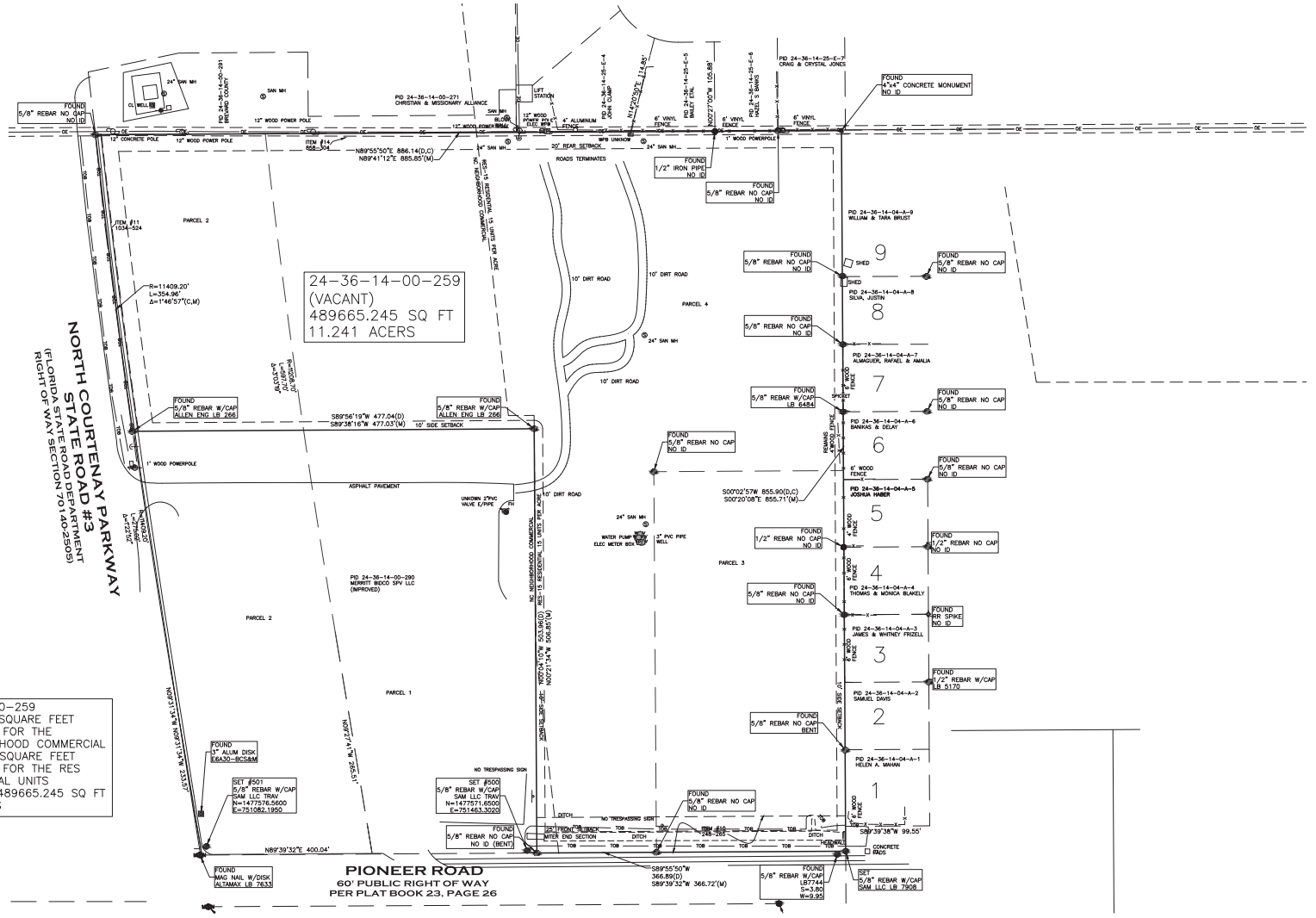
PATH:\\SAMINC\JAX\PROJECTS\1025102746\100\SURVEY\02BASE\1025102746-2400 NORTH COURTENAY PARKWAY- BOUNDARY- ALTA.DWG

MAP SHOWING

ALTA/NSPS BOUNDARY SURVEY

OF

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



SAM SURVEYING AND MAPPING, LLC.
9443 PHILIPS HWY. #2
JACKSONVILLE, FL 32256
TEL:(904)-886-0071

ALTA/NSPS BOUNDARY SURVEY

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

0 60' 120
GRAPHIC SCALE

DATE:	REVISIONS:
9/22/2025	AREA BREAKDOWN

DRAWN BY: TBH | PARTY CHIEF: BG

JOB #: 1025102746

FB #: 1300

NOT VALID WITHOUT ALL SHEETS

PATH:\\SAMINC\JAX\PROJECTS\1025102746\100\SURVEY\02BASE\1025102746-2400 NORTH COURTENAY PARKWAY-BOUNDARY-ALTA.DWG

APPENDIX B

Bowman

Memorandum

To: Brevard County – Public Works Department
Florida Department of Transportation (FDOT) District 5

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

Date: 12/10/2025

Re: Traffic Impact Study Methodology
Rangewater N Courtney Pkwy Merritt Island

This memorandum defines the proposed scope and methodologies for the Traffic Impact Study (TIS) associated with the Rangewater multi-family residential development. The project comprises 222 low-rise dwelling units proposed northeast of the N. Courtenay Pkwy/State Road (S.R.) 3 and Pioneer Road intersection (PID# 24-36-14-00-259). Access is proposed via one right-in/right-out along N. Courtenay Pkwy and one full access along Pioneer Rd. The site location and the latest Concept Plan are provided in **Attachment M-1**.

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

Project Trip Generation. Trip generation rates were extracted from the Institute of Transportation Engineers *Trip Generation Manual 12th Edition* for the comparable land use Multifamily Housing (Low-Rise) - Not Close to Rail Transit (LUC 220), see excerpts in **Attachment M-2**. **Table 1** displays the trip generation for the proposed development.

Table 1. Anticipated Site Trip Generation

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

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

(2) Peak Hour of Adjacent Street

Anticipated Project Trip Distribution. The anticipated site trip distribution was calculated using the Central Florida Regional Planning Model V7 (2030 scenario). The model outputs were reviewed for accuracy, taking into account access to regional thoroughfares, proximity to major employment centers, complementary land uses, and local travel patterns. The resulting trip distribution and model results are presented in **Attachment M-3**.

Buildout Year. The proposed development is expected to be constructed and fully operational by the year 2027.

4450 W. Eau Gallie Boulevard, Suite 232, Melbourne, Florida 32934
P: 321.255.5434 | F: 321.255.7751
bowman.com

Study Area. In accordance with Tables 1 and 2 of Brevard County's 2025 *Guidelines on Minimum Requirements for Traffic Impact Analysis*, given the anticipated peak hour site trip generation, and application type; the project falls in category IV.1.d (*large project - site plan*) for which the preliminary study area extent is defined as follows:

- All major signalized and unsignalized intersections under Brevard County's jurisdiction or maintenance within the impact area
- All roadway links under Brevard County's jurisdiction or maintenance within the impact area
- An analysis shall be performed on each major median opening where links under Brevard County's jurisdiction or maintenance are operating at 80% of the capacity of the road or MAV.

The site location and preliminary study area radius are presented in **Attachment M-1**. Per Brevard County guidelines, a segment analysis significance test was performed to refine the preliminary analysis extents. The significance evaluation is presented in **Attachment M-4**.

The following intersections and roadway segments are proposed to be evaluated in the study:

Study Intersections:

- N. Courtenay Pkwy (S.R. 3) and Pioneer Rd (Signalized)
- N. Courtenay Pkwy (S.R. 3) and S.R. 528 EB on-off Ramps (Signalized)
- N. Courtenay Pkwy (S.R. 3) and S.R. 528 WB on-off Ramps (Signalized)
- N. Courtenay Pkwy (S.R. 3) and Site Driveway 1 (right-in/right-out)
- Pioneer Rd (Signalized) and Site Driveway 2 (full access)

Roadway Segments:

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

Data Collection Elements and Methodologies. Intersection turning movements counts will be collected on an average weekday while the schools are in session during the morning (7:00 AM - 09:00 AM) and evening (4:00 PM - 06:00 PM) peak periods at the study area intersections.

Growth Rate & Adjustments. To account for the ambient background traffic growth rate, individual segment annual growth rates, calculated from historical (2020–2024) Space Coast TPO traffic counts using the FDOT TRENDS spreadsheet, will be applied to roadway segments. Minimum growth per BEBR Brevard County population projections. The volumes will also be adjusted by the Brevard County Seasonal Factor (SF) extracted from Florida Traffic Online. Background information, calculations, and roadway segment growth rates are presented in **Attachment M-5**.

Background Projects. The following background improvements were identified within the study area:

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

To be determined during coordination. Approved, unbuilt background developments within the study area will be provided by FDOT and Brevard County will be included.

Analysis Periods and Times.

The intersection capacity analysis will be conducted for the morning peak hour (7:00 AM - 09:00 AM) and evening peak hour (4:00 PM - 06:00 PM), under 2025 Existing, 2027 No Build, 2027 Build scenarios.

The turn lane warrant analysis will be conducted for the morning peak hour (7:00 AM - 09:00 AM) and evening peak hour (4:00 PM - 06:00 PM) under 2027 Build scenario.

The roadway segments will be evaluated for the daily and evening peak hour (4:00 PM - 06:00 PM) under 2025 Existing, 2027 No Build, 2027 Build scenarios.

Analyses to be performed. The following analysis will be included in the study:

- *Capacity/LOS Analysis:* Capacity Analysis will be performed for the study intersections outlined in the study area section of this memorandum for the analysis periods and scenario. The analysis will be completed following the Highway Capacity Manual (HCM 7th Edition) methodologies using the computer software package Synchro 12. Clustered and other Non–NEMA phasing intersections will be analyzed using HCM 2000 or Synchro Methodologies.
- *Signal Phasing/Timing Modification*: TBD
- *Queue Analysis*: 95th percentile queue lengths for the access driveways and affected movements at the intersection of N. Courtenay Pkwy (S.R. 3) and Pioneer Rd (Signalized)
- *Turn Lane Warrant Analysis:* The analysis for the driveway along N Courtenay Pkwy will be conducted using the FDOT 2023 *Multimodal Access Management Guidebook*. The analysis for the driveway along Pioneer Rd will be conducted using NCHRP Report 457.
- *Roadway Segment Analysis*: A roadway segment analysis will be conducted for the study area roadway segments for the roadway segment analysis periods and scenarios.

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

Sincerely,

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

Attachments

Attachment M-1. Site Location and Concept Plan

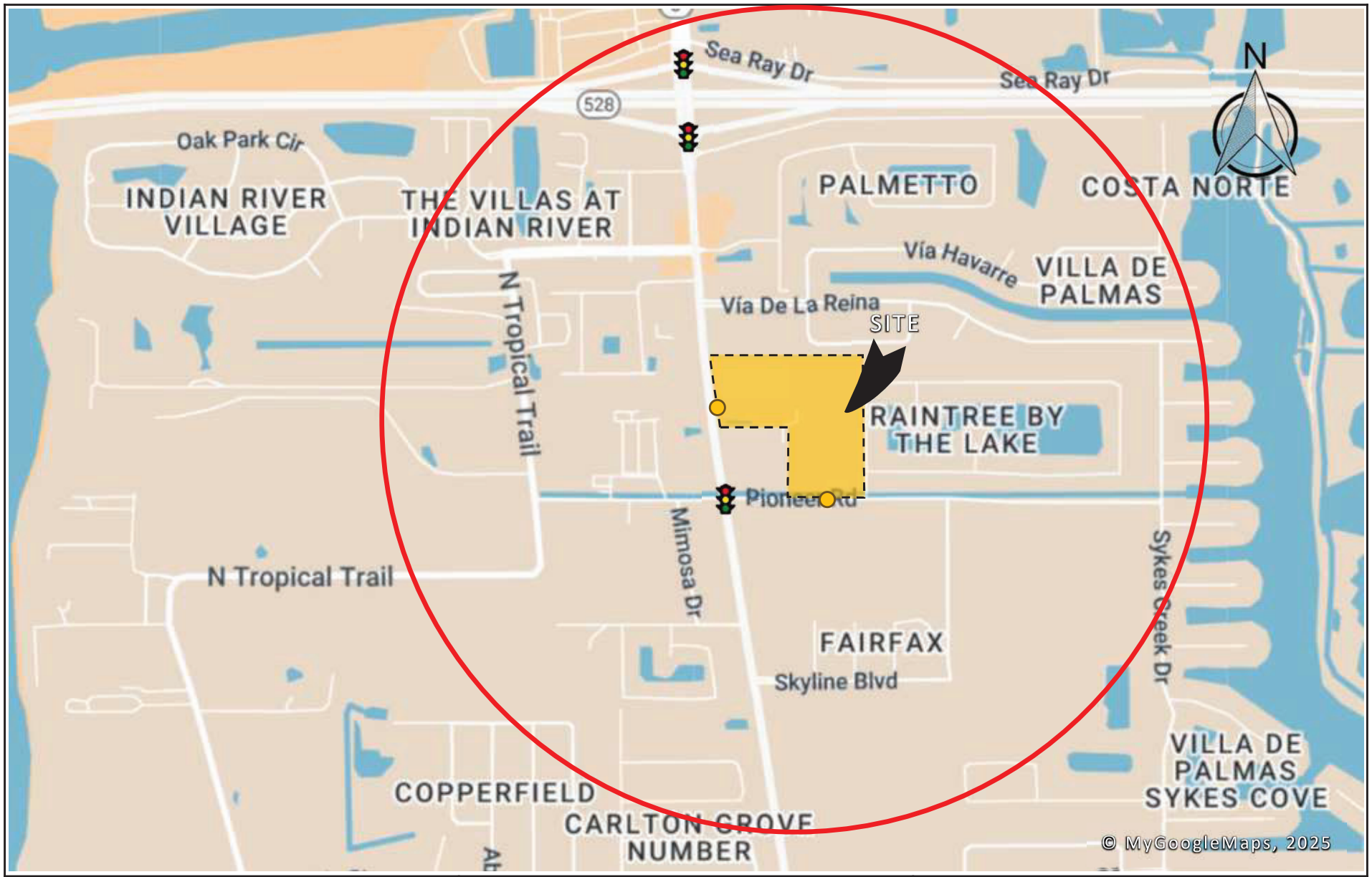
Attachment M-2. ITE 12th Edition Excerpts

Attachment M-3. Trip Distribution

Attachment M-4. Significance Evaluation

Attachment M-5. Growth Rates, Background Information, and Calculations

ATTACHMENT M-1



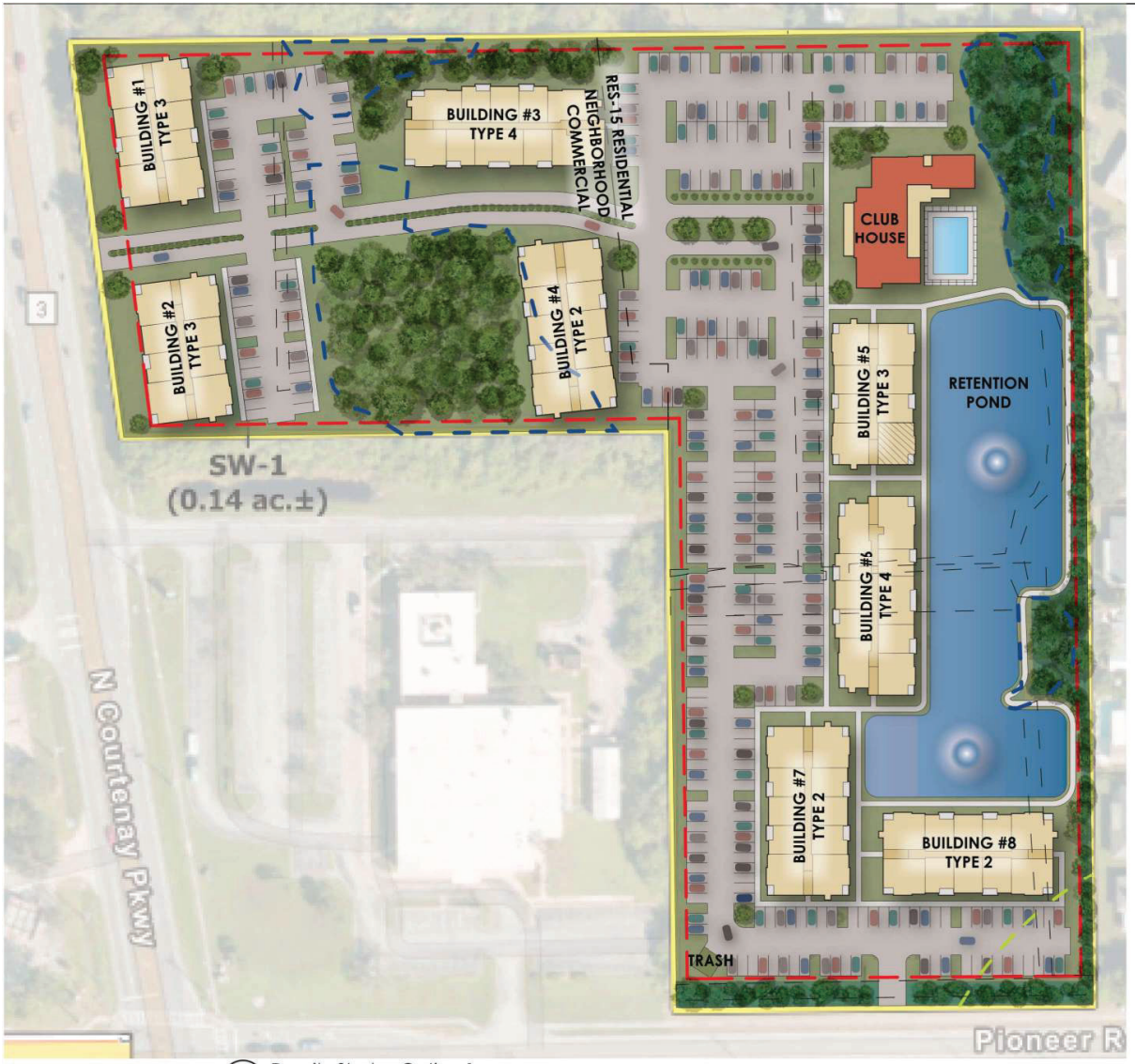
Bowman

LEGEND

- Site Driveway
- 0.5 mile radius
- Site location
- Signalized Int.

Figure 1. Site Location

Rangewater Merrit Island



PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

BUILDING TYPE 2:
Building 4
3 Stories
30 Units

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

BUILDING TYPE 4:
Building 3
3 Stories
30 Units

ZONE 2: Residential
7.581 acres
113 units max

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

BUILDING TYPE 3:
Building 5
3 Stories
23 Units

BUILDING TYPE 4:
Building 6
3 Stories
30 Units

TOTAL: 222 Units

AMENITY: 6,500 S.F.

PARKING:

TOTAL: 396 Spaces
(1.78 Spaces/Unit)

PRESERVED GREEN SPACE

TOP FLOOR VIEWING PLATFORM

N

00 50 100 200

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

Plan

November 18, 2025

0000.00

Merritt Island

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

ATTACHMENT M-2

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing is a residential building with two or three floors (levels) of residences. Various configurations fit this description, including the following:

- Walk-up apartment or multiplex—access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway.
- Mansion apartment with several dwelling units within what appears from the outside to be a single-family dwelling unit.
- Stacked townhouse designed to match the external appearance of a townhouse, but which has dwelling units that share both floors and walls and with access through a central entry and stairway.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there was an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, British Columbia (CAN), California, Delaware, Florida, Illinois, Maine, Massachusetts, Minnesota, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, and Washington.

Source Numbers

357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076, 1219, 1236, 1265, 1267

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

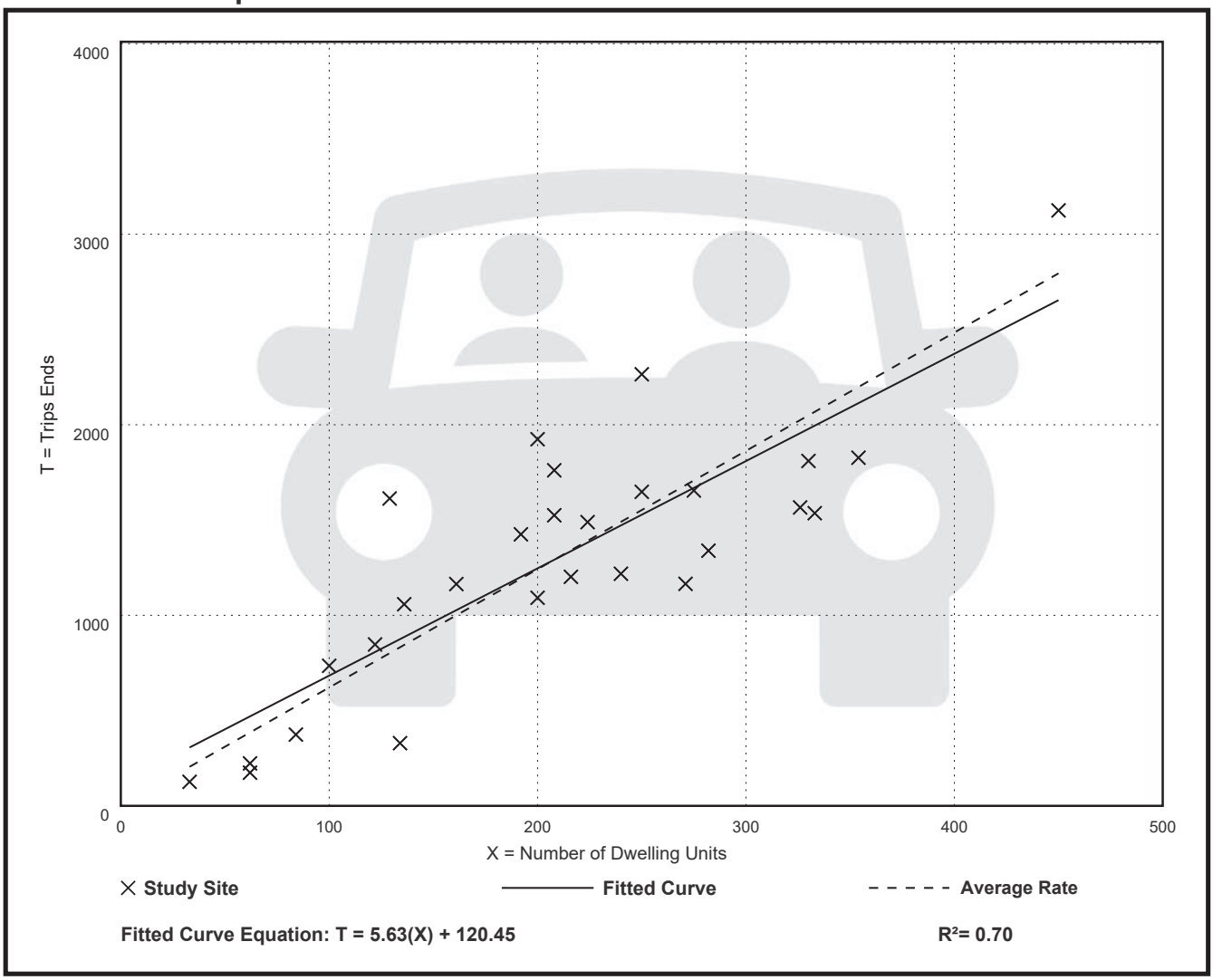
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. Num. of Dwelling Units: 208
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.21	2.46 - 12.50	1.87

Data Plot and Equation



Fitted Curve Equation: T = 5.63(X) + 120.45

R^2= 0.70

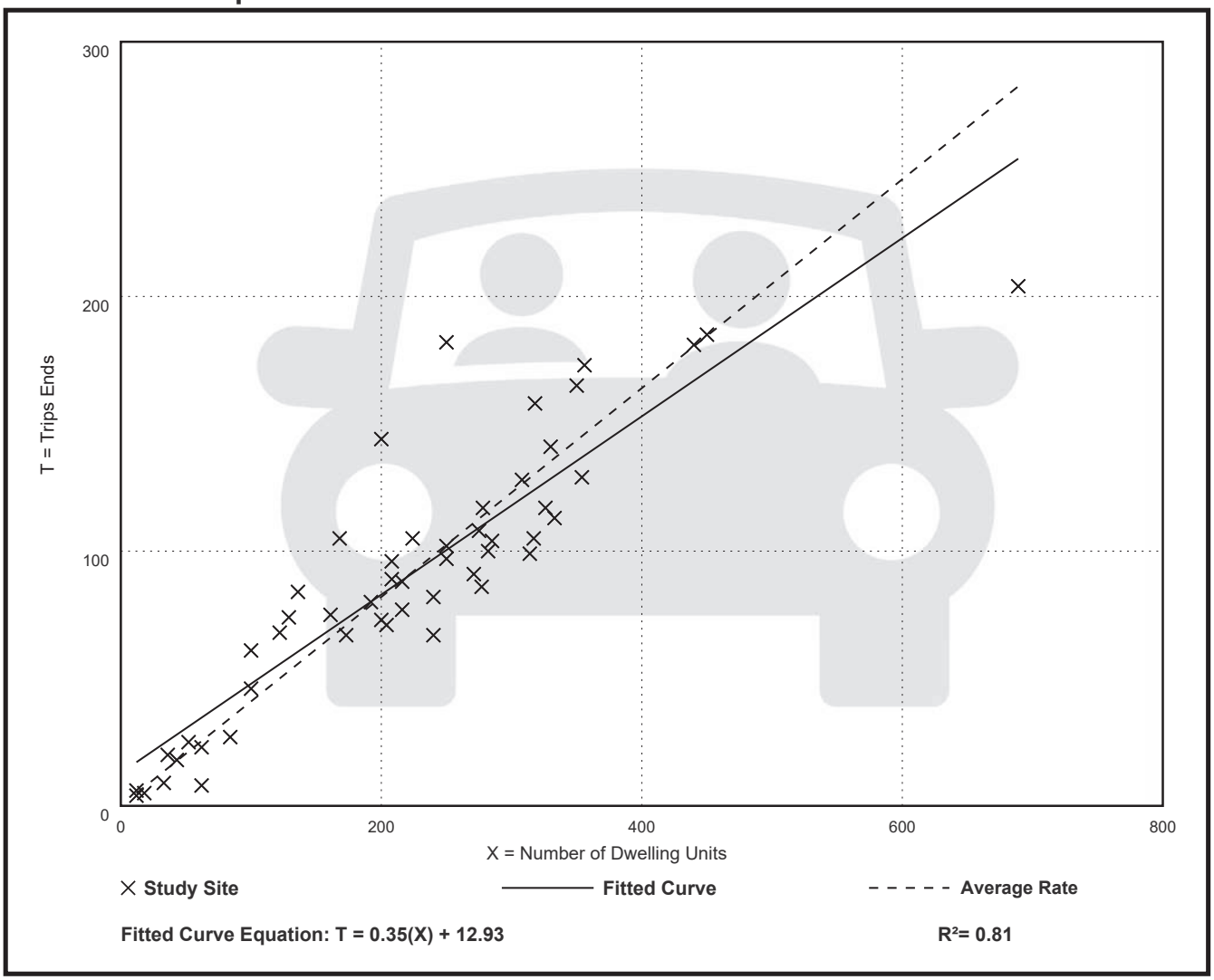
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	51
Avg. Num. of Dwelling Units:	219
Directional Distribution:	24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



Fitted Curve Equation: T = 0.35(X) + 12.93

R^2= 0.81

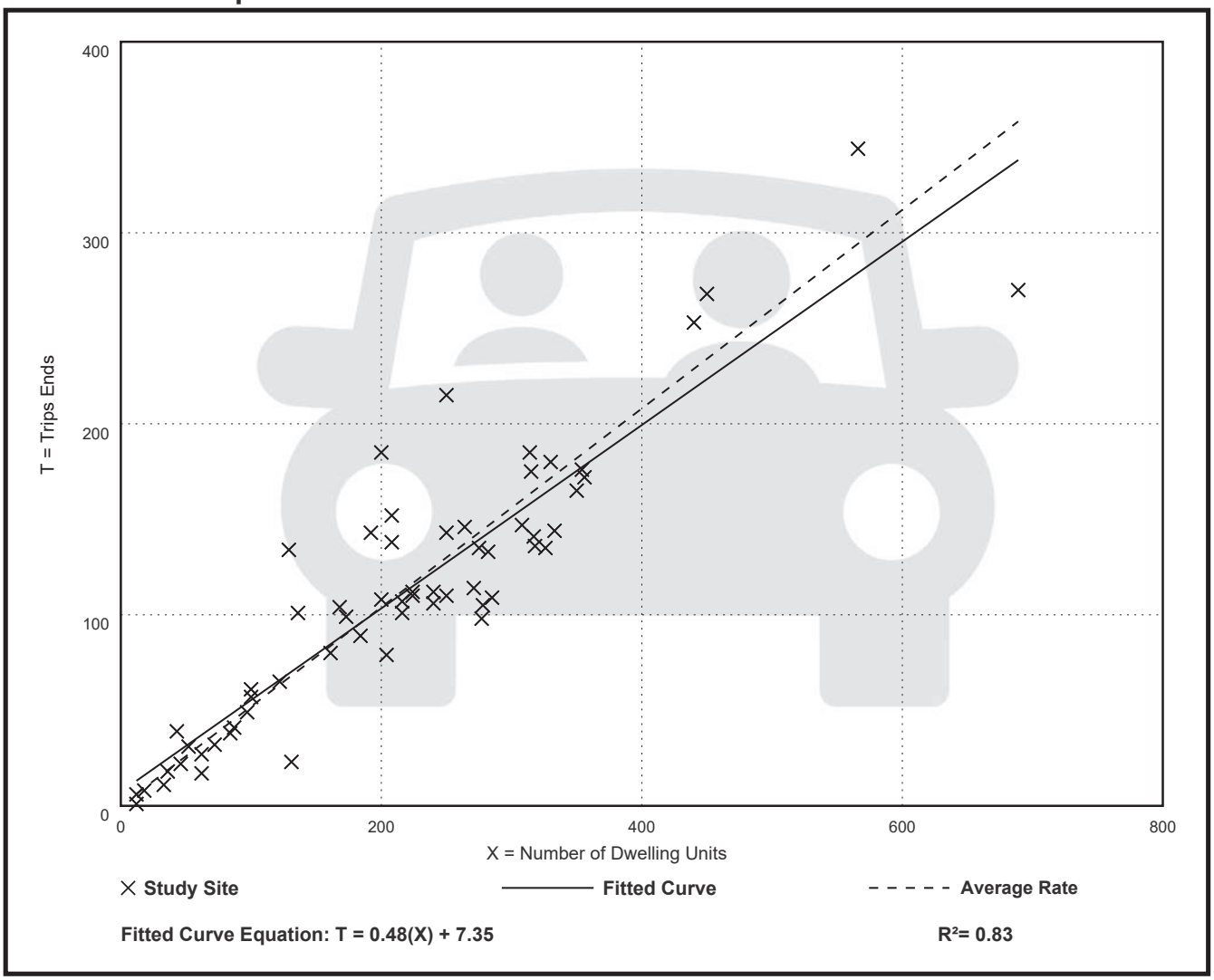
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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

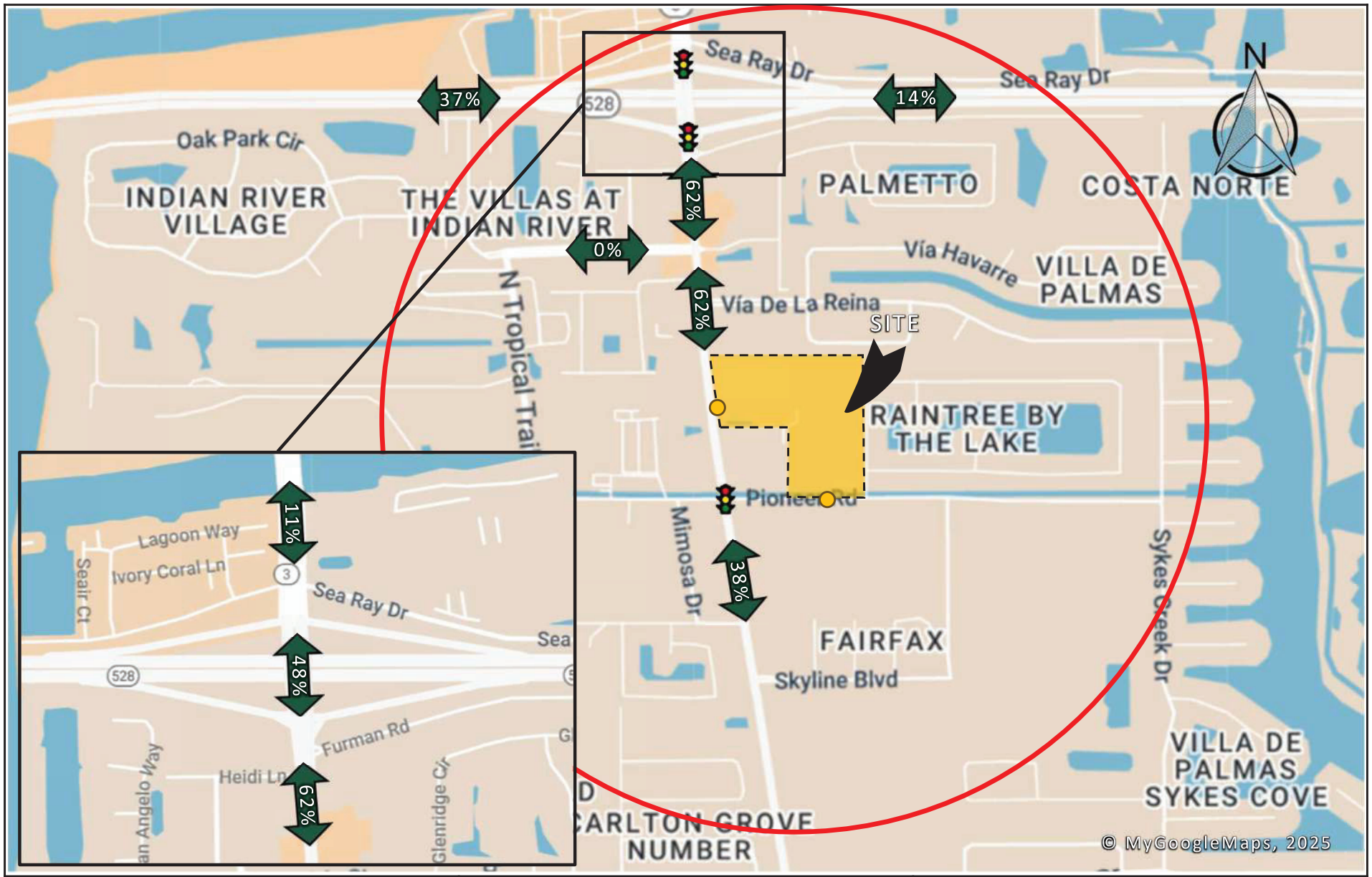
Data Plot and Equation



Fitted Curve Equation: T = 0.48(X) + 7.35

R^2= 0.83

ATTACHMENT M-3



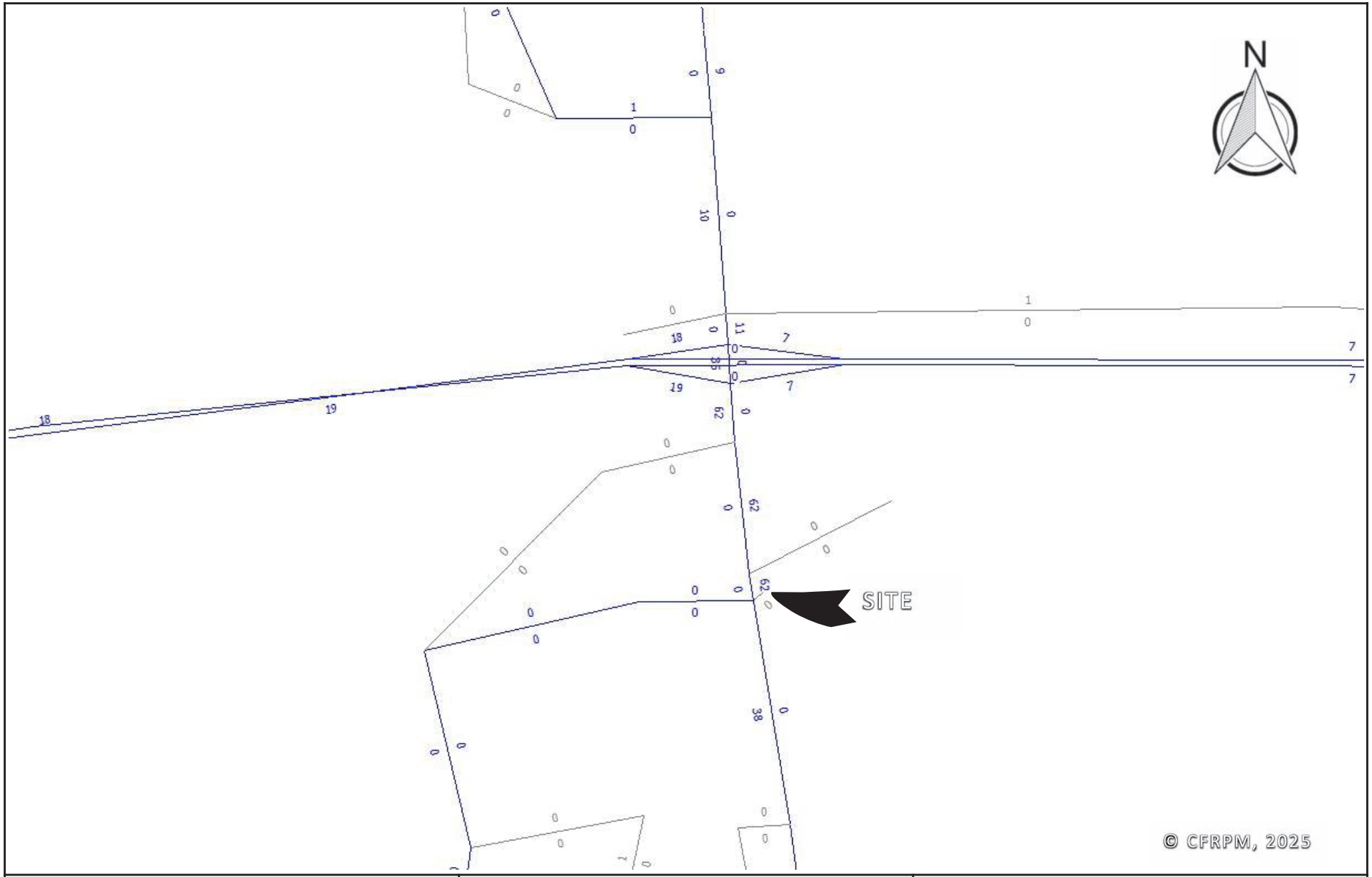
Bowman

LEGEND

- Site Driveway
- 0.5 Mile Radius
- Signalized Int.
- Site location
- #% Distribution

Figure 2. Site Trip Distribution

Rangewater Merritt Island

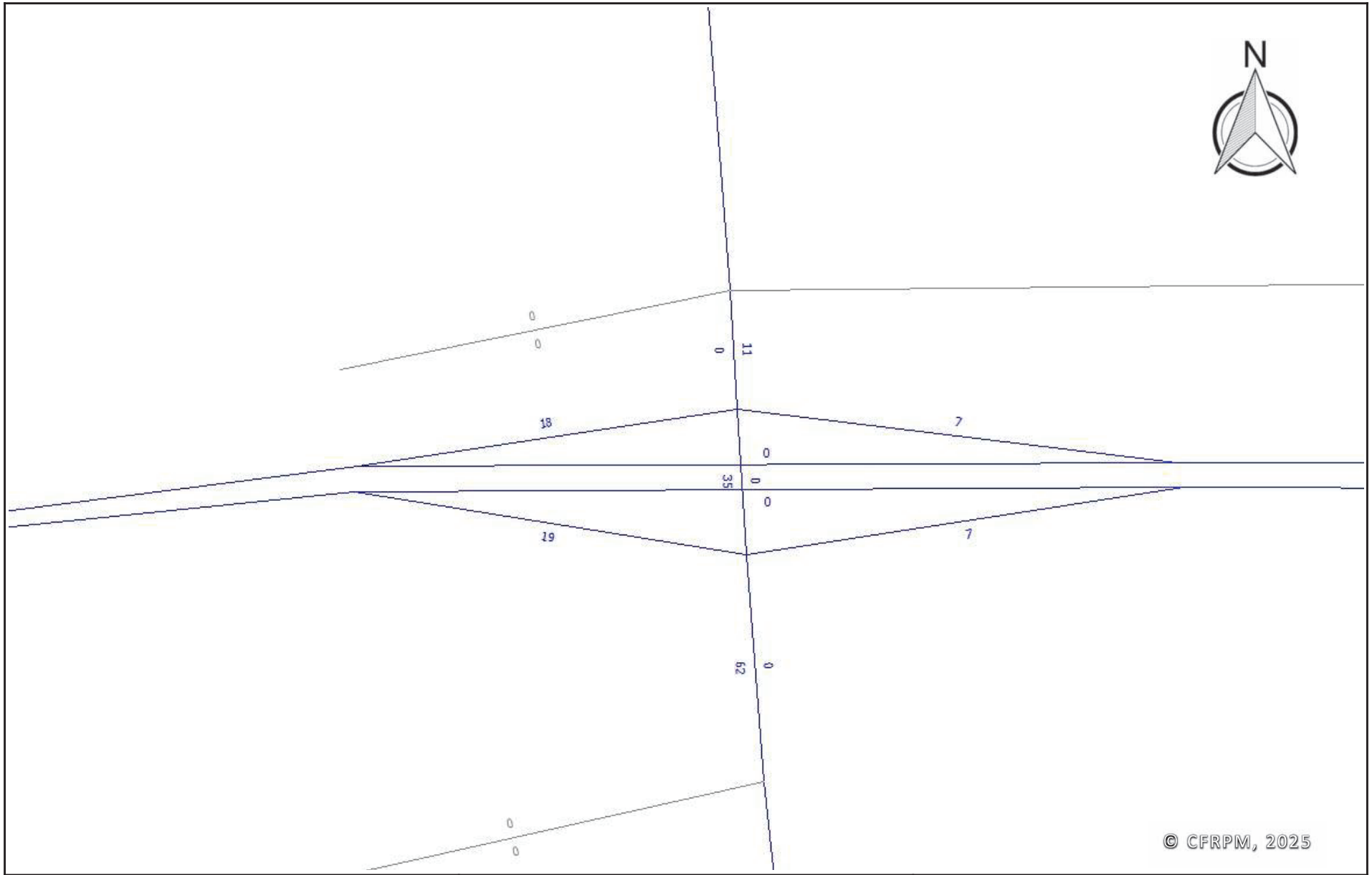


Bowman

LEGEND

FIGURE 3. CFRPM SCREENSHOT 1

RANGEWATER MERRITT ISLAND

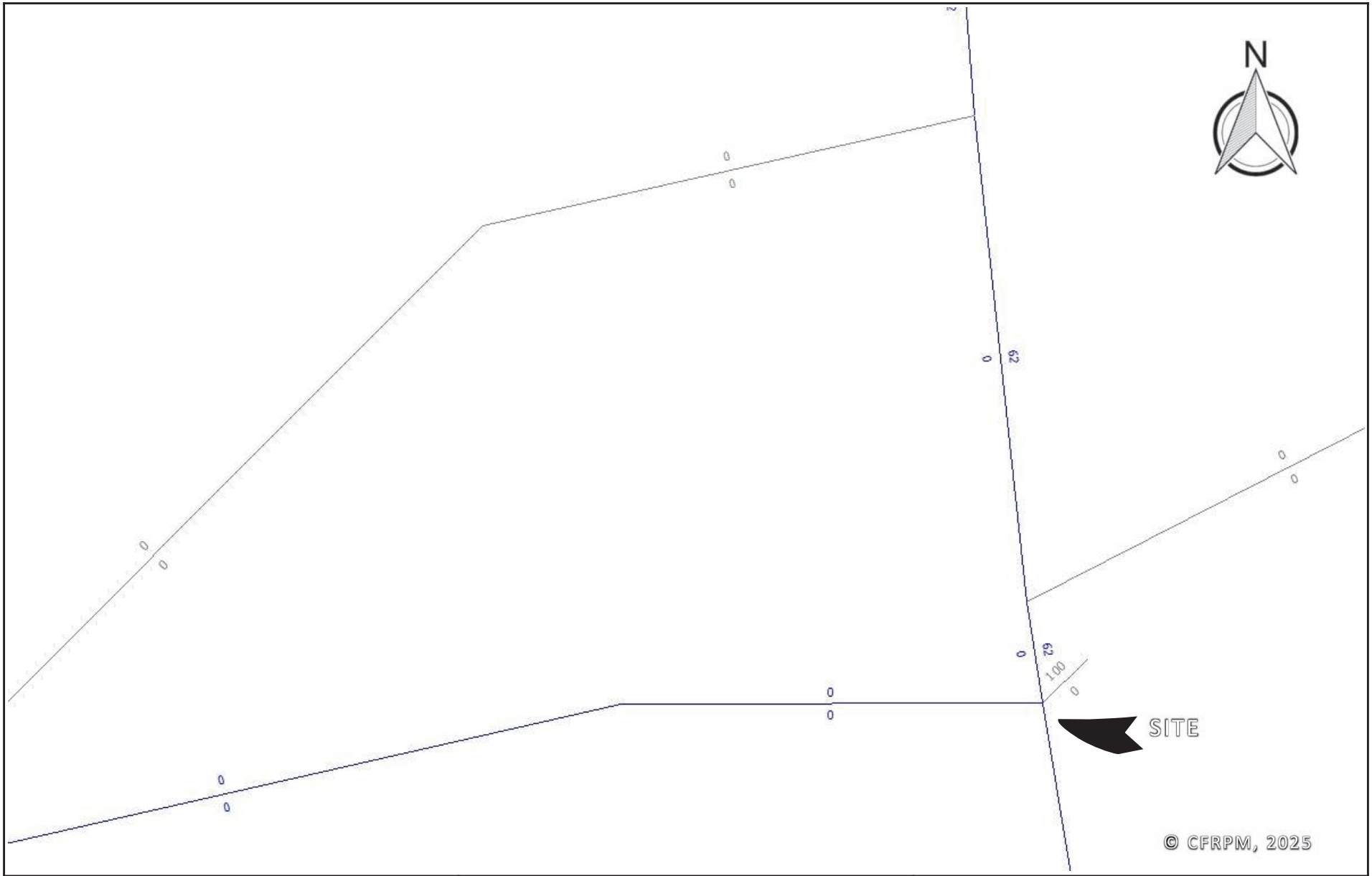


Bowman

LEGEND

FIGURE 4. CFRPM SCREENSHOT 2

RANGEWATER MERRITT ISLAND

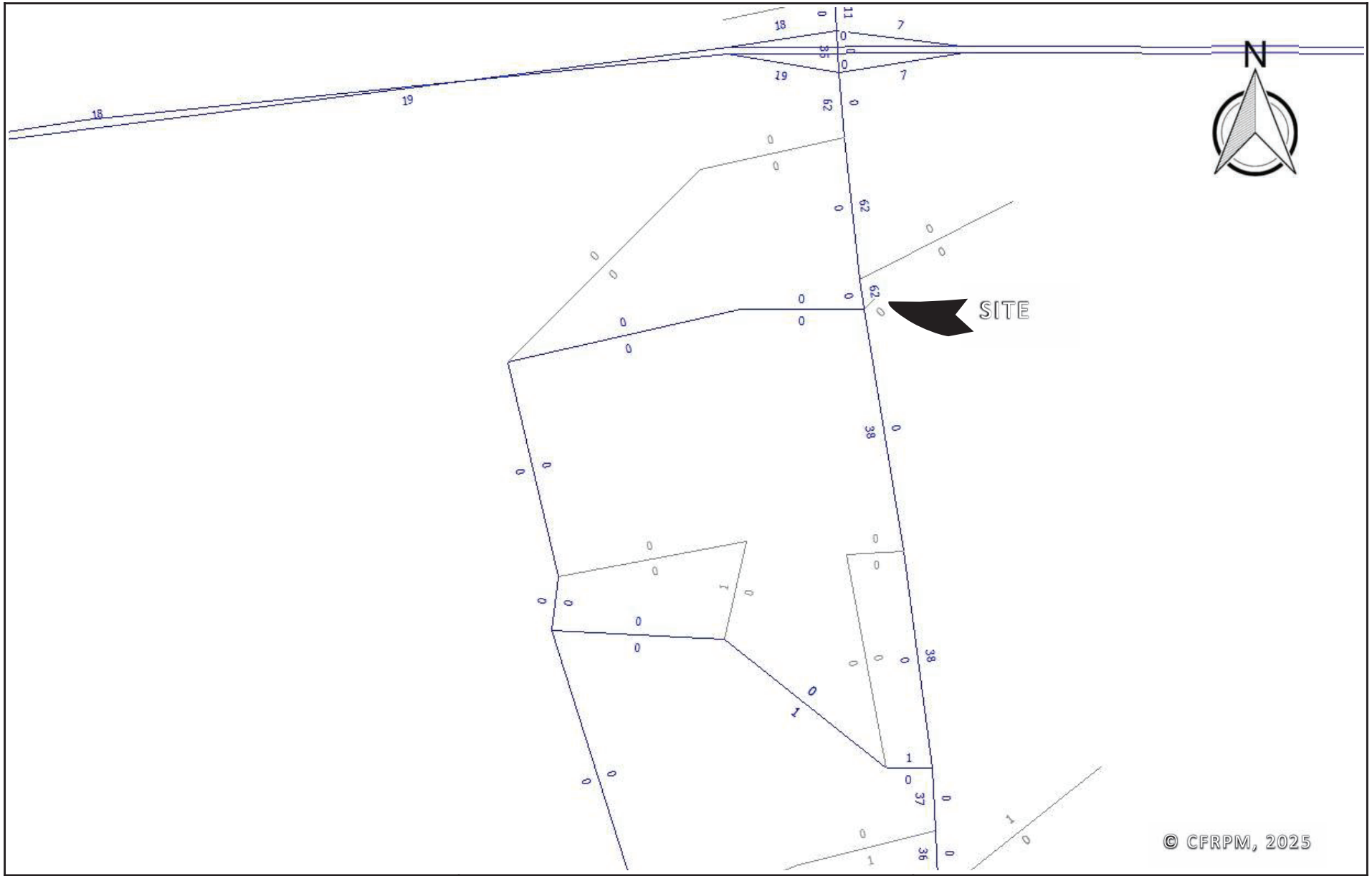


Bowman

LEGEND

FIGURE 5. CFRPM SCREENSHOT 3

RANGEWATER MERRITT ISLAND



Bowman

LEGEND

FIGURE 6. CFRPM SCREENSHOT 4

RANGEWATER MERRITT ISLAND

ATTACHMENT M-4

RANGEWATER N COURTNEY PARKWAY MERRIT ISLAND
ROADWAY SIGNIFICANCE EVALUATION

Roadway[1]	From[1]	To[1]	ID #[1]	Functional Classification[1]	Lanes[1]	Level of Service[1]	Roadway Capacity[1]	2024 Existing Volume[2]	V/C Ratio	Exceed V/C Ratio of 0.85?	Remaining Capacity	Daily Project Traffic		Percent of Remaining Capacity (%)	Exceed 25% of Remaining Capacity
												Trip Dist %[3]	Site Trips[4]		
N. Courtenay Pkwy. (SR 3)	Crockett Blvd.	Pioneer Rd.	136	Urban Principal Arterial-Other	4	D	38,430	30,230	0.79	No	8,200	38%	524	6.39%	No
	Pioneer Rd.	S Ramps SR 528	152	Urban Principal Arterial-Other	4	D	38,430	33,650	0.88	Yes	4,780	62%	855	17.89%	No
	S Ramps SR 528	N Ramps SR 528	155	Urban Principal Arterial-Other	4	D	38,430	34,400	0.90	Yes	4,030	48%	662	16.43%	No
	N Ramps	Hall Rd.	140	Urban Principal Arterial-Other	4	D	38,430	24,960	0.65	No	13,470	11%	152	1.13%	No
SR 528	US 1	N. Courtenay Pkwy. (SR 3)	128	Urban Principal Arterial-Other	4	D	82,200	53,870	0.66	No	28,330	37%	510	1.80%	No
	N. Courtenay Pkwy. (SR 3)	N Banana River Dr.	129	Urban Principal Arterial-Other	4	D	82,200	41,270	0.50	No	40,930	14%	193	0.47%	No

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

(2) Extracted from **Space Coast Transportation Planning Organization Traffic Counts: 2020 - 2024**

(3) Extracted from **Figure 2. Trip Distribution**

(4) Extracted from **Table 1. Anticipated Trip Generation**

SOS ID	Corridor Order	Roadway	From	To	City	Maintaining Agency	Functional Classification	Number of Lanes	Speed Limit	Level of Service Standa	Context Classifications	Existing Volume	Volume Year	Updated Capacity	Updated v/c
206	1	BARNA AVE.	SR 405	SR 50	Titusville	Titusville	Urban Major Collector	2	35	E	C3R	4,942	2023	22,400	0.22
707051	2	BARNA AVE.	SR 50	KNOX MCRAE DR.	Titusville	Titusville	Urban Major Collector	2	35	E	C3R	11,300	2023	22,400	0.50
707020	3	BARNA AVE.	KNOX MCRAE DR.	PARK AVE.	Titusville	Titusville	Urban Major Collector	2	35	E	C3R	5,600	2023	22,400	0.25
521	4	CAMP RD.	GRISSOM PKWY.	US 1	Unincorporated	Brevard County	Urban Major Collector	2	25	E	C3C, C3R	2,348	2023	21,700	0.11
522	5	CITRUS BLVD.	PINE ST.	LEE ST./CANAVERAL GROVES I	Unincorporated	Brevard County	Urban Major Collector	2	30	E	C3R	3,886	2023	22,400	0.17
212	6	CANAVERAL GROVES BLVD.	LEE ST.	GRISSOM PKWY.	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	7,565	2022	22,400	0.34
213	7	CANAVERAL GROVES BLVD.	GRISSOM PKWY.	US 1	Unincorporated	Brevard County	Urban Major Collector	2	35/25	E	C3R, C3C	5,137	2023	21,700	0.24
188	8	CARPENTER RD.	FOX LAKE RD.	GARDEN ST.	Titusville	Brevard County	Urban Major Collector	2	40/30	E	C3R	3,537	2023	22,400	0.16
184	9	CARPENTER RD.	GARDEN ST.	DAIRY RD.	Titusville	Brevard County	Urban Major Collector	2	30/35	E	C3R	5,802	2023	22,400	0.26
183	10	CARPENTER RD.	DAIRY RD.	SR 46	Unincorporated	Brevard County	Urban Major Collector	2	35/30/40	E	C3R	4,617	2023	22,400	0.21
185	11	DAIRY RD.	CARPENTER RD.	HOLDER RD.	Titusville	Brevard County	Urban Major Collector	2	30	E	C3R	5,277	2023	22,400	0.24
523	12	DAIRY RD.	HOLDER RD.	SINGLETON AVE.	Titusville	Brevard County	Urban Major Collector	2	30	E	C3R	6,163	2022	22,400	0.28
186	13	DAIRY RD.	SINGELTON AVE.	OLD DIXIE HWY.	Titusville	Brevard County	Urban Major Collector	2	30	E	C3R	7,190	2023	22,400	0.32
187	14	DAIRY RD.	OLD DIXIE HWY.	US 1	Titusville	Brevard County	Urban Major Collector	2	30	E	C3R	6,163	2022	22,400	0.28
596	15	DEERING PKWY.	I-95	US 1	Unincorporated	Brevard County	Rural Major Collector	2	45	D	C2	2,933	2023	14,000	0.21
549	16	FAY BLVD.	GOLFVIEW AVE.	HOMESTEAD AVE.	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	3,059	2023	22,400	0.14
207	17	FAY BLVD.	HOMESTEAD AVE.	DEER LN.	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	6,626	2022	22,400	0.30
229	18	FAY BLVD.	DEER LN.	GRISSOM PKWY.	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	8,638	2023	22,400	0.39
208	19	FAY BLVD.	GRISSOM PKWY.	AREQUIPPA RD.	Unincorporated	Brevard County	Urban Major Collector	4	35	E	C3R	13,270	2022	37,300	0.36
209	20	FAY BLVD.	AREQUIPPA RD.	CAROLE AVE.	Unincorporated	Brevard County	Urban Major Collector	4	35	E	C3R	12,353	2023	37,300	0.33
210	21	FAY BLVD.	CAROLE AVE.	US 1	Unincorporated	Brevard County	Urban Major Collector	4	35	E	C3R	14,691	2023	37,300	0.39
235	22	FOX LAKE RD.	CARPENTER RD.	SOUTH ST.	Titusville	Brevard County	Urban Major Collector	2	40	D	C3R	4,069	2023	22,400	0.18
634	23	GRISSOM PKWY.	INDUSTRY RD.	FED EX CENTER	Cocoa	Brevard County	Urban Minor Arterial	2	30	E	C3C	11,135	2023	21,700	0.51
197	24	GRISSOM PKWY.	FED EX CENTER	CANAVERAL GROVES BLVD.	Cocoa	Brevard County	Urban Minor Arterial	2	30/40/50/45	E	C3C	8,276	2023	21,700	0.38
196	25	GRISSOM PKWY.	CANAVERAL GROVES BL	CAMP RD.	Unincorporated	Brevard County	Urban Minor Arterial	2	45	E	C3R	8,207	2023	22,400	0.37
195	26	GRISSOM PKWY.	CAMP RD.	PORT ST. JOHN PKWY	Unincorporated	Brevard County	Urban Minor Arterial	2	50	E	C2	9,709	2023	28,500	0.34
194	27	GRISSOM PKWY.	PORT ST. JOHN PKWY.	BRIDGE RD.	Unincorporated	Brevard County	Urban Minor Arterial	2	45	E	C3R, C2	13,025	2023	22,400	0.58
193	28	GRISSOM PKWY.	BRIDGE RD.	FAY BLVD.	Unincorporated	Brevard County	Urban Minor Arterial	2	45	E	C3R	13,474	2023	22,400	0.60
192	29	GRISSOM PKWY.	FAY BLVD.	CURTIS BLVD.	Unincorporated	Brevard County	Urban Minor Arterial	2	35	E	C3R	9,149	2023	22,400	0.41
191	30	GRISSOM PKWY.	CURTIS BLVD.	KINGS HWY.	Unincorporated	Brevard County	Urban Minor Arterial	2	35	E	C3R	11,383	2022	22,400	0.51
190	31	GRISSOM PKWY.	KINGS HWY.	SHEPARD DR.	Titusville	Brevard County	Rural Minor Arterial	4	35	D	C3C	9,615	2023	36,600	0.26
189	32	GRISSOM PKWY.	SHEPARD DR.	SR 405	Titusville	Brevard County	Urban Minor Arterial	4	45	D	C3C	9,940	2022	36,600	0.27
524	33	GOLFVIEW AVE.	PORT ST. JOHN PKWY.	FAY BLVD.	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	5,703	2022	22,400	0.25
526	34	HOLDER RD.	DAIRY RD.	SR 46	Titusville	Brevard County	Urban Major Collector	2	45	E	C3R	2,557	2023	22,400	0.11
583	35	HOPKINS AVE.	SR 50	KNOX MCRAE DR.	Titusville	Titusville	Urban Major Arterial	2	35	E	C3C	7,449	2022	21,700	0.34
584	36	HOPKINS AVE.	KNOX MCRAE DR.	COUNTRY CLUB DR.	Titusville	Titusville	Urban Minor Arterial	2	35	E	C3C	9,229	2023	21,700	0.43
577	37	HOPKINS AVE.	COUNTRY CLUB DR.	HARRISON ST.	Titusville	Titusville	Urban Minor Arterial	2	35	E	C3C	10,464	2022	21,700	0.48
586	38	HOPKINS AVE.	HARRISON ST.	GRACE ST.	Titusville	Titusville	Urban Minor Arterial	2	35	E	C3C	5,110	2023	21,700	0.24
198	39	INDUSTRY RD. (SR 524)	SR 524	GRISSOM PKWY.	Cocoa	Brevard County/FDOT	Urban Minor Arterial	4	35	E	C3C	16,295	2023	38,430	0.42
594	40	INDUSTRY RD.	GRISSOM PKWY.	CIDCO RD.	Cocoa	Cocoa	Urban Local	2	25	E	C3C	3,651	2023	21,700	0.17
245	41	KINGS HWY.	GRISSOM PKWY.	US 1	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	5,273	2023	22,400	0.24
223	42	NASA CSWY.	US 1	SPACE COMMERCE WAY	Unincorporated	FDOT	Rural Principal Arterial Other	4	50/55	D	C1, C3C	13,558	2023	36,600	0.37
239	43	OLD DIXIE HWY.	GARDEN ST.	DAIRY RD.	Titusville	Brevard County	Urban Major Collector	2	30/35	E	C3R	1,159	2022	22,400	0.05
240	44	OLD DIXIE HWY.	DAIRY RD.	PARRISH RD.	Titusville	Brevard County	Urban Major Collector	2		35 E	C3R	915	2023	22,400	0.04
242	45	PARRISH RD.	HOLDER RD.	SINGLETON AVE.	Unincorporated	Brevard County	Urban Major Collector	2	25	E	C2	690	2020	28,500	0.02
241	46	PARRISH RD.	SINGLETON AVE.	US 1	Unincorporated	Brevard County	Urban Major Collector	2	25	E	C3R	1,048	2023	22,400	0.05
211	47	PT ST JOHN PKWY.	I-95	GRISSOM PKWY.	Unincorporated	Brevard County	Urban Minor Arterial	4	40	E	C2	10,059	2023	55,700	0.18
578	48	SINGLETON AVE.	SR 405 (SOUTH ST.)	GARDEN ST.	Titusville	Titusville	Urban Major Collector	2	40	E	C3R	7,231	2020	22,400	0.32
238	49	SINGLETON AVE.	GARDEN ST.	DAIRY RD.	Titusville	Brevard County	Urban Major Collector	2	35	E	C3R, C3C	6,984	2023	21,700	0.32
547	50	SINGLETON AVE.	DAIRY RD.	SR 46	Titusville	Brevard County	Urban Major Collector	2	25/35	E	C3R, C2	1,516	2022	22,400	0.07
234	51	SISSON RD.	SR 405	SAN MATEO BLVD.	Titusville	Brevard County	Urban Major Collector	2	35	E	C3R	5,893	2023	22,400	0.26
550	52	SISSON RD.	SAN MATEO BLVD.	SR 50	Titusville	Brevard County	Urban Major Collector	2	35	E	C3R	8,561	2023	22,400	0.38
201	53	SR 46	VOLUSIA CO.	FAWN LAKE BLVD.	Unincorporated	FDOT	Rural Principal Arterial-Other	2	55	C	C1, C3R, C2	6,522	2023	8,200	0.80
200	54	SR 46	FAWN LAKE BLVD.	I-95	Unincorporated	FDOT	Urban Principal Arterial-Other	2	55	D	C3C, C3R	10,664	2023	17,360	0.61
199	55	SR 46	I-95	US 1	Unincorporated	FDOT	Urban Principal Arterial-Other	2	45/35	D	C2, C3R, C3C	12,791	2023	14,000	0.91
231	56	SR 50	ORANGE CO.	I-95	Titusville	FDOT	Rural Principal Arterial Other	4	65/55/45	C	C1, C3C, C3R, C2	14,577	2023	30,700	0.47
232	57	SR 50	I-95	SR 405	Titusville	FDOT	Urban Principal Arterial-Other	4		45 D	C3C	29,484	2023	38,430	0.77
164	58	SR 50	SR 405	BARNA AVE.	Titusville	FDOT	Urban Minor Arterial	4	50/45	D	C3C	20,515	2023	38,430	0.53
163	59	SR 50	BARNA AVE.	SISSON RD.	Titusville	FDOT	Urban Minor Arterial	4		45 D	C3C	21,916	2022	38,430	0.57
162	60	SR 50	SISSON RD.	HOPKINS AVE.	Titusville	FDOT	Urban Minor Arterial	4		35 D	C3C	19,235	2023	38,430	0.50
161	61	SR 50	HOPKINS AVE.	US 1	Titusville	FDOT	Urban Minor Arterial	4		35 D	C3C	14,510	2023	38,430	0.38
218	62	SR 405 (COLUMBIA BLVD.)	SR 50	BARNA AVE.	Titusville	FDOT	Urban Principal Arterial-Other	4		55 D	C3R, C3C	18,524	2023	38,430	0.48
219	63	SR 405 (COLUMBIA BLVD.)	BARNA AVE.	SR 407	Titusville	FDOT	Urban Principal Arterial-Other	4		55 D	C3C	19,055	2023	38,430	0.50
220	64	SR 405 (COLUMBIA BLVD.)	SR 407	GRISSOM PKWY.	Titusville	FDOT	Urban Principal Arterial-Other	4		55 D	C3C	19,210	2023	38,430	0.50
221	65	SR 405 (COLUMBIA BLVD.)	GRISSOM PKWY.	SISSON RD.	Titusville	FDOT	Urban Principal Arterial-Other	4		45 D	C3C	17,510	2023	38,430	0.46
222	66	SR 405 (COLUMBIA BLVD.)	SISSON RD.	US 1	Titusville	FDOT	Urban Principal Arterial-Other	4	45/55	D	C3C	12,463	2023	38,430	0.32
217	67	SR 405 (SOUTH ST.)	SR 50	FOX LAKE RD.	Titusville	FDOT	Urban Minor Arterial	2		55 D	C3C	18,794	2023	17,360	1.08
216	68	SR 405 (SOUTH ST.)	FOX LAKE RD.	SINGLETON AVE.	Titusville	FDOT	Urban Minor Arterial	2	45/55	D	C3R, C2	11,917	2023	14,000	0.85
215	69	SR 405 (SOUTH ST.)	SINGLETON AVE.	PARK AVE.	Titusville	FDOT	Urban Minor Arterial	4	55/40	D	C2, C4	6,345	2023	34,300	0.18
214	70	SR 405 (SOUTH ST.)	PARK AVE.	WASHINGTON AVE.	Titusville	FDOT	Urban Minor Arterial	4		35 D	C4	5,390	2022	37,910	0.14
595	71	SR 406 (GARDEN ST.)	CARPENTER RD.	I-95	Titusville	Titusville	Urban Major Collector	2		35 D	C3C	7,443	2022	21,700	0.34
202	72	SR 406 (GARDEN ST.)	I-95	SINGLETON AVE.	Titusville	FDOT	Urban Principal Arterial-Other	4		40 D	C3C, C3R	15,220	2023	38,430	0.40
203	73	SR 406 (GARDEN ST.)	SINGLETON AVE.	PARK AVE.	Titusville	FDOT	Urban Principal Arterial-Other	4		40 D	C4, C3C, C4	15,896	2023	36,100	0.44
204	74	SR 406 (GARDEN ST.)	PARK AVE.	HOPKINS AVE.	Titusville	FDOT	Urban Principal Arterial-Other	4	40/30	D	C3C	11,553	2023	36,600	0.32
205	75	SR 406 (GARDEN ST.)	HOPKINS AVE.	WASHINGTON AVE.	Titusville	FDOT	Urban Principal Arterial-Other	4		30 D	C3C	9,471	2023	36,600	0.26
233	76	A. MAX BREWER MEMORIAL PKW	WASHINGTON AVE.	MAX BREWER MEMORIAL PKW	Titusville	FDOT	Urban Principal Arterial-Other	2		30 D	C1, C3C	5,799	2023	14,000	0.41
225	77	SR 407	SR 528	I-95	Unincorporated	Turnpike	Rural Principal Arterial - Freeway	2		60 D	C2	5,713	2023	14,700	0.39
548	78	SR 407	I-95	SHEPARD DR.	Brevard County	Turnpike	Urban Principal Arterial - Freeway	2		55 D	C2	11,229	2023	14,000	0.80
224	79	SR 407	SHEPARD DR.	SR 405	Titusville	Turnpike	Urban Principal Arterial - Freeway	2		55 D	C2	9,496	2023	14,000	0.68
226	80	US 1	SR 528	CANAVERAL GROVES BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45/55	D	C3C	26,903	2023	38,430	0.70
159	81	US 1	CANAVERAL GROVES BL	CAMP RD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		55 D	C3C	30,416	2023	38,430	0.79
160	82	US 1	CAMP RD.	BROADWAY BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		55 D	C3C	24,270	2023	38,430	0.63
227	83	US 1	BROADWAY BLVD.	FAY BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4	55/45	D	C3C	25,351	2023	38,430	0.66
228	84	US 1	FAY BLVD.	KINGS HWY.	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45/55	D	C3C	23,210	2023	38,430	0.60
230	85	US 1	KINGS HWY.	SR 405	Titusville	FDOT	Urban Principal Arterial-Other	4		55 D	C3C	22,664	2023	38,430	0.59
169	86	US 1	SR 405	SR 50	Titusville	FDOT	Urban Principal Arterial-Other	4	55/50/45	D	C3C	21,210	2023	38,430	0.55
170	87	US 1	SR 50	KNOX MCRAE DR.	Titusville	FDOT	Urban Principal Arterial-Other	4		45 D	C2T	25,749	2023	32,970	0.78
172	88	US 1	KNOX MCRAE DR.	COUNTRY CLUB DR.	Titusville	FDOT	Urban Principal Arterial-Other	4		45 D	C3C, C2T	26,337	2023	32,970	0.80
173	89	US 1	COUNTRY CLUB DR.	HARRISON ST.	Titusville	FDOT	Urban Principal Arterial-Other	4		45 D	C3C	24,521	2023	38,430	0.64
174	90	US 1	HARRISON ST.	GRACE ST.	Titusville	FDOT	Urban Principal Arterial-Other	4		45 D	C3C, C4	23,489	2023	37,910	0.62
182	91	US 1 (NB WASHINGTON AVE.)	GRACE ST.	SOUTH ST.	Titusville	FDOT	Urban Principal Arterial-Other	2		40 D	C4	12,149	2023	21,660	0.56
181	92	US 1 (NB WASHINGTON AVE.)	SOUTH ST.	MAIN ST.	Titusville	FDOT	Urban Principal Arterial-Other	2		30 D	C4	12,616	2022	21,660	0.58
179	93	US 1 (NB WASHINGTON AVE.)	MAIN ST.	GARDEN ST.	Titusville	FDOT	Urban Principal Arterial-Other	2		30 D	C3C, C4	9,892	2023	21,660	0.46
178	94	US 1 (SB HOPKINS AVE.)	GARDEN ST.	MAIN ST.	Titusville	FDOT	Urban Principal Arterial-Other	2	30/40	D	C3C, C4	11,649	2023	21,660	0.54
176	95	US 1 (SB HOPKINS AVE.)	MAIN ST.	SOUTH ST.	Titusville	FDOT	Urban Principal Arterial-Other	2		40 D	C4	12,354	2022	21,660	0.57
175	96	US 1 (SB HOPKINS AVE.)	SOUTH ST.	GRACE ST.	Titusville	FDOT	Urban Principal Arterial-Other	2		40 D	C3C	12,528	2023	21,960	0.57
165	97	US 1	GARDEN ST.	DAIRY RD.	Titusville	FDOT	Urban Principal Arterial-Other	4	35/45/55	D	C3C, C2	21,673	2023	38,430	0.56
166	98	US 1	DAIRY RD.	SR 46	Titusville	FDOT	Urban Principal Arterial-Other	4	55/45	D	C2, C3C	15,506	2023	38,430	0.40
167	99	US 1	SR 46	LIONEL RD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45/55	D	C3C	10,798	2023	38,430	0.28
168	100	US 1	LIONEL RD.	BURKHOLM RD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		60 C	C3C	9,603	2023	30,700	0.31
527	101	US 1	BURKHOLM RD.	VOLUSIA CO.	Unincorporated	FDOT	Rural Principal Arterial Other	4	60/65	C	C3C, C3R, C2, C2T	3,736	2023	21,800	0.17
117	102	CONE RD.	S TROPICAL TR.	S COURTENAY PKWY.	Unincorporated	Brevard County	Urban Minor Collector	2		35 E	C3R	4,162	2023	22,400	0.19
115	103	CONE RD.	S COURTENAY PKWY.	PLUMOSA ST.	Unincorporated	Brevard County	Urban Minor Collector	2		35 E	C3C	4,996	2023	21,700	0.23
137	104	CROCKETT BLVD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	Unincorporated	Brevard County	Urban Minor Collector	2		35 E	C3R	1,988	2023	21,700	0.09
119	105	FORTENBERRY RD.	S COURTENAY PKWY.	PLUMOSA ST.	Unincorporated	Brevard County	Urban Major Collector	2		35 E	C3C	3,600	2023	21,700	0.17
154	106	FORTENBERRY RD.	PLUMOSA ST.	SYKES CREEK PKWY.	Unincorporated	Brevard County	Urban Major Collector	2		35 E	C3C	4,076	2023	21,700	0.19
158	107	HALL RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	Unincorporated	Brevard County	Urban Minor Collector	2		35 E	C3C	2,140	2023	22,400	0.10
138	108	LUCAS RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	Unincorporated	Brevard County	Urban Minor Collector	2		35 E	C3R	3,124	2023	22,400	0.14
153	109	MERRITT AVE.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	Unincorporated	Brevard County	Urban Major Collector	2		25 E	C3C	3,018	2023	21,700	0.14
103	110	MERRITT AVE.	N COURTENAY PKWY. (S	PLUMOSA ST.	Unincorporated	Brevard County	Urban Major Collector	4		35 E	C3C	12,956	2023	36,600	0.35
110	111	MERRITT AVE.	PLUMOSA ST.	SYKES CREEK PKWY.	Unincorporated	Brevard County	Urban Major Collector	4		35 E	C3C	13,500	2023	36,600	0.37
104	112	NEWFOUND HARBOR DR.	END	SR 520	Unincorporated	Brevard County	Urban Minor Collector	2		30 E	C3R	5,033	2023	22,400	0.22
109	113	N. BANANA RIVER DR.	SR 520	SYKES CREEK PKWY.	Unincorporated	Brevard County	Urban Minor Arterial	2		25 E	C3R	6,246	2023	22,400	0.28
107	114	N. BANANA RIVER DR.	SYKES CREEK PKWY.	CENTRAL AVE.	Unincorporated	Brevard County	Urban Minor Arterial	2		35 E	C3C, C3R	11,517	2023	21,700	0.53
102	115	N. BANANA RIVER DR.	CENTRAL AVE.	MARTIN BLVD.	Unincorporated	Brevard County	Urban Minor Arterial	2		35 E	C3R	9,658	2023	22,400	0.43
602	116	N. BANANA RIVER DR.	MARTIN BLVD.	SR 528	Unincorporated	Brevard County	Urban Minor Arterial	2		35 E	C3C	9,918	2023	21,700	0.46
613	117	N. BANANA RIVER DR.	SR 528	SEA RAY DR.	Unincorporated	Brevard County	Urban Local	2		E	C3C	1,650	2023	21,700	0.08
130	118	N. COURTENAY PKWY. (SR 3)	SR 520	MERRITT AVE.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		35 D	C4	26,291	2023	37,910	0.69
131	119	N. COURTENAY PKWY. (SR 3)	MERRITT AVE.	NEEDLE BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		35 D	C4	32,028	2023	37,910	0.84
133	120	N. COURTENAY PKWY. (SR 3)	NEEDLE BLVD.	LUCAS RD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		40 D	C4	31,209	2023	37,910	0.82
135	121	N. COURTENAY PKWY. (SR 3)	LUCAS RD.	CROCKETT BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4	40/45	D	C3C	31,485	2023	38,430	0.82
136	122	N. COURTENAY PKWY. (SR 3)	CROCKETT BLVD.	PIONEER RD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		45 D	C3C	31,764	2023	38,430	0.83
152	123	N. COURTENAY PKWY. (SR 3)	PIONEER RD.	S RAMPS SR 528	Unincorporated	FDOT	Urban Principal Arterial-Other	4		45 D	C3C	27,075	2023	38,430	0.70
155	124	N. COURTENAY PKWY. (SR 3)	S RAMPS SR 528	N RAMPS SR 528	Unincorporated	FDOT	Urban Principal Arterial-Other	4		45 D	C3C	30,651	2023	38,430	0.80
140	125	N. COURTENAY PKWY. (SR 3)	N RAMPS	HALL RD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		45 D	C3C	21,688	2023	38,430	0.56
157	126	N. COURTENAY PKWY. (SR 3)	HALL RD.	N TROPICAL TR.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		50 D	C3R	15,388	2023	39,170	0.39
141	127	N. COURTENAY PKWY. (SR 3)	N TROPICAL TR.	SPACE COMMERCE WAY	Unincorporated	FDOT	Rural Principal Arterial Other	4		55 C	C2, C1	9,251	2023	45,800	0.20
147	128	N. TROPICAL TR.	SR 520	MERRITT AVE.	Unincorporated	Brevard County	Urban Major Collector	2	25/30	E	C3C	8,557	2023	21,700	0.39
146	129	N. TROPICAL TR.	MERRITT AVE.	LUCAS RD.	Unincorporated	Brevard County	Urban Major Collector	2	30/35	E	C3R	6,663	2023	22,400	0.30
145	130	N. TROPICAL TR.	LUCAS RD.	CROCKETT BLVD.	Unincorporated	Brevard County	Urban Major Collector	2		35 E	C3R	4,321	2023	22,400	0.19
156	131	N. TROPICAL TR.	CROCKETT BLVD.	PIONEER RD.	Unincorporated	Brevard County	Urban Major Collector	2		35 E	C3R	2,250	2023	22,400	0.10
144	132	N. TROPICAL TR.	GRANT RD.	HALL RD.	Unincorporated	Brevard County	Urban Major Collector	2		35 E	C3R	758	2022	22,400	0.03
143	133	N. TROPICAL TR.	HALL RD.	CRISAFULLI RD.	Unincorporated	Brevard County	Urban Major Collector	2		35 E	C2, C3R	974	2023	22,400	0.04
142	134	N. TROPICAL TR.	CRISAFULLI RD.	N COURTENAY PKWY. (SR 3)	Unincorporated	Brevard County	Urban Major Collector	2		35 E	C2	1,988	2023	22,400	0.09
116	135	PLUMOSA ST.	CONE RD.	FORTENBERRY RD.	Unincorporated	Brevard County	Urban Minor Collector	2		35 E	C3C	4,442	2022	21,700	0.20
120	136	PLUMOSA ST.	FORTENBERRY RD.	SR 520	Unincorporated	Brevard County	Urban Minor Collector	2		25 E	C3C	3,586	2023	21,700	0.17
106	137	PLUMOSA ST.	SR 520	MERRITT AVE.	Unincorporated	Brevard County	Urban Minor Collector	2		25 E	C3C	5,777	2023	21,700	0.27
105	138	S. BANANA RIVER DR.	END	SR 520	Unincorporated	Brevard County	Urban Local	2		25 E	C3R	1,908	2023	17,920	0.11
112	139	S. TROPICAL TR.	PINEDA CSWY. (SR 404)	S COURTENAY PKWY.	Unincorporated	Brevard County	Urban Minor Arterial	2	35/45	E	C3R	7,706	2023	17,920	0.43
113	140	S. COURTENAY PKWY.	S. TROPICAL TR.	BANANA BLVD.	Unincorporated	Brevard County	Urban Minor Arterial	2	35/45	E	C3R	8,701	2023	22,400	0.39
114	141	S. COURTENAY PKWY.	BANANA BLVD.	CONE RD.	Unincorporated	Brevard County	Urban Minor Arterial	2	35	E	C3R	11,111	2023	22,400	0.50
118	142	S. COURTENAY PKWY.	CONE RD.	FORTENBERRY RD.	Unincorporated	Brevard County	Urban Minor Arterial	2		35 E	C3R	13,848	2023	17,920	0.77
122	143	S. COURTENAY PKWY.	FORTENBERRY RD.	MAGNOLIA AVE.	Unincorporated	Brevard County	Urban Minor Arterial	4		35 E	C3C	16,619	2023	36,600	0.45
139	144	S. COURTENAY PKWY.	MAGNOLIA AVE.	SR 520	Unincorporated	Brevard County	Urban Minor Arterial	4		35 E	C3C	18,665	2023	36,600	0.51
111	145	S. TROPICAL TR.	MATHERS BRIDGE	PINEDA CSWY. (SR 404)	Unincorporated	Brevard County	Urban Major Collector	2	25/35	E	C3R	1,495	2023	17,920	0.08

622	146	BANANA RIVER DR.	MATHERS BRIDGE	S. PATRICK DR. (SR 513)	Indian Harbour Beach	Brevard County	Urban Major Collector	2		25	E	C3C	2,638	2023	21,700	0.12
125	147	S. TROPICAL TR.	S COURTENAY PKWY.	PLANTATION RD.	Unincorporated	Brevard County	Urban Major Collector	2		45	D	C3R	1,322	2023	17,920	0.07
126	148	S. TROPICAL TR.	PLANTATION RD.	CONE RD.	Unincorporated	Brevard County	Urban Major Collector	2	45/35		E	C3R	6,787	2023	17,920	0.38
124	149	S. TROPICAL TR.	CONE RD.	SR 520	Unincorporated	Brevard County	Urban Major Collector	2		35	E	C3C, C3R	5,229	2023	17,360	0.30
603	150	SPACE COMMERCE WY.	SR 3	NASA CSWY.	Unincorporated	FDOT	Rural Principal Arterial Other	2	35/45		D	C3C	5,717	2023	21,700	0.26
101	151	SR 520	HUMPHREY BRIDGE	N.TROPICAL TR.	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C5, C4	46,697	2023	53,900	0.87
148	152	SR 520	N.TROPICAL TR.	SR 3	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C4	37,789	2023	56,800	0.67
97	153	SR 520	SR 3	GOODWIN DR.	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C4, C3C	29,767	2023	56,810	0.52
98	154	SR 520	GOODWIN DR.	PLUMOSA ST.	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	30,542	2023	56,810	0.54
99	155	SR 520	PLUMOSA ST.	MALL ENTRANCE	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	27,445	2022	56,810	0.48
100	156	SR 520	MALL ENTRANCE	SYKES CREEK PKWY.	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	24,898	2023	56,810	0.44
149	157	SR 520	SYKES CREEK PKWY.	NEWFOUND HARBOR DR.	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	29,025	2023	56,810	0.51
150	158	SR 520	NEWFOUND HARBOR DR	N BANANA RIVER DR.	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	24,515	2023	56,810	0.43
151	159	SR 520	N BANANA RIVER DR.	S BANANA RIVER DR.	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	22,841	2023	56,810	0.40
128	160	SR 528	US 1	N COURTENAY PKWY. (SR 3)	Unincorporated	FDOT	Urban Principal Arterial-Other	4	55/60		D	LA	39,271	2023	82,200	0.48
129	161	SR 528	N COURTENAY PKWY. (S	N BANANA RIVER DR.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		60	D	LA	37,751	2023	82,200	0.46
127	162	SR 528	N BANANA RIVER DR.	SR 401	Unincorporated	FDOT	Urban Principal Arterial-Other	4	60/55		D	LA	36,048	2023	82,200	0.44
123	163	SYKES CREEK PKWY.	FORTENBERRY RD.	SR 520	Unincorporated	Brevard County	Urban Major Collector	4		35	E	C3C	4,230	2023	36,600	0.12
121	164	SYKES CREEK PKWY.	SR 520	MERRITT AVE.	Unincorporated	Brevard County	Urban Major Collector	4		45	E	C3C	11,642	2023	36,600	0.32
108	165	SYKES CREEK PKWY.	MERRITT AVE.	N BANANA RIVER DR.	Unincorporated	Brevard County	Urban Major Collector	2		45	E	C1, C3R, C3C	9,460	2023	21,700	0.44
75	166	ADAMSON RD.	PINE ST.	SR 524	Unincorporated	Brevard County	Urban Minor Collector	2		50	D	C3R, C2	6,655	2023	14,000	0.48
77	167	BARNES BLVD.	FISKE BLVD. (SR 519)	THREE MEADOWS DR.	Rockledge	Brevard County	Urban Principal Arterial-Other	4		45	E	C3C	15,128	2023	36,600	0.41
604	168	BARNES BLVD.	THREE MEADOWS DR.	MURRELL RD.	Rockledge	Brevard County	Urban Principal Arterial-Other	4		45	E	C3C	16,701	2023	36,600	0.46
72	169	BARNES BLVD.	MURRELL RD.	US 1	Rockledge	Rockledge	Urban Principal Arterial-Other	2		45	E	C3C	10,145	2023	21,700	0.47
49	170	CLEARLAKE RD.	PLUCKEBAUM RD.	SR 520	Cocoa	Brevard County	Urban Major Collector	2		30	E	C3R, C3C	4,189	2023	21,700	0.19
29	171	CLEARLAKE RD. (SR 501)	SR 520	LAKE DR.	Cocoa	FDOT	Urban Minor Arterial	4		45	D	C3C	11,650	2023	36,600	0.32
30	172	CLEARLAKE RD. (SR 501)	LAKE DR.	DIXON BLVD.	Cocoa	FDOT	Urban Minor Arterial	4		45	D	C3C	15,167	2023	36,600	0.41
31	173	CLEARLAKE RD. (SR 501)	DIXON BLVD.	ROSETINE ST.	Cocoa	FDOT	Urban Minor Arterial	4		45	D	C4	15,040	2022	36,100	0.42
32	174	CLEARLAKE RD. (SR 501)	ROSETINE ST.	MICHIGAN AVE.	Cocoa	FDOT	Urban Minor Arterial	4		45	D	C4	16,619	2023	36,100	0.46
39	175	CLEARLAKE RD. (SR 501)	MICHIGAN AVE.	OTTERBEIN AVE.	Cocoa	FDOT	Urban Minor Arterial	3		45	D	C4, C3C	16,047	2023	36,100	0.44
50	176	CLEARLAKE RD. (SR 501)	OTTERBEIN AVE.	N. WALMART ENTRANCE	Cocoa	FDOT	Urban Minor Arterial	3		40	D	C3C	13,026	2023	38,430	0.34
95	177	CLEARLAKE RD. (SR 501)	N. WALMART ENTRANCE	SR 524	Cocoa	FDOT	Urban Minor Arterial	2	40/45		D	C3C	15,377	2023	22,790	0.67
61	178	COX RD.	SR 520	SR 524	Cocoa	Brevard County/Cocoa	Urban Major Collector	2		45	E	C3C	4,561	2023	21,700	0.21
69	179	COX RD.	SR 524	JAMES RD.	Cocoa	Brevard County	Urban Major Collector	2		45	E	C3R	2,620	2023	22,400	0.12
47	180	DIXON BLVD.	CLEARLAKE RD.	PINEDA ST.	Cocoa	Brevard County	Urban Minor Arterial	4	20/40		E	C4	9,729	2023	40,800	0.24
51	181	DIXON BLVD.	PINEDA ST.	FISKE BLVD.	Cocoa	Brevard County	Urban Minor Arterial	4		40	E	C4	9,662	2023	40,800	0.24
46	182	DIXON BLVD.	FISKE BLVD.	BYRD PLAZA ENTRANCE	Cocoa	Brevard County	Urban Minor Arterial	4		40	E	C4	9,505	2023	40,800	0.23
45	183	DIXON BLVD.	BYRD PLAZA ENTRANCE	US 1	Cocoa	Brevard County	Urban Minor Arterial	4		40	E	C4	8,950	2023	40,800	0.22
44	184	FISKE BLVD. (SR 519)	I-95/BARNES BLVD.	EYSTER BLVD.	Rockledge	FDOT	Urban Principal Arterial-Other	4		45	D	C3C, C3R	26,603	2023	38,430	0.69
96	185	FISKE BLVD. (SR 519)	EYSTER BLVD.	BARTON BLVD.	Rockledge	FDOT	Urban Principal Arterial-Other	4		45	D	C3C	21,990	2023	38,430	0.57
42	186	FISKE BLVD. (SR 519)	BARTON BLVD.	ST. ANDREWS DR.	Rockledge	FDOT	Urban Principal Arterial-Other	4		40	D	C3R, C3C	25,050	2023	38,430	0.65
41	187	FISKE BLVD. (SR 519)	ST. ANDREWS DR.	PLUCKEBAUM RD.	Rockledge	FDOT	Urban Principal Arterial-Other	4		40	D	C4	25,000	2023	37,910	0.66
40	188	FISKE BLVD. (SR 519)	PLUCKEBAUM RD.	ROSA JONES DR.	Rockledge	FDOT	Urban Principal Arterial-Other	4		40	D	C4	20,091	2023	37,910	0.53
38	189	FISKE BLVD. (SR 519)	ROSA JONES DR.	SR 520	Cocoa	FDOT	Urban Principal Arterial-Other	4		40	D	C4	16,289	2023	37,910	0.43
37	190	FISKE BLVD.	SR 520	DIXON BLVD.	Cocoa	Cocoa	Urban Minor Arterial	2		30	E	C3R	6,599	2023	22,400	0.29
43	191	BARTON BLVD.	FISKE BLVD.	MURRELL RD.	Rockledge	Rockledge	Urban Minor Arterial	4		35	E	C4	15,741	2023	37,910	0.42
71	192	BARTON BLVD.	MURRELL RD.	US 1	Rockledge	Rockledge	Urban Minor Arterial	4		35	E	C4	13,922	2023	37,910	0.37
635	193	EYSTER BLVD.	FISKE BLVD.	HUNTINGTON	Rockledge	Rockledge	Urban Major Collector	2		35	E	C3C	6,772	2023	21,700	0.31
636	194	EYSTER BLVD.	HUNTINGTON LN.	MURRELL RD.	Rockledge	Rockledge	Urban Major Collector	2		35	E	C3C	7,033	2023	21,700	0.32
637	195	EYSTER BLVD.	MURRELL RD.	US 1	Rockledge	Rockledge	Urban Minor Arterial	4		35	E	C3C	10,762	2023	38,430	0.28
60	196	MURRELL RD.	BARNES BLVD.	EYSTER BLVD.	Rockledge	Rockledge	Urban Minor Arterial	4		40	E	C3C	16,480	2023	38,430	0.43
56	197	MURRELL RD.	EYSTER BLVD.	BARTON BLVD.	Rockledge	Rockledge	Urban Major Collector	4		35	E	C3C	4,156	2023	38,430	0.11
55	198	FLORIDA AVE.	US 1	ROSA JONES DR.	Rockledge	Rockledge	Urban Minor Arterial	2		35	E	C3C, C4	6,283	2023	21,700	0.29
54	199	FLORIDA AVE.	ROSA JONES DR.	SR 520	Cocoa	Cocoa	Urban Minor Arterial	2	35/25		E	C4	3,837	2023	24,000	0.16
52	200	FORREST AVE.	SR 520	PEACHTREE ST.	Cocoa	Cocoa	Urban Minor Arterial	2		35	E	C4	11,268	2023	24,000	0.47
53	201	FORREST AVE.	PEACHTREE ST.	US 1	Cocoa	Cocoa	Urban Minor Arterial	2		35	E	C3C, C4	9,368	2023	21,700	0.43
67	202	FRIDAY RD.	SR 520	SR 524	Cocoa	Brevard County/Cocoa	Urban Major Collector	2		25	E	C3C	1,746	2023	21,700	0.08
64	203	FRIDAY RD.	SR 524	JAMES RD.	Cocoa	Brevard County	Urban Local	2		45	E	C3R	3,076	2023	22,400	0.14
593	204	JUDGE F JAMIESON WY.	TAVISTOCK DR.	STADIUM PKWY.	Unincorporated	Brevard County	Urban Local	2		40	E	C3C	4,003	2023	21,700	0.18
80	205	JUDGE F JAMIESON WY.	STADIUM PKWY.	GOV'T CENTER/SCH. BOARD EI	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3C	7,948	2023	36,600	0.22
78	206	JUDGE F JAMIESON WY.	GOV'T CENTER/SCH. BO/	LAKE ANDREW DR.	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3C	11,075	2023	36,600	0.30
85	207	LAKE DR.	COX RD.	RANGE RD.	Cocoa	Brevard County	Urban Major Collector	2		45	E	C3C	3,167	2023	21,700	0.15
62	208	LAKE DR.	RANGE RD.	CLEARLAKE RD. (SR 501)	Cocoa	Brevard County	Urban Major Collector	2		35	E	C3R	3,389	2023	22,400	0.15
68	209	LAKE DR.	CLEARLAKE RD. (SR 501	SR 520	Cocoa	Brevard County/Cocoa	Urban Major Collector	2		20	E	C3C	3,295	2023	21,700	0.15
81	210	LAKE ANDREW DR.	WICKHAM RD.	THE AVENUES ENTRANCE	Unincorporated	Brevard County	Urban Minor Arterial	4		45	E	C3C	19,598	2023	36,600	0.54
82	211	LAKE ANDREW DR.	THE AVENUES ENTRANCI	JUDGE F JAMIESON WY.	Unincorporated	Brevard County	Urban Minor Arterial	4		45	E	C3C	16,905	2023	36,600	0.46
640	212	LAKE ANDREW DR.	JUDGE JAMIESON WY.	PORADA DR.	Unincorporated	Brevard County	-	4		40	E	C3C	12,070	2023	36,600	0.33
641	213	LAKE ANDREW DR.	PORADA DR.	VIERA BLVD.	Unincorporated	Brevard County	-	4		40	E	C3C	12,855	2023	36,600	0.35
86	214	MICHIGAN AVE.	RANGE RD.	CLEARLAKE RD.	Cocoa	Cocoa	Urban Major Collector	2		30	E	C3R	3,817	2022	22,400	0.17
48	215	MICHIGAN AVE.	CLEARLAKE RD.	US 1	Cocoa	Brevard County	Urban Minor Arterial	4		45	E	C3C	10,627	2023	36,600	0.29
528	216	MURRELL RD.	WICKHAM RD.	SPYGLASS HILL DR.	Unincorporated	Brevard County	Urban Minor Arterial	4		35	E	C3C	14,524	2023	36,600	0.40
59	217	MURRELL RD.	SPYGLASS HILL DR.	VIERA BLVD.	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3R	13,580	2023	37,300	0.36
529	218	MURRELL RD.	VIERA BLVD.	CLUB HOUSE DR.	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3R	18,181	2023	37,300	0.49
57	219	MURRELL RD.	CLUB HOUSE DR.	BARNES BLVD.	Rockledge	Brevard County/Cocoa	Urban Minor Arterial	4		40	E	C3C, C3R	16,527	2023	36,600	0.45
592	220	PEACHTREE ST.	LAKE DR.	FISKE BLVD.	Cocoa	Brevard County/Cocoa	Urban Major Collector	2		20	E	C3C	4,474	2022	21,700	0.21
17	221	PINEHURST AVE.	WICKHAM RD.	SPYGLASS HILL DR.	Unincorporated	Brevard County	Urban Minor Collector	2		25	E	C3R	6,598	2023	22,400	0.29
530	222	PINEHURST AVE.	SPYGLASS HILL DR.	FARGO DR.	Unincorporated	Brevard County	Urban Minor Collector	2		25	E	C3R	5,148	2023	22,400	0.23
16	223	PINEHURST AVE.	FARGO DR.	HOLIDAY SPRINGS RD.	Unincorporated	Brevard County	Urban Minor Collector	2		25	E	C3R	3,845	2023	22,400	0.17
94	224	HOLIDAY SPRINGS RD.	PINEHURST AVE.	VIERA BLVD.	Unincorporated	Brevard County	Urban Minor Collector	2		25	E	C3R, C3C	4,437	2023	21,700	0.20
568	225	PLUCKEBAUM RD.	CLEARLAKE RD.	FISKE BLVD. (SR 519)	Rockledge	Brevard County	Urban Major Collector	2		35	E	C3R	6,841	2023	22,400	0.31
531	226	RANGE RD.	SR 520	LAKE DR.	Cocoa	Brevard County	Urban Major Collector	2		35	E	C3C	4,305	2023	21,700	0.20
532	227	RANGE RD.	LAKE DR.	ROSETINE ST.	Cocoa	Brevard County/Cocoa	Urban Major Collector	2		35	E	C3R, C2	5,970	2022	22,400	0.27
74	228	ROSETINE ST.	RANGE RD.	CLEARLAKE RD.	Cocoa	Brevard County/Cocoa	Urban Minor Collector	2		25	E	C3C	3,226	2023	21,700	0.15
18	229	SPYGLASS HILL RD.	MURRELL RD.	PINEHURST AVE.	Unincorporated	Brevard County	Urban Minor Collector	2		30	E	C3R, C3C	4,098	2023	21,700	0.19
534	230	SR 520	ORANGE CO	SR 524	Cocoa	FDOT	Rural Principal Arterial Other	4		65	C	C2	13,909	2023	45,800	0.30
1	231	SR 520	SR 524	FRIDAY RD.	Cocoa	FDOT	Urban Principal Arterial-Other	4		55	D	C3R, C3C	12,761	2023	38,430	0.33
84	232	SR 520	FRIDAY RD.	I-95	Cocoa	FDOT	Urban Principal Arterial-Other	4		45	D	C3C	19,729	2023	38,430	0.51
2	233	SR 520	I-95	BURNETT RD.	Cocoa	FDOT	Urban Principal Arterial-Other	4		45	D	C3C	20,874	2023	38,430	0.54
3	234	SR 520	BURNETT RD.	RANGE RD.	Cocoa	FDOT	Urban Principal Arterial-Other	4	45/55		D	C3C	20,207	2023	38,430	0.53
14	235	SR 520	RANGE RD.	CLEARLAKE RD. (SR 501)	Cocoa	FDOT	Urban Principal Arterial-Other	4	55/45		D	C3C	19,930	2023	38,430	0.52
4	236	SR 520	CLEARLAKE RD. (SR 501	LAKE DR.	Cocoa	FDOT	Urban Principal Arterial-Other	4		45	D	C3C	19,202	2023	36,600	0.52
5	237	SR 520	LAKE DR.	FISKE BLVD. (SR 519)	Cocoa	FDOT	Urban Principal Arterial-Other	4		40	D	C3C	21,802	2023	36,600	0.60
6	238	SR 520	FISKE BLVD. (SR 519)	BLAKE AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	4		40	D	C3C	25,178	2023	38,430	0.66
7	239	SR 520	BLAKE AVE.	US 1	Cocoa	FDOT	Urban Principal Arterial-Other	4		40	D	C3C	24,142	2022	38,430	0.63
8	240	SR 520 (EB)	US 1	FORREST AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	3		35	D	C4, C3C	17,270	2023	21,660	0.80
9	241	SR 520 (EB)	FORREST AVE.	BREVARD AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	3		35	D	C4	22,061	2023	21,660	1.02
10	242	SR 520 (EB)	BREVARD AVE.	DELANNOY AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	3		35	D	C4	21,998	2023	21,660	1.02
11	243	SR 520 (EB)	DELANNOY AVE.	RIVEREDGE BLVD.	Cocoa	FDOT	Urban Principal Arterial-Other	2		35	D	C4	22,567	2023	21,660	1.04
12	244	SR 520 (WB)	CAUSEWAY	DELANNOY AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	2		35	D	C5	22,262	2023	22,980	0.97
13	245	SR 520 (WB)	DELANNOY AVE.	BREVARD AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	2		35	D	C5	23,716	2023	22,980	1.03
15	246	SR 520 (WB)	BREVARD AVE.	FORREST AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	3		35	D	C5	21,896	2023	22,980	0.95
87	247	SR 520 (WB)	FORREST AVE.	US 1	Cocoa	FDOT	Urban Principal Arterial-Other	2		35	D	C5, C3C	16,247	2023	21,960	0.74
66	248	SR 524	SR 520	I-95	Cocoa	FDOT	Urban Minor Arterial	2	45/55		D	C2, C3C	7,375	2023	14,000	0.53
73	249	SR 524	I-95	COX RD.	Cocoa	FDOT	Urban Minor Arterial	2	45/55		D	C3R, C3C	10,946	2023	22,790	0.48
76	250	SR 524	COX RD.	INDUSTRY RD.	Cocoa	FDOT	Urban Minor Arterial	2	55/45		D	C3R, C3C	12,853	2023	23,870	0.54
91	251	SR 528	ORANGE CO	SR 407	Unincorporated	Turnpike	Rural Principal Arterial - Freeway	4		70	C	LA	37,620	2023	48,000	0.78
90	252	SR 528	SR 407	I-95	Unincorporated	Turnpike	Rural Principal Arterial - Freeway	4		70	C	LA	33,196	2023	48,000	0.69
93	253	SR 528	I-95	INDUSTRY RD.	Cocoa	Turnpike	Urban Principal Arterial - Freeway	4	70/65		D	LA	28,494	2023	82,200	0.35
92	254	SR 528	INDUSTRY RD.	US 1	Cocoa	FDOT	Urban Principal Arterial - Freeway	4		55	D	LA	40,080	2023	82,200	0.49
644	255	STADIUM PKWY.	CUDDINGTON DR.	WICKHAM RD.	Unincorporated	Brevard County	Urban Minor Arterial	2		40	D	C3R	5,910	2023	22,400	0.26
25	256	STADIUM PKWY.	WICKHAM RD.	JUDGE F JAMIESON WY.	Unincorporated	Brevard County	Urban Minor Arterial	2		40	E	C3C	12,734	2023	21,700	0.59
26	257	STADIUM PKWY.	JUDGE F JAMIESON WY	VIERA BLVD.	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3C	20,958	2023	36,600	0.57
535	258	STADIUM PKWY.	VIERA BLVD.	ROSEMOUNT DR.	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3C	15,647	2023	36,600	0.43
606	259	STADIUM PKWY.	ROSEMOUNT DR.	I-95/FISKE BLVD.	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3R	16,453	2023	37,300	0.44
607	260	TAVISTOCK DR.	JUDGE F JAMIESON WY.	VIERA BLVD.	Unincorporated	Brevard County	Urban Local	2		35	E	C3R	3,140	2023	22,400	0.14
608	261	TAVISTOCK DR.	VIERA BLVD.	STADIUM PKWY.	Unincorporated	Brevard County	Urban Local	2		35	E	C3R	2,403	2023	22,400	0.11
89	262	US 1	PINEDA CSWY. (SR 404)	SUNTREE BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45/55		D	C3C	35,288	2023	38,430	0.92
567	263	US 1	SUNTREE BLVD.	VIERA BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		55	D	C3C	32,069	2023	38,430	0.83
36	264	US 1	VIERA BLVD.	BARNES BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		55	D	C3C	25,816	2023	38,430	0.67
70	265	US 1	BARNES BLVD.	EYSTER BLVD.	Rockledge	FDOT	Urban Principal Arterial-Other	4		55	D	C3C	26,332	2023	38,430	0.69
34	266	US 1	EYSTER BLVD.	BARTON BLVD.	Rockledge	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	33,131	2023	56,810	0.58
33	267	US 1	BARTON BLVD.	FLORIDA AVE.	Rockledge	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	40,616	2023	56,810	0.71
88	268	US 1	FLORIDA AVE.	ROSA JONES DR.	Rockledge	FDOT	Urban Principal Arterial-Other	6		45	D	C3C, C4	33,944	2023	56,810	0.60
24	269	US 1	ROSA JONES DR.	SR 520	Cocoa	FDOT	Urban Principal Arterial-Other	6		35	D	C4	34,566	2023	59,640	0.58
23	270	US 1	SR 520	PEACHTREE ST.	Cocoa	FDOT	Urban Principal Arterial-Other	6		35	D	C3C	23,322	2023	56,810	0.41
22	271	US 1	PEACHTREE ST.	FORREST AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	23,066	2023	56,810	0.41
21	272	US 1	FORREST AVE.	DIXON BLVD.	Cocoa	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	29,941	2023	56,810	0.53
20	273	US 1	DIXON BLVD.	MICHIGAN AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	31,789	2023	56,810	0.56
19	274	US 1	MICHIGAN AVE.	SR 528	Cocoa	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	30,127	2023	56,810	0.53
572	275	VIERA BLVD.	TAVISTOCK DRIVE	STADIUM PKWY.	Unincorporated	Brevard County	Urban Local	4		40	E	C3R	8,359	2023	37,300	0.22
536	276	VIERA BLVD.	STADIUM PKWY.	LAKE ANDREW DR.	Unincorporated	Brevard County	Urban Minor Arterial	4		45	E	C3C	19,408	2023	36,600	0.53
645	277	VIERA BLVD.	LAKE ANDREW DR.	MURRELL RD.	Unincorporated	Brevard County	Urban Minor Arterial	4		45	E	C3C	25,456	2023	36,600	0.70
58	278	VIERA BLVD.	MURRELL RD.	HOLIDAY SPRINGS RD.	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3R	17,971	2023	37,300	0.48
537	279	VIERA BLVD.	HOLIDAY SPRINGS RD.	US 1	Unincorporated	Brevard County	Urban Minor Arterial	4		35	D	C3C	13,864	2023	30,300	0.46
503	280	DR. MARTIN LUTHER KING JR. BL	US 192	HIBISCUS BLVD.	Melbourne	Melbourne	Urban Minor Arterial	4		35	D	C3C	9,521	2023	36,600	0.26
502	281	DR. MARTIN LUTHER KING JR. BL	HIBISCUS BLVD.	NASA BLVD. (SR 508)	Melbourne	Melbourne	Urban Minor Arterial	4		35	D	C3C	8,682	2023	38,430	0.23
501	282	DR. MARTIN LUTHER KING JR. BL	NASA BLVD. (SR 508)	APOLLO BLVD.	Melbourne	Melbourne	Urban Minor Arterial	4		40	D	C3C	11,878	2023	36,600	0.32
510	283	APOLLO BLVD.	DR. MARTIN LUTHER KIN	ST. MICHAELS PL.	Melbourne	Brevard County	Urban Minor Arterial	4		45	D	C3C	20,673	2,022	38,430	0.54
538	284	APOLLO BLVD.	ST. MICHAELS PL.	SARNO RD.	Melbourne	Brevard County	Urban Minor Arterial	4		45	D	C3C	18,587	2023	38,430	0.48
571	285	APOLLO BLVD.	SARNO RD.	EAU GALLIE BLVD. (SR 518)	Melbourne	Melbourne	Urban Local	4		35	E	C3R	10,114	2023	37,300	0.27
507	286	AURORA RD.	JOHN RODES BLVD.	TURTLEMOUND RD.	Melbourne	Brevard County	Urban Major Collector	2	30/45		E	C3R	7,446	2023	22,400	0.33
514	287	AURORA RD.	TURTLEMOUND RD.	WICKHAM RD.	Melbourne	Brevard County	Urban Major Collector	2		45	D	C3R	6,057	2023	22,400	0.27
515	288	AURORA RD.	WICKHAM RD.	CROTON RD.	Melbourne	Brevard County	Urban Minor Arterial	4		40	D	C3C	10,459	2023	36,600	0.29
366	289	AURORA RD.	CROTON RD.	STEWART RD.	Melbourne	Brevard County	Urban Minor Arterial	4		40	D	C3C	10,453	2023	36,600	0.29
376	290	AURORA RD.	STEWART RD.	US 1	Melbourne	Brevard County	Urban Minor Arterial	4		40	D	C3C	9,383	2023	36,600	0.26

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

[Click Here for On-line Interactive Website]

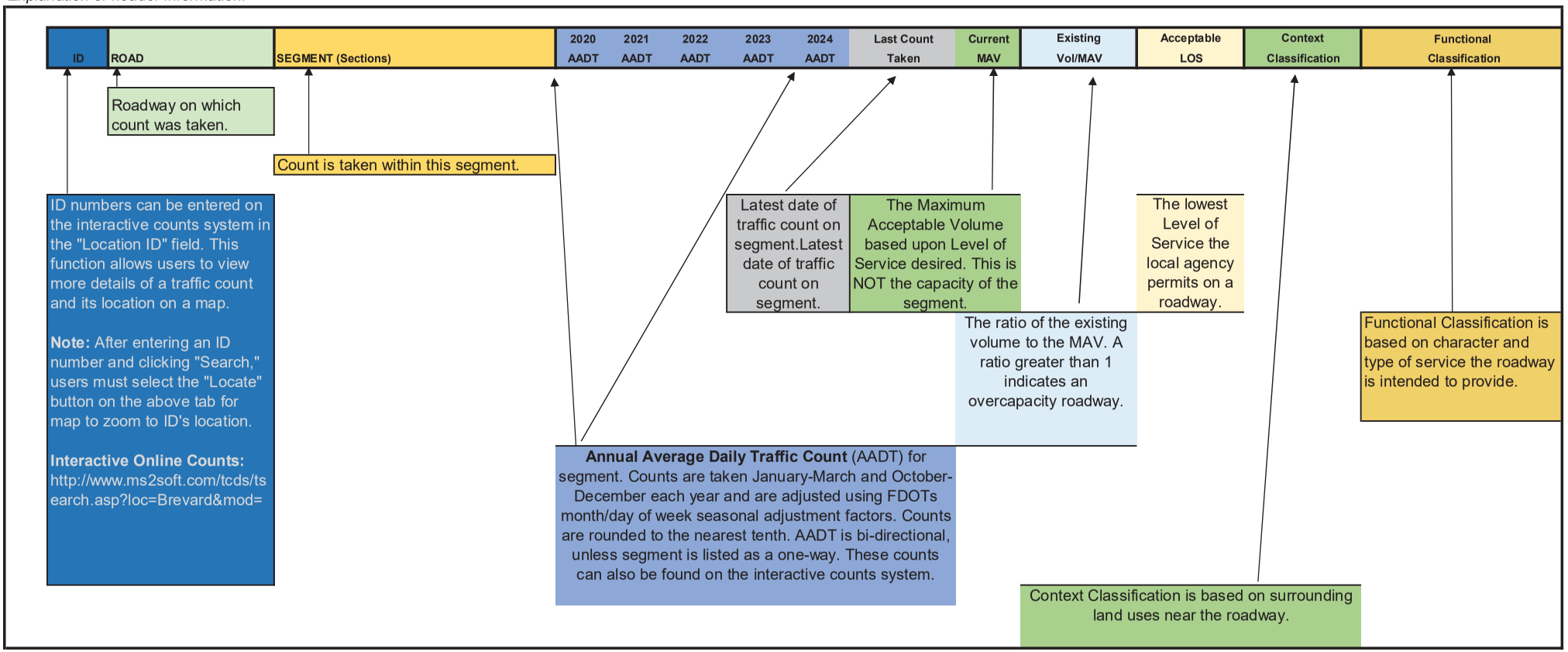
MAY 19, 2025

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:



*AADTs: Counts are calculated based on FDOT seasonal factors. It should also be noted that a reduced seasonal adjustment is applied on lower level roads (local and collectors) that experience less seasonal fluctuation in traffic.

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2020 - 2024

ID	ROAD	FROM	TO	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Last Count Taken	Current MAV	Existing Vol/MAV	Acceptable LOS	Context Classification	Functional Classification
AREA: MERRITT ISLAND														
	CONE RD.	S TROPICAL TR.	PLUMOSA ST.	4,880	4,515	4,715	4,600	4,630						
117	CONE RD.	S TROPICAL TR.	S COURTENAY PKWY.	4,720	4,230	4,260	4,180	4,280	01/29/24-01/30/24	22,400	0.19	E	C3R	Urban Minor Collector
115	CONE RD.	S COURTENAY PKWY.	PLUMOSA ST.	5,040	4,800	5,170	5,020	4,980	01/31/24-02/01/24	21,700	0.23	E	C3C	Urban Minor Collector
137	CROCKETT BLVD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	1,890	1,850	1,970	1,990	2,080	02/06/24-02/07/24	21,700	0.10	E	C3C	Urban Minor Collector
	FORTENBERRY RD.	S COURTENAY PKWY.	SYKES CREEK PKWY.	4,700	3,945	4,105	3,860	3,970						
119	FORTENBERRY RD.	S COURTENAY PKWY.	PLUMOSA ST.	4,960	3,900	3,930	3,620	3,620	01/31/24-02/01/24	21,700	0.17	E	C3C	Urban Major Collector
154	FORTENBERRY RD.	PLUMOSA ST.	SYKES CREEK PKWY.	4,440	3,990	4,280	4,100	4,320	01/31/24-02/01/24	21,700	0.20	E	C3C	Urban Major Collector
158	HALL RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	2,950	NC	2,980	2,140	3,160	01/29/24-01/30/24	22,400	0.14	E	C3R	Urban Minor Collector
138	LUCAS RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	3,410	3,090	3,200	3,120	NC	01/09/23-01/10/23	22,400	0.14	E	C3R	Urban Minor Collector
153	MERRITT AVE.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	3,940	3,240	3,030	3,030	3,140	02/06/24-02/07/24	21,700	0.14	E	C3C	Urban Major Collector
	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	SYKES CREEK PKWY.	14,660	13,000	13,080	13,295	12,810						
103	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	PLUMOSA ST.	15,150	12,780	12,380	13,020	11,760	02/06/24-02/07/24	36,600	0.32	E	C3C	Urban Major Collector
110	MERRITT AVE.	PLUMOSA ST.	SYKES CREEK PKWY.	14,170	13,220	13,780	13,570	13,860	01/31/24-02/01/24	36,600	0.38	E	C3C	Urban Major Collector
104	NEWFOUND HARBOR DR.	END	SR 520	6,260	5,400	5,640	5,060	5,410	01/31/24-02/01/24	22,400	0.24	E	C3R	Urban Minor Collector
	N. BANANA RIVER DR.	SR 520	SEA RAY DR.	8,802	7,860	8,278	7,840	8,456						
109	N. BANANA RIVER DR.	SR 520	SYKES CREEK PKWY.	6,390	6,140	6,130	6,280	6,470	01/31/24-02/01/24	22,400	0.29	E	C3R	Urban Minor Arterial
107	N. BANANA RIVER DR.	SYKES CREEK PKWY.	CENTRAL AVE.	12,300	11,680	12,430	11,580	12,260	01/31/24-02/01/24	21,700	0.56	E	C3C, C3R	Urban Minor Arterial
102	N. BANANA RIVER DR.	CENTRAL AVE.	MARTIN BLVD.	11,920	10,050	10,910	9,710	10,890	01/31/24-02/01/24	22,400	0.49	E	C3R	Urban Minor Arterial
602	N. BANANA RIVER DR.	MARTIN BLVD.	SR 528	11,900	10,000	10,370	9,970	11,000	01/29/24-01/30/24	21,700	0.51	E	C3C	Urban Minor Arterial
613	N. BANANA RIVER DR.	SR 528	SEA RAY DR.	1,500	1,430	1,550	1,660	1,660	01/29/24-01/30/24	21,700	0.08	E	C3C	Urban Local
	N. COURTENAY PKWY. (SR 3)	SR 520	PIONEER RD.	29,001	30,260	28,214	30,073	31,287						
130	N. COURTENAY PKWY. (SR 3)	SR 520	MERRITT AVE.	25,760	26,150	25,640	26,290	27,300	01/31/24-02/01/24	37,910	0.72	D	C4	Urban Principal Arterial-Other
131	N. COURTENAY PKWY. (SR 3)	MERRITT AVE.	NEEDLE BLVD.	30,220	32,130	30,980	32,030	31,490	02/06/24-02/07/24	37,910	0.83	D	C4	Urban Principal Arterial-Other
133	N. COURTENAY PKWY. (SR 3)	NEEDLE BLVD.	LUCAS RD.	32,190	34,740	30,540	31,210	30,650	02/06/24-02/07/24	37,910	0.81	D	C4	Urban Principal Arterial-Other
135	N. COURTENAY PKWY. (SR 3)	LUCAS RD.	CROCKETT BLVD.	27,630	29,670	26,310	31,490	NC	01/09/23-01/10/23	38,430	0.82	D	C3C	Urban Principal Arterial-Other
136	N. COURTENAY PKWY. (SR 3)	CROCKETT BLVD.	PIONEER RD.	26,690	28,680	30,190	31,760	30,230	01/30/24-01/31/24	38,430	0.79	D	C3C	Urban Principal Arterial-Other
152	N. COURTENAY PKWY. (SR 3)	PIONEER RD.	S RAMPS SR 528	33,250	31,170	26,990	27,080	33,650	02/13/24-02/14/24	38,430	0.88	D	C3C	Urban Principal Arterial-Other
155	N. COURTENAY PKWY. (SR 3)	S RAMPS SR 528	N RAMPS SR 528	27,270	29,280	26,850	30,650	34,400	01/29/24-01/30/24	38,430	0.90	D	C3C	Urban Principal Arterial-Other
	N. COURTENAY PKWY. (SR 3)	N RAMPS	SPACE COMMERCE WAY	14,903	12,893	12,660	15,443	18,460						
140	N. COURTENAY PKWY. (SR 3)	N RAMPS	HALL RD.	18,790	18,030	17,900	21,690	24,960	01/29/24-01/30/24	38,430	0.65	D	C3C	Urban Principal Arterial-Other
157	N. COURTENAY PKWY. (SR 3)	HALL RD.	N TROPICAL TR.	15,610	14,330	13,070	15,390	18,380	01/29/24-01/30/24	39,170	0.47	D	C3R	Urban Principal Arterial-Other
141	N. COURTENAY PKWY. (SR 3)	N TROPICAL TR.	SPACE COMMERCE WAY	10,310	6,320	7,010	9,250	12,040	01/29/24-01/30/24	45,800	0.26	C	C2, C1	Rural Principal Arterial Other
	N. TROPICAL TR.	SR 520	PIONEER RD.	5,083	5,040	5,118	5,448	5,028						
147	N. TROPICAL TR.	SR 520	MERRITT AVE.	8,240	8,100	8,030	8,560	7,480	02/06/24-02/07/24	21,700	0.34	E	C3C	Urban Major Collector
146	N. TROPICAL TR.	MERRITT AVE.	LUCAS RD.	6,270	6,110	6,390	6,660	5,360	02/06/24-02/07/24	22,400	0.24	E	C3R	Urban Major Collector
145	N. TROPICAL TR.	LUCAS RD.	CROCKETT BLVD.	3,930	3,990	4,010	4,320	5,230	02/06/24-02/07/24	22,400	0.23	E	C3R	Urban Major Collector
156	N. TROPICAL TR.	CROCKETT BLVD.	PIONEER RD.	1,890	1,960	2,040	2,250	2,040	02/06/24-02/07/24	22,400	0.09	E	C3R	Urban Major Collector
	N. TROPICAL TR.	GRANT RD.	N COURTENAY PKWY. (SR 3)	1,403	1,295	1,160	1,475	1,380						
144	N. TROPICAL TR.	GRANT RD.	HALL RD.	760	NC	760	NC	720	01/29/24-01/30/24	22,400	0.03	E	C3R	Urban Major Collector
143	N. TROPICAL TR.	HALL RD.	CRISAFULLI RD.	1,560	870	970	970	1,590	01/29/24-01/30/24	22,400	0.07	E	C2, C3R	Urban Major Collector
142	N. TROPICAL TR.	CRISAFULLI RD.	N COURTENAY PKWY. (SR 3)	1,890	1,720	1,750	1,980	1,830	01/29/24-01/30/24	22,400	0.08	E	C3R	Urban Major Collector
	PLUMOSA ST.	CONE RD.	MERRITT AVE.	5,280	4,705	4,755	4,690	5,065						
116	PLUMOSA ST.	CONE RD.	FORTENBERRY RD.	4,820	NC	4,440	NC	4,550	01/31/24-02/01/24	21,700	0.21	E	C3C	Urban Minor Collector
120	PLUMOSA ST.	FORTENBERRY RD.	SR 520	NC	4,150	NC	3,600	NC	01/19/23-01/20/23	21,700	0.17	E	C3C	Urban Minor Collector
106	PLUMOSA ST.	SR 520	MERRITT AVE.	5,740	5,260	5,070	5,780	5,580	01/31/24-02/01/24	21,700	0.26	E	C3C	Urban Minor Collector
105	S. BANANA RIVER DR.	END	SR 520	2,230	2,330	2,120	1,920	1,990	01/31/24-02/01/24	17,920	0.11	E	C3R	Urban Local
	S. TROPICAL TR./S. COURTENAY PKWY.	PINEDA CSWY. (SR 404)	FORTENBERRY RD.	12,113	10,193	10,690	10,398	11,410						
112	S. TROPICAL TR.	PINEDA CSWY. (SR 404)	S COURTENAY PKWY.	8,600	7,530	8,160	7,750	8,530	01/29/24-01/30/24	17,920	0.48	E	C3R	Urban Minor Arterial
113	S. COURTENAY PKWY.	S. TROPICAL TR.	BANANA BLVD.	10,300	8,880	9,430	8,750	10,110	01/29/24-01/30/24	22,400	0.45	E	C3R	Urban Minor Arterial
114	S. COURTENAY PKWY.	BANANA BLVD.	CONE RD.	13,010	10,970	11,570	11,170	12,570	01/29/24-01/30/24	22,400	0.56	E	C3R	Urban Minor Arterial
118	S. COURTENAY PKWY.	CONE RD.	FORTENBERRY RD.	16,540	13,390	13,600	13,920	14,430	01/31/24-02/01/24	22,400	0.64	E	C3R	Urban Minor Arterial
	S. COURTENAY PKWY.	FORTENBERRY RD.	SR 520	17,805	17,350	16,865	17,735	18,015						
122	S. COURTENAY PKWY.	FORTENBERRY RD.	MAGNOLIA AVE.	17,160	16,840	15,680	16,710	17,510	01/31/24-02/01/24	36,600	0.48	E	C3C	Urban Minor Arterial
139	S. COURTENAY PKWY.	MAGNOLIA AVE.	SR 520	18,450	17,860	18,050	18,760	18,520	02/06/24-02/07/24	36,600	0.51	E	C3C	Urban Minor Arterial
111	S. TROPICAL TR.	MATHERS BRIDGE	PINEDA CSWY. (SR 404)	1,740	1,550	1,460	1,500	1,500	01/29/24-01/30/24	17,920	0.08	E	C3R	Urban Major Collector
	S. TROPICAL TR.	S COURTENAY PKWY.	SR 520	4,887	4,363	4,477	4,467	4,390						
125	S. TROPICAL TR.	S COURTENAY PKWY.	PLANTATION RD.	1,520	1,290	1,420	1,320	1,300	01/29/24-01/30/24	17,920	0.07	D	C3R	Urban Major Collector
126	S. TROPICAL TR.	PLANTATION RD.	CONE RD.	7,410	6,730	7,000	6,820	6,760	01/29/24-01/30/24	17,920	0.38	E	C3R	Urban Major Collector
124	S. TROPICAL TR.	CONE RD.	SR 520	5,730	5,070	5,010	5,260	5,110	01/29/24-01/30/24	17,360	0.29	E	C3C, C3R	Urban Major Collector
603	SPACE COMMERCE WY.	SR 3	NASA CSWY.	3,990	3,270	4,420	5,720	6,200	01/29/24-01/30/24	21,700	0.29	D	C3C	Rural Principal Arterial Other
	SR 520	HUMPHREY BRIDGE	S BANANA RIVER DR.	30,794	30,014	28,571	30,761	30,076						
101	SR 520	HUMPHREY BRIDGE	N.TROPICAL TR.	44,660	44,030	42,590	46,700	44,050	01/31/24-02/01/24	53,900	0.82	D	C5, C4	Urban Principal Arterial-Other
148	SR 520	N.TROPICAL TR.	SR 3	33,180	37,330	34,490	37,790	37,660	01/31/24-02/01/24	56,800	0.66	D	C4	Urban Principal Arterial-Other
97	SR 520	SR 3	GOODWIN DR.	31,100	30,030	30,440	29,770	29,750	01/31/24-02/01/24	56,810	0.52	D	C4, C3C	Urban Principal Arterial-Other
98	SR 520	GOODWIN DR.	PLUMOSA ST.	27,800	29,670	28,930	30,540	31,270	01/31/24-02/01/24	56,810	0.55	D	C3C	Urban Principal Arterial-Other
99	SR 520	PLUMOSA ST.	MALL ENTRANCE	26,780	28,180	27,450	29,310	30,020	01/31/24-02/01/24	56,810	0.53	D	C3C	Urban Principal Arterial-Other
100	SR 520	MALL ENTRANCE	SYKES CREEK PKWY.	25,190	23,830	21,580	24,900	21,830	01/31/24-02/01/24	56,810	0.38	D	C3C	Urban Principal Arterial-Other
149	SR 520	SYKES CREEK PKWY.	NEWFOUND HARBOR DR.	26,850	28,480	28,120	29,030	25,280	01/31/24-02/01/24	56,810	0.44	D	C3C	Urban Principal Arterial-Other
150	SR 520	NEWFOUND HARBOR DR.	N BANANA RIVER DR.	NC	24,780	22,090	24,520	26,090	01/31/24-02/01/24	56,810	0.46	D	C3C	Urban Principal Arterial-Other
151	SR 520	N BANANA RIVER DR.	S BANANA RIVER DR.	NC	23,800	21,450	22,840	24,680	01/31/24-02/01/24	56,810	0.43	D	C3C	Urban Principal Arterial-Other

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2020 - 2024

ID	ROAD	FROM	TO	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Last Count Taken	Current MAV	Existing Vol/MAV	Acceptable LOS	Context Classification	Functional Classification
AREA: MERRITT ISLAND														
	SR 528	US 1	SR 401	47,357	36,517	33,900	37,690	44,317						
128	SR 528	US 1	N COURTENAY PKWY. (SR 3)	55,910	46,300	38,530	39,270	53,870	01/29/24-01/30/24	82,200	0.66	D	LA	Urban Principal Arterial-Other
129	SR 528	N COURTENAY PKWY. (SR 3)	N BANANA RIVER DR.	44,790	35,050	33,410	37,750	41,270	01/29/24-01/30/24	82,200	0.50	D	LA	Urban Principal Arterial-Other
127	SR 528	N BANANA RIVER DR.	SR 401	41,370	28,200	29,760	36,050	37,810	01/29/24-01/30/24	82,200	0.46	D	LA	Urban Principal Arterial-Other
123	SYKES CREEK PKWY.	FORTENBERRY RD.	SR 520	4,850	4,050	4,370	4,230	3,820	02/05/24-02/06/24	36,600	0.10	E	C3C	Urban Major Collector
121	SYKES CREEK PKWY.	SR 520	MERRITT AVE.	12,910	10,770	10,700	11,640	11,540	01/31/24-02/01/24	36,600	0.32	E	C3C	Urban Major Collector
108	SYKES CREEK PKWY.	MERRITT AVE.	N BANANA RIVER DR.	11,410	9,680	9,840	9,530	9,720	01/31/24-02/01/24	21,700	0.45	E	C1, C3R, C3C	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. (S.R. 3)	Crockett Blvd.	Pioneer Rd.	136	-	28,680	30,190	31,760	30,230	2.10%	Exp	2.10%	Exp
	Pioneer Rd.	S Ramps SR 528	152	-	31,170	26,990	27,080	33,650	0.33%	Linear	1.34%	Linear
	S Ramps SR 528	N Ramps SR 528	155	-	29,280	26,850	30,650	34,400	3.63%	Linear	3.63%	Linear
	N Ramps	Hall Rd.	140	-	18,030	17,900	21,690	24,960	8.83%	Exp	8.83%	Exp
SR 528	US 1	N. Courtenay Pkwy. (SR 3)	128	-	46,300	38,530	39,270	53,870	1.77%	Linear	1.77%	Linear
	N. Courtenay Pkwy. (SR 3)	N Banana River Dr.	129	-	35,050	33,410	37,750	41,270	3.79%	Linear	3.79%	Linear

(1) AADT Values Extracted from **SCTPO Traffic Counts and LOS Historical Report: 2020-2024**
2020 removed due to atypical traffic conditions caused by COVID-19 Pandemic

(2) Trend Growth Rates calculated using FDOT TRENDS Software
The highest R-Squared regression was recorded, excluding the decaying exponential growth rate

A minimum 1.34% growth rate was considered based on the Bureau of Economic and Business Research *Projections of Florida Population by County for Brevard*

RANGEWATER RESIDENTIAL N COURTNEY PARKWAY MERRIT ISLAND
Minimum Growth Rate Calculations Summary Per BERB

Year	2024	2025	2030	2026[1]	Growth Rate[2]
Projections of Population (Brevard)	653,703	663,200	703,300	671,220	1.34%

Information from **BEBR Project of Florida Population by County, 2025-2050, with Estimates for 2024**, Medium Values

(1) 2026 population interpolated between 2025 and 2030 populations

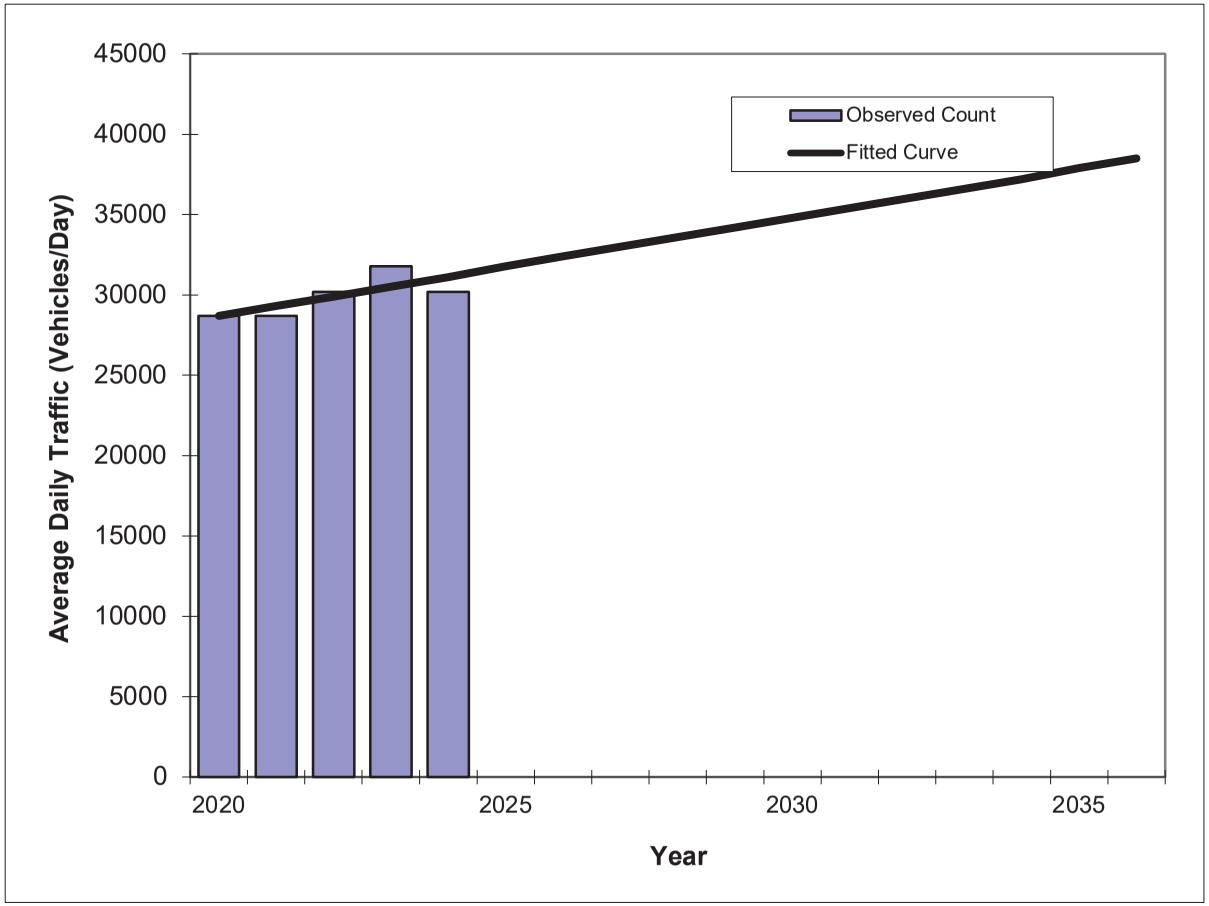
(2) Annual growth rate from 2024 to 2026

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 136

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



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

**** Annual Trend Increase:**	610
Trend R-squared:	55.80%
Trend Annual Historic Growth Rate:	2.09%
Trend Growth Rate (2024 to Design Year):	2.01%
Printed:	23-Sep-25

Straight Line Growth Option

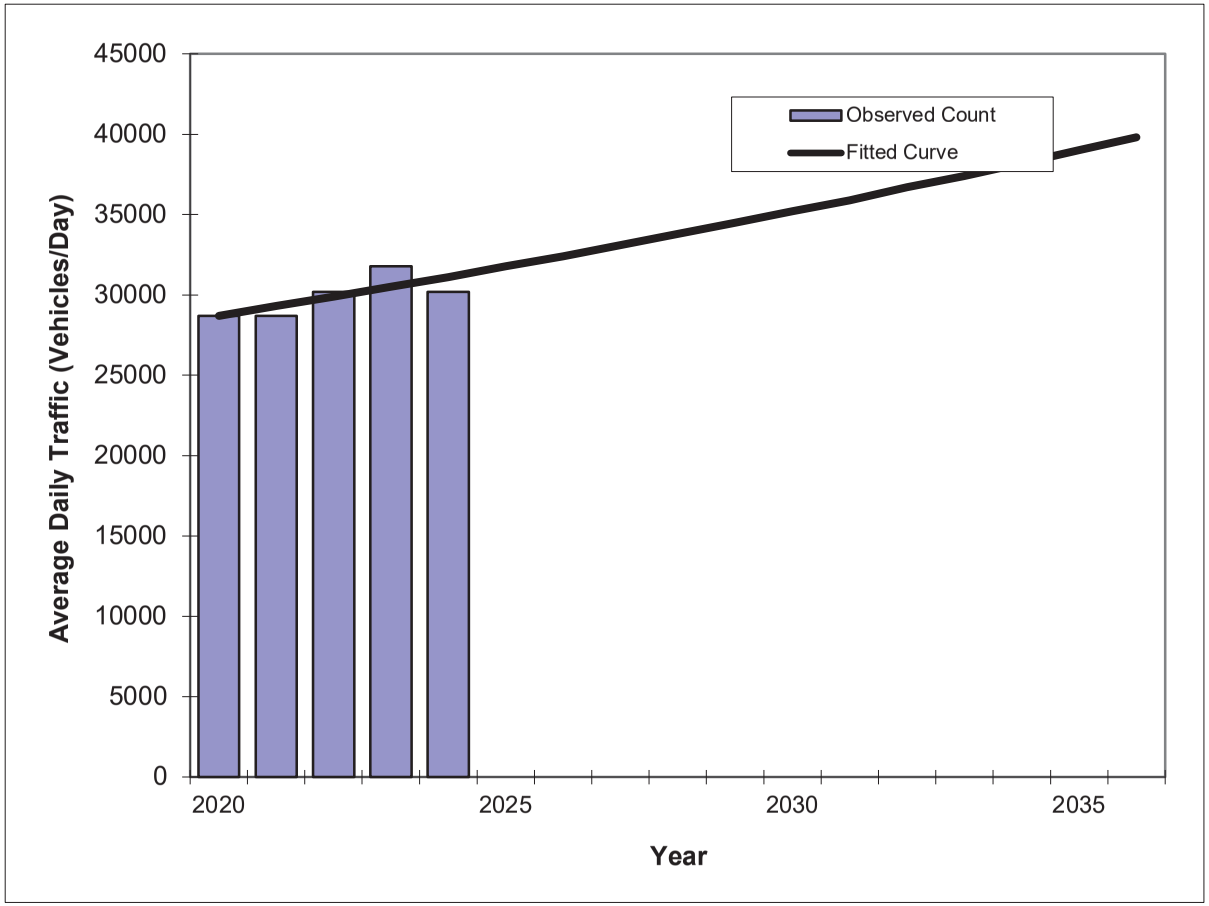
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 136

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



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

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

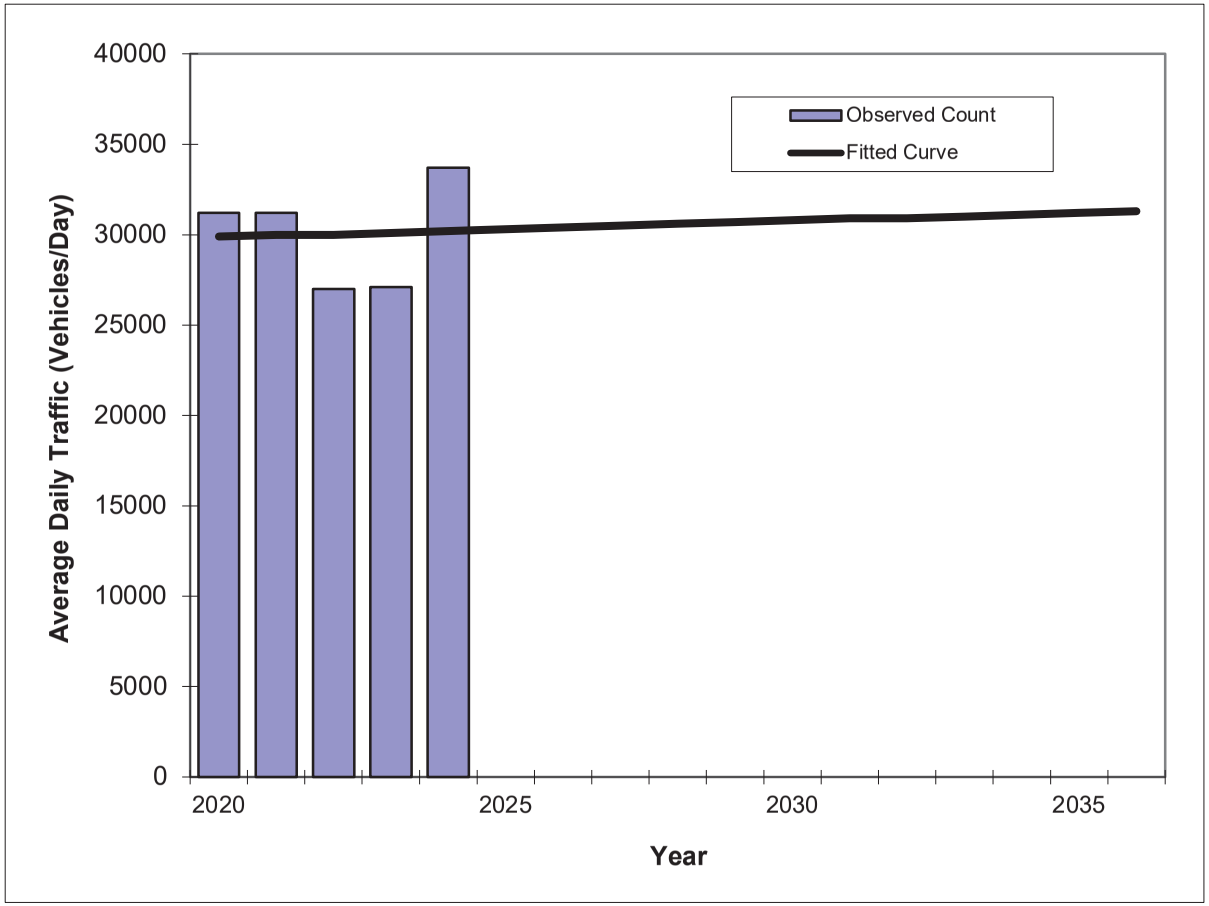
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 152

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	31200	29900
2021	31200	30000
2022	27000	30000
2023	27100	30100
2024	33700	30200
2026 Opening Year Trend		
2026	N/A	30400
2027 Mid-Year Trend		
2027	N/A	30500
2028 Design Year Trend		
2028	N/A	30600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	90
Trend R-squared:	0.24%
Trend Annual Historic Growth Rate:	0.25%
Trend Growth Rate (2024 to Design Year):	0.33%
Printed:	23-Sep-25

Straight Line Growth Option

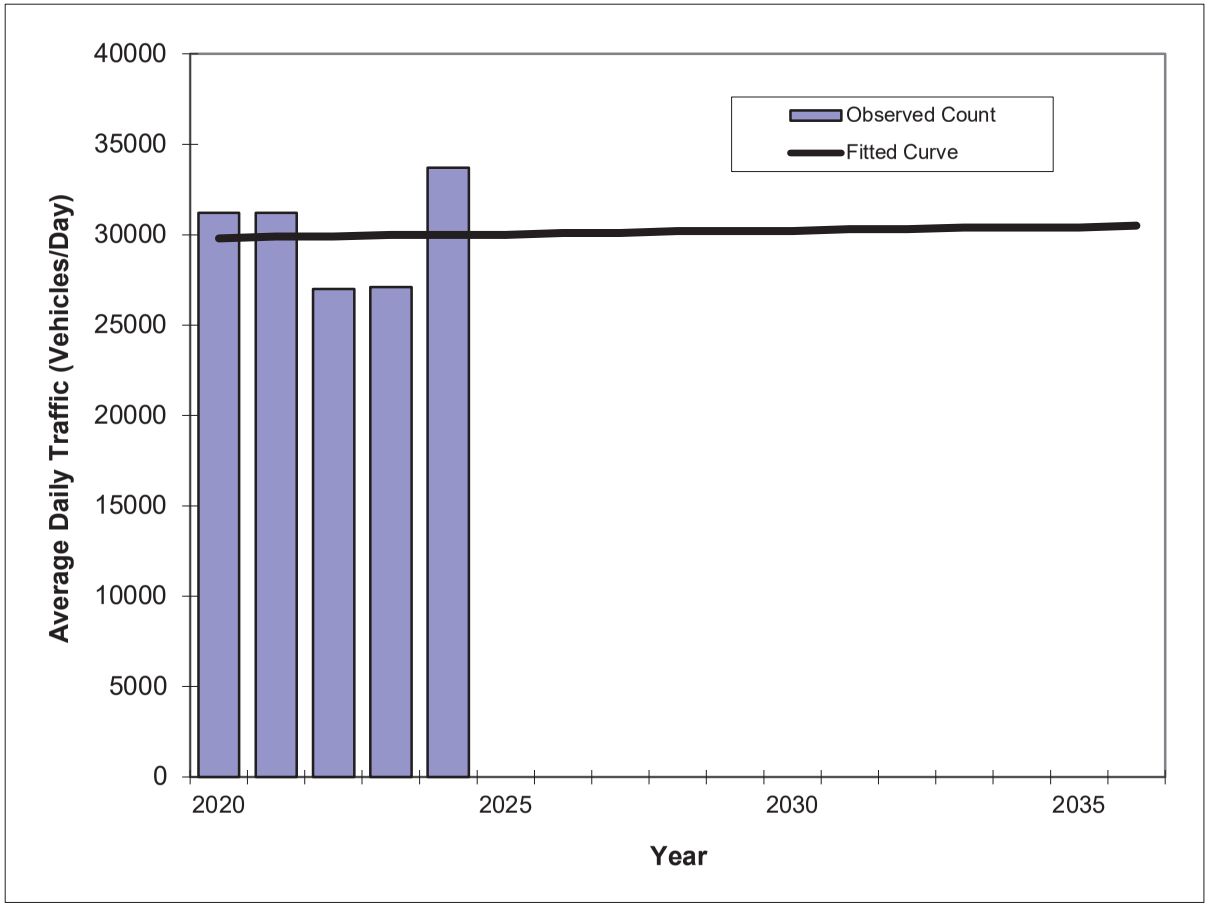
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 152

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



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

Trend R-squared:	0.05%
Compounded Annual Historic Growth Rate:	0.17%
Compounded Growth Rate (2024 to Design Year):	0.17%
Printed:	23-Sep-25

Exponential Growth Option

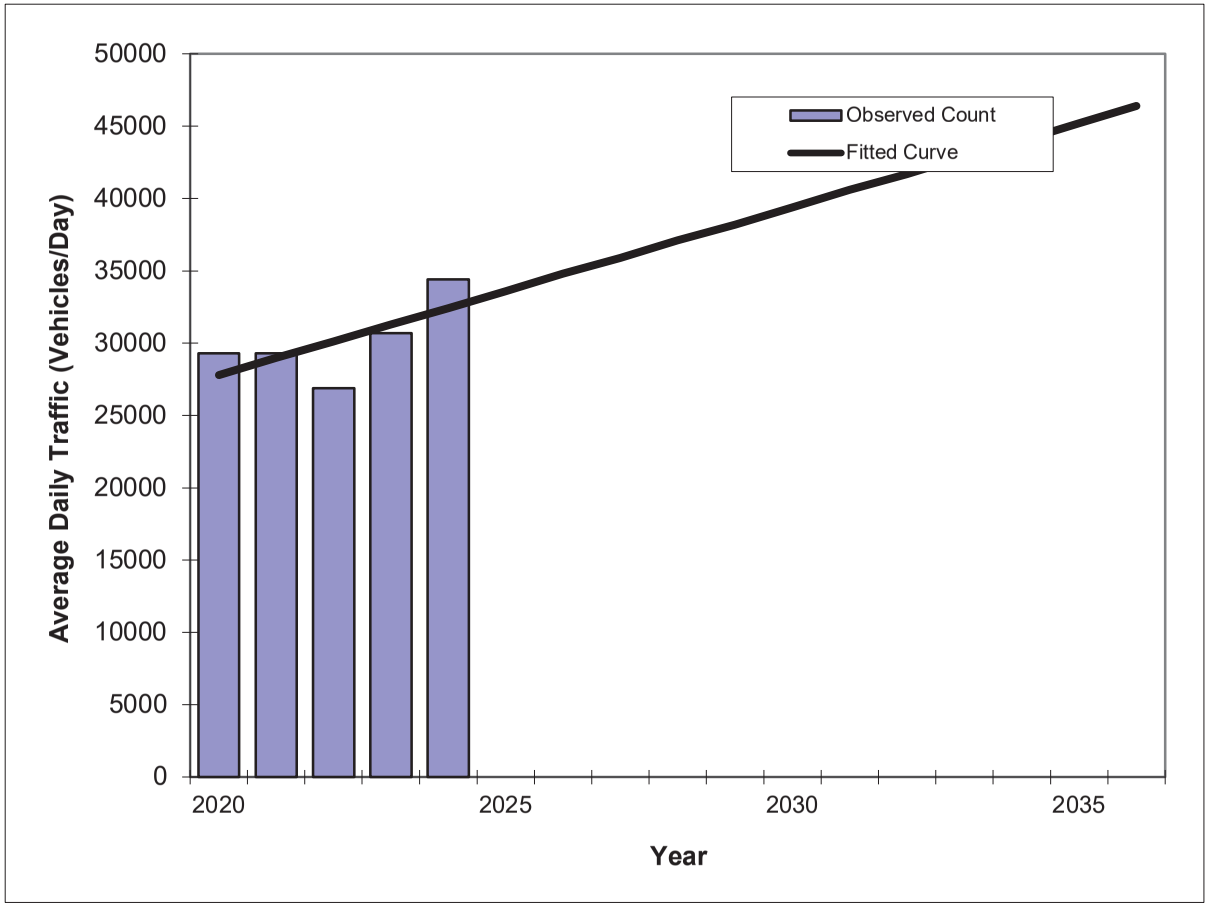
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 155

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



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

**** Annual Trend Increase:**	1,160
Trend R-squared:	44.31%
Trend Annual Historic Growth Rate:	4.14%
Trend Growth Rate (2024 to Design Year):	3.63%
Printed:	23-Sep-25

Straight Line Growth Option

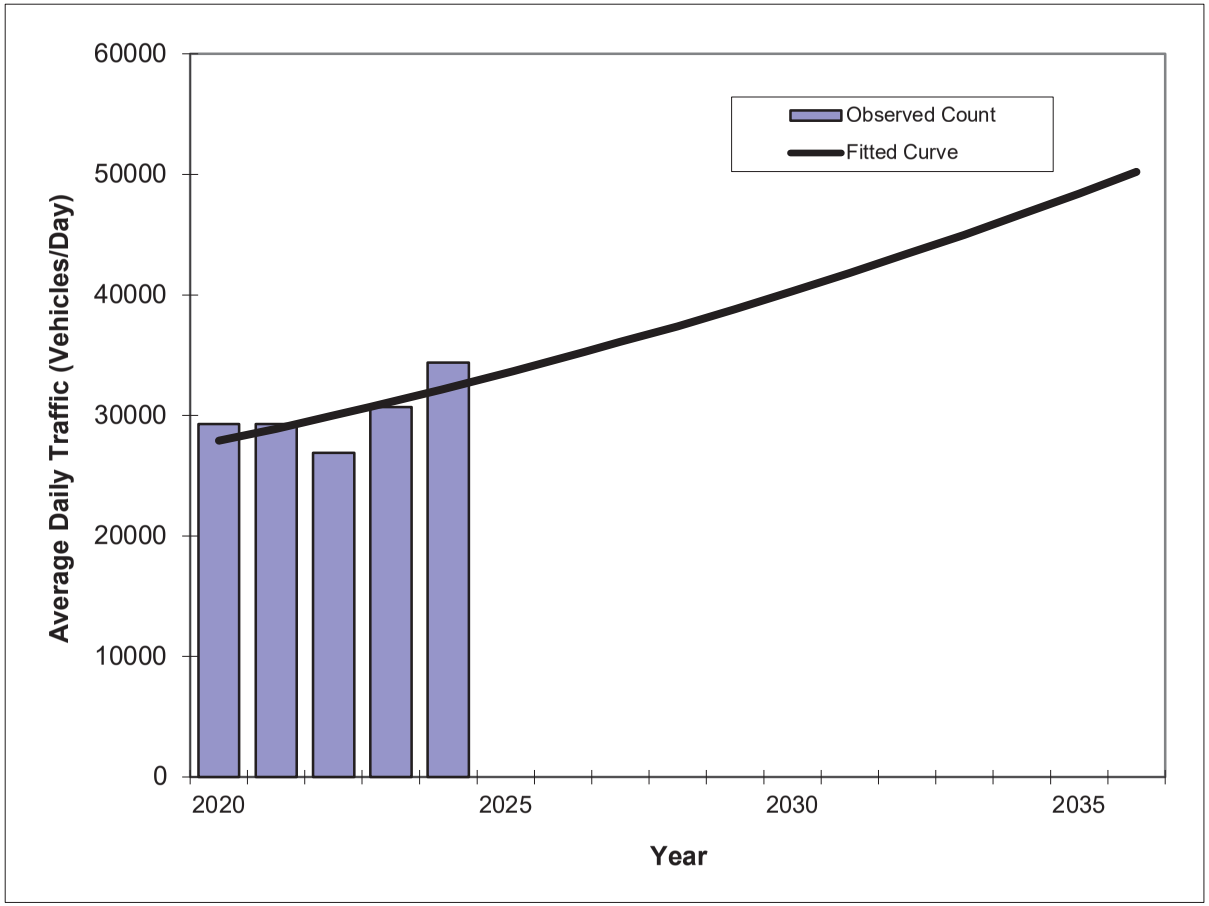
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 155

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



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

Trend R-squared:	41.88%
Compounded Annual Historic Growth Rate:	3.73%
Compounded Growth Rate (2024 to Design Year):	3.73%
Printed:	23-Sep-25

Exponential Growth Option

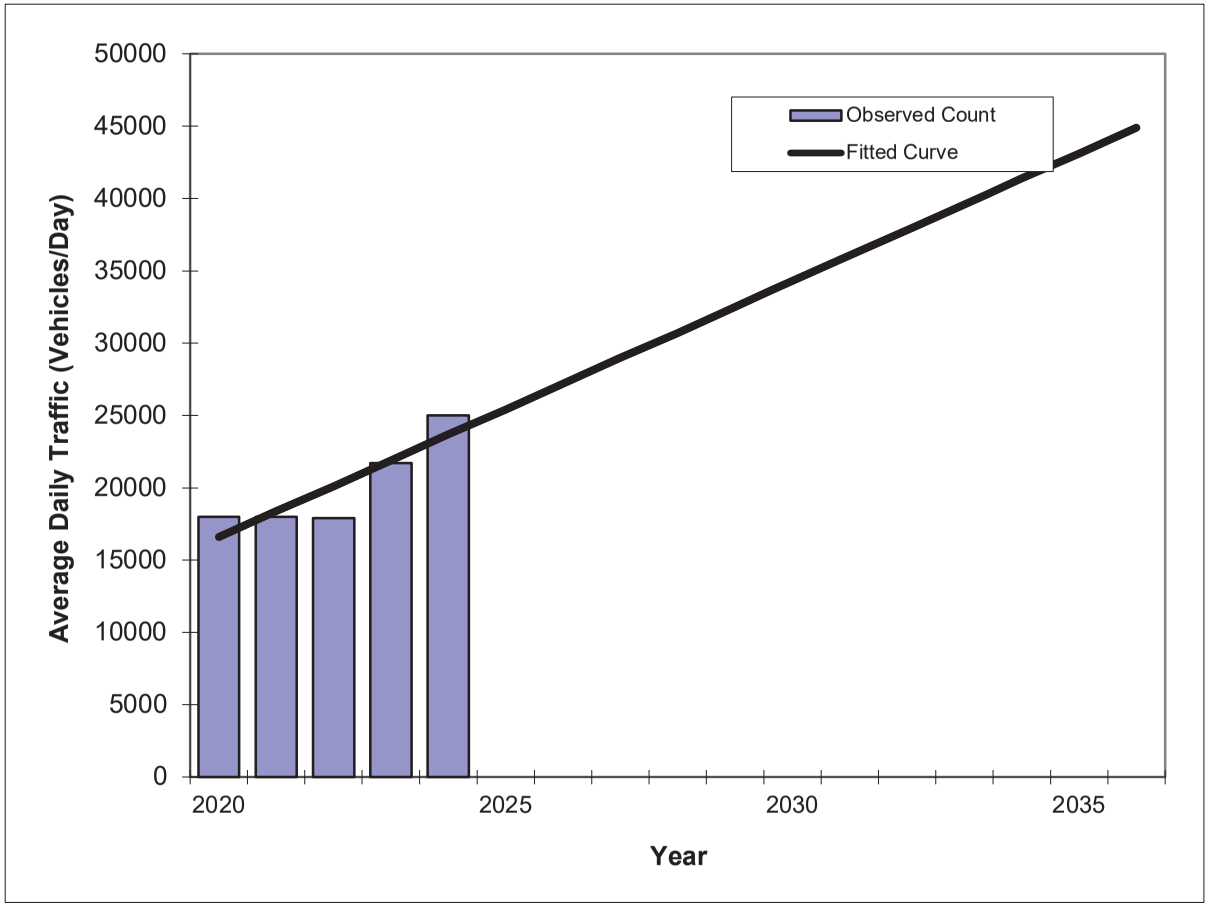
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 140

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



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

** 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	

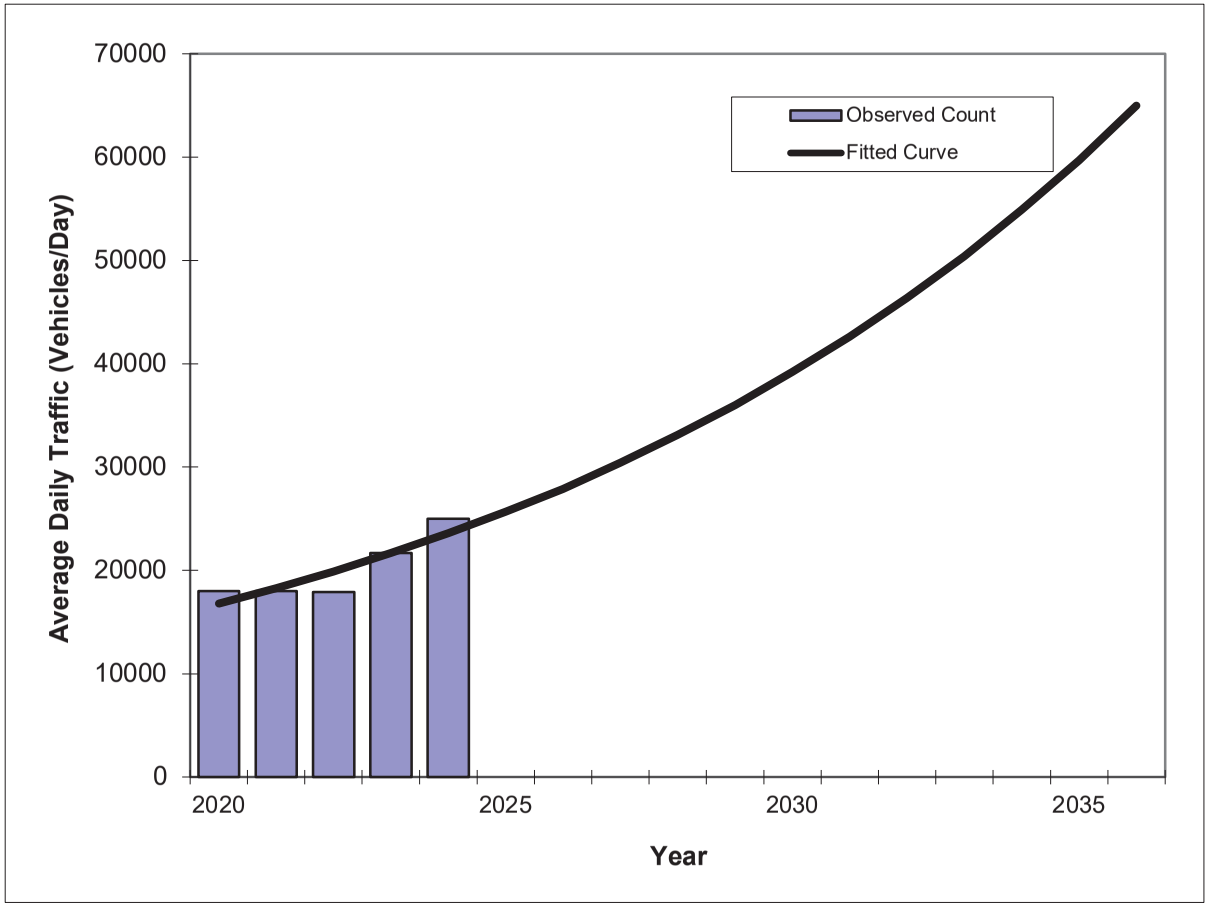
*Axle-Adjusted

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 140

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	18000	16800
2021	18000	18300
2022	17900	19900
2023	21700	21700
2024	25000	23600
2026 Opening Year Trend		
2026	N/A	27900
2027 Mid-Year Trend		
2027	N/A	30400
2028 Design Year Trend		
2028	N/A	33100
TRANPLAN Forecasts/Trends		

Trend R-squared:	78.36%
Compounded Annual Historic Growth Rate:	8.87%
Compounded Growth Rate (2024 to Design Year):	8.83%
Printed:	23-Sep-25

Exponential Growth Option

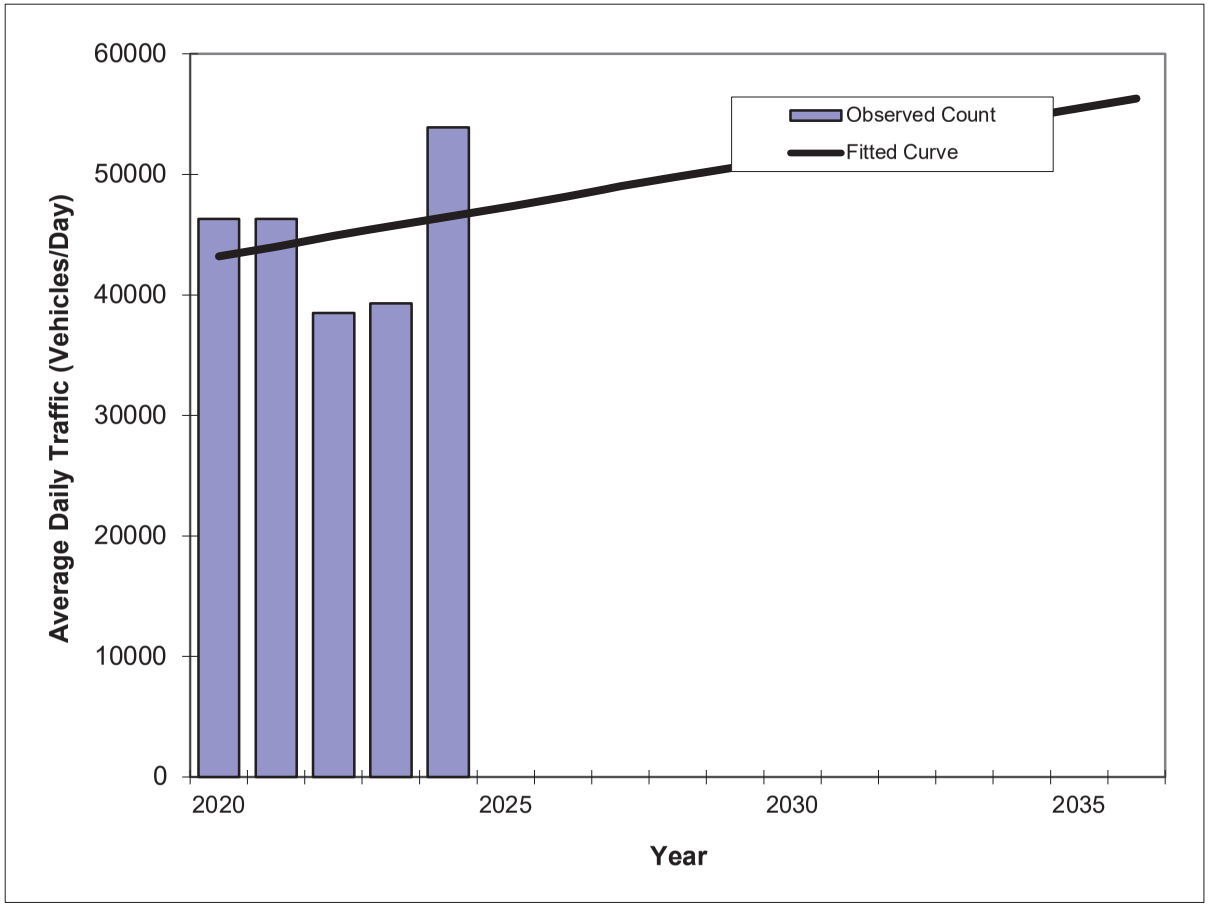
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 128

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



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

**** Annual Trend Increase:**	820
Trend R-squared:	4.28%
Trend Annual Historic Growth Rate:	1.91%
Trend Growth Rate (2024 to Design Year):	1.77%
Printed:	23-Sep-25
Straight Line Growth Option	

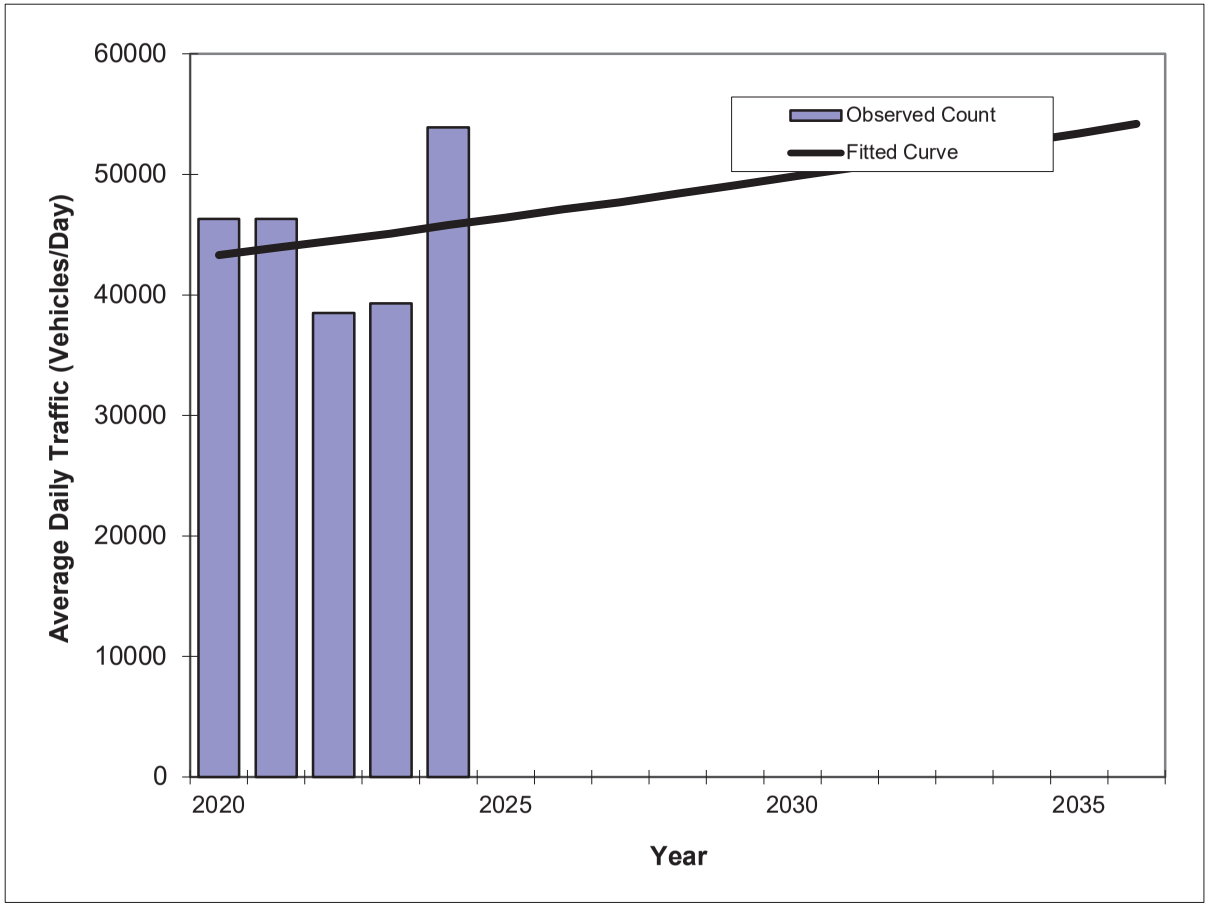
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 128

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	46300	43300
2021	46300	43900
2022	38500	44500
2023	39300	45100
2024	53900	45800
2026 Opening Year Trend		
2026	N/A	47100
2027 Mid-Year Trend		
2027	N/A	47700
2028 Design Year Trend		
2028	N/A	48400
TRANPLAN Forecasts/Trends		

Trend R-squared:	2.57%
Compounded Annual Historic Growth Rate:	1.41%
Compounded Growth Rate (2024 to Design Year):	1.39%
Printed:	23-Sep-25

Exponential Growth Option

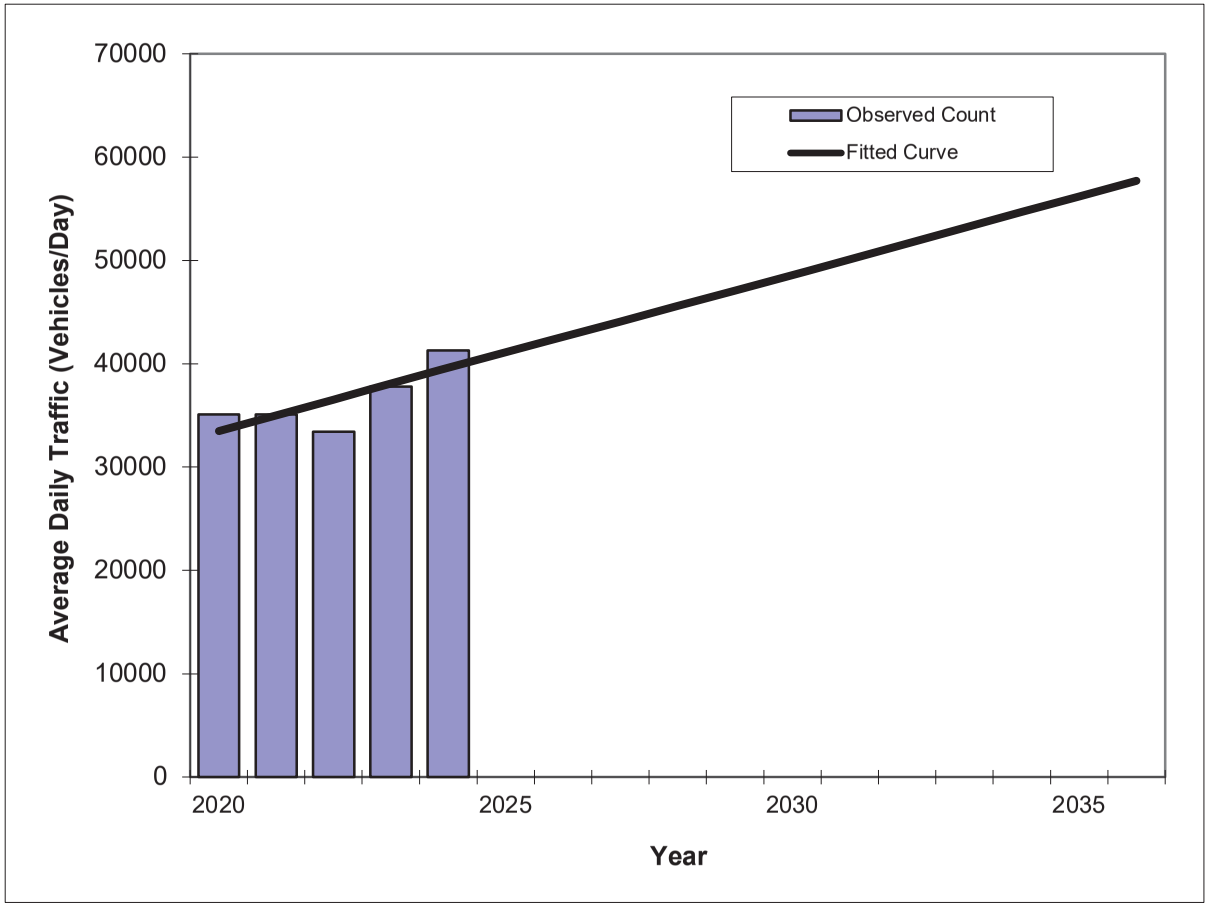
*Axle-Adjusted

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 129

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



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

**** Annual Trend Increase:**	1,510
Trend R-squared:	59.61%
Trend Annual Historic Growth Rate:	4.55%
Trend Growth Rate (2024 to Design Year):	3.79%
Printed:	23-Sep-25

Straight Line Growth Option

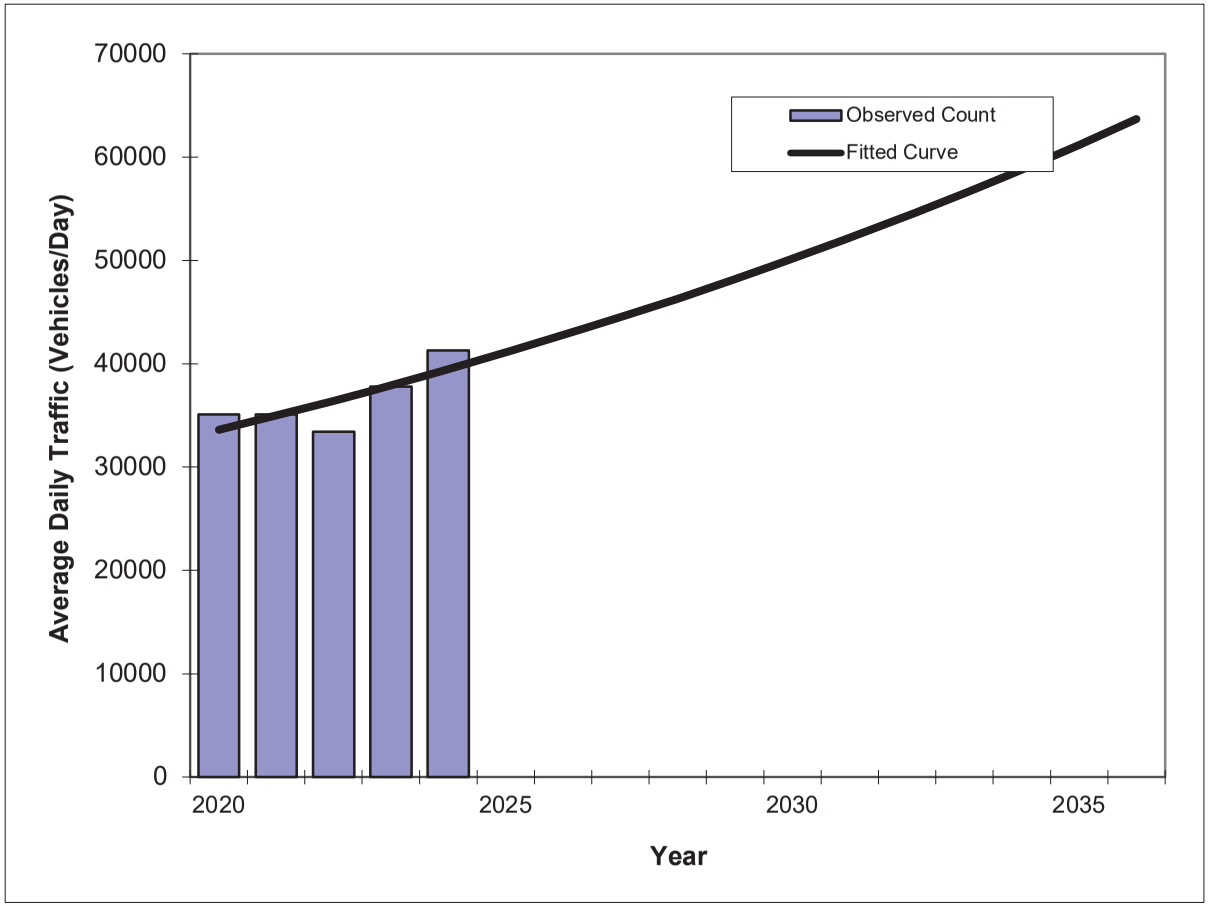
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 129

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	35100	33600
2021	35100	35000
2022	33400	36400
2023	37800	37900
2024	41300	39500
2026 Opening Year Trend		
2026	N/A	42800
2027 Mid-Year Trend		
2027	N/A	44500
2028 Design Year Trend		
2028	N/A	46300
TRANPLAN Forecasts/Trends		

Trend R-squared:	58.20%
Compounded Annual Historic Growth Rate:	4.13%
Compounded Growth Rate (2024 to Design Year):	4.05%
Printed:	10-Dec-25

Exponential Growth Option

***Axle-Adjusted**

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2020 - 2024

ID	ROAD	FROM	TO	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Last Count Taken	Current MAV	Existing Vol/MAV	Acceptable LOS	Context Classification	Functional Classification
AREA: MERRITT ISLAND														
	CONE RD.	S TROPICAL TR.	PLUMOSA ST.	4,880	4,515	4,715	4,600	4,630						
117	CONE RD.	S TROPICAL TR.	S COURTENAY PKWY.	4,720	4,230	4,260	4,180	4,280	01/29/24-01/30/24	22,400	0.19	E	C3R	Urban Minor Collector
115	CONE RD.	S COURTENAY PKWY.	PLUMOSA ST.	5,040	4,800	5,170	5,020	4,980	01/31/24-02/01/24	21,700	0.23	E	C3C	Urban Minor Collector
137	CROCKETT BLVD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	1,890	1,850	1,970	1,990	2,080	02/06/24-02/07/24	21,700	0.10	E	C3C	Urban Minor Collector
	FORTENBERRY RD.	S COURTENAY PKWY.	SYKES CREEK PKWY.	4,700	3,945	4,105	3,860	3,970						
119	FORTENBERRY RD.	S COURTENAY PKWY.	PLUMOSA ST.	4,960	3,900	3,930	3,620	3,620	01/31/24-02/01/24	21,700	0.17	E	C3C	Urban Major Collector
154	FORTENBERRY RD.	PLUMOSA ST.	SYKES CREEK PKWY.	4,440	3,990	4,280	4,100	4,320	01/31/24-02/01/24	21,700	0.20	E	C3C	Urban Major Collector
158	HALL RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	2,950	NC	2,980	2,140	3,160	01/29/24-01/30/24	22,400	0.14	E	C3R	Urban Minor Collector
138	LUCAS RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	3,410	3,090	3,200	3,120	NC	01/09/23-01/10/23	22,400	0.14	E	C3R	Urban Minor Collector
153	MERRITT AVE.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	3,940	3,240	3,030	3,030	3,140	02/06/24-02/07/24	21,700	0.14	E	C3C	Urban Major Collector
	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	SYKES CREEK PKWY.	14,660	13,000	13,080	13,295	12,810						
103	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	PLUMOSA ST.	15,150	12,780	12,380	13,020	11,760	02/06/24-02/07/24	36,600	0.32	E	C3C	Urban Major Collector
110	MERRITT AVE.	PLUMOSA ST.	SYKES CREEK PKWY.	14,170	13,220	13,780	13,570	13,860	01/31/24-02/01/24	36,600	0.38	E	C3C	Urban Major Collector
104	NEWFOUND HARBOR DR.	END	SR 520	6,260	5,400	5,640	5,060	5,410	01/31/24-02/01/24	22,400	0.24	E	C3R	Urban Minor Collector
	N. BANANA RIVER DR.	SR 520	SEA RAY DR.	8,802	7,860	8,278	7,840	8,456						
109	N. BANANA RIVER DR.	SR 520	SYKES CREEK PKWY.	6,390	6,140	6,130	6,280	6,470	01/31/24-02/01/24	22,400	0.29	E	C3R	Urban Minor Arterial
107	N. BANANA RIVER DR.	SYKES CREEK PKWY.	CENTRAL AVE.	12,300	11,680	12,430	11,580	12,260	01/31/24-02/01/24	21,700	0.56	E	C3C, C3R	Urban Minor Arterial
102	N. BANANA RIVER DR.	CENTRAL AVE.	MARTIN BLVD.	11,920	10,050	10,910	9,710	10,890	01/31/24-02/01/24	22,400	0.49	E	C3R	Urban Minor Arterial
602	N. BANANA RIVER DR.	MARTIN BLVD.	SR 528	11,900	10,000	10,370	9,970	11,000	01/29/24-01/30/24	21,700	0.51	E	C3C	Urban Minor Arterial
613	N. BANANA RIVER DR.	SR 528	SEA RAY DR.	1,500	1,430	1,550	1,660	1,660	01/29/24-01/30/24	21,700	0.08	E	C3C	Urban Local
	N. COURTENAY PKWY. (SR 3)	SR 520	PIONEER RD.	29,001	30,260	28,214	30,073	31,287						
130	N. COURTENAY PKWY. (SR 3)	SR 520	MERRITT AVE.	25,760	26,150	25,640	26,290	27,300	01/31/24-02/01/24	37,910	0.72	D	C4	Urban Principal Arterial-Other
131	N. COURTENAY PKWY. (SR 3)	MERRITT AVE.	NEEDLE BLVD.	30,220	32,130	30,980	32,030	31,490	02/06/24-02/07/24	37,910	0.83	D	C4	Urban Principal Arterial-Other
133	N. COURTENAY PKWY. (SR 3)	NEEDLE BLVD.	LUCAS RD.	32,190	34,740	30,540	31,210	30,650	02/06/24-02/07/24	37,910	0.81	D	C4	Urban Principal Arterial-Other
135	N. COURTENAY PKWY. (SR 3)	LUCAS RD.	CROCKETT BLVD.	27,630	29,670	26,310	31,490	NC	01/09/23-01/10/23	38,430	0.82	D	C3C	Urban Principal Arterial-Other
136	N. COURTENAY PKWY. (SR 3)	CROCKETT BLVD.	PIONEER RD.	26,690	28,680	30,190	31,760	30,230	01/30/24-01/31/24	38,430	0.79	D	C3C	Urban Principal Arterial-Other
152	N. COURTENAY PKWY. (SR 3)	PIONEER RD.	S RAMPS SR 528	33,250	31,170	26,990	27,080	33,650	02/13/24-02/14/24	38,430	0.88	D	C3C	Urban Principal Arterial-Other
155	N. COURTENAY PKWY. (SR 3)	S RAMPS SR 528	N RAMPS SR 528	27,270	29,280	26,850	30,650	34,400	01/29/24-01/30/24	38,430	0.90	D	C3C	Urban Principal Arterial-Other
	N. COURTENAY PKWY. (SR 3)	N RAMPS	SPACE COMMERCE WAY	14,903	12,893	12,660	15,443	18,460						
140	N. COURTENAY PKWY. (SR 3)	N RAMPS	HALL RD.	18,790	18,030	17,900	21,690	24,960	01/29/24-01/30/24	38,430	0.65	D	C3C	Urban Principal Arterial-Other
157	N. COURTENAY PKWY. (SR 3)	HALL RD.	N TROPICAL TR.	15,610	14,330	13,070	15,390	18,380	01/29/24-01/30/24	39,170	0.47	D	C3R	Urban Principal Arterial-Other
141	N. COURTENAY PKWY. (SR 3)	N TROPICAL TR.	SPACE COMMERCE WAY	10,310	6,320	7,010	9,250	12,040	01/29/24-01/30/24	45,800	0.26	C	C2, C1	Rural Principal Arterial Other
	N. TROPICAL TR.	SR 520	PIONEER RD.	5,083	5,040	5,118	5,448	5,028						
147	N. TROPICAL TR.	SR 520	MERRITT AVE.	8,240	8,100	8,030	8,560	7,480	02/06/24-02/07/24	21,700	0.34	E	C3C	Urban Major Collector
146	N. TROPICAL TR.	MERRITT AVE.	LUCAS RD.	6,270	6,110	6,390	6,660	5,360	02/06/24-02/07/24	22,400	0.24	E	C3R	Urban Major Collector
145	N. TROPICAL TR.	LUCAS RD.	CROCKETT BLVD.	3,930	3,990	4,010	4,320	5,230	02/06/24-02/07/24	22,400	0.23	E	C3R	Urban Major Collector
156	N. TROPICAL TR.	CROCKETT BLVD.	PIONEER RD.	1,890	1,960	2,040	2,250	2,040	02/06/24-02/07/24	22,400	0.09	E	C3R	Urban Major Collector
	N. TROPICAL TR.	GRANT RD.	N COURTENAY PKWY. (SR 3)	1,403	1,295	1,160	1,475	1,380						
144	N. TROPICAL TR.	GRANT RD.	HALL RD.	760	NC	760	NC	720	01/29/24-01/30/24	22,400	0.03	E	C3R	Urban Major Collector
143	N. TROPICAL TR.	HALL RD.	CRISAFULLI RD.	1,560	870	970	970	1,590	01/29/24-01/30/24	22,400	0.07	E	C2, C3R	Urban Major Collector
142	N. TROPICAL TR.	CRISAFULLI RD.	N COURTENAY PKWY. (SR 3)	1,890	1,720	1,750	1,980	1,830	01/29/24-01/30/24	22,400	0.08	E	C3R	Urban Major Collector
	PLUMOSA ST.	CONE RD.	MERRITT AVE.	5,280	4,705	4,755	4,690	5,065						
116	PLUMOSA ST.	CONE RD.	FORTENBERRY RD.	4,820	NC	4,440	NC	4,550	01/31/24-02/01/24	21,700	0.21	E	C3C	Urban Minor Collector
120	PLUMOSA ST.	FORTENBERRY RD.	SR 520	NC	4,150	NC	3,600	NC	01/19/23-01/20/23	21,700	0.17	E	C3C	Urban Minor Collector
106	PLUMOSA ST.	SR 520	MERRITT AVE.	5,740	5,260	5,070	5,780	5,580	01/31/24-02/01/24	21,700	0.26	E	C3C	Urban Minor Collector
105	S. BANANA RIVER DR.	END	SR 520	2,230	2,330	2,120	1,920	1,990	01/31/24-02/01/24	17,920	0.11	E	C3R	Urban Local
	S. TROPICAL TR./S. COURTENAY PKWY.	PINEDA CSWY. (SR 404)	FORTENBERRY RD.	12,113	10,193	10,690	10,398	11,410						
112	S. TROPICAL TR.	PINEDA CSWY. (SR 404)	S COURTENAY PKWY.	8,600	7,530	8,160	7,750	8,530	01/29/24-01/30/24	17,920	0.48	E	C3R	Urban Minor Arterial
113	S. COURTENAY PKWY.	S. TROPICAL TR.	BANANA BLVD.	10,300	8,880	9,430	8,750	10,110	01/29/24-01/30/24	22,400	0.45	E	C3R	Urban Minor Arterial
114	S. COURTENAY PKWY.	BANANA BLVD.	CONE RD.	13,010	10,970	11,570	11,170	12,570	01/29/24-01/30/24	22,400	0.56	E	C3R	Urban Minor Arterial
118	S. COURTENAY PKWY.	CONE RD.	FORTENBERRY RD.	16,540	13,390	13,600	13,920	14,430	01/31/24-02/01/24	22,400	0.64	E	C3R	Urban Minor Arterial
	S. COURTENAY PKWY.	FORTENBERRY RD.	SR 520	17,805	17,350	16,865	17,735	18,015						
122	S. COURTENAY PKWY.	FORTENBERRY RD.	MAGNOLIA AVE.	17,160	16,840	15,680	16,710	17,510	01/31/24-02/01/24	36,600	0.48	E	C3C	Urban Minor Arterial
139	S. COURTENAY PKWY.	MAGNOLIA AVE.	SR 520	18,450	17,860	18,050	18,760	18,520	02/06/24-02/07/24	36,600	0.51	E	C3C	Urban Minor Arterial
111	S. TROPICAL TR.	MATHERS BRIDGE	PINEDA CSWY. (SR 404)	1,740	1,550	1,460	1,500	1,500	01/29/24-01/30/24	17,920	0.08	E	C3R	Urban Major Collector
	S. TROPICAL TR.	S COURTENAY PKWY.	SR 520	4,887	4,363	4,477	4,467	4,390						
125	S. TROPICAL TR.	S COURTENAY PKWY.	PLANTATION RD.	1,520	1,290	1,420	1,320	1,300	01/29/24-01/30/24	17,920	0.07	D	C3R	Urban Major Collector
126	S. TROPICAL TR.	PLANTATION RD.	CONE RD.	7,410	6,730	7,000	6,820	6,760	01/29/24-01/30/24	17,920	0.38	E	C3R	Urban Major Collector
124	S. TROPICAL TR.	CONE RD.	SR 520	5,730	5,070	5,010	5,260	5,110	01/29/24-01/30/24	17,360	0.29	E	C3C, C3R	Urban Major Collector
603	SPACE COMMERCE WY.	SR 3	NASA CSWY.	3,990	3,270	4,420	5,720	6,200	01/29/24-01/30/24	21,700	0.29	D	C3C	Rural Principal Arterial Other
	SR 520	HUMPHREY BRIDGE	S BANANA RIVER DR.	30,794	30,014	28,571	30,761	30,076						
101	SR 520	HUMPHREY BRIDGE	N.TROPICAL TR.	44,660	44,030	42,590	46,700	44,050	01/31/24-02/01/24	53,900	0.82	D	C5, C4	Urban Principal Arterial-Other
148	SR 520	N.TROPICAL TR.	SR 3	33,180	37,330	34,490	37,790	37,660	01/31/24-02/01/24	56,800	0.66	D	C4	Urban Principal Arterial-Other
97	SR 520	SR 3	GOODWIN DR.	31,100	30,030	30,440	29,770	29,750	01/31/24-02/01/24	56,810	0.52	D	C4, C3C	Urban Principal Arterial-Other
98	SR 520	GOODWIN DR.	PLUMOSA ST.	27,800	29,670	28,930	30,540	31,270	01/31/24-02/01/24	56,810	0.55	D	C3C	Urban Principal Arterial-Other
99	SR 520	PLUMOSA ST.	MALL ENTRANCE	26,780	28,180	27,450	29,310	30,020	01/31/24-02/01/24	56,810	0.53	D	C3C	Urban Principal Arterial-Other
100	SR 520	MALL ENTRANCE	SYKES CREEK PKWY.	25,190	23,830	21,580	24,900	21,830	01/31/24-02/01/24	56,810	0.38	D	C3C	Urban Principal Arterial-Other
149	SR 520	SYKES CREEK PKWY.	NEWFOUND HARBOR DR.	26,850	28,480	28,120	29,030	25,280	01/31/24-02/01/24	56,810	0.44	D	C3C	Urban Principal Arterial-Other
150	SR 520	NEWFOUND HARBOR DR.	N BANANA RIVER DR.	NC	24,780	22,090	24,520	26,090	01/31/24-02/01/24	56,810	0.46	D	C3C	Urban Principal Arterial-Other
151	SR 520	N BANANA RIVER DR.	S BANANA RIVER DR.	NC	23,800	21,450	22,840	24,680	01/31/24-02/01/24	56,810	0.43	D	C3C	Urban Principal Arterial-Other

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2020 - 2024

ID	ROAD	FROM	TO	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Last Count Taken	Current MAV	Existing Vol/MAV	Acceptable LOS	Context Classification	Functional Classification
AREA: MERRITT ISLAND														
	SR 528	US 1	SR 401	47,357	36,517	33,900	37,690	44,317						
128	SR 528	US 1	N COURTENAY PKWY. (SR 3)	55,910	46,300	38,530	39,270	53,870	01/29/24-01/30/24	82,200	0.66	D	LA	Urban Principal Arterial-Other
129	SR 528	N COURTENAY PKWY. (SR 3)	N BANANA RIVER DR.	44,790	35,050	33,410	37,750	41,270	01/29/24-01/30/24	82,200	0.50	D	LA	Urban Principal Arterial-Other
127	SR 528	N BANANA RIVER DR.	SR 401	41,370	28,200	29,760	36,050	37,810	01/29/24-01/30/24	82,200	0.46	D	LA	Urban Principal Arterial-Other
123	SYKES CREEK PKWY.	FORTENBERRY RD.	SR 520	4,850	4,050	4,370	4,230	3,820	02/05/24-02/06/24	36,600	0.10	E	C3C	Urban Major Collector
121	SYKES CREEK PKWY.	SR 520	MERRITT AVE.	12,910	10,770	10,700	11,640	11,540	01/31/24-02/01/24	36,600	0.32	E	C3C	Urban Major Collector
108	SYKES CREEK PKWY.	MERRITT AVE.	N BANANA RIVER DR.	11,410	9,680	9,840	9,530	9,720	01/31/24-02/01/24	21,700	0.45	E	C1, C3R, C3C	Urban Major Collector

College of Liberal Arts and Sciences
Bureau of Economic and Business Research

Florida Population Studies

Volume 58, Bulletin 201
August 2025

Projections of Florida Population by County, 2025–2050, with Estimates for 2024

Stefan Rayer, Population Program Director
Conor Comfort, Research Demographer

The Bureau of Economic and Business Research (BEBR) at the University of Florida has produced population projections for Florida and its counties since the 1970s. This report presents our 2025 set of projections and describes the methodology used to construct those projections. To account for uncertainty regarding future population growth, we publish three series of projections: low, medium, and high. We recommend using the medium series for most purposes; this series has historically provided the most accurate forecasts for Florida counties. It should be noted that these projections refer solely to the resident population of Florida; they do not include temporary or seasonal residents whose usual place of residence is in another jurisdiction.

State Projections

The starting point for the state-level projections was the decennial census count for April 1, 2020. Projections were made in one-year intervals using a cohort-component methodology in which births, deaths, and migration are projected separately for each age-sex cohort in Florida.

Survival rates were applied by single year of age and sex to project future deaths in the population. These rates were based on the CDC Florida Life Tables for 2019. We adjusted the survival rates for 2020–2030 to make them consistent with recent mortality trends, and to align the projected deaths with those from the State of Florida's Demographic Estimating Conference (DEC) held June 30, 2025. After 2030, we made small adjustments to the survival rates based on projected changes in survival rates released by the U.S. Census Bureau.

Domestic migration rates by age and sex were based on Public Use Microdata Sample (PUMS) files from the 2021–2023 American Community Survey (ACS) 1-year estimates and 2019–2023 ACS 5-year estimates. We calculated a weighted average of those two sets; projections based on input data from more than one period tend to be more accurate than those based on a single period. By combining 1-year ACS estimates, which are more current, with 5-year ACS estimates, which are more stable, we make use of the different strengths of each type of ACS data.

We applied smoothing techniques to the migration rates by single year of age and sex to adjust for data irregularities caused by small sample sizes. The smoothed in- and out-migration rates were weighted to account for recent changes in Florida's population growth rates. Projections of domestic in-migration were made by applying weighted in-migration rates to the projected population of the United States (minus Florida), using the most recent set of national projections produced by the U.S. Census Bureau. Projections of out-migration were made by applying weighted out-migration rates to the Florida population. In both instances, rates were calculated separately for males and females for each age up to 90 and over.

The distribution of foreign immigrants by age and sex was also based on averages of the patterns observed

over the same time periods using the same ACS data sets as for domestic migration. Again, we smoothed the estimates to account for data irregularities in the age/sex distribution of immigrants.

Projections were made in one-year intervals, with each projection serving as the base for the following projection. Projected in-migration for each one-year interval was added to the survived Florida population at the end of the interval and projected out-migration was subtracted, giving a projection of the population age one and older.

Births were projected by applying age-specific birth rates (adjusted for child mortality) to the projected female population. These birth rates were based on Florida birth data for 2012–2018 published by the Office of Vital Statistics in the Florida Department of Health. They imply a total fertility rate (TFR) of 1.75 births per woman. These rates were reduced in the short-term projections to make them consistent with recent fertility trends, and to align the projected births with those from the June 30, 2025 DEC. The long-term projections imply about 1.78 births per woman.

The medium projections of total population for 2025–2030 were adjusted to be consistent with the state population forecasts for those years produced by the June 30, 2025 DEC. The projections after 2030 did not have any further controls.

In addition to the medium series, we also created a low and a high series for Florida. These should not be considered low and high growth scenarios; rather, they represent an indication of the uncertainty surrounding the medium projections. The low and high series were based on analyses of past population forecast errors for Florida. In this publication, we provide projections for 2025, 2030, 2035, 2040, 2045, and 2050. State projections for other years are available by request.

County Projections

The cohort-component model is the most widely used technique to make population projections for larger areas such as states, but it is not necessarily the best way to make projections at the county level. Many counties in Florida have small populations, which make it difficult to produce reliable cohort-component projections by age and sex. Furthermore, county growth patterns can be volatile, and projections based on a single technique using data from a single time period may provide suboptimal results. We believe more useful projections of total population can be made by applying different techniques that incorporate data from different time periods.

For counties, we started with the population estimate constructed by BEBR for April 1, 2024. We made projections for each county using six different techniques in five-year increments. The six techniques were:

1. Linear – the population will change by the same number of persons in each future year as the average annual change during the base period.

2. Exponential – the population will change at the same percentage rate in each future year as the average annual rate during the base period.

3. Share-of-growth – each county's share of state population growth in the future will be the same as its share during the base period.

4. Shift-share – each county's share of the state population will change by the same annual amount in the future as the average annual change during the base period.

5. Constant-share – each county's share of the state population will remain constant at its 2024 level.

6. Constant – each county's population will remain equal to its 2024 estimate.

For the linear technique, we used base periods of ten and twenty years (2014–2024, and 2004–2024) yielding two sets of projections; for the exponential technique, we used a fifteen-year base period (2009–2024) yielding one projection; for the share-of-growth technique, we used base periods of two, ten, and twenty years (2022–2024, 2014–2024, and 2004–2024) yielding three sets of projections; and for the shift-share technique, we used base periods of five and fifteen

years (2019–2024 and 2009–2024) yielding two sets of projections. The constant-share and constant techniques were based on data from a single year (2024).

This methodology produced ten different projections for each county for each projection year (2025, 2030, 2035, 2040, 2045, and 2050). From these, we calculated four averages: one using all ten projections (AVE-10), one that excluded the highest and lowest projections (AVE-8), one that excluded the two highest and two lowest projections (AVE-6), and one that excluded the three highest and three lowest projections (AVE-4). Based on the results of previous research, we designated the average that excluded the three highest and three lowest projections (AVE-4) as the default technique for each county. For counties in which AVE-4 did not provide reasonable projections, we selected the technique which produced projections that fit most closely with our evaluation criteria. We evaluated the resulting projections by comparing them with historical population trends and with the level of population growth projected for the state.

For 65 counties we selected projections made with AVE-4, the default technique. In the remaining two counties – Gadsden and Hardee – we selected projections made with an individual technique (Constant).

In counties with large institutional populations – including university students and state and federal prison inmates – we projected the non-institutional population separately from the institutional population. In the present set of projections, such adjustments were made for Alachua, Baker, Bradford, Calhoun, Columbia, DeSoto, Dixie, Franklin, Gadsden, Gilchrist, Glades, Gulf, Hamilton, Hardee, Hendry, Holmes, Jackson, Jefferson, Lafayette, Leon, Liberty, Madison, Okeechobee, Santa Rosa, Sumter, Suwannee, Taylor, Union, Wakulla, Walton, and Washington counties. In all other counties the projections were made for the total population.

Range of County Projections

The methodology described above was used to construct the medium series of county projections. This is the series we believe will generally provide the most accurate forecasts of future population change. We also constructed a low and a high series, which provide an indication of the uncertainty surrounding the medium county projections. The low and high series were based on analyses of past population forecast errors for counties in Florida, broken down by population size and growth rate. They indicate the range into which approximately three-quarters of future county populations will fall, if the future distribution of forecast errors is similar to the past distribution.

The range between the low and high projections varies based on three factors: a county's population size in 2024 (less than 30,000; 30,000–199,999; and 200,000 or more), rate of population growth between 2014 and 2024 (less than 7.5%; 7.5–15%; 15–30%; and 30% or more), and the length of the projection horizon. Our studies have found that the distribution of absolute percent errors tends to remain relatively stable over time, leading us to believe that the low and high projections provide a reasonable range of errors for most counties. It must be emphasized, however, that the actual future population of any given county could be below the low projection or above the high projection.

For the medium series of projections, the sum of the county projections equals the state projection for each year (except for slight differences due to rounding). However, for the low and the high series, the sum of the county projections does not equal the state projection. The sum of the low projections for counties is lower than the state's low projection and the sum of the high projections for counties is higher than the state's high projection. This occurs because potential variation around the medium projection is greater for counties than for the state.

Acknowledgement

Funding for these projections was provided by the Florida Legislature.

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Projections of Florida Population by County, 2025–2050, with Estimates for 2024

County and State	Estimates April 1, 2024	Projections, April 1 2025	2030	2035	2040	2045	2050
ALACHUA	296,313						
Low		291,200	294,900	293,000	288,000	281,400	274,500
Medium		300,200	316,400	328,300	336,600	342,800	347,900
High		309,200	337,900	363,600	385,300	404,200	421,300
BAKER	28,899						
Low		28,400	29,500	29,200	28,700	28,100	27,400
Medium		29,200	31,600	32,700	33,600	34,200	34,800
High		30,100	33,800	36,200	38,400	40,300	42,100
BAY	196,112						
Low		192,600	195,100	194,700	192,800	190,100	187,100
Medium		198,600	209,400	218,100	225,400	231,500	237,200
High		204,600	223,600	241,600	257,900	273,000	287,200
BRADFORD	27,335						
Low		26,700	26,100	25,400	24,700	23,900	23,200
Medium		27,500	28,000	28,500	28,800	29,100	29,400
High		28,300	29,900	31,500	33,000	34,300	35,600
BREVARD	653,703						
Low		643,300	655,500	656,200	649,900	639,600	628,000
Medium		663,200	703,300	735,200	759,700	779,000	796,000
High		683,100	751,200	814,200	869,500	918,500	963,900
BROWARD	1,981,888						
Low		1,948,200	1,948,200	1,919,500	1,880,800	1,837,700	1,795,100
Medium		1,998,100	2,065,900	2,112,900	2,145,800	2,169,700	2,189,100
High		2,048,100	2,183,700	2,306,200	2,410,800	2,501,600	2,583,100
CALHOUN	13,700						
Low		13,200	12,800	12,300	11,900	11,400	11,000
Medium		13,600	13,700	13,800	13,900	13,900	13,900
High		14,000	14,700	15,300	15,900	16,400	16,900
CHARLOTTE	210,645						
Low		208,300	217,000	221,100	223,100	222,000	219,900
Medium		214,800	232,800	247,800	260,800	270,400	278,700
High		221,200	248,600	274,400	298,500	318,800	337,500
CITRUS	166,151						
Low		162,600	164,200	163,000	160,600	157,200	153,200
Medium		168,400	178,300	186,000	192,500	197,700	202,100
High		174,300	192,400	208,900	224,300	238,200	251,000
CLAY	236,365						
Low		233,100	240,600	243,100	242,100	238,700	234,500
Medium		240,300	258,100	272,400	283,000	290,800	297,300
High		247,500	275,700	301,700	323,900	342,800	360,000
COLLIER	408,381						
Low		403,300	417,300	420,700	419,300	414,800	409,000
Medium		415,800	447,800	471,400	490,200	505,300	518,400
High		428,300	478,200	522,100	561,000	595,700	627,800
COLUMBIA	72,155						
Low		71,000	70,800	70,000	68,700	67,400	66,000
Medium		72,800	75,100	77,000	78,400	79,600	80,500
High		74,600	79,400	84,100	88,100	91,700	95,000
DESOTO	35,487						
Low		34,800	34,400	33,600	32,800	31,900	31,000
Medium		35,700	36,400	37,000	37,400	37,600	37,800
High		36,600	38,500	40,400	42,000	43,400	44,600
DIXIE	17,555						
Low		17,200	17,000	16,700	16,300	15,800	15,400
Medium		17,700	18,300	18,700	19,000	19,300	19,500
High		18,300	19,500	20,700	21,800	22,700	23,700

APPENDIX C

TMC

Bi-Directional Class Count || Location Overview

Merritt Island, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Lat/Long

28.398034°, -80.702878°

Click here for Map

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Visible	Tabs
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

	Wed
	11/05
DF	1.00
MF	1.00
DF*MF	**1.00**

Bi-Directional Class Count || NB EB 15min

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°

Click here for Map

Weather
Fair
75°F

Click here for Detailed Weather

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

	Eastbound (Movement 1,1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	7
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	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	3	0	0	0	0	0	0	0	0	0	0	0	3	
0630 - 0645	0	2	1	0	1	0	0	0	0	0	0	0	0	4	
0645 - 0700	0	11	3	0	0	0	0	0	0	0	0	0	0	14	24
0700 - 0715	0	21	5	1	1	0	0	0	0	0	0	0	0	28	
0715 - 0730	0	47	12	0	0	0	0	0	0	0	0	0	0	59	
0730 - 0745	0	91	23	0	1	0	0	0	0	0	0	0	0	115	
0745 - 0800	0	74	21	0	1	0	0	0	0	0	0	0	0	96	298
0800 - 0815	0	14	5	0	0	0	0	0	0	0	0	0	0	19	
0815 - 0830	0	16	6	0	0	0	0	0	1	0	0	0	0	24	
0830 - 0845	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
0845 - 0900	0	8	4	0	0	0	0	0	0	0	0	0	0	12	67
0900 - 0915	0	8	9	0	2	0	0	0	0	0	0	0	0	19	
0915 - 0930	0	18	7	0	0	0	0	0	0	0	0	0	0	25	
0930 - 0945	0	13	6	0	2	0	0	2	0	0	0	0	0	23	
0945 - 1000	0	13	3	0	0	0	0	0	0	0	0	0	0	16	83
1000 - 1015	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
1015 - 1030	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
1030 - 1045	0	19	3	0	1	0	0	0	0	0	0	0	0	23	
1045 - 1100	0	17	4	0	0	0	0	0	0	0	0	0	0	21	66
1100 - 1115	0	16	8	0	1	0	0	0	0	0	0	0	0	25	
1115 - 1130	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
1130 - 1145	0	14	4	0	0	0	0	0	0	0	0	0	0	18	
1145 - 1200	0	20	3	0	1	0	0	0	0	0	0	0	0	24	85
1200 - 1215	0	18	8	0	1	0	0	0	0	0	0	0	0	27	
1215 - 1230	0	26	5	0	1	0	0	0	0	0	0	0	0	32	
1230 - 1245	0	18	3	0	1	0	0	0	0	0	0	0	0	22	
1245 - 1300	0	11	3	0	1	0	0	0	0	0	0	0	0	15	96
1300 - 1315	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
1315 - 1330	0	30	6	0	0	0	0	0	0	0	0	0	0	36	
1330 - 1345	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
1345 - 1400	0	22	6	0	0	0	0	0	0	0	0	0	0	28	104
1400 - 1415	0	44	9	0	0	0	0	1	0	0	0	0	0	54	
1415 - 1430	0	49	8	0	0	0	0	0	0	0	0	0	0	57	
1430 - 1445	0	62	8	0	2	0	0	1	0	0	0	0	0	73	
1445 - 1500	0	27	6	0	0	0	0	0	0	0	0	0	0	33	217
1500 - 1515	0	21	3	1	0	0	0	0	0	0	0	0	0	25	
1515 - 1530	0	15	7	0	1	0	0	0	0	0	0	0	0	23	
1530 - 1545	0	26	7	0	0	0	0	0	0	0	0	0	0	33	
1545 - 1600	0	22	10	0	0	0	0	0	0	0	0	0	0	32	113
1600 - 1615	0	22	6	1	0	0	0	0	0	0	0	0	0	29	
1615 - 1630	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
1630 - 1645	0	30	7	1	0	0	0	0	0	0	0	0	0	38	
1645 - 1700	0	31	7	0	0	0	0	0	0	0	0	0	0	38	127
1700 - 1715	0	31	4	0	0	0	0	0	0	0	0	0	0	35	
1715 - 1730	0	35	9	0	0	0	0	0	0	0	0	0	0	44	
1730 - 1745	0	22	5	0	0	0	0	0	0	0	0	0	0	27	
1745 - 1800	0	15	12	0	1	0	0	0	0	0	0	0	0	28	134
1800 - 1815	0	22	7	0	0	0	0	0	0	0	0	0	0	29	
1815 - 1830	0	14	6	0	1	0	0	0	0	0	0	0	0	21	
1830 - 1845	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
1845 - 1900	0	16	6	0	1	0	0	1	0	0	0	0	0	24	89
1900 - 1915	0	16	3	0	0	0	0	0	1	0	0	0	0	20	
1915 - 1930	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
1930 - 1945	0	8	5	0	0	0	0	0	0	0	0	0	0	13	
1945 - 2000	0	17	6	0	0	0	0	0	0	0	0	0	0	23	74
2000 - 2015	0	11	8	0	0	0	0	0	0	0	0	0	0	19	
2015 - 2030	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
2030 - 2045	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
2045 - 2100	0	6	3	0	0	0	0	0	0	0	0	0	0	9	54
2100 - 2115	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2115 - 2130	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2130 - 2145	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2145 - 2200	0	5	3	0	0	0	0	0	0	0	0	0	0	8	25
2200 - 2215	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2215 - 2230	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2245 - 2300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15
2300 - 2315	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2315 - 2330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13

Session Total	0	1295	370	4	21	0	0	6	1	0	0	0	0	1697
Session Average	0.00	13.49	3.85	0.04	0.22	0.00	0.00	0.06	0.01	0.00	0.00	0.00	0.00	17.68
Session Percentage	0.00	76.31	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	0615 - 0715	0845 - 0945	-	-	0845 - 0945	-	-	-	-	-	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	1345 - 1445	1415 - 1515	1145 - 1245	-	-	1345 - 1445	-	-	-	-	-	1400 - 1500
Noon Peak Volume	0	182	31	1	4	0	0	2	0	0	0	0	0	217
Noon Peak %age	0.00	83.87	14.29	0.46	1.84	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1630 - 1730	1715 - 1815	1545 - 1645	1730 - 1830	-	-	1800 - 1900	1815 - 1915	-	-	-	-	1630 - 1730
PM Peak Volume	0	127	33	2	2	0	0	1	1	0	0	0	0	155
PM Peak %age	0.00	81.94	21.29	1.29	1.29	0.00	0.00	0.65	0.65	0.00	0.00	0.00	0.00	

User Peak Volume	0	5	2	0	0	0	0	0	0	0	0	0	0	7
User Peak %age	0.00	71.43	28.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

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°

Click here for Map

Weather
Fair
75°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (11-05-2025)
SB WB 15min

	Westbound (Movement 1,2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0015 - 0030	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0300 - 0315	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	1	4	0	0	0	0	0	0	0	0	0	0	5	10
0500 - 0515	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0515 - 0530	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0530 - 0545	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0545 - 0600	0	6	3	0	0	0	0	0	0	0	0	0	0	9	23
0600 - 0615	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0615 - 0630	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0630 - 0645	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
0645 - 0700	0	20	8	1	0	0	0	0	0	0	0	0	0	29	63
0700 - 0715	0	20	3	1	0	0	0	0	0	0	0	0	0	24	
0715 - 0730	0	31	8	1	0	0	0	0	0	0	0	0	0	40	
0730 - 0745	0	88	27	8	0	0	0	0	0	0	0	0	0	123	
0745 - 0800	0	109	26	0	0	0	0	0	0	0	0	0	0	135	322
0800 - 0815	0	34	7	1	0	0	0	0	0	0	0	0	0	42	
0815 - 0830	0	23	7	0	0	0	0	0	0	0	0	0	0	30	
0830 - 0845	0	24	11	0	0	0	0	1	0	0	0	0	0	36	
0845 - 0900	0	28	9	1	0	0	0	0	0	0	0	0	0	38	146
0900 - 0915	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
0915 - 0930	0	21	4	0	1	0	0	0	0	0	0	0	0	26	
0930 - 0945	0	15	5	1	1	0	0	0	0	0	0	0	0	22	
0945 - 1000	1	18	5	0	0	0	0	1	0	0	0	0	0	25	96
1000 - 1015	0	21	7	0	3	0	0	0	0	0	0	0	0	31	
1015 - 1030	0	9	2	0	0	0	0	1	0	0	0	0	0	12	
1030 - 1045	0	17	7	0	1	0	0	0	0	0	0	0	0	25	
1045 - 1100	0	17	5	0	0	0	0	0	0	0	0	0	0	22	90
1100 - 1115	0	15	6	0	2	0	0	0	0	0	0	0	0	23	
1115 - 1130	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
1130 - 1145	0	15	5	0	2	0	0	0	0	0	0	0	0	22	
1145 - 1200	0	22	14	0	0	0	0	0	0	0	0	0	0	36	100
1200 - 1215	0	17	6	0	0	0	0	0	0	0	0	0	0	23	
1215 - 1230	0	19	4	0	0	0	0	1	0	0	0	0	0	24	
1230 - 1245	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
1245 - 1300	0	16	4	0	2	0	0	0	0	0	0	0	0	22	92
1300 - 1315	0	14	8	0	0	0	0	0	0	0	0	0	0	22	
1315 - 1330	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
1330 - 1345	0	18	8	1	0	1	0	0	0	0	0	0	0	28	
1345 - 1400	0	15	2	0	0	0	0	0	0	0	0	0	0	17	86
1400 - 1415	0	15	5	0	2	0	0	1	0	0	0	0	0	23	
1415 - 1430	0	18	3	0	1	0	0	0	0	0	0	0	0	22	
1430 - 1445	0	87	13	7	1	0	0	0	0	0	0	0	0	108	
1445 - 1500	0	63	13	1	1	0	0	0	0	0	0	0	0	78	231
1500 - 1515	0	26	10	1	1	0	0	0	0	0	0	0	0	38	
1515 - 1530	0	20	9	1	0	0	0	1	0	0	0	0	0	31	
1530 - 1545	0	22	11	1	1	0	0	0	0	0	0	0	0	35	
1545 - 1600	0	12	5	1	0	0	0	0	0	0	0	0	0	18	122
1600 - 1615	0	23	3	2	0	0	0	0	0	0	0	0	0	28	
1615 - 1630	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
1630 - 1645	0	17	8	2	0	0	0	0	0	0	0	0	0	27	
1645 - 1700	0	27	8	0	0	0	0	0	0	0	0	0	0	35	106
1700 - 1715	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
1715 - 1730	0	23	7	0	0	0	0	0	0	0	0	0	0	30	
1730 - 1745	0	30	8	0	0	0	0	0	0	0	0	0	0	38	
1745 - 1800	0	16	10	0	0	0	0	0	0	0	0	0	0	26	117
1800 - 1815	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
1815 - 1830	0	12	4	0	1	0	0	0	0	0	0	0	0	17	
1830 - 1845	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1845 - 1900	0	13	2	0	0	0	0	0	0	0	0	0	0	15	58
1900 - 1915	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
1915 - 1930	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
1930 - 1945	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1945 - 2000	0	7	2	0	0	0	0	0	0	0	0	0	0	9	44
2000 - 2015	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2015 - 2030	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2030 - 2045	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
2045 - 2100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21
2100 - 2115	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2215 - 2230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2230 - 2245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2245 - 2300	0	1	2	0	0	0	0	0	0	0	0	0	0	3	10
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Session Total	1	1311	393	31	20	1	0	6	0	0	0	0	0	1763
Session Average	0.01	13.66	4.09	0.32	0.21	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.00	18.36
Session Percentage	0.06	74.36	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	0715 - 0815	0715 - 0815	0645 - 0745	0915 - 1015	-	-	0930 - 1030	-	-	-	-	-	0715 - 0815
AM Peak Volume	1	262	68	11	5	0	0	2	0	0	0	0	0	340
AM Peak %age	0.29	77.06	20.00	3.24	1.47	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1430 - 1530	1430 - 1530	1430 - 1530	1400 - 1500	1245 - 1345	-	1000 - 1100	-	-	-	-	-	1430 - 1530
Noon Peak Volume	0	196	45	10	5	1	0	1	0	0	0	0	0	255
Noon Peak %age	0.00	76.86	17.65	3.92	1.96	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1645 - 1745	1500 - 1600	1515 - 1615	1500 - 1600	-	-	1500 - 1600	-	-	-	-	-	1645 - 1745
PM Peak Volume	0	99	35	5	2	0	0	1	0	0	0	0	0	126
PM Peak %age	0.00	78.57	27.78	3.97	1.59	0.00	0.00	0.79	0.00	0.00	0.00	0.00	0.00	

User Peak Volume	0	3	1	0	0	0	0	0	0	0	0	0	0	4
User Peak %age	0.00	75.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Weather
Fair
75°F

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0000 - 2400 (Weekday 24h Session) (11-05-2025)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	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	1	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	3	1	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	1	4	0	0	0	0	0	0	0	0	0	0	5	12
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	2	0	0	0	0	0	0	0	0	0	0	9	
0545 - 0600	0	6	3	0	0	0	0	0	0	0	0	0	0	9	24
0600 - 0615	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0615 - 0630	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
0630 - 0645	0	17	3	0	1	0	0	0	0	0	0	0	0	21	
0645 - 0700	0	31	11	1	0	0	0	0	0	0	0	0	0	43	87
0700 - 0715	0	41	8	2	1	0	0	0	0	0	0	0	0	52	
0715 - 0730	0	78	20	1	0	0	0	0	0	0	0	0	0	99	
0730 - 0745	0	179	50	8	1	0	0	0	0	0	0	0	0	238	
0745 - 0800	0	183	47	0	1	0	0	0	0	0	0	0	0	231	620
0800 - 0815	0	48	12	1	0	0	0	0	0	0	0	0	0	61	
0815 - 0830	0	38	15	0	0	0	0	1	0	0	0	0	0	54	
0830 - 0845	0	32	15	0	0	0	0	1	0	0	0	0	0	48	
0845 - 0900	0	36	13	1	0	0	0	0	0	0	0	0	0	50	213
0900 - 0915	0	27	13	0	2	0	0	0	0	0	0	0	0	42	
0915 - 0930	0	39	11	0	1	0	0	0	0	0	0	0	0	51	
0930 - 0945	0	28	11	1	3	0	0	2	0	0	0	0	0	45	
0945 - 1000	1	31	8	0	0	0	0	1	0	0	0	0	0	41	179
1000 - 1015	0	30	10	0	3	0	0	0	0	0	0	0	0	43	
1015 - 1030	0	18	3	0	0	0	0	1	0	0	0	0	0	22	
1030 - 1045	0	36	10	0	2	0	0	0	0	0	0	0	0	48	
1045 - 1100	0	34	9	0	0	0	0	0	0	0	0	0	0	43	156
1100 - 1115	0	31	14	0	3	0	0	0	0	0	0	0	0	48	
1115 - 1130	0	33	4	0	0	0	0	0	0	0	0	0	0	37	
1130 - 1145	0	29	9	0	2	0	0	0	0	0	0	0	0	40	
1145 - 1200	0	42	17	0	1	0	0	0	0	0	0	0	0	60	185
1200 - 1215	0	35	14	0	1	0	0	0	0	0	0	0	0	50	
1215 - 1230	0	45	9	0	1	0	0	1	0	0	0	0	0	56	
1230 - 1245	0	36	8	0	1	0	0	0	0	0	0	0	0	45	
1245 - 1300	0	27	7	0	3	0	0	0	0	0	0	0	0	37	188
1300 - 1315	0	31	13	0	0	0	0	0	0	0	0	0	0	44	
1315 - 1330	0	47	8	0	0	0	0	0	0	0	0	0	0	55	
1330 - 1345	0	34	10	1	0	1	0	0	0	0	0	0	0	46	
1345 - 1400	0	37	8	0	0	0	0	0	0	0	0	0	0	45	190
1400 - 1415	0	59	14	0	2	0	0	2	0	0	0	0	0	77	
1415 - 1430	0	67	11	0	1	0	0	0	0	0	0	0	0	79	
1430 - 1445	0	149	21	7	3	0	0	1	0	0	0	0	0	181	
1445 - 1500	0	90	19	1	1	0	0	0	0	0	0	0	0	111	448
1500 - 1515	0	47	13	2	1	0	0	0	0	0	0	0	0	63	
1515 - 1530	0	35	16	1	1	0	0	1	0	0	0	0	0	54	
1530 - 1545	0	48	18	1	1	0	0	0	0	0	0	0	0	68	
1545 - 1600	0	34	15	1	0	0	0	0	0	0	0	0	0	50	235
1600 - 1615	0	45	9	3	0	0	0	0	0	0	0	0	0	57	
1615 - 1630	0	32	6	0	0	0	0	0	0	0	0	0	0	38	
1630 - 1645	0	47	15	3	0	0	0	0	0	0	0	0	0	65	
1645 - 1700	0	58	15	0	0	0	0	0	0	0	0	0	0	73	233
1700 - 1715	0	50	8	0	0	0	0	0	0	0	0	0	0	58	
1715 - 1730	0	58	16	0	0	0	0	0	0	0	0	0	0	74	
1730 - 1745	0	52	13	0	0	0	0	0	0	0	0	0	0	65	
1745 - 1800	0	31	22	0	1	0	0	0	0	0	0	0	0	54	251
1800 - 1815	0	34	13	0	0	0	0	0	0	0	0	0	0	47	
1815 - 1830	0	26	10	0	2	0	0	0	0	0	0	0	0	38	
1830 - 1845	0	15	8	0	0	0	0	0	0	0	0	0	0	23	
1845 - 1900	0	29	8	0	1	0	0	1	0	0	0	0	0	39	147
1900 - 1915	0	29	7	0	0	0	0	0	1	0	0	0	0	37	
1915 - 1930	0	19	9	0	0	0	0	0	0	0	0	0	0	28	
1930 - 1945	0	14	7	0	0	0	0	0	0	0	0	0	0	21	
1945 - 2000	0	24	8	0	0	0	0	0	0	0	0	0	0	32	118
2000 - 2015	0	15	10	0	0	0	0	0	0	0	0	0	0	25	
2015 - 2030	0	15	5	0	0	0	0	0	0	0	0	0	0	20	
2030 - 2045	0	11	7	0	0	0	0	0	0	0	0	0	0	18	
2045 - 2100	0	8	4	0	0	0	0	0	0	0	0	0	0	12	75
2100 - 2115	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
2115 - 2130	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2130 - 2145	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
2145 - 2200	0	6	3	0	0	0	0	0	0	0	0	0	0	9	35
2200 - 2215	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2215 - 2230	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2230 - 2245	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2245 - 2300	0	3	2	0	0	0	0	0	0	0	0	0	0	5	25
2300 - 2315	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2315 - 2330	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2330 - 2345	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2345 - 0000	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16

Session Total	1	2606	763	35	41	1	0	12	1	0	0	0	0	3460
Session Average	0.01	27.15	7.95	0.36	0.43	0.01	0.00	0.13	0.01	0.00	0.00	0.00	0.00	36.04
Session Percentage	0.03	75.32	22.05	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	0715 - 0815	0715 - 0815	0645 - 0745	0915 - 1015	-	-	0930 - 1030	-	-	-	-	-	0715 - 0815
AM Peak Volume	1	488	129	12	7	0	0	4	0	0	0	0	0	629
AM Peak %age	0.16	77.58	20.51	1.91	1.11	0.00	0.00	0.64	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1430 - 1530	1430 - 1530	1400 - 1500	1245 - 1345	-	1345 - 1445	-	-	-	-	-	1400 - 1500
Noon Peak Volume	0	365	69	11	7	1	0	1	0	0	0	0	0	448
Noon Peak %age	0.00	81.47	15.40	2.46	1.56	0.22	0.00	0.67	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1645 - 1745	1715 - 1815	1545 - 1645	1500 - 1600	-	-	1500 - 1600	1815 - 1915	-	-	-	-	1630 - 1730
PM Peak Volume	0	238	64	7	3	0	0	1	1	0	0	0	0	270
PM Peak %age	0.00	80.74	23.70	2.59	1.11	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.00	

User Peak Volume	0	8	3	0	0	0	0	0	0	0	0	0	0	11
User Peak %age	0.00	72.73	27.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Weather
Fair
75°F

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0000 - 2400 (Weekday 24h Session) (11-05-2025)
Volume Summary 15min

TIME	Volume Summary 15min EB	WB	15min Total	60min Total
0000 - 0015	1	3	**4**	
0015 - 0030	2	1	**3**	
0030 - 0045	1	0	**1**	
0045 - 0100	3	0	**3**	**11**
0100 - 0115	1	1	**2**	
0115 - 0130	0	0	**0**	
0130 - 0145	0	0	**0**	
0145 - 0200	0	0	**0**	**2**
0200 - 0215	1	0	**1**	
0215 - 0230	1	1	**2**	
0230 - 0245	0	1	**1**	
0245 - 0300	0	1	**1**	**5**
0300 - 0315	0	1	**1**	
0315 - 0330	0	0	**0**	
0330 - 0345	0	2	**2**	
0345 - 0400	0	2	**2**	**5**
0400 - 0415	1	1	**2**	
0415 - 0430	0	4	**4**	
0430 - 0445	1	0	**1**	
0445 - 0500	0	5	**5**	**12**
0500 - 0515	0	3	**3**	
0515 - 0530	1	2	**3**	
0530 - 0545	0	9	**9**	
0545 - 0600	0	9	**9**	**24**
0600 - 0615	1	8	**9**	
0615 - 0630	5	9	**14**	
0630 - 0645	4	17	**21**	
0645 - 0700	14	29	**43**	**87**
0700 - 0715	28	24	**52**	
0715 - 0730	59	40	**99**	
0730 - 0745	115	123	**238**	
0745 - 0800	96	135	**231**	**620**
0800 - 0815	19	42	**61**	
0815 - 0830	24	30	**54**	
0830 - 0845	12	36	**48**	
0845 - 0900	12	38	**50**	**213**
0900 - 0915	19	23	**42**	
0915 - 0930	25	26	**51**	
0930 - 0945	23	22	**45**	
0945 - 1000	16	25	**41**	**179**
1000 - 1015	12	31	**43**	
1015 - 1030	10	12	**22**	
1030 - 1045	23	25	**48**	
1045 - 1100	21	22	**43**	**156**
1100 - 1115	25	23	**48**	
1115 - 1130	18	19	**37**	
1130 - 1145	18	22	**40**	
1145 - 1200	24	36	**60**	**185**

Time	Volume Summary 15min EB	WB	15min Total	60min Total
1200 - 1215	27	23	**50**	
1215 - 1230	32	24	**56**	
1230 - 1245	22	23	**45**	
1245 - 1300	15	22	**37**	**188**
1300 - 1315	22	22	**44**	
1315 - 1330	36	19	**55**	
1330 - 1345	18	28	**46**	
1345 - 1400	28	17	**45**	**190**
1400 - 1415	54	23	**77**	
1415 - 1430	57	22	**79**	
1430 - 1445	73	108	**181**	
1445 - 1500	33	78	**111**	**448**
1500 - 1515	25	38	**63**	
1515 - 1530	23	31	**54**	
1530 - 1545	33	35	**68**	
1545 - 1600	32	18	**50**	**235**
1600 - 1615	29	28	**57**	
1615 - 1630	22	16	**38**	
1630 - 1645	38	27	**65**	
1645 - 1700	38	35	**73**	**233**
1700 - 1715	35	23	**58**	
1715 - 1730	44	30	**74**	
1730 - 1745	27	38	**65**	
1745 - 1800	28	26	**54**	**251**
1800 - 1815	29	18	**47**	
1815 - 1830	21	17	**38**	
1830 - 1845	15	8	**23**	
1845 - 1900	24	15	**39**	**147**
1900 - 1915	20	17	**37**	
1915 - 1930	18	10	**28**	
1930 - 1945	13	8	**21**	
1945 - 2000	23	9	**32**	**118**
2000 - 2015	19	6	**25**	
2015 - 2030	15	5	**20**	
2030 - 2045	11	7	**18**	
2045 - 2100	9	3	**12**	**75**
2100 - 2115	6	4	**10**	
2115 - 2130	4	1	**5**	
2130 - 2145	7	4	**11**	
2145 - 2200	8	1	**9**	**35**
2200 - 2215	7	2	**9**	
2215 - 2230	3	2	**5**	
2230 - 2245	3	3	**6**	
2245 - 2300	2	3	**5**	**25**
2300 - 2315	3	0	**3**	
2315 - 2330	4	1	**5**	
2330 - 2345	2	2	**4**	
2345 - 0000	4	0	**4**	**16**

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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Lat/Long
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Weather
Fair
75°F

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0000 - 2400 (Weekday 24h Session) (11-05-2025)
NB EB 60min

	Eastbound (Movement 1.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
0100 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0200 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0400 - 0500	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
0500 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0600 - 0700	0	19	4	0	1	0	0	0	0	0	0	0	0	**24**
0700 - 0800	0	233	61	1	3	0	0	0	0	0	0	0	0	**298**
0800 - 0900	0	45	21	0	0	0	0	1	0	0	0	0	0	**67**
0900 - 1000	0	52	25	0	4	0	0	2	0	0	0	0	0	**83**
1000 - 1100	0	54	11	0	1	0	0	0	0	0	0	0	0	**66**
1100 - 1200	0	66	17	0	2	0	0	0	0	0	0	0	0	**85**
1200 - 1300	0	73	19	0	4	0	0	0	0	0	0	0	0	**96**
1300 - 1400	0	85	19	0	0	0	0	0	0	0	0	0	0	**104**
1400 - 1500	0	182	31	0	2	0	0	2	0	0	0	0	0	**217**
1500 - 1600	0	84	27	1	1	0	0	0	0	0	0	0	0	**113**
1600 - 1700	0	100	25	2	0	0	0	0	0	0	0	0	0	**127**
1700 - 1800	0	103	30	0	1	0	0	0	0	0	0	0	0	**134**
1800 - 1900	0	62	24	0	2	0	0	1	0	0	0	0	0	**89**
1900 - 2000	0	53	20	0	0	0	0	0	1	0	0	0	0	**74**
2000 - 2100	0	36	18	0	0	0	0	0	0	0	0	0	0	**54**
2100 - 2200	0	17	8	0	0	0	0	0	0	0	0	0	0	**25**
2200 - 2300	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
2300 - 2400	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**

Session Total	0	1295	370	4	21	0	0	6	1	0	0	0	0	**1697**
Session Average	0.00	53.96	15.42	0.17	0.88	0.00	0.00	0.25	0.04	0.00	0.00	0.00	0.00	**70.71**
Session Percentage	0.00	76.31	21.80	0.24	1.24	0.00	0.00	0.35	0.06	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	-	-	0900 - 1000	-	-	-	-	-	**0700 - 0800**
AM Peak Volume	0	233	61	1	4	0	0	2	0	0	0	0	0	**298**
AM Peak %age	0.00	78.19	20.47	0.34	1.34	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1400 - 1500	-	1200 - 1300	-	-	1400 - 1500	-	-	-	-	-	**1400 - 1500**
Noon Peak Volume	0	182	31	0	4	0	0	2	0	0	0	0	0	**217**
Noon Peak %age	0.00	83.87	14.29	0.00	1.84	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1700 - 1800	1700 - 1800	1600 - 1700	1800 - 1900	-	-	1800 - 1900	1900 - 2000	-	-	-	-	**1700 - 1800**
PM Peak Volume	0	103	30	2	2	0	0	1	1	0	0	0	0	**134**
PM Peak %age	0.00	76.87	22.39	1.49	1.49	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 60min

Merritt Island, FL

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Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Weather
Fair
75°F

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0000 - 2400 (Weekday 24h Session) (11-05-2025)
SB WB 60min

	Westbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
0100 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0200 - 0300	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
0300 - 0400	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
0400 - 0500	0	5	5	0	0	0	0	0	0	0	0	0	0	**10**
0500 - 0600	0	16	7	0	0	0	0	0	0	0	0	0	0	**23**
0600 - 0700	0	46	16	1	0	0	0	0	0	0	0	0	0	**63**
0700 - 0800	0	248	64	10	0	0	0	0	0	0	0	0	0	**322**
0800 - 0900	0	109	34	2	0	0	0	1	0	0	0	0	0	**146**
0900 - 1000	1	73	18	1	2	0	0	1	0	0	0	0	0	**96**
1000 - 1100	0	64	21	0	4	0	0	1	0	0	0	0	0	**90**
1100 - 1200	0	69	27	0	4	0	0	0	0	0	0	0	0	**100**
1200 - 1300	0	70	19	0	2	0	0	1	0	0	0	0	0	**92**
1300 - 1400	0	64	20	1	0	1	0	0	0	0	0	0	0	**86**
1400 - 1500	0	183	34	8	5	0	0	1	0	0	0	0	0	**231**
1500 - 1600	0	80	35	4	2	0	0	1	0	0	0	0	0	**122**
1600 - 1700	0	82	20	4	0	0	0	0	0	0	0	0	0	**106**
1700 - 1800	0	88	29	0	0	0	0	0	0	0	0	0	0	**117**
1800 - 1900	0	42	15	0	1	0	0	0	0	0	0	0	0	**58**
1900 - 2000	0	33	11	0	0	0	0	0	0	0	0	0	0	**44**
2000 - 2100	0	13	8	0	0	0	0	0	0	0	0	0	0	**21**
2100 - 2200	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
2200 - 2300	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
2300 - 2400	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**

Session Total	1	1311	393	31	20	1	0	6	0	0	0	0	0	**1763**
Session Average	0.04	54.63	16.38	1.29	0.83	0.04	0.00	0.25	0.00	0.00	0.00	0.00	0.00	**73.46**
Session Percentage	0.06	74.36	22.29	1.76	1.13	0.06	0.00	0.34	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	-	-	0800 - 0900	-	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	248	64	10	2	0	0	1	0	0	0	0	0	**322**
AM Peak %age	0.31	77.02	19.88	3.11	0.62	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1400 - 1500	1400 - 1500	1400 - 1500	1300 - 1400	-	1000 - 1100	-	-	-	-	-	**1400 - 1500**
Noon Peak Volume	0	183	34	8	5	1	0	1	0	0	0	0	0	**231**
Noon Peak %age	0.00	79.22	14.72	3.46	2.16	0.43	0.00	0.43	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1700 - 1800	1500 - 1600	1500 - 1600	1500 - 1600	-	-	1500 - 1600	-	-	-	-	-	**1500 - 1600**
PM Peak Volume	0	88	35	4	2	0	0	1	0	0	0	0	0	**122**
PM Peak %age	0.00	72.13	28.69	3.28	1.64	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 60min

Merritt Island, FL

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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

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Lat/Long
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Weather
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75°F

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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

Marr Traffic DATA COLLECTION

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Site 1

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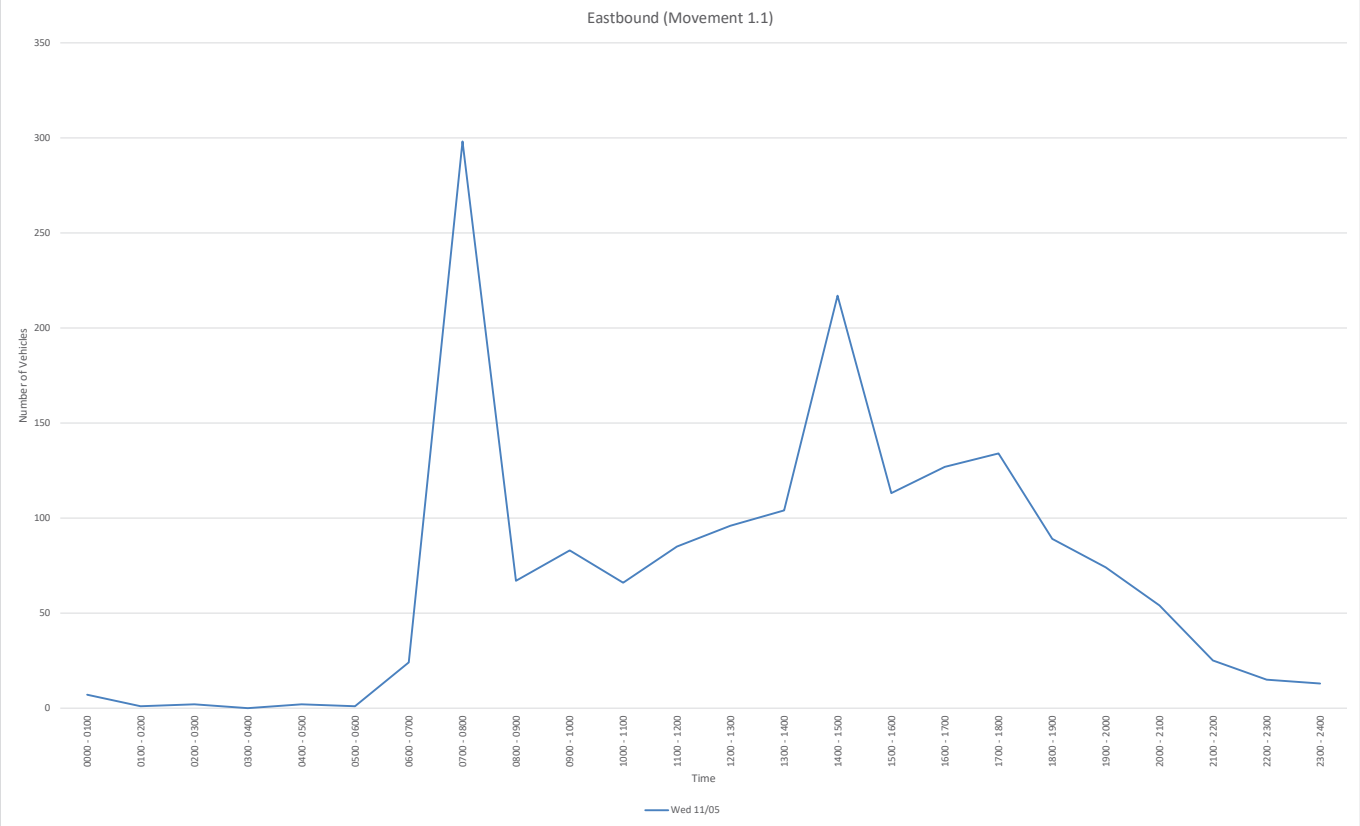
Lat/Long

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

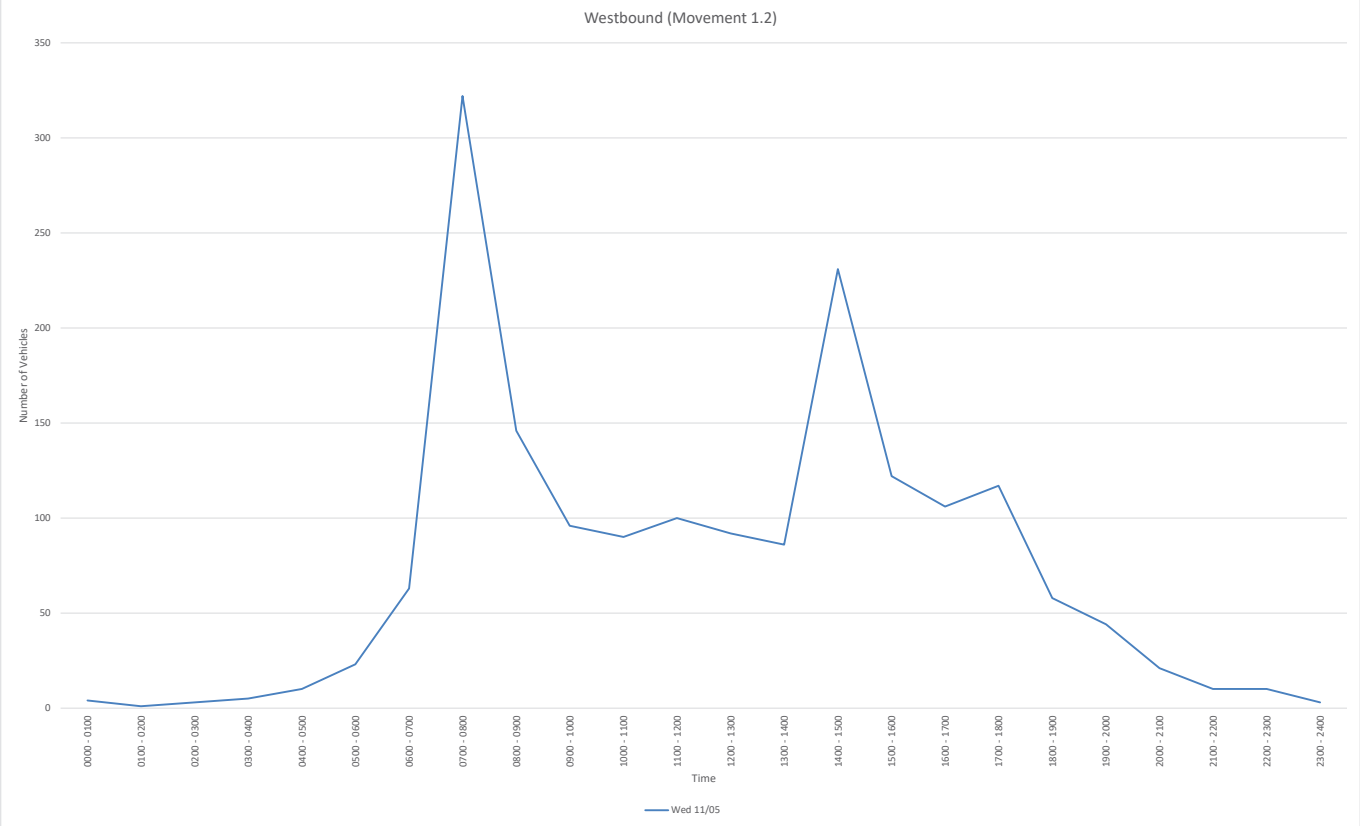
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Lat/Long

28.398034°, -80.702878°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Wed 11/05						
0000 - 0100	4						
0100 - 0200	1						
0200 - 0300	3						
0300 - 0400	5						
0400 - 0500	10						
0500 - 0600	23						
0600 - 0700	63						
0700 - 0800	322						
0800 - 0900	146						
0900 - 1000	96						
1000 - 1100	90						
1100 - 1200	100						
1200 - 1300	92						
1300 - 1400	86						
1400 - 1500	231						
1500 - 1600	122						
1600 - 1700	106						
1700 - 1800	117						
1800 - 1900	58						
1900 - 2000	44						
2000 - 2100	21						
2100 - 2200	10						
2200 - 2300	10						
2300 - 2400	3						

Daily Total	1763						

Bi-Directional Class Count || Graphical Analysis BiDir

Merritt Island, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

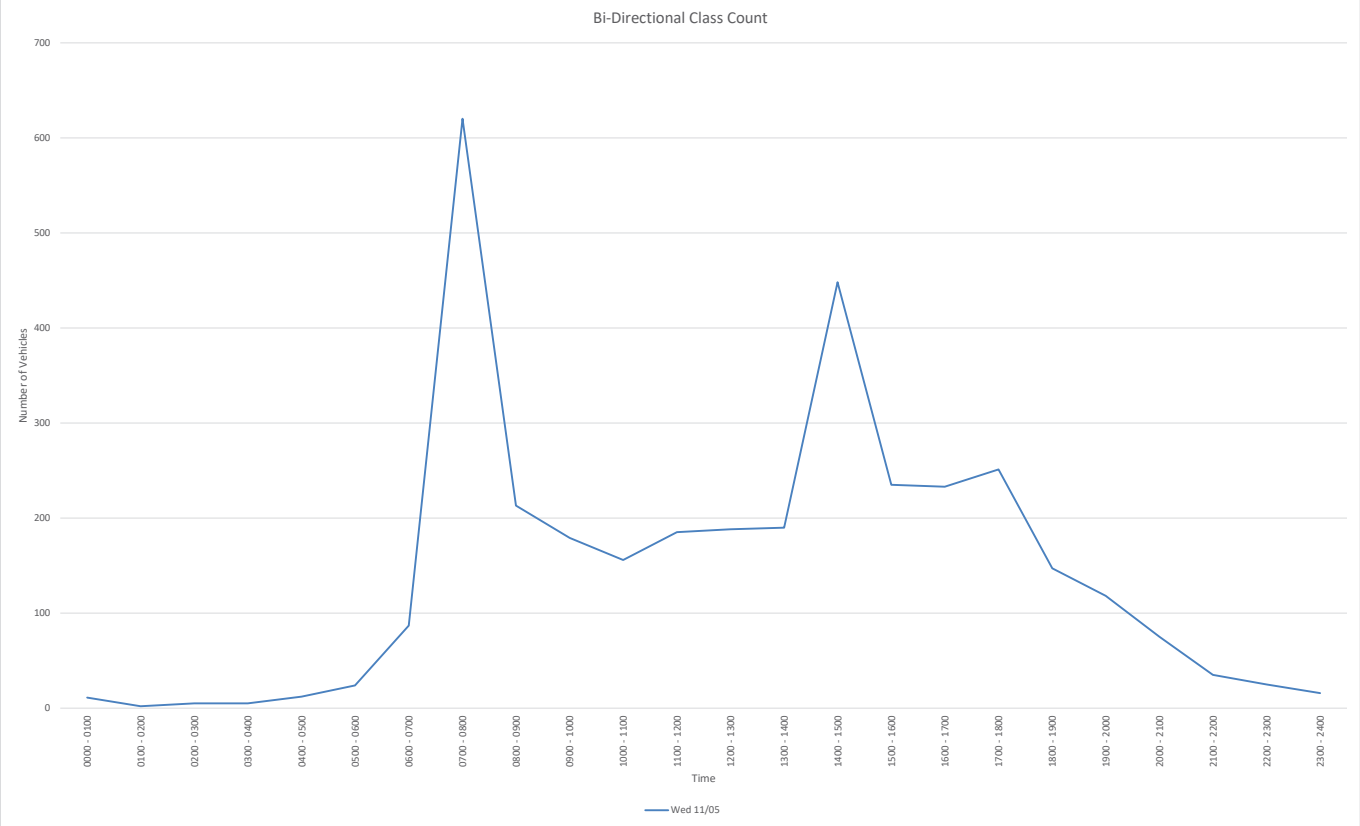
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Lat/Long

28.398034°, -80.702878°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Wed 11/05						
0000 - 0100	11						
0100 - 0200	2						
0200 - 0300	5						
0300 - 0400	5						
0400 - 0500	12						
0500 - 0600	24						
0600 - 0700	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	235						
1600 - 1700	233						
1700 - 1800	251						
1800 - 1900	147						
1900 - 2000	118						
2000 - 2100	75						
2100 - 2200	35						
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	0	0	0	0	0
11/5/2025	8:30 AM	0	24	11	0	0	0	0	1	0	0	0	0	0
11/5/2025	8:45 AM	0	28	9	1	0	0	0	0	0	0	0	0	0
11/5/2025	9:00 AM	0	19	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:15 AM	0	21	4	0	1	0	0	0	0	0	0	0	0
11/5/2025	9:30 AM	0	15	5	1	1	0	0	0	0	0	0	0	0
11/5/2025	9:45 AM	1	18	5	0	0	0	0	1	0	0	0	0	0
11/5/2025	10:00 AM	0	21	7	0	3	0	0	0	0	0	0	0	0
11/5/2025	10:15 AM	0	9	2	0	0	0	0	1	0	0	0	0	0
11/5/2025	10:30 AM	0	17	7	0	1	0	0	0	0	0	0	0	0
11/5/2025	10:45 AM	0	17	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:00 AM	0	15	6	0	2	0	0	0	0	0	0	0	0
11/5/2025	11:15 AM	0	17	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:30 AM	0	15	5	0	2	0	0	0	0	0	0	0	0
11/5/2025	11:45 AM	0	22	14	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:00 PM	0	17	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:15 PM	0	19	4	0	0	0	0	1	0	0	0	0	0
11/5/2025	12:30 PM	0	18	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:45 PM	0	16	4	0	2	0	0	0	0	0	0	0	0
11/5/2025	1:00 PM	0	14	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 PM	0	17	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:30 PM	0	18	8	1	0	1	0	0	0	0	0	0	0
11/5/2025	1:45 PM	0	15	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:00 PM	0	15	5	0	2	0	0	1	0	0	0	0	0
11/5/2025	2:15 PM	0	18	3	0	1	0	0	0	0	0	0	0	0
11/5/2025	2:30 PM	0	87	13	7	1	0	0	0	0	0	0	0	0
11/5/2025	2:45 PM	0	63	13	1	1	0	0	0	0	0	0	0	0
11/5/2025	3:00 PM	0	26	10	1	1	0	0	0	0	0	0	0	0
11/5/2025	3:15 PM	0	20	9	1	0	0	0	1	0	0	0	0	0
11/5/2025	3:30 PM	0	22	11	1	1	0	0	0	0	0	0	0	0
11/5/2025	3:45 PM	0	12	5	1	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 PM	0	23	3	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 PM	0	17	8	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 PM	0	27	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 PM	0	19	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 PM	0	23	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 PM	0	30	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:45 PM	0	16	10	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:00 PM	0	12	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	0	0	0	0	0	0
11/5/2025	6:00 PM	0	62	24	0	2	0	0	1	0	0	0	0	0
11/5/2025	6:15 PM	0	56	20	0	2	0	0	1	1	0	0	0	0
11/5/2025	6:30 PM	0	54	20	0	1	0	0	1	1	0	0	0	0
11/5/2025	6:45 PM	0	52	20	0	1	0	0	1	1	0	0	0	0
11/5/2025	7:00 PM	0	53	20	0	0	0	0	0	1	0	0	0	0
11/5/2025	7:15 PM	0	48	25	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 PM	0	48	22	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:45 PM	0	47	21	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:00 PM	0	36	18	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:15 PM	0	29	12	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:30 PM	0	20	10	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:45 PM	0	18	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:00 PM	0	17	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:15 PM	0	18	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:30 PM	0	17	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:45 PM	0	14	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:00 PM	0	11	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:30 PM	0	9	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:45 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:00 PM	0	10	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 11/5/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Pioneer Rd, east of FL-3 N Courtenay Pkwy
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
11/5/2025	12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:15 AM	0	1	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 AM	0	5	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 AM	0	6	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 AM	0	4	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 AM	0	11	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 AM	0	16	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 AM	0	19	9	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 AM	0	24	11	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:45 AM	0	32	11	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:00 AM	0	46	16	1	0	0	0	0	0	0	0	0	0
11/5/2025	6:15 AM	0	61	16	2	0	0	0	0	0	0	0	0	0
11/5/2025	6:30 AM	0	86	21	3	0	0	0	0	0	0	0	0	0
11/5/2025	6:45 AM	0	159	46	11	0	0	0	0	0	0	0	0	0
11/5/2025	7:00 AM	0	248	64	10	0	0	0	0	0	0	0	0	0
11/5/2025	7:15 AM	0	262	68	10	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 AM	0	254	67	9	0	0	0	0	0	0	0	0	0
11/5/2025	7:45 AM	0	190	51	1	0	0	0	1	0	0	0	0	0
11/5/2025	8:00 AM	0	109	34	2	0	0	0	1	0	0	0	0	0
11/5/2025	8:15 AM	0	94	31	1	0	0	0	1	0	0	0	0	0
11/5/2025	8:30 AM	0	92	28	1	1	0	0	1	0	0	0	0	0
11/5/2025	8:45 AM	0	83	22	2	2	0	0	0	0	0	0	0	0
11/5/2025	9:00 AM	1	73	18	1	2	0	0	1	0	0	0	0	0
11/5/2025	9:15 AM	1	75	21	1	5	0	0	1	0	0	0	0	0
11/5/2025	9:30 AM	1	63	19	1	4	0	0	2	0	0	0	0	0
11/5/2025	9:45 AM	1	65	21	0	4	0	0	2	0	0	0	0	0
11/5/2025	10:00 AM	0	64	21	0	4	0	0	1	0	0	0	0	0
11/5/2025	10:15 AM	0	58	20	0	3	0	0	1	0	0	0	0	0
11/5/2025	10:30 AM	0	66	20	0	3	0	0	0	0	0	0	0	0
11/5/2025	10:45 AM	0	64	18	0	4	0	0	0	0	0	0	0	0
11/5/2025	11:00 AM	0	69	27	0	4	0	0	0	0	0	0	0	0
11/5/2025	11:15 AM	0	71	27	0	2	0	0	0	0	0	0	0	0
11/5/2025	11:30 AM	0	73	29	0	2	0	0	1	0	0	0	0	0
11/5/2025	11:45 AM	0	76	29	0	0	0	0	1	0	0	0	0	0
11/5/2025	12:00 PM	0	70	19	0	2	0	0	1	0	0	0	0	0
11/5/2025	12:15 PM	0	67	21	0	2	0	0	1	0	0	0	0	0
11/5/2025	12:30 PM	0	65	19	0	2	0	0	0	0	0	0	0	0
11/5/2025	12:45 PM	0	65	22	1	2	1	0	0	0	0	0	0	0
11/5/2025	1:00 PM	0	64	20	1	0	1	0	0	0	0	0	0	0
11/5/2025	1:15 PM	0	65	17	1	2	1	0	1	0	0	0	0	0
11/5/2025	1:30 PM	0	66	18	1	3	1	0	1	0	0	0	0	0
11/5/2025	1:45 PM	0	135	23	7	4	0	0	1	0	0	0	0	0
11/5/2025	2:00 PM	0	183	34	8	5	0	0	1	0	0	0	0	0
11/5/2025	2:15 PM	0	194	39	9	4	0	0	0	0	0	0	0	0
11/5/2025	2:30 PM	0	196	45	10	3	0	0	1	0	0	0	0	0
11/5/2025	2:45 PM	0	131	43	4	3	0	0	1	0	0	0	0	0
11/5/2025	3:00 PM	0	80	35	4	2	0	0	1	0	0	0	0	0
11/5/2025	3:15 PM	0	77	28	5	1	0	0	1	0	0	0	0	0
11/5/2025	3:30 PM	0	72	20	4	1	0	0	0	0	0	0	0	0
11/5/2025	3:45 PM	0	67	17	5	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 PM	0	82	20	4	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 PM	0	78	21	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 PM	0	86	27	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 PM	0	99	27	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 PM	0	88	29	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 PM	0	81	31	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 PM	0	70	28	0	1	0	0	0	0	0	0	0	0
11/5/2025	5:45 PM	0	45	23	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:00 PM	0	42	15	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:15 PM	0	43	13	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:30 PM	0	38	12	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:45 PM	0	39	11	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:00 PM	0	33	11	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:15 PM	0	24	9	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 PM	0	20	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:45 PM	0	18	9	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:00 PM	0	13	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:15 PM	0	12	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:30 PM	0	10	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:45 PM	0	9	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:00 PM	0	7	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:15 PM	0	5	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || Location Overview

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1

FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Lat/Long

28.398730°, -80.705063°

Click here for Map

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	☑	4
Bi-Directional Class Count	60min	☑	4
Graphical Analysis	-	☑	3
Base Data	15min	☑	2
Base Data	60min	☑	2

Daily & Monthly Factors

	Tue
	01/27
DF	1.00
MF	1.00
DF*MF	**1.00**

Bi-Directional Class Count || NB EB 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Click here for Map

Weather
Fair
48°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (01-27-2026)
NB EB 15min

	Northbound (Movement 1,1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0015 - 0030	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
0030 - 0045	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0045 - 0100	0	8	0	0	2	0	0	0	0	0	0	0	0	10	48
0100 - 0115	0	10	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	9	
0130 - 0145	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0145 - 0200	0	1	0	0	0	0	0	0	1	0	0	0	0	2	27
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0215 - 0230	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0230 - 0245	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0245 - 0300	0	9	1	0	1	0	0	0	0	0	0	0	0	11	38
0300 - 0315	0	10	1	0	1	0	0	0	0	0	0	0	0	12	
0315 - 0330	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0330 - 0345	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0345 - 0400	0	9	0	0	0	0	0	0	0	0	0	0	0	9	42
0400 - 0415	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
0415 - 0430	1	27	6	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	65	
0445 - 0500	0	46	12	0	0	0	0	0	0	0	0	0	0	58	184
0500 - 0515	0	58	11	1	0	2	0	0	1	0	0	0	0	73	
0515 - 0530	0	88	19	0	0	0	0	0	1	0	0	0	0	108	
0530 - 0545	0	110	22	0	0	0	0	0	0	0	0	0	0	132	
0545 - 0600	0	100	26	0	0	0	0	0	0	0	0	0	0	126	439
0600 - 0615	1	73	31	0	0	0	0	0	0	0	0	0	0	105	
0615 - 0630	0	125	24	2	0	0	0	0	0	0	0	0	0	151	
0630 - 0645	0	171	34	4	0	0	0	0	1	0	0	0	0	210	
0645 - 0700	0	132	44	5	2	2	0	1	0	0	0	0	0	186	652
0700 - 0715	1	172	48	2	1	0	0	0	0	0	0	0	0	224	
0715 - 0730	0	139	52	0	5	1	0	0	2	0	0	0	0	199	
0730 - 0745	2	232	69	6	6	0	0	2	0	0	0	0	0	317	
0745 - 0800	0	197	71	2	5	0	0	0	1	0	0	0	0	276	1016
0800 - 0815	0	248	83	1	4	1	0	1	0	0	0	0	0	338	
0815 - 0830	0	185	64	2	2	0	0	0	1	0	0	0	0	260	
0830 - 0845	0	207	66	4	6	1	0	1	1	0	0	0	0	286	
0845 - 0900	0	179	56	0	4	0	0	1	1	0	0	0	0	241	1124
0900 - 0915	1	193	47	0	3	0	0	0	2	0	0	0	0	246	
0915 - 0930	1	165	51	0	1	1	0	0	1	0	0	0	0	220	
0930 - 0945	0	182	66	2	4	3	0	0	0	0	0	0	0	257	
0945 - 1000	0	147	50	1	2	1	0	2	1	0	0	0	0	204	927
1000 - 1015	0	166	66	0	4	0	0	1	2	0	0	0	0	239	
1015 - 1030	0	170	64	1	6	2	0	2	2	0	0	0	0	247	
1030 - 1045	0	156	73	0	4	4	0	2	0	0	0	0	0	239	
1045 - 1100	1	183	53	0	3	1	0	1	0	0	0	0	0	242	967
1100 - 1115	0	169	52	0	2	2	0	2	1	0	0	0	0	228	
1115 - 1130	0	167	70	0	3	1	0	1	4	0	0	0	0	246	
1130 - 1145	1	176	65	0	5	0	0	1	1	0	0	0	0	249	
1145 - 1200	0	189	75	0	4	1	0	0	2	0	0	0	0	271	994
1200 - 1215	1	211	61	0	4	0	0	0	0	0	0	0	0	277	
1215 - 1230	0	232	68	0	2	0	0	0	1	0	0	0	0	303	
1230 - 1245	0	226	59	0	5	0	0	0	2	0	0	0	0	292	
1245 - 1300	3	208	57	0	1	2	0	0	1	0	0	0	0	272	1144
1300 - 1315	0	208	72	0	3	0	0	1	0	0	0	0	0	284	
1315 - 1330	0	190	66	1	5	0	0	2	0	0	0	0	0	264	
1330 - 1345	1	204	76	0	4	0	0	0	1	0	0	0	0	286	
1345 - 1400	0	223	52	2	0	0	0	0	1	0	0	0	0	278	1112
1400 - 1415	0	201	62	7	2	0	0	1	1	0	0	0	0	274	
1415 - 1430	2	214	73	0	4	0	0	0	0	0	0	0	0	293	
1430 - 1445	1	272	48	7	2	0	0	0	2	0	0	0	0	332	
1445 - 1500	0	288	73	2	6	0	0	0	1	0	0	0	0	370	1269
1500 - 1515	0	220	57	2	5	0	0	1	1	0	0	0	0	286	
1515 - 1530	0	242	73	1	4	0	0	0	0	0	0	0	0	320	
1530 - 1545	2	299	85	8	2	0	0	0	0	0	0	0	0	396	
1545 - 1600	1	312	71	3	4	0	0	3	0	0	0	0	0	393	1395
1600 - 1615	0	298	71	3	6	0	0	0	0	0	0	0	0	378	
1615 - 1630	1	246	70	0	6	1	0	0	0	0	0	0	0	324	
1630 - 1645	0	281	64	6	3	0	0	1	0	0	0	0	0	355	
1645 - 1700	1	278	51	3	2	1	0	0	1	0	0	0	0	347	1404
1700 - 1715	1	306	83	0	0	0	0	1	1	0	0	0	0	392	
1715 - 1730	0	287	82	1	3	0	0	1	0	0	0	0	0	374	
1730 - 1745	1	291	55	0	2	0	0	1	1	0	0	0	0	351	
1745 - 1800	0	257	50	0	1	0	0	0	0	0	0	0	0	308	1425
1800 - 1815	1	220	34	0	1	0	0	0	0	0	0	0	0	256	
1815 - 1830	0	229	17	0	2	0	0	0	0	0	0	0	0	248	
1830 - 1845	0	201	25	0	0	0	0	0	1	0	0	0	0	227	
1845 - 1900	0	223	20	0	3	0	0	0	0	0	0	0	0	246	977
1900 - 1915	0	173	20	0	0	0	0	0	0	0	0	0	0	193	
1915 - 1930	1	170	23	0	1	0	0	0	0	0	0	0	0	195	
1930 - 1945	0	160	13	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	190	751
2000 - 2015	0	161	20	0	1	1	0	0	0	0	0	0	0	183	
2015 - 2030	0	101	16	0	0	0	0	0	0	0	0	0	0	117	
2030 - 2045	0	118	20	0	0	0	0	0	0	0	0	0	0	138	
2045 - 2100	0	102	17	0	0	0	0	0	1	0	0	0	0	120	558
2100 - 2115	0	80	17	0	0	0	0	1	0	0	0	0	0	98	
2115 - 2130	0	60	16	0	0	0	0	0	0	0	0	0	0	76	
2130 - 2145	0	59	14	0	0	0	0	0	1	0	0	0	0	74	
2145 - 2200	0	55	11	0	0	0	0	0	1	0	0	0	0	67	315
2200 - 2215	0	40	7	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	58	
2230 - 2245	0	33	10	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	25	173
2300 - 2315	0	30	6	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	33	
2330 - 2345	0	28	6	0	0	0	0	0	0	0	0	0	0	34	
2345 - 0000	0	10	2	0	0	0	0	0	0	0	0	0	0	12	115

Session Total	27	13270	3447	78	170	28	0	31	45	0	0	0	0	17096
Session Average	0.28	138.23	35.91	0.81	1.77	0.29	0.00	0.32	0.47	0.00	0.00	0.00	0.00	178.08
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	0645 - 0745	0730 - 0830	0730 - 0830	0615 - 0715	0730 - 0830	0945 - 1045	-	0945 - 1045	0815 - 0915	-	-	-	-	0730 - 0830
AM Peak Volume	3	862	287	13	22	7	0	7	5	0	0	0	0	1190
AM Peak %age	0.25	72.44	24.12	1.09	1.85	0.59	0.00	0.59	0.42	0.00	0.00	0.00	0.00	

Noon Peak Hour	1200 - 1300	1445 - 1545	1445 - 1545	1345 - 1445	1000 - 1100	1015 - 1115	-	1015 - 1115	1100 - 1200	-	-	-	-	1445 - 1545
Noon Peak Volume	4	1049	288	16	17	9	0	7	8	0	0	0	0	1372
Noon Peak %age	0.29	76.46	20.99	1.17	1.24	0.66	0.00	0.51	0.58	0.00	0.00	0.00	0.00	

PM Peak Hour	1530 - 1630	1645 - 1745	1515 - 1615	1515 - 1615	1545 - 1645	1600 - 1700	-	1500 - 1600	1645 - 1745	-	-	-	-	1530 - 1630
PM Peak Volume	4	1162	300	14	19	2	0	4	3	0	0	0	0	1491
PM Peak %age	0.27	77.93	20.12	0.94	1.27	0.13	0.00	0.27	0.20	0.00	0.00	0.00	0.00	

User Peak Volume	0	43	3	0	2	0	0	0	0	0	0	0	0	48
User Peak %age	0.00	89.58	6.25	0.00	4.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Click here for Map

Weather
Fair
48°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (01-27-2026)
SB WB 15min

	Southbound (Movement 1,2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0015 - 0030	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0030 - 0045	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
0045 - 0100	0	9	0	0	1	0	0	0	0	0	0	0	0	10	53
0100 - 0115	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0115 - 0130	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0130 - 0145	0	10	1	0	0	0	0	0	1	0	0	0	0	12	
0145 - 0200	0	12	1	0	0	0	0	0	0	0	0	0	0	13	38
0200 - 0215	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0215 - 0230	0	14	3	0	0	0	0	0	2	0	0	0	0	19	
0230 - 0245	0	10	1	0	2	0	0	0	0	0	0	0	0	13	
0245 - 0300	0	9	1	0	0	0	0	0	0	0	0	0	0	10	50
0300 - 0315	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0315 - 0330	0	9	0	0	2	0	0	0	2	0	0	0	0	13	
0330 - 0345	0	11	0	0	0	0	0	0	1	0	0	0	0	12	
0345 - 0400	0	13	2	0	1	0	0	0	1	0	0	0	0	17	49
0400 - 0415	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0415 - 0430	0	15	2	0	1	0	0	0	0	0	0	0	0	18	
0430 - 0445	0	18	6	0	0	0	0	0	0	0	0	0	0	24	
0445 - 0500	0	26	7	0	0	0	0	0	0	0	0	0	0	33	87
0500 - 0515	0	29	9	0	1	0	0	0	0	0	0	0	0	39	
0515 - 0530	0	43	8	0	0	0	0	0	1	0	0	0	0	52	
0530 - 0545	0	68	8	0	1	0	0	0	0	0	0	0	0	77	
0545 - 0600	0	69	9	0	0	0	0	1	2	0	0	0	0	81	249
0600 - 0615	0	90	19	0	1	0	0	0	1	0	0	0	0	111	
0615 - 0630	0	107	20	1	2	0	0	0	0	0	0	0	0	130	
0630 - 0645	0	110	27	9	2	0	0	0	1	0	0	0	0	149	
0645 - 0700	0	128	33	1	2	1	0	0	2	0	0	0	0	167	557
0700 - 0715	0	150	39	5	5	1	0	0	0	0	0	0	0	200	
0715 - 0730	1	210	70	6	7	0	0	1	0	0	0	0	0	295	
0730 - 0745	0	296	62	1	5	0	0	0	0	0	0	0	0	364	
0745 - 0800	0	315	76	0	5	0	0	0	0	0	0	0	0	396	1255
0800 - 0815	0	298	75	1	4	0	0	1	1	0	0	0	0	380	
0815 - 0830	0	277	80	5	0	1	0	1	3	0	0	0	0	366	
0830 - 0845	0	248	70	1	6	1	0	1	0	0	0	0	0	327	
0845 - 0900	0	229	65	2	3	0	0	0	0	0	0	0	0	299	1372
0900 - 0915	0	221	52	6	4	1	0	1	2	0	0	0	0	287	
0915 - 0930	0	192	62	3	6	2	0	1	3	0	0	0	0	269	
0930 - 0945	1	191	65	0	5	1	0	0	3	0	0	0	0	266	
0945 - 1000	0	225	74	0	8	1	0	0	1	0	0	0	0	309	1131
1000 - 1015	0	176	71	2	5	0	0	1	1	0	0	0	0	256	
1015 - 1030	0	178	60	0	4	1	0	1	0	0	0	0	0	244	
1030 - 1045	0	197	62	0	2	0	0	1	0	0	0	0	0	262	
1045 - 1100	0	214	63	0	12	0	0	0	1	0	0	0	0	290	1052
1100 - 1115	0	198	51	4	7	1	0	2	0	0	0	0	0	263	
1115 - 1130	0	203	65	0	5	0	0	1	0	0	0	0	0	274	
1130 - 1145	0	172	66	1	4	0	0	1	1	0	0	0	0	245	
1145 - 1200	1	232	60	0	5	0	0	1	0	0	0	0	0	299	1081
1200 - 1215	0	193	58	1	1	2	0	2	2	0	0	0	0	259	
1215 - 1230	0	196	66	1	3	0	0	1	0	0	0	0	0	267	
1230 - 1245	0	186	74	1	2	1	0	1	0	0	0	0	0	265	
1245 - 1300	2	192	69	0	3	0	0	1	0	0	0	0	0	267	1058
1300 - 1315	0	209	63	2	4	0	0	0	0	0	0	0	0	278	
1315 - 1330	1	190	57	0	2	0	0	0	2	0	0	0	0	252	
1330 - 1345	1	215	59	0	3	0	0	2	1	0	0	0	0	281	
1345 - 1400	0	196	68	1	0	1	0	1	1	0	0	0	0	268	1079
1400 - 1415	0	197	58	11	3	0	0	1	0	0	0	0	0	270	
1415 - 1430	0	247	62	2	1	0	0	0	1	0	0	0	0	313	
1430 - 1445	0	247	72	1	4	2	0	1	1	0	0	0	0	328	
1445 - 1500	0	242	66	3	2	1	0	2	0	0	0	0	0	316	1227
1500 - 1515	1	235	58	6	4	1	0	2	0	0	0	0	0	307	
1515 - 1530	1	273	76	2	2	0	0	1	2	0	0	0	0	357	
1530 - 1545	3	274	81	3	2	0	0	0	0	0	0	0	0	363	
1545 - 1600	2	304	79	0	1	0	0	1	1	0	0	0	0	388	1415
1600 - 1615	0	263	87	4	3	0	0	0	2	0	0	0	0	359	
1615 - 1630	0	314	102	1	3	2	0	3	0	0	0	0	0	425	
1630 - 1645	0	299	83	2	5	0	0	1	0	0	0	0	0	390	
1645 - 1700	0	303	78	2	0	0	0	0	1	0	0	0	0	384	1558
1700 - 1715	0	298	94	1	4	0	0	0	0	0	0	0	0	397	
1715 - 1730	0	297	82	0	0	0	0	0	0	0	0	0	0	379	
1730 - 1745	1	253	66	0	1	0	0	0	0	0	0	0	0	321	
1745 - 1800	0	279	70	1	2	0	0	1	0	0	0	0	0	353	1450
1800 - 1815	0	257	58	0	0	0	0	1	1	0	0	0	0	317	
1815 - 1830	0	233	30	0	0	0	0	0	0	0	0	0	0	263	
1830 - 1845	0	185	29	0	0	0	0	0	0	0	0	0	0	214	
1845 - 1900	0	154	24	0	1	0	0	0	0	0	0	0	0	179	973
1900 - 1915	0	130	13	0	0	0	0	0	1	0	0	0	0	144	
1915 - 1930	0	133	15	0	0	0	0	0	0	0	0	0	0	148	
1930 - 1945	0	109	12	0	0	0	0	0	0	0	0	0	0	121	
1945 - 2000	0	96	10	0	1	0	0	0	0	0	0	0	0	107	520
2000 - 2015	0	92	12	0	1	0	0	0	1	0	0	0	0	106	
2015 - 2030	0	80	10	0	0	0	0	0	1	0	0	0	0	91	
2030 - 2045	0	66	8	0	0	0	0	0	2	0	0	0	0	76	
2045 - 2100	0	64	6	0	0	0	0	0	0	0	0	0	0	70	343
2100 - 2115	0	56	6	0	0	0	0	0	0	0	0	0	0	62	
2115 - 2130	0	50	5	0	0	0	0	0	0	0	0	0	0	55	
2130 - 2145	0	45	4	0	0	0	0	0	0	0	0	0	0	49	
2145 - 2200	0	35	4	0	0	0	0	0	0	0	0	0	0	39	205
2200 - 2215	0	37	5	0	0	0	0	0	0	0	0	0	0	42	
2215 - 2230	0	36	4	0	0	0	0	0	0	0	0	0	0	40	
2230 - 2245	0	30	3	0	0	0	0	0	0	0	0	0	0	33	
2245 - 2300	0	29	5	0	0	0	0	0	0	0	0	0	0	34	149
2300 - 2315	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
2315 - 2330	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
2330 - 2345	0	22	4	0	0	0	0	0	0	0	0	0	0	26	
2345 - 0000	0	22	5	0	0	0	0	0	0	0	0	0	0	27	95

Session Total	15	13197	3458	93	176	21	0	37	49	0	0	0	0	17046
Session Average	0.16	137.47	36.02	0.97	1.83	0.22	0.00	0.39	0.51	0.00	0.00	0.00	0.00	177.56
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	0630 - 0730	0730 - 0830	0745 - 0845	0630 - 0730	0915 - 1015	0900 - 1000	-	0745 - 0845	0900 - 1000	-	-	-	-	0730 - 0830
AM Peak Volume	1	1186	301	21	24	5	0	3	9	0	0	0	0	1506
AM Peak %age	0.07	78.75	19.99	1.39	1.59	0.33	0.00	0.20	0.60	0.00	0.00	0.00	0.00	

Noon Peak Hour	1445 - 1545	1445 - 1545	1445 - 1545	1400 - 1500	1045 - 1145	1415 - 1515	-	1430 - 1530	1300 - 1400	-	-	-	-	1445 - 1545
Noon Peak Volume	5	1024	281	17	28	4	0	6	4	0	0	0	0	1343
Noon Peak %age	0.37	76.25	20.92	1.27	2.08	0.30	0.00	0.45	0.30	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1615 - 1715	1615 - 1715	1500 - 1600	1545 - 1645	1530 - 1630	-	1545 - 1645	1515 - 1615	-	-	-	-	1615 - 1715
PM Peak Volume	7	1214	357	11	12	2	0	5	5	0	0	0	0	1596
PM Peak %age	0.44	76.07	22.37	0.69	0.75	0.13	0.00	0.31	0.31	0.00	0.00	0.00	0.00	

User Peak Volume	0	47	5	0	1	0	0	0	0	0	0	0	0	53
User Peak %age	0.00	88.68	9.43	0.00	1.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Weather
Fair
48°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (01-27-2026)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	23	3	0	0	0	0	0	0	0	0	0	0	26	
0015 - 0030	0	25	2	0	0	0	0	0	0	0	0	0	0	27	
0030 - 0045	0	25	3	0	0	0	0	0	0	0	0	0	0	28	
0045 - 0100	0	17	0	0	3	0	0	0	0	0	0	0	0	20	101
0100 - 0115	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
0115 - 0130	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
0130 - 0145	0	16	1	0	0	0	0	0	1	0	0	0	0	18	
0145 - 0200	0	13	1	0	0	0	0	0	1	0	0	0	0	15	65
0200 - 0215	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0215 - 0230	0	26	5	0	0	0	0	0	2	0	0	0	0	33	
0230 - 0245	0	20	1	0	2	0	0	0	0	0	0	0	0	23	
0245 - 0300	0	18	2	0	1	0	0	0	0	0	0	0	0	21	88
0300 - 0315	0	17	1	0	1	0	0	0	0	0	0	0	0	19	
0315 - 0330	0	16	0	0	2	0	0	0	2	0	0	0	0	20	
0330 - 0345	0	23	2	0	0	0	0	0	1	0	0	0	0	26	
0345 - 0400	0	22	2	0	1	0	0	0	1	0	0	0	0	26	91
0400 - 0415	0	32	6	0	0	0	0	0	0	0	0	0	0	38	
0415 - 0430	1	42	8	0	1	0	0	0	1	0	0	0	0	53	
0430 - 0445	1	72	16	0	0	0	0	0	0	0	0	0	0	89	
0445 - 0500	0	72	19	0	0	0	0	0	0	0	0	0	0	91	271
0500 - 0515	0	87	20	1	1	2	0	0	1	0	0	0	0	112	
0515 - 0530	0	131	27	0	0	0	0	0	2	0	0	0	0	160	
0530 - 0545	0	178	30	0	1	0	0	0	0	0	0	0	0	209	
0545 - 0600	0	169	35	0	0	0	0	1	2	0	0	0	0	207	688
0600 - 0615	1	163	50	0	1	0	0	0	1	0	0	0	0	216	
0615 - 0630	0	232	44	3	2	0	0	0	0	0	0	0	0	281	
0630 - 0645	0	281	61	13	2	0	0	0	2	0	0	0	0	359	
0645 - 0700	0	260	77	6	4	3	0	1	2	0	0	0	0	353	1209
0700 - 0715	1	322	87	7	6	1	0	0	0	0	0	0	0	424	
0715 - 0730	1	349	122	6	12	1	0	1	2	0	0	0	0	494	
0730 - 0745	2	528	131	7	11	0	0	2	0	0	0	0	0	681	
0745 - 0800	0	512	147	2	10	0	0	0	1	0	0	0	0	672	2271
0800 - 0815	0	546	158	2	8	1	0	2	1	0	0	0	0	718	
0815 - 0830	0	463	144	7	7	1	0	1	3	0	0	0	0	626	
0830 - 0845	0	455	136	5	12	2	0	2	1	0	0	0	0	613	
0845 - 0900	0	408	121	2	7	0	0	1	1	0	0	0	0	540	2496
0900 - 0915	1	414	99	6	7	1	0	1	4	0	0	0	0	533	
0915 - 0930	1	357	113	3	7	3	0	1	4	0	0	0	0	489	
0930 - 0945	1	373	131	2	9	4	0	0	3	0	0	0	0	523	
0945 - 1000	0	372	124	1	10	2	0	2	2	0	0	0	0	513	2058
1000 - 1015	0	342	137	2	9	0	0	2	3	0	0	0	0	495	
1015 - 1030	0	348	124	1	10	3	0	3	2	0	0	0	0	491	
1030 - 1045	0	353	135	0	6	4	0	3	0	0	0	0	0	501	
1045 - 1100	1	397	116	0	15	1	0	1	1	0	0	0	0	532	2019
1100 - 1115	0	367	103	4	9	3	0	4	1	0	0	0	0	491	
1115 - 1130	0	370	135	0	8	1	0	2	4	0	0	0	0	520	
1130 - 1145	1	348	131	1	9	0	0	2	2	0	0	0	0	494	
1145 - 1200	1	421	135	0	9	1	0	1	2	0	0	0	0	570	2075
1200 - 1215	1	404	119	1	5	2	0	2	2	0	0	0	0	536	
1215 - 1230	0	428	134	1	5	0	0	1	1	0	0	0	0	570	
1230 - 1245	0	412	133	1	7	1	0	1	2	0	0	0	0	557	
1245 - 1300	5	400	126	0	4	2	0	1	1	0	0	0	0	539	2202
1300 - 1315	0	417	135	2	7	0	0	1	0	0	0	0	0	562	
1315 - 1330	1	380	123	1	7	0	0	2	2	0	0	0	0	516	
1330 - 1345	2	419	135	0	7	0	0	2	2	0	0	0	0	567	
1345 - 1400	0	419	120	3	0	1	0	1	2	0	0	0	0	546	2191
1400 - 1415	0	398	120	18	5	0	0	2	1	0	0	0	0	544	
1415 - 1430	2	461	135	2	5	0	0	0	1	0	0	0	0	606	
1430 - 1445	1	519	120	8	6	2	0	1	3	0	0	0	0	660	
1445 - 1500	0	530	139	5	8	1	0	2	1	0	0	0	0	686	2496
1500 - 1515	1	455	115	8	9	1	0	3	1	0	0	0	0	593	
1515 - 1530	1	515	149	3	6	0	0	1	2	0	0	0	0	677	
1530 - 1545	5	573	166	11	4	0	0	0	0	0	0	0	0	759	
1545 - 1600	3	616	150	7	5	0	0	4	1	0	0	0	0	781	2810
1600 - 1615	0	561	158	7	9	0	0	0	2	0	0	0	0	737	
1615 - 1630	1	560	172	1	9	3	0	3	0	0	0	0	0	749	
1630 - 1645	0	580	147	8	8	0	0	2	0	0	0	0	0	745	
1645 - 1700	1	581	139	5	2	1	0	0	2	0	0	0	0	731	2962
1700 - 1715	1	604	177	1	4	0	0	1	1	0	0	0	0	789	
1715 - 1730	0	584	164	1	3	0	0	1	0	0	0	0	0	753	
1730 - 1745	2	544	121	0	3	0	0	1	1	0	0	0	0	672	
1745 - 1800	0	536	120	1	3	0	0	1	0	0	0	0	0	661	2875
1800 - 1815	1	477	92	0	1	0	0	1	1	0	0	0	0	573	
1815 - 1830	0	462	47	0	2	0	0	0	0	0	0	0	0	511	
1830 - 1845	0	386	54	0	0	0	0	0	1	0	0	0	0	441	
1845 - 1900	0	377	44	0	4	0	0	0	0	0	0	0	0	425	1950
1900 - 1915	0	303	33	0	0	0	0	0	1	0	0	0	0	337	
1915 - 1930	1	303	38	0	1	0	0	0	0	0	0	0	0	343	
1930 - 1945	0	269	25	0	0	0	0	0	0	0	0	0	0	294	
1945 - 2000	0	261	34	0	2	0	0	0	0	0	0	0	0	297	1271
2000 - 2015	0	253	32	0	2	1	0	0	1	0	0	0	0	289	
2015 - 2030	0	181	26	0	0	0	0	0	1	0	0	0	0	208	
2030 - 2045	0	184	28	0	0	0	0	0	2	0	0	0	0	214	
2045 - 2100	0	166	23	0	0	0	0	0	1	0	0	0	0	190	901
2100 - 2115	0	136	23	0	0	0	0	1	0	0	0	0	0	160	
2115 - 2130	0	110	21	0	0	0	0	0	0	0	0	0	0	131	
2130 - 2145	0	104	18	0	0	0	0	0	1	0	0	0	0	123	
2145 - 2200	0	90	15	0	0	0	0	0	1	0	0	0	0	106	520
2200 - 2215	0	77	12	0	0	0	0	0	0	0	0	0	0	89	
2215 - 2230	0	81	17	0	0	0	0	0	0	0	0	0	0	98	
2230 - 2245	0	63	13	0	0	0	0	0	0	0	0	0	0	76	
2245 - 2300	0	49	10	0	0	0	0	0	0	0	0	0	0	59	322
2300 - 2315	0	45	10	0	0	0	0	0	0	0	0	0	0	55	
2315 - 2330	0	45	11	0	0	0	0	0	0	0	0	0	0	56	
2330 - 2345	0	50	10	0	0	0	0	0	0	0	0	0	0	60	
2345 - 0000	0	32	7	0	0	0	0	0	0	0	0	0	0	39	210

Session Total	42	26467	6905	171	346	49	0	68	94	0	0	0	0	34142
Session Average	0.44	275.70	71.93	1.78	3.60	0.51	0.00	0.71	0.98	0.00	0.00	0.00	0.00	355.65
Session Percentage	0.12	77.52	20.22	0.50	1.01	0.14	0.00	0.20	0.28	0.00	0.00	0.00	0.00	

AM Peak Hour	0645 - 0745	0730 - 0830	0745 - 0845	0630 - 0730	0715 - 0815	0900 - 1000	-	0945 - 1045	0900 - 1000	-	-	-	-	0730 - 0830
AM Peak Volume	4	2048	585	32	41	10	0	10	13	0	0	0	0	2696
AM Peak %age	0.15	75.96	21.70	1.19	1.52	0.37	0.00	0.37	0.48	0.00	0.00	0.00	0.00	

Noon Peak Hour	1245 - 1345	1445 - 1545	1445 - 1545	1400 - 1500	1045 - 1145	1015 - 1115	-	1015 - 1115	1115 - 1215	-	-	-	-	1445 - 1545
Noon Peak Volume	8	2073	569	33	41	11	0	11	10	0	0	0	0	2715
Noon Peak %age	0.29	76.35	20.96	1.22	1.51	0.41	0.00	0.41	0.37	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1630 - 1730	1530 - 1630	1500 - 1600	1545 - 1645	1600 - 1700	-	1545 - 1645	1515 - 1615	-	-	-	-	1530 - 1630
PM Peak Volume	10	2349	646	24	31	4	0	9	5	0	0	0	0	3026
PM Peak %age	0.33	77.63	21.35	0.79	1.02	0.13	0.00	0.30	0.17	0.00	0.00	0.00	0.00	

User Peak Volume	0	90	8	0	3	0	0	0	0	0	0	0	0	101
User Peak %age	0.00	89.11	7.92	0.00	2.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Weather
Fair
48°F

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0000 - 2400 (Weekday 24h Session) (01-27-2026)
Volume Summary 15min

TIME	Volume Summary 15min NB	SB	15min Total	60min Total
0000 - 0015	14	12	**26**	
0015 - 0030	14	13	**27**	
0030 - 0045	10	18	**28**	
0045 - 0100	10	10	**20**	**101**
0100 - 0115	10	7	**17**	
0115 - 0130	9	6	**15**	
0130 - 0145	6	12	**18**	
0145 - 0200	2	13	**15**	**65**
0200 - 0215	3	8	**11**	
0215 - 0230	14	19	**33**	
0230 - 0245	10	13	**23**	
0245 - 0300	11	10	**21**	**88**
0300 - 0315	12	7	**19**	
0315 - 0330	7	13	**20**	
0330 - 0345	14	12	**26**	
0345 - 0400	9	17	**26**	**91**
0400 - 0415	26	12	**38**	
0415 - 0430	35	18	**53**	
0430 - 0445	65	24	**89**	
0445 - 0500	58	33	**91**	**271**
0500 - 0515	73	39	**112**	
0515 - 0530	108	52	**160**	
0530 - 0545	132	77	**209**	
0545 - 0600	126	81	**207**	**688**
0600 - 0615	105	111	**216**	
0615 - 0630	151	130	**281**	
0630 - 0645	210	149	**359**	
0645 - 0700	186	167	**353**	**1209**
0700 - 0715	224	200	**424**	
0715 - 0730	199	295	**494**	
0730 - 0745	317	364	**681**	
0745 - 0800	276	396	**672**	**2271**
0800 - 0815	338	380	**718**	
0815 - 0830	259	366	**625**	
0830 - 0845	286	327	**613**	
0845 - 0900	241	299	**540**	**2496**
0900 - 0915	246	287	**533**	
0915 - 0930	220	269	**489**	
0930 - 0945	257	266	**523**	
0945 - 1000	204	309	**513**	**2058**
1000 - 1015	239	256	**495**	
1015 - 1030	247	244	**491**	
1030 - 1045	239	262	**501**	
1045 - 1100	242	290	**532**	**2019**
1100 - 1115	228	263	**491**	
1115 - 1130	246	274	**520**	
1130 - 1145	249	245	**494**	
1145 - 1200	271	299	**570**	**2075**

Time	Volume Summary 15min NB	SB	15min Total	60min Total
1200 - 1215	277	259	**536**	
1215 - 1230	303	267	**570**	
1230 - 1245	292	265	**557**	
1245 - 1300	272	267	**539**	**2202**
1300 - 1315	284	278	**562**	
1315 - 1330	264	252	**516**	
1330 - 1345	286	281	**567**	
1345 - 1400	278	268	**546**	**2191**
1400 - 1415	274	270	**544**	
1415 - 1430	293	313	**606**	
1430 - 1445	332	328	**660**	
1445 - 1500	370	316	**686**	**2496**
1500 - 1515	286	307	**593**	
1515 - 1530	320	357	**677**	
1530 - 1545	396	363	**759**	
1545 - 1600	393	388	**781**	**2810**
1600 - 1615	378	359	**737**	
1615 - 1630	324	425	**749**	
1630 - 1645	355	390	**745**	
1645 - 1700	347	384	**731**	**2962**
1700 - 1715	392	397	**789**	
1715 - 1730	374	379	**753**	
1730 - 1745	351	321	**672**	
1745 - 1800	308	353	**661**	**2875**
1800 - 1815	256	317	**573**	
1815 - 1830	248	263	**511**	
1830 - 1845	227	214	**441**	
1845 - 1900	246	179	**425**	**1950**
1900 - 1915	193	144	**337**	
1915 - 1930	195	148	**343**	
1930 - 1945	173	121	**294**	
1945 - 2000	190	107	**297**	**1271**
2000 - 2015	183	106	**289**	
2015 - 2030	117	91	**208**	
2030 - 2045	138	76	**214**	
2045 - 2100	120	70	**190**	**901**
2100 - 2115	98	62	**160**	
2115 - 2130	76	55	**131**	
2130 - 2145	74	49	**123**	
2145 - 2200	67	39	**106**	**520**
2200 - 2215	47	42	**89**	
2215 - 2230	58	40	**98**	
2230 - 2245	43	33	**76**	
2245 - 2300	25	34	**59**	**322**
2300 - 2315	36	19	**55**	
2315 - 2330	33	23	**56**	
2330 - 2345	34	26	**60**	
2345 - 0000	12	27	**39**	**210**

Session Total	17096	17046	**34142**
Session Average	178.08	177.56	**355.65**
Session Percentage	50.07	49.93	

Bi-Directional Class Count || NB EB 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Weather
Fair
48°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (01-27-2026)
NB EB 60min

	Northbound (Movement 1.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	43	3	0	2	0	0	0	0	0	0	0	0	**48**
0100 - 0200	0	26	0	0	0	0	0	0	1	0	0	0	0	**27**
0200 - 0300	0	34	3	0	1	0	0	0	0	0	0	0	0	**38**
0300 - 0400	0	38	3	0	1	0	0	0	0	0	0	0	0	**42**
0400 - 0500	2	148	33	0	0	0	0	0	1	0	0	0	0	**184**
0500 - 0600	0	356	78	1	0	2	0	0	2	0	0	0	0	**439**
0600 - 0700	1	501	133	11	2	2	0	1	1	0	0	0	0	**652**
0700 - 0800	3	740	240	10	17	1	0	2	3	0	0	0	0	**1016**
0800 - 0900	0	819	269	7	21	2	0	3	3	0	0	0	0	**1124**
0900 - 1000	2	687	214	3	10	5	0	2	4	0	0	0	0	**927**
1000 - 1100	1	675	256	1	17	7	0	6	4	0	0	0	0	**967**
1100 - 1200	1	701	262	0	14	4	0	4	8	0	0	0	0	**994**
1200 - 1300	4	877	245	0	12	2	0	0	4	0	0	0	0	**1144**
1300 - 1400	1	825	266	3	12	0	0	3	2	0	0	0	0	**1112**
1400 - 1500	3	975	256	16	14	0	0	1	4	0	0	0	0	**1269**
1500 - 1600	3	1073	286	13	15	0	0	4	1	0	0	0	0	**1395**
1600 - 1700	2	1103	266	12	17	2	0	1	1	0	0	0	0	**1404**
1700 - 1800	2	1141	270	1	6	0	0	3	2	0	0	0	0	**1425**
1800 - 1900	1	873	96	0	6	0	0	0	1	0	0	0	0	**977**
1900 - 2000	1	668	80	0	2	0	0	0	0	0	0	0	0	**751**
2000 - 2100	0	482	73	0	1	1	0	0	1	0	0	0	0	**558**
2100 - 2200	0	254	58	0	0	0	0	1	2	0	0	0	0	**315**
2200 - 2300	0	138	35	0	0	0	0	0	0	0	0	0	0	**173**
2300 - 2400	0	93	22	0	0	0	0	0	0	0	0	0	0	**115**

Session Total	27	13270	3447	78	170	28	0	31	45	0	0	0	0	**17096**
Session Average	1.13	552.92	143.63	3.25	7.08	1.17	0.00	1.29	1.88	0.00	0.00	0.00	0.00	**712.33**
Session Percentage	0.16	77.62	20.16	0.46	0.99	0.16	0.00	0.18	0.26	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0800 - 0900	0800 - 0900	0600 - 0700	0800 - 0900	0900 - 1000	-	0800 - 0900	0900 - 1000	-	-	-	-	**0800 - 0900**
AM Peak Volume	3	819	269	11	21	5	0	3	4	0	0	0	0	**1124**
AM Peak %age	0.27	72.86	23.93	0.98	1.87	0.44	0.00	0.27	0.36	0.00	0.00	0.00	0.00	

Noon Peak Hour	1200 - 1300	1400 - 1500	1300 - 1400	1400 - 1500	1000 - 1100	1000 - 1100	-	1000 - 1100	1100 - 1200	-	-	-	-	**1400 - 1500**
Noon Peak Volume	4	975	266	16	17	7	0	6	8	0	0	0	0	**1269**
Noon Peak %age	0.32	76.83	20.96	1.26	1.34	0.55	0.00	0.47	0.63	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1700 - 1800	1500 - 1600	1500 - 1600	1600 - 1700	1600 - 1700	-	1500 - 1600	1700 - 1800	-	-	-	-	**1700 - 1800**
PM Peak Volume	3	1141	286	13	17	2	0	4	2	0	0	0	0	**1425**
PM Peak %age	0.21	80.07	20.07	0.91	1.19	0.14	0.00	0.28	0.14	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Weather
Fair
48°F

Click here for Detailed Weather

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

	Southbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	47	5	0	1	0	0	0	0	0	0	0	0	**53**
0100 - 0200	0	35	2	0	0	0	0	0	1	0	0	0	0	**38**
0200 - 0300	0	41	5	0	2	0	0	0	2	0	0	0	0	**50**
0300 - 0400	0	40	2	0	3	0	0	0	4	0	0	0	0	**49**
0400 - 0500	0	70	16	0	1	0	0	0	0	0	0	0	0	**87**
0500 - 0600	0	209	34	0	2	0	0	1	3	0	0	0	0	**249**
0600 - 0700	0	435	99	11	7	1	0	0	4	0	0	0	0	**557**
0700 - 0800	1	971	247	12	22	1	0	1	0	0	0	0	0	**1255**
0800 - 0900	0	1052	290	9	13	2	0	3	3	0	0	0	0	**1372**
0900 - 1000	1	829	253	9	23	5	0	2	9	0	0	0	0	**1131**
1000 - 1100	0	765	256	2	23	1	0	3	2	0	0	0	0	**1052**
1100 - 1200	1	805	242	5	21	1	0	5	1	0	0	0	0	**1081**
1200 - 1300	2	767	267	3	9	3	0	5	2	0	0	0	0	**1058**
1300 - 1400	2	810	247	3	9	1	0	3	4	0	0	0	0	**1079**
1400 - 1500	0	933	258	17	10	3	0	4	2	0	0	0	0	**1227**
1500 - 1600	7	1086	294	11	9	1	0	4	3	0	0	0	0	**1415**
1600 - 1700	0	1179	350	9	11	2	0	4	3	0	0	0	0	**1558**
1700 - 1800	1	1127	312	2	7	0	0	1	0	0	0	0	0	**1450**
1800 - 1900	0	829	141	0	1	0	0	1	1	0	0	0	0	**973**
1900 - 2000	0	468	50	0	1	0	0	0	1	0	0	0	0	**520**
2000 - 2100	0	302	36	0	1	0	0	0	4	0	0	0	0	**343**
2100 - 2200	0	186	19	0	0	0	0	0	0	0	0	0	0	**205**
2200 - 2300	0	132	17	0	0	0	0	0	0	0	0	0	0	**149**
2300 - 2400	0	79	16	0	0	0	0	0	0	0	0	0	0	**95**

Session Total	15	13197	3458	93	176	21	0	37	49	0	0	0	0	**17046**
Session Average	0.63	549.88	144.08	3.88	7.33	0.88	0.00	1.54	2.04	0.00	0.00	0.00	0.00	**710.25**
Session Percentage	0.09	77.42	20.29	0.55	1.03	0.12	0.00	0.22	0.29	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0800 - 0900	0800 - 0900	0700 - 0800	0900 - 1000	0900 - 1000	-	0800 - 0900	0900 - 1000	-	-	-	-	**0800 - 0900**
AM Peak Volume	1	1052	290	12	23	5	0	3	9	0	0	0	0	**1372**
AM Peak %age	0.07	76.68	21.14	0.87	1.68	0.36	0.00	0.22	0.66	0.00	0.00	0.00	0.00	

Noon Peak Hour	1200 - 1300	1400 - 1500	1200 - 1300	1400 - 1500	1000 - 1100	1200 - 1300	-	1100 - 1200	1300 - 1400	-	-	-	-	**1400 - 1500**
Noon Peak Volume	2	933	267	17	23	3	0	5	4	0	0	0	0	**1227**
Noon Peak %age	0.16	76.04	21.76	1.39	1.87	0.24	0.00	0.41	0.33	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	1600 - 1700	1600 - 1700	-	1500 - 1600	1500 - 1600	-	-	-	-	**1600 - 1700**
PM Peak Volume	7	1179	350	11	11	2	0	4	3	0	0	0	0	**1558**
PM Peak %age	0.45	75.67	22.46	0.71	0.71	0.13	0.00	0.26	0.19	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 60min

Merritt Island, FL

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Site 1
FL-3 N Courtenay Pkwy,
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Date
Tuesday, January 27, 2026

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28.398730°, -80.705063°

Weather
Fair
48°F

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0000 - 2400 (Weekday 24h Session) (01-27-2026)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	90	8	0	3	0	0	0	0	0	0	0	0	**101**
0100 - 0200	0	61	2	0	0	0	0	0	2	0	0	0	0	**65**
0200 - 0300	0	75	8	0	3	0	0	0	2	0	0	0	0	**88**
0300 - 0400	0	78	5	0	4	0	0	0	4	0	0	0	0	**91**
0400 - 0500	2	218	49	0	1	0	0	0	1	0	0	0	0	**271**
0500 - 0600	0	565	112	1	2	2	0	1	5	0	0	0	0	**688**
0600 - 0700	1	936	232	22	9	3	0	1	5	0	0	0	0	**1209**
0700 - 0800	4	1711	487	22	39	2	0	3	3	0	0	0	0	**2271**
0800 - 0900	0	1871	559	16	34	4	0	6	6	0	0	0	0	**2496**
0900 - 1000	3	1516	467	12	33	10	0	4	13	0	0	0	0	**2058**
1000 - 1100	1	1440	512	3	40	8	0	9	6	0	0	0	0	**2019**
1100 - 1200	2	1506	504	5	35	5	0	9	9	0	0	0	0	**2075**
1200 - 1300	6	1644	512	3	21	5	0	5	6	0	0	0	0	**2202**
1300 - 1400	3	1635	513	6	21	1	0	6	6	0	0	0	0	**2191**
1400 - 1500	3	1908	514	33	24	3	0	5	6	0	0	0	0	**2496**
1500 - 1600	10	2159	580	24	24	1	0	8	4	0	0	0	0	**2810**
1600 - 1700	2	2282	616	21	28	4	0	5	4	0	0	0	0	**2962**
1700 - 1800	3	2268	582	3	13	0	0	4	2	0	0	0	0	**2875**
1800 - 1900	1	1702	237	0	7	0	0	1	2	0	0	0	0	**1950**
1900 - 2000	1	1136	130	0	3	0	0	0	1	0	0	0	0	**1271**
2000 - 2100	0	784	109	0	2	1	0	0	5	0	0	0	0	**901**
2100 - 2200	0	440	77	0	0	0	0	1	2	0	0	0	0	**520**
2200 - 2300	0	270	52	0	0	0	0	0	0	0	0	0	0	**322**
2300 - 2400	0	172	38	0	0	0	0	0	0	0	0	0	0	**210**

Session Total	42	26467	6905	171	346	49	0	68	94	0	0	0	0	**34142**
Session Average	1.75	1102.79	287.71	7.13	14.42	2.04	0.00	2.83	3.92	0.00	0.00	0.00	0.00	**1422.58**
Session Percentage	0.12	77.52	20.22	0.50	1.01	0.14	0.00	0.20	0.28	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0800 - 0900	0800 - 0900	0600 - 0700	0700 - 0800	0900 - 1000	-	0800 - 0900	0900 - 1000	-	-	-	-	**0800 - 0900**
AM Peak Volume	4	1871	559	22	39	10	0	6	13	0	0	0	0	**2496**
AM Peak %age	0.16	74.96	22.40	0.88	1.56	0.40	0.00	0.24	0.52	0.00	0.00	0.00	0.00	

Noon Peak Hour	1200 - 1300	1400 - 1500	1400 - 1500	1400 - 1500	1000 - 1100	1000 - 1100	-	1000 - 1100	1100 - 1200	-	-	-	-	**1400 - 1500**
Noon Peak Volume	6	1908	514	33	40	8	0	9	9	0	0	0	0	**2496**
Noon Peak %age	0.24	76.44	20.59	1.32	1.60	0.32	0.00	0.36	0.36	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	1600 - 1700	1600 - 1700	-	1500 - 1600	1500 - 1600	-	-	-	-	**1600 - 1700**
PM Peak Volume	10	2282	616	24	28	4	0	8	4	0	0	0	0	**2962**
PM Peak %age	0.34	77.04	20.80	0.81	0.95	0.14	0.00	0.27	0.14	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 60min

Merritt Island, FL

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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 60min

	Volume Summary 60min		
TIME	NB	SB	Total
0000 - 0100	48	53	**101**
0100 - 0200	27	38	**65**
0200 - 0300	38	50	**88**
0300 - 0400	42	49	**91**
0400 - 0500	184	87	**271**
0500 - 0600	439	249	**688**
0600 - 0700	652	557	**1209**
0700 - 0800	1016	1255	**2271**
0800 - 0900	1124	1372	**2496**
0900 - 1000	927	1131	**2058**
1000 - 1100	967	1052	**2019**
1100 - 1200	994	1081	**2075**

Session Total	17096	17046	**34142**
Session Average	712.33	710.25	**1422.58**
Session Percentage	50.07	49.93	

	Volume Summary 60min		
Time	NB	SB	Total
1200 - 1300	1144	1058	**2202**
1300 - 1400	1112	1079	**2191**
1400 - 1500	1269	1227	**2496**
1500 - 1600	1395	1415	**2810**
1600 - 1700	1404	1558	**2962**
1700 - 1800	1425	1450	**2875**
1800 - 1900	977	973	**1950**
1900 - 2000	751	520	**1271**
2000 - 2100	558	343	**901**
2100 - 2200	315	205	**520**
2200 - 2300	173	149	**322**
2300 - 2400	115	95	**210**

Bi-Directional Class Count || Graphical Analysis NB EB

Merritt Island, FL

Marr Traffic DATA COLLECTION

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Site 1

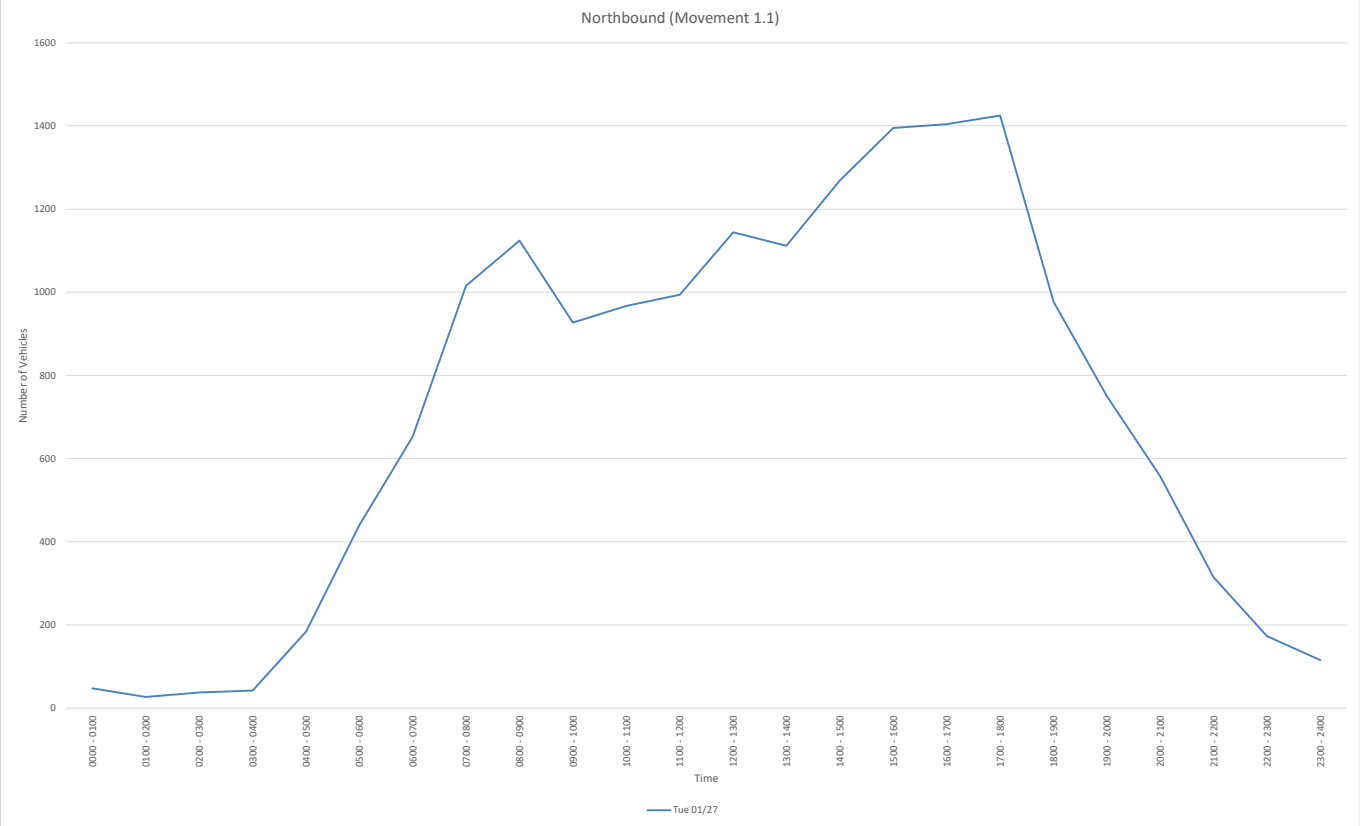
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Lat/Long

28.398730°, -80.705063°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Tue 01/27						
0000 - 0100	48						
0100 - 0200	27						
0200 - 0300	38						
0300 - 0400	42						
0400 - 0500	184						
0500 - 0600	439						
0600 - 0700	652						
0700 - 0800	1016						
0800 - 0900	1124						
0900 - 1000	927						
1000 - 1100	967						
1100 - 1200	994						
1200 - 1300	1144						
1300 - 1400	1112						
1400 - 1500	1269						
1500 - 1600	1395						
1600 - 1700	1404						
1700 - 1800	1425						
1800 - 1900	977						
1900 - 2000	751						
2000 - 2100	558						
2100 - 2200	315						
2200 - 2300	173						
2300 - 2400	115						

Daily Total	17096						

Bi-Directional Class Count || Graphical Analysis SB WB

Merritt Island, FL

Marr Traffic DATA COLLECTION

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Site 1

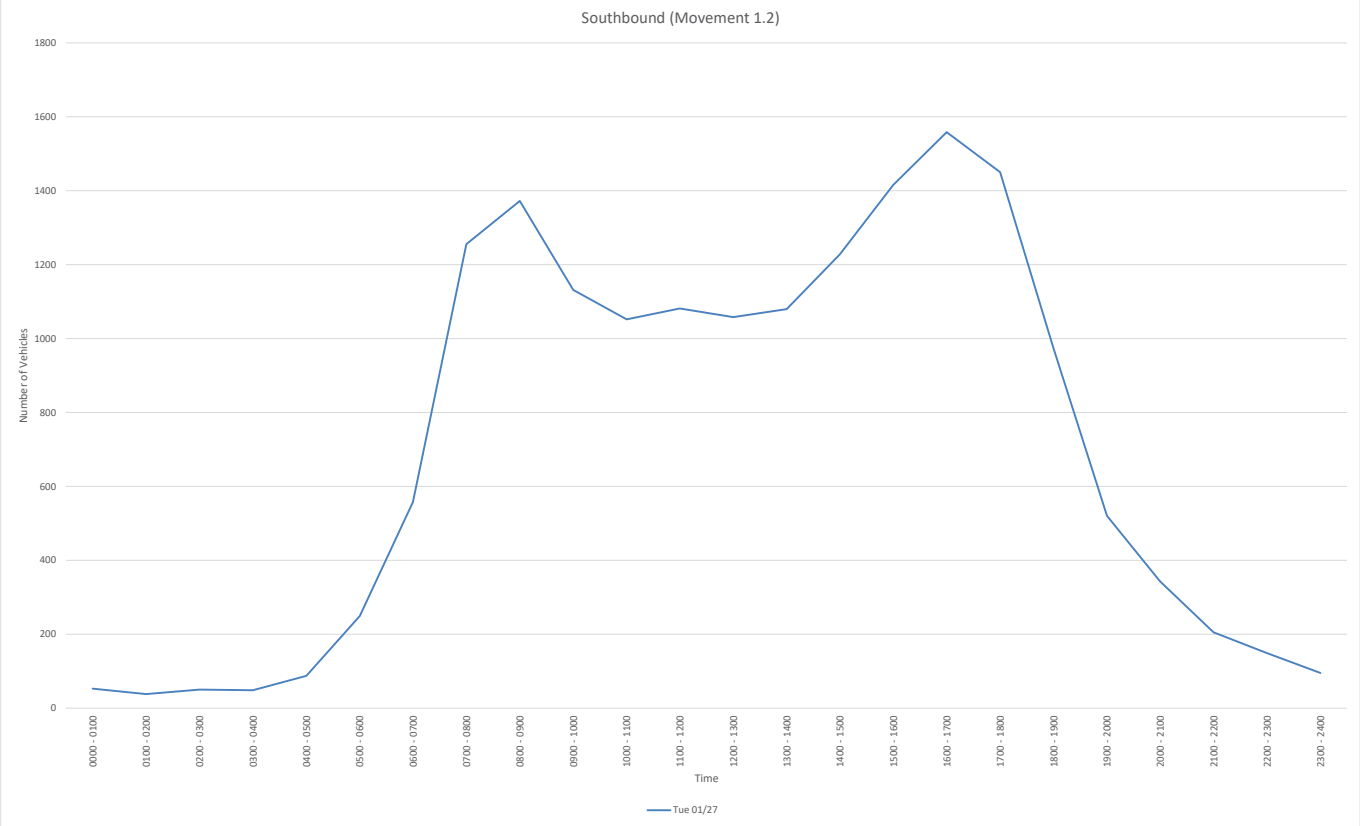
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Lat/Long

28.398730°, -80.705063°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Tue 01/27						
0000 - 0100	53						
0100 - 0200	38						
0200 - 0300	50						
0300 - 0400	49						
0400 - 0500	87						
0500 - 0600	249						
0600 - 0700	557						
0700 - 0800	1255						
0800 - 0900	1372						
0900 - 1000	1131						
1000 - 1100	1052						
1100 - 1200	1081						
1200 - 1300	1058						
1300 - 1400	1079						
1400 - 1500	1227						
1500 - 1600	1415						
1600 - 1700	1558						
1700 - 1800	1450						
1800 - 1900	973						
1900 - 2000	520						
2000 - 2100	343						
2100 - 2200	205						
2200 - 2300	149						
2300 - 2400	95						

Daily Total	17046						

Bi-Directional Class Count || Graphical Analysis BiDir

Merritt Island, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

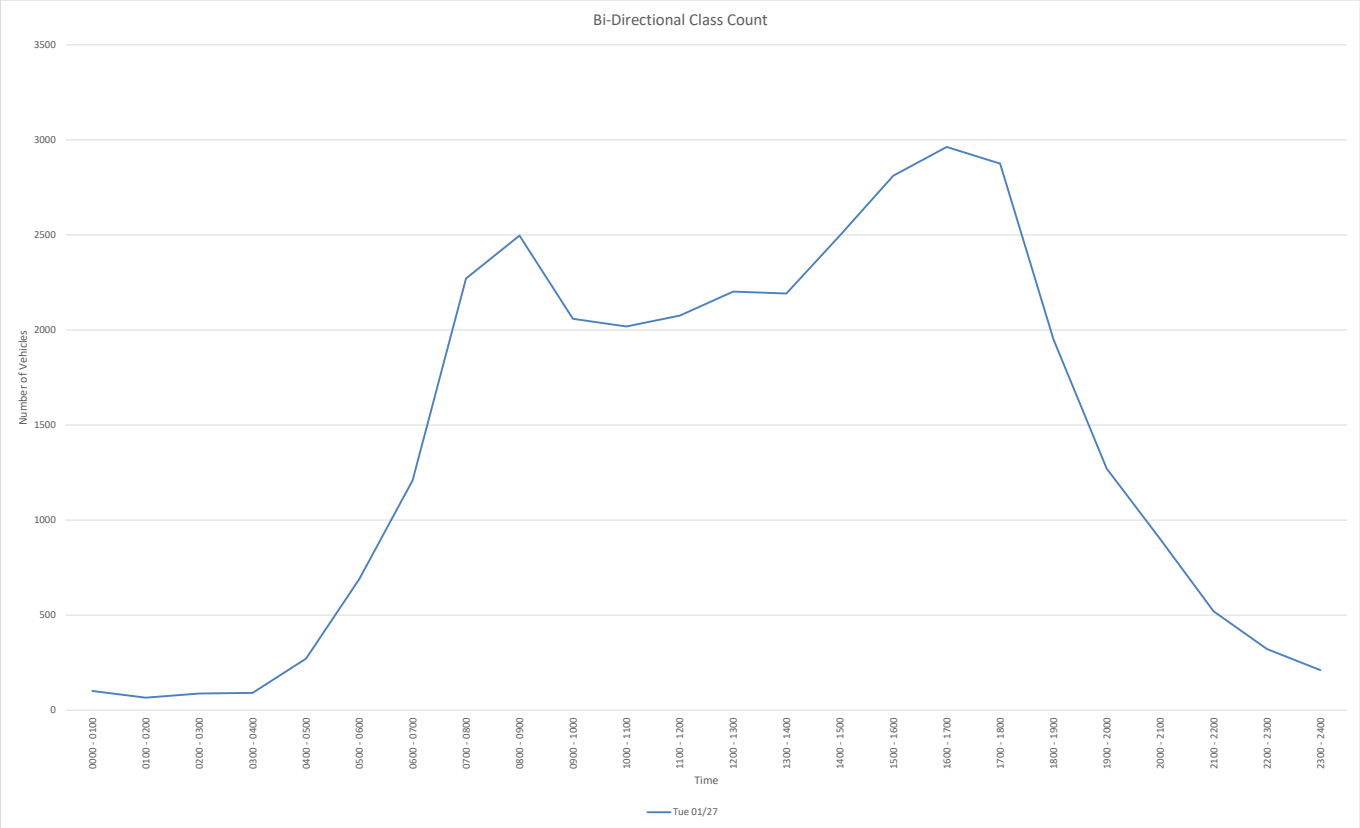
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Lat/Long

28.398730°, -80.705063°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Tue 01/27						
0000 - 0100	101						
0100 - 0200	65						
0200 - 0300	88						
0300 - 0400	91						
0400 - 0500	271						
0500 - 0600	688						
0600 - 0700	1209						
0700 - 0800	2271						
0800 - 0900	2496						
0900 - 1000	2058						
1000 - 1100	2019						
1100 - 1200	2075						
1200 - 1300	2202						
1300 - 1400	2191						
1400 - 1500	2496						
1500 - 1600	2810						
1600 - 1700	2962						
1700 - 1800	2875						
1800 - 1900	1950						
1900 - 2000	1271						
2000 - 2100	901						
2100 - 2200	520						
2200 - 2300	322						
2300 - 2400	210						

Daily Total	34142						

NB
File Name:
Start Date: 1/27/2026
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: FL-3 N Courtenay Pkwy, north of Pioneer Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/27/2026	12:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:45 AM	0	8	0	0	2	0	0	0	0	0	0	0	0
1/27/2026	1:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	1:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	1:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	1:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0
1/27/2026	2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	2:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
1/27/2026	2:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	2:45 AM	0	9	1	0	1	0	0	0	0	0	0	0	0
1/27/2026	3:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0
1/27/2026	3:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	3:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
1/27/2026	3:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	4:00 AM	0	21	5	0	0	0	0	0	0	0	0	0	0
1/27/2026	4:15 AM	1	27	6	0	0	0	0	0	1	0	0	0	0
1/27/2026	4:30 AM	1	54	10	0	0	0	0	0	0	0	0	0	0
1/27/2026	4:45 AM	0	46	12	0	0	0	0	0	0	0	0	0	0
1/27/2026	5:00 AM	0	58	11	1	0	2	0	0	1	0	0	0	0
1/27/2026	5:15 AM	0	88	19	0	0	0	0	0	1	0	0	0	0
1/27/2026	5:30 AM	0	110	22	0	0	0	0	0	0	0	0	0	0
1/27/2026	5:45 AM	0	100	26	0	0	0	0	0	0	0	0	0	0
1/27/2026	6:00 AM	1	73	31	0	0	0	0	0	0	0	0	0	0
1/27/2026	6:15 AM	0	125	24	2	0	0	0	0	0	0	0	0	0
1/27/2026	6:30 AM	0	171	34	4	0	0	0	0	1	0	0	0	0
1/27/2026	6:45 AM	0	132	44	5	2	2	0	1	0	0	0	0	0
1/27/2026	7:00 AM	1	172	48	2	1	0	0	0	0	0	0	0	0
1/27/2026	7:15 AM	0	139	52	0	5	1	0	0	2	0	0	0	0
1/27/2026	7:30 AM	2	232	69	6	6	0	0	2	0	0	0	0	0
1/27/2026	7:45 AM	0	197	71	2	5	0	0	0	1	0	0	0	0
1/27/2026	8:00 AM	0	248	83	1	4	1	0	1	0	0	0	0	0
1/27/2026	8:15 AM	0	185	64	2	7	0	0	0	1	0	0	0	0
1/27/2026	8:30 AM	0	207	66	4	6	1	0	1	1	0	0	0	0
1/27/2026	8:45 AM	0	179	56	0	4	0	0	1	1	0	0	0	0
1/27/2026	9:00 AM	1	193	47	0	3	0	0	0	2	0	0	0	0
1/27/2026	9:15 AM	1	165	51	0	1	1	0	0	1	0	0	0	0
1/27/2026	9:30 AM	0	182	66	2	4	3	0	0	0	0	0	0	0
1/27/2026	9:45 AM	0	147	50	1	2	1	0	2	1	0	0	0	0
1/27/2026	10:00 AM	0	166	66	0	4	0	0	1	2	0	0	0	0
1/27/2026	10:15 AM	0	170	64	1	6	2	0	2	2	0	0	0	0
1/27/2026	10:30 AM	0	156	73	0	4	4	0	2	0	0	0	0	0
1/27/2026	10:45 AM	1	183	53	0	3	1	0	1	0	0	0	0	0
1/27/2026	11:00 AM	0	169	52	0	2	2	0	2	1	0	0	0	0
1/27/2026	11:15 AM	0	167	70	0	3	1	0	1	4	0	0	0	0
1/27/2026	11:30 AM	1	176	65	0	5	0	0	1	1	0	0	0	0
1/27/2026	11:45 AM	0	189	75	0	4	1	0	0	2	0	0	0	0
1/27/2026	12:00 PM	1	211	61	0	4	0	0	0	0	0	0	0	0
1/27/2026	12:15 PM	0	232	68	0	2	0	0	0	1	0	0	0	0
1/27/2026	12:30 PM	0	226	59	0	5	0	0	0	2	0	0	0	0
1/27/2026	12:45 PM	3	208	57	0	1	2	0	0	1	0	0	0	0
1/27/2026	1:00 PM	0	208	72	0	3	0	0	1	0	0	0	0	0
1/27/2026	1:15 PM	0	190	66	1	5	0	0	2	0	0	0	0	0
1/27/2026	1:30 PM	1	204	76	0	4	0	0	0	1	0	0	0	0
1/27/2026	1:45 PM	0	223	52	2	0	0	0	0	1	0	0	0	0
1/27/2026	2:00 PM	0	201	62	7	2	0	0	1	1	0	0	0	0
1/27/2026	2:15 PM	2	214	73	0	4	0	0	0	0	0	0	0	0
1/27/2026	2:30 PM	1	272	48	7	2	0	0	0	2	0	0	0	0
1/27/2026	2:45 PM	0	288	73	2	6	0	0	0	1	0	0	0	0
1/27/2026	3:00 PM	0	220	57	2	5	0	0	1	1	0	0	0	0
1/27/2026	3:15 PM	0	242	73	1	4	0	0	0	0	0	0	0	0
1/27/2026	3:30 PM	2	299	85	8	2	0	0	0	0	0	0	0	0
1/27/2026	3:45 PM	1	312	71	2	4	0	0	3	0	0	0	0	0
1/27/2026	4:00 PM	0	298	71	3	6	0	0	0	0	0	0	0	0
1/27/2026	4:15 PM	1	246	70	0	6	1	0	0	0	0	0	0	0
1/27/2026	4:30 PM	0	281	64	6	3	0	0	1	0	0	0	0	0
1/27/2026	4:45 PM	1	278	61	3	2	1	0	0	1	0	0	0	0
1/27/2026	5:00 PM	1	306	83	0	0	0	0	1	1	0	0	0	0
1/27/2026	5:15 PM	0	287	82	1	3	0	0	1	0	0	0	0	0
1/27/2026	5:30 PM	1	291	55	0	2	0	0	1	1	0	0	0	0
1/27/2026	5:45 PM	0	257	50	0	1	0	0	0	0	0	0	0	0
1/27/2026	6:00 PM	1	220	34	0	1	0	0	0	0	0	0	0	0
1/27/2026	6:15 PM	0	229	17	0	2	0	0	0	0	0	0	0	0
1/27/2026	6:30 PM	0	201	25	0	0	0	0	0	1	0	0	0	0
1/27/2026	6:45 PM	0	223	20	0	3	0	0	0	0	0	0	0	0
1/27/2026	7:00 PM	0	173	20	0	0	0	0	0	0	0	0	0	0
1/27/2026	7:15 PM	1	170	23	0	1	0	0	0	0	0	0	0	0
1/27/2026	7:30 PM	0	160	13	0	0	0	0	0	0	0	0	0	0
1/27/2026	7:45 PM	0	165	24	0	1	0	0	0	0	0	0	0	0
1/27/2026	8:00 PM	0	161	20	0	1	1	0	0	0	0	0	0	0
1/27/2026	8:15 PM	0	101	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	8:30 PM	0	118	20	0	0	0	0	0	0	0	0	0	0
1/27/2026	8:45 PM	0	102	17	0	0	0	0	0	1	0	0	0	0
1/27/2026	9:00 PM	0	80	17	0	0	0	0	1	0	0	0	0	0
1/27/2026	9:15 PM	0	60	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:30 PM	0	59	14	0	0	0	0	0	1	0	0	0	0
1/27/2026	9:45 PM	0	55	11	0	0	0	0	0	1	0	0	0	0
1/27/2026	10:00 PM	0	40	7	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:15 PM	0	45	13	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:30 PM	0	33	10	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:45 PM	0	20	5	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:00 PM	0	30	6	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:15 PM	0	25	8	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:30 PM	0	28	6	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 1/27/2026
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: FL-3 N Courtenay Pkwy, north of Pioneer Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/27/2026	12:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:30 AM	0	15	3	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:45 AM	0	9	0	0	1	0	0	0	0	0	0	0	0
1/27/2026	1:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	1:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	1:30 AM	0	10	1	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	2:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	2:15 AM	0	14	3	0	0	0	0	0	2	0	0	0	0
1/27/2026	2:30 AM	0	10	1	0	2	0	0	0	0	0	0	0	0
1/27/2026	2:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	3:15 AM	0	9	0	0	2	0	0	0	2	0	0	0	0
1/27/2026	3:30 AM	0	11	0	0	0	0	0	0	1	0	0	0	0
1/27/2026	3:45 AM	0	13	2	0	1	0	0	0	1	0	0	0	0
1/27/2026	4:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	4:15 AM	0	15	2	0	1	0	0	0	0	0	0	0	0
1/27/2026	4:30 AM	0	18	6	0	0	0	0	0	0	0	0	0	0
1/27/2026	4:45 AM	0	26	7	0	0	0	0	0	0	0	0	0	0
1/27/2026	5:00 AM	0	29	9	0	1	0	0	0	0	0	0	0	0
1/27/2026	5:15 AM	0	43	8	0	0	0	0	0	1	0	0	0	0
1/27/2026	5:30 AM	0	68	8	0	1	0	0	0	0	0	0	0	0
1/27/2026	5:45 AM	0	69	9	0	0	0	0	1	2	0	0	0	0
1/27/2026	6:00 AM	0	90	19	0	1	0	0	0	1	0	0	0	0
1/27/2026	6:15 AM	0	107	20	1	2	0	0	0	0	0	0	0	0
1/27/2026	6:30 AM	0	110	27	9	2	0	0	0	1	0	0	0	0
1/27/2026	6:45 AM	0	128	33	1	2	1	0	0	2	0	0	0	0
1/27/2026	7:00 AM	0	150	39	5	5	1	0	0	0	0	0	0	0
1/27/2026	7:15 AM	1	210	70	6	7	0	0	1	0	0	0	0	0
1/27/2026	7:30 AM	0	296	62	1	5	0	0	0	0	0	0	0	0
1/27/2026	7:45 AM	0	315	76	0	5	0	0	0	0	0	0	0	0
1/27/2026	8:00 AM	0	298	75	1	4	0	0	1	1	0	0	0	0
1/27/2026	8:15 AM	0	277	80	5	0	1	0	1	2	0	0	0	0
1/27/2026	8:30 AM	0	248	70	1	6	1	0	1	0	0	0	0	0
1/27/2026	8:45 AM	0	229	65	2	3	0	0	0	0	0	0	0	0
1/27/2026	9:00 AM	0	221	52	6	4	1	0	1	2	0	0	0	0
1/27/2026	9:15 AM	0	192	62	3	6	2	0	1	3	0	0	0	0
1/27/2026	9:30 AM	1	191	65	0	5	1	0	0	3	0	0	0	0
1/27/2026	9:45 AM	0	225	74	0	8	1	0	0	1	0	0	0	0
1/27/2026	10:00 AM	0	176	71	2	5	0	0	1	1	0	0	0	0
1/27/2026	10:15 AM	0	178	60	0	4	1	0	1	0	0	0	0	0
1/27/2026	10:30 AM	0	197	62	0	2	0	0	1	0	0	0	0	0
1/27/2026	10:45 AM	0	214	63	0	12	0	0	0	1	0	0	0	0
1/27/2026	11:00 AM	0	198	51	4	7	1	0	2	0	0	0	0	0
1/27/2026	11:15 AM	0	203	65	0	5	0	0	1	0	0	0	0	0
1/27/2026	11:30 AM	0	172	66	1	4	0	0	1	1	0	0	0	0
1/27/2026	11:45 AM	1	232	60	0	5	0	0	1	0	0	0	0	0
1/27/2026	12:00 PM	0	193	58	1	1	2	0	2	2	0	0	0	0
1/27/2026	12:15 PM	0	196	66	1	3	0	0	1	0	0	0	0	0
1/27/2026	12:30 PM	0	186	74	1	2	1	0	1	0	0	0	0	0
1/27/2026	12:45 PM	2	192	69	0	3	0	0	1	0	0	0	0	0
1/27/2026	1:00 PM	0	209	63	2	4	0	0	0	0	0	0	0	0
1/27/2026	1:15 PM	1	190	57	0	2	0	0	0	2	0	0	0	0
1/27/2026	1:30 PM	1	215	59	0	3	0	0	2	1	0	0	0	0
1/27/2026	1:45 PM	0	196	68	1	0	1	0	1	1	0	0	0	0
1/27/2026	2:00 PM	0	197	58	11	3	0	0	1	0	0	0	0	0
1/27/2026	2:15 PM	0	247	62	2	1	0	0	0	1	0	0	0	0
1/27/2026	2:30 PM	0	247	72	1	4	2	0	1	1	0	0	0	0
1/27/2026	2:45 PM	0	242	66	3	2	1	0	2	0	0	0	0	0
1/27/2026	3:00 PM	1	235	58	6	4	1	0	2	0	0	0	0	0
1/27/2026	3:15 PM	1	273	76	2	2	0	0	1	2	0	0	0	0
1/27/2026	3:30 PM	3	274	81	3	2	0	0	0	0	0	0	0	0
1/27/2026	3:45 PM	2	304	79	0	1	0	0	1	1	0	0	0	0
1/27/2026	4:00 PM	0	263	87	4	3	0	0	0	2	0	0	0	0
1/27/2026	4:15 PM	0	314	102	1	3	2	0	3	0	0	0	0	0
1/27/2026	4:30 PM	0	299	83	2	5	0	0	1	0	0	0	0	0
1/27/2026	4:45 PM	0	303	78	2	0	0	0	0	1	0	0	0	0
1/27/2026	5:00 PM	0	298	94	1	4	0	0	0	0	0	0	0	0
1/27/2026	5:15 PM	0	297	82	0	0	0	0	0	0	0	0	0	0
1/27/2026	5:30 PM	1	253	66	0	1	0	0	0	0	0	0	0	0
1/27/2026	5:45 PM	0	279	70	1	2	0	0	1	0	0	0	0	0
1/27/2026	6:00 PM	0	257	58	0	0	0	0	1	1	0	0	0	0
1/27/2026	6:15 PM	0	233	30	0	0	0	0	0	0	0	0	0	0
1/27/2026	6:30 PM	0	185	29	0	0	0	0	0	0	0	0	0	0
1/27/2026	6:45 PM	0	154	24	0	1	0	0	0	0	0	0	0	0
1/27/2026	7:00 PM	0	130	13	0	0	0	0	0	1	0	0	0	0
1/27/2026	7:15 PM	0	133	15	0	0	0	0	0	0	0	0	0	0
1/27/2026	7:30 PM	0	109	12	0	0	0	0	0	0	0	0	0	0
1/27/2026	7:45 PM	0	96	10	0	1	0	0	0	0	0	0	0	0
1/27/2026	8:00 PM	0	92	12	0	1	0	0	0	1	0	0	0	0
1/27/2026	8:15 PM	0	80	10	0	0	0	0	0	1	0	0	0	0
1/27/2026	8:30 PM	0	66	8	0	0	0	0	0	2	0	0	0	0
1/27/2026	8:45 PM	0	64	6	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:00 PM	0	56	6	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:15 PM	0	50	5	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:30 PM	0	45	4	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:45 PM	0	35	4	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:00 PM	0	37	5	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:15 PM	0	36	4	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:30 PM	0	30	3	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:45 PM	0	29	5	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:00 PM	0	15	4	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:15 PM	0	20	3	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:30 PM	0	22	4	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:45 PM	0	22	5	0	0	0	0	0	0	0	0	0	0

NB
File Name:
Start Date: 1/27/2026
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: FL-3 N Courtenay Pkwy, north of Pioneer Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/27/2026	12:00 AM	0	43	3	0	2	0	0	0	0	0	0	0	0
1/27/2026	12:15 AM	0	41	1	0	2	0	0	0	0	0	0	0	0
1/27/2026	12:30 AM	0	37	0	0	2	0	0	0	0	0	0	0	0
1/27/2026	12:45 AM	0	33	0	0	2	0	0	0	0	0	0	0	0
1/27/2026	1:00 AM	0	26	0	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:15 AM	0	19	0	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:30 AM	0	22	2	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:45 AM	0	26	2	0	0	0	0	0	1	0	0	0	0
1/27/2026	2:00 AM	0	34	3	0	1	0	0	0	0	0	0	0	0
1/27/2026	2:15 AM	0	41	4	0	2	0	0	0	0	0	0	0	0
1/27/2026	2:30 AM	0	36	2	0	2	0	0	0	0	0	0	0	0
1/27/2026	2:45 AM	0	38	4	0	2	0	0	0	0	0	0	0	0
1/27/2026	3:00 AM	0	38	3	0	1	0	0	0	0	0	0	0	0
1/27/2026	3:15 AM	0	49	7	0	0	0	0	0	0	0	0	0	0
1/27/2026	3:30 AM	1	69	13	0	0	0	0	0	1	0	0	0	0
1/27/2026	3:45 AM	2	111	21	0	0	0	0	0	1	0	0	0	0
1/27/2026	4:00 AM	2	148	33	0	0	0	0	0	1	0	0	0	0
1/27/2026	4:15 AM	2	185	39	1	0	2	0	0	2	0	0	0	0
1/27/2026	4:30 AM	1	246	52	1	0	2	0	0	2	0	0	0	0
1/27/2026	4:45 AM	0	302	64	1	0	2	0	0	2	0	0	0	0
1/27/2026	5:00 AM	0	356	78	1	0	2	0	0	2	0	0	0	0
1/27/2026	5:15 AM	1	371	98	0	0	0	0	0	1	0	0	0	0
1/27/2026	5:30 AM	1	408	103	2	0	0	0	0	0	0	0	0	0
1/27/2026	5:45 AM	1	469	115	6	0	0	0	0	1	0	0	0	0
1/27/2026	6:00 AM	1	501	133	11	2	2	0	1	1	0	0	0	0
1/27/2026	6:15 AM	1	600	150	13	3	2	0	1	1	0	0	0	0
1/27/2026	6:30 AM	1	614	178	11	8	3	0	1	3	0	0	0	0
1/27/2026	6:45 AM	3	675	213	13	14	3	0	3	2	0	0	0	0
1/27/2026	7:00 AM	3	740	240	10	17	1	0	2	3	0	0	0	0
1/27/2026	7:15 AM	2	816	275	9	20	2	0	3	3	0	0	0	0
1/27/2026	7:30 AM	2	862	287	11	22	1	0	3	2	0	0	0	0
1/27/2026	7:45 AM	0	837	284	9	22	2	0	2	3	0	0	0	0
1/27/2026	8:00 AM	0	819	269	7	21	2	0	3	3	0	0	0	0
1/27/2026	8:15 AM	1	764	233	6	20	1	0	2	5	0	0	0	0
1/27/2026	8:30 AM	2	744	220	4	14	2	0	2	5	0	0	0	0
1/27/2026	8:45 AM	2	719	220	2	12	4	0	1	4	0	0	0	0
1/27/2026	9:00 AM	2	687	214	3	10	5	0	2	4	0	0	0	0
1/27/2026	9:15 AM	1	660	233	3	11	5	0	3	4	0	0	0	0
1/27/2026	9:30 AM	0	665	246	4	16	6	0	5	5	0	0	0	0
1/27/2026	9:45 AM	0	639	253	2	16	7	0	7	5	0	0	0	0
1/27/2026	10:00 AM	1	675	256	1	17	7	0	6	4	0	0	0	0
1/27/2026	10:15 AM	1	678	242	1	15	9	0	7	3	0	0	0	0
1/27/2026	10:30 AM	1	675	248	0	12	8	0	6	5	0	0	0	0
1/27/2026	10:45 AM	2	695	240	0	13	4	0	5	6	0	0	0	0
1/27/2026	11:00 AM	1	701	262	0	14	4	0	4	8	0	0	0	0
1/27/2026	11:15 AM	2	743	271	0	16	2	0	2	7	0	0	0	0
1/27/2026	11:30 AM	2	808	269	0	15	1	0	1	4	0	0	0	0
1/27/2026	11:45 AM	1	858	263	0	15	1	0	0	5	0	0	0	0
1/27/2026	12:00 PM	4	877	245	0	12	2	0	0	4	0	0	0	0
1/27/2026	12:15 PM	3	874	256	0	11	2	0	1	4	0	0	0	0
1/27/2026	12:30 PM	3	832	254	1	14	2	0	3	3	0	0	0	0
1/27/2026	12:45 PM	4	810	271	1	13	2	0	3	2	0	0	0	0
1/27/2026	1:00 PM	1	825	266	3	12	0	0	3	2	0	0	0	0
1/27/2026	1:15 PM	1	818	256	10	11	0	0	3	3	0	0	0	0
1/27/2026	1:30 PM	3	842	263	9	10	0	0	1	3	0	0	0	0
1/27/2026	1:45 PM	3	910	235	16	8	0	0	1	4	0	0	0	0
1/27/2026	2:00 PM	3	975	256	16	14	0	0	1	4	0	0	0	0
1/27/2026	2:15 PM	3	994	251	11	17	0	0	1	4	0	0	0	0
1/27/2026	2:30 PM	1	1022	251	12	17	0	0	1	4	0	0	0	0
1/27/2026	2:45 PM	2	1049	288	13	17	0	0	1	2	0	0	0	0
1/27/2026	3:00 PM	3	1073	286	13	15	0	0	4	1	0	0	0	0
1/27/2026	3:15 PM	3	1151	300	14	16	0	0	3	0	0	0	0	0
1/27/2026	3:30 PM	4	1155	297	13	18	1	0	3	0	0	0	0	0
1/27/2026	3:45 PM	2	1137	276	11	19	1	0	4	0	0	0	0	0
1/27/2026	4:00 PM	2	1103	266	12	17	2	0	1	1	0	0	0	0
1/27/2026	4:15 PM	3	1111	278	9	11	2	0	2	2	0	0	0	0
1/27/2026	4:30 PM	2	1152	290	10	8	1	0	3	2	0	0	0	0
1/27/2026	4:45 PM	3	1162	281	4	7	1	0	3	3	0	0	0	0
1/27/2026	5:00 PM	2	1141	270	1	6	0	0	3	2	0	0	0	0
1/27/2026	5:15 PM	2	1055	221	1	7	0	0	2	1	0	0	0	0
1/27/2026	5:30 PM	2	997	156	0	6	0	0	1	1	0	0	0	0
1/27/2026	5:45 PM	1	907	126	0	4	0	0	0	1	0	0	0	0
1/27/2026	6:00 PM	1	873	96	0	6	0	0	0	1	0	0	0	0
1/27/2026	6:15 PM	0	826	82	0	5	0	0	0	1	0	0	0	0
1/27/2026	6:30 PM	1	767	88	0	4	0	0	0	1	0	0	0	0
1/27/2026	6:45 PM	1	726	76	0	4	0	0	0	0	0	0	0	0
1/27/2026	7:00 PM	1	668	80	0	2	0	0	0	0	0	0	0	0
1/27/2026	7:15 PM	1	656	80	0	3	1	0	0	0	0	0	0	0
1/27/2026	7:30 PM	0	587	73	0	2	1	0	0	0	0	0	0	0
1/27/2026	7:45 PM	0	545	80	0	2	1	0	0	0	0	0	0	0
1/27/2026	8:00 PM	0	482	73	0	1	1	0	0	1	0	0	0	0
1/27/2026	8:15 PM	0	401	70	0	0	0	0	1	1	0	0	0	0
1/27/2026	8:30 PM	0	360	70	0	0	0	0	1	1	0	0	0	0
1/27/2026	8:45 PM	0	301	64	0	0	0	0	1	2	0	0	0	0
1/27/2026	9:00 PM	0	254	58	0	0	0	0	1	2	0	0	0	0
1/27/2026	9:15 PM	0	214	48	0	0	0	0	0	2	0	0	0	0
1/27/2026	9:30 PM	0	199	45	0	0	0	0	0	2	0	0	0	0
1/27/2026	9:45 PM	0	173	41	0	0	0	0	0	1	0	0	0	0
1/27/2026	10:00 PM	0	138	35	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:15 PM	0	128	34	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:30 PM	0	108	29	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:45 PM	0	103	25	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:00 PM	0	93	22	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:15 PM	0	63	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:30 PM	0	38	8	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 1/27/2026
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: FL-3 N Courtenay Pkwy, north of Pioneer Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/27/2026	12:00 AM	0	47	5	0	1	0	0	0	0	0	0	0	0
1/27/2026	12:15 AM	0	43	4	0	1	0	0	0	0	0	0	0	0
1/27/2026	12:30 AM	0	37	3	0	1	0	0	0	0	0	0	0	0
1/27/2026	12:45 AM	0	32	1	0	1	0	0	0	1	0	0	0	0
1/27/2026	1:00 AM	0	35	2	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:15 AM	0	36	2	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:30 AM	0	44	5	0	0	0	0	0	3	0	0	0	0
1/27/2026	1:45 AM	0	44	5	0	2	0	0	0	2	0	0	0	0
1/27/2026	2:00 AM	0	41	5	0	2	0	0	0	2	0	0	0	0
1/27/2026	2:15 AM	0	40	5	0	2	0	0	0	2	0	0	0	0
1/27/2026	2:30 AM	0	35	2	0	4	0	0	0	2	0	0	0	0
1/27/2026	2:45 AM	0	36	1	0	2	0	0	0	3	0	0	0	0
1/27/2026	3:00 AM	0	40	2	0	3	0	0	0	4	0	0	0	0
1/27/2026	3:15 AM	0	44	3	0	3	0	0	0	4	0	0	0	0
1/27/2026	3:30 AM	0	50	5	0	2	0	0	0	2	0	0	0	0
1/27/2026	3:45 AM	0	57	11	0	2	0	0	0	1	0	0	0	0
1/27/2026	4:00 AM	0	70	16	0	1	0	0	0	0	0	0	0	0
1/27/2026	4:15 AM	0	88	24	0	2	0	0	0	0	0	0	0	0
1/27/2026	4:30 AM	0	116	30	0	1	0	0	0	1	0	0	0	0
1/27/2026	4:45 AM	0	166	32	0	2	0	0	0	1	0	0	0	0
1/27/2026	5:00 AM	0	209	34	0	2	0	0	1	3	0	0	0	0
1/27/2026	5:15 AM	0	270	44	0	2	0	0	1	4	0	0	0	0
1/27/2026	5:30 AM	0	334	56	1	4	0	0	1	3	0	0	0	0
1/27/2026	5:45 AM	0	376	75	10	5	0	0	1	4	0	0	0	0
1/27/2026	6:00 AM	0	435	99	11	7	1	0	0	4	0	0	0	0
1/27/2026	6:15 AM	0	495	119	16	11	2	0	0	3	0	0	0	0
1/27/2026	6:30 AM	1	598	169	21	16	2	0	1	3	0	0	0	0
1/27/2026	6:45 AM	1	784	204	13	19	2	0	1	2	0	0	0	0
1/27/2026	7:00 AM	1	971	247	12	22	1	0	1	0	0	0	0	0
1/27/2026	7:15 AM	1	1119	283	8	21	0	0	2	1	0	0	0	0
1/27/2026	7:30 AM	0	1186	293	7	14	1	0	2	3	0	0	0	0
1/27/2026	7:45 AM	0	1138	301	7	15	2	0	3	3	0	0	0	0
1/27/2026	8:00 AM	0	1052	290	9	13	2	0	3	3	0	0	0	0
1/27/2026	8:15 AM	0	975	267	14	13	3	0	3	4	0	0	0	0
1/27/2026	8:30 AM	0	890	249	12	19	4	0	3	5	0	0	0	0
1/27/2026	8:45 AM	1	833	244	11	18	4	0	2	8	0	0	0	0
1/27/2026	9:00 AM	1	829	253	9	23	5	0	2	9	0	0	0	0
1/27/2026	9:15 AM	1	784	272	5	24	4	0	2	8	0	0	0	0
1/27/2026	9:30 AM	1	770	270	2	22	3	0	2	5	0	0	0	0
1/27/2026	9:45 AM	0	776	267	2	19	2	0	3	2	0	0	0	0
1/27/2026	10:00 AM	0	765	256	2	23	1	0	3	2	0	0	0	0
1/27/2026	10:15 AM	0	787	236	4	25	2	0	4	1	0	0	0	0
1/27/2026	10:30 AM	0	812	241	4	26	1	0	4	1	0	0	0	0
1/27/2026	10:45 AM	0	787	245	5	28	1	0	4	2	0	0	0	0
1/27/2026	11:00 AM	1	805	242	5	21	1	0	5	1	0	0	0	0
1/27/2026	11:15 AM	1	800	249	2	15	2	0	5	3	0	0	0	0
1/27/2026	11:30 AM	1	793	250	3	13	2	0	5	3	0	0	0	0
1/27/2026	11:45 AM	1	807	258	3	11	3	0	5	2	0	0	0	0
1/27/2026	12:00 PM	2	767	267	3	9	3	0	5	2	0	0	0	0
1/27/2026	12:15 PM	2	783	272	4	12	1	0	3	0	0	0	0	0
1/27/2026	12:30 PM	3	777	263	3	11	1	0	2	2	0	0	0	0
1/27/2026	12:45 PM	4	806	248	2	12	0	0	3	3	0	0	0	0
1/27/2026	1:00 PM	2	810	247	3	9	1	0	3	4	0	0	0	0
1/27/2026	1:15 PM	2	798	242	12	8	1	0	4	4	0	0	0	0
1/27/2026	1:30 PM	1	855	247	14	7	1	0	4	3	0	0	0	0
1/27/2026	1:45 PM	0	887	260	15	8	3	0	3	3	0	0	0	0
1/27/2026	2:00 PM	0	933	258	17	10	3	0	4	2	0	0	0	0
1/27/2026	2:15 PM	1	971	258	12	11	4	0	5	2	0	0	0	0
1/27/2026	2:30 PM	2	997	272	12	12	4	0	6	3	0	0	0	0
1/27/2026	2:45 PM	5	1024	281	14	10	2	0	5	2	0	0	0	0
1/27/2026	3:00 PM	7	1086	294	11	9	1	0	4	3	0	0	0	0
1/27/2026	3:15 PM	6	1114	323	9	8	0	0	2	5	0	0	0	0
1/27/2026	3:30 PM	5	1155	349	8	9	2	0	4	3	0	0	0	0
1/27/2026	3:45 PM	2	1180	351	7	12	2	0	5	3	0	0	0	0
1/27/2026	4:00 PM	0	1179	350	9	11	2	0	4	3	0	0	0	0
1/27/2026	4:15 PM	0	1214	357	6	12	2	0	4	1	0	0	0	0
1/27/2026	4:30 PM	0	1197	337	5	9	0	0	1	1	0	0	0	0
1/27/2026	4:45 PM	1	1151	320	3	5	0	0	0	1	0	0	0	0
1/27/2026	5:00 PM	1	1127	312	2	7	0	0	1	0	0	0	0	0
1/27/2026	5:15 PM	1	1086	276	1	3	0	0	2	1	0	0	0	0
1/27/2026	5:30 PM	1	1022	224	1	3	0	0	2	1	0	0	0	0
1/27/2026	5:45 PM	0	954	187	1	2	0	0	2	1	0	0	0	0
1/27/2026	6:00 PM	0	829	141	0	1	0	0	1	1	0	0	0	0
1/27/2026	6:15 PM	0	702	96	0	1	0	0	0	1	0	0	0	0
1/27/2026	6:30 PM	0	602	81	0	1	0	0	0	1	0	0	0	0
1/27/2026	6:45 PM	0	526	64	0	1	0	0	0	1	0	0	0	0
1/27/2026	7:00 PM	0	468	50	0	1	0	0	0	1	0	0	0	0
1/27/2026	7:15 PM	0	430	49	0	2	0	0	0	1	0	0	0	0
1/27/2026	7:30 PM	0	377	44	0	2	0	0	0	2	0	0	0	0
1/27/2026	7:45 PM	0	334	40	0	2	0	0	0	4	0	0	0	0
1/27/2026	8:00 PM	0	302	36	0	1	0	0	0	4	0	0	0	0
1/27/2026	8:15 PM	0	266	30	0	0	0	0	0	3	0	0	0	0
1/27/2026	8:30 PM	0	236	25	0	0	0	0	0	2	0	0	0	0
1/27/2026	8:45 PM	0	215	21	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:00 PM	0	186	19	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:15 PM	0	167	18	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:30 PM	0	153	17	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:45 PM	0	138	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:00 PM	0	132	17	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:15 PM	0	110	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:30 PM	0	94	15	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:45 PM	0	86	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:00 PM	0	79	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:15 PM	0	64	12	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:30 PM	0	44	9	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:45 PM	0	22	5	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, December 11, 2025		
	Fair	61°F
Period	0700 - 0900	APPLY
Peak Hour	0730 - 0830	APPLY
Global PH	0745 - 0845	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, December 11, 2025		
	Fair	61°F
Period	1400 - 1600	APPLY
Peak Hour	1500 - 1600	APPLY
Global PH	1500 - 1600	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

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Thursday, December 11, 2025		
	Fair	61°F
Period	1600 - 1800	APPLY
Peak Hour	1615 - 1715	APPLY
Global PH	1600 - 1700	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Merritt Island, FL

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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	8	161	2	0	171	28	136	5	0	169	11	2	5	0	18	7	5	25	0	37	395
0715 - 0730	6	169	14	0	189	53	239	12	0	304	12	6	6	0	24	17	3	24	0	44	561
0730 - 0745	8	233	27	0	268	69	259	7	0	335	17	9	9	0	35	37	6	58	0	101	739
0745 - 0800	5	172	30	1	208	95	308	10	0	413	22	16	6	0	44	59	14	72	0	145	810
Hourly Total	27	735	73	1	**836**	245	942	34	0	**1221**	62	33	26	0	**121**	120	28	179	0	**327**	**2505**
0800 - 0815	11	228	13	0	252	23	340	9	0	372	16	2	10	0	28	39	13	33	0	85	737
0815 - 0830	4	247	14	1	266	25	359	3	0	387	20	3	5	0	28	35	3	14	0	52	733
0830 - 0845	4	253	13	0	270	29	309	7	0	345	22	3	5	0	30	12	4	17	0	33	678
0845 - 0900	6	218	12	0	236	20	303	5	0	328	19	4	7	0	30	22	4	17	0	43	637
Hourly Total	25	946	52	1	**1024**	97	1311	24	0	**1432**	77	12	27	0	**116**	108	24	81	0	**213**	**2785**
Grand Total	52	1681	125	2	**1860**	342	2253	58	0	**2653**	139	45	53	0	**237**	228	52	260	0	**540**	**5290**
Approach %	2.80	90.38	6.72	0.11	-	12.89	84.92	2.19	0.00	-	58.65	18.99	22.36	0.00	-	42.22	9.63	48.15	0.00	-	
Intersection %	0.98	31.78	2.36	0.04	35.16	6.47	42.59	1.10	0.00	50.15	2.63	0.85	1.00	0.00	4.48	4.31	0.98	4.91	0.00	10.21	
Heavy Vehicle %	13	3	1	0	**3**	2	4	7	-	**4**	5	2	2	-	**4**	2	4	2	-	**2**	**3**
PHF	0.55	0.89	0.58	0.50	**0.92**	0.45	0.92	0.73	0.00	**0.92**	0.91	0.38	0.65	0.00	**0.74**	0.61	0.61	0.47	0.00	**0.54**	**0.91**
Peak Hour Total	24	900	70	2	**996**	172	1316	29	0	**1517**	80	24	26	0	**130**	145	34	136	0	**315**	**2958**
Peak Hour HV %	25	3	1	0	**3**	1	3	7	0	**3**	3	4	0	0	**2**	0	6	0	0	**1**	**3**

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	15	252	26	0	293	26	283	6	0	315	17	2	3	0	22	17	1	21	0	39	669
1415 - 1430	7	271	27	0	305	40	293	7	0	340	16	3	5	0	24	22	2	10	0	34	703
1430 - 1445	12	294	30	0	336	49	286	13	0	348	17	4	10	0	31	40	7	59	0	106	821
1445 - 1500	8	293	22	0	323	18	300	6	0	324	15	1	6	0	22	40	4	48	0	92	761
Hourly Total	42	1110	105	0	**1257**	133	1162	32	0	**1327**	65	10	24	0	**99**	119	14	138	0	**271**	**2954**
1500 - 1515	7	256	23	0	286	18	325	5	0	348	26	4	12	0	42	29	3	20	0	52	728
1515 - 1530	10	307	18	0	335	29	348	11	0	388	23	5	7	0	35	25	3	19	0	47	805
1530 - 1545	8	336	14	0	358	24	365	10	0	399	25	7	6	0	38	27	4	31	0	62	857
1545 - 1600	18	374	14	0	406	21	331	5	0	357	36	2	8	0	46	31	10	30	0	71	880
Hourly Total	43	1273	69	0	**1385**	92	1369	31	0	**1492**	110	18	33	0	**161**	112	20	100	0	**232**	**3270**
Grand Total	85	2383	174	0	**2642**	225	2531	63	0	**2819**	175	28	57	0	**260**	231	34	238	0	**503**	**6224**
Approach %	3.22	90.20	6.59	0.00	-	7.98	89.78	2.23	0.00	-	67.31	10.77	21.92	0.00	-	45.92	6.76	47.32	0.00	-	
Intersection %	1.37	38.29	2.80	0.00	42.45	3.62	40.67	1.01	0.00	45.29	2.81	0.45	0.92	0.00	4.18	3.71	0.55	3.82	0.00	8.08	
Heavy Vehicle %	8	2	2	-	**2**	0	2	8	-	**2**	5	4	4	-	**4**	2	9	5	-	**4**	**2**
PHF	0.60	0.85	0.75	0.00	**0.85**	0.79	0.94	0.70	0.00	**0.93**	0.76	0.64	0.69	0.00	**0.88**	0.90	0.50	0.81	0.00	**0.82**	**0.93**
Peak Hour Total	43	1273	69	0	**1385**	92	1369	31	0	**1492**	110	18	33	0	**161**	112	20	100	0	**232**	**3270**
Peak Hour HV %	5	2	1	0	**2**	0	1	0	0	**1**	1	6	3	0	**2**	2	5	4	0	**3**	**2**

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	14	351	24	0	389	21	350	5	0	376	19	5	8	0	32	19	5	20	0	44	841
1615 - 1630	6	342	26	0	374	29	350	13	0	392	25	2	8	0	35	17	2	25	0	44	845
1630 - 1645	7	315	18	0	340	23	344	11	0	378	31	5	6	0	42	22	7	22	0	51	811
1645 - 1700	8	276	23	0	307	23	363	2	1	389	26	7	6	0	39	41	4	26	0	71	806
Hourly Total	35	1284	91	0	**1410**	96	1407	31	1	**1535**	101	19	28	0	**148**	99	18	93	0	**210**	**3303**
1700 - 1715	10	376	15	0	401	21	332	7	1	361	25	3	10	0	38	22	5	26	0	53	853
1715 - 1730	6	309	22	0	337	23	378	6	1	408	17	8	6	0	31	29	6	19	0	54	830
1730 - 1745	4	276	13	0	293	17	356	7	0	380	25	5	10	0	40	26	3	20	0	49	762
1745 - 1800	9	273	14	0	296	9	353	3	0	365	13	2	5	0	20	24	2	9	0	35	716
Hourly Total	29	1234	64	0	**1327**	70	1419	23	2	**1514**	80	18	31	0	**129**	101	16	74	0	**191**	**3161**
Grand Total	64	2518	155	0	**2737**	166	2826	54	3	**3049**	181	37	59	0	**277**	200	34	167	0	**401**	**6464**
Approach %	2.34	92.00	5.66	0.00	-	5.44	92.69	1.77	0.10	-	65.34	13.36	21.30	0.00	-	49.88	8.48	41.65	0.00	-	
Intersection %	0.99	38.95	2.40	0.00	42.34	2.57	43.72	0.84	0.05	47.17	2.80	0.57	0.91	0.00	4.29	3.09	0.53	2.58	0.00	6.20	
Heavy Vehicle %	8	2	0	-	**2**	1	1	9	0	**1**	4	0	3	-	**3**	1	0	4	-	**2**	**2**
PHF	0.63	0.91	0.88	0.00	**0.91**	0.83	0.97	0.60	0.25	**0.98**	0.81	0.68	0.88	0.00	**0.88**	0.60	0.64	0.89	0.00	**0.74**	**0.98**
Peak Hour Total	35	1284	91	0	**1410**	96	1407	31	1	**1535**	101	19	28	0	**148**	99	18	93	0	**210**	**3303**
Peak Hour HV %	11	2	0	0	**2**	2	2	3	0	**2**	6	0	4	0	**5**	1	0	6	0	**3**	**2**

Classified Turn Movement Count || Passenger Vehicles (1-3)

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	FL-3 N Courtenay Pkwy (South)					FL-3 N Courtenay Pkwy (North)					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	7	158	2	0	167	25	127	4	0	156	9	2	5	0	16	7	5	25	0	37	376
0715 - 0730	6	166	14	0	186	53	220	11	0	284	11	6	5	0	22	15	3	24	0	42	534
0730 - 0745	8	228	27	0	263	67	250	7	0	324	16	9	9	0	34	36	6	53	0	95	716
0745 - 0800	5	165	30	1	201	94	302	10	0	406	22	16	6	0	44	59	13	72	0	144	795
Hourly Total	26	717	73	1	**817**	239	899	32	0	**1170**	58	33	25	0	**116**	117	27	174	0	**318**	**2421**
0800 - 0815	10	223	13	0	246	23	329	7	0	359	16	2	10	0	28	39	12	33	0	84	717
0815 - 0830	0	241	14	1	256	24	347	3	0	374	18	2	5	0	25	35	3	14	0	52	707
0830 - 0845	3	245	12	0	260	29	299	7	0	335	22	3	5	0	30	12	4	17	0	33	658
0845 - 0900	6	211	12	0	229	20	292	5	0	317	18	4	7	0	29	21	4	17	0	42	617
Hourly Total	19	920	51	1	**991**	96	1267	22	0	**1385**	74	11	27	0	**112**	107	23	81	0	**211**	**2699**
Grand Total	45	1637	124	2	**1808**	335	2166	54	0	**2555**	132	44	52	0	**228**	224	50	255	0	**529**	**5120**
Approach %	2.49	90.54	6.86	0.11	-	13.11	84.77	2.11	0.00	-	57.89	19.30	22.81	0.00	-	42.34	9.45	48.20	0.00	-	
Intersection %	0.88	31.97	2.42	0.04	35.31	6.54	42.30	1.05	0.00	49.90	2.58	0.86	1.02	0.00	4.45	4.38	0.98	4.98	0.00	10.33	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	FL-3 N Courtenay Pkwy (South)					FL-3 N Courtenay Pkwy (North)					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	13	245	26	0	284	26	277	6	0	309	13	2	3	0	18	16	1	20	0	37	648
1415 - 1430	7	266	27	0	300	40	286	7	0	333	16	3	5	0	24	22	2	10	0	34	691
1430 - 1445	10	286	29	0	325	49	283	10	0	342	15	4	10	0	29	40	5	52	0	97	793
1445 - 1500	7	288	21	0	316	18	295	4	0	317	14	1	5	0	20	39	4	48	0	91	744
Hourly Total	37	1085	103	0	**1225**	133	1141	27	0	**1301**	58	10	23	0	**91**	117	12	130	0	**259**	**2876**
1500 - 1515	5	255	23	0	283	18	318	5	0	341	26	4	12	0	42	28	3	18	0	49	715
1515 - 1530	10	302	17	0	329	29	342	11	0	382	23	4	6	0	33	25	3	18	0	46	790
1530 - 1545	8	323	14	0	345	24	361	10	0	395	24	7	6	0	37	26	4	31	0	61	838
1545 - 1600	18	369	14	0	401	21	327	5	0	353	36	2	8	0	46	31	9	29	0	69	869
Hourly Total	41	1249	68	0	**1358**	92	1348	31	0	**1471**	109	17	32	0	**158**	110	19	96	0	**225**	**3212**
Grand Total	78	2334	171	0	**2583**	225	2489	58	0	**2772**	167	27	55	0	**249**	227	31	226	0	**484**	**6088**
Approach %	3.02	90.36	6.62	0.00	-	8.12	89.79	2.09	0.00	-	67.07	10.84	22.09	0.00	-	46.90	6.40	46.69	0.00	-	
Intersection %	1.28	38.34	2.81	0.00	42.43	3.70	40.88	0.95	0.00	45.53	2.74	0.44	0.90	0.00	4.09	3.73	0.51	3.71	0.00	7.95	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	FL-3 N Courtenay Pkwy (South)					FL-3 N Courtenay Pkwy (North)					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	14	345	24	0	383	21	343	5	0	369	18	5	7	0	30	19	5	20	0	44	826
1615 - 1630	4	336	26	0	366	28	343	13	0	384	22	2	8	0	32	17	2	23	0	42	824
1630 - 1645	7	306	18	0	331	22	338	10	0	370	31	5	6	0	42	22	7	20	0	49	792
1645 - 1700	6	274	23	0	303	23	357	2	1	383	24	7	6	0	37	40	4	24	0	68	791
Hourly Total	31	1261	91	0	**1383**	94	1381	30	1	**1506**	95	19	27	0	**141**	98	18	87	0	**203**	**3233**
1700 - 1715	9	372	15	0	396	21	330	6	1	358	25	3	10	0	38	22	5	25	0	52	844
1715 - 1730	6	302	22	0	330	23	377	6	1	407	16	8	5	0	29	29	6	19	0	54	820
1730 - 1745	4	272	13	0	289	17	354	5	0	376	25	5	10	0	40	26	3	20	0	49	754
1745 - 1800	9	270	14	0	293	9	351	2	0	362	13	2	5	0	20	24	2	9	0	35	710
Hourly Total	28	1216	64	0	**1308**	70	1412	19	2	**1503**	79	18	30	0	**127**	101	16	73	0	**190**	**3128**
Grand Total	59	2477	155	0	**2691**	164	2793	49	3	**3009**	174	37	57	0	**268**	199	34	160	0	**393**	**6361**
Approach %	2.19	92.05	5.76	0.00	-	5.45	92.82	1.63	0.10	-	64.93	13.81	21.27	0.00	-	50.64	8.65	40.71	0.00	-	
Intersection %	0.93	38.94	2.44	0.00	42.30	2.58	43.91	0.77	0.05	47.30	2.74	0.58	0.90	0.00	4.21	3.13	0.53	2.52	0.00	6.18	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	1	2	0	0	3	3	5	1	0	9	2	0	0	0	2	0	0	0	0	0	14
0715 - 0730	0	3	0	0	3	0	15	1	0	16	1	0	1	0	2	2	0	0	0	2	23
0730 - 0745	0	3	0	0	3	2	8	0	0	10	1	0	0	0	1	1	0	5	0	6	20
0745 - 0800	0	5	0	0	5	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	12
Hourly Total	1	13	0	0	**14**	6	33	2	0	**41**	4	0	1	0	**5**	3	1	5	0	**9**	**69**
0800 - 0815	1	4	0	0	5	0	10	2	0	12	0	0	0	0	0	0	1	0	0	1	18
0815 - 0830	4	5	0	0	9	0	11	0	0	11	2	1	0	0	3	0	0	0	0	0	23
0830 - 0845	1	7	1	0	9	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	16
0845 - 0900	0	6	0	0	6	0	9	0	0	9	1	0	0	0	1	1	0	0	0	1	17
Hourly Total	6	22	1	0	**29**	0	37	2	0	**39**	3	1	0	0	**4**	1	1	0	0	**2**	**74**
Grand Total	7	35	1	0	**43**	6	70	4	0	**80**	7	1	1	0	**9**	4	2	5	0	**11**	**143**
Approach %	16.28	81.40	2.33	0.00	-	7.50	87.50	5.00	0.00	-	77.78	11.11	11.11	0.00	-	36.36	18.18	45.45	0.00	-	
Intersection %	4.90	24.48	0.70	0.00	30.07	4.20	48.95	2.80	0.00	55.94	4.90	0.70	0.70	0.00	6.29	2.80	1.40	3.50	0.00	7.69	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	2	5	0	0	7	0	6	0	0	6	4	0	0	0	4	1	0	1	0	2	19
1415 - 1430	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
1430 - 1445	2	6	1	0	9	0	2	3	0	5	2	0	0	0	2	0	2	7	0	9	25
1445 - 1500	1	5	1	0	7	0	4	2	0	6	1	0	1	0	2	1	0	0	0	1	16
Hourly Total	5	21	2	0	**28**	0	19	5	0	**24**	7	0	1	0	**8**	2	2	8	0	**12**	**72**
1500 - 1515	2	1	0	0	3	0	6	0	0	6	0	0	0	0	0	1	0	1	0	2	11
1515 - 1530	0	3	1	0	4	0	4	0	0	4	0	0	1	0	1	0	0	1	0	1	10
1530 - 1545	0	11	0	0	11	0	4	0	0	4	1	0	0	0	1	1	0	0	0	1	17
1545 - 1600	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	8
Hourly Total	2	18	1	0	**21**	0	18	0	0	**18**	1	0	1	0	**2**	2	1	2	0	**5**	**46**
Grand Total	7	39	3	0	**49**	0	37	5	0	**42**	8	0	2	0	**10**	4	3	10	0	**17**	**118**
Approach %	14.29	79.59	6.12	0.00	-	0.00	88.10	11.90	0.00	-	80.00	0.00	20.00	0.00	-	23.53	17.65	58.82	0.00	-	
Intersection %	5.93	33.05	2.54	0.00	41.53	0.00	31.36	4.24	0.00	35.59	6.78	0.00	1.69	0.00	8.47	3.39	2.54	8.47	0.00	14.41	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	5	0	0	5	0	4	0	0	4	1	0	1	0	2	0	0	0	0	0	11
1615 - 1630	2	5	0	0	7	1	6	0	0	7	2	0	0	0	2	0	0	2	0	2	18
1630 - 1645	0	8	0	0	8	1	6	0	0	7	0	0	0	0	0	0	0	2	0	2	17
1645 - 1700	2	1	0	0	3	0	5	0	0	5	2	0	0	0	2	1	0	0	0	1	11
Hourly Total	4	19	0	0	**23**	2	21	0	0	**23**	5	0	1	0	**6**	1	0	4	0	**5**	**57**
1700 - 1715	1	3	0	0	4	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	8
1715 - 1730	0	5	0	0	5	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	8
1730 - 1745	0	3	0	0	3	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	7
1745 - 1800	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	1	13	0	0	**14**	0	7	4	0	**11**	1	0	1	0	**2**	0	0	1	0	**1**	**28**
Grand Total	5	32	0	0	**37**	2	28	4	0	**34**	6	0	2	0	**8**	1	0	5	0	**6**	**85**
Approach %	13.51	86.49	0.00	0.00	-	5.88	82.35	11.76	0.00	-	75.00	0.00	25.00	0.00	-	16.67	0.00	83.33	0.00	-	
Intersection %	5.88	37.65	0.00	0.00	43.53	2.35	32.94	4.71	0.00	40.00	7.06	0.00	2.35	0.00	9.41	1.18	0.00	5.88	0.00	7.06	

Classified Turn Movement Count || Combination Trucks (8-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
0715 - 0730	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
0730 - 0745	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0745 - 0800	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	5	0	0	**5**	0	10	0	0	**10**	0	0	0	0	**0**	0	0	0	0	**0**	**15**
0800 - 0815	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0815 - 0830	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0845 - 0900	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	4	0	0	**4**	1	7	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	**12**
Grand Total	0	9	0	0	**9**	1	17	0	0	**18**	0	0	0	0	**0**	0	0	0	0	**0**	**27**
Approach %	0.00	100.00	0.00	0.00	-	5.56	94.44	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	33.33	0.00	0.00	33.33	3.70	62.96	0.00	0.00	66.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1445 - 1500	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	**4**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
1500 - 1515	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
1515 - 1530	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
1530 - 1545	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Hourly Total	0	6	0	0	**6**	0	2	0	0	**2**	0	1	0	0	**1**	0	0	2	0	**2**	**11**
Grand Total	0	10	0	0	**10**	0	4	0	0	**4**	0	1	0	0	**1**	0	0	2	0	**2**	**17**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	58.82	0.00	0.00	58.82	0.00	23.53	0.00	0.00	23.53	0.00	5.88	0.00	0.00	5.88	0.00	0.00	11.76	0.00	11.76	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
1630 - 1645	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
1645 - 1700	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	4
Hourly Total	0	4	0	0	**4**	0	3	1	0	**4**	1	0	0	0	**1**	0	0	2	0	**2**	**11**
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
Grand Total	0	9	0	0	**9**	0	3	1	0	**4**	1	0	0	0	**1**	0	0	2	0	**2**	**16**
Approach %	0.00	100.00	0.00	0.00	-	0.00	75.00	25.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	56.25	0.00	0.00	56.25	0.00	18.75	6.25	0.00	25.00	6.25	0.00	0.00	0.00	6.25	0.00	0.00	12.50	0.00	12.50	

Classified Turn Movement Count || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (Pioneer Rd (West))					Westbound (Pioneer Rd (East))					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (Pioneer Rd (West))					Westbound (Pioneer Rd (East))					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Grand Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (Pioneer Rd (West))					Westbound (Pioneer Rd (East))					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Merritt Island, FL

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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	FL-3 N Courtenay Pkwy (South)					FL-3 N Courtenay Pkwy (North)					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	1	3	0	0	4	3	9	1	0	13	2	0	0	0	2	0	0	0	0	0	19
0715 - 0730	0	3	0	0	3	0	19	1	0	20	1	0	1	0	2	2	0	0	0	2	27
0730 - 0745	0	5	0	0	5	2	9	0	0	11	1	0	0	0	1	1	0	5	0	6	23
0745 - 0800	0	7	0	0	7	1	6	0	0	7	0	0	0	0	0	0	1	0	0	1	15
Hourly Total	1	18	0	0	**19**	6	43	2	0	**51**	4	0	1	0	**5**	3	1	5	0	**9**	**84**
0800 - 0815	1	5	0	0	6	0	11	2	0	13	0	0	0	0	0	0	1	0	0	1	20
0815 - 0830	4	6	0	0	10	1	12	0	0	13	2	1	0	0	3	0	0	0	0	0	26
0830 - 0845	1	8	1	0	10	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	20
0845 - 0900	0	7	0	0	7	0	11	0	0	11	1	0	0	0	1	1	0	0	0	1	20
Hourly Total	6	26	1	0	**33**	1	44	2	0	**47**	3	1	0	0	**4**	1	1	0	0	**2**	**86**
Grand Total	7	44	1	0	**52**	7	87	4	0	**98**	7	1	1	0	**9**	4	2	5	0	**11**	**170**
Approach %	13.46	84.62	1.92	0.00	-	7.14	88.78	4.08	0.00	-	77.78	11.11	11.11	0.00	-	36.36	18.18	45.45	0.00	-	
Intersection %	4.12	25.88	0.59	0.00	30.59	4.12	51.18	2.35	0.00	57.65	4.12	0.59	0.59	0.00	5.29	2.35	1.18	2.94	0.00	6.47	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	FL-3 N Courtenay Pkwy (South)					FL-3 N Courtenay Pkwy (North)					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	2	7	0	0	9	0	6	0	0	6	4	0	0	0	4	1	0	1	0	2	21
1415 - 1430	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
1430 - 1445	2	8	1	0	11	0	3	3	0	6	2	0	0	0	2	0	2	7	0	9	28
1445 - 1500	1	5	1	0	7	0	5	2	0	7	1	0	1	0	2	1	0	0	0	1	17
Hourly Total	5	25	2	0	**32**	0	21	5	0	**26**	7	0	1	0	**8**	2	2	8	0	**12**	**78**
1500 - 1515	2	1	0	0	3	0	7	0	0	7	0	0	0	0	0	1	0	2	0	3	13
1515 - 1530	0	5	1	0	6	0	5	0	0	5	0	1	1	0	2	0	0	1	0	1	14
1530 - 1545	0	13	0	0	13	0	4	0	0	4	1	0	0	0	1	1	0	0	0	1	19
1545 - 1600	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	11
Hourly Total	2	24	1	0	**27**	0	20	0	0	**20**	1	1	1	0	**3**	2	1	4	0	**7**	**57**
Grand Total	7	49	3	0	**59**	0	41	5	0	**46**	8	1	2	0	**11**	4	3	12	0	**19**	**135**
Approach %	11.86	83.05	5.08	0.00	-	0.00	89.13	10.87	0.00	-	72.73	9.09	18.18	0.00	-	21.05	15.79	63.16	0.00	-	
Intersection %	5.19	36.30	2.22	0.00	43.70	0.00	30.37	3.70	0.00	34.07	5.93	0.74	1.48	0.00	8.15	2.96	2.22	8.89	0.00	14.07	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	FL-3 N Courtenay Pkwy (South)					FL-3 N Courtenay Pkwy (North)					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	6	0	0	6	0	5	0	0	5	1	0	1	0	2	0	0	0	0	0	13
1615 - 1630	2	6	0	0	8	1	7	0	0	8	3	0	0	0	3	0	0	2	0	2	21
1630 - 1645	0	9	0	0	9	1	6	1	0	8	0	0	0	0	0	0	0	2	0	2	19
1645 - 1700	2	2	0	0	4	0	6	0	0	6	2	0	0	0	2	1	0	2	0	3	15
Hourly Total	4	23	0	0	**27**	2	24	1	0	**27**	6	0	1	0	**7**	1	0	6	0	**7**	**68**
1700 - 1715	1	4	0	0	5	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	9
1715 - 1730	0	7	0	0	7	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	10
1730 - 1745	0	4	0	0	4	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	8
1745 - 1800	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	1	18	0	0	**19**	0	7	4	0	**11**	1	0	1	0	**2**	0	0	1	0	**1**	**33**
Grand Total	5	41	0	0	**46**	2	31	5	0	**38**	7	0	2	0	**9**	1	0	7	0	**8**	**101**
Approach %	10.87	89.13	0.00	0.00	-	5.26	81.58	13.16	0.00	-	77.78	0.00	22.22	0.00	-	12.50	0.00	87.50	0.00	-	
Intersection %	4.95	40.59	0.00	0.00	45.54	1.98	30.69	4.95	0.00	37.62	6.93	0.00	1.98	0.00	8.91	0.99	0.00	6.93	0.00	7.92	

Crosswalk Counts || Pedestrians

Merritt Island, FL

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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	2	**2**	**2**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	1	1	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	4	0	4	0	0	0	0	1	1	0	1	1	6
Hourly Total	4	0	**4**	0	0	**0**	0	1	**1**	0	1	**1**	**6**
Grand Total	4	0	**4**	0	0	**0**	0	1	**1**	0	2	**2**	**7**
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	57.14	0.00	57.14	0.00	0.00	0.00	0.00	14.29	14.29	0.00	28.57	28.57	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	2	0	2	2
1645 - 1700	0	0	0	0	2	2	0	2	2	0	0	0	4
Hourly Total	0	0	**0**	0	2	**2**	0	2	**2**	2	1	**3**	**7**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	2	**2**	0	2	**2**	2	1	**3**	**7**
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	66.67	33.33	-	
Intersection %	0.00	0.00	0.00	0.00	28.57	28.57	0.00	28.57	28.57	28.57	14.29	42.86	

Crosswalk Counts || Bicycles

Merritt Island, FL

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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	1	1	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	0	1	**1**	0	1	**1**	0	0	**0**	**2**
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	50.00	50.00	0.00	50.00	50.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	1	**1**	0	1	**1**	**2**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	0.00	50.00	50.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Merritt Island, FL

Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 12/11/2025	Pioneer Rd (West) Eastbound			Pioneer Rd (East) Westbound			FL-3 N Courtenay Pkwy (South) Northbound			FL-3 N Courtenay Pkwy (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	11	2	5	7	5	25	8	161	2	28	136	5	395
07:15 AM - 07:30 AM	12	6	6	17	3	24	6	169	14	53	239	12	561
07:30 AM - 07:45 AM	17	9	9	37	6	58	8	233	27	69	259	7	739
07:45 AM - 08:00 AM	22	16	6	59	14	72	5	172	30	95	308	10	809
08:00 AM - 08:15 AM	16	2	10	39	13	33	11	228	13	23	340	9	737
08:15 AM - 08:30 AM	20	3	5	35	3	14	4	247	14	25	359	3	732
08:30 AM - 08:45 AM	22	3	5	12	4	17	4	253	13	29	309	7	678
08:45 AM - 09:00 AM	19	4	7	22	4	17	6	218	12	20	303	5	637
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	17	2	3	17	1	21	15	252	26	26	283	6	669
02:15 PM - 02:30 PM	16	3	5	22	2	10	7	271	27	40	293	7	703
02:30 PM - 02:45 PM	17	4	10	40	7	59	12	294	30	49	286	13	821
02:45 PM - 03:00 PM	15	1	6	40	4	48	8	293	22	18	300	6	761
03:00 PM - 03:15 PM	26	4	12	29	3	20	7	256	23	18	325	5	728
03:15 PM - 03:30 PM	23	5	7	25	3	19	10	307	18	29	348	11	805
03:30 PM - 03:45 PM	25	7	6	27	4	31	8	336	14	24	365	10	857
03:45 PM - 04:00 PM	36	2	8	31	10	30	18	374	14	21	331	5	880
04:00 PM - 04:15 PM	19	5	8	19	5	20	14	351	24	21	350	5	841
04:15 PM - 04:30 PM	25	2	8	17	2	25	6	342	26	29	350	13	845
04:30 PM - 04:45 PM	31	5	6	22	7	22	7	315	18	23	344	11	811
04:45 PM - 05:00 PM	26	7	6	41	4	26	8	276	23	23	363	2	805
05:00 PM - 05:15 PM	25	3	10	22	5	26	10	376	15	21	332	7	852
05:15 PM - 05:30 PM	17	8	6	29	6	19	6	309	22	23	378	6	829
05:30 PM - 05:45 PM	25	5	10	26	3	20	4	276	13	17	356	7	762
05:45 PM - 06:00 PM	13	2	5	24	2	9	9	273	14	9	353	3	716
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Merritt Island, FL

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Marr Traffic DATA COLLECTION

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Thursday, December 11, 2025		
	Fair	61°F
Period	0700 - 0900	APPLY
Peak Hour	0745 - 0845	APPLY
Global PH	0745 - 0845	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Merritt Island, FL

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Thursday, December 11, 2025		
	Fair	61°F
Period	1600 - 1800	APPLY
Peak Hour	1615 - 1715	APPLY
Global PH	1600 - 1700	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound				Southbound				Eastbound				Westbound	
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-R				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
0700 - 0715	137	55	0	192	38	92	1	131	197	0	102	299		622
0715 - 0730	187	75	0	262	29	167	2	198	148	0	171	319		779
0730 - 0745	244	57	0	301	58	179	2	239	130	0	170	300		840
0745 - 0800	230	64	0	294	58	208	1	267	189	0	227	416		977
Hourly Total	798	251	0	**1049**	183	646	6	**835**	664	0	670	**1334**		**3218**
0800 - 0815	252	55	0	307	57	188	1	246	155	0	181	336		889
0815 - 0830	231	69	0	300	58	227	0	285	191	0	180	371		956
0830 - 0845	231	97	0	328	35	178	0	213	145	0	183	328		869
0845 - 0900	221	59	0	280	40	169	1	210	110	0	179	289		779
Hourly Total	935	280	0	**1215**	190	762	2	**954**	601	0	723	**1324**		**3493**
Grand Total	1733	531	0	**2264**	373	1408	8	**1789**	1265	0	1393	**2658**		**6711**
Approach %	76.55	23.45	0.00	-	20.85	78.70	0.45	-	47.59	0.00	52.41	-		
Intersection %	25.82	7.91	0.00	33.74	5.56	20.98	0.12	26.66	18.85	0.00	20.76	39.61		
Heavy Vehicle %	2	4	-	**3**	8	4	0	**5**	6	-	3	**4**		**4**
PHF	0.94	0.73	0.00	**0.94**	0.90	0.88	0.50	**0.89**	0.89	0.00	0.85	**0.87**		**0.94**
Peak Hour Total	944	285	0	**1229**	208	801	2	**1011**	680	0	771	**1451**		**3691**
Peak Hour HV %	2	2	0	**2**	7	2	0	**3**	6	0	2	**4**		**3**

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound				Southbound				Eastbound				Westbound	
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-R				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
1400 - 1415	223	50	0	273	35	163	1	199	79	0	137	216		688
1415 - 1430	237	61	0	298	67	205	0	272	83	0	139	222		792
1430 - 1445	296	44	0	340	63	207	2	272	89	0	143	232		844
1445 - 1500	311	61	0	372	52	217	0	269	79	0	123	202		843
Hourly Total	1067	216	0	**1283**	217	792	3	**1012**	330	0	542	**872**		**3167**
1500 - 1515	238	61	0	299	61	232	0	293	99	0	174	273		865
1515 - 1530	293	64	0	357	72	285	2	359	78	0	139	217		933
1530 - 1545	317	68	0	385	68	271	0	339	92	0	175	267		991
1545 - 1600	361	67	0	428	62	254	1	317	96	0	158	254		999
Hourly Total	1209	260	0	**1469**	263	1042	3	**1308**	365	0	646	**1011**		**3788**
Grand Total	2276	476	0	**2752**	480	1834	6	**2320**	695	0	1188	**1883**		**6955**
Approach %	82.70	17.30	0.00	-	20.69	79.05	0.26	-	36.91	0.00	63.09	-		
Intersection %	32.72	6.84	0.00	39.57	6.90	26.37	0.09	33.36	9.99	0.00	17.08	27.07		
Heavy Vehicle %	3	1	-	**3**	2	1	17	**2**	5	-	2	**3**		**2**
PHF	0.84	0.96	0.00	**0.86**	0.91	0.91	0.38	**0.91**	0.92	0.00	0.92	**0.93**		**0.95**
Peak Hour Total	1209	260	0	**1469**	263	1042	3	**1308**	365	0	646	**1011**		**3788**
Peak Hour HV %	2	2	0	**2**	0	1	33	**1**	5	0	1	**3**		**2**

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound				Southbound				Eastbound				Westbound	
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-R				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
1600 - 1615	279	71	0	350	89	251	1	341	91	0	141	232		923
1615 - 1630	339	57	0	396	70	270	2	342	85	0	155	240		978
1630 - 1645	310	68	0	378	74	248	0	322	92	0	166	258		958
1645 - 1700	243	61	0	304	79	266	0	345	106	1	161	268		917
Hourly Total	1171	257	0	**1428**	312	1035	3	**1350**	374	1	623	**998**		**3776**
1700 - 1715	324	67	0	391	97	234	0	331	78	0	132	210		932
1715 - 1730	308	63	0	371	79	238	0	317	77	0	175	252		940
1730 - 1745	251	54	0	305	90	211	0	301	106	0	196	302		908
1745 - 1800	239	45	0	284	107	238	0	345	71	0	142	213		842
Hourly Total	1122	229	0	**1351**	373	921	0	**1294**	332	0	645	**977**		**3622**
Grand Total	2293	486	0	**2779**	685	1956	3	**2644**	706	1	1268	**1975**		**7398**
Approach %	82.51	17.49	0.00	-	25.91	73.98	0.11	-	35.75	0.05	64.20	-		
Intersection %	30.99	6.57	0.00	37.56	9.26	26.44	0.04	35.74	9.54	0.01	17.14	26.70		
Heavy Vehicle %	2	1	-	**2**	1	1	0	**1**	2	0	1	**2**		**2**
PHF	0.86	0.90	0.00	**0.90**	0.88	0.96	0.38	**0.98**	0.88	0.25	0.94	**0.93**		**0.97**
Peak Hour Total	1171	257	0	**1428**	312	1035	3	**1350**	374	1	623	**998**		**3776**
Peak Hour HV %	3	1	0	**2**	1	2	0	**2**	3	0	2	**2**		**2**

Classified Turn Movement Count || Passenger Vehicles (1-3)

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound	
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-R				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
0700 - 0715	135	50	0	185	33	84	1	118	192	0	96	288		591
0715 - 0730	186	74	0	260	24	145	2	171	137	0	168	305		736
0730 - 0745	233	54	0	287	56	176	2	234	124	0	164	288		809
0745 - 0800	225	64	0	289	55	207	1	263	177	0	224	401		953
Hourly Total	779	242	0	**1021**	168	612	6	**786**	630	0	652	**1282**		**3089**
0800 - 0815	246	55	0	301	56	186	1	243	149	0	178	327		871
0815 - 0830	226	68	0	294	50	214	0	264	179	0	175	354		912
0830 - 0845	225	91	0	316	32	173	0	205	135	0	178	313		834
0845 - 0900	217	56	0	273	37	159	1	197	101	0	172	273		743
Hourly Total	914	270	0	**1184**	175	732	2	**909**	564	0	703	**1267**		**3360**
Grand Total	1693	512	0	**2205**	343	1344	8	**1695**	1194	0	1355	**2549**		**6449**
Approach %	76.78	23.22	0.00	-	20.24	79.29	0.47	-	46.84	0.00	53.16	-		
Intersection %	26.25	7.94	0.00	34.19	5.32	20.84	0.12	26.28	18.51	0.00	21.01	39.53		

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound	
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-R				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
1400 - 1415	218	50	0	268	34	160	1	195	73	0	133	206		669
1415 - 1430	227	60	0	287	62	203	0	265	79	0	137	216		768
1430 - 1445	280	43	0	323	63	206	2	271	85	0	137	222		816
1445 - 1500	303	61	0	364	50	212	0	262	76	0	120	196		822
Hourly Total	1028	214	0	**1242**	209	781	3	**993**	313	0	527	**840**		**3075**
1500 - 1515	236	61	0	297	61	225	0	286	94	0	171	265		848
1515 - 1530	289	64	0	353	72	282	2	356	69	0	138	207		916
1530 - 1545	303	65	0	368	68	269	0	337	89	0	171	260		965
1545 - 1600	356	66	0	422	62	250	0	312	95	0	157	252		986
Hourly Total	1184	256	0	**1440**	263	1026	2	**1291**	347	0	637	**984**		**3715**
Grand Total	2212	470	0	**2682**	472	1807	5	**2284**	660	0	1164	**1824**		**6790**
Approach %	82.48	17.52	0.00	-	20.67	79.12	0.22	-	36.18	0.00	63.82	-		
Intersection %	32.58	6.92	0.00	39.50	6.95	26.61	0.07	33.64	9.72	0.00	17.14	26.86		

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound	
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-R				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
1600 - 1615	272	71	0	343	88	245	1	334	88	0	137	225		902
1615 - 1630	329	56	0	385	70	266	2	338	81	0	152	233		956
1630 - 1645	301	67	0	368	73	245	0	318	88	0	164	252		938
1645 - 1700	237	61	0	298	78	260	0	338	104	1	159	264		900
Hourly Total	1139	255	0	**1394**	309	1016	3	**1328**	361	1	612	**974**		**3696**
1700 - 1715	320	67	0	387	96	231	0	327	76	0	131	207		921
1715 - 1730	303	62	0	365	79	238	0	317	77	0	174	251		933
1730 - 1745	245	54	0	299	90	207	0	297	106	0	196	302		898
1745 - 1800	236	45	0	281	107	235	0	342	69	0	141	210		833
Hourly Total	1104	228	0	**1332**	372	911	0	**1283**	328	0	642	**970**		**3585**
Grand Total	2243	483	0	**2726**	681	1927	3	**2611**	689	1	1254	**1944**		**7281**
Approach %	82.28	17.72	0.00	-	26.08	73.80	0.11	-	35.44	0.05	64.51	-		
Intersection %	30.81	6.63	0.00	37.44	9.35	26.47	0.04	35.86	9.46	0.01	17.22	26.70		

Classified Turn Movement Count || Single Unit Trucks (4-7)

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound FL-3 N Courtenay Pkwy (South)				Southbound FL-3 N Courtenay Pkwy (North)				Eastbound FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				Westbound FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
0700 - 0715	2	4	0	6	4	7	0	11	5	0	4	9		26
0715 - 0730	1	1	0	2	3	18	0	21	9	0	2	11		34
0730 - 0745	9	2	0	11	2	2	0	4	5	0	5	10		25
0745 - 0800	4	0	0	4	2	1	0	3	10	0	3	13		20
Hourly Total	16	7	0	**23**	11	28	0	**39**	29	0	14	**43**		**105**
0800 - 0815	5	0	0	5	1	2	0	3	5	0	2	7		15
0815 - 0830	4	1	0	5	8	11	0	19	8	0	4	12		36
0830 - 0845	5	6	0	11	3	3	0	6	8	0	4	12		29
0845 - 0900	3	3	0	6	3	9	0	12	8	0	5	13		31
Hourly Total	17	10	0	**27**	15	25	0	**40**	29	0	15	**44**		**111**
Grand Total	33	17	0	**50**	26	53	0	**79**	58	0	29	**87**		**216**
Approach %	66.00	34.00	0.00	-	32.91	67.09	0.00	-	66.67	0.00	33.33	-		
Intersection %	15.28	7.87	0.00	23.15	12.04	24.54	0.00	36.57	26.85	0.00	13.43	40.28		

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound FL-3 N Courtenay Pkwy (South)				Southbound FL-3 N Courtenay Pkwy (North)				Eastbound FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				Westbound FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
1400 - 1415	3	0	0	3	1	3	0	4	4	0	4	8		15
1415 - 1430	10	1	0	11	5	2	0	7	3	0	2	5		23
1430 - 1445	14	0	0	14	0	1	0	1	4	0	6	10		25
1445 - 1500	8	0	0	8	2	4	0	6	2	0	2	4		18
Hourly Total	35	1	0	**36**	8	10	0	**18**	13	0	14	**27**		**81**
1500 - 1515	1	0	0	1	0	6	0	6	4	0	3	7		14
1515 - 1530	4	0	0	4	0	3	0	3	4	0	0	4		11
1530 - 1545	14	0	0	14	0	2	0	2	1	0	4	5		21
1545 - 1600	1	1	0	2	0	3	0	3	1	0	1	2		7
Hourly Total	20	1	0	**21**	0	14	0	**14**	10	0	8	**18**		**53**
Grand Total	55	2	0	**57**	8	24	0	**32**	23	0	22	**45**		**134**
Approach %	96.49	3.51	0.00	-	25.00	75.00	0.00	-	51.11	0.00	48.89	-		
Intersection %	41.04	1.49	0.00	42.54	5.97	17.91	0.00	23.88	17.16	0.00	16.42	33.58		

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound FL-3 N Courtenay Pkwy (South)				Southbound FL-3 N Courtenay Pkwy (North)				Eastbound FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				Westbound FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
1600 - 1615	6	0	0	6	1	5	0	6	1	0	2	3		15
1615 - 1630	8	1	0	9	0	3	0	3	2	0	2	4		16
1630 - 1645	8	1	0	9	1	3	0	4	4	0	2	6		19
1645 - 1700	3	0	0	3	1	6	0	7	2	0	2	4		14
Hourly Total	25	2	0	**27**	3	17	0	**20**	9	0	8	**17**		**64**
1700 - 1715	3	0	0	3	1	3	0	4	2	0	1	3		10
1715 - 1730	3	1	0	4	0	0	0	0	0	0	1	1		5
1730 - 1745	5	0	0	5	0	4	0	4	0	0	0	0		9
1745 - 1800	2	0	0	2	0	3	0	3	1	0	1	2		7
Hourly Total	13	1	0	**14**	1	10	0	**11**	3	0	3	**6**		**31**
Grand Total	38	3	0	**41**	4	27	0	**31**	12	0	11	**23**		**95**
Approach %	92.68	7.32	0.00	-	12.90	87.10	0.00	-	52.17	0.00	47.83	-		
Intersection %	40.00	3.16	0.00	43.16	4.21	28.42	0.00	32.63	12.63	0.00	11.58	24.21		

Classified Turn Movement Count || Combination Trucks (8-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
0700 - 0715	0	1	0	1	1	1	0	2	0	0	2	2					5
0715 - 0730	0	0	0	0	2	4	0	6	2	0	1	3					9
0730 - 0745	2	1	0	3	0	1	0	1	1	0	1	2					6
0745 - 0800	1	0	0	1	1	0	0	1	2	0	0	2					4
Hourly Total	3	2	0	**5**	4	6	0	**10**	5	0	4	**9**					**24**
0800 - 0815	1	0	0	1	0	0	0	0	1	0	1	2					3
0815 - 0830	1	0	0	1	0	2	0	2	4	0	1	5					8
0830 - 0845	1	0	0	1	0	1	0	1	2	0	1	3					5
0845 - 0900	1	0	0	1	0	0	0	0	1	0	2	3					4
Hourly Total	4	0	0	**4**	0	3	0	**3**	8	0	5	**13**					**20**
Grand Total	7	2	0	**9**	4	9	0	**13**	13	0	9	**22**					**44**
Approach %	77.78	22.22	0.00	-	30.77	69.23	0.00	-	59.09	0.00	40.91	-					
Intersection %	15.91	4.55	0.00	20.45	9.09	20.45	0.00	29.55	29.55	0.00	20.45	50.00					

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1400 - 1415	2	0	0	2	0	0	0	0	2	0	0	2					4
1415 - 1430	0	0	0	0	0	0	0	0	1	0	0	1					1
1430 - 1445	1	1	0	2	0	0	0	0	0	0	0	0					2
1445 - 1500	0	0	0	0	0	1	0	1	1	0	1	2					3
Hourly Total	3	1	0	**4**	0	1	0	**1**	4	0	1	**5**					**10**
1500 - 1515	1	0	0	1	0	1	0	1	1	0	0	1					3
1515 - 1530	0	0	0	0	0	0	0	0	5	0	1	6					6
1530 - 1545	0	3	0	3	0	0	0	0	2	0	0	2					5
1545 - 1600	4	0	0	4	0	0	1	1	0	0	0	0					5
Hourly Total	5	3	0	**8**	0	1	1	**2**	8	0	1	**9**					**19**
Grand Total	8	4	0	**12**	0	2	1	**3**	12	0	2	**14**					**29**
Approach %	66.67	33.33	0.00	-	0.00	66.67	33.33	-	85.71	0.00	14.29	-					
Intersection %	27.59	13.79	0.00	41.38	0.00	6.90	3.45	10.34	41.38	0.00	6.90	48.28					

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1600 - 1615	1	0	0	1	0	0	0	0	2	0	2	4					5
1615 - 1630	2	0	0	2	0	1	0	1	2	0	1	3					6
1630 - 1645	1	0	0	1	0	0	0	0	0	0	0	0					1
1645 - 1700	3	0	0	3	0	0	0	0	0	0	0	0					3
Hourly Total	7	0	0	**7**	0	1	0	**1**	4	0	3	**7**					**15**
1700 - 1715	1	0	0	1	0	0	0	0	0	0	0	0					1
1715 - 1730	2	0	0	2	0	0	0	0	0	0	0	0					2
1730 - 1745	1	0	0	1	0	0	0	0	0	0	0	0					1
1745 - 1800	1	0	0	1	0	0	0	0	1	0	0	1					2
Hourly Total	5	0	0	**5**	0	0	0	**0**	1	0	0	**1**					**6**
Grand Total	12	0	0	**12**	0	1	0	**1**	5	0	3	**8**					**21**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	62.50	0.00	37.50	-					
Intersection %	57.14	0.00	0.00	57.14	0.00	4.76	0.00	4.76	23.81	0.00	14.29	38.10					

Classified Turn Movement Count || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
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Lat/Long
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound				Southbound				Eastbound				Westbound	
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-R				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0		0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0		0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0		0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0		0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**		**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0		0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0		0
0830 - 0845	0	0	0	0	0	1	0	1	0	0	0	0		1
0845 - 0900	0	0	0	0	0	1	0	1	0	0	0	0		1
Hourly Total	0	0	0	**0**	0	2	0	**2**	0	0	0	**0**		**2**
Grand Total	0	0	0	**0**	0	2	0	**2**	0	0	0	**0**		**2**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-		
Intersection %	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00		

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound				Southbound				Eastbound				Westbound	
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-R				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0		0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0		0
1430 - 1445	1	0	0	1	0	0	0	0	0	0	0	0		1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0		0
Hourly Total	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**		**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0		0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0		0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0		0
1545 - 1600	0	0	0	0	0	1	0	1	0	0	0	0		1
Hourly Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**		**1**
Grand Total	1	0	0	**1**	0	1	0	**1**	0	0	0	**0**		**2**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-		
Intersection %	50.00	0.00	0.00	50.00	0.00	50.00	0.00	50.00	0.00	0.00	0.00	0.00		

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound				Southbound				Eastbound				Westbound	
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-R				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
1600 - 1615	0	0	0	0	0	1	0	1	0	0	0	0		1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0		0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0		0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0		0
Hourly Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**		**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0		0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0		0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0		0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0		0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**		**0**
Grand Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**		**1**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-		
Intersection %	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00		

Classified Turn Movement Count || All Trucks (4-13)

Merritt Island, FL

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Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
0700 - 0715	2	5	0	7	5	8	0	13	5	0	6	11					31
0715 - 0730	1	1	0	2	5	22	0	27	11	0	3	14					43
0730 - 0745	11	3	0	14	2	3	0	5	6	0	6	12					31
0745 - 0800	5	0	0	5	3	1	0	4	12	0	3	15					24
Hourly Total	19	9	0	**28**	15	34	0	**49**	34	0	18	**52**					**129**
0800 - 0815	6	0	0	6	1	2	0	3	6	0	3	9					18
0815 - 0830	5	1	0	6	8	13	0	21	12	0	5	17					44
0830 - 0845	6	6	0	12	3	4	0	7	10	0	5	15					34
0845 - 0900	4	3	0	7	3	9	0	12	9	0	7	16					35
Hourly Total	21	10	0	**31**	15	28	0	**43**	37	0	20	**57**					**131**
Grand Total	40	19	0	**59**	30	62	0	**92**	71	0	38	**109**					**260**
Approach %	67.80	32.20	0.00	-	32.61	67.39	0.00	-	65.14	0.00	34.86	-					
Intersection %	15.38	7.31	0.00	22.69	11.54	23.85	0.00	35.38	27.31	0.00	14.62	41.92					

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1400 - 1415	5	0	0	5	1	3	0	4	6	0	4	10					19
1415 - 1430	10	1	0	11	5	2	0	7	4	0	2	6					24
1430 - 1445	15	1	0	16	0	1	0	1	4	0	6	10					27
1445 - 1500	8	0	0	8	2	5	0	7	3	0	3	6					21
Hourly Total	38	2	0	**40**	8	11	0	**19**	17	0	15	**32**					**91**
1500 - 1515	2	0	0	2	0	7	0	7	5	0	3	8					17
1515 - 1530	4	0	0	4	0	3	0	3	9	0	1	10					17
1530 - 1545	14	3	0	17	0	2	0	2	3	0	4	7					26
1545 - 1600	5	1	0	6	0	3	1	4	1	0	1	2					12
Hourly Total	25	4	0	**29**	0	15	1	**16**	18	0	9	**27**					**72**
Grand Total	63	6	0	**69**	8	26	1	**35**	35	0	24	**59**					**163**
Approach %	91.30	8.70	0.00	-	22.86	74.29	2.86	-	59.32	0.00	40.68	-					
Intersection %	38.65	3.68	0.00	42.33	4.91	15.95	0.61	21.47	21.47	0.00	14.72	36.20					

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1600 - 1615	7	0	0	7	1	5	0	6	3	0	4	7					20
1615 - 1630	10	1	0	11	0	4	0	4	4	0	3	7					22
1630 - 1645	9	1	0	10	1	3	0	4	4	0	2	6					20
1645 - 1700	6	0	0	6	1	6	0	7	2	0	2	4					17
Hourly Total	32	2	0	**34**	3	18	0	**21**	13	0	11	**24**					**79**
1700 - 1715	4	0	0	4	1	3	0	4	2	0	1	3					11
1715 - 1730	5	1	0	6	0	0	0	0	0	0	1	1					7
1730 - 1745	6	0	0	6	0	4	0	4	0	0	0	0					10
1745 - 1800	3	0	0	3	0	3	0	3	2	0	1	3					9
Hourly Total	18	1	0	**19**	1	10	0	**11**	4	0	3	**7**					**37**
Grand Total	50	3	0	**53**	4	28	0	**32**	17	0	14	**31**					**116**
Approach %	94.34	5.66	0.00	-	12.50	87.50	0.00	-	54.84	0.00	45.16	-					
Intersection %	43.10	2.59	0.00	45.69	3.45	24.14	0.00	27.59	14.66	0.00	12.07	26.72					

Crosswalk Counts || Pedestrians

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
Click here for Map

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0700 - 0900 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	1	0	1	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	1	0	1	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	1	0	1	0	0	0	1
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	1	0	**1**	**2**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	2	2	0	1	1	3
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	2	**2**	0	1	**1**	**3**
Grand Total	0	0	**0**	0	0	**0**	1	2	**3**	1	1	**2**	**5**
Approach %	0.00	0.00	-	0.00	0.00	-	33.33	66.67	-	50.00	50.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	20.00	40.00	60.00	20.00	20.00	40.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	1	1	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	1	1	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	2	**2**	0	0	**0**	**2**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
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0700 - 0900 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	1	0	1	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	1	1	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Merritt Island, FL

Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
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Lat/Long
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 12/11/2025	In Andersen Beachline Expy E/Bou			In Andersen Beachline Expy E/Bou			FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			
	Eastbound			Westbound			Northbound			Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	197	0	102	0	0	0	0	137	55	38	92	0	621
07:15 AM - 07:30 AM	148	0	171	0	0	0	0	187	75	29	167	0	777
07:30 AM - 07:45 AM	130	0	170	0	0	0	0	244	57	58	179	0	838
07:45 AM - 08:00 AM	189	0	227	0	0	0	0	230	64	58	208	0	976
08:00 AM - 08:15 AM	155	0	181	0	0	0	0	252	55	57	188	0	888
08:15 AM - 08:30 AM	191	0	180	0	0	0	0	231	69	58	227	0	956
08:30 AM - 08:45 AM	145	0	183	0	0	0	0	231	97	35	178	0	869
08:45 AM - 09:00 AM	110	0	179	0	0	0	0	221	59	40	169	0	778
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	79	0	137	0	0	0	0	223	50	35	163	0	687
02:15 PM - 02:30 PM	83	0	139	0	0	0	0	237	61	67	205	0	792
02:30 PM - 02:45 PM	89	0	143	0	0	0	0	296	44	63	207	0	842
02:45 PM - 03:00 PM	79	0	123	0	0	0	0	311	61	52	217	0	843
03:00 PM - 03:15 PM	99	0	174	0	0	0	0	238	61	61	232	0	865
03:15 PM - 03:30 PM	78	0	139	0	0	0	0	293	64	72	285	0	931
03:30 PM - 03:45 PM	92	0	175	0	0	0	0	317	68	68	271	0	991
03:45 PM - 04:00 PM	96	0	158	0	0	0	0	361	67	62	254	0	998
04:00 PM - 04:15 PM	91	0	141	0	0	0	0	279	71	89	251	0	922
04:15 PM - 04:30 PM	85	0	155	0	0	0	0	339	57	70	270	0	976
04:30 PM - 04:45 PM	92	0	166	0	0	0	0	310	68	74	248	0	958
04:45 PM - 05:00 PM	106	1	161	0	0	0	0	243	61	79	266	0	917
05:00 PM - 05:15 PM	78	0	132	0	0	0	0	324	67	97	234	0	932
05:15 PM - 05:30 PM	77	0	175	0	0	0	0	308	63	79	238	0	940
05:30 PM - 05:45 PM	106	0	196	0	0	0	0	251	54	90	211	0	908
05:45 PM - 06:00 PM	71	0	142	0	0	0	0	239	45	107	238	0	842
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

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Thursday, December 11, 2025		
	Fair	61°F
Period	0700 - 0900	APPLY
Peak Hour	0745 - 0845	APPLY
Global PH	0745 - 0845	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

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Thursday, December 11, 2025		
	Fair	61°F
Period	1600 - 1800	APPLY
Peak Hour	1600 - 1700	APPLY
Global PH	1600 - 1700	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	79	276	0	355	97	88	0	185					29	0	51	80	620
0715 - 0730	83	236	0	319	179	77	0	256					27	0	72	99	674
0730 - 0745	92	248	1	341	187	88	0	275					42	0	84	126	742
0745 - 0800	112	361	0	473	226	92	0	318					41	0	89	130	921
Hourly Total	366	1121	1	**1488**	689	345	0	**1034**					139	0	296	**435**	**2957**
0800 - 0815	111	285	0	396	198	95	0	293					43	0	75	118	807
0815 - 0830	93	308	0	401	219	104	0	323					58	0	86	144	868
0830 - 0845	106	307	0	413	173	80	0	253					53	0	103	156	822
0845 - 0900	104	203	0	307	159	90	0	249					55	0	80	135	691
Hourly Total	414	1103	0	**1517**	749	369	0	**1118**					209	0	344	**553**	**3188**
Grand Total	780	2224	1	**3005**	1438	714	0	**2152**					348	0	640	**988**	**6145**
Approach %	25.96	74.01	0.03	-	66.82	33.18	0.00	-					35.22	0.00	64.78	-	
Intersection %	12.69	36.19	0.02	48.90	23.40	11.62	0.00	35.02					5.66	0.00	10.41	16.08	
Heavy Vehicle %	3	4	0	**4**	6	7	-	**6**					2	-	4	**3**	**5**
PHF	0.94	0.87	0.00	**0.89**	0.90	0.89	0.00	**0.92**					0.84	0.00	0.86	**0.88**	**0.93**
Peak Hour Total	422	1261	0	**1683**	816	371	0	**1187**					195	0	353	**548**	**3418**
Peak Hour HV %	3	4	0	**4**	4	10	0	**6**					1	0	4	**3**	**4**

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	112	182	0	294	162	98	0	260					44	0	39	83	637
1415 - 1430	108	223	1	332	207	92	0	299					67	0	53	120	751
1430 - 1445	134	240	0	374	220	132	0	352					55	0	42	97	823
1445 - 1500	152	233	0	385	209	132	0	341					53	1	56	110	836
Hourly Total	506	878	1	**1385**	798	454	0	**1252**					219	1	190	**410**	**3047**
1500 - 1515	135	209	0	344	217	125	0	342					71	0	51	122	808
1515 - 1530	145	242	0	387	285	181	0	466					60	0	58	118	971
1530 - 1545	154	261	1	416	270	204	0	474					66	0	58	124	1014
1545 - 1600	184	259	0	443	220	235	0	455					105	0	72	177	1075
Hourly Total	618	971	1	**1590**	992	745	0	**1737**					302	0	239	**541**	**3868**
Grand Total	1124	1849	2	**2975**	1790	1199	0	**2989**					521	1	429	**951**	**6915**
Approach %	37.78	62.15	0.07	-	59.89	40.11	0.00	-					54.78	0.11	45.11	-	
Intersection %	16.25	26.74	0.03	43.02	25.89	17.34	0.00	43.22					7.53	0.01	6.20	13.75	
Heavy Vehicle %	2	4	0	**3**	2	5	-	**3**					1	0	5	**3**	**3**
PHF	0.84	0.93	0.25	**0.90**	0.87	0.79	0.00	**0.92**					0.72	0.00	0.83	**0.76**	**0.90**
Peak Hour Total	618	971	1	**1590**	992	745	0	**1737**					302	0	239	**541**	**3868**
Peak Hour HV %	1	4	0	**3**	1	4	0	**2**					1	0	4	**2**	**3**

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	146	223	0	369	268	226	0	494					66	0	63	129	992
1615 - 1630	157	253	0	410	273	211	0	484					80	0	68	148	1042
1630 - 1645	160	250	0	410	263	172	0	435					62	0	71	133	978
1645 - 1700	135	217	0	352	246	209	0	455					93	0	65	158	965
Hourly Total	598	943	0	**1541**	1050	818	0	**1868**					301	0	267	**568**	**3977**
1700 - 1715	154	237	0	391	280	175	0	455					55	0	52	107	953
1715 - 1730	158	229	0	387	249	214	0	463					66	0	57	123	973
1730 - 1745	143	217	0	360	243	188	0	431					62	0	44	106	897
1745 - 1800	120	207	0	327	296	182	0	478					47	0	32	79	884
Hourly Total	575	890	0	**1465**	1068	759	0	**1827**					230	0	185	**415**	**3707**
Grand Total	1173	1833	0	**3006**	2118	1577	0	**3695**					531	0	452	**983**	**7684**
Approach %	39.02	60.98	0.00	-	57.32	42.68	0.00	-					54.02	0.00	45.98	-	
Intersection %	15.27	23.85	0.00	39.12	27.56	20.52	0.00	48.09					6.91	0.00	5.88	12.79	
Heavy Vehicle %	2	2	-	**2**	1	3	-	**2**					1	-	3	**2**	**2**
PHF	0.93	0.93	0.00	**0.94**	0.96	0.90	0.00	**0.95**					0.81	0.00	0.94	**0.90**	**0.95**
Peak Hour Total	598	943	0	**1541**	1050	818	0	**1868**					301	0	267	**568**	**3977**
Peak Hour HV %	3	3	0	**3**	1	3	0	**2**					2	0	4	**3**	**3**

Classified Turn Movement Count || Passenger Vehicles (1-3)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
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Weather
Fair
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	77	268	0	345	84	84	0	168					29	0	49	78	591
0715 - 0730	83	226	0	309	153	74	0	227					26	0	67	93	629
0730 - 0745	87	236	1	324	183	87	0	270					41	0	81	122	716
0745 - 0800	108	349	0	457	222	84	0	306					41	0	88	129	892
Hourly Total	355	1079	1	**1435**	642	329	0	**971**					137	0	285	**422**	**2828**
0800 - 0815	108	275	0	383	192	85	0	277					43	0	70	113	773
0815 - 0830	90	296	0	386	202	89	0	291					57	0	82	139	816
0830 - 0845	102	294	0	396	166	76	0	242					52	0	98	150	788
0845 - 0900	101	193	0	294	150	84	0	234					52	0	78	130	658
Hourly Total	401	1058	0	**1459**	710	334	0	**1044**					204	0	328	**532**	**3035**
Grand Total	756	2137	1	**2894**	1352	663	0	**2015**					341	0	613	**954**	**5863**
Approach %	26.12	73.84	0.03	-	67.10	32.90	0.00	-					35.74	0.00	64.26	-	
Intersection %	12.89	36.45	0.02	49.36	23.06	11.31	0.00	34.37					5.82	0.00	10.46	16.27	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	109	174	0	283	157	88	0	245					43	0	36	79	607
1415 - 1430	99	215	1	315	202	86	0	288					67	0	51	118	721
1430 - 1445	130	226	0	356	219	125	0	344					55	0	38	93	793
1445 - 1500	149	226	0	375	204	127	0	331					51	1	54	106	812
Hourly Total	487	841	1	**1329**	782	426	0	**1208**					216	1	179	**396**	**2933**
1500 - 1515	135	204	0	339	211	120	0	331					68	0	47	115	785
1515 - 1530	142	232	0	374	284	172	0	456					60	0	57	117	947
1530 - 1545	152	248	1	401	268	198	0	466					66	0	58	124	991
1545 - 1600	182	250	0	432	216	227	0	443					104	0	68	172	1047
Hourly Total	611	934	1	**1546**	979	717	0	**1696**					298	0	230	**528**	**3770**
Grand Total	1098	1775	2	**2875**	1761	1143	0	**2904**					514	1	409	**924**	**6703**
Approach %	38.19	61.74	0.07	-	60.64	39.36	0.00	-					55.63	0.11	44.26	-	
Intersection %	16.38	26.48	0.03	42.89	26.27	17.05	0.00	43.32					7.67	0.01	6.10	13.78	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	139	219	0	358	262	220	0	482					66	0	62	128	968
1615 - 1630	151	246	0	397	271	207	0	478					78	0	64	142	1017
1630 - 1645	155	243	0	398	260	167	0	427					61	0	68	129	954
1645 - 1700	134	209	0	343	243	200	0	443					89	0	61	150	936
Hourly Total	579	917	0	**1496**	1036	794	0	**1830**					294	0	255	**549**	**3875**
1700 - 1715	150	234	0	384	276	167	0	443					55	0	51	106	933
1715 - 1730	156	226	0	382	249	207	0	456					66	0	57	123	961
1730 - 1745	141	213	0	354	239	183	0	422					62	0	44	106	882
1745 - 1800	118	204	0	322	293	180	0	473					47	0	32	79	874
Hourly Total	565	877	0	**1442**	1057	737	0	**1794**					230	0	184	**414**	**3650**
Grand Total	1144	1794	0	**2938**	2093	1531	0	**3624**					524	0	439	**963**	**7525**
Approach %	38.94	61.06	0.00	-	57.75	42.25	0.00	-					54.41	0.00	45.59	-	
Intersection %	15.20	23.84	0.00	39.04	27.81	20.35	0.00	48.16					6.96	0.00	5.83	12.80	

Classified Turn Movement Count || Single Unit Trucks (4-7)

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Merritt Island, FL

Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
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Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	1	8	0	9	11	4	0	15					0	0	2	2	26
0715 - 0730	0	8	0	8	20	2	0	22					1	0	4	5	35
0730 - 0745	3	11	0	14	4	1	0	5					1	0	0	1	20
0745 - 0800	4	10	0	14	2	8	0	10					0	0	1	1	25
Hourly Total	8	37	0	**45**	37	15	0	**52**					2	0	7	**9**	**106**
0800 - 0815	2	8	0	10	6	10	0	16					0	0	4	4	30
0815 - 0830	3	9	0	12	16	9	0	25					0	0	2	2	39
0830 - 0845	2	11	0	13	5	4	0	9					1	0	3	4	26
0845 - 0900	2	9	0	11	9	5	0	14					3	0	2	5	30
Hourly Total	9	37	0	**46**	36	28	0	**64**					4	0	11	**15**	**125**
Grand Total	17	74	0	**91**	73	43	0	**116**					6	0	18	**24**	**231**
Approach %	18.68	81.32	0.00	-	62.93	37.07	0.00	-					25.00	0.00	75.00	-	
Intersection %	7.36	32.03	0.00	39.39	31.60	18.61	0.00	50.22					2.60	0.00	7.79	10.39	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	1	7	0	8	5	8	0	13					1	0	1	2	23
1415 - 1430	9	6	0	15	5	5	0	10					0	0	2	2	27
1430 - 1445	4	12	0	16	1	6	0	7					0	0	3	3	26
1445 - 1500	3	6	0	9	4	4	0	8					2	0	2	4	21
Hourly Total	17	31	0	**48**	15	23	0	**38**					3	0	8	**11**	**97**
1500 - 1515	0	3	0	3	5	4	0	9					3	0	3	6	18
1515 - 1530	3	5	0	8	1	5	0	6					0	0	1	1	15
1530 - 1545	2	11	0	13	2	5	0	7					0	0	0	0	20
1545 - 1600	1	5	0	6	2	6	0	8					1	0	4	5	19
Hourly Total	6	24	0	**30**	10	20	0	**30**					4	0	8	**12**	**72**
Grand Total	23	55	0	**78**	25	43	0	**68**					7	0	16	**23**	**169**
Approach %	29.49	70.51	0.00	-	36.76	63.24	0.00	-					30.43	0.00	69.57	-	
Intersection %	13.61	32.54	0.00	46.15	14.79	25.44	0.00	40.24					4.14	0.00	9.47	13.61	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	6	2	0	8	6	5	0	11					0	0	1	1	20
1615 - 1630	5	5	0	10	2	4	0	6					1	0	3	4	20
1630 - 1645	3	5	0	8	3	4	0	7					1	0	3	4	19
1645 - 1700	1	7	0	8	3	7	0	10					4	0	4	8	26
Hourly Total	15	19	0	**34**	14	20	0	**34**					6	0	11	**17**	**85**
1700 - 1715	3	3	0	6	4	4	0	8					0	0	1	1	15
1715 - 1730	1	2	0	3	0	7	0	7					0	0	0	0	10
1730 - 1745	1	2	0	3	4	5	0	9					0	0	0	0	12
1745 - 1800	1	3	0	4	3	1	0	4					0	0	0	0	8
Hourly Total	6	10	0	**16**	11	17	0	**28**					0	0	1	**1**	**45**
Grand Total	21	29	0	**50**	25	37	0	**62**					6	0	12	**18**	**130**
Approach %	42.00	58.00	0.00	-	40.32	59.68	0.00	-					33.33	0.00	66.67	-	
Intersection %	16.15	22.31	0.00	38.46	19.23	28.46	0.00	47.69					4.62	0.00	9.23	13.85	

Classified Turn Movement Count || Combination Trucks (8-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	1	0	0	1	2	0	0	2					0	0	0	0	3
0715 - 0730	0	2	0	2	6	1	0	7					0	0	1	1	10
0730 - 0745	2	1	0	3	0	0	0	0					0	0	3	3	6
0745 - 0800	0	2	0	2	2	0	0	2					0	0	0	0	4
Hourly Total	3	5	0	**8**	10	1	0	**11**					0	0	4	**4**	**23**
0800 - 0815	1	2	0	3	0	0	0	0					0	0	1	1	4
0815 - 0830	0	3	0	3	1	6	0	7					1	0	2	3	13
0830 - 0845	2	2	0	4	1	0	0	1					0	0	2	2	7
0845 - 0900	1	1	0	2	0	1	0	1					0	0	0	0	3
Hourly Total	4	8	0	**12**	2	7	0	**9**					1	0	5	**6**	**27**
Grand Total	7	13	0	**20**	12	8	0	**20**					1	0	9	**10**	**50**
Approach %	35.00	65.00	0.00	-	60.00	40.00	0.00	-					10.00	0.00	90.00	-	
Intersection %	14.00	26.00	0.00	40.00	24.00	16.00	0.00	40.00					2.00	0.00	18.00	20.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	2	1	0	3	0	2	0	2					0	0	2	2	7
1415 - 1430	0	2	0	2	0	1	0	1					0	0	0	0	3
1430 - 1445	0	1	0	1	0	1	0	1					0	0	1	1	3
1445 - 1500	0	1	0	1	1	1	0	2					0	0	0	0	3
Hourly Total	2	5	0	**7**	1	5	0	**6**					0	0	3	**3**	**16**
1500 - 1515	0	2	0	2	1	1	0	2					0	0	1	1	5
1515 - 1530	0	5	0	5	0	4	0	4					0	0	0	0	9
1530 - 1545	0	2	0	2	0	1	0	1					0	0	0	0	3
1545 - 1600	1	4	0	5	1	2	0	3					0	0	0	0	8
Hourly Total	1	13	0	**14**	2	8	0	**10**					0	0	1	**1**	**25**
Grand Total	3	18	0	**21**	3	13	0	**16**					0	0	4	**4**	**41**
Approach %	14.29	85.71	0.00	-	18.75	81.25	0.00	-					0.00	0.00	100.00	-	
Intersection %	7.32	43.90	0.00	51.22	7.32	31.71	0.00	39.02					0.00	0.00	9.76	9.76	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	1	2	0	3	0	1	0	1					0	0	0	0	4
1615 - 1630	1	2	0	3	0	0	0	0					1	0	1	2	5
1630 - 1645	2	2	0	4	0	1	0	1					0	0	0	0	5
1645 - 1700	0	1	0	1	0	2	0	2					0	0	0	0	3
Hourly Total	4	7	0	**11**	0	4	0	**4**					1	0	1	**2**	**17**
1700 - 1715	1	0	0	1	0	4	0	4					0	0	0	0	5
1715 - 1730	1	0	0	1	0	0	0	0					0	0	0	0	1
1730 - 1745	1	2	0	3	0	0	0	0					0	0	0	0	3
1745 - 1800	1	0	0	1	0	1	0	1					0	0	0	0	2
Hourly Total	4	2	0	**6**	0	5	0	**5**					0	0	0	**0**	**11**
Grand Total	8	9	0	**17**	0	9	0	**9**					1	0	1	**2**	**28**
Approach %	47.06	52.94	0.00	-	0.00	100.00	0.00	-					50.00	0.00	50.00	-	
Intersection %	28.57	32.14	0.00	60.71	0.00	32.14	0.00	32.14					3.57	0.00	3.57	7.14	

Classified Turn Movement Count || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
Click here for Map

Weather
Fair
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0					0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0					0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0					0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0					0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**					0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0					0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0					0	0	0	0	0
0830 - 0845	0	0	0	0	1	0	0	1					0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0					0	0	0	0	0
Hourly Total	0	0	0	**0**	1	0	0	**1**					0	0	0	**0**	**1**
Grand Total	0	0	0	**0**	1	0	0	**1**					0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-					0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00					0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0					0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0					0	0	0	0	0
1430 - 1445	0	1	0	1	0	0	0	0					0	0	0	0	1
1445 - 1500	0	0	0	0	0	0	0	0					0	0	0	0	0
Hourly Total	0	1	0	**1**	0	0	0	**0**					0	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0					0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0					0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0					0	0	0	0	0
1545 - 1600	0	0	0	0	1	0	0	1					0	0	0	0	1
Hourly Total	0	0	0	**0**	1	0	0	**1**					0	0	0	**0**	**1**
Grand Total	0	1	0	**1**	1	0	0	**1**					0	0	0	**0**	**2**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-					0.00	0.00	0.00	-	
Intersection %	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00					0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0					0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0					0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0					0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0					0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**					0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0					0	0	0	0	0
1715 - 1730	0	1	0	1	0	0	0	0					0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0					0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0					0	0	0	0	0
Hourly Total	0	1	0	**1**	0	0	0	**0**					0	0	0	**0**	**1**
Grand Total	0	1	0	**1**	0	0	0	**0**					0	0	0	**0**	**1**
Approach %	0.00	100.00	0.00	-	0.00	0.00	0.00	-					0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00					0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	2	8	0	10	13	4	0	17					0	0	2	2	29
0715 - 0730	0	10	0	10	26	3	0	29					1	0	5	6	45
0730 - 0745	5	12	0	17	4	1	0	5					1	0	3	4	26
0745 - 0800	4	12	0	16	4	8	0	12					0	0	1	1	29
Hourly Total	11	42	0	**53**	47	16	0	**63**					2	0	11	**13**	**129**
0800 - 0815	3	10	0	13	6	10	0	16					0	0	5	5	34
0815 - 0830	3	12	0	15	17	15	0	32					1	0	4	5	52
0830 - 0845	4	13	0	17	6	4	0	10					1	0	5	6	33
0845 - 0900	3	10	0	13	9	6	0	15					3	0	2	5	33
Hourly Total	13	45	0	**58**	38	35	0	**73**					5	0	16	**21**	**152**
Grand Total	24	87	0	**111**	85	51	0	**136**					7	0	27	**34**	**281**
Approach %	21.62	78.38	0.00	-	62.50	37.50	0.00	-					20.59	0.00	79.41	-	
Intersection %	8.54	30.96	0.00	39.50	30.25	18.15	0.00	48.40					2.49	0.00	9.61	12.10	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	3	8	0	11	5	10	0	15					1	0	3	4	30
1415 - 1430	9	8	0	17	5	6	0	11					0	0	2	2	30
1430 - 1445	4	13	0	17	1	7	0	8					0	0	4	4	29
1445 - 1500	3	7	0	10	5	5	0	10					2	0	2	4	24
Hourly Total	19	36	0	**55**	16	28	0	**44**					3	0	11	**14**	**113**
1500 - 1515	0	5	0	5	6	5	0	11					3	0	4	7	23
1515 - 1530	3	10	0	13	1	9	0	10					0	0	1	1	24
1530 - 1545	2	13	0	15	2	6	0	8					0	0	0	0	23
1545 - 1600	2	9	0	11	3	8	0	11					1	0	4	5	27
Hourly Total	7	37	0	**44**	12	28	0	**40**					4	0	9	**13**	**97**
Grand Total	26	73	0	**99**	28	56	0	**84**					7	0	20	**27**	**210**
Approach %	26.26	73.74	0.00	-	33.33	66.67	0.00	-					25.93	0.00	74.07	-	
Intersection %	12.38	34.76	0.00	47.14	13.33	26.67	0.00	40.00					3.33	0.00	9.52	12.86	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	7	4	0	11	6	6	0	12					0	0	1	1	24
1615 - 1630	6	7	0	13	2	4	0	6					2	0	4	6	25
1630 - 1645	5	7	0	12	3	5	0	8					1	0	3	4	24
1645 - 1700	1	8	0	9	3	9	0	12					4	0	4	8	29
Hourly Total	19	26	0	**45**	14	24	0	**38**					7	0	12	**19**	**102**
1700 - 1715	4	3	0	7	4	8	0	12					0	0	1	1	20
1715 - 1730	2	2	0	4	0	7	0	7					0	0	0	0	11
1730 - 1745	2	4	0	6	4	5	0	9					0	0	0	0	15
1745 - 1800	2	3	0	5	3	2	0	5					0	0	0	0	10
Hourly Total	10	12	0	**22**	11	22	0	**33**					0	0	1	**1**	**56**
Grand Total	29	38	0	**67**	25	46	0	**71**					7	0	13	**20**	**158**
Approach %	43.28	56.72	0.00	-	35.21	64.79	0.00	-					35.00	0.00	65.00	-	
Intersection %	18.35	24.05	0.00	42.41	15.82	29.11	0.00	44.94					4.43	0.00	8.23	12.66	

Crosswalk Counts || Pedestrians

Merritt Island, FL

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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	1	0	1	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	1	0	1	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	1	1	0	1	1	2
Hourly Total	0	0	**0**	1	0	**1**	0	1	**1**	0	1	**1**	**3**
Grand Total	0	0	**0**	1	0	**1**	1	1	**2**	0	1	**1**	**4**
Approach %	0.00	0.00	-	100.00	0.00	-	50.00	50.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	25.00	0.00	25.00	25.00	25.00	50.00	0.00	25.00	25.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1400 - 1415	0	0	0	0	1	1	0	0	0	1	0	1	2
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	**0**	0	1	**1**	0	1	**1**	1	0	**1**	**3**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	2	2	0	1	1	3
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	2	**2**	0	1	**1**	**3**
Grand Total	0	0	**0**	0	1	**1**	0	3	**3**	1	1	**2**	**6**
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	50.00	50.00	-	
Intersection %	0.00	0.00	0.00	0.00	16.67	16.67	0.00	50.00	50.00	16.67	16.67	33.33	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

Crosswalk Counts || Motorized Vehicles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 12/11/2025	n Andersen Beachline Expy W/Bou			n Andersen Beachline Expy W/Bou			FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			
	Eastbound			Westbound			Northbound			Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	29	0	51	79	276	0	0	97	88	620
07:15 AM - 07:30 AM	0	0	0	27	0	72	83	236	0	0	179	77	674
07:30 AM - 07:45 AM	0	0	0	42	0	84	92	248	0	0	187	88	741
07:45 AM - 08:00 AM	0	0	0	41	0	89	112	361	0	0	226	92	921
08:00 AM - 08:15 AM	0	0	0	43	0	75	111	285	0	0	198	95	807
08:15 AM - 08:30 AM	0	0	0	58	0	86	93	308	0	0	219	104	868
08:30 AM - 08:45 AM	0	0	0	53	0	103	106	307	0	0	173	80	822
08:45 AM - 09:00 AM	0	0	0	55	0	80	104	203	0	0	159	90	691
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	44	0	39	112	182	0	0	162	98	637
02:15 PM - 02:30 PM	0	0	0	67	0	53	108	223	0	0	207	92	750
02:30 PM - 02:45 PM	0	0	0	55	0	42	134	240	0	0	220	132	823
02:45 PM - 03:00 PM	0	0	0	53	1	56	152	233	0	0	209	132	836
03:00 PM - 03:15 PM	0	0	0	71	0	51	135	209	0	0	217	125	808
03:15 PM - 03:30 PM	0	0	0	60	0	58	145	242	0	0	285	181	971
03:30 PM - 03:45 PM	0	0	0	66	0	58	154	261	0	0	270	204	1013
03:45 PM - 04:00 PM	0	0	0	105	0	72	184	259	0	0	220	235	1075
04:00 PM - 04:15 PM	0	0	0	66	0	63	146	223	0	0	268	226	992
04:15 PM - 04:30 PM	0	0	0	80	0	68	157	253	0	0	273	211	1042
04:30 PM - 04:45 PM	0	0	0	62	0	71	160	250	0	0	263	172	978
04:45 PM - 05:00 PM	0	0	0	93	0	65	135	217	0	0	246	209	965
05:00 PM - 05:15 PM	0	0	0	55	0	52	154	237	0	0	280	175	953
05:15 PM - 05:30 PM	0	0	0	66	0	57	158	229	0	0	249	214	973
05:30 PM - 05:45 PM	0	0	0	62	0	44	143	217	0	0	243	188	897
05:45 PM - 06:00 PM	0	0	0	47	0	32	120	207	0	0	296	182	884
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, January 14, 2026		
Partly Cloudy	48°F	
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0715 - 0815	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

0745 - 0845

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0745 - 0800	8	1	4	-	0	13	1	0	0	-	0	1	0	108	12	-	0	120	7	139	2	-	0	148	282
0800 - 0815	10	0	2	-	0	12	0	0	0	-	0	0	3	16	15	-	0	34	2	58	0	-	0	60	106
0815 - 0830	20	1	1	-	0	22	0	1	1	-	0	2	1	15	21	-	0	37	1	29	1	-	0	31	92
0830 - 0845	19	1	1	-	0	21	0	0	1	-	0	1	2	22	22	-	0	46	2	30	0	-	0	32	100
Total	57	3	8	0	0	68	1	1	2	0	0	4	6	161	70	0	0	237	12	256	3	0	0	271	580
Approach %	83.82	4.41	11.76	0.00	0.00	-	25.00	25.00	50.00	0.00	0.00	-	2.53	67.93	29.54	0.00	0.00	-	4.43	94.46	1.11	0.00	0.00	-	
PHF	0.71	0.75	0.50	0.00	0.00	**0.77**	0.25	0.25	0.50	0.00	0.00	**0.50**	0.50	0.37	0.80	0.00	0.00	**0.49**	0.43	0.46	0.38	0.00	0.00	**0.46**	**0.51**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0745 - 0800	8	1	4	-	0	13	1	0	0	-	0	1	0	108	12	-	0	120	7	138	2	-	0	147	281
0800 - 0815	10	0	2	-	0	12	0	0	0	-	0	0	3	12	15	-	0	30	2	57	0	-	0	59	101
0815 - 0830	20	1	1	-	0	22	0	1	1	-	0	2	1	15	21	-	0	37	1	29	1	-	0	31	92
0830 - 0845	19	1	1	-	0	21	0	0	1	-	0	1	2	20	22	-	0	44	2	28	0	-	0	30	96
Total	57	3	8	0	0	68	1	1	2	0	0	4	6	155	70	0	0	231	12	252	3	0	0	267	570
Approach %	83.82	4.41	11.76	0.00	0.00	-	25.00	25.00	50.00	0.00	0.00	-	2.60	67.10	30.30	0.00	0.00	-	4.49	94.38	1.12	0.00	0.00	-	
PHF	0.71	0.75	0.50	0.00	0.00	**0.77**	0.25	0.25	0.50	0.00	0.00	**0.50**	0.50	0.36	0.80	0.00	0.00	**0.48**	0.43	0.46	0.38	0.00	0.00	**0.45**	**0.51**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	1	0	-	0	1	4
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	2	0	0	0	2	6
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.33	0.00	0.00	0.00	**0.33**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.38**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.50**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, January 14, 2026		
Partly Cloudy		48°F
Period	1400 - 1800	APPLY
Peak Hour	1400 - 1500	APPLY
Global PH	1400 - 1500	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

1600 - 1700

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	17	0	1	-	0	18	0	0	1	-	0	1	1	32	7	-	1	41	0	33	0	-	0	33	93
1615 - 1630	14	0	0	-	0	14	0	0	1	-	0	1	0	33	9	-	0	42	0	31	0	-	0	31	88
1630 - 1645	13	0	1	-	0	14	0	0	1	-	0	1	0	39	9	-	1	49	1	26	0	-	0	27	91
1645 - 1700	14	0	1	-	0	15	0	0	4	-	0	4	1	23	8	-	0	32	0	27	0	-	0	27	78
Total	58	0	3	0	0	61	0	0	7	0	0	7	2	127	33	0	2	164	1	117	0	0	0	118	350
Approach %	95.08	0.00	4.92	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	1.22	77.44	20.12	0.00	1.22	-	0.85	99.15	0.00	0.00	0.00	-	
PHF	0.85	0.00	0.75	0.00	0.00	**0.85**	0.00	0.00	0.44	0.00	0.00	**0.44**	0.50	0.81	0.92	0.00	0.50	**0.84**	0.25	0.89	0.00	0.00	0.00	**0.89**	**0.94**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	17	0	1	-	0	18	0	0	1	-	0	1	0	31	7	-	1	39	0	32	0	-	0	32	90
1615 - 1630	14	0	0	-	0	14	0	0	1	-	0	1	0	33	9	-	0	42	0	31	0	-	0	31	88
1630 - 1645	13	0	1	-	0	14	0	0	1	-	0	1	0	38	9	-	1	48	1	24	0	-	0	25	88
1645 - 1700	14	0	1	-	0	15	0	0	4	-	0	4	1	23	7	-	0	31	0	27	0	-	0	27	77
Total	58	0	3	0	0	61	0	0	7	0	0	7	1	125	32	0	2	160	1	114	0	0	0	115	343
Approach %	95.08	0.00	4.92	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.63	78.13	20.00	0.00	1.25	-	0.87	99.13	0.00	0.00	0.00	-	
PHF	0.85	0.00	0.75	0.00	0.00	**0.85**	0.00	0.00	0.44	0.00	0.00	**0.44**	0.25	0.82	0.89	0.00	0.50	**0.83**	0.25	0.89	0.00	0.00	0.00	**0.90**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	0	2	0	1	0	-	0	1	3
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	3
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	4	0	3	0	0	0	3	7
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	25.00	50.00	25.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.50	0.25	0.00	0.00	**0.50**	0.00	0.38	0.00	0.00	0.00	**0.38**	**0.58**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	13	0	2	0	15	0	0	0	0	0	0	23	16	0	39	0	20	0	0	20	74
0715 - 0730	9	1	4	0	14	0	0	0	0	0	0	45	14	1	60	0	25	0	0	25	99
0730 - 0745	10	0	1	0	11	1	0	1	0	2	0	101	19	0	120	3	110	0	0	113	246
0745 - 0800	8	1	4	0	13	1	0	0	0	1	0	108	12	0	120	7	139	2	0	148	282
Hourly Total	40	2	11	0	**53**	2	0	1	0	**3**	0	277	61	1	**339**	10	294	2	0	**306**	**701**
0800 - 0815	10	0	2	0	12	0	0	0	0	0	3	16	15	0	34	2	58	0	0	60	106
0815 - 0830	20	1	1	0	22	0	1	1	0	2	1	15	21	0	37	1	29	1	0	31	92
0830 - 0845	19	1	1	0	21	0	0	1	0	1	2	22	22	0	46	2	30	0	0	32	100
0845 - 0900	19	0	1	0	20	0	0	2	0	2	2	9	10	0	21	1	31	0	0	32	75
Hourly Total	68	2	5	0	**75**	0	1	4	0	**5**	8	62	68	0	**138**	6	148	1	0	**155**	**373**
Grand Total	108	4	16	0	**128**	2	1	5	0	**8**	8	339	129	1	**477**	16	442	3	0	**461**	**1074**
Approach %	84.38	3.13	12.50	0.00	-	25.00	12.50	62.50	0.00	-	1.68	71.07	27.04	0.21	-	3.47	95.88	0.65	0.00	-	
Intersection %	10.06	0.37	1.49	0.00	11.92	0.19	0.09	0.47	0.00	0.74	0.74	31.56	12.01	0.09	44.41	1.49	41.15	0.28	0.00	42.92	
Heavy Vehicle %	0	0	0	-	**0**	0	0	0	-	**0**	0	3	0	0	**2**	0	3	0	-	**3**	**2**
PHF	0.71	0.75	0.50	0.00	**0.77**	0.25	0.25	0.50	0.00	**0.50**	0.50	0.37	0.80	0.00	**0.49**	0.43	0.46	0.38	0.00	**0.46**	**0.51**
Peak Hour Total	57	3	8	0	**68**	1	1	2	0	**4**	6	161	70	0	**237**	12	256	3	0	**271**	**580**
Peak Hour HV %	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**3**	0	2	0	0	**1**	**2**

1400 - 1800 (Weekday 4h Session) (01-14-2026)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	15	1	2	0	18	0	0	1	0	1	4	51	8	0	63	0	17	1	0	18	100
1415 - 1430	18	0	2	0	20	0	0	3	0	3	2	56	11	0	69	1	18	0	0	19	111
1430 - 1445	15	1	0	0	16	3	0	3	0	6	4	65	8	0	77	4	98	1	0	103	202
1445 - 1500	12	2	3	0	17	0	0	1	0	1	0	33	16	0	49	2	82	0	0	84	151
Hourly Total	60	4	7	0	**71**	3	0	8	0	**11**	10	205	43	0	**258**	7	215	2	0	**224**	**564**
1500 - 1515	18	0	3	0	21	1	0	1	0	2	0	30	8	1	39	2	26	0	0	28	90
1515 - 1530	15	0	0	0	15	0	0	1	0	1	2	27	7	0	36	1	37	0	0	38	90
1530 - 1545	10	0	2	0	12	1	0	2	0	3	1	28	7	0	36	0	39	0	0	39	90
1545 - 1600	14	0	2	0	16	0	1	4	0	5	0	36	11	0	47	0	35	1	0	36	104
Hourly Total	57	0	7	0	**64**	2	1	8	0	**11**	3	121	33	1	**158**	3	137	1	0	**141**	**374**
1600 - 1615	17	0	1	0	18	0	0	1	0	1	1	32	7	1	41	0	33	0	0	33	93
1615 - 1630	14	0	0	0	14	0	0	1	0	1	0	33	9	0	42	0	31	0	0	31	88
1630 - 1645	13	0	1	0	14	0	0	1	0	1	0	39	9	1	49	1	26	0	0	27	91
1645 - 1700	14	0	1	0	15	0	0	4	0	4	1	23	8	0	32	0	27	0	0	27	78
Hourly Total	58	0	3	0	**61**	0	0	7	0	**7**	2	127	33	2	**164**	1	117	0	0	**118**	**350**
1700 - 1715	14	0	0	0	14	0	0	2	0	2	0	35	9	1	45	1	22	0	0	23	84
1715 - 1730	11	0	1	0	12	0	0	0	0	0	0	36	8	0	44	0	35	0	0	35	91
1730 - 1745	7	0	2	0	9	0	0	0	0	0	0	31	1	0	32	0	26	0	0	26	67
1745 - 1800	9	0	0	0	9	0	0	1	0	1	0	34	4	0	38	0	31	1	0	32	80
Hourly Total	41	0	3	0	**44**	0	0	3	0	**3**	0	136	22	1	**159**	1	114	1	0	**116**	**322**
Grand Total	216	4	20	0	**240**	5	1	26	0	**32**	15	589	131	4	**739**	12	583	4	0	**599**	**1610**
Approach %	90.00	1.67	8.33	0.00	-	15.63	3.13	81.25	0.00	-	2.03	79.70	17.73	0.54	-	2.00	97.33	0.67	0.00	-	
Intersection %	13.42	0.25	1.24	0.00	14.91	0.31	0.06	1.61	0.00	1.99	0.93	36.58	8.14	0.25	45.90	0.75	36.21	0.25	0.00	37.20	
Heavy Vehicle %	0	0	0	-	**0**	0	0	0	-	**0**	7	1	1	0	**1**	0	3	25	-	**4**	**2**
PHF	0.85	0.00	0.75	0.00	**0.85**	0.00	0.00	0.44	0.00	**0.44**	0.50	0.81	0.92	0.50	**0.84**	0.25	0.89	0.00	0.00	**0.89**	**0.94**
Peak Hour Total	58	0	3	0	**61**	0	0	7	0	**7**	2	127	33	2	**164**	1	117	0	0	**118**	**350**
Peak Hour HV %	0	0	0	0	**0**	0	0	0	0	**0**	50	2	3	0	**2**	0	3	0	0	**3**	**2**

Classified Turn Movement Count || Passenger Vehicles (1-3)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	13	0	2	0	15	0	0	0	0	0	0	22	16	0	38	0	20	0	0	20	73
0715 - 0730	9	0	4	0	13	0	0	0	0	0	0	45	14	1	60	0	24	0	0	24	97
0730 - 0745	10	0	1	0	11	1	0	1	0	2	0	99	19	0	118	3	102	0	0	105	236
0745 - 0800	8	1	4	0	13	1	0	0	0	1	0	108	12	0	120	7	138	2	0	147	281
Hourly Total	40	1	11	0	**52**	2	0	1	0	**3**	0	274	61	1	**336**	10	284	2	0	**296**	**687**
0800 - 0815	10	0	2	0	12	0	0	0	0	0	3	12	15	0	30	2	57	0	0	59	101
0815 - 0830	20	1	1	0	22	0	1	1	0	2	1	15	21	0	37	1	29	1	0	31	92
0830 - 0845	19	1	1	0	21	0	0	1	0	1	2	20	22	0	44	2	28	0	0	30	96
0845 - 0900	19	0	1	0	20	0	0	2	0	2	2	9	10	0	21	1	30	0	0	31	74
Hourly Total	68	2	5	0	**75**	0	1	4	0	**5**	8	56	68	0	**132**	6	144	1	0	**151**	**363**
Grand Total	108	3	16	0	**127**	2	1	5	0	**8**	8	330	129	1	**468**	16	428	3	0	**447**	**1050**
Approach %	85.04	2.36	12.60	0.00	-	25.00	12.50	62.50	0.00	-	1.71	70.51	27.56	0.21	-	3.58	95.75	0.67	0.00	-	
Intersection %	10.29	0.29	1.52	0.00	12.10	0.19	0.10	0.48	0.00	0.76	0.76	31.43	12.29	0.10	44.57	1.52	40.76	0.29	0.00	42.57	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	15	1	2	0	18	0	0	1	0	1	4	51	8	0	63	0	16	1	0	17	99
1415 - 1430	18	0	2	0	20	0	0	3	0	3	2	56	11	0	69	1	18	0	0	19	111
1430 - 1445	15	1	0	0	16	3	0	3	0	6	4	64	8	0	76	4	90	1	0	95	193
1445 - 1500	12	2	3	0	17	0	0	1	0	1	0	33	16	0	49	2	80	0	0	82	149
Hourly Total	60	4	7	0	**71**	3	0	8	0	**11**	10	204	43	0	**257**	7	204	2	0	**213**	**552**
1500 - 1515	18	0	3	0	21	1	0	1	0	2	0	28	8	1	37	2	24	0	0	26	86
1515 - 1530	15	0	0	0	15	0	0	1	0	1	2	26	7	0	35	1	36	0	0	37	88
1530 - 1545	10	0	2	0	12	1	0	2	0	3	1	28	7	0	36	0	38	0	0	38	89
1545 - 1600	14	0	2	0	16	0	0	4	0	4	0	36	11	0	47	0	34	0	0	34	101
Hourly Total	57	0	7	0	**64**	2	0	8	0	**10**	3	118	33	1	**155**	3	132	0	0	**135**	**364**
1600 - 1615	17	0	1	0	18	0	0	1	0	1	0	31	7	1	39	0	32	0	0	32	90
1615 - 1630	14	0	0	0	14	0	0	1	0	1	0	33	9	0	42	0	31	0	0	31	88
1630 - 1645	13	0	1	0	14	0	0	1	0	1	0	38	9	1	48	1	24	0	0	25	88
1645 - 1700	14	0	1	0	15	0	0	4	0	4	1	23	7	0	31	0	27	0	0	27	77
Hourly Total	58	0	3	0	**61**	0	0	7	0	**7**	1	125	32	2	**160**	1	114	0	0	**115**	**343**
1700 - 1715	13	0	0	0	13	0	0	2	0	2	0	35	9	1	45	1	22	0	0	23	83
1715 - 1730	11	0	1	0	12	0	0	0	0	0	0	36	8	0	44	0	34	0	0	34	90
1730 - 1745	7	0	2	0	9	0	0	0	0	0	0	31	1	0	32	0	26	0	0	26	67
1745 - 1800	9	0	0	0	9	0	0	1	0	1	0	34	4	0	38	0	31	1	0	32	80
Hourly Total	40	0	3	0	**43**	0	0	3	0	**3**	0	136	22	1	**159**	1	113	1	0	**115**	**320**
Grand Total	215	4	20	0	**239**	5	0	26	0	**31**	14	583	130	4	**731**	12	563	3	0	**578**	**1579**
Approach %	89.96	1.67	8.37	0.00	-	16.13	0.00	83.87	0.00	-	1.92	79.75	17.78	0.55	-	2.08	97.40	0.52	0.00	-	
Intersection %	13.62	0.25	1.27	0.00	15.14	0.32	0.00	1.65	0.00	1.96	0.89	36.92	8.23	0.25	46.30	0.76	35.66	0.19	0.00	36.61	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Merritt Island, FL

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Site 1
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Pioneer Rd (West)
Pioneer Rd (East)

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28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
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0700 - 0900 (Weekday 2h Session) (01-14-2026)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	10
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	9	0	0	**9**	**12**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	0	3	0	0	**3**	**7**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	7	0	0	**7**	0	12	0	0	**12**	**19**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	36.84	0.00	0.00	36.84	0.00	63.16	0.00	0.00	63.16	

1400 - 1800 (Weekday 4h Session) (01-14-2026)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	9
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	11	0	0	**11**	**12**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	5	1	0	**6**	**9**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	1	2	1	0	**4**	0	3	0	0	**3**	**7**
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**2**
Grand Total	1	0	0	0	**1**	0	0	0	0	**0**	1	6	1	0	**8**	0	20	1	0	**21**	**30**
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	12.50	75.00	12.50	0.00	-	0.00	95.24	4.76	0.00	-	
Intersection %	3.33	0.00	0.00	0.00	3.33	0.00	0.00	0.00	0.00	0.00	3.33	20.00	3.33	0.00	26.67	0.00	66.67	3.33	0.00	70.00	

Classified Turn Movement Count || Combination Trucks (8-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	1	0	0	**1**	**3**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	2	0	0	**2**	**4**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	50.00	0.00	0.00	50.00	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION

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Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (01-14-2026)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	10
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	10	0	0	**10**	**13**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	6	0	0	**6**	0	4	0	0	**4**	**10**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	9	0	0	**9**	0	14	0	0	**14**	**23**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39.13	0.00	0.00	39.13	0.00	60.87	0.00	0.00	60.87	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	9
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	11	0	0	**11**	**12**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	5	1	0	**6**	**9**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	1	2	1	0	**4**	0	3	0	0	**3**	**7**
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**2**
Grand Total	1	0	0	0	**1**	0	0	0	0	**0**	1	6	1	0	**8**	0	20	1	0	**21**	**30**
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	12.50	75.00	12.50	0.00	-	0.00	95.24	4.76	0.00	-	
Intersection %	3.33	0.00	0.00	0.00	3.33	0.00	0.00	0.00	0.00	0.00	3.33	20.00	3.33	0.00	26.67	0.00	66.67	3.33	0.00	70.00	

Crosswalk Counts || Pedestrians

Merritt Island, FL

Marr Traffic DATA COLLECTION

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Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

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Weather
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Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	1	0	1	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	1	1	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	1	**1**	0	0	**0**	0	0	**0**	**2**
0800 - 0815	0	0	0	1	0	1	0	0	0	0	0	0	1
0815 - 0830	1	1	2	2	0	2	0	0	0	0	0	0	4
0830 - 0845	0	0	0	0	1	1	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	**2**	3	1	**4**	0	0	**0**	0	0	**0**	**6**
Grand Total	2	1	**3**	3	2	**5**	0	0	**0**	0	0	**0**	**8**
Approach %	66.67	33.33	-	60.00	40.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	25.00	12.50	37.50	37.50	25.00	62.50	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (01-14-2026)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	1	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	1	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	1	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	1	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	1	1	**2**	**3**
Grand Total	0	0	**0**	1	2	**3**	0	0	**0**	1	1	**2**	**5**
Approach %	0.00	0.00	-	33.33	66.67	-	0.00	0.00	-	50.00	50.00	-	
Intersection %	0.00	0.00	0.00	20.00	40.00	60.00	0.00	0.00	0.00	20.00	20.00	40.00	

Crosswalk Counts || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	1	1	0	2	2	0	0	0	0	0	0	3
Hourly Total	0	1	**1**	0	2	**2**	0	0	**0**	0	0	**0**	**3**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	1	**1**	0	2	**2**	0	0	**0**	0	0	**0**	**3**
Approach %	0.00	100.00	-	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	33.33	33.33	0.00	66.67	66.67	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	1	1	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	1	0	1	1	0	1	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	1	**1**	1	0	**1**	1	0	**1**	**3**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	1	0	1	0	1	1	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	1	**1**	0	0	**0**	0	0	**0**	**2**
Grand Total	1	0	**1**	0	2	**2**	1	0	**1**	1	0	**1**	**5**
Approach %	100.00	0.00	-	0.00	100.00	-	100.00	0.00	-	100.00	0.00	-	
Intersection %	20.00	0.00	20.00	0.00	40.00	40.00	20.00	0.00	20.00	20.00	0.00	20.00	

Crosswalk Counts || Motorized Vehicles

Merritt Island, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	1	0	1	0	0	0	0	0	0	0	0	0	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 1/14/2026	Pioneer Rd (West) Eastbound			Pioneer Rd (East) Westbound			hpton Manor Of Merritt Island Drive Northbound			Laboratory Services Merritt Island Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	23	16	0	20	0	13	0	2	0	0	0	74
07:15 AM - 07:30 AM	0	45	14	0	25	0	9	1	4	0	0	0	98
07:30 AM - 07:45 AM	0	101	19	3	110	0	10	0	1	1	0	1	246
07:45 AM - 08:00 AM	0	108	12	7	139	2	8	1	4	1	0	0	282
08:00 AM - 08:15 AM	3	16	15	2	58	0	10	0	2	0	0	0	106
08:15 AM - 08:30 AM	1	15	21	1	29	1	20	1	1	0	1	1	92
08:30 AM - 08:45 AM	2	22	22	2	30	0	19	1	1	0	0	1	100
08:45 AM - 09:00 AM	2	9	10	1	31	0	19	0	1	0	0	2	75
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	4	51	8	0	17	1	15	1	2	0	0	1	100
02:15 PM - 02:30 PM	2	56	11	1	18	0	18	0	2	0	0	3	111
02:30 PM - 02:45 PM	4	65	8	4	98	1	15	1	0	3	0	3	202
02:45 PM - 03:00 PM	0	33	16	2	82	0	12	2	3	0	0	1	151
03:00 PM - 03:15 PM	0	30	8	2	26	0	18	0	3	1	0	1	89
03:15 PM - 03:30 PM	2	27	7	1	37	0	15	0	0	0	0	1	90
03:30 PM - 03:45 PM	1	28	7	0	39	0	10	0	2	1	0	2	90
03:45 PM - 04:00 PM	0	36	11	0	35	1	14	0	2	0	1	4	104
04:00 PM - 04:15 PM	1	32	7	0	33	0	17	0	1	0	0	1	92
04:15 PM - 04:30 PM	0	33	9	0	31	0	14	0	0	0	0	1	88
04:30 PM - 04:45 PM	0	39	9	1	26	0	13	0	1	0	0	1	90
04:45 PM - 05:00 PM	1	23	8	0	27	0	14	0	1	0	0	4	78
05:00 PM - 05:15 PM	0	35	9	1	22	0	14	0	0	0	0	2	83
05:15 PM - 05:30 PM	0	36	8	0	35	0	11	0	1	0	0	0	91
05:30 PM - 05:45 PM	0	31	1	0	26	0	7	0	2	0	0	0	67
05:45 PM - 06:00 PM	0	34	4	0	31	1	9	0	0	0	0	1	80
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, January 14, 2026		
Partly Cloudy		48°F
Period	1400 - 1800	APPLY
Peak Hour	1400 - 1500	APPLY
Global PH	1400 - 1500	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

1500 - 1600

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1500 - 1515	18	0	3	-	0	21	1	0	1	-	0	2	0	30	8	-	1	39	2	26	0	-	0	28	90
1515 - 1530	15	0	0	-	0	15	0	0	1	-	0	1	2	27	7	-	0	36	1	37	0	-	0	38	90
1530 - 1545	10	0	2	-	0	12	1	0	2	-	0	3	1	28	7	-	0	36	0	39	0	-	0	39	90
1545 - 1600	14	0	2	-	0	16	0	1	4	-	0	5	0	36	11	-	0	47	0	35	1	-	0	36	104
Total	57	0	7	0	0	64	2	1	8	0	0	11	3	121	33	0	1	158	3	137	1	0	0	141	374
Approach %	89.06	0.00	10.94	0.00	0.00	-	18.18	9.09	72.73	0.00	0.00	-	1.90	76.58	20.89	0.00	0.63	-	2.13	97.16	0.71	0.00	0.00	-	
PHF	0.79	0.00	0.58	0.00	0.00	**0.76**	0.50	0.25	0.50	0.00	0.00	**0.55**	0.38	0.84	0.75	0.00	0.25	**0.84**	0.38	0.88	0.25	0.00	0.00	**0.90**	**0.90**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1500 - 1515	18	0	3	-	0	21	1	0	1	-	0	2	0	28	8	-	1	37	2	24	0	-	0	26	86
1515 - 1530	15	0	0	-	0	15	0	0	1	-	0	1	2	26	7	-	0	35	1	36	0	-	0	37	88
1530 - 1545	10	0	2	-	0	12	1	0	2	-	0	3	1	28	7	-	0	36	0	38	0	-	0	38	89
1545 - 1600	14	0	2	-	0	16	0	0	4	-	0	4	0	36	11	-	0	47	0	34	0	-	0	34	101
Total	57	0	7	0	0	64	2	0	8	0	0	10	3	118	33	0	1	155	3	132	0	0	0	135	364
Approach %	89.06	0.00	10.94	0.00	0.00	-	20.00	0.00	80.00	0.00	0.00	-	1.94	76.13	21.29	0.00	0.65	-	2.22	97.78	0.00	0.00	0.00	-	
PHF	0.79	0.00	0.58	0.00	0.00	**0.76**	0.50	0.00	0.50	0.00	0.00	**0.63**	0.38	0.82	0.75	0.00	0.25	**0.82**	0.38	0.87	0.00	0.00	0.00	**0.89**	**0.90**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	2	0	-	0	2	4
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	2
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	1	-	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	5	1	0	0	6	9
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	83.33	16.67	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.38	0.00	0.00	0.00	**0.38**	0.00	0.63	0.25	0.00	0.00	**0.75**	**0.56**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Classified Turn Movement Count || All vehicles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	13	0	2	0	15	0	0	0	0	0	0	23	16	0	39	0	20	0	0	20	74
0715 - 0730	9	1	4	0	14	0	0	0	0	0	0	45	14	1	60	0	25	0	0	25	99
0730 - 0745	10	0	1	0	11	1	0	1	0	2	0	101	19	0	120	3	110	0	0	113	246
0745 - 0800	8	1	4	0	13	1	0	0	0	1	0	108	12	0	120	7	139	2	0	148	282
Hourly Total	40	2	11	0	**53**	2	0	1	0	**3**	0	277	61	1	**339**	10	294	2	0	**306**	**701**
0800 - 0815	10	0	2	0	12	0	0	0	0	0	3	16	15	0	34	2	58	0	0	60	106
0815 - 0830	20	1	1	0	22	0	1	1	0	2	1	15	21	0	37	1	29	1	0	31	92
0830 - 0845	19	1	1	0	21	0	0	1	0	1	2	22	22	0	46	2	30	0	0	32	100
0845 - 0900	19	0	1	0	20	0	0	2	0	2	2	9	10	0	21	1	31	0	0	32	75
Hourly Total	68	2	5	0	**75**	0	1	4	0	**5**	8	62	68	0	**138**	6	148	1	0	**155**	**373**
Grand Total	108	4	16	0	**128**	2	1	5	0	**8**	8	339	129	1	**477**	16	442	3	0	**461**	**1074**
Approach %	84.38	3.13	12.50	0.00	-	25.00	12.50	62.50	0.00	-	1.68	71.07	27.04	0.21	-	3.47	95.88	0.65	0.00	-	
Intersection %	10.06	0.37	1.49	0.00	11.92	0.19	0.09	0.47	0.00	0.74	0.74	31.56	12.01	0.09	44.41	1.49	41.15	0.28	0.00	42.92	
Heavy Vehicle %	0	0	0	-	**0**	0	0	0	-	**0**	0	3	0	0	**2**	0	3	0	-	**3**	**2**
PHF	0.71	0.75	0.50	0.00	**0.77**	0.25	0.25	0.50	0.00	**0.50**	0.50	0.37	0.80	0.00	**0.49**	0.43	0.46	0.38	0.00	**0.46**	**0.51**
Peak Hour Total	57	3	8	0	**68**	1	1	2	0	**4**	6	161	70	0	**237**	12	256	3	0	**271**	**580**
Peak Hour HV %	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**3**	0	2	0	0	**1**	**2**

1400 - 1800 (Weekday 4h Session) (01-14-2026)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	15	1	2	0	18	0	0	1	0	1	4	51	8	0	63	0	17	1	0	18	100
1415 - 1430	18	0	2	0	20	0	0	3	0	3	2	56	11	0	69	1	18	0	0	19	111
1430 - 1445	15	1	0	0	16	3	0	3	0	6	4	65	8	0	77	4	98	1	0	103	202
1445 - 1500	12	2	3	0	17	0	0	1	0	1	0	33	16	0	49	2	82	0	0	84	151
Hourly Total	60	4	7	0	**71**	3	0	8	0	**11**	10	205	43	0	**258**	7	215	2	0	**224**	**564**
1500 - 1515	18	0	3	0	21	1	0	1	0	2	0	30	8	1	39	2	26	0	0	28	90
1515 - 1530	15	0	0	0	15	0	0	1	0	1	2	27	7	0	36	1	37	0	0	38	90
1530 - 1545	10	0	2	0	12	1	0	2	0	3	1	28	7	0	36	0	39	0	0	39	90
1545 - 1600	14	0	2	0	16	0	1	4	0	5	0	36	11	0	47	0	35	1	0	36	104
Hourly Total	57	0	7	0	**64**	2	1	8	0	**11**	3	121	33	1	**158**	3	137	1	0	**141**	**374**
1600 - 1615	17	0	1	0	18	0	0	1	0	1	1	32	7	1	41	0	33	0	0	33	93
1615 - 1630	14	0	0	0	14	0	0	1	0	1	0	33	9	0	42	0	31	0	0	31	88
1630 - 1645	13	0	1	0	14	0	0	1	0	1	0	39	9	1	49	1	26	0	0	27	91
1645 - 1700	14	0	1	0	15	0	0	4	0	4	1	23	8	0	32	0	27	0	0	27	78
Hourly Total	58	0	3	0	**61**	0	0	7	0	**7**	2	127	33	2	**164**	1	117	0	0	**118**	**350**
1700 - 1715	14	0	0	0	14	0	0	2	0	2	0	35	9	1	45	1	22	0	0	23	84
1715 - 1730	11	0	1	0	12	0	0	0	0	0	0	36	8	0	44	0	35	0	0	35	91
1730 - 1745	7	0	2	0	9	0	0	0	0	0	0	31	1	0	32	0	26	0	0	26	67
1745 - 1800	9	0	0	0	9	0	0	1	0	1	0	34	4	0	38	0	31	1	0	32	80
Hourly Total	41	0	3	0	**44**	0	0	3	0	**3**	0	136	22	1	**159**	1	114	1	0	**116**	**322**
Grand Total	216	4	20	0	**240**	5	1	26	0	**32**	15	589	131	4	**739**	12	583	4	0	**599**	**1610**
Approach %	90.00	1.67	8.33	0.00	-	15.63	3.13	81.25	0.00	-	2.03	79.70	17.73	0.54	-	2.00	97.33	0.67	0.00	-	
Intersection %	13.42	0.25	1.24	0.00	14.91	0.31	0.06	1.61	0.00	1.99	0.93	36.58	8.14	0.25	45.90	0.75	36.21	0.25	0.00	37.20	
Heavy Vehicle %	0	0	0	-	**0**	0	0	0	-	**0**	7	1	1	0	**1**	0	3	25	-	**4**	**2**
PHF	0.79	0.00	0.58	0.00	**0.76**	0.50	0.25	0.50	0.00	**0.55**	0.38	0.84	0.75	0.25	**0.84**	0.38	0.88	0.25	0.00	**0.90**	**0.90**
Peak Hour Total	57	0	7	0	**64**	2	1	8	0	**11**	3	121	33	1	**158**	3	137	1	0	**141**	**374**
Peak Hour HV %	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	4	100	0	**4**	**2**

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

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Thursday, December 11, 2025		
	Fair	61°F
Period	0700 - 0900	APPLY
Peak Hour	0730 - 0830	APPLY
Global PH	0745 - 0845	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

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Thursday, December 11, 2025		
	Fair	61°F
Period	1600 - 1800	APPLY
Peak Hour	1615 - 1715	APPLY
Global PH	1600 - 1700	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

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Merritt Island, FL

Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	198	0	0	198	0	168	0	0	168	0	0	0	0	0	0	0	0	0	0	366
0715 - 0730	0	205	1	0	206	2	316	1	0	319	0	0	0	0	0	0	0	0	0	0	525
0730 - 0745	0	313	2	0	315	2	351	0	0	353	0	0	0	0	0	0	0	1	0	1	669
0745 - 0800	0	258	1	0	259	4	399	1	0	404	0	0	0	0	0	0	0	2	0	2	665
Hourly Total	0	974	4	0	**978**	8	1234	2	0	**1244**	0	0	0	0	**0**	0	0	3	0	**3**	**2225**
0800 - 0815	0	275	1	0	276	2	376	0	0	378	0	0	0	0	0	0	0	0	0	0	654
0815 - 0830	0	276	0	0	276	2	382	0	0	384	0	0	0	0	0	0	0	2	0	2	662
0830 - 0845	0	297	0	0	297	3	346	1	0	350	0	0	2	0	2	0	0	1	0	1	650
0845 - 0900	0	254	1	0	255	1	329	1	0	331	0	0	0	0	0	0	0	2	0	2	588
Hourly Total	0	1102	2	0	**1104**	8	1433	2	0	**1443**	0	0	2	0	**2**	0	0	5	0	**5**	**2554**
Grand Total	0	2076	6	0	**2082**	16	2667	4	0	**2687**	0	0	2	0	**2**	0	0	8	0	**8**	**4779**
Approach %	0.00	99.71	0.29	0.00	-	0.60	99.26	0.15	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	43.44	0.13	0.00	43.57	0.33	55.81	0.08	0.00	56.23	0.00	0.00	0.04	0.00	0.04	0.00	0.00	0.17	0.00	0.17	
Heavy Vehicle %	-	3	17	-	**3**	0	4	0	-	**4**	-	-	0	-	**0**	-	-	13	-	**13**	**3**
PHF	0.00	0.93	0.50	0.00	**0.93**	0.69	0.94	0.50	0.00	**0.94**	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.63	0.00	**0.63**	**0.99**
Peak Hour Total	0	1106	2	0	**1108**	11	1503	2	0	**1516**	0	0	2	0	**2**	0	0	5	0	**5**	**2631**
Peak Hour HV %	0	2	50	0	**2**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	20	0	**20**	**3**

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	287	0	0	287	3	321	0	0	324	0	0	0	0	0	0	0	3	0	3	614
1415 - 1430	0	289	0	0	289	0	334	0	0	334	0	0	0	0	0	1	0	2	0	3	626
1430 - 1445	0	375	3	0	378	3	337	2	0	342	0	0	2	0	2	0	0	5	0	5	727
1445 - 1500	0	360	1	0	361	3	328	0	0	331	0	0	0	0	0	0	0	3	0	3	695
Hourly Total	0	1311	4	0	**1315**	9	1320	2	0	**1331**	0	0	2	0	**2**	1	0	13	0	**14**	**2662**
1500 - 1515	0	304	0	0	304	2	354	1	0	357	0	0	0	0	0	0	0	2	0	2	663
1515 - 1530	0	346	0	0	346	0	373	0	0	373	0	0	2	0	2	0	0	1	0	1	722
1530 - 1545	0	396	0	0	396	2	397	1	0	400	0	0	0	0	0	0	0	0	0	0	796
1545 - 1600	1	436	1	1	439	0	358	2	0	360	0	0	0	0	0	0	0	5	0	5	804
Hourly Total	1	1482	1	1	**1485**	4	1482	4	0	**1490**	0	0	2	0	**2**	0	0	8	0	**8**	**2985**
Grand Total	1	2793	5	1	**2800**	13	2802	6	0	**2821**	0	0	4	0	**4**	1	0	21	0	**22**	**5647**
Approach %	0.04	99.75	0.18	0.04	-	0.46	99.33	0.21	0.00	-	0.00	0.00	100.00	0.00	-	4.55	0.00	95.45	0.00	-	
Intersection %	0.02	49.46	0.09	0.02	49.58	0.23	49.62	0.11	0.00	49.96	0.00	0.00	0.07	0.00	0.07	0.02	0.00	0.37	0.00	0.39	
Heavy Vehicle %	0	2	0	0	**2**	0	2	0	-	**2**	-	-	0	-	**0**	0	-	5	-	**5**	**2**
PHF	0.25	0.85	0.25	0.25	**0.85**	0.50	0.93	0.50	0.00	**0.93**	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.40	0.00	**0.40**	**0.93**
Peak Hour Total	1	1482	1	1	**1485**	4	1482	4	0	**1490**	0	0	2	0	**2**	0	0	8	0	**8**	**2985**
Peak Hour HV %	0	2	0	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**2**

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	1	385	0	0	386	1	373	2	0	376	0	0	0	0	0	0	0	2	0	2	764
1615 - 1630	0	389	1	0	390	2	390	2	0	394	0	0	0	0	0	0	0	3	0	3	787
1630 - 1645	0	369	2	0	371	1	375	2	2	380	0	0	0	0	0	0	0	3	0	3	754
1645 - 1700	1	332	0	0	333	0	401	5	0	406	0	0	1	0	1	0	0	1	0	1	741
Hourly Total	2	1475	3	0	**1480**	4	1539	11	2	**1556**	0	0	1	0	**1**	0	0	9	0	**9**	**3046**
1700 - 1715	0	424	1	0	425	0	348	0	0	348	1	0	2	0	3	0	0	2	0	2	778
1715 - 1730	0	351	0	0	351	0	401	2	0	403	3	0	6	0	9	0	0	2	0	2	765
1730 - 1745	0	316	1	0	317	0	385	0	0	385	0	0	2	0	2	0	0	1	0	1	705
1745 - 1800	0	296	0	0	296	0	353	0	0	353	1	0	3	0	4	0	0	0	0	0	653
Hourly Total	0	1387	2	0	**1389**	0	1487	2	0	**1489**	5	0	13	0	**18**	0	0	5	0	**5**	**2901**
Grand Total	2	2862	5	0	**2869**	4	3026	13	2	**3045**	5	0	14	0	**19**	0	0	14	0	**14**	**5947**
Approach %	0.07	99.76	0.17	0.00	-	0.13	99.38	0.43	0.07	-	26.32	0.00	73.68	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.03	48.13	0.08	0.00	48.24	0.07	50.88	0.22	0.03	51.20	0.08	0.00	0.24	0.00	0.32	0.00	0.00	0.24	0.00	0.24	
Heavy Vehicle %	0	2	0	-	**2**	0	1	0	0	**1**	0	-	0	-	**0**	-	-	0	-	**0**	**2**
PHF	0.50	0.95	0.38	0.00	**0.95**	0.50	0.96	0.55	0.25	**0.96**	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.75	0.00	**0.75**	**0.97**
Peak Hour Total	2	1475	3	0	**1480**	4	1539	11	2	**1556**	0	0	1	0	**1**	0	0	9	0	**9**	**3046**
Peak Hour HV %	0	2	0	0	**2**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**2**

Classified Turn Movement Count || Passenger Vehicles (1-3)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	193	0	0	193	0	155	0	0	155	0	0	0	0	0	0	0	0	0	0	348
0715 - 0730	0	203	1	0	204	2	293	1	0	296	0	0	0	0	0	0	0	0	0	0	500
0730 - 0745	0	300	2	0	302	2	344	0	0	346	0	0	0	0	0	0	0	1	0	1	649
0745 - 0800	0	252	0	0	252	4	391	1	0	396	0	0	0	0	0	0	0	1	0	1	649
Hourly Total	0	948	3	0	**951**	8	1183	2	0	**1193**	0	0	0	0	**0**	0	0	2	0	**2**	**2146**
0800 - 0815	0	268	1	0	269	2	365	0	0	367	0	0	0	0	0	0	0	0	0	0	636
0815 - 0830	0	270	0	0	270	2	368	0	0	370	0	0	0	0	0	0	0	2	0	2	642
0830 - 0845	0	290	0	0	290	3	335	1	0	339	0	0	2	0	2	0	0	1	0	1	632
0845 - 0900	0	245	1	0	246	1	317	1	0	319	0	0	0	0	0	0	0	2	0	2	567
Hourly Total	0	1073	2	0	**1075**	8	1385	2	0	**1395**	0	0	2	0	**2**	0	0	5	0	**5**	**2477**
Grand Total	0	2021	5	0	**2026**	16	2568	4	0	**2588**	0	0	2	0	**2**	0	0	7	0	**7**	**4623**
Approach %	0.00	99.75	0.25	0.00	-	0.62	99.23	0.15	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	43.72	0.11	0.00	43.82	0.35	55.55	0.09	0.00	55.98	0.00	0.00	0.04	0.00	0.04	0.00	0.00	0.15	0.00	0.15	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	275	0	0	275	3	316	0	0	319	0	0	0	0	0	0	0	3	0	3	597
1415 - 1430	0	288	0	0	288	0	327	0	0	327	0	0	0	0	0	1	0	2	0	3	618
1430 - 1445	0	356	3	0	359	3	330	2	0	335	0	0	2	0	2	0	0	4	0	4	700
1445 - 1500	0	352	1	0	353	3	321	0	0	324	0	0	0	0	0	0	0	3	0	3	680
Hourly Total	0	1271	4	0	**1275**	9	1294	2	0	**1305**	0	0	2	0	**2**	1	0	12	0	**13**	**2595**
1500 - 1515	0	301	0	0	301	2	345	1	0	348	0	0	0	0	0	0	0	2	0	2	651
1515 - 1530	0	340	0	0	340	0	369	0	0	369	0	0	2	0	2	0	0	1	0	1	712
1530 - 1545	0	383	0	0	383	2	393	1	0	396	0	0	0	0	0	0	0	0	0	0	779
1545 - 1600	1	429	1	1	432	0	354	2	0	356	0	0	0	0	0	0	0	5	0	5	793
Hourly Total	1	1453	1	1	**1456**	4	1461	4	0	**1469**	0	0	2	0	**2**	0	0	8	0	**8**	**2935**
Grand Total	1	2724	5	1	**2731**	13	2755	6	0	**2774**	0	0	4	0	**4**	1	0	20	0	**21**	**5530**
Approach %	0.04	99.74	0.18	0.04	-	0.47	99.32	0.22	0.00	-	0.00	0.00	100.00	0.00	-	4.76	0.00	95.24	0.00	-	
Intersection %	0.02	49.26	0.09	0.02	49.39	0.24	49.82	0.11	0.00	50.16	0.00	0.00	0.07	0.00	0.07	0.02	0.00	0.36	0.00	0.38	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	1	378	0	0	379	1	364	2	0	367	0	0	0	0	0	0	0	2	0	2	748
1615 - 1630	0	379	1	0	380	2	382	2	0	386	0	0	0	0	0	0	0	3	0	3	769
1630 - 1645	0	359	2	0	361	1	369	2	2	374	0	0	0	0	0	0	0	3	0	3	738
1645 - 1700	1	324	0	0	325	0	396	5	0	401	0	0	1	0	1	0	0	1	0	1	728
Hourly Total	2	1440	3	0	**1445**	4	1511	11	2	**1528**	0	0	1	0	**1**	0	0	9	0	**9**	**2983**
1700 - 1715	0	419	1	0	420	0	345	0	0	345	1	0	2	0	3	0	0	2	0	2	770
1715 - 1730	0	344	0	0	344	0	400	2	0	402	3	0	6	0	9	0	0	2	0	2	757
1730 - 1745	0	312	1	0	313	0	381	0	0	381	0	0	2	0	2	0	0	1	0	1	697
1745 - 1800	0	292	0	0	292	0	350	0	0	350	1	0	3	0	4	0	0	0	0	0	646
Hourly Total	0	1367	2	0	**1369**	0	1476	2	0	**1478**	5	0	13	0	**18**	0	0	5	0	**5**	**2870**
Grand Total	2	2807	5	0	**2814**	4	2987	13	2	**3006**	5	0	14	0	**19**	0	0	14	0	**14**	**5853**
Approach %	0.07	99.75	0.18	0.00	-	0.13	99.37	0.43	0.07	-	26.32	0.00	73.68	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.03	47.96	0.09	0.00	48.08	0.07	51.03	0.22	0.03	51.36	0.09	0.00	0.24	0.00	0.32	0.00	0.00	0.24	0.00	0.24	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	4	0	0	4	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	15
0715 - 0730	0	2	0	0	2	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	18
0730 - 0745	0	10	0	0	10	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	16
0745 - 0800	0	5	1	0	6	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	15
Hourly Total	0	21	1	0	**22**	0	41	0	0	**41**	0	0	0	0	**0**	0	0	1	0	**1**	**64**
0800 - 0815	0	6	0	0	6	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	16
0815 - 0830	0	5	0	0	5	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	16
0830 - 0845	0	6	0	0	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	14
0845 - 0900	0	8	0	0	8	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	0	25	0	0	**25**	0	39	0	0	**39**	0	0	0	0	**0**	0	0	0	0	**0**	**64**
Grand Total	0	46	1	0	**47**	0	80	0	0	**80**	0	0	0	0	**0**	0	0	1	0	**1**	**128**
Approach %	0.00	97.87	2.13	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	35.94	0.78	0.00	36.72	0.00	62.50	0.00	0.00	62.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.78	0.00	0.78	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	10	0	0	10	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	15
1415 - 1430	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	8
1430 - 1445	0	17	0	0	17	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	24
1445 - 1500	0	8	0	0	8	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	36	0	0	**36**	0	24	0	0	**24**	0	0	0	0	**0**	0	0	1	0	**1**	**61**
1500 - 1515	0	2	0	0	2	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	10
1515 - 1530	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
1530 - 1545	0	11	0	0	11	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	15
1545 - 1600	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	21	0	0	**21**	0	18	0	0	**18**	0	0	0	0	**0**	0	0	0	0	**0**	**39**
Grand Total	0	57	0	0	**57**	0	42	0	0	**42**	0	0	0	0	**0**	0	0	1	0	**1**	**100**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	57.00	0.00	0.00	57.00	0.00	42.00	0.00	0.00	42.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	12
1615 - 1630	0	8	0	0	8	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	15
1630 - 1645	0	9	0	0	9	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	15
1645 - 1700	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	28	0	0	**28**	0	23	0	0	**23**	0	0	0	0	**0**	0	0	0	0	**0**	**51**
1700 - 1715	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
1715 - 1730	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
1730 - 1745	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1745 - 1800	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	15	0	0	**15**	0	11	0	0	**11**	0	0	0	0	**0**	0	0	0	0	**0**	**26**
Grand Total	0	43	0	0	**43**	0	34	0	0	**34**	0	0	0	0	**0**	0	0	0	0	**0**	**77**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	55.84	0.00	0.00	55.84	0.00	44.16	0.00	0.00	44.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Combination Trucks (8-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

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Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0715 - 0730	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
0730 - 0745	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
0745 - 0800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	0	10	0	0	**10**	0	0	0	0	**0**	0	0	0	0	**0**	**15**
0800 - 0815	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0815 - 0830	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0845 - 0900	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	4	0	0	**4**	0	8	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	**12**
Grand Total	0	9	0	0	**9**	0	18	0	0	**18**	0	0	0	0	**0**	0	0	0	0	**0**	**27**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	33.33	0.00	0.00	33.33	0.00	66.67	0.00	0.00	66.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1445 - 1500	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	**4**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
1500 - 1515	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1515 - 1530	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1530 - 1545	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	8	0	0	**8**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**10**
Grand Total	0	12	0	0	**12**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**16**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	75.00	0.00	0.00	75.00	0.00	25.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1615 - 1630	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1630 - 1645	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	7	0	0	**7**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**11**
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
Grand Total	0	12	0	0	**12**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**16**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	75.00	0.00	0.00	75.00	0.00	25.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Grand Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Grand Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Merritt Island, FL

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Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
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Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	FL-3 N Courtenay Pkwy (South)					FL-3 N Courtenay Pkwy (North)					NHC HomeCare Driveway					Medical Center Driveway					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	5	0	0	5	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	18
0715 - 0730	0	2	0	0	2	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	25
0730 - 0745	0	13	0	0	13	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	20
0745 - 0800	0	6	1	0	7	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	16
Hourly Total	0	26	1	0	**27**	0	51	0	0	**51**	0	0	0	0	**0**	0	0	1	0	**1**	**79**
0800 - 0815	0	7	0	0	7	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	18
0815 - 0830	0	6	0	0	6	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	19
0830 - 0845	0	7	0	0	7	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	18
0845 - 0900	0	9	0	0	9	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	21
Hourly Total	0	29	0	0	**29**	0	47	0	0	**47**	0	0	0	0	**0**	0	0	0	0	**0**	**76**
Grand Total	0	55	1	0	**56**	0	98	0	0	**98**	0	0	0	0	**0**	0	0	1	0	**1**	**155**
Approach %	0.00	98.21	1.79	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	35.48	0.65	0.00	36.13	0.00	63.23	0.00	0.00	63.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.00	0.65	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	FL-3 N Courtenay Pkwy (South)					FL-3 N Courtenay Pkwy (North)					NHC HomeCare Driveway					Medical Center Driveway					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	12	0	0	12	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	17
1415 - 1430	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	8
1430 - 1445	0	19	0	0	19	0	7	0	0	7	0	0	0	0	0	0	0	1	0	1	27
1445 - 1500	0	8	0	0	8	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	0	40	0	0	**40**	0	26	0	0	**26**	0	0	0	0	**0**	0	0	1	0	**1**	**67**
1500 - 1515	0	3	0	0	3	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	12
1515 - 1530	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
1530 - 1545	0	13	0	0	13	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	17
1545 - 1600	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	29	0	0	**29**	0	20	0	0	**20**	0	0	0	0	**0**	0	0	0	0	**0**	**49**
Grand Total	0	69	0	0	**69**	0	46	0	0	**46**	0	0	0	0	**0**	0	0	1	0	**1**	**116**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	59.48	0.00	0.00	59.48	0.00	39.66	0.00	0.00	39.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.00	0.86	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	FL-3 N Courtenay Pkwy (South)					FL-3 N Courtenay Pkwy (North)					NHC HomeCare Driveway					Medical Center Driveway					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	15
1615 - 1630	0	10	0	0	10	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	18
1630 - 1645	0	10	0	0	10	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	16
1645 - 1700	0	8	0	0	8	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	0	35	0	0	**35**	0	27	0	0	**27**	0	0	0	0	**0**	0	0	0	0	**0**	**62**
1700 - 1715	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
1715 - 1730	0	7	0	0	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	8
1730 - 1745	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
1745 - 1800	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	20	0	0	**20**	0	11	0	0	**11**	0	0	0	0	**0**	0	0	0	0	**0**	**31**
Grand Total	0	55	0	0	**55**	0	38	0	0	**38**	0	0	0	0	**0**	0	0	0	0	**0**	**93**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	59.14	0.00	0.00	59.14	0.00	40.86	0.00	0.00	40.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Pedestrians

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	1	1	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	1	**1**	0	1	**1**	**2**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	0.00	50.00	50.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	1	1	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	2	2	0	0	0	2
Hourly Total	0	0	**0**	0	0	**0**	0	2	**2**	0	0	**0**	**2**
Grand Total	0	0	**0**	0	0	**0**	0	2	**2**	0	1	**1**	**3**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66.67	66.67	0.00	33.33	33.33	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Merritt Island, FL

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FL-3 N Courtenay Pkwy (South)
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NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	1	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	2	0	2	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	2	0	**2**	**3**
Grand Total	0	0	**0**	0	0	**0**	0	1	**1**	3	0	**3**	**4**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	25.00	75.00	0.00	75.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	1	1	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Merritt Island, FL

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Site 1
FL-3 N Courtenay Pkwy (South)
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NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
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Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 12/11/2025	NHC HomeCare Driveway			Medical Center Driveway			FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			
	Eastbound			Westbound			Northbound			Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	198	0	0	168	0	366
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	205	1	2	316	1	525
07:30 AM - 07:45 AM	0	0	0	0	0	1	0	313	2	2	351	0	669
07:45 AM - 08:00 AM	0	0	0	0	0	2	0	258	1	4	399	1	665
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	275	1	2	376	0	654
08:15 AM - 08:30 AM	0	0	0	0	0	2	0	276	0	2	382	0	662
08:30 AM - 08:45 AM	0	0	2	0	0	1	0	297	0	3	346	1	650
08:45 AM - 09:00 AM	0	0	0	0	0	2	0	254	1	1	329	1	588
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	3	0	287	0	3	321	0	614
02:15 PM - 02:30 PM	0	0	0	1	0	2	0	289	0	0	334	0	626
02:30 PM - 02:45 PM	0	0	2	0	0	5	0	375	3	3	337	2	727
02:45 PM - 03:00 PM	0	0	0	0	0	3	0	360	1	3	328	0	695
03:00 PM - 03:15 PM	0	0	0	0	0	2	0	304	0	2	354	1	663
03:15 PM - 03:30 PM	0	0	2	0	0	1	0	346	0	0	373	0	722
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	396	0	2	397	1	796
03:45 PM - 04:00 PM	0	0	0	0	0	5	1	436	1	0	358	2	803
04:00 PM - 04:15 PM	0	0	0	0	0	2	1	385	0	1	373	2	764
04:15 PM - 04:30 PM	0	0	0	0	0	3	0	389	1	2	390	2	787
04:30 PM - 04:45 PM	0	0	0	0	0	3	0	369	2	1	375	2	752
04:45 PM - 05:00 PM	0	0	1	0	0	1	1	332	0	0	401	5	741
05:00 PM - 05:15 PM	1	0	2	0	0	2	0	424	1	0	348	0	778
05:15 PM - 05:30 PM	3	0	6	0	0	2	0	351	0	0	401	2	765
05:30 PM - 05:45 PM	0	0	2	0	0	1	0	316	1	0	385	0	705
05:45 PM - 06:00 PM	1	0	3	0	0	0	0	296	0	0	353	0	653
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

QUEUE DATA

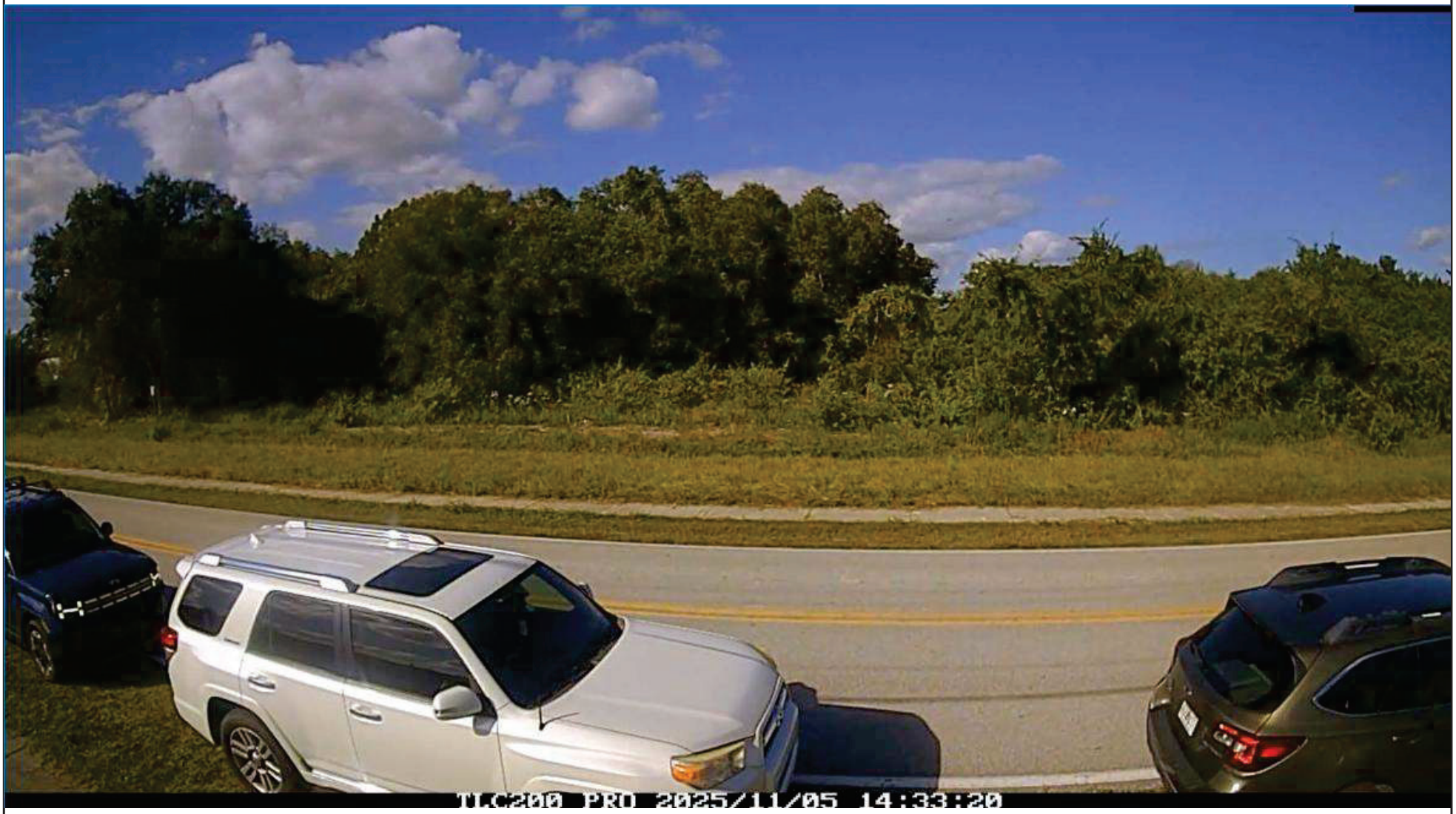


Figure 3
Queue Observations Along Pioneer Rd- EB queue along Pioneer Rd

Bowman

SIGNAL INFORMATION

BREVARD COUNTY
Traffic Signal Timings

Designed By:	JCS
Date:	5/20/2024
Checked By:	CRD
Date:	5/31/2024

Agency	Brevard County	**Mile Post**	2.855	**Node**	10
Sig ID	14	**Controller**	Naztec 900 ATC	**System ID**	
Maj. Street	SR 3 (Courtenay Parkway)	**Orientation**	N-S	**SOP**	7 Modified
Min. Street	Pioneer Road	**Orientation**	E-W		

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	NBL	SB		WB	SBL	NB		EB	
Turn Type	PT/PM				PT/PM				
Min Green	5	15		7	5	15		7	
Ext	3.0	3.5		3.5	3.0	3.5		3.5	
Yellow	4.8	4.8		3.7	4.8	4.8		3.7	
All Red	3.0	2.0		3.0	3.0	2.0		3.0	
Max I	15	45		35	25	45		35	
Max II	25	45		45	25	45		45	
Walk		7		7		7		7	
Flashing Don't Walk		19		27		17		28	
Min Splits (Calculated)	12.8	21.8		13.7	12.8	21.8		13.7	
Min Splits (Calculated)	12.8	32.8		40.7	12.8	30.8		41.7	Including Pedestrian Times
Detector Memory									
Det. Cross Switch.									
Recall		Min				Min			
Delay									
Rest in Walk		Yes				Yes			
Stop in Walk									
CNA									
Coord Phase		By TOD							Phase 2 & 6 MxP Recall during coord.

Coordination Timings (seconds)

Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq.
AM	1		18	92		50	35	75		50	160	135	1
MIDDAY	2		17	76		47	18	75		47	140	109	1
PM	3		18	110		42	20	108		42	170	105	1
OFF-PEAK (Existing)	4		18	64		18	18	64		18	100	5	1

Time of Day Plan(s)

Day Plan 1 (Weekday)	Hour	0	6	9	14	18	20	22		
	Minute		30	30						
	Action	100	1	2	3	2	4	100		Action 100 = Pattern 254
Day Plan 2 (Saturday)	Hour	0	7	9	18	22				
	Minute				30					
	Action	100	4	2	4	100				Action 100 = Pattern 254
Day Plan 3 (Sunday)	Hour	0	8	10	18	22				
	Minute									
	Action	100	4	2	4	100				Action 100 = Pattern 254
Day Plan 4	Hour									
	Minute									
	Action									Action 100 = Pattern 254
Day Plan 5	Hour									
	Minute									
	Action									Action 100 = Pattern 254
Day Plan 6	Hour									
	Minute									
	Action									Action 100 = Pattern 254
Day Plan 7	Hour									
	Minute									
	Action									Action 100 = Pattern 254

Notes:

1. Float force offs
2. Max Inhibit during coordination
3. Offset Reference Point: End of Green first through coordinated phase
4. MxP on phases 2 & 6 during coordination

SIGNAL PHASING SEQUENCE 1

BREVARD COUNTY TRAFFIC SIGNAL TIMING

Intersection: SR-3 (Courtenay Pkwy) & SR-528 WB Ramp **ID: 31**
Equipment: Naztec 76.16c **Date: 03/05/25**

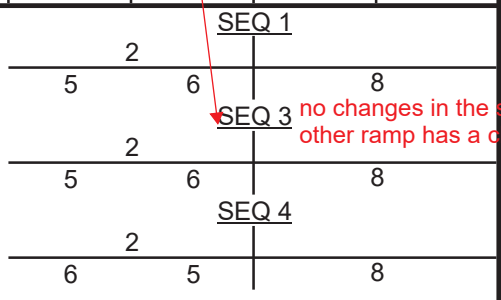
BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Direction		SB			SBL	NB		EB
Min Green (sec)		12			5	12		10
Vehicle Gap (sec)		4.0			4.0	4.0		6.0
Max Green 1 (sec)		55			25	55		50
Max Green 2 (sec)								
Yellow (sec)		4.8			4.8	4.8		4.1
All-Red (sec)		2.6			3.0	2.6		3.0
Walk (sec)								
Flash Don't Walk (sec)								
Recall/Memory		MIN/LK				MIN/LK		
Delay (sec)								
Detector Switching								
Dual Entry		Y				Y		
Overlap								
Flash		Y			R	Y		R

COORDINATION PLANS

Coordination Pattern	1	2	3	4		Day	Time	Pattern
Cycle	160	140	170	100		1	0:00	FREE
Split 1						1	6:00	1
Split 2	100	100	130	77		1	9:30	2
Split 3						1	14:00	3
Split 4						1	18:00	2
Split 5	36	40	45	19		1	20:00	4
Split 6	64	60	85	58		1	22:00	FREE
Split 7						2	0:00	FREE
Split 8	60	40	40	23		2	7:00	4
Offset	73	9	99	49		2	9:00	2
Sequence	1	4	3	4		2	18:30	4
Day Plans	**Day**					2	22:00	FREE
1	Mon-Fri					3	0:00	FREE
2	Sat					3	8:00	4
3	Sun					3	10:00	2
						3	18:00	4
						3	22:00	FREE

Notes:
1. Referenced to the End of Green
2. Force Mode: Fixed
3. Max Mode: Max Inhibit
4. Max recall on Ø2 & Ø6 during coordination
5. Pattern 100 - Free
6. Correction Mode: Short/Long
7. Use Alt Ph Time Table 2 for Pattern 1 & 2
8. Use Alt Ph Time Table 1 for Pattern 3 & 4
9. No Short Ø5 & Ø8 during coordination



BREVARD COUNTY TRAFFIC SIGNAL TIMING

Intersection: SR-3 (Courtenay Pkwy) & SR-528 WB Ramp **ID: 30**
Equipment: Naztec 76.16c **Date: 03/05/25**

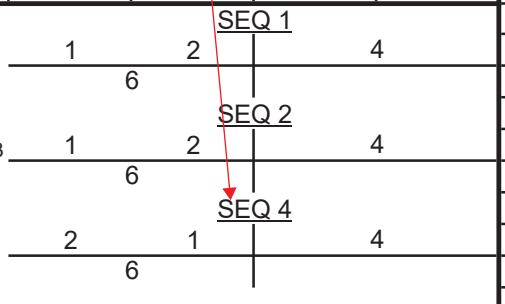
BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Direction	NBLT	SB		WB		NB		
Min Green (sec)	5	12		7		12		
Vehicle Gap (sec)	3.0	4.0		3.0		3.0		
Max Green 1 (sec)	30	55		25		55		
Max Green 2 (sec)	30	55		25		55		
Yellow (sec)	4.8	5.3		4.0		5.3		
All-Red (sec)	3.1	2.2		3.0		2.2		
Walk (sec)				7				
Flash Don't Walk (sec)				37				
Recall/Memory		MIN/LK		LK		MIN/LK		
Delay (sec)								
Detector Switching								
Dual Entry		Y				Y		
Overlap								
Flash	R	Y		R		Y		

COORDINATION PLANS

Coordination Pattern	1	2	3	4		Day	Time	Pattern
Cycle	160	140	170	100		1	0:00	FREE
Split 1	53	38	52	22		1	6:00	10
Split 2	67	72	88	57		1	7:30	1
Split 3						1	9:30	2
Split 4	40	30	30	21		1	14:00	3
Split 5						1	18:00	2
Split 6	120	110	140	79		1	20:00	4
Split 7						1	22:00	FREE
Split 8						2	0:00	FREE
Offset	25	59	62	0		2	7:00	4
Sequence	1	2	4	2		2	9:00	2
Day Plans	**Day**					2	18:30	4
1	Mon-Fri					2	22:00	FREE
2	Sat					3	0:00	FREE
3	Sun					3	8:00	4
						3	10:00	2
						3	18:00	4
						3	22:00	FREE

Notes:
1. Referenced to the End of Green
2. Force Mode: Fixed
3. Max Mode: Max Inhibit
4. Max recall on Ø2 & Ø6 during coordination
5. Min Recall on Ø1 during Pattern 1 and Pattern 3
6. Pattern 100 - Free
7. Correction Mode: Short/Long
8. Use Alt Ph Time Table 1 for Pattern 1 & 3
9. No Short Ø1 & Ø5 during Pattern 2 and Pattern 4
10. OL1 includes Ø1



CRASH DATA

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	ON_STREET_ROAD_HIGHWAY	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL
88266697	2020	1/31/2020 11:20	1/31/2020 12:05	SR 3 (N COURTENAY PKWY) N/O PIONEER RD	North	PIONEER RD	Daylight	Cloudy	Dry	Rear End	Rear End	No Injury	No Injury
88288753	2020	2/13/2020 15:50	2/13/2020 17:03	SR3 (COURTENAY PKWY)	South	PIONEER RD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88956979	2020	4/28/2020 11:09	4/28/2020 0:00	N COURTENAY PKWY	North	PIONEER RD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88957011	2020	5/25/2020 14:55	5/25/2020 0:00	N COURTENAY PKWY	North	PIONEER RD	Daylight	Rain	Wet	Rear End	Rear End	No Injury	No Injury
88387420	2020	9/18/2020 16:30	9/18/2020 17:59	SR3 (COURTENAY PKWY)	South	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	Injury	Possible Injury
88398133	2020	9/23/2020 14:25	9/23/2020 15:06	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Clear	Dry	Left Leaving	Left Turn	Injury	Non-Incapacitating Injury
88398166	2020	10/10/2020 20:06	10/17/2020 16:43	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	South	VIA DE LA REINA	Dark - Not Lighted	Clear	Dry	Off Road	Off Road	No Injury	No Injury
88409983	2020	10/22/2020 15:55	10/22/2020 18:39	STATE ROAD-3 / N COURTENAY PARKWAY	South	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88397504	2020	11/14/2020 10:22	11/14/2020 11:03	STATE ROAD 3 (N. COURTENAY PARKWAY)	South	FRONTEER ROAD	Daylight	Cloudy	Wet	Rear End	Rear End	No Injury	No Injury
88435229	2020	12/22/2020 15:00	2/9/2021 20:18	STATE ROAD-3 (COURTENAY PARKWAY)	South	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88441159	2020	12/23/2020 18:09	12/23/2020 18:49	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	South	PIONEER ROAD	Dark - Lighted	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88439511	2020	12/30/2020 14:42	12/30/2020 15:33	SR3 (N COURTENAY PKWY)	South	PIONEER RD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88441173	2021	1/4/2021 12:45	1/4/2021 13:25	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88430815	2021	1/19/2021 16:45	2/10/2021 16:17	STAT ROAD-3 / N COURTENAY PARKWAY	South	PIONEER ROAD	Daylight	Clear	Dry	Left Entering	Left Turn	No Injury	No Injury
88434198	2021	3/8/2021 11:34	3/8/2021 12:13	STATE ROAD 3 (N. COUTENAY PARKWAY)	North	PIONEER RD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88457420	2021	3/10/2021 14:00	3/10/2021 15:01	STATE ROAD 3 (N COURTENAY PKWY)	South	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88458766	2021	4/13/2021 15:00	4/13/2021 15:41	STATE ROAD-3 / N COURTENAY PARKWAY	North	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88477689	2021	4/14/2021 10:25	4/14/2021 10:58	STATE ROAD 3 (COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88500450	2021	5/10/2021 8:00	5/10/2021 12:54	2280 N. COURTENAY PARKWAY		PIONEER ROAD	Daylight	Cloudy	Dry	Parked Vehicle	Backed Into	No Injury	No Injury
88499415	2021	5/15/2021 11:10	5/15/2021 11:21	SR-3 (N COURTENAY PKWY)	North	PIONEER RD	Daylight	Cloudy	Dry	Rear End	Rear End	No Injury	No Injury
88499416	2021	5/16/2021 12:35	5/16/2021 12:44	STATE ROAD 3 (NORTH COURTENAY PKWY)	North	PIONEER RD	Daylight	Cloudy	Dry	Rear End	Rear End	No Injury	No Injury
88517491	2021	6/1/2021 13:35	6/1/2021 14:27	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Cloudy	Dry	Left Entering	Left Turn	Serious Injury	Incapacitating Injury
88507721	2021	7/21/2021 8:55	8/12/2021 23:40	2280 N COURTENAY PARKWAY		PIONEER ROAD	Daylight	Clear	Dry	Backed Into	Backed Into	No Injury	No Injury
88503002	2021	7/22/2021 17:00	7/22/2021 17:54	PIONEER ROAD	West	STATE ROAD -3 / N COURTENAY PARKWAY	Daylight	Clear	Dry	Rear End	Rear End	Injury	Possible Injury
88500496	2021	8/2/2021 13:50	8/2/2021 14:20	STATE ROAD 3 (COURTENAY PKWY)	West	PIONEER RD	Daylight	Cloudy	Dry	Off Road	Off Road	Injury	Possible Injury
88523081	2021	8/9/2021 20:33	8/9/2021 21:25	SR3 (N COURTENAY PKWY)	North	PIONEER RD	Dark - Lighted	Clear	Dry	Rear End	Rear End	Injury	Possible Injury
88520795	2021	8/21/2021 12:53	8/21/2021 13:08	SR-3 (N COURTENAY PKWY)	North	PIONEER RD	Daylight	Cloudy	Dry	Rear End	Rear End	No Injury	No Injury
88558931	2021	9/10/2021 8:30	9/10/2021 9:41	STATE ROAD 3 (N COURTENAY PKWY)	North	PIONEER ROAD	Daylight	Cloudy	Dry	Left Leaving	Left Turn	No Injury	No Injury
88444071	2021	9/15/2021 0:15	9/15/2021 12:52	N COURTENAY PKWY/SR3	South	PIONEER ROAD	Daylight	Clear	Dry	Left Rear	Left Turn	Injury	Possible Injury
88558495	2021	11/16/2021 18:00	11/16/2021 19:52	STATE ROAD 3 / N COURTENAY PARKWAY	North	PIONEER ROAD	Dark - Lighted	Clear	Dry	Head On	Head On	Injury	Possible Injury
24130763	2021	12/15/2021 12:53	12/15/2021 0:00	PIONEER RD		N COURTENAY PKWY	Daylight	Rain	Wet	Rear End	Rear End	No Injury	No Injury
89570955	2021	12/20/2021 13:35	12/20/2021 15:15	STATE ROAD 3 / N COURTENAY PARKWAY	South	PIONEER DRIVE	Daylight	Rain	Wet	Rear End	Rear End	Injury	Possible Injury
89575228	2021	12/31/2021 9:05	12/31/2021 9:47	STATE ROAD 3 (N. COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Cloudy	Dry	Right Angle	Angle	Injury	Possible Injury
24130853	2022	2/16/2022 16:45	2/16/2022 0:00	N COURTENAY PKWY	South	PIONEER RD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
24906514	2022	2/25/2022 8:47	2/25/2022 9:36	STATE ROAD 3 (N. COUTENAY PARKWAY)		PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
24906534	2022	4/1/2022 8:31	4/1/2022 9:29	155 PIONEER ROAD	East	STATE ROAD 3 (N. COURTENAY PARKWAY)	Daylight	Rain	Wet	Off Road	Off Road	No Injury	No Injury
24939301	2022	4/7/2022 17:30	4/7/2022 18:14	STATE ROAD 3 (COURTENAY PARKWAY)	South	PIONEER ROAD	Daylight	Clear	Dry	Unknown	Sideswipe	No Injury	No Injury
24939308	2022	4/14/2022 20:40	4/14/2022 21:19	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	South	PIONEER ROAD	Dark - Not Lighted	Clear	Dry	Left Entering	Left Turn	Injury	Non-Incapacitating Injury
24905797	2022	4/16/2022 9:47	4/16/2022 10:46	PIONEER ROAD		STATE ROAD 3 (N. COURTENAY PKWY)	Daylight	Clear	Dry	Bicycle	Bicycle	No Injury	No Injury
24922289	2022	4/28/2022 10:23	4/28/2022 11:00	SR-3 (N COURTENAY PKWY)	North	PIONEER RD	Daylight	Cloudy	Dry	Unknown	Unknown	No Injury	No Injury
24951371	2022	5/31/2022 7:34	5/31/2022 8:37	STATE ROAD 3 (N COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Cloudy	Dry	Pedestrian	Pedestrian	Injury	Non-Incapacitating Injury
24953649	2022	6/3/2022 23:48	6/4/2022 1:27	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	South	PIONEER ROAD	Dark - Lighted	Rain	Wet	Rear End	Rear End	Injury	Possible Injury
24925139	2022	6/9/2022 5:25	6/9/2022 6:01	STATE ROAD 3 / N COURTENAY PKWY	North	PIONEER ROAD	Dark - Not Lighted	Clear	Dry	Left Rear	Left Turn	Injury	Non-Incapacitating Injury
24922322	2022	6/19/2022 10:12	6/19/2022 10:45	SR-3 (N COURTENAY PKWY)		PIONEER RD	Daylight	Cloudy	Dry	Right Angle	Angle	Injury	Non-Incapacitating Injury
24982647	2022	8/24/2022 15:11	8/24/2022 15:46	(STATE ROAD 3) COURTENAY PKWY		2323 COURTENAY PKWY	Daylight	Clear	Dry	Right Angle	Angle	No Injury	No Injury
25011239	2022	12/15/2022 19:45	12/15/2022 20:21	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	North	PIONEER ROAD	Dark - Lighted	Cloudy	Dry	Left Entering	Left Turn	Injury	Possible Injury
24908092	2023	1/11/2023 8:35	1/11/2023 9:09	STATE ROAD 3		PIONEER ROAD	Daylight	Clear	Dry	Unknown	Sideswipe	Injury	Possible Injury
25059117	2023	1/26/2023 18:30	1/26/2023 19:34	STATE ROAD 3 (N COURTENAY PARKWAY)	South	PIONEER ROAD	Dark - Lighted	Clear	Dry	Rear End	Rear End	Injury	Non-Incapacitating Injury
25066299	2023	2/14/2023 16:21	2/14/2023 16:54	STATE ROAD 3 (N COURTENAY PKWY)		PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
89598591	2023	2/23/2023 14:20	2/23/2023 15:10	STATE ROAD 3 (N COURTENAY PARKWAY)	South	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
89614324	2023	3/16/2023 7:38	3/16/2023 8:24	STAT ROAD 3 (N. COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Clear	Dry	Same Direction Sideswip	Sideswipe	No Injury	No Injury
89606045	2023	3/21/2023 14:40	3/21/2023 16:14	PIONEER ROAD	N/A	STATE ROAD 3 (N COURTENAY PARKWAY)	Daylight	Clear	Dry	Left Rear	Left Turn	No Injury	No Injury
89653960	2023	6/27/2023 7:55	6/27/2023 9:13	SATE ROAD 3 (N. CORTNEAY PARKWAY)	North	PIONEER STREET	Daylight	Clear	Dry	Left Leaving	Left Turn	No Injury	No Injury
89670485	2023	10/29/2023 15:00	10/29/2023 16:45	STATE ROAD 3 (NORTH COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
89734482	2023	12/12/2023 17:05	12/12/2023 18:03	STATE ROAD-3 (COURTENAY PARKWAY)		PINOEER ROAD	Dusk	Clear	Dry	Rear End	Rear End	Injury	Possible Injury
89743098	2023	12/28/2023 10:56	12/28/2023 11:29	STATE ROAD 3 (N COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Rain	Wet	Left Entering	Left Turn	Injury	Possible Injury
26350698	2024	5/2/2024 17:02	5/2/2024 21:43	STATE ROAD-3 (COURTENAY PARKWAY)	South	PIONEER ROAD	Daylight	Clear	Dry	Left Entering	Left Turn	No Injury	No Injury
26350111	2024	7/26/2024 8:50	7/26/2024 9:25	STATE ROAD 3 (N COURTENAY PARKWAY)	N/A	PIONEER ROAD	Daylight	Clear	Dry	Left Leaving	Left Turn	Injury	Possible Injury
26382555	2024	8/21/2024 15:30	8/21/2024 16:13	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Rain	Wet	Unknown	Head On	No Injury	No Injury
26387086	2024	8/29/2024 8:48	8/29/2024 10:18	STATE ROAD 3 (N COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
26382565	2024	8/30/2024 15:15	8/30/2024 16:04	STATE ROAD 3 (NORTH COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Rain	Wet	Rear End	Rear End	Injury	Possible Injury

FDOT PEAK SEASON FACTOR

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7000 BREVARD COUNTYWIDE

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.08	1.17
2	01/07/2024 - 01/13/2024	1.06	1.15
3	01/14/2024 - 01/20/2024	1.03	1.12
4	01/21/2024 - 01/27/2024	1.00	1.09
5	01/28/2024 - 02/03/2024	0.97	1.05
* 6	02/04/2024 - 02/10/2024	0.95	1.03
* 7	02/11/2024 - 02/17/2024	0.92	1.00
* 8	02/18/2024 - 02/24/2024	0.91	0.99
* 9	02/25/2024 - 03/02/2024	0.90	0.98
*10	03/03/2024 - 03/09/2024	0.89	0.97
*11	03/10/2024 - 03/16/2024	0.88	0.96
*12	03/17/2024 - 03/23/2024	0.89	0.97
*13	03/24/2024 - 03/30/2024	0.90	0.98
*14	03/31/2024 - 04/06/2024	0.91	0.99
*15	04/07/2024 - 04/13/2024	0.92	1.00
*16	04/14/2024 - 04/20/2024	0.93	1.01
*17	04/21/2024 - 04/27/2024	0.94	1.02
*18	04/28/2024 - 05/04/2024	0.96	1.04
19	05/05/2024 - 05/11/2024	0.97	1.05
20	05/12/2024 - 05/18/2024	0.99	1.08
21	05/19/2024 - 05/25/2024	1.00	1.09
22	05/26/2024 - 06/01/2024	1.01	1.10
23	06/02/2024 - 06/08/2024	1.02	1.11
24	06/09/2024 - 06/15/2024	1.03	1.12
25	06/16/2024 - 06/22/2024	1.03	1.12
26	06/23/2024 - 06/29/2024	1.03	1.12
27	06/30/2024 - 07/06/2024	1.03	1.12
28	07/07/2024 - 07/13/2024	1.02	1.11
29	07/14/2024 - 07/20/2024	1.02	1.11
30	07/21/2024 - 07/27/2024	1.03	1.12
31	07/28/2024 - 08/03/2024	1.05	1.14
32	08/04/2024 - 08/10/2024	1.06	1.15
33	08/11/2024 - 08/17/2024	1.07	1.16
34	08/18/2024 - 08/24/2024	1.07	1.16
35	08/25/2024 - 08/31/2024	1.07	1.16
36	09/01/2024 - 09/07/2024	1.07	1.16
37	09/08/2024 - 09/14/2024	1.07	1.16
38	09/15/2024 - 09/21/2024	1.07	1.16
39	09/22/2024 - 09/28/2024	1.08	1.17
40	09/29/2024 - 10/05/2024	1.09	1.18
41	10/06/2024 - 10/12/2024	1.09	1.18
42	10/13/2024 - 10/19/2024	1.10	1.20
43	10/20/2024 - 10/26/2024	1.09	1.18
44	10/27/2024 - 11/02/2024	1.08	1.17
45	11/03/2024 - 11/09/2024	1.07	1.16
46	11/10/2024 - 11/16/2024	1.06	1.15
47	11/17/2024 - 11/23/2024	1.06	1.15
48	11/24/2024 - 11/30/2024	1.07	1.16
49	12/01/2024 - 12/07/2024	1.07	1.16
50	12/08/2024 - 12/14/2024	1.08	1.17
51	12/15/2024 - 12/21/2024	1.08	1.17
52	12/22/2024 - 12/28/2024	1.06	1.15
53	12/29/2024 - 12/31/2024	1.03	1.12

* PEAK SEASON

FDOT PROJECTS

MILLING AND RESURFACING

ROADWAY WIDENING

RIGHT-OF-WAY

EASEMENT

PROPERTY LINE

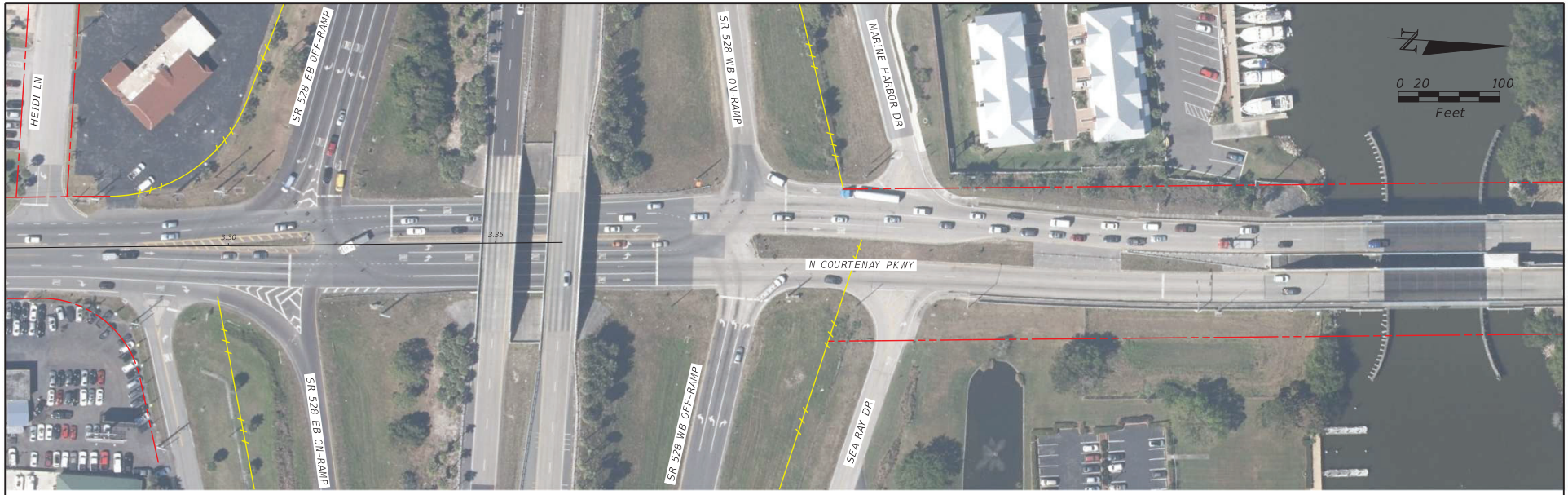
ENGLAND-THIMS & MILLER, INC.
1540 INTERNATIONAL PARKWAY, SUITE 2000
LAKE MARY, FL 32746
TEL: (407) 536-5379
FAX: (407) 536-5301
CA – 00002584 LC – 0000316

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

$USERS $DATES $TIMES $FILES

SR 3 CORRIDOR STUDY
ALTERNATIVE 2 CONCEPT

SHEET NO.
4



MILLING AND RESURFACING

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

$USERS $DATES $TIMES $FILES

SR 3 CORRIDOR STUDY
ALTERNATIVE 2 CONCEPT

SHEET NO.

5

APPENDIX D

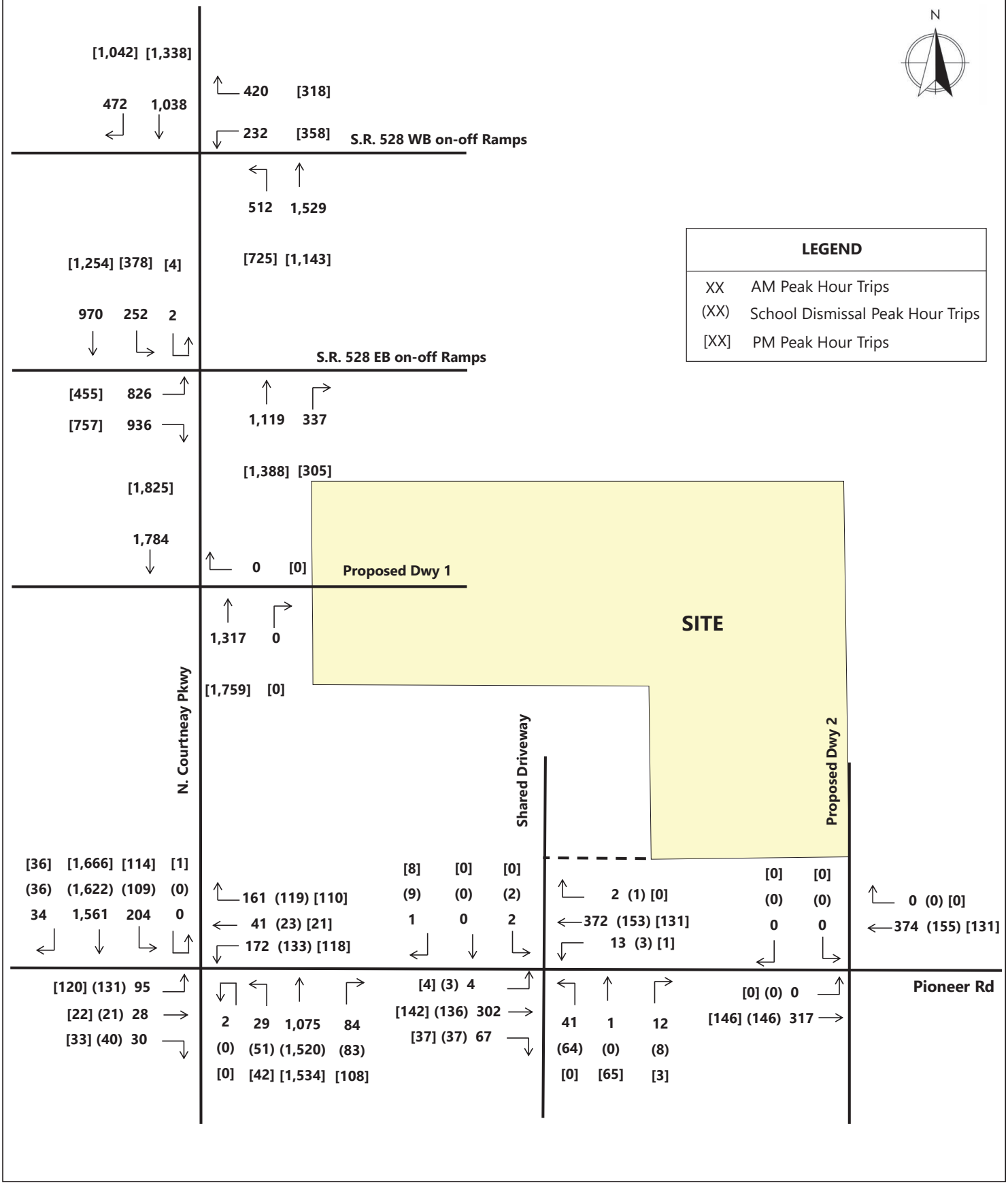


Exhibit 1

2026 Existing Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

Bowman

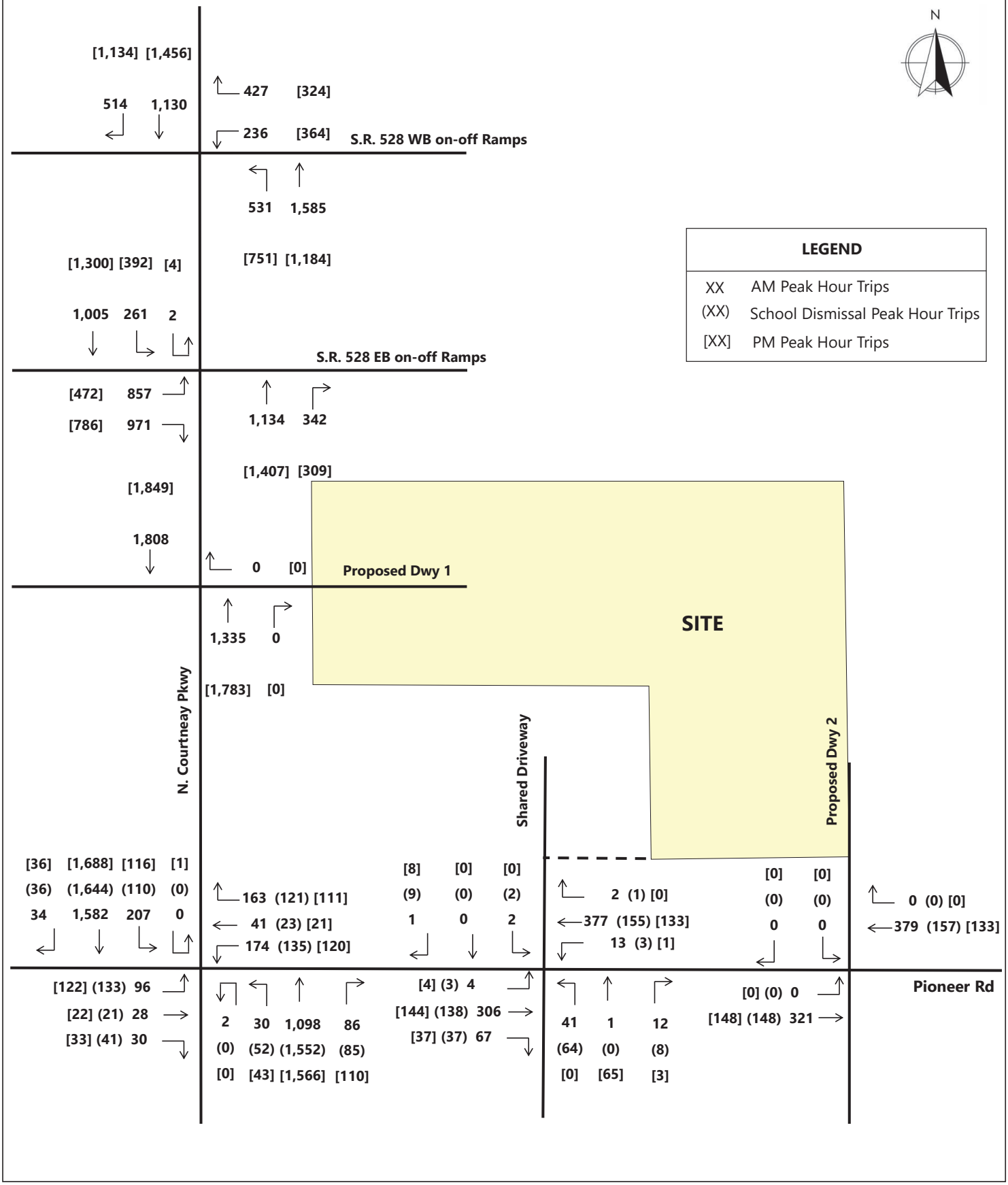


Exhibit 2

2027 No Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

Bowman

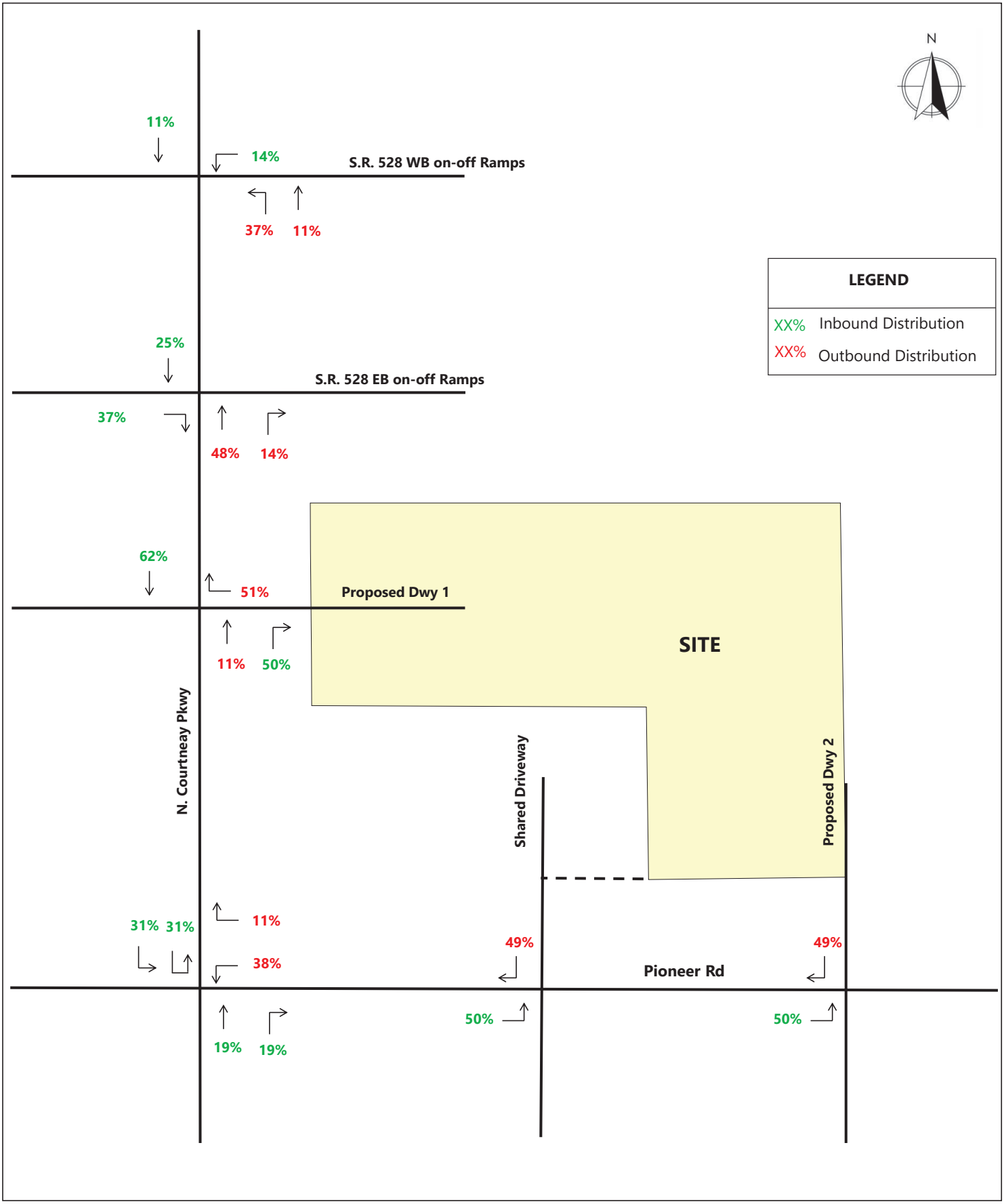


Exhibit 3-0

Site Trip Distribution

Rangewater N Courtenay Pkwy Merritt Island

Bowman

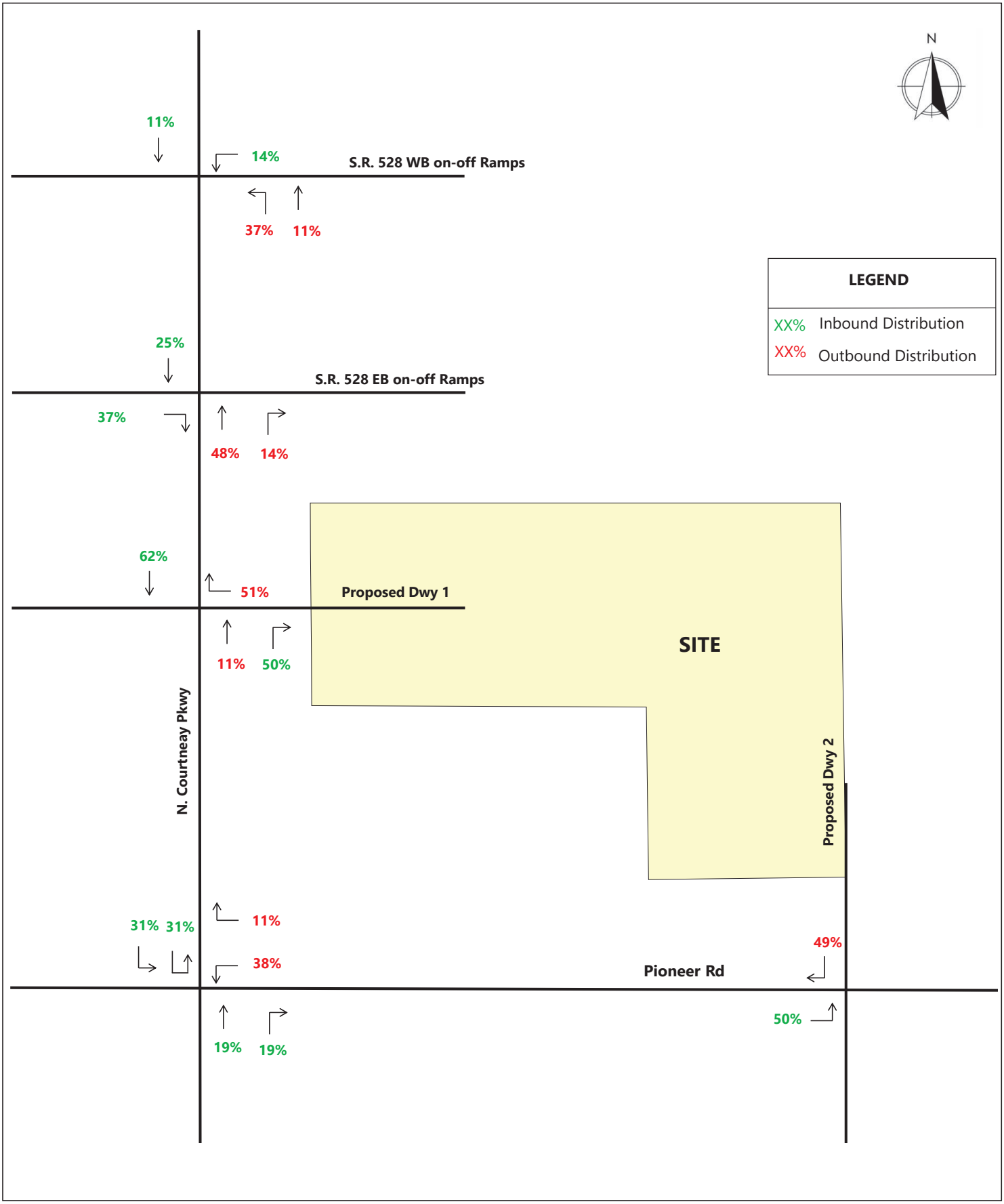


Exhibit 3-1

Site Trip Distribution

Rangewater N Courtenay Pkwy Merritt Island

Bowman

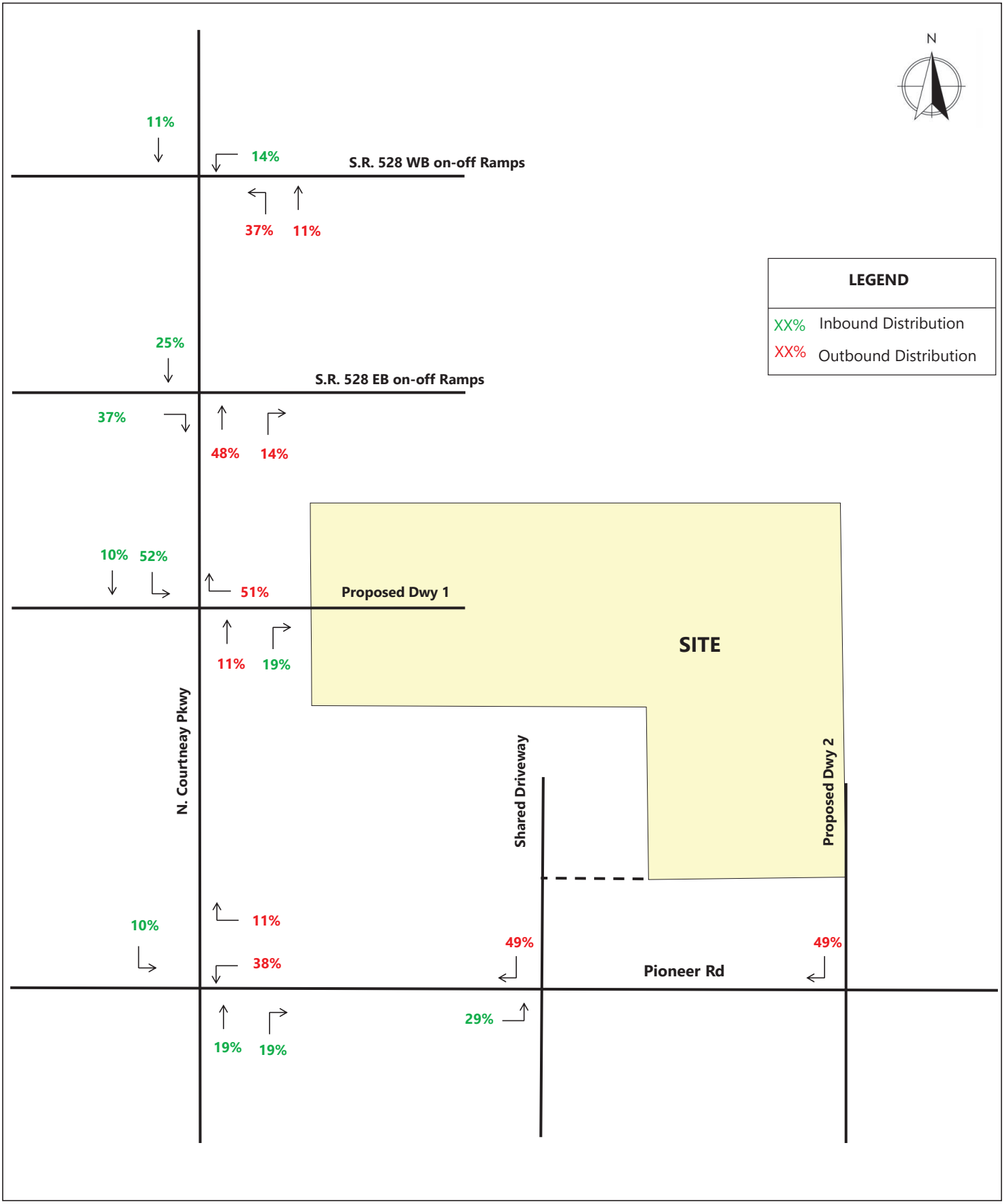


Exhibit 3-2

Site Trip Distribution

Rangewater N Courtenay Pkwy Merritt Island

Bowman

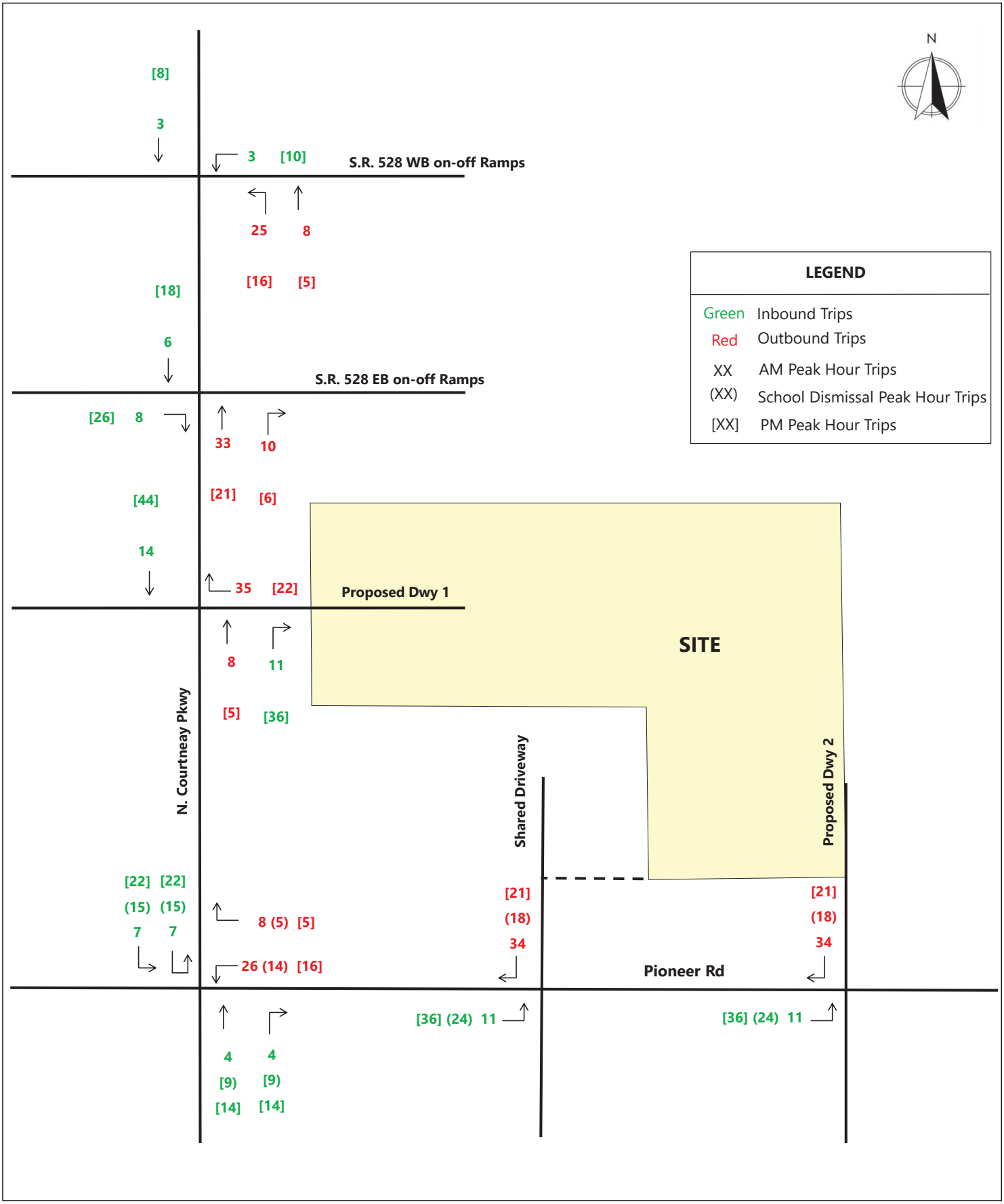


Exhibit 4-0

Site Trips

Rangewater N Courtenay Pkwy Merritt Island

Bowman

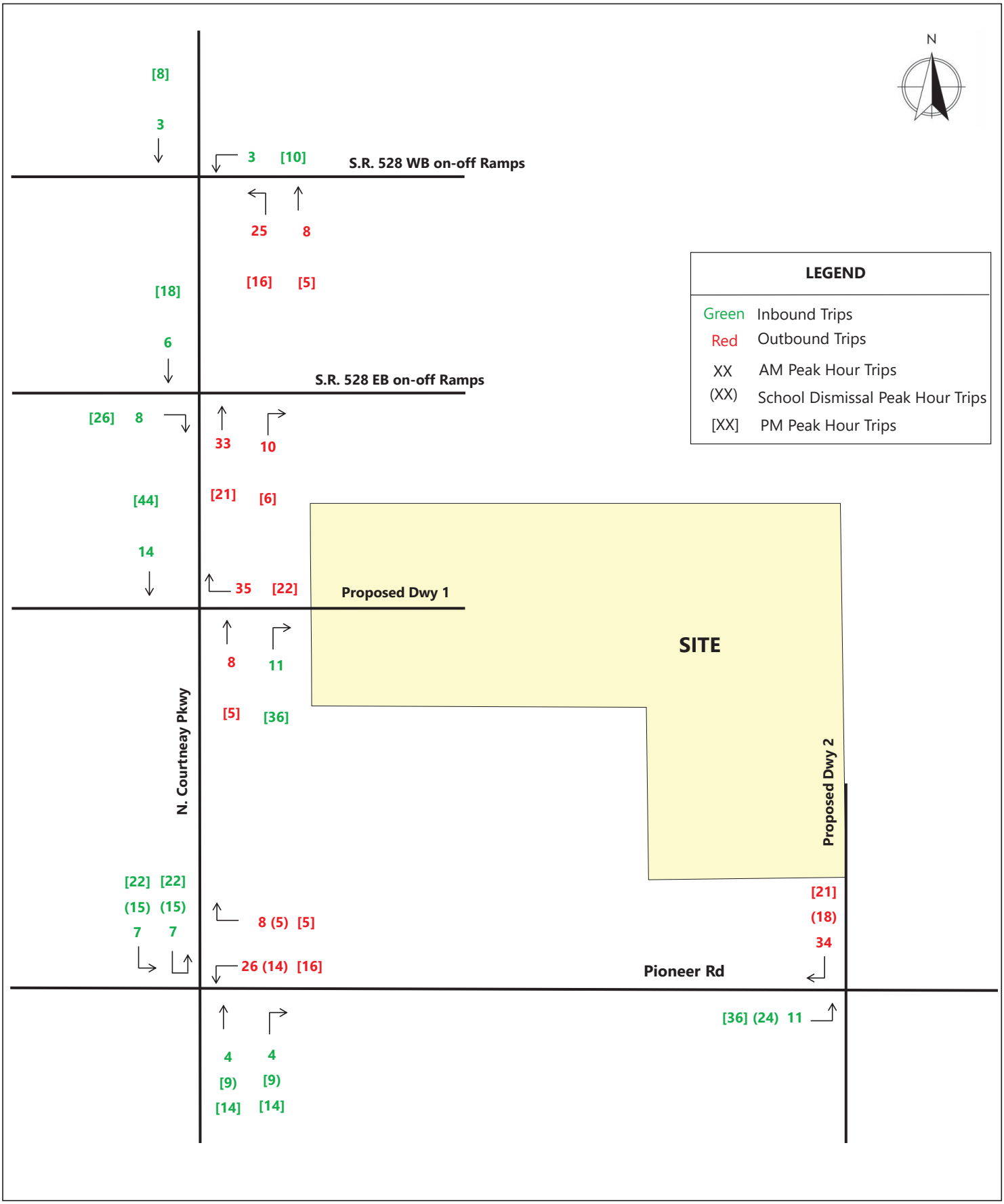


Exhibit 4-1

Site Trips

Rangewater N Courtenay Pkwy Merritt Island

Bowman

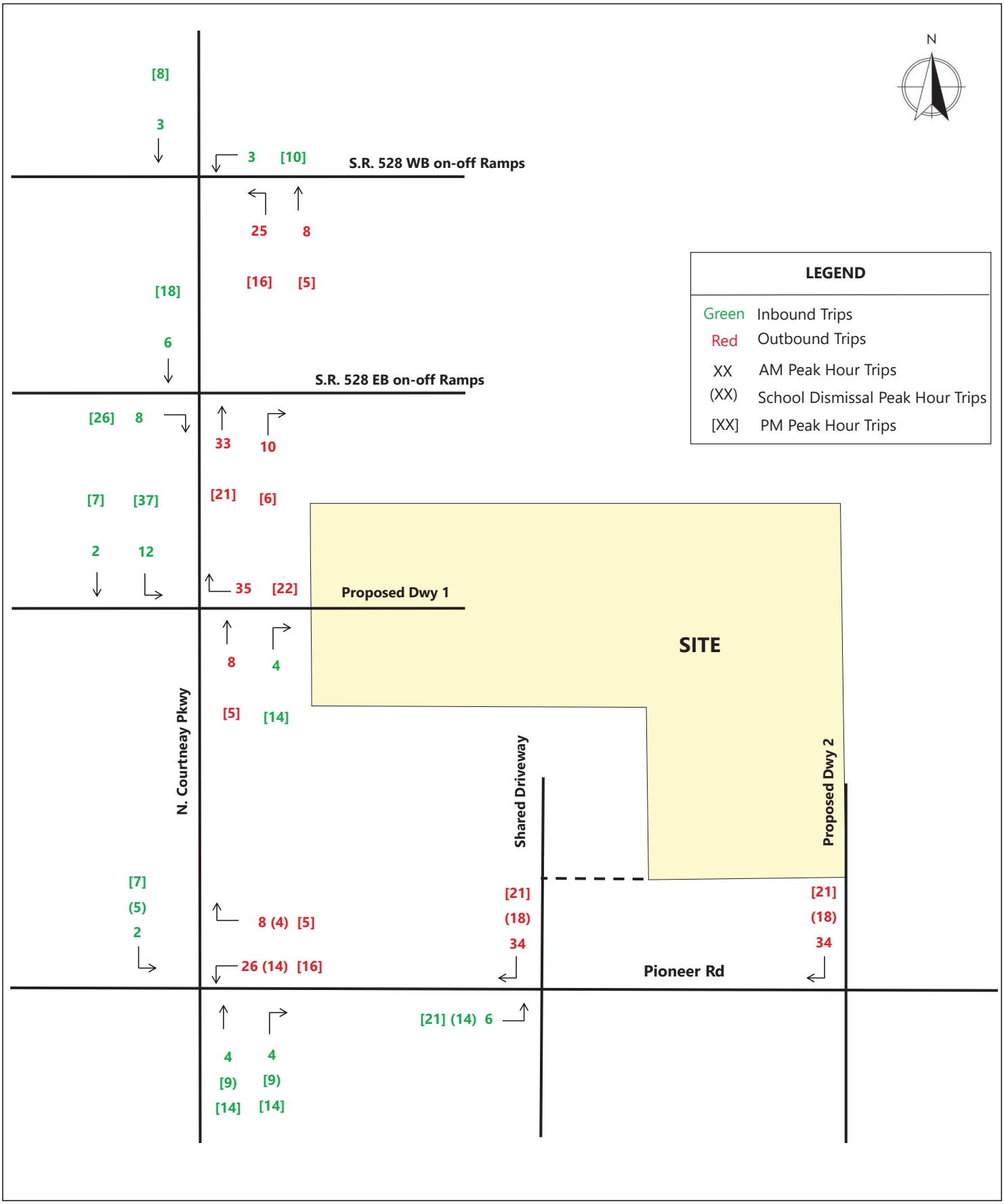


Exhibit 4-2

Site Trips

Rangewater N Courtenay Pkwy Merritt Island

Bowman

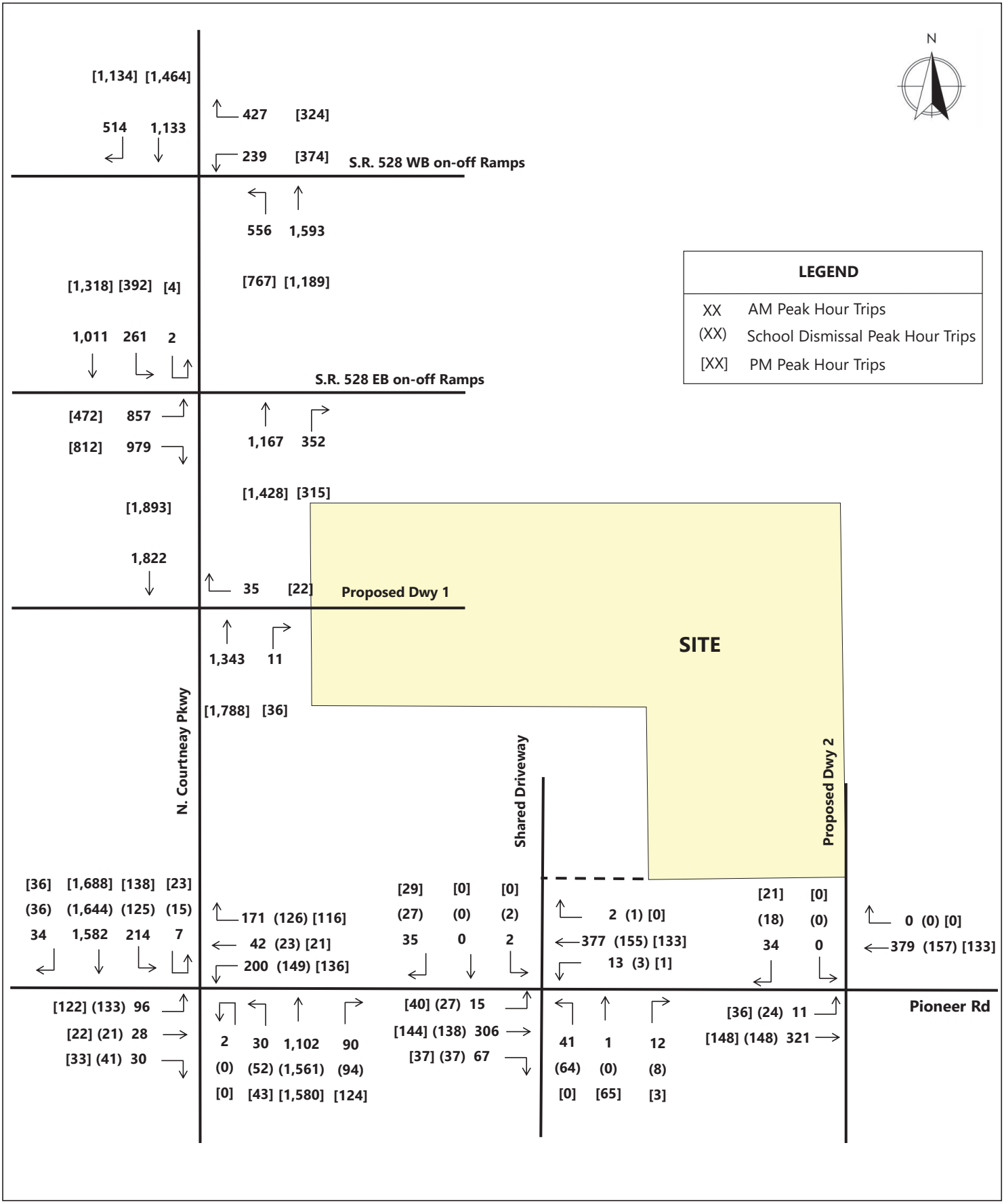


Exhibit 5-0

2027 Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

Bowman

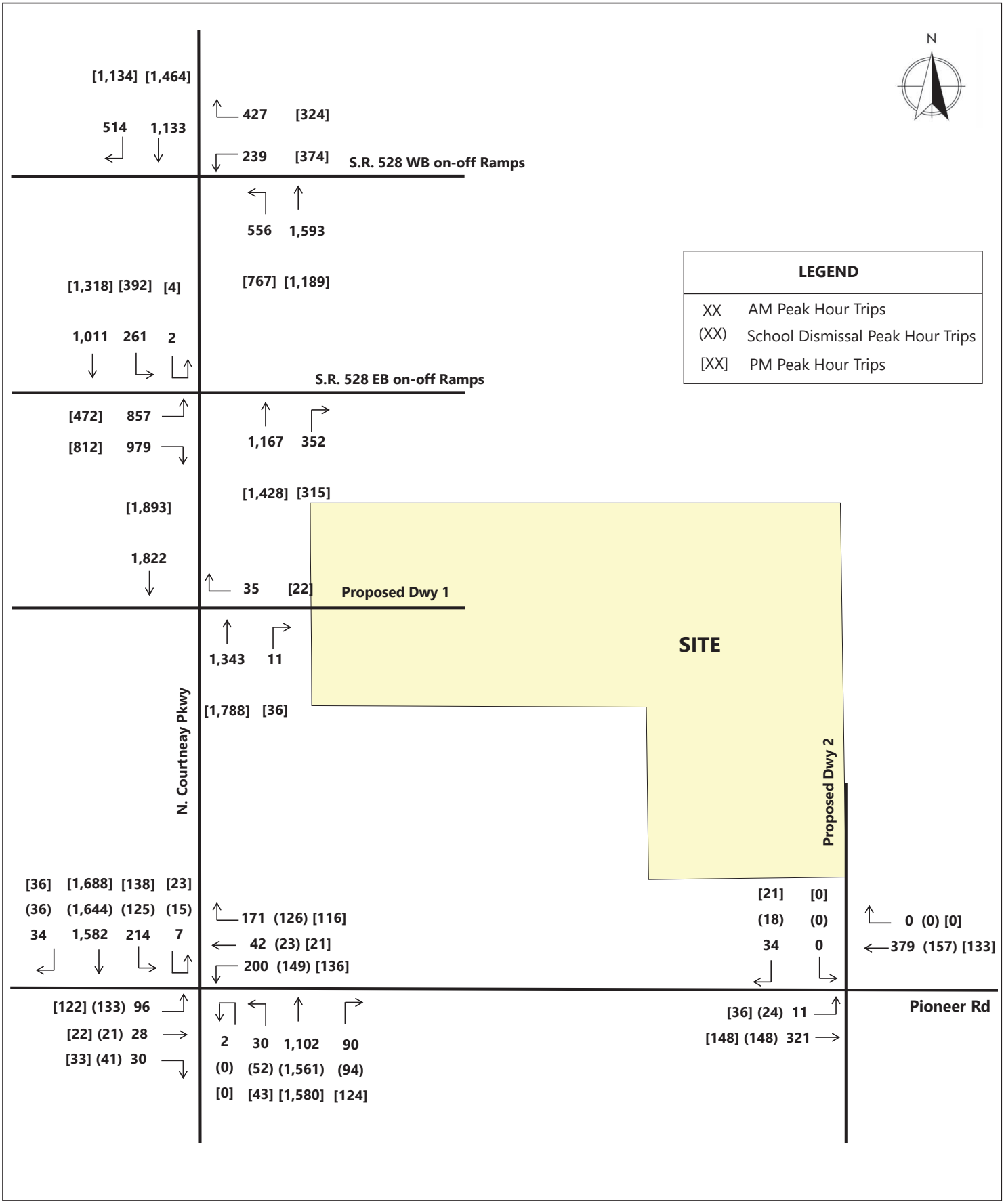


Exhibit 5-1

2027 Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

Bowman

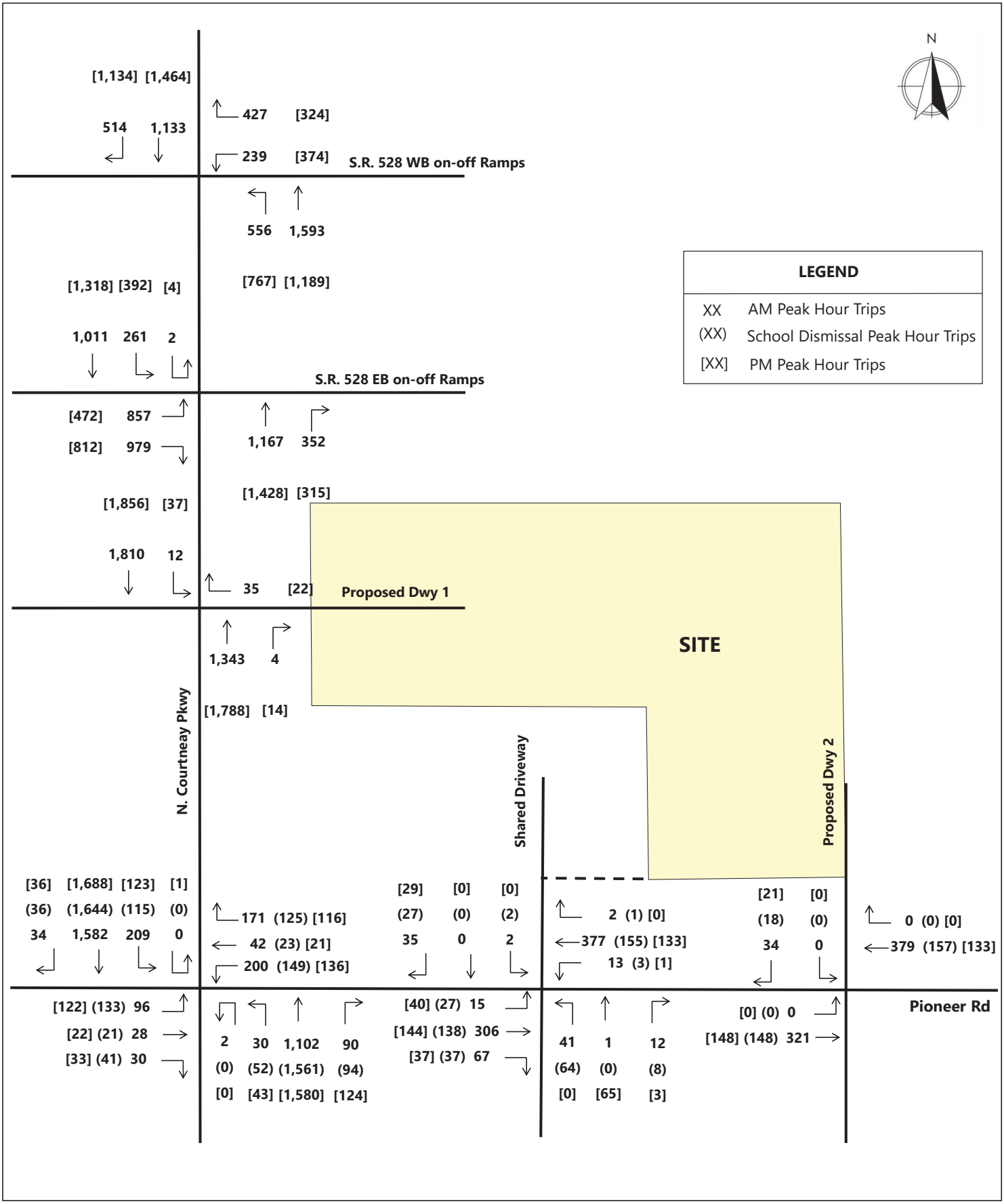


Exhibit 5-2

2027 Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

Bowman

APPENDIX E

EXISTING AM

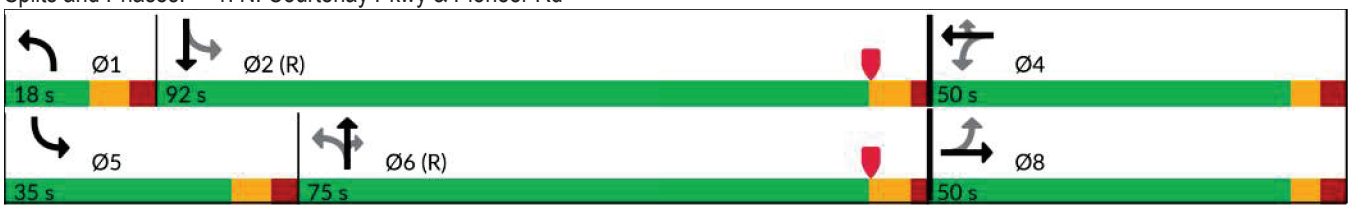
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	28	30	172	41	161	31	1075	84	204	1561	34
Future Volume (vph)	95	28	30	172	41	161	31	1075	84	204	1561	34
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	2%	2%	6%	2%	25%	3%	2%	2%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	0	0	234	177	34	1181	92	224	1752	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	18.0	75.0	75.0	35.0	92.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%	31.3%	11.3%	46.9%	46.9%	21.9%	57.5%	
Maximum Green (s)	43.3	43.3		43.3	43.3	43.3	10.2	68.2	68.2	27.2	85.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		36.3			36.3	36.3	90.4	84.4	84.4	109.2	98.1	
Actuated g/C Ratio		0.23			0.23	0.23	0.57	0.53	0.53	0.68	0.61	
v/c Ratio		0.93			0.87	0.39	0.32	0.66	0.11	0.68	0.85	
Control Delay (s/veh)		106.9			89.0	14.5	25.1	32.2	1.3	24.2	40.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		106.9			89.0	14.5	25.1	32.2	1.3	24.2	40.5	
LOS		F			F	B	C	C	A	C	D	
Approach Delay (s/veh)		106.9			56.9			29.9			38.6	
Approach LOS		F			E			C			D	
Queue Length 50th (ft)		165			236	31	11	468	0	113	855	
Queue Length 95th (ft)		#286			334	97	33	665	11	m171	#1089	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		214			320	516	133	1787	850	413	2069	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.79			0.73	0.34	0.26	0.66	0.11	0.54	0.85	

Intersection Summary

Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 135 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 40.6	Intersection LOS: D
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	28	30	172	41	161	31	1075	84	204	1561	34
Future Volume (veh/h)	95	28	30	172	41	161	31	1075	84	204	1561	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1870	1811	1870	1530	1856	1870	1870	1856	1796
Adj Flow Rate, veh/h	104	31	26	189	45	122	34	1181	41	224	1715	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	2	2	6	2	25	3	2	2	3	7
Cap, veh/h	230	68	50	252	50	311	216	2130	957	348	2282	48
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.02	0.60	0.60	0.13	1.00	1.00
Sat Flow, veh/h	983	345	256	1074	256	1585	1457	3526	1584	1781	3531	74
Grp Volume(v), veh/h	161	0	0	234	0	122	34	1181	41	224	854	897
Grp Sat Flow(s),veh/h/ln	1584	0	0	1330	0	1585	1457	1763	1584	1781	1763	1842
Q Serve(g_s), s	0.0	0.0	0.0	13.3	0.0	10.7	1.4	31.9	1.7	8.1	0.0	0.0
Cycle Q Clear(g_c), s	14.3	0.0	0.0	27.6	0.0	10.7	1.4	31.9	1.7	8.1	0.0	0.0
Prop In Lane	0.65		0.16	0.81		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	348	0	0	302	0	311	216	2130	957	348	1139	1190
V/C Ratio(X)	0.46	0.00	0.00	0.78	0.00	0.39	0.16	0.55	0.04	0.64	0.75	0.75
Avail Cap(c_a), veh/h	456	0	0	404	0	429	274	2130	957	533	1139	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	0.0	0.0	63.0	0.0	56.0	11.3	18.8	12.9	14.7	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	7.2	0.0	1.0	0.3	1.0	0.1	2.0	4.6	4.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.0	0.0	0.0	15.1	0.0	7.9	0.8	18.6	1.1	4.9	2.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.5	0.0	0.0	70.3	0.0	57.0	11.6	19.9	12.9	16.7	4.6	4.4
LnGrp LOS	E			E		E	B	B	B	B	A	A
Approach Vol, veh/h		161			356			1256			1975	
Approach Delay, s/veh		58.5			65.7			19.4			5.9	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	110.2		38.1	18.4	103.5		38.1				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	85.2		43.3	27.2	68.2		43.3				
Max Q Clear Time (g_c+I1), s	3.4	2.0		29.6	10.1	33.9		16.3				
Green Ext Time (p_c), s	0.0	28.6		1.8	0.5	12.1		1.1				

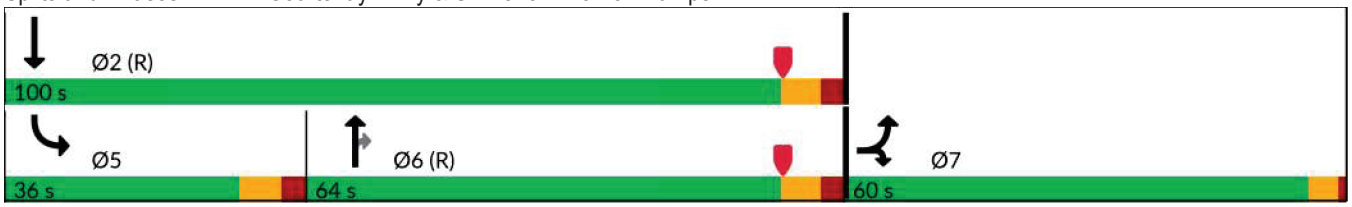
Intersection Summary			
HCM 7th Control Delay, s/veh		18.4	
HCM 7th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	826	0	936	0	0	0	0	1119	337	254	970	0
Future Volume (vph)	826	0	936	0	0	0	0	1119	337	254	970	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	879	0	996	0	0	0	0	1190	359	270	1032	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	60.0		60.0					64.0	64.0	36.0	100.0	
Total Split (%)	37.5%		37.5%					40.0%	40.0%	22.5%	62.5%	
Maximum Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	54.1		54.1					57.5	57.5	28.7	94.0	
Actuated g/C Ratio	0.34		0.34					0.36	0.36	0.18	0.59	
v/c Ratio	0.79		0.94					0.67	0.46	0.96	0.53	
Control Delay (s/veh)	53.5		57.8					61.8	23.1	89.0	15.6	
Queue Delay	2.2		0.0					2.5	0.0	0.0	0.6	
Total Delay (s/veh)	55.7		57.8					64.3	23.1	89.0	16.2	
LOS	E		E					E	C	F	B	
Approach Delay (s/veh)		56.8						54.7			31.3	
Approach LOS		E						D			C	
Queue Length 50th (ft)	422		486					467	153	288	425	
Queue Length 95th (ft)	505		#634					515	278	#480	496	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	1145		1084					1766	779	282	1939	
Starvation Cap Reductn	0		0					0	0	0	493	
Spillback Cap Reductn	148		0					430	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.88		0.92					0.89	0.46	0.96	0.71	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay (s/veh): 49.1 Intersection LOS: D
Intersection Capacity Utilization 120.5% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	826	0	936	0	0	0	0	1119	337	254	970	0
Future Volume (veh/h)	826	0	936	0	0	0	0	1119	337	254	970	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	879	0	0				0	1190	0	270	1032	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	957	0					0	2146		292	2273	0
Arrive On Green	0.29	0.00	0.00				0.00	0.14	0.00	0.06	0.21	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	879	0	0				0	1190	0	270	1032	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	40.7	0.0	0.0				0.0	34.8	0.0	25.1	40.5	0.0
Cycle Q Clear(g_c), s	40.7	0.0	0.0				0.0	34.8	0.0	25.1	40.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	957	0					0	2146		292	2273	0
V/C Ratio(X)	0.92	0.00					0.00	0.55		0.93	0.45	0.00
Avail Cap(c_a), veh/h	1161	0					0	2146		302	2273	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	55.3	0.0	0.0				0.0	54.9	0.0	74.5	38.7	0.0
Incr Delay (d2), s/veh	10.2	0.0	0.0				0.0	1.0	0.0	30.4	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	25.8	0.0	0.0				0.0	22.7	0.0	19.8	26.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.5	0.0	0.0				0.0	56.0	0.0	104.8	39.3	0.0
LnGrp LOS	E							E		F	D	
Approach Vol, veh/h		879						1190			1302	
Approach Delay, s/veh		65.5						56.0			52.9	
Approach LOS		E						E			D	

Timer - Assigned Phs	2		4	5	6							
Phs Duration (G+Y+Rc), s	109.7		50.3	35.1	74.6							
Change Period (Y+Rc), s	7.4		4.5	7.8	7.4							
Max Green Setting (Gmax), s	92.6		55.5	28.2	56.6							
Max Q Clear Time (g_c+I1), s	42.5		42.7	27.1	36.8							
Green Ext Time (p_c), s	12.9		3.1	0.1	10.3							

Intersection Summary	
HCM 7th Control Delay, s/veh	57.3
HCM 7th LOS	E

Notes

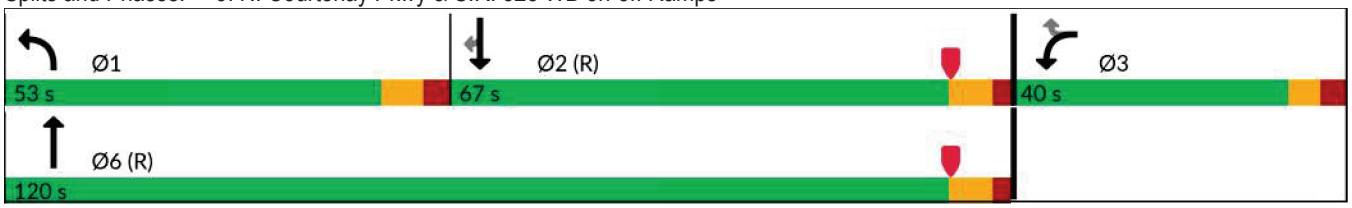
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	232	0	420	512	1529	0	0	1038	472
Future Volume (vph)	0	0	0	232	0	420	512	1529	0	0	1038	472
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	249	0	452	551	1644	0	0	1116	508
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				40.0		40.0	53.0	120.0			67.0	67.0
Total Split (%)				25.0%		25.0%	33.1%	75.0%			41.9%	41.9%
Maximum Green (s)				33.0		33.0	45.1	112.5			59.5	59.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				33.0		33.0	31.4	112.5			73.2	73.2
Actuated g/C Ratio				0.21		0.21	0.20	0.70			0.46	0.46
v/c Ratio				0.35		1.18	0.83	0.67			0.49	0.66
Control Delay (s/veh)				56.0		147.7	64.8	35.0			31.8	24.5
Queue Delay				0.0		0.0	0.2	48.6			0.2	0.0
Total Delay (s/veh)				56.0		147.7	65.0	83.6			32.0	24.5
LOS				E		F	E	F			C	C
Approach Delay (s/veh)					115.1			79.0			29.7	
Approach LOS					F			E			C	
Queue Length 50th (ft)				116		~491	269	912			295	249
Queue Length 95th (ft)				160		#719	325	993			366	419
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				708		383	958	2440			2282	774
Starvation Cap Reductn				0		0	63	1094			0	0
Spillback Cap Reductn				0		0	0	0			407	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.35		1.18	0.62	1.22			0.60	0.66

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay (s/veh): 66.9 Intersection LOS: E
Intersection Capacity Utilization 120.5% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	232	0	420	512	1529	0	0	1038	472
Future Volume (veh/h)	0	0	0	232	0	420	512	1529	0	0	1038	472
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				249	0	382	551	1644	0	0	1116	377
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				713	0	322	607	2459	0	0	2396	693
Arrive On Green				0.21	0.00	0.21	0.35	1.00	0.00	0.00	0.48	0.48
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1454
Grp Volume(v), veh/h				249	0	382	551	1644	0	0	1116	377
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1454
Q Serve(g_s), s				9.9	0.0	33.0	24.5	0.0	0.0	0.0	23.9	29.3
Cycle Q Clear(g_c), s				9.9	0.0	33.0	24.5	0.0	0.0	0.0	23.9	29.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				713	0	322	607	2459	0	0	2396	693
V/C Ratio(X)				0.35	0.00	1.19	0.91	0.67	0.00	0.00	0.47	0.54
Avail Cap(c_a), veh/h				713	0	322	966	2459	0	0	2396	693
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.62	0.62	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.3	0.0	63.5	50.4	0.0	0.0	0.0	28.2	29.6
Incr Delay (d2), s/veh				0.3	0.0	111.2	5.2	0.9	0.0	0.0	0.7	3.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				7.6	0.0	33.2	13.1	0.6	0.0	0.0	14.6	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.6	0.0	174.7	55.7	0.9	0.0	0.0	28.8	32.6
LnGrp LOS				D		F	E	A			C	C
Approach Vol, veh/h					631			2195			1493	
Approach Delay, s/veh					127.3			14.7			29.8	
Approach LOS					F			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	36.2	83.8				120.0		40.0				
Change Period (Y+Rc), s	7.9	7.5				7.5		7.0				
Max Green Setting (Gmax), s	45.1	59.5				112.5		33.0				
Max Q Clear Time (g_c+I1), s	26.5	31.3				2.0		35.0				
Green Ext Time (p_c), s	1.8	14.5				20.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			36.3									
HCM 7th LOS			D									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1317	0	0	1784
Future Volume (vph)	0	0	1317	0	0	1784
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1432	0	0	1939
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 52.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1317	0	0	1784
Future Vol, veh/h	0	0	1317	0	0	1784
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1432	0	0	1939

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	716	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*716	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*716	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	302	67	13	372	2	41	1	12	2	0	1
Future Volume (vph)	4	302	67	13	372	2	41	1	12	2	0	1
Confl. Peds. (#/hr)	6		3	3		6						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	405	0	0	420	0	0	59	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 38.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	302	67	13	372	2	41	1	12	2	0	1
Future Vol, veh/h	4	302	67	13	372	2	41	1	12	2	0	1
Conflicting Peds, #/hr	6	0	3	3	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	4	328	73	14	404	2	45	1	13	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	413	0	0	404	0	0	809	817	368	777	852	411
Stage 1	-	-	-	-	-	-	376	376	-	440	440	-
Stage 2	-	-	-	-	-	-	433	441	-	338	413	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1146	-	-	1155	-	-	299	311	678	314	297	640
Stage 1	-	-	-	-	-	-	645	616	-	596	578	-
Stage 2	-	-	-	-	-	-	601	577	-	677	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1140	-	-	1151	-	-	291	302	676	299	288	637
Mov Cap-2 Maneuver	-	-	-	-	-	-	291	302	-	299	288	-
Stage 1	-	-	-	-	-	-	640	611	-	583	565	-
Stage 2	-	-	-	-	-	-	591	565	-	659	589	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0.27	18.07	15.01
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	334	19	-	-	60	-	-	363
HCM Lane V/C Ratio	0.176	0.004	-	-	0.012	-	-	0.009
HCM Ctrl Dly (s/v)	18.1	8.2	0	-	8.2	0	-	15
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

EXISTING DS

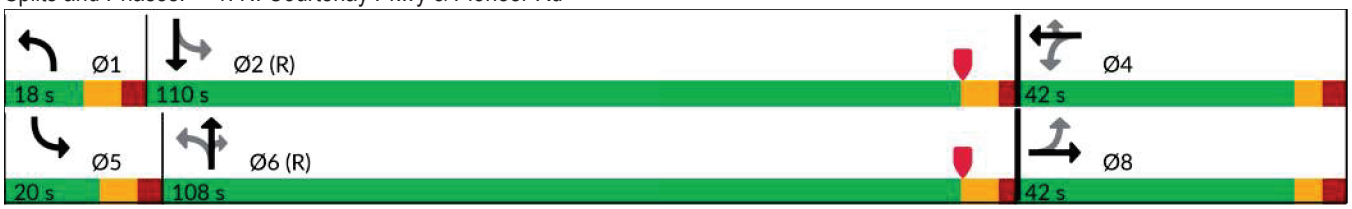
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	21	40	133	23	119	51	1520	83	109	1622	36
Future Volume (vph)	131	21	40	133	23	119	51	1520	83	109	1622	36
Confl. Peds. (#/hr)			4	4			2		1	1		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	3%	2%	5%	4%	5%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	0	0	168	128	55	1634	89	117	1783	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		35.3			35.3	35.3	110.1	103.6	103.6	116.0	108.6	
Actuated g/C Ratio		0.21			0.21	0.21	0.65	0.61	0.61	0.68	0.64	
v/c Ratio		1.05			0.68	0.31	0.41	0.78	0.09	0.66	0.82	
Control Delay (s/veh)		136.6			77.6	11.7	20.5	28.6	4.2	36.6	28.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		136.6			77.6	11.7	20.5	28.6	4.2	36.6	28.3	
LOS		F			E	B	C	C	A	D	C	
Approach Delay (s/veh)		136.6			49.1			27.2			28.8	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)		~243			175	5	17	688	6	38	788	
Queue Length 95th (ft)		#422			268	67	40	818	32	111	945	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		198			246	408	160	2084	939	200	2178	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.05			0.68	0.31	0.34	0.78	0.09	0.59	0.82	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay (s/veh): 34.9	Intersection LOS: C
Intersection Capacity Utilization 86.9%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	21	40	133	23	119	51	1520	83	109	1622	36
Future Volume (veh/h)	131	21	40	133	23	119	51	1520	83	109	1622	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1826	1841	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	23	38	143	25	79	55	1634	59	117	1744	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	3	2	5	4	5	2	2	2	2	2
Cap, veh/h	202	27	45	211	30	234	269	2455	1093	225	2474	54
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.69	0.69	0.07	1.00	1.00
Sat Flow, veh/h	1097	179	296	1138	199	1548	1739	3554	1583	1781	3554	77
Grp Volume(v), veh/h	202	0	0	168	0	79	55	1634	59	117	869	913
Grp Sat Flow(s),veh/h/ln	1571	0	0	1337	0	1548	1739	1777	1583	1781	1777	1854
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	7.8	1.6	44.7	2.0	3.4	0.0	0.0
Cycle Q Clear(g_c), s	20.7	0.0	0.0	20.8	0.0	7.8	1.6	44.7	2.0	3.4	0.0	0.0
Prop In Lane	0.70		0.19	0.85		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	274	0	0	241	0	234	269	2455	1093	225	1237	1291
V/C Ratio(X)	0.74	0.00	0.00	0.70	0.00	0.34	0.20	0.67	0.05	0.52	0.70	0.71
Avail Cap(c_a), veh/h	353	0	0	318	0	321	326	2455	1093	294	1237	1291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.0	0.0	0.0	70.1	0.0	64.5	7.0	15.0	8.4	16.1	0.0	0.0
Incr Delay (d2), s/veh	6.5	0.0	0.0	5.0	0.0	1.0	0.4	1.4	0.1	1.9	3.4	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.0	0.0	0.0	12.0	0.0	5.7	1.0	24.0	1.3	3.2	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.5	0.0	0.0	75.0	0.0	65.5	7.4	16.5	8.5	17.9	3.4	3.3
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		202			247			1748			1899	
Approach Delay, s/veh		76.5			72.0			15.9			4.2	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	125.1		32.4	13.3	124.2		32.4				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.6	2.0		22.8	5.4	46.7		22.7				
Green Ext Time (p_c), s	0.0	31.2		1.1	0.1	23.7		1.0				

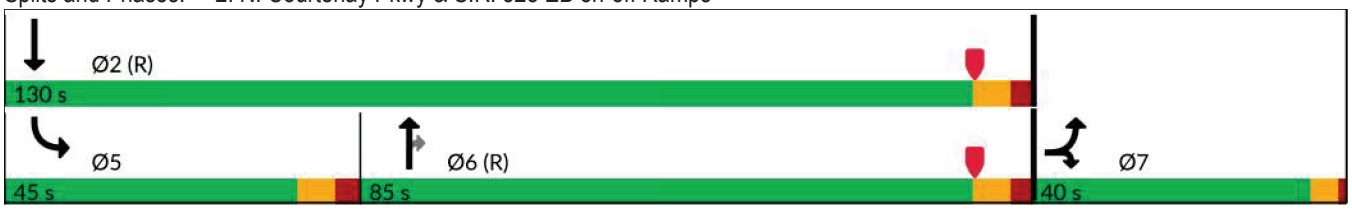
Intersection Summary			
HCM 7th Control Delay, s/veh		16.9	
HCM 7th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Prot						Perm	Prot		
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	0	0	0				0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	2	0					0	4884		1	3399	0
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	0	0	0				0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	0					0	4884		1	3399	0
V/C Ratio(X)	0.00	0.00					0.00	0.00		0.00	0.00	0.00
Avail Cap(c_a), veh/h	699	0					0	4884		374	3399	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0						0			0	
Approach Delay, s/veh		0.0						0.0			0.0	
Approach LOS												

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	170.0	0.0	0.0	170.0
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	122.6	35.5	37.2	77.6
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

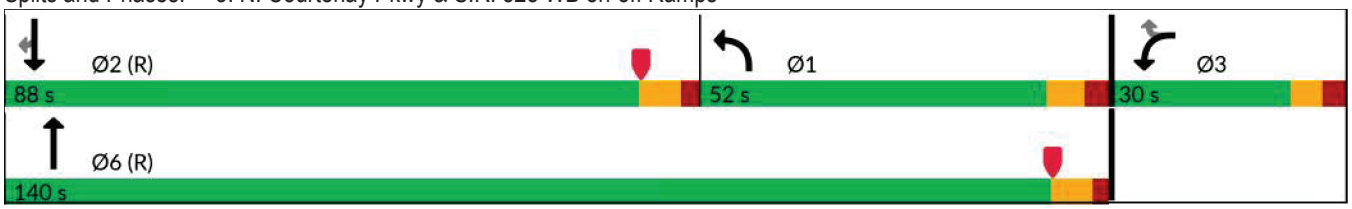
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170

Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				0	0	0	0	0	0	0	0	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				2	0	1	1494	3335	0	0	2380	703
Arrive On Green				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1485
Grp Volume(v), veh/h				0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1485
Q Serve(g_s), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				2	0	1	1494	3335	0	0	2380	703
V/C Ratio(X)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h				468	0	211	1494	3335	0	0	2380	703
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h					0			0			0	
Approach Delay, s/veh					0.0			0.0			0.0	
Approach LOS												

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	82.0	88.0			170.0		0.0					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	0.0	0.0			0.0		0.0					
Green Ext Time (p_c), s	0.0	0.0			0.0		0.0					

Intersection Summary		
HCM 7th Control Delay, s/veh	0.0	
HCM 7th LOS	A	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	0	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	-	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	136	37	3	153	1	64	0	8	2	0	9
Future Volume (vph)	3	136	37	3	153	1	64	0	8	2	0	9
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	4%	100%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	195	0	0	174	0	0	80	0	0	12	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 28.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	136	37	3	153	1	64	0	8	2	0	9
Future Vol, veh/h	3	136	37	3	153	1	64	0	8	2	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	4	100	2	2	2	2	2	2
Mvmt Flow	3	151	41	3	170	1	71	0	9	2	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	171	0	0	192	0	0	355	356	172	335	376	171
Stage 1	-	-	-	-	-	-	178	178	-	177	177	-
Stage 2	-	-	-	-	-	-	177	178	-	158	199	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1406	-	-	1381	-	-	600	570	872	619	555	873
Stage 1	-	-	-	-	-	-	823	752	-	825	753	-
Stage 2	-	-	-	-	-	-	825	752	-	844	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1406	-	-	1381	-	-	590	567	872	609	552	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	590	567	-	609	552	-
Stage 1	-	-	-	-	-	-	821	750	-	822	751	-
Stage 2	-	-	-	-	-	-	814	750	-	834	735	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	0.15	11.76	9.52
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	612	29	-	-	34	-	-	809
HCM Lane V/C Ratio	0.131	0.002	-	-	0.002	-	-	0.015
HCM Ctrl Dly (s/v)	11.8	7.6	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

EXISTING PM

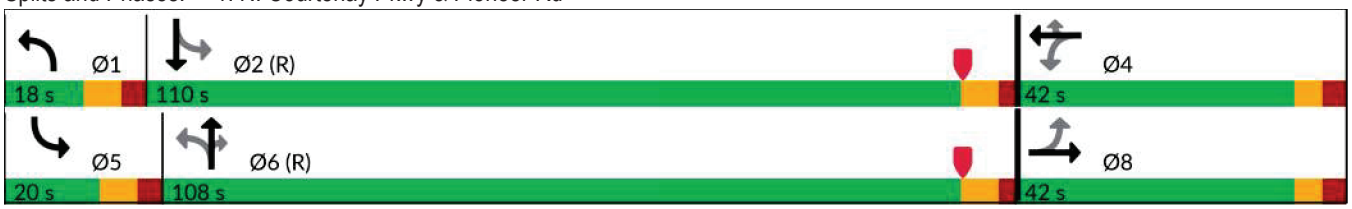
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	22	33	118	21	110	42	1534	108	115	1666	36
Future Volume (vph)	120	22	33	118	21	110	42	1534	108	115	1666	36
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	141	112	43	1565	110	117	1737	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		32.3			32.3	32.3	113.0	107.1	107.1	119.2	112.2	
Actuated g/C Ratio		0.19			0.19	0.19	0.66	0.63	0.63	0.70	0.66	
v/c Ratio		0.93			0.61	0.31	0.32	0.73	0.11	0.59	0.77	
Control Delay (s/veh)		112.8			74.6	10.9	14.2	24.9	5.5	24.8	13.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		112.8			74.6	10.9	14.2	24.9	5.5	24.8	13.4	
LOS		F			E	B	B	C	A	C	B	
Approach Delay (s/veh)		112.8			46.4			23.4			14.1	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		187			143	0	13	629	15	16	943	
Queue Length 95th (ft)		#333			225	57	27	756	45	m43	m727	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		209			251	390	167	2154	962	225	2248	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.85			0.56	0.29	0.26	0.73	0.11	0.52	0.77	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 24.5	Intersection LOS: C
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	22	33	118	21	110	42	1534	108	115	1666	36
Future Volume (veh/h)	120	22	33	118	21	110	42	1534	108	115	1666	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	122	22	29	120	21	68	43	1565	81	117	1700	36
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	181	26	34	189	26	194	270	2547	1134	247	2568	54
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.03	0.72	0.72	0.06	1.00	1.00
Sat Flow, veh/h	1142	206	271	1179	206	1528	1654	3554	1582	1781	3556	75
Grp Volume(v), veh/h	173	0	0	141	0	68	43	1565	81	117	847	889
Grp Sat Flow(s),veh/h/ln	1619	0	0	1385	0	1528	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	6.9	1.2	37.9	2.6	3.1	0.0	0.0
Cycle Q Clear(g_c), s	17.3	0.0	0.0	16.9	0.0	6.9	1.2	37.9	2.6	3.1	0.0	0.0
Prop In Lane	0.71		0.17	0.85		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	242	0	0	215	0	194	270	2547	1134	247	1283	1339
V/C Ratio(X)	0.72	0.00	0.00	0.65	0.00	0.35	0.16	0.61	0.07	0.47	0.66	0.66
Avail Cap(c_a), veh/h	360	0	0	329	0	317	327	2547	1134	320	1283	1339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.3	0.0	0.0	72.1	0.0	67.8	5.8	12.2	7.2	12.1	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.0	0.0	4.0	0.0	1.3	0.3	1.1	0.1	1.4	2.7	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.3	0.0	0.0	10.4	0.0	5.0	0.7	20.3	1.6	2.4	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.0	0.0	0.0	76.2	0.0	69.1	6.1	13.3	7.3	13.5	2.7	2.6
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		173			209			1689			1853	
Approach Delay, s/veh		77.0			73.9			12.8			3.3	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	129.6		28.3	13.1	128.6		28.3				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.2	2.0		18.9	5.1	39.9		19.3				
Green Ext Time (p_c), s	0.0	29.0		1.0	0.1	23.1		0.9				

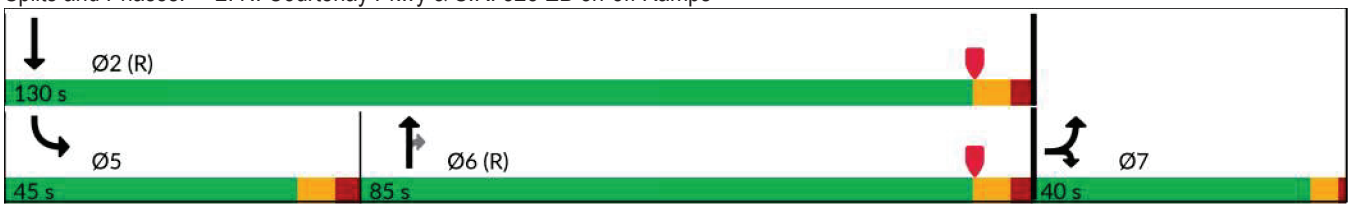
Intersection Summary			
HCM 7th Control Delay, s/veh		14.4	
HCM 7th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	455	0	757	0	0	0	0	1388	305	382	1254	0
Future Volume (vph)	455	0	757	0	0	0	0	1388	305	382	1254	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	469	0	780	0	0	0	0	1431	314	394	1293	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.21		0.21					0.46	0.46	0.22	0.72	
v/c Ratio	0.66		1.08					0.64	0.36	1.09	0.54	
Control Delay (s/veh)	66.9		104.2					26.2	3.0	115.6	6.9	
Queue Delay	0.0		0.0					0.6	0.0	3.8	0.5	
Total Delay (s/veh)	66.9		104.2					26.8	3.0	119.4	7.4	
LOS	E		F					C	A	F	A	
Approach Delay (s/veh)		90.2						22.5			33.5	
Approach LOS		F						C			C	
Queue Length 50th (ft)	250		~455					210	0	~473	632	
Queue Length 95th (ft)	314		#603					287	m52	m#695	185	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	710		722					2244	869	361	2382	
Starvation Cap Reductn	0		0					0	0	19	589	
Spillback Cap Reductn	0		0					412	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.66		1.08					0.78	0.36	1.15	0.72	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay (s/veh): 44.5 Intersection LOS: D
Intersection Capacity Utilization 114.1% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	455	0	757	0	0	0	0	1388	305	382	1254	0
Future Volume (veh/h)	455	0	757	0	0	0	0	1388	305	382	1254	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	469	0	0				0	1431	0	394	1293	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	527	0					0	2611		390	2758	0
Arrive On Green	0.15	0.00	0.00				0.00	1.00	0.00	0.44	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	469	0	0				0	1431	0	394	1293	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	22.8	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Cycle Q Clear(g_c), s	22.8	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	527	0					0	2611		390	2758	0
V/C Ratio(X)	0.89	0.00					0.00	0.55		1.01	0.47	0.00
Avail Cap(c_a), veh/h	716	0					0	2611		390	2758	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	70.5	0.0	0.0				0.0	0.0	0.0	47.8	0.0	0.0
Incr Delay (d2), s/veh	10.4	0.0	0.0				0.0	0.8	0.0	41.7	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.3	0.0	0.0				0.0	0.4	0.0	24.1	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.9	0.0	0.0				0.0	0.8	0.0	89.5	0.4	0.0
LnGrp LOS	F							A		F	A	
Approach Vol, veh/h		469						1431			1687	
Approach Delay, s/veh		80.9						0.8			21.2	
Approach LOS		F						A			C	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		139.3		30.7	45.0	94.3						
Change Period (Y+Rc), s		7.4		4.5	7.8	7.4						
Max Green Setting (Gmax), s		122.6		35.5	37.2	77.6						
Max Q Clear Time (g_c+I1), s		2.0		24.8	39.2	2.0						
Green Ext Time (p_c), s		21.0		1.4	0.0	22.6						

Intersection Summary												
HCM 7th Control Delay, s/veh			20.9									
HCM 7th LOS			C									

Notes

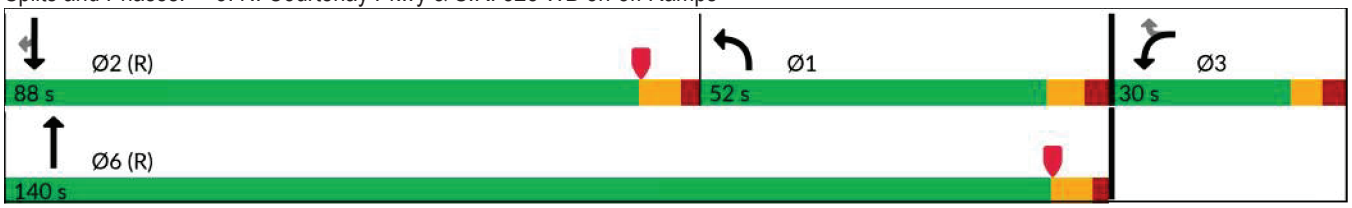
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	358	0	318	725	1143	0	0	1338	1042
Future Volume (vph)	0	0	0	358	0	318	725	1143	0	0	1338	1042
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	377	0	335	763	1203	0	0	1408	1097
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Actuated g/C Ratio				0.14		0.14	0.26	0.78			0.47	0.47
v/c Ratio				0.81		1.01	0.87	0.44			0.58	1.16
Control Delay (s/veh)				85.8		90.9	63.3	8.1			33.8	110.3
Queue Delay				0.8		0.0	48.8	0.2			0.1	0.0
Total Delay (s/veh)				86.6		90.9	112.1	8.3			33.9	110.3
LOS				F		F	F	A			C	F
Approach Delay (s/veh)					88.6			48.6			67.4	
Approach LOS					F			D			E	
Queue Length 50th (ft)				213		~234	451	178			413	~1202
Queue Length 95th (ft)				#285		#457	529	197			461	#1473
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		333	882	2731			2407	946
Starvation Cap Reductn				0		0	208	723			0	0
Spillback Cap Reductn				12		0	0	0			115	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.83		1.01	1.13	0.60			0.61	1.16

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay (s/veh): 63.2 Intersection LOS: E
Intersection Capacity Utilization 114.1% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	358	0	318	725	1143	0	0	1338	1042
Future Volume (veh/h)	0	0	0	358	0	318	725	1143	0	0	1338	1042
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				377	0	209	763	1203	0	0	1408	895
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				468	0	211	1164	3022	0	0	2418	745
Arrive On Green				0.14	0.00	0.14	0.68	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				377	0	209	763	1203	0	0	1408	895
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				18.0	0.0	22.7	21.9	0.0	0.0	0.0	34.1	59.0
Cycle Q Clear(g_c), s				18.0	0.0	22.7	21.9	0.0	0.0	0.0	34.1	59.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				468	0	211	1164	3022	0	0	2418	745
V/C Ratio(X)				0.81	0.00	0.99	0.66	0.40	0.00	0.00	0.58	1.20
Avail Cap(c_a), veh/h				468	0	211	1164	3022	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.72	0.72	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				71.3	0.0	73.4	21.6	0.0	0.0	0.0	32.5	24.0
Incr Delay (d2), s/veh				10.0	0.0	59.0	1.0	0.3	0.0	0.0	1.0	103.5
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				13.2	0.0	18.1	9.3	0.2	0.0	0.0	20.2	59.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				81.4	0.0	132.4	22.5	0.3	0.0	0.0	33.6	127.6
LnGrp LOS				F		F	C	A			C	F
Approach Vol, veh/h					586			1966			2303	
Approach Delay, s/veh					99.6			8.9			70.1	
Approach LOS					F			A			E	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	66.0	88.0				154.0		30.0				
Change Period (Y+Rc), s	7.9	7.5				* 7.9		7.0				
Max Green Setting (Gmax), s	44.1	80.5				* 1.3E+02		23.0				
Max Q Clear Time (g_c+I1), s	23.9	61.0				2.0		24.7				
Green Ext Time (p_c), s	2.8	16.2				11.1		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	48.9	
HCM 7th LOS	D	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1759	0	0	1825
Future Volume (vph)	0	0	1759	0	0	1825
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1912	0	0	1984
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1759	0	0	1825
Future Vol, veh/h	0	0	1759	0	0	1825
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1912	0	0	1984

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	956	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*578	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*578	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	142	37	1	131	0	0	65	3	0	0	8
Future Volume (vph)	4	142	37	1	131	0	0	65	3	0	0	8
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	194	0	0	140	0	0	72	0	0	9	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 23.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	142	37	1	131	0	0	65	3	0	0	8
Future Vol, veh/h	4	142	37	1	131	0	0	65	3	0	0	8
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	2	3	2	3	2	2	2	2	2	2	2
Mvmt Flow	4	151	39	1	139	0	0	69	3	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	141	0	0	190	0	0	322	323	172	339	342	142
Stage 1	-	-	-	-	-	-	179	179	-	143	143	-
Stage 2	-	-	-	-	-	-	142	143	-	195	199	-
Critical Hdwy	4.6	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.65	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1194	-	-	1383	-	-	631	595	872	615	580	905
Stage 1	-	-	-	-	-	-	823	751	-	859	778	-
Stage 2	-	-	-	-	-	-	860	778	-	807	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1192	-	-	1383	-	-	622	591	871	537	576	903
Mov Cap-2 Maneuver	-	-	-	-	-	-	622	591	-	537	576	-
Stage 1	-	-	-	-	-	-	819	748	-	857	776	-
Stage 2	-	-	-	-	-	-	851	776	-	726	733	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0.06	11.83	9.03
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	599	38	-	-	14	-	-	903
HCM Lane V/C Ratio	0.121	0.004	-	-	0.001	-	-	0.009
HCM Ctrl Dly (s/v)	11.8	8	0	-	7.6	0	-	9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

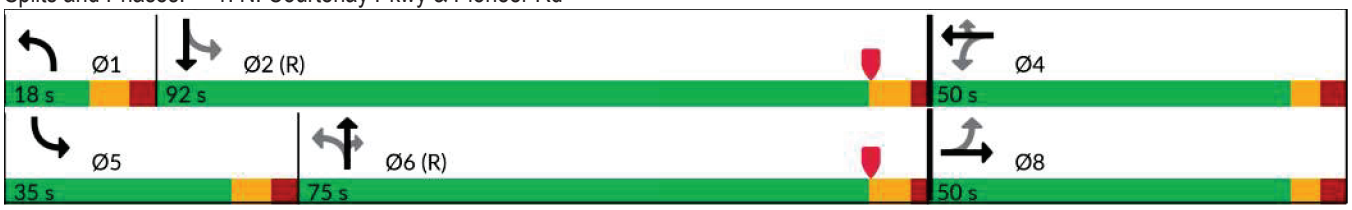
NO BUILD AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	28	30	174	42	163	32	1098	86	207	1582	34
Future Volume (vph)	96	28	30	174	42	163	32	1098	86	207	1582	34
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	2%	2%	6%	2%	25%	3%	2%	2%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	169	0	0	237	179	35	1207	95	227	1775	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	18.0	75.0	75.0	35.0	92.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%	31.3%	11.3%	46.9%	46.9%	21.9%	57.5%	
Maximum Green (s)	43.3	43.3		43.3	43.3	43.3	10.2	68.2	68.2	27.2	85.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		36.7			36.7	36.7	89.4	83.4	83.4	108.8	97.6	
Actuated g/C Ratio		0.23			0.23	0.23	0.56	0.52	0.52	0.68	0.61	
v/c Ratio		0.94			0.87	0.39	0.35	0.68	0.11	0.70	0.86	
Control Delay (s/veh)		108.9			88.9	14.8	28.8	33.6	1.5	25.5	41.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		108.9			88.9	14.8	28.8	33.6	1.5	25.5	41.4	
LOS		F			F	B	C	C	A	C	D	
Approach Delay (s/veh)		108.9			57.0			31.2			39.6	
Approach LOS		F			E			C			D	
Queue Length 50th (ft)		167			239	32	12	495	0	121	876	
Queue Length 95th (ft)		#292			#339	99	38	687	13	m171	m#1092	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		212			320	516	129	1765	842	403	2060	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.80			0.74	0.35	0.27	0.68	0.11	0.56	0.86	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay (s/veh): 41.5 Intersection LOS: D
Intersection Capacity Utilization 82.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	28	30	174	42	163	32	1098	86	207	1582	34
Future Volume (veh/h)	96	28	30	174	42	163	32	1098	86	207	1582	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1870	1811	1870	1530	1856	1870	1870	1856	1796
Adj Flow Rate, veh/h	105	31	28	191	46	124	35	1207	43	227	1738	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	2	2	6	2	25	3	2	2	3	7
Cap, veh/h	231	68	54	253	51	316	213	2116	950	340	2271	47
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.02	0.60	0.60	0.14	1.00	1.00
Sat Flow, veh/h	974	340	270	1068	257	1585	1457	3526	1584	1781	3532	73
Grp Volume(v), veh/h	164	0	0	237	0	124	35	1207	43	227	865	909
Grp Sat Flow(s),veh/h/ln	1584	0	0	1325	0	1585	1457	1763	1584	1781	1763	1842
Q Serve(g_s), s	0.0	0.0	0.0	13.5	0.0	10.9	1.5	33.3	1.8	8.3	0.0	0.0
Cycle Q Clear(g_c), s	14.5	0.0	0.0	28.1	0.0	10.9	1.5	33.3	1.8	8.3	0.0	0.0
Prop In Lane	0.64		0.17	0.81		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	352	0	0	305	0	316	213	2116	950	340	1133	1185
V/C Ratio(X)	0.47	0.00	0.00	0.78	0.00	0.39	0.16	0.57	0.05	0.67	0.76	0.77
Avail Cap(c_a), veh/h	456	0	0	403	0	429	270	2116	950	522	1133	1185
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	0.0	0.0	62.8	0.0	55.7	11.5	19.5	13.2	15.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	7.5	0.0	1.0	0.4	1.1	0.1	2.3	4.9	4.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.1	0.0	0.0	15.3	0.0	8.0	0.9	19.3	1.2	5.1	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.2	0.0	0.0	70.4	0.0	56.6	11.9	20.6	13.2	17.9	4.9	4.8
LnGrp LOS	E			E		E	B	C	B	B	A	A
Approach Vol, veh/h		164			361			1285			2001	
Approach Delay, s/veh		58.2			65.6			20.1			6.3	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	109.7		38.6	18.6	102.8		38.6				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	85.2		43.3	27.2	68.2		43.3				
Max Q Clear Time (g_c+I1), s	3.5	2.0		30.1	10.3	35.3		16.5				
Green Ext Time (p_c), s	0.0	29.6		1.8	0.5	12.3		1.1				

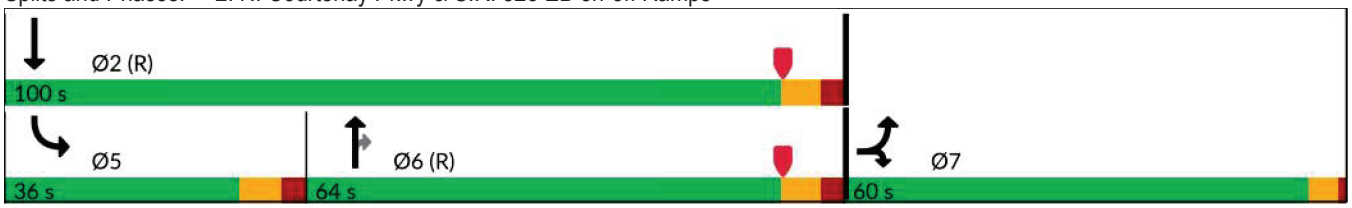
Intersection Summary			
HCM 7th Control Delay, s/veh		18.8	
HCM 7th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	857	0	971	0	0	0	0	1134	342	263	1005	0
Future Volume (vph)	857	0	971	0	0	0	0	1134	342	263	1005	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	912	0	1033	0	0	0	0	1206	364	280	1069	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	60.0		60.0					64.0	64.0	36.0	100.0	
Total Split (%)	37.5%		37.5%					40.0%	40.0%	22.5%	62.5%	
Maximum Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	55.1		55.1					56.6	56.6	28.6	93.0	
Actuated g/C Ratio	0.34		0.34					0.35	0.35	0.18	0.58	
v/c Ratio	0.80		0.97					0.69	0.47	1.00	0.56	
Control Delay (s/veh)	53.9		63.6					62.2	22.9	96.0	15.9	
Queue Delay	3.3		0.0					3.6	0.0	0.0	0.8	
Total Delay (s/veh)	57.2		63.6					65.9	22.9	96.0	16.7	
LOS	E		E					E	C	F	B	
Approach Delay (s/veh)		60.6						55.9			33.1	
Approach LOS		E						E			C	
Queue Length 50th (ft)	444		530					474	160	~304	453	
Queue Length 95th (ft)	529		#695					522	m283	#506	527	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	1145		1074					1739	776	281	1919	
Starvation Cap Reductn	0		0					0	0	0	500	
Spillback Cap Reductn	148		0					431	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.91		0.96					0.92	0.47	1.00	0.75	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay (s/veh): 51.5 Intersection LOS: D
Intersection Capacity Utilization 125.1% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	857	0	971	0	0	0	0	1134	342	263	1005	0
Future Volume (veh/h)	857	0	971	0	0	0	0	1134	342	263	1005	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	912	0	0				0	1206	0	280	1069	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	989	0					0	2072		300	2239	0
Arrive On Green	0.30	0.00	0.00				0.00	0.13	0.00	0.06	0.21	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	912	0	0				0	1206	0	280	1069	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	42.2	0.0	0.0				0.0	35.5	0.0	26.1	42.3	0.0
Cycle Q Clear(g_c), s	42.2	0.0	0.0				0.0	35.5	0.0	26.1	42.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	989	0					0	2072		300	2239	0
V/C Ratio(X)	0.92	0.00					0.00	0.58		0.93	0.48	0.00
Avail Cap(c_a), veh/h	1161	0					0	2072		302	2239	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.85	0.85	0.00
Uniform Delay (d), s/veh	54.6	0.0	0.0				0.0	56.5	0.0	74.4	40.2	0.0
Incr Delay (d2), s/veh	11.0	0.0	0.0				0.0	1.2	0.0	31.2	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	26.7	0.0	0.0				0.0	23.2	0.0	20.4	27.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.5	0.0	0.0				0.0	57.7	0.0	105.6	40.8	0.0
LnGrp LOS	E							E		F	D	
Approach Vol, veh/h		912						1206			1349	
Approach Delay, s/veh		65.5						57.7			54.3	
Approach LOS		E						E			D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	108.2	51.8	35.9	72.3
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	92.6	55.5	28.2	56.6
Max Q Clear Time (g_c+I1), s	44.3	44.2	28.1	37.5
Green Ext Time (p_c), s	13.5	3.0	0.0	10.2

Intersection Summary	
HCM 7th Control Delay, s/veh	58.4
HCM 7th LOS	E

Notes

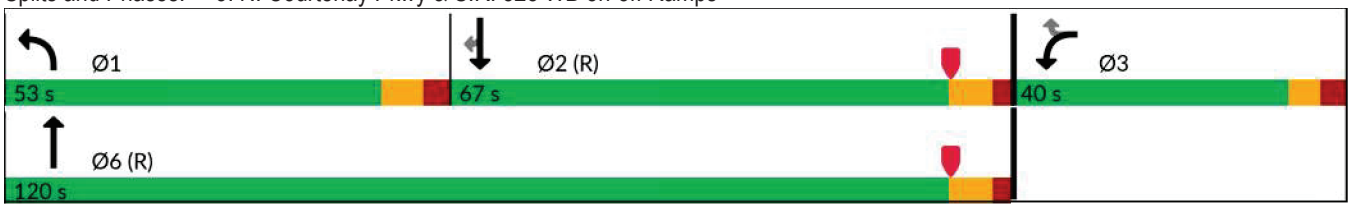
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	236	0	427	531	1585	0	0	1130	514
Future Volume (vph)	0	0	0	236	0	427	531	1585	0	0	1130	514
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	254	0	459	571	1704	0	0	1215	553
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				40.0		40.0	53.0	120.0			67.0	67.0
Total Split (%)				25.0%		25.0%	33.1%	75.0%			41.9%	41.9%
Maximum Green (s)				33.0		33.0	45.1	112.5			59.5	59.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				33.0		33.0	32.3	112.5			72.3	72.3
Actuated g/C Ratio				0.21		0.21	0.20	0.70			0.45	0.45
v/c Ratio				0.36		1.20	0.83	0.70			0.54	0.72
Control Delay (s/veh)				56.1		154.3	64.2	36.3			33.5	28.7
Queue Delay				0.0		0.0	0.3	48.5			0.3	0.0
Total Delay (s/veh)				56.1		154.3	64.5	84.8			33.8	28.7
LOS				E		F	E	F			C	C
Approach Delay (s/veh)					119.3			79.7			32.2	
Approach LOS					F			E			C	
Queue Length 50th (ft)				119		~506	278	952			334	306
Queue Length 95th (ft)				163		#735	335	1026			411	501
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				708		383	958	2440			2253	767
Starvation Cap Reductn				0		0	78	1081			0	0
Spillback Cap Reductn				0		0	0	0			447	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.36		1.20	0.65	1.25			0.67	0.72

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay (s/veh): 68.0 Intersection LOS: E
Intersection Capacity Utilization 125.1% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	236	0	427	531	1585	0	0	1130	514
Future Volume (veh/h)	0	0	0	236	0	427	531	1585	0	0	1130	514
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				254	0	389	571	1704	0	0	1215	422
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				713	0	322	627	2459	0	0	2366	685
Arrive On Green				0.21	0.00	0.21	0.37	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1454
Grp Volume(v), veh/h				254	0	389	571	1704	0	0	1215	422
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1454
Q Serve(g_s), s				10.1	0.0	33.0	25.3	0.0	0.0	0.0	27.0	34.6
Cycle Q Clear(g_c), s				10.1	0.0	33.0	25.3	0.0	0.0	0.0	27.0	34.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				713	0	322	627	2459	0	0	2366	685
V/C Ratio(X)				0.36	0.00	1.21	0.91	0.69	0.00	0.00	0.51	0.62
Avail Cap(c_a), veh/h				713	0	322	966	2459	0	0	2366	685
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.59	0.59	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.4	0.0	63.5	49.5	0.0	0.0	0.0	29.5	31.6
Incr Delay (d2), s/veh				0.3	0.0	119.5	5.5	1.0	0.0	0.0	0.8	4.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				7.7	0.0	34.5	13.4	0.6	0.0	0.0	16.2	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.7	0.0	183.0	55.0	1.0	0.0	0.0	30.3	35.7
LnGrp LOS				D		F	D	A			C	D
Approach Vol, veh/h					643			2275			1637	
Approach Delay, s/veh					132.3			14.5			31.7	
Approach LOS					F			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	37.2	82.8				120.0		40.0				
Change Period (Y+Rc), s	7.9	7.5				7.5		7.0				
Max Green Setting (Gmax), s	45.1	59.5				112.5		33.0				
Max Q Clear Time (g_c+I1), s	27.3	36.6				2.0		35.0				
Green Ext Time (p_c), s	1.9	14.1				22.6		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		37.3
HCM 7th LOS		D

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1335	0	0	1808
Future Volume (vph)	0	0	1335	0	0	1808
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1451	0	0	1965
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 53.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1335	0	0	1808
Future Vol, veh/h	0	0	1335	0	0	1808
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1451	0	0	1965

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	726	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*716	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*716	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	306	67	13	377	2	41	1	12	2	0	1
Future Volume (vph)	4	306	67	13	377	2	41	1	12	2	0	1
Confl. Peds. (#/hr)	6		3	3		6						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	410	0	0	426	0	0	59	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 38.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	306	67	13	377	2	41	1	12	2	0	1
Future Vol, veh/h	4	306	67	13	377	2	41	1	12	2	0	1
Conflicting Peds, #/hr	6	0	3	3	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	4	333	73	14	410	2	45	1	13	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	0	408	0	0	819	827	372	787	862	417
Stage 1	-	-	-	-	-	-	381	381	-	445	445	-
Stage 2	-	-	-	-	-	-	438	446	-	342	417	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1141	-	-	1150	-	-	294	307	674	309	293	636
Stage 1	-	-	-	-	-	-	642	613	-	592	575	-
Stage 2	-	-	-	-	-	-	597	574	-	673	591	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1135	-	-	1147	-	-	287	298	672	294	284	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	287	298	-	294	284	-
Stage 1	-	-	-	-	-	-	636	609	-	579	562	-
Stage 2	-	-	-	-	-	-	587	561	-	656	587	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0.27	18.3	15.15
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	329	18	-	-	60	-	-	358
HCM Lane V/C Ratio	0.178	0.004	-	-	0.012	-	-	0.009
HCM Ctrl Dly (s/v)	18.3	8.2	0	-	8.2	0	-	15.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

NO BUILD DS

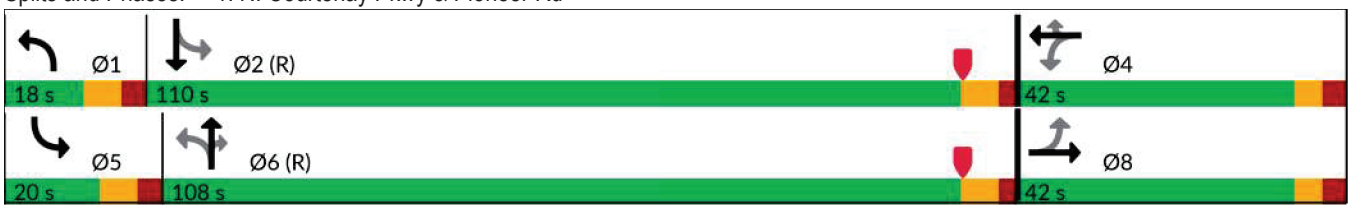
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	21	41	135	23	121	52	1552	85	110	1644	36
Future Volume (vph)	133	21	41	135	23	121	52	1552	85	110	1644	36
Confl. Peds. (#/hr)			4	4			2		1	1		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	3%	2%	5%	4%	5%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	210	0	0	170	130	56	1669	91	118	1807	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		35.3			35.3	35.3	110.0	103.4	103.4	116.1	108.5	
Actuated g/C Ratio		0.21			0.21	0.21	0.65	0.61	0.61	0.68	0.64	
v/c Ratio		1.07			0.69	0.32	0.43	0.80	0.10	0.69	0.83	
Control Delay (s/veh)		143.3			78.4	12.3	23.3	29.6	4.3	42.6	29.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		143.3			78.4	12.3	23.3	29.6	4.3	42.6	29.0	
LOS		F			E	B	C	C	A	D	C	
Approach Delay (s/veh)		143.3			49.8			28.2			29.9	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)		~252			178	7	18	725	7	45	811	
Queue Length 95th (ft)		#434			272	68	47	852	34	121	972	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		196			245	408	155	2080	937	193	2176	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.07			0.69	0.32	0.36	0.80	0.10	0.61	0.83	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 36.1	Intersection LOS: D
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	21	41	135	23	121	52	1552	85	110	1644	36
Future Volume (veh/h)	133	21	41	135	23	121	52	1552	85	110	1644	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1826	1841	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	23	39	145	25	79	56	1669	61	118	1768	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	3	2	5	4	5	2	2	2	2	2
Cap, veh/h	204	27	46	213	30	236	265	2449	1091	217	2470	53
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.69	0.69	0.07	1.00	1.00
Sat Flow, veh/h	1098	177	299	1139	196	1548	1739	3554	1583	1781	3555	76
Grp Volume(v), veh/h	205	0	0	170	0	79	56	1669	61	118	881	925
Grp Sat Flow(s),veh/h/ln	1574	0	0	1335	0	1548	1739	1777	1583	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	7.7	1.6	46.8	2.1	3.5	0.0	0.0
Cycle Q Clear(g_c), s	21.0	0.0	0.0	21.1	0.0	7.7	1.6	46.8	2.1	3.5	0.0	0.0
Prop In Lane	0.70		0.19	0.85		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	276	0	0	243	0	236	265	2449	1091	217	1234	1288
V/C Ratio(X)	0.74	0.00	0.00	0.70	0.00	0.33	0.21	0.68	0.06	0.54	0.71	0.72
Avail Cap(c_a), veh/h	354	0	0	318	0	321	322	2449	1091	286	1234	1288
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.9	0.0	0.0	70.0	0.0	64.3	7.1	15.5	8.5	17.3	0.0	0.0
Incr Delay (d2), s/veh	6.7	0.0	0.0	5.2	0.0	1.0	0.4	1.6	0.1	2.1	3.5	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.2	0.0	0.0	12.1	0.0	5.7	1.1	25.0	1.3	3.5	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.6	0.0	0.0	75.2	0.0	65.3	7.5	17.0	8.6	19.4	3.5	3.5
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		205			249			1786			1924	
Approach Delay, s/veh		76.6			72.0			16.5			4.5	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	124.9		32.7	13.4	124.0		32.7				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.6	2.0		23.1	5.5	48.8		23.0				
Green Ext Time (p_c), s	0.0	32.3		1.1	0.1	24.2		1.0				

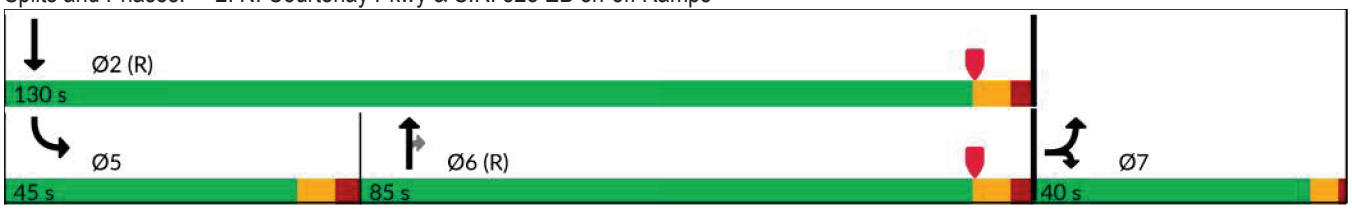
Intersection Summary			
HCM 7th Control Delay, s/veh		17.2	
HCM 7th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Prot						Perm	Prot		
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	0	0	0				0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	2	0					0	4884		1	3399	0
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	0	0	0				0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	0					0	4884		1	3399	0
V/C Ratio(X)	0.00	0.00					0.00	0.00		0.00	0.00	0.00
Avail Cap(c_a), veh/h	699	0					0	4884		374	3399	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0						0			0	
Approach Delay, s/veh		0.0						0.0			0.0	
Approach LOS												

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	170.0	0.0	0.0	170.0
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	122.6	35.5	37.2	77.6
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

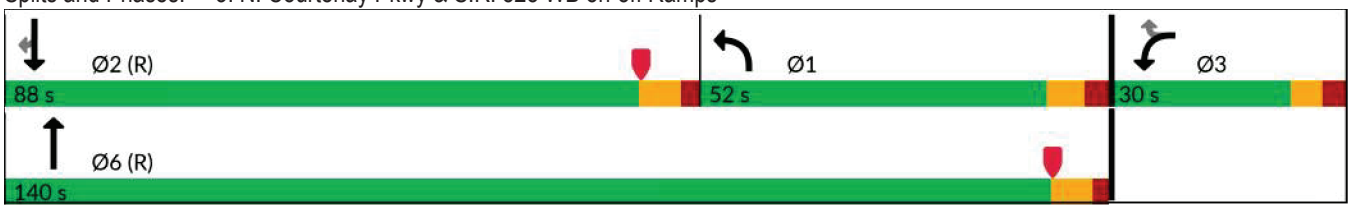
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170

Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				0	0	0	0	0	0	0	0	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				2	0	1	1494	3335	0	0	2380	703
Arrive On Green				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1485
Grp Volume(v), veh/h				0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1485
Q Serve(g_s), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				2	0	1	1494	3335	0	0	2380	703
V/C Ratio(X)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h				468	0	211	1494	3335	0	0	2380	703
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h					0			0			0	
Approach Delay, s/veh					0.0			0.0			0.0	
Approach LOS												

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	82.0	88.0			170.0		0.0					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	0.0	0.0			0.0		0.0					
Green Ext Time (p_c), s	0.0	0.0			0.0		0.0					

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	0	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	-	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	138	37	3	155	1	64	0	8	2	0	9
Future Volume (vph)	3	138	37	3	155	1	64	0	8	2	0	9
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	4%	100%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	0	0	176	0	0	80	0	0	12	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 28.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	138	37	3	155	1	64	0	8	2	0	9
Future Vol, veh/h	3	138	37	3	155	1	64	0	8	2	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	4	100	2	2	2	2	2	2
Mvmt Flow	3	153	41	3	172	1	71	0	9	2	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	194	0	0	359	361	174	339	381	173
Stage 1	-	-	-	-	-	-	181	181	-	179	179	-
Stage 2	-	-	-	-	-	-	179	180	-	160	201	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1403	-	-	1379	-	-	596	566	870	614	552	871
Stage 1	-	-	-	-	-	-	821	750	-	822	751	-
Stage 2	-	-	-	-	-	-	823	750	-	842	735	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1403	-	-	1379	-	-	586	563	870	605	549	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	586	563	-	605	549	-
Stage 1	-	-	-	-	-	-	819	748	-	820	749	-
Stage 2	-	-	-	-	-	-	811	748	-	831	733	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	0.14	11.81	9.53
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	608	29	-	-	34	-	-	806
HCM Lane V/C Ratio	0.132	0.002	-	-	0.002	-	-	0.015
HCM Ctrl Dly (s/v)	11.8	7.6	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0

NO BUILD PM

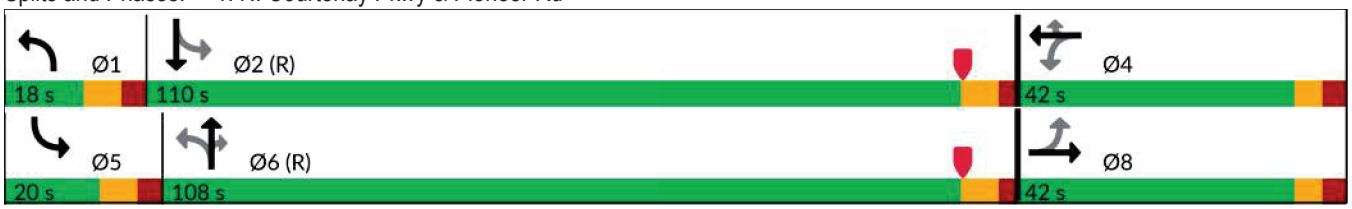
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	22	33	120	21	111	43	1566	110	117	1688	36
Future Volume (vph)	122	22	33	120	21	111	43	1566	110	117	1688	36
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	143	113	44	1598	112	119	1759	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		32.6			32.6	32.6	112.5	106.5	106.5	119.0	111.8	
Actuated g/C Ratio		0.19			0.19	0.19	0.66	0.63	0.63	0.70	0.66	
v/c Ratio		0.94			0.62	0.31	0.33	0.75	0.12	0.62	0.79	
Control Delay (s/veh)		114.8			74.5	10.9	14.9	25.9	5.7	28.9	13.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		114.8			74.5	10.9	14.9	25.9	5.7	28.9	13.6	
LOS		F			E	B	B	C	A	C	B	
Approach Delay (s/veh)		114.8			46.4			24.4			14.6	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		190			145	0	14	655	16	21	908	
Queue Length 95th (ft)		#342			228	57	27	785	46	m51	m690	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		207			251	390	163	2142	957	217	2240	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.87			0.57	0.29	0.27	0.75	0.12	0.55	0.79	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 25.3	Intersection LOS: C
Intersection Capacity Utilization 86.3%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	22	33	120	21	111	43	1566	110	117	1688	36
Future Volume (veh/h)	122	22	33	120	21	111	43	1566	110	117	1688	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	124	22	29	122	21	69	44	1598	83	119	1722	36
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	183	26	34	191	26	196	266	2542	1131	240	2565	53
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.03	0.72	0.72	0.06	1.00	1.00
Sat Flow, veh/h	1148	204	269	1185	204	1528	1654	3554	1582	1781	3558	74
Grp Volume(v), veh/h	175	0	0	143	0	69	44	1598	83	119	858	900
Grp Sat Flow(s),veh/h/ln	1621	0	0	1389	0	1528	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	7.0	1.2	39.6	2.7	3.2	0.0	0.0
Cycle Q Clear(g_c), s	17.5	0.0	0.0	17.1	0.0	7.0	1.2	39.6	2.7	3.2	0.0	0.0
Prop In Lane	0.71		0.17	0.85		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	244	0	0	217	0	196	266	2542	1131	240	1281	1337
V/C Ratio(X)	0.72	0.00	0.00	0.66	0.00	0.35	0.17	0.63	0.07	0.50	0.67	0.67
Avail Cap(c_a), veh/h	360	0	0	329	0	317	323	2542	1131	312	1281	1337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.2	0.0	0.0	72.1	0.0	67.7	5.9	12.5	7.3	13.0	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.0	0.0	4.1	0.0	1.3	0.3	1.2	0.1	1.6	2.8	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.4	0.0	0.0	10.5	0.0	5.1	0.7	21.1	1.6	2.7	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.9	0.0	0.0	76.1	0.0	69.0	6.1	13.7	7.4	14.6	2.8	2.7
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		175			212			1725			1877	
Approach Delay, s/veh		76.9			73.8			13.2			3.5	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	129.4		28.5	13.1	128.4		28.5				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.2	2.0		19.1	5.2	41.6		19.5				
Green Ext Time (p_c), s	0.0	30.0		1.1	0.1	23.8		1.0				

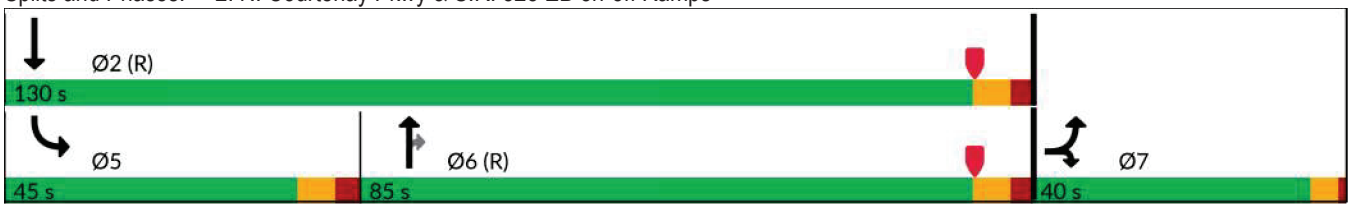
Intersection Summary			
HCM 7th Control Delay, s/veh		14.7	
HCM 7th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	472	0	786	0	0	0	0	1407	309	396	1300	0
Future Volume (vph)	472	0	786	0	0	0	0	1407	309	396	1300	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	487	0	810	0	0	0	0	1451	319	408	1340	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.21		0.21					0.46	0.46	0.22	0.72	
v/c Ratio	0.69		1.14					0.65	0.37	1.13	0.56	
Control Delay (s/veh)	67.8		125.7					26.8	3.4	130.9	6.3	
Queue Delay	0.0		0.0					0.8	0.0	0.6	0.6	
Total Delay (s/veh)	67.8		125.7					27.6	3.4	131.5	6.9	
LOS	E		F					C	A	F	A	
Approach Delay (s/veh)		103.9						23.3			36.0	
Approach LOS		F						C			D	
Queue Length 50th (ft)	261		~510					212	0	~508	166	
Queue Length 95th (ft)	327		#660					296	m58	m#730	181	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	710		710					2244	872	361	2382	
Starvation Cap Reductn	0		0					0	0	21	589	
Spillback Cap Reductn	0		0					445	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.69		1.14					0.81	0.37	1.20	0.75	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 110

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay (s/veh): 49.6 Intersection LOS: D
Intersection Capacity Utilization 120.7% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	472	0	786	0	0	0	0	1407	309	396	1300	0
Future Volume (veh/h)	472	0	786	0	0	0	0	1407	309	396	1300	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	487	0	0				0	1451	0	408	1340	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	545	0					0	2585		390	2740	0
Arrive On Green	0.16	0.00	0.00				0.00	1.00	0.00	0.44	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	487	0	0				0	1451	0	408	1340	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Cycle Q Clear(g_c), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	545	0					0	2585		390	2740	0
V/C Ratio(X)	0.89	0.00					0.00	0.56		1.05	0.49	0.00
Avail Cap(c_a), veh/h	716	0					0	2585		390	2740	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.68	0.68	0.00
Uniform Delay (d), s/veh	70.1	0.0	0.0				0.0	0.0	0.0	47.8	0.0	0.0
Incr Delay (d2), s/veh	11.2	0.0	0.0				0.0	0.9	0.0	50.4	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	0.0	0.0				0.0	0.4	0.0	25.5	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.3	0.0	0.0				0.0	0.9	0.0	98.2	0.4	0.0
LnGrp LOS	F							A		F	A	
Approach Vol, veh/h		487						1451			1748	
Approach Delay, s/veh		81.3						0.9			23.2	
Approach LOS		F						A			C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	138.5	31.5	45.0	93.5
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	122.6	35.5	37.2	77.6
Max Q Clear Time (g_c+I1), s	2.0	25.7	39.2	2.0
Green Ext Time (p_c), s	22.6	1.4	0.0	23.2

Intersection Summary	
HCM 7th Control Delay, s/veh	22.1
HCM 7th LOS	C

Notes

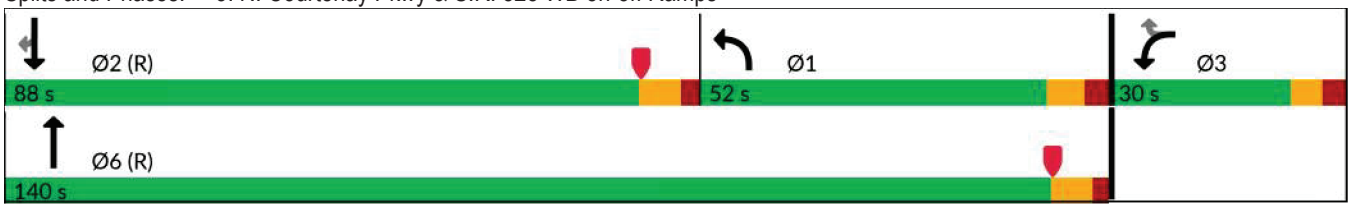
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	364	0	324	751	1184	0	0	1456	1134
Future Volume (vph)	0	0	0	364	0	324	751	1184	0	0	1456	1134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	383	0	341	791	1246	0	0	1533	1194
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Actuated g/C Ratio				0.14		0.14	0.26	0.78			0.47	0.47
v/c Ratio				0.83		1.05	0.90	0.46			0.64	1.26
Control Delay (s/veh)				86.8		105.2	66.4	8.2			35.2	153.6
Queue Delay				2.2		0.0	47.7	0.3			0.1	0.0
Total Delay (s/veh)				89.0		105.2	114.1	8.5			35.3	153.6
LOS				F		F	F	A			D	F
Approach Delay (s/veh)					96.6			49.5			87.1	
Approach LOS					F			D			F	
Queue Length 50th (ft)				217		~278	471	188			466	~1431
Queue Length 95th (ft)				#292		#493	#561	207			517	#1702
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		324	882	2731			2407	945
Starvation Cap Reductn				0		0	207	711			0	0
Spillback Cap Reductn				24		0	0	0			134	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.87		1.05	1.17	0.62			0.67	1.26

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay (s/veh): 74.4 Intersection LOS: E
Intersection Capacity Utilization 120.7% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	364	0	324	751	1184	0	0	1456	1134
Future Volume (veh/h)	0	0	0	364	0	324	751	1184	0	0	1456	1134
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				383	0	224	791	1246	0	0	1533	993
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				468	0	211	1164	3022	0	0	2418	745
Arrive On Green				0.14	0.00	0.14	0.68	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				383	0	224	791	1246	0	0	1533	993
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				18.3	0.0	23.0	23.4	0.0	0.0	0.0	38.4	59.0
Cycle Q Clear(g_c), s				18.3	0.0	23.0	23.4	0.0	0.0	0.0	38.4	59.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				468	0	211	1164	3022	0	0	2418	745
V/C Ratio(X)				0.82	0.00	1.06	0.68	0.41	0.00	0.00	0.63	1.33
Avail Cap(c_a), veh/h				468	0	211	1164	3022	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.71	0.71	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				71.5	0.0	73.5	21.8	0.0	0.0	0.0	33.7	24.0
Incr Delay (d2), s/veh				11.0	0.0	79.1	1.2	0.3	0.0	0.0	1.3	159.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				13.5	0.0	20.2	9.6	0.2	0.0	0.0	22.4	78.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				82.5	0.0	152.6	22.9	0.3	0.0	0.0	34.9	183.3
LnGrp LOS				F		F	C	A			C	F
Approach Vol, veh/h					607			2037			2526	
Approach Delay, s/veh					108.4			9.1			93.2	
Approach LOS					F			A			F	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	66.0	88.0			154.0		30.0					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	25.4	61.0			2.0		25.0					
Green Ext Time (p_c), s	2.8	17.1			11.8		0.0					

Intersection Summary		
HCM 7th Control Delay, s/veh	61.9	
HCM 7th LOS	E	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1783	0	0	1849
Future Volume (vph)	0	0	1783	0	0	1849
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1938	0	0	2010
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 54.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1783	0	0	1849
Future Vol, veh/h	0	0	1783	0	0	1849
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1938	0	0	2010

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	969	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*578	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*578	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	144	37	1	133	0	0	65	3	0	0	8
Future Volume (vph)	4	144	37	1	133	0	0	65	3	0	0	8
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	196	0	0	142	0	0	72	0	0	9	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 23.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	144	37	1	133	0	0	65	3	0	0	8
Future Vol, veh/h	4	144	37	1	133	0	0	65	3	0	0	8
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	2	3	2	3	2	2	2	2	2	2	2
Mvmt Flow	4	153	39	1	141	0	0	69	3	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	193	0	0	326	327	174	343	347	144
Stage 1	-	-	-	-	-	-	181	181	-	146	146	-
Stage 2	-	-	-	-	-	-	145	146	-	197	201	-
Critical Hdwy	4.6	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.65	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1192	-	-	1381	-	-	627	591	870	611	577	903
Stage 1	-	-	-	-	-	-	820	749	-	857	776	-
Stage 2	-	-	-	-	-	-	858	776	-	805	735	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1189	-	-	1381	-	-	618	587	869	533	573	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	618	587	-	533	573	-
Stage 1	-	-	-	-	-	-	817	746	-	855	774	-
Stage 2	-	-	-	-	-	-	849	774	-	724	732	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	0.06	11.87	9.04
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	596	37	-	-	13	-	-	900
HCM Lane V/C Ratio	0.121	0.004	-	-	0.001	-	-	0.009
HCM Ctrl Dly (s/v)	11.9	8	0	-	7.6	0	-	9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

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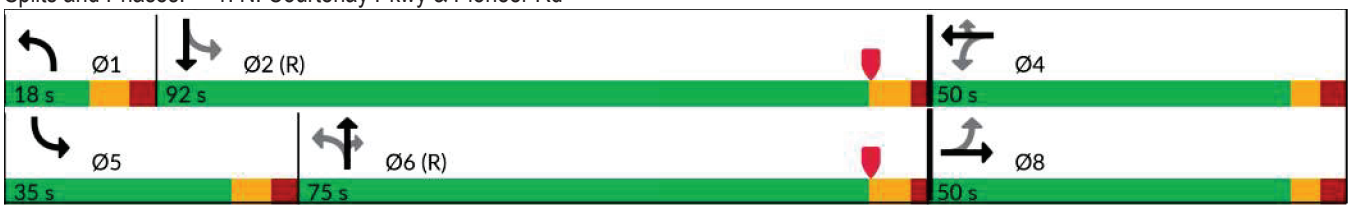
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	28	30	200	42	171	32	1102	90	221	1582	34
Future Volume (vph)	96	28	30	200	42	171	32	1102	90	221	1582	34
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	2%	2%	6%	2%	25%	3%	2%	2%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	169	0	0	266	188	35	1211	99	243	1775	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	18.0	75.0	75.0	35.0	92.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%	31.3%	11.3%	46.9%	46.9%	21.9%	57.5%	
Maximum Green (s)	43.3	43.3		43.3	43.3	43.3	10.2	68.2	68.2	27.2	85.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		39.6			39.6	39.6	85.0	78.9	78.9	105.9	94.6	
Actuated g/C Ratio		0.25			0.25	0.25	0.53	0.49	0.49	0.66	0.59	
v/c Ratio		0.93			0.92	0.39	0.36	0.73	0.12	0.76	0.89	
Control Delay (s/veh)		106.0			92.8	17.5	31.3	37.2	1.8	30.6	44.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		106.0			92.8	17.5	31.3	37.2	1.8	30.6	44.4	
LOS		F			F	B	C	D	A	C	D	
Approach Delay (s/veh)		106.0			61.6			34.5			42.7	
Approach LOS		F			E			C			D	
Queue Length 50th (ft)		163			264	45	13	550	0	156	882	
Queue Length 95th (ft)		#307			#423	118	39	691	16	m189	m#1082	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		198			317	510	125	1669	803	388	1996	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.85			0.84	0.37	0.28	0.73	0.12	0.63	0.89	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 44.8 Intersection LOS: D
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	28	30	200	42	171	32	1102	90	221	1582	34
Future Volume (veh/h)	96	28	30	200	42	171	32	1102	90	221	1582	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1870	1811	1870	1530	1856	1870	1870	1856	1796
Adj Flow Rate, veh/h	105	31	28	220	46	136	35	1211	45	243	1738	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	2	2	6	2	25	3	2	2	3	7
Cap, veh/h	256	75	61	282	50	349	206	2016	906	332	2197	45
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.02	0.57	0.57	0.15	1.00	1.00
Sat Flow, veh/h	994	341	275	1095	229	1585	1457	3526	1584	1781	3532	73
Grp Volume(v), veh/h	164	0	0	266	0	136	35	1211	45	243	865	909
Grp Sat Flow(s),veh/h/ln	1610	0	0	1325	0	1585	1457	1763	1584	1781	1763	1842
Q Serve(g_s), s	0.0	0.0	0.0	17.6	0.0	11.7	1.6	35.8	2.0	9.4	0.0	0.0
Cycle Q Clear(g_c), s	13.9	0.0	0.0	31.5	0.0	11.7	1.6	35.8	2.0	9.4	0.0	0.0
Prop In Lane	0.64		0.17	0.83		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	391	0	0	333	0	349	206	2016	906	332	1096	1146
V/C Ratio(X)	0.42	0.00	0.00	0.80	0.00	0.39	0.17	0.60	0.05	0.73	0.79	0.79
Avail Cap(c_a), veh/h	464	0	0	402	0	429	263	2016	906	502	1096	1146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	0.0	0.0	61.2	0.0	53.2	13.4	22.3	15.1	18.3	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	9.7	0.0	0.9	0.4	1.3	0.1	3.1	5.8	5.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	0.0	0.0	17.1	0.0	8.4	1.0	20.9	1.3	6.2	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.9	0.0	0.0	71.0	0.0	54.1	13.7	23.7	15.2	21.4	5.8	5.7
LnGrp LOS	D			E		D	B	C	B	C	A	A
Approach Vol, veh/h		164			402			1291			2017	
Approach Delay, s/veh		54.9			65.2			23.1			7.6	
Approach LOS		D			E			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	106.3		41.9	19.8	98.3		41.9				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	85.2		43.3	27.2	68.2		43.3				
Max Q Clear Time (g_c+I1), s	3.6	2.0		33.5	11.4	37.8		15.9				
Green Ext Time (p_c), s	0.0	29.6		1.7	0.6	12.0		1.1				

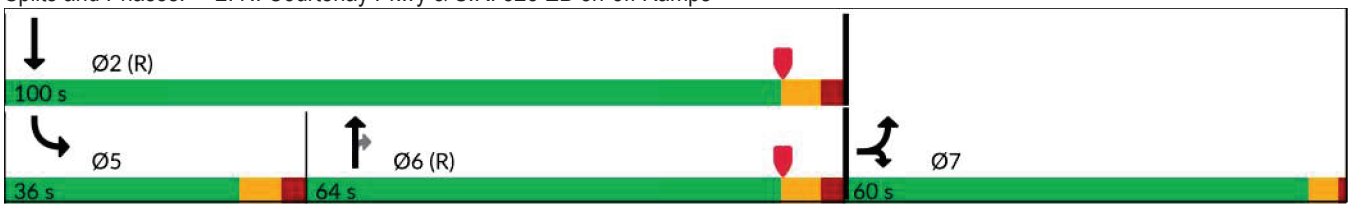
Intersection Summary			
HCM 7th Control Delay, s/veh		20.8	
HCM 7th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	857	0	979	0	0	0	0	1167	352	263	1011	0
Future Volume (vph)	857	0	979	0	0	0	0	1167	352	263	1011	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	912	0	1041	0	0	0	0	1241	374	280	1076	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	60.0		60.0					64.0	64.0	36.0	100.0	
Total Split (%)	37.5%		37.5%					40.0%	40.0%	22.5%	62.5%	
Maximum Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Actuated g/C Ratio	0.35		0.35					0.35	0.35	0.18	0.58	
v/c Ratio	0.80		0.97					0.71	0.48	1.01	0.56	
Control Delay (s/veh)	53.4		64.1					61.9	22.6	98.8	15.4	
Queue Delay	3.3		0.0					5.1	0.0	0.0	0.8	
Total Delay (s/veh)	56.7		64.1					67.0	22.6	98.8	16.2	
LOS	E		E					E	C	F	B	
Approach Delay (s/veh)		60.6						56.7			33.2	
Approach LOS		E						E			C	
Queue Length 50th (ft)	444		538					486	176	~305	456	
Queue Length 95th (ft)	529		#706					536	m282	#500	531	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	1145		1073					1739	783	277	1911	
Starvation Cap Reductn	0		0					0	0	0	494	
Spillback Cap Reductn	148		0					428	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.91		0.97					0.95	0.48	1.01	0.76	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay (s/veh): 51.8 Intersection LOS: D
Intersection Capacity Utilization 126.0% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	857	0	979	0	0	0	0	1167	352	263	1011	0
Future Volume (veh/h)	857	0	979	0	0	0	0	1167	352	263	1011	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	912	0	0				0	1241	0	280	1076	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	989	0					0	2072		300	2239	0
Arrive On Green	0.30	0.00	0.00				0.00	0.13	0.00	0.06	0.21	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	912	0	0				0	1241	0	280	1076	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	42.2	0.0	0.0				0.0	36.6	0.0	26.1	42.6	0.0
Cycle Q Clear(g_c), s	42.2	0.0	0.0				0.0	36.6	0.0	26.1	42.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	989	0					0	2072		300	2239	0
V/C Ratio(X)	0.92	0.00					0.00	0.60		0.93	0.48	0.00
Avail Cap(c_a), veh/h	1161	0					0	2072		302	2239	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	54.6	0.0	0.0				0.0	57.0	0.0	74.4	40.3	0.0
Incr Delay (d2), s/veh	11.0	0.0	0.0				0.0	1.3	0.0	30.9	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	26.7	0.0	0.0				0.0	23.8	0.0	20.4	27.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.5	0.0	0.0				0.0	58.3	0.0	105.4	40.9	0.0
LnGrp LOS	E							E		F	D	
Approach Vol, veh/h		912						1241			1356	
Approach Delay, s/veh		65.5						58.3			54.2	
Approach LOS		E						E			D	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	108.2		51.8	35.9	72.3
Change Period (Y+Rc), s	7.4		4.5	7.8	7.4
Max Green Setting (Gmax), s	92.6		55.5	28.2	56.6
Max Q Clear Time (g_c+I1), s	44.6		44.2	28.1	38.6
Green Ext Time (p_c), s	13.6		3.0	0.0	10.1

Intersection Summary	
HCM 7th Control Delay, s/veh	58.6
HCM 7th LOS	E

Notes

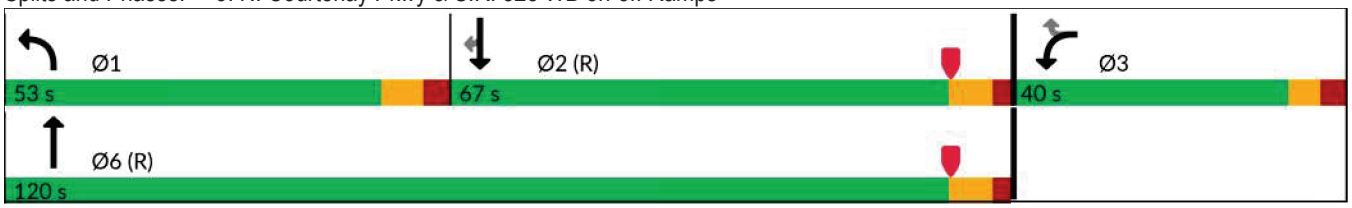
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	239	0	427	556	1593	0	0	1133	514
Future Volume (vph)	0	0	0	239	0	427	556	1593	0	0	1133	514
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	257	0	459	598	1713	0	0	1218	553
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				40.0		40.0	53.0	120.0			67.0	67.0
Total Split (%)				25.0%		25.0%	33.1%	75.0%			41.9%	41.9%
Maximum Green (s)				33.0		33.0	45.1	112.5			59.5	59.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				33.0		33.0	33.6	112.5			71.0	71.0
Actuated g/C Ratio				0.21		0.21	0.21	0.70			0.44	0.44
v/c Ratio				0.36		1.20	0.84	0.70			0.55	0.73
Control Delay (s/veh)				56.2		154.3	62.5	36.9			34.5	29.7
Queue Delay				0.0		0.0	0.5	48.5			0.3	0.0
Total Delay (s/veh)				56.2		154.3	63.0	85.4			34.9	29.7
LOS				E		F	E	F			C	C
Approach Delay (s/veh)					119.1			79.6			33.3	
Approach LOS					F			E			C	
Queue Length 50th (ft)				120		~506	293	959			340	312
Queue Length 95th (ft)				165		#735	351	1031			419	510
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				708		383	958	2440			2214	757
Starvation Cap Reductn				0		0	97	1088			0	0
Spillback Cap Reductn				0		0	0	0			422	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.36		1.20	0.69	1.27			0.68	0.73

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay (s/veh): 68.4 Intersection LOS: E
Intersection Capacity Utilization 126.0% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	239	0	427	556	1593	0	0	1133	514
Future Volume (veh/h)	0	0	0	239	0	427	556	1593	0	0	1133	514
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				257	0	389	598	1713	0	0	1218	423
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				713	0	322	653	2459	0	0	2327	673
Arrive On Green				0.21	0.00	0.21	0.38	1.00	0.00	0.00	0.46	0.46
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1454
Grp Volume(v), veh/h				257	0	389	598	1713	0	0	1218	423
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1454
Q Serve(g_s), s				10.2	0.0	33.0	26.5	0.0	0.0	0.0	27.5	35.3
Cycle Q Clear(g_c), s				10.2	0.0	33.0	26.5	0.0	0.0	0.0	27.5	35.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				713	0	322	653	2459	0	0	2327	673
V/C Ratio(X)				0.36	0.00	1.21	0.92	0.70	0.00	0.00	0.52	0.63
Avail Cap(c_a), veh/h				713	0	322	966	2459	0	0	2327	673
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.58	0.58	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.5	0.0	63.5	48.3	0.0	0.0	0.0	30.4	32.5
Incr Delay (d2), s/veh				0.3	0.0	119.5	6.0	1.0	0.0	0.0	0.8	4.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				7.8	0.0	34.5	13.8	0.6	0.0	0.0	16.5	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.8	0.0	183.0	54.3	1.0	0.0	0.0	31.3	36.9
LnGrp LOS				D		F	D	A			C	D
Approach Vol, veh/h					646			2311			1641	
Approach Delay, s/veh					132.0			14.8			32.7	
Approach LOS					F			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	38.4	81.6				120.0		40.0				
Change Period (Y+Rc), s	7.9	7.5				7.5		7.0				
Max Green Setting (Gmax), s	45.1	59.5				112.5		33.0				
Max Q Clear Time (g_c+I1), s	28.5	37.3				2.0		35.0				
Green Ext Time (p_c), s	2.0	13.8				22.9		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			37.6									
HCM 7th LOS			D									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	35	1343	11	0	1822
Future Volume (vph)	0	35	1343	11	0	1822
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	1472	0	0	1980
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	35	1343	11	0	1822
Future Vol, veh/h	0	35	1343	11	0	1822
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	1460	12	0	1980

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	736	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*716	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*716	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.31	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	716	-
HCM Lane V/C Ratio	-	-	0.053	-
HCM Ctrl Dly (s/v)	-	-	10.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	321	379	0	0	34
Future Volume (vph)	11	321	379	0	0	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	361	412	0	37	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 35.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	321	379	0	0	34
Future Vol, veh/h	11	321	379	0	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	349	412	0	0	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	412	0	-	0	785	412
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1147	-	-	-	365	640
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	732	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	1147	-	-	-	361	640
Mov Cap-2 Maneuver	-	-	-	-	361	-
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	732	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.27	0	10.97
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	60	-	-	-	640
HCM Lane V/C Ratio	0.01	-	-	-	0.058
HCM Ctrl Dly (s/v)	8.2	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	306	67	13	377	2	41	1	12	2	0	35
Future Volume (vph)	15	306	67	13	377	2	41	1	12	2	0	35
Confl. Peds. (#/hr)	6		3	3		6						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	422	0	0	426	0	0	59	0	0	40	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 43.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	306	67	13	377	2	41	1	12	2	0	35
Future Vol, veh/h	15	306	67	13	377	2	41	1	12	2	0	35
Conflicting Peds, #/hr	6	0	3	3	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	16	333	73	14	410	2	45	1	13	2	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	0	408	0	0	843	851	372	811	886	417
Stage 1	-	-	-	-	-	-	405	405	-	445	445	-
Stage 2	-	-	-	-	-	-	438	446	-	366	441	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1141	-	-	1150	-	-	284	297	674	298	283	636
Stage 1	-	-	-	-	-	-	623	599	-	592	575	-
Stage 2	-	-	-	-	-	-	597	574	-	654	577	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1135	-	-	1147	-	-	257	285	672	280	271	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	285	-	280	271	-
Stage 1	-	-	-	-	-	-	609	586	-	579	562	-
Stage 2	-	-	-	-	-	-	552	561	-	628	564	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	0.27	20.01	11.53
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	298	67	-	-	60	-	-	592
HCM Lane V/C Ratio	0.197	0.014	-	-	0.012	-	-	0.068
HCM Ctrl Dly (s/v)	20	8.2	0	-	8.2	0	-	11.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.2

BUILD DS
ALTERNATIVE 0

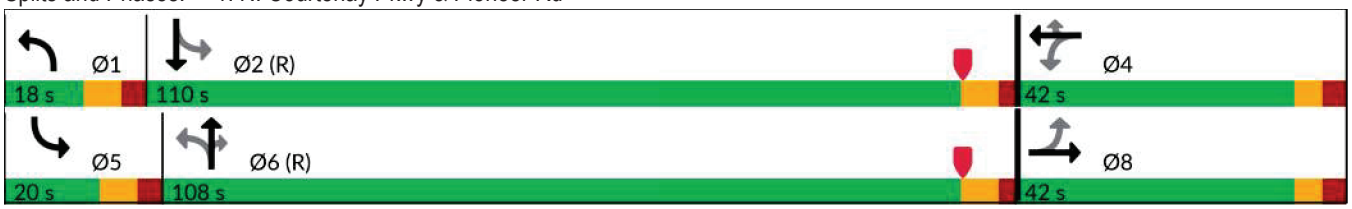
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	21	41	149	23	126	52	1561	94	140	1644	36
Future Volume (vph)	133	21	41	149	23	126	52	1561	94	140	1644	36
Confl. Peds. (#/hr)			4	4			2		1	1		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	3%	2%	5%	4%	5%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	210	0	0	185	135	56	1678	101	151	1807	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		35.3			35.3	35.3	108.5	101.9	101.9	117.2	108.5	
Actuated g/C Ratio		0.21			0.21	0.21	0.64	0.60	0.60	0.69	0.64	
v/c Ratio		1.14			0.76	0.33	0.43	0.82	0.11	0.84	0.83	
Control Delay (s/veh)		164.6			83.5	14.8	23.2	31.2	5.1	68.6	29.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		164.6			83.5	14.8	23.2	31.2	5.1	68.6	29.0	
LOS		F			F	B	C	C	A	E	C	
Approach Delay (s/veh)		164.6			54.5			29.5			32.1	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)		~265			196	16	18	756	12	91	811	
Queue Length 95th (ft)		#447			#315	81	46	861	39	#221	972	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		184			244	404	155	2050	925	187	2176	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.14			0.76	0.33	0.36	0.82	0.11	0.81	0.83	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay (s/veh): 39.1	Intersection LOS: D
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	21	41	149	23	126	52	1561	94	140	1644	36
Future Volume (veh/h)	133	21	41	149	23	126	52	1561	94	140	1644	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1826	1841	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	23	39	160	25	87	56	1678	71	151	1768	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	3	2	5	4	5	2	2	2	2	2
Cap, veh/h	216	29	49	226	29	251	261	2388	1063	219	2436	52
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.67	0.67	0.08	1.00	1.00
Sat Flow, veh/h	1111	179	303	1152	180	1548	1739	3554	1583	1781	3555	76
Grp Volume(v), veh/h	205	0	0	185	0	87	56	1678	71	151	881	925
Grp Sat Flow(s),veh/h/ln	1593	0	0	1332	0	1548	1739	1777	1583	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	8.5	1.7	49.9	2.6	4.8	0.0	0.0
Cycle Q Clear(g_c), s	20.5	0.0	0.0	23.1	0.0	8.5	1.7	49.9	2.6	4.8	0.0	0.0
Prop In Lane	0.70		0.19	0.86		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	294	0	0	255	0	251	261	2388	1063	219	1218	1271
V/C Ratio(X)	0.70	0.00	0.00	0.72	0.00	0.35	0.21	0.70	0.07	0.69	0.72	0.73
Avail Cap(c_a), veh/h	358	0	0	317	0	322	317	2388	1063	274	1218	1271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	0.0	0.0	69.4	0.0	63.2	7.9	17.3	9.6	22.2	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	6.7	0.0	1.0	0.4	1.8	0.1	5.2	3.8	3.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.9	0.0	0.0	13.1	0.0	6.2	1.2	26.8	1.7	6.2	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.3	0.0	0.0	76.1	0.0	64.2	8.4	19.1	9.7	27.4	3.8	3.7
LnGrp LOS	E			E		E	A	B	A	C	A	A
Approach Vol, veh/h		205			272			1805			1957	
Approach Delay, s/veh		73.3			72.3			18.4			5.5	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	123.3		34.3	14.7	121.0		34.3				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.7	2.0		25.1	6.8	51.9		22.5				
Green Ext Time (p_c), s	0.0	32.3		1.1	0.2	23.9		1.1				

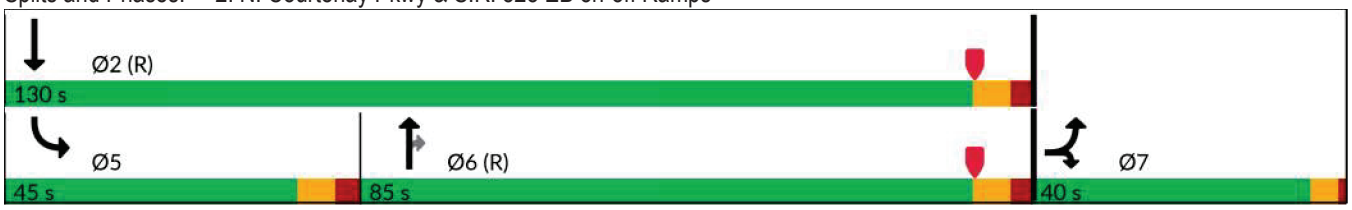
Intersection Summary												
HCM 7th Control Delay, s/veh			18.6									
HCM 7th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Prot						Perm	Prot		
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	0	0	0				0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	2	0					0	4884		1	3399	0
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	0	0	0				0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	0					0	4884		1	3399	0
V/C Ratio(X)	0.00	0.00					0.00	0.00		0.00	0.00	0.00
Avail Cap(c_a), veh/h	699	0					0	4884		374	3399	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0						0			0	
Approach Delay, s/veh		0.0						0.0			0.0	
Approach LOS												

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	170.0	0.0	0.0	170.0
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	122.6	35.5	37.2	77.6
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

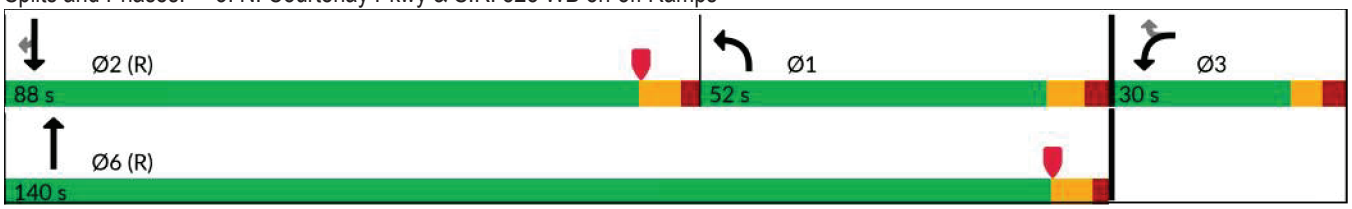
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170

Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				0	0	0	0	0	0	0	0	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				2	0	1	1494	3335	0	0	2380	703
Arrive On Green				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1485
Grp Volume(v), veh/h				0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1485
Q Serve(g_s), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				2	0	1	1494	3335	0	0	2380	703
V/C Ratio(X)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h				468	0	211	1494	3335	0	0	2380	703
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h					0			0			0	
Approach Delay, s/veh					0.0			0.0			0.0	
Approach LOS												

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	82.0	88.0			170.0		0.0					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	0.0	0.0			0.0		0.0					
Green Ext Time (p_c), s	0.0	0.0			0.0		0.0					

Intersection Summary		
HCM 7th Control Delay, s/veh		0.0
HCM 7th LOS		A

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	0	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	-	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	148	157	0	0	18
Future Volume (vph)	24	148	157	0	0	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	187	171	0	20	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 30.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	148	157	0	0	18
Future Vol, veh/h	24	148	157	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	161	171	0	0	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	171	0	-	0	384	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1407	-	-	-	644	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	1407	-	-	-	631	873
Mov Cap-2 Maneuver	-	-	-	-	631	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.06	0	9.22
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	251	-	-	-	873
HCM Lane V/C Ratio	0.019	-	-	-	0.022
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	138	37	3	155	1	64	0	8	2	0	27
Future Volume (vph)	27	138	37	3	155	1	64	0	8	2	0	27
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	4%	100%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	0	0	176	0	0	80	0	0	32	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	138	37	3	155	1	64	0	8	2	0	27
Future Vol, veh/h	27	138	37	3	155	1	64	0	8	2	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	4	100	2	2	2	2	2	2
Mvmt Flow	30	153	41	3	172	1	71	0	9	2	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	194	0	0	413	414	174	393	434	173
Stage 1	-	-	-	-	-	-	234	234	-	179	179	-
Stage 2	-	-	-	-	-	-	179	180	-	213	254	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1403	-	-	1379	-	-	550	529	870	567	515	871
Stage 1	-	-	-	-	-	-	769	711	-	822	751	-
Stage 2	-	-	-	-	-	-	823	750	-	789	697	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1403	-	-	1379	-	-	517	515	870	546	501	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	517	515	-	546	501	-
Stage 1	-	-	-	-	-	-	751	694	-	820	749	-
Stage 2	-	-	-	-	-	-	792	748	-	762	680	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.02	0.14	12.81	9.48
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	541	231	-	-	34	-	-	836
HCM Lane V/C Ratio	0.148	0.021	-	-	0.002	-	-	0.039
HCM Ctrl Dly (s/v)	12.8	7.6	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.1

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ALTERNATIVE 0

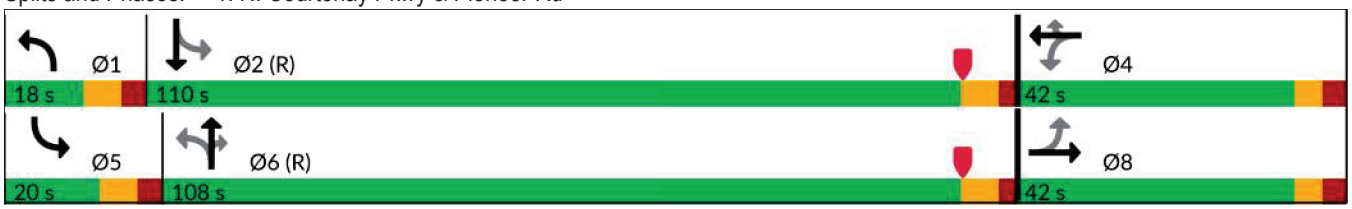
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	22	33	136	21	116	43	1580	124	161	1688	36
Future Volume (vph)	122	22	33	136	21	116	43	1580	124	161	1688	36
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	160	118	44	1612	127	164	1759	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		33.9			33.9	33.9	109.3	103.3	103.3	119.2	110.5	
Actuated g/C Ratio		0.20			0.20	0.20	0.64	0.61	0.61	0.70	0.65	
v/c Ratio		0.96			0.67	0.31	0.34	0.78	0.14	0.83	0.79	
Control Delay (s/veh)		118.2			77.3	10.6	15.6	28.6	6.8	57.9	14.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		118.2			77.3	10.6	15.6	28.6	6.8	57.9	14.3	
LOS		F			E	B	B	C	A	E	B	
Approach Delay (s/veh)		118.2			49.0			26.7			18.0	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		193			165	0	14	700	24	79	877	
Queue Length 95th (ft)		#356			254	58	27	797	56	m125	m653	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		196			249	394	159	2078	930	204	2214	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.92			0.64	0.30	0.28	0.78	0.14	0.80	0.79	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 28.1	Intersection LOS: C
Intersection Capacity Utilization 86.9%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	22	33	136	21	116	43	1580	124	161	1688	36
Future Volume (veh/h)	122	22	33	136	21	116	43	1580	124	161	1688	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	124	22	29	139	21	72	44	1612	98	164	1722	36
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	197	28	38	205	25	210	261	2473	1101	242	2531	53
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.70	0.70	0.08	1.00	1.00
Sat Flow, veh/h	1167	207	273	1203	182	1528	1654	3554	1582	1781	3558	74
Grp Volume(v), veh/h	175	0	0	160	0	72	44	1612	98	164	858	900
Grp Sat Flow(s),veh/h/ln	1647	0	0	1385	0	1528	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.2	0.0	7.2	1.3	42.9	3.4	4.8	0.0	0.0
Cycle Q Clear(g_c), s	17.0	0.0	0.0	19.2	0.0	7.2	1.3	42.9	3.4	4.8	0.0	0.0
Prop In Lane	0.71		0.17	0.87		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	263	0	0	230	0	210	261	2473	1101	242	1264	1320
V/C Ratio(X)	0.67	0.00	0.00	0.70	0.00	0.34	0.17	0.65	0.09	0.68	0.68	0.68
Avail Cap(c_a), veh/h	365	0	0	328	0	317	318	2473	1101	297	1264	1320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	0.0	0.0	71.5	0.0	66.3	6.8	14.4	8.4	17.7	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	0.0	4.5	0.0	1.2	0.3	1.4	0.2	4.5	2.9	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.2	0.0	0.0	11.5	0.0	5.3	0.8	23.0	2.1	5.8	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.0	0.0	0.0	76.0	0.0	67.5	7.1	15.7	8.5	22.2	2.9	2.9
LnGrp LOS	E			E		E	A	B	A	C	A	A
Approach Vol, veh/h		175			232			1754			1922	
Approach Delay, s/veh		74.0			73.4			15.1			4.6	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	127.7		30.1	14.8	125.1		30.1				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.3	2.0		21.2	6.8	44.9		19.0				
Green Ext Time (p_c), s	0.0	30.0		1.1	0.2	23.9		1.0				

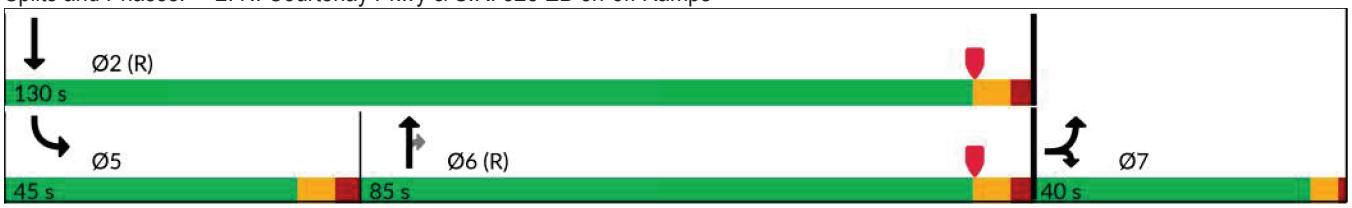
Intersection Summary			
HCM 7th Control Delay, s/veh		16.0	
HCM 7th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	472	0	812	0	0	0	0	1428	315	396	1318	0
Future Volume (vph)	472	0	812	0	0	0	0	1428	315	396	1318	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	487	0	837	0	0	0	0	1472	325	408	1359	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.21		0.21					0.46	0.46	0.22	0.72	
v/c Ratio	0.69		1.19					0.66	0.37	1.13	0.57	
Control Delay (s/veh)	67.8		142.4					27.5	3.6	130.7	6.7	
Queue Delay	0.0		0.0					0.9	0.0	0.6	0.6	
Total Delay (s/veh)	67.8		142.4					28.4	3.6	131.4	7.3	
LOS	E		F					C	A	F	A	
Approach Delay (s/veh)		114.9						23.9			36.0	
Approach LOS		F						C			D	
Queue Length 50th (ft)	261		~552					230	0	~508	172	
Queue Length 95th (ft)	327		#702					307	m59	m#723	186	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	710		706					2244	875	361	2382	
Starvation Cap Reductn	0		0					0	0	21	589	
Spillback Cap Reductn	0		0					451	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.69		1.19					0.82	0.37	1.20	0.76	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 110

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay (s/veh): 52.9 Intersection LOS: D
Intersection Capacity Utilization 121.4% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	472	0	812	0	0	0	0	1428	315	396	1318	0
Future Volume (veh/h)	472	0	812	0	0	0	0	1428	315	396	1318	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	487	0	0				0	1472	0	408	1359	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	545	0					0	2585		390	2740	0
Arrive On Green	0.16	0.00	0.00				0.00	1.00	0.00	0.44	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	487	0	0				0	1472	0	408	1359	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Cycle Q Clear(g_c), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	545	0					0	2585		390	2740	0
V/C Ratio(X)	0.89	0.00					0.00	0.57		1.05	0.50	0.00
Avail Cap(c_a), veh/h	716	0					0	2585		390	2740	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.67	0.67	0.00
Uniform Delay (d), s/veh	70.1	0.0	0.0				0.0	0.0	0.0	47.8	0.0	0.0
Incr Delay (d2), s/veh	11.2	0.0	0.0				0.0	0.9	0.0	50.1	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	0.0	0.0				0.0	0.4	0.0	25.4	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.3	0.0	0.0				0.0	0.9	0.0	97.9	0.4	0.0
LnGrp LOS	F							A		F	A	
Approach Vol, veh/h		487						1472			1767	
Approach Delay, s/veh		81.3						0.9			22.9	
Approach LOS		F						A			C	

Timer - Assigned Phs	2		4	5	6							
Phs Duration (G+Y+Rc), s	138.5		31.5	45.0	93.5							
Change Period (Y+Rc), s	7.4		4.5	7.8	7.4							
Max Green Setting (Gmax), s	122.6		35.5	37.2	77.6							
Max Q Clear Time (g_c+I1), s	2.0		25.7	39.2	2.0							
Green Ext Time (p_c), s	23.3		1.4	0.0	23.8							

Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C

Notes

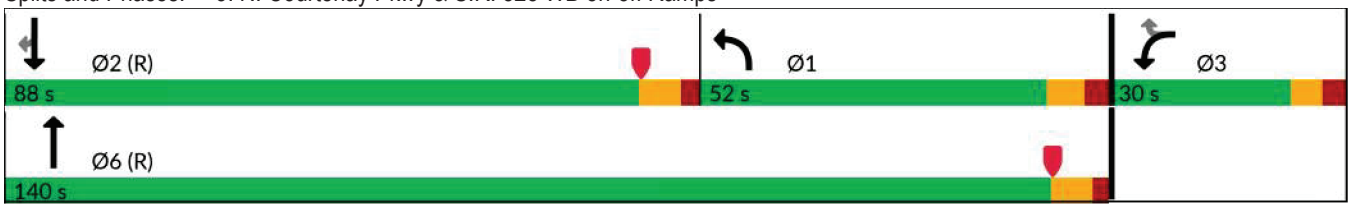
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Future Volume (vph)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	394	0	341	807	1252	0	0	1541	1194
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Actuated g/C Ratio				0.14		0.14	0.26	0.78			0.47	0.47
v/c Ratio				0.85		1.06	0.91	0.46			0.64	1.26
Control Delay (s/veh)				89.0		106.4	67.3	8.1			35.3	154.2
Queue Delay				2.8		0.0	46.8	0.3			0.1	0.0
Total Delay (s/veh)				91.8		106.4	114.1	8.4			35.4	154.2
LOS				F		F	F	A			D	F
Approach Delay (s/veh)					98.6			49.8			87.3	
Approach LOS					F			D			F	
Queue Length 50th (ft)				224		~280	475	187			469	~1433
Queue Length 95th (ft)				#306		#495	#581	206			520	#1703
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		323	882	2731			2407	944
Starvation Cap Reductn				0		0	206	719			0	0
Spillback Cap Reductn				24		0	0	0			134	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.90		1.06	1.19	0.62			0.68	1.26

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay (s/veh): 74.8 Intersection LOS: E
Intersection Capacity Utilization 121.4% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Future Volume (veh/h)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				394	0	225	807	1252	0	0	1541	994
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				468	0	211	1164	3022	0	0	2418	745
Arrive On Green				0.14	0.00	0.14	0.68	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				394	0	225	807	1252	0	0	1541	994
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				18.9	0.0	23.0	24.3	0.0	0.0	0.0	38.7	59.0
Cycle Q Clear(g_c), s				18.9	0.0	23.0	24.3	0.0	0.0	0.0	38.7	59.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				468	0	211	1164	3022	0	0	2418	745
V/C Ratio(X)				0.84	0.00	1.07	0.69	0.41	0.00	0.00	0.64	1.33
Avail Cap(c_a), veh/h				468	0	211	1164	3022	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.70	0.70	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				71.7	0.0	73.5	21.9	0.0	0.0	0.0	33.7	24.0
Incr Delay (d2), s/veh				13.1	0.0	80.5	1.3	0.3	0.0	0.0	1.3	159.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				14.0	0.0	20.4	9.8	0.2	0.0	0.0	22.5	78.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				84.8	0.0	154.0	23.2	0.3	0.0	0.0	35.0	183.8
LnGrp LOS				F		F	C	A			D	F
Approach Vol, veh/h					619			2059			2535	
Approach Delay, s/veh					110.0			9.3			93.4	
Approach LOS					F			A			F	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	66.0	88.0			154.0		30.0					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	26.3	61.0			2.0		25.0					
Green Ext Time (p_c), s	2.9	17.1			11.9		0.0					

Intersection Summary	
HCM 7th Control Delay, s/veh	62.1
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	22	1788	36	0	1893
Future Volume (vph)	0	22	1788	36	0	1893
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	24	1982	0	0	2058
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 60.6%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	1788	36	0	1893
Future Vol, veh/h	0	22	1788	36	0	1893
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	1943	39	0	2058

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	991	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*565	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*565	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.65	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	565	-
HCM Lane V/C Ratio	-	-	0.042	-
HCM Ctrl Dly (s/v)	-	-	11.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	36	148	133	0	0	21
Future Volume (vph)	36	148	133	0	0	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	200	145	0	23	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 30.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	148	133	0	0	21
Future Vol, veh/h	36	148	133	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	161	145	0	0	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	145	0	-	0	384	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1438	-	-	-	644	903
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	822	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	1438	-	-	-	625	903
Mov Cap-2 Maneuver	-	-	-	-	625	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	822	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.48	0	9.09
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	352	-	-	-	903
HCM Lane V/C Ratio	0.027	-	-	-	0.025
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	144	37	1	133	0	0	65	3	0	0	29
Future Volume (vph)	40	144	37	1	133	0	0	65	3	0	0	29
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	235	0	0	142	0	0	72	0	0	31	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 33.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	144	37	1	133	0	0	65	3	0	0	29
Future Vol, veh/h	40	144	37	1	133	0	0	65	3	0	0	29
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	2	3	2	3	2	2	2	2	2	2	2
Mvmt Flow	43	153	39	1	141	0	0	69	3	0	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	193	0	0	403	404	174	419	423	144
Stage 1	-	-	-	-	-	-	258	258	-	146	146	-
Stage 2	-	-	-	-	-	-	145	146	-	274	278	-
Critical Hdwy	4.6	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.65	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1192	-	-	1381	-	-	558	536	870	544	522	903
Stage 1	-	-	-	-	-	-	747	694	-	857	776	-
Stage 2	-	-	-	-	-	-	858	776	-	732	681	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1189	-	-	1381	-	-	516	513	869	451	500	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	516	513	-	451	500	-
Stage 1	-	-	-	-	-	-	717	666	-	855	774	-
Stage 2	-	-	-	-	-	-	827	774	-	627	653	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.47	0.06	13	9.14
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	522	313	-	-	13	-	-	900
HCM Lane V/C Ratio	0.139	0.036	-	-	0.001	-	-	0.034
HCM Ctrl Dly (s/v)	13	8.1	0	-	7.6	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.1

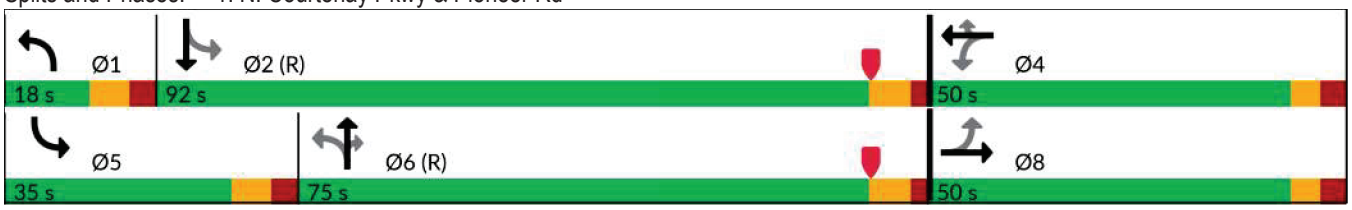
BUILD AM
ALTERNATIVE 1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	28	30	200	42	171	32	1102	90	221	1582	34
Future Volume (vph)	96	28	30	200	42	171	32	1102	90	221	1582	34
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	2%	2%	6%	2%	25%	3%	2%	2%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	169	0	0	266	188	35	1211	99	243	1775	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	18.0	75.0	75.0	35.0	92.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%	31.3%	11.3%	46.9%	46.9%	21.9%	57.5%	
Maximum Green (s)	43.3	43.3		43.3	43.3	43.3	10.2	68.2	68.2	27.2	85.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		39.6			39.6	39.6	85.0	78.9	78.9	105.9	94.6	
Actuated g/C Ratio		0.25			0.25	0.25	0.53	0.49	0.49	0.66	0.59	
v/c Ratio		0.93			0.92	0.39	0.36	0.73	0.12	0.76	0.89	
Control Delay (s/veh)		106.0			92.8	17.5	31.3	37.2	1.8	30.6	44.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		106.0			92.8	17.5	31.3	37.2	1.8	30.6	44.4	
LOS		F			F	B	C	D	A	C	D	
Approach Delay (s/veh)		106.0			61.6			34.5			42.7	
Approach LOS		F			E			C			D	
Queue Length 50th (ft)		163			264	45	13	550	0	156	882	
Queue Length 95th (ft)		#307			#423	118	39	691	16	m189	m#1082	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		198			317	510	125	1669	803	388	1996	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.85			0.84	0.37	0.28	0.73	0.12	0.63	0.89	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 44.8 Intersection LOS: D
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	28	30	200	42	171	32	1102	90	221	1582	34
Future Volume (veh/h)	96	28	30	200	42	171	32	1102	90	221	1582	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1870	1811	1870	1530	1856	1870	1870	1856	1796
Adj Flow Rate, veh/h	105	31	28	220	46	136	35	1211	45	243	1738	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	2	2	6	2	25	3	2	2	3	7
Cap, veh/h	256	75	61	282	50	349	206	2016	906	332	2197	45
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.02	0.57	0.57	0.15	1.00	1.00
Sat Flow, veh/h	994	341	275	1095	229	1585	1457	3526	1584	1781	3532	73
Grp Volume(v), veh/h	164	0	0	266	0	136	35	1211	45	243	865	909
Grp Sat Flow(s),veh/h/ln	1610	0	0	1325	0	1585	1457	1763	1584	1781	1763	1842
Q Serve(g_s), s	0.0	0.0	0.0	17.6	0.0	11.7	1.6	35.8	2.0	9.4	0.0	0.0
Cycle Q Clear(g_c), s	13.9	0.0	0.0	31.5	0.0	11.7	1.6	35.8	2.0	9.4	0.0	0.0
Prop In Lane	0.64		0.17	0.83		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	391	0	0	333	0	349	206	2016	906	332	1096	1146
V/C Ratio(X)	0.42	0.00	0.00	0.80	0.00	0.39	0.17	0.60	0.05	0.73	0.79	0.79
Avail Cap(c_a), veh/h	464	0	0	402	0	429	263	2016	906	502	1096	1146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	0.0	0.0	61.2	0.0	53.2	13.4	22.3	15.1	18.3	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	9.7	0.0	0.9	0.4	1.3	0.1	3.1	5.8	5.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	0.0	0.0	17.1	0.0	8.4	1.0	20.9	1.3	6.2	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.9	0.0	0.0	71.0	0.0	54.1	13.7	23.7	15.2	21.4	5.8	5.7
LnGrp LOS	D			E		D	B	C	B	C	A	A
Approach Vol, veh/h		164			402			1291			2017	
Approach Delay, s/veh		54.9			65.2			23.1			7.6	
Approach LOS		D			E			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	106.3		41.9	19.8	98.3		41.9				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	85.2		43.3	27.2	68.2		43.3				
Max Q Clear Time (g_c+I1), s	3.6	2.0		33.5	11.4	37.8		15.9				
Green Ext Time (p_c), s	0.0	29.6		1.7	0.6	12.0		1.1				

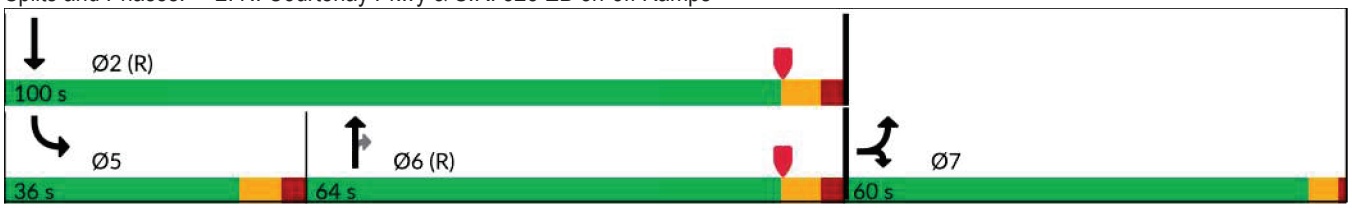
Intersection Summary			
HCM 7th Control Delay, s/veh		20.8	
HCM 7th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	857	0	979	0	0	0	0	1167	352	263	1011	0
Future Volume (vph)	857	0	979	0	0	0	0	1167	352	263	1011	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	912	0	1041	0	0	0	0	1241	374	280	1076	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	60.0		60.0					64.0	64.0	36.0	100.0	
Total Split (%)	37.5%		37.5%					40.0%	40.0%	22.5%	62.5%	
Maximum Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Actuated g/C Ratio	0.35		0.35					0.35	0.35	0.18	0.58	
v/c Ratio	0.80		0.97					0.71	0.48	1.01	0.56	
Control Delay (s/veh)	53.4		64.1					61.9	22.6	98.8	15.4	
Queue Delay	3.3		0.0					5.1	0.0	0.0	0.8	
Total Delay (s/veh)	56.7		64.1					67.0	22.6	98.8	16.2	
LOS	E		E					E	C	F	B	
Approach Delay (s/veh)		60.6						56.7			33.2	
Approach LOS		E						E			C	
Queue Length 50th (ft)	444		538					486	176	~305	456	
Queue Length 95th (ft)	529		#706					536	m282	#500	531	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	1145		1073					1739	783	277	1911	
Starvation Cap Reductn	0		0					0	0	0	494	
Spillback Cap Reductn	148		0					428	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.91		0.97					0.95	0.48	1.01	0.76	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay (s/veh): 51.8 Intersection LOS: D
Intersection Capacity Utilization 126.0% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	857	0	979	0	0	0	0	1167	352	263	1011	0
Future Volume (veh/h)	857	0	979	0	0	0	0	1167	352	263	1011	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	912	0	0				0	1241	0	280	1076	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	989	0					0	2072		300	2239	0
Arrive On Green	0.30	0.00	0.00				0.00	0.13	0.00	0.06	0.21	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	912	0	0				0	1241	0	280	1076	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	42.2	0.0	0.0				0.0	36.6	0.0	26.1	42.6	0.0
Cycle Q Clear(g_c), s	42.2	0.0	0.0				0.0	36.6	0.0	26.1	42.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	989	0					0	2072		300	2239	0
V/C Ratio(X)	0.92	0.00					0.00	0.60		0.93	0.48	0.00
Avail Cap(c_a), veh/h	1161	0					0	2072		302	2239	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	54.6	0.0	0.0				0.0	57.0	0.0	74.4	40.3	0.0
Incr Delay (d2), s/veh	11.0	0.0	0.0				0.0	1.3	0.0	30.9	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	26.7	0.0	0.0				0.0	23.8	0.0	20.4	27.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.5	0.0	0.0				0.0	58.3	0.0	105.4	40.9	0.0
LnGrp LOS	E							E		F	D	
Approach Vol, veh/h		912						1241			1356	
Approach Delay, s/veh		65.5						58.3			54.2	
Approach LOS		E						E			D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	108.2	51.8	35.9	72.3
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	92.6	55.5	28.2	56.6
Max Q Clear Time (g_c+I1), s	44.6	44.2	28.1	38.6
Green Ext Time (p_c), s	13.6	3.0	0.0	10.1

Intersection Summary	
HCM 7th Control Delay, s/veh	58.6
HCM 7th LOS	E

Notes

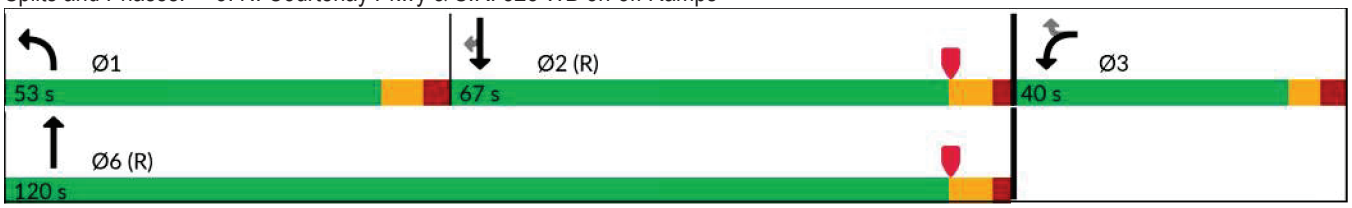
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	239	0	427	556	1593	0	0	1133	514
Future Volume (vph)	0	0	0	239	0	427	556	1593	0	0	1133	514
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	257	0	459	598	1713	0	0	1218	553
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				40.0		40.0	53.0	120.0			67.0	67.0
Total Split (%)				25.0%		25.0%	33.1%	75.0%			41.9%	41.9%
Maximum Green (s)				33.0		33.0	45.1	112.5			59.5	59.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				33.0		33.0	33.6	112.5			71.0	71.0
Actuated g/C Ratio				0.21		0.21	0.21	0.70			0.44	0.44
v/c Ratio				0.36		1.20	0.84	0.70			0.55	0.73
Control Delay (s/veh)				56.2		154.3	62.5	36.9			34.5	29.7
Queue Delay				0.0		0.0	0.5	48.5			0.3	0.0
Total Delay (s/veh)				56.2		154.3	63.0	85.4			34.9	29.7
LOS				E		F	E	F			C	C
Approach Delay (s/veh)					119.1			79.6			33.3	
Approach LOS					F			E			C	
Queue Length 50th (ft)				120		~506	293	959			340	312
Queue Length 95th (ft)				165		#735	351	1031			419	510
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				708		383	958	2440			2214	757
Starvation Cap Reductn				0		0	97	1088			0	0
Spillback Cap Reductn				0		0	0	0			422	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.36		1.20	0.69	1.27			0.68	0.73

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay (s/veh): 68.4 Intersection LOS: E
Intersection Capacity Utilization 126.0% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	239	0	427	556	1593	0	0	1133	514
Future Volume (veh/h)	0	0	0	239	0	427	556	1593	0	0	1133	514
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				257	0	389	598	1713	0	0	1218	423
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				713	0	322	653	2459	0	0	2327	673
Arrive On Green				0.21	0.00	0.21	0.38	1.00	0.00	0.00	0.46	0.46
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1454
Grp Volume(v), veh/h				257	0	389	598	1713	0	0	1218	423
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1454
Q Serve(g_s), s				10.2	0.0	33.0	26.5	0.0	0.0	0.0	27.5	35.3
Cycle Q Clear(g_c), s				10.2	0.0	33.0	26.5	0.0	0.0	0.0	27.5	35.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				713	0	322	653	2459	0	0	2327	673
V/C Ratio(X)				0.36	0.00	1.21	0.92	0.70	0.00	0.00	0.52	0.63
Avail Cap(c_a), veh/h				713	0	322	966	2459	0	0	2327	673
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.58	0.58	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.5	0.0	63.5	48.3	0.0	0.0	0.0	30.4	32.5
Incr Delay (d2), s/veh				0.3	0.0	119.5	6.0	1.0	0.0	0.0	0.8	4.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				7.8	0.0	34.5	13.8	0.6	0.0	0.0	16.5	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.8	0.0	183.0	54.3	1.0	0.0	0.0	31.3	36.9
LnGrp LOS				D		F	D	A			C	D
Approach Vol, veh/h					646			2311			1641	
Approach Delay, s/veh					132.0			14.8			32.7	
Approach LOS					F			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	38.4	81.6				120.0		40.0				
Change Period (Y+Rc), s	7.9	7.5				7.5		7.0				
Max Green Setting (Gmax), s	45.1	59.5				112.5		33.0				
Max Q Clear Time (g_c+I1), s	28.5	37.3				2.0		35.0				
Green Ext Time (p_c), s	2.0	13.8				22.9		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			37.6									
HCM 7th LOS			D									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	35	1343	11	0	1822
Future Volume (vph)	0	35	1343	11	0	1822
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	1472	0	0	1980
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	35	1343	11	0	1822
Future Vol, veh/h	0	35	1343	11	0	1822
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	1460	12	0	1980

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	736	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*716	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*716	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.31	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	716	-
HCM Lane V/C Ratio	-	-	0.053	-
HCM Ctrl Dly (s/v)	-	-	10.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	321	379	0	0	34
Future Volume (vph)	11	321	379	0	0	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	361	412	0	37	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 35.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	321	379	0	0	34
Future Vol, veh/h	11	321	379	0	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	349	412	0	0	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	412	0	-	0	785	412
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1147	-	-	-	365	640
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	732	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	1147	-	-	-	361	640
Mov Cap-2 Maneuver	-	-	-	-	361	-
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	732	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.27	0	10.97
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	60	-	-	-	640
HCM Lane V/C Ratio	0.01	-	-	-	0.058
HCM Ctrl Dly (s/v)	8.2	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	306	67	13	377	2	41	1	12	2	0	35
Future Volume (vph)	15	306	67	13	377	2	41	1	12	2	0	35
Confl. Peds. (#/hr)	6		3	3		6						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	422	0	0	426	0	0	59	0	0	40	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 43.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	306	67	13	377	2	41	1	12	2	0	35
Future Vol, veh/h	15	306	67	13	377	2	41	1	12	2	0	35
Conflicting Peds, #/hr	6	0	3	3	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	16	333	73	14	410	2	45	1	13	2	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	0	408	0	0	843	851	372	811	886	417
Stage 1	-	-	-	-	-	-	405	405	-	445	445	-
Stage 2	-	-	-	-	-	-	438	446	-	366	441	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1141	-	-	1150	-	-	284	297	674	298	283	636
Stage 1	-	-	-	-	-	-	623	599	-	592	575	-
Stage 2	-	-	-	-	-	-	597	574	-	654	577	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1135	-	-	1147	-	-	257	285	672	280	271	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	285	-	280	271	-
Stage 1	-	-	-	-	-	-	609	586	-	579	562	-
Stage 2	-	-	-	-	-	-	552	561	-	628	564	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	0.27	20.01	11.53
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	298	67	-	-	60	-	-	592
HCM Lane V/C Ratio	0.197	0.014	-	-	0.012	-	-	0.068
HCM Ctrl Dly (s/v)	20	8.2	0	-	8.2	0	-	11.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.2

BUILD DS
ALTERNATIVE 1

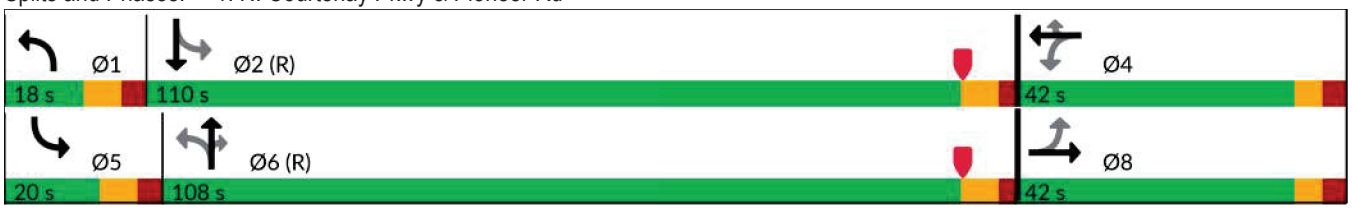
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	21	41	149	23	126	52	1561	94	140	1644	36
Future Volume (vph)	133	21	41	149	23	126	52	1561	94	140	1644	36
Confl. Peds. (#/hr)			4	4			2		1	1		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	3%	2%	5%	4%	5%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	210	0	0	185	135	56	1678	101	151	1807	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		35.3			35.3	35.3	108.5	101.9	101.9	117.2	108.5	
Actuated g/C Ratio		0.21			0.21	0.21	0.64	0.60	0.60	0.69	0.64	
v/c Ratio		1.14			0.76	0.33	0.43	0.82	0.11	0.84	0.83	
Control Delay (s/veh)		164.6			83.5	14.8	23.2	31.2	5.1	68.6	29.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		164.6			83.5	14.8	23.2	31.2	5.1	68.6	29.0	
LOS		F			F	B	C	C	A	E	C	
Approach Delay (s/veh)		164.6			54.5			29.5			32.1	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)		~265			196	16	18	756	12	91	811	
Queue Length 95th (ft)		#447			#315	81	46	861	39	#221	972	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		184			244	404	155	2050	925	187	2176	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.14			0.76	0.33	0.36	0.82	0.11	0.81	0.83	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay (s/veh): 39.1	Intersection LOS: D
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	21	41	149	23	126	52	1561	94	140	1644	36
Future Volume (veh/h)	133	21	41	149	23	126	52	1561	94	140	1644	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1826	1841	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	23	39	160	25	87	56	1678	71	151	1768	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	3	2	5	4	5	2	2	2	2	2
Cap, veh/h	216	29	49	226	29	251	261	2388	1063	219	2436	52
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.67	0.67	0.08	1.00	1.00
Sat Flow, veh/h	1111	179	303	1152	180	1548	1739	3554	1583	1781	3555	76
Grp Volume(v), veh/h	205	0	0	185	0	87	56	1678	71	151	881	925
Grp Sat Flow(s),veh/h/ln	1593	0	0	1332	0	1548	1739	1777	1583	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	8.5	1.7	49.9	2.6	4.8	0.0	0.0
Cycle Q Clear(g_c), s	20.5	0.0	0.0	23.1	0.0	8.5	1.7	49.9	2.6	4.8	0.0	0.0
Prop In Lane	0.70		0.19	0.86		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	294	0	0	255	0	251	261	2388	1063	219	1218	1271
V/C Ratio(X)	0.70	0.00	0.00	0.72	0.00	0.35	0.21	0.70	0.07	0.69	0.72	0.73
Avail Cap(c_a), veh/h	358	0	0	317	0	322	317	2388	1063	274	1218	1271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	0.0	0.0	69.4	0.0	63.2	7.9	17.3	9.6	22.2	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	6.7	0.0	1.0	0.4	1.8	0.1	5.2	3.8	3.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.9	0.0	0.0	13.1	0.0	6.2	1.2	26.8	1.7	6.2	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.3	0.0	0.0	76.1	0.0	64.2	8.4	19.1	9.7	27.4	3.8	3.7
LnGrp LOS	E			E		E	A	B	A	C	A	A
Approach Vol, veh/h		205			272			1805			1957	
Approach Delay, s/veh		73.3			72.3			18.4			5.5	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	123.3		34.3	14.7	121.0		34.3				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.7	2.0		25.1	6.8	51.9		22.5				
Green Ext Time (p_c), s	0.0	32.3		1.1	0.2	23.9		1.1				

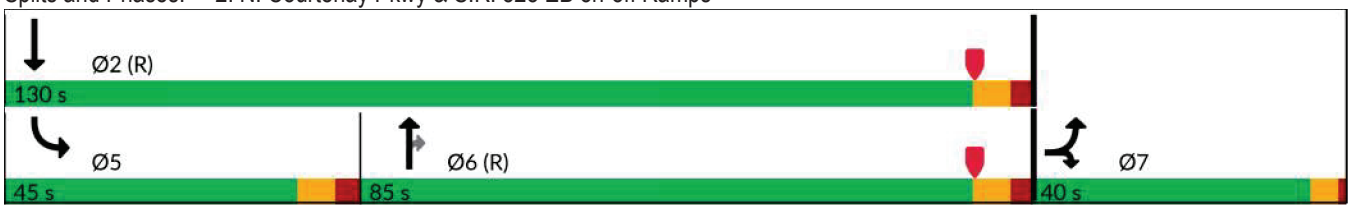
Intersection Summary			
HCM 7th Control Delay, s/veh		18.6	
HCM 7th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Prot						Perm	Prot		
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	0	0	0				0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	2	0					0	4884		1	3399	0
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	0	0	0				0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	0					0	4884		1	3399	0
V/C Ratio(X)	0.00	0.00					0.00	0.00		0.00	0.00	0.00
Avail Cap(c_a), veh/h	699	0					0	4884		374	3399	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0						0			0	
Approach Delay, s/veh		0.0						0.0			0.0	
Approach LOS												

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	170.0	0.0	0.0	170.0
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	122.6	35.5	37.2	77.6
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

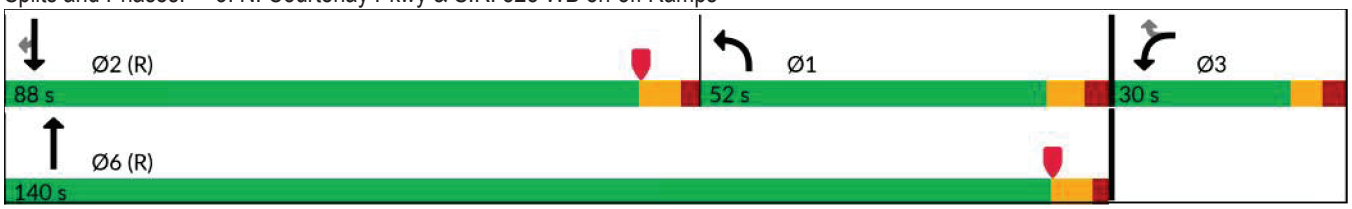
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170

Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				0	0	0	0	0	0	0	0	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				2	0	1	1494	3335	0	0	2380	703
Arrive On Green				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1485
Grp Volume(v), veh/h				0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1485
Q Serve(g_s), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				2	0	1	1494	3335	0	0	2380	703
V/C Ratio(X)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h				468	0	211	1494	3335	0	0	2380	703
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h					0			0			0	
Approach Delay, s/veh					0.0			0.0			0.0	
Approach LOS												

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	82.0	88.0			170.0		0.0					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	0.0	0.0			0.0		0.0					
Green Ext Time (p_c), s	0.0	0.0			0.0		0.0					

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	0	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	-	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	148	157	0	0	18
Future Volume (vph)	24	148	157	0	0	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	187	171	0	20	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 30.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	148	157	0	0	18
Future Vol, veh/h	24	148	157	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	161	171	0	0	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	171	0	-	0	384	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1407	-	-	-	644	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	1407	-	-	-	631	873
Mov Cap-2 Maneuver	-	-	-	-	631	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.06	0	9.22
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	251	-	-	-	873
HCM Lane V/C Ratio	0.019	-	-	-	0.022
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	138	37	3	155	1	64	0	8	2	0	27
Future Volume (vph)	27	138	37	3	155	1	64	0	8	2	0	27
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	4%	100%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	0	0	176	0	0	80	0	0	32	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	138	37	3	155	1	64	0	8	2	0	27
Future Vol, veh/h	27	138	37	3	155	1	64	0	8	2	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	4	100	2	2	2	2	2	2
Mvmt Flow	30	153	41	3	172	1	71	0	9	2	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	194	0	0	413	414	174	393	434	173
Stage 1	-	-	-	-	-	-	234	234	-	179	179	-
Stage 2	-	-	-	-	-	-	179	180	-	213	254	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1403	-	-	1379	-	-	550	529	870	567	515	871
Stage 1	-	-	-	-	-	-	769	711	-	822	751	-
Stage 2	-	-	-	-	-	-	823	750	-	789	697	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1403	-	-	1379	-	-	517	515	870	546	501	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	517	515	-	546	501	-
Stage 1	-	-	-	-	-	-	751	694	-	820	749	-
Stage 2	-	-	-	-	-	-	792	748	-	762	680	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.02	0.14	12.81	9.48
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	541	231	-	-	34	-	-	836
HCM Lane V/C Ratio	0.148	0.021	-	-	0.002	-	-	0.039
HCM Ctrl Dly (s/v)	12.8	7.6	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.1

BUILD PM
ALTERNATIVE 1

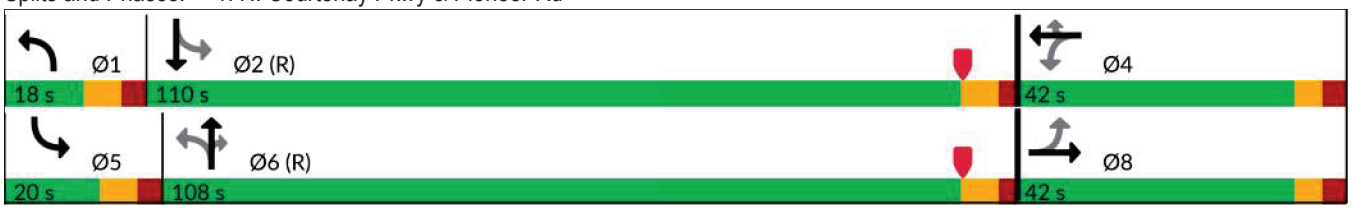
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	22	33	136	21	116	43	1580	124	161	1688	36
Future Volume (vph)	122	22	33	136	21	116	43	1580	124	161	1688	36
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	160	118	44	1612	127	164	1759	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		33.9			33.9	33.9	109.3	103.3	103.3	119.2	110.5	
Actuated g/C Ratio		0.20			0.20	0.20	0.64	0.61	0.61	0.70	0.65	
v/c Ratio		0.96			0.67	0.31	0.34	0.78	0.14	0.83	0.79	
Control Delay (s/veh)		118.2			77.3	10.6	15.6	28.6	6.8	57.9	14.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		118.2			77.3	10.6	15.6	28.6	6.8	57.9	14.3	
LOS		F			E	B	B	C	A	E	B	
Approach Delay (s/veh)		118.2			49.0			26.7			18.0	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		193			165	0	14	700	24	79	877	
Queue Length 95th (ft)		#356			254	58	27	797	56	m125	m653	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		196			249	394	159	2078	930	204	2214	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.92			0.64	0.30	0.28	0.78	0.14	0.80	0.79	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 28.1	Intersection LOS: C
Intersection Capacity Utilization 86.9%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



1: N. Courtenay Pkwy & Pioneer Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	22	33	136	21	116	43	1580	124	161	1688	36
Future Volume (veh/h)	122	22	33	136	21	116	43	1580	124	161	1688	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	124	22	29	139	21	72	44	1612	98	164	1722	36
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	197	28	38	205	25	210	261	2473	1101	242	2531	53
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.70	0.70	0.08	1.00	1.00
Sat Flow, veh/h	1167	207	273	1203	182	1528	1654	3554	1582	1781	3558	74
Grp Volume(v), veh/h	175	0	0	160	0	72	44	1612	98	164	858	900
Grp Sat Flow(s),veh/h/ln	1647	0	0	1385	0	1528	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.2	0.0	7.2	1.3	42.9	3.4	4.8	0.0	0.0
Cycle Q Clear(g_c), s	17.0	0.0	0.0	19.2	0.0	7.2	1.3	42.9	3.4	4.8	0.0	0.0
Prop In Lane	0.71		0.17	0.87		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	263	0	0	230	0	210	261	2473	1101	242	1264	1320
V/C Ratio(X)	0.67	0.00	0.00	0.70	0.00	0.34	0.17	0.65	0.09	0.68	0.68	0.68
Avail Cap(c_a), veh/h	365	0	0	328	0	317	318	2473	1101	297	1264	1320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	0.0	0.0	71.5	0.0	66.3	6.8	14.4	8.4	17.7	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	0.0	4.5	0.0	1.2	0.3	1.4	0.2	4.5	2.9	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.2	0.0	0.0	11.5	0.0	5.3	0.8	23.0	2.1	5.8	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.0	0.0	0.0	76.0	0.0	67.5	7.1	15.7	8.5	22.2	2.9	2.9
LnGrp LOS	E			E		E	A	B	A	C	A	A
Approach Vol, veh/h		175			232			1754			1922	
Approach Delay, s/veh		74.0			73.4			15.1			4.6	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	127.7		30.1	14.8	125.1		30.1				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.3	2.0		21.2	6.8	44.9		19.0				
Green Ext Time (p_c), s	0.0	30.0		1.1	0.2	23.9		1.0				

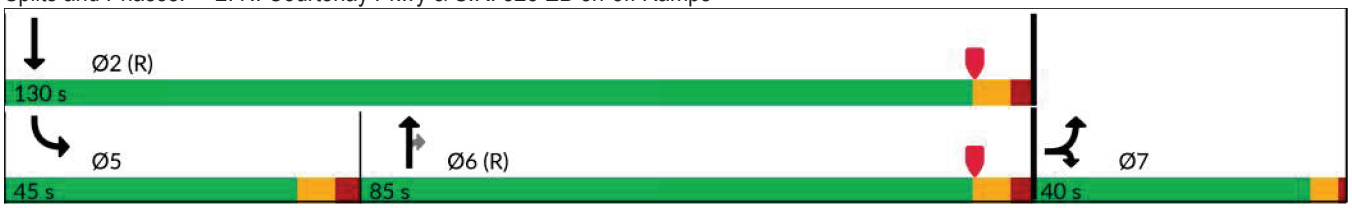
Intersection Summary												
HCM 7th Control Delay, s/veh			16.0									
HCM 7th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	472	0	812	0	0	0	0	1428	315	396	1318	0
Future Volume (vph)	472	0	812	0	0	0	0	1428	315	396	1318	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	487	0	837	0	0	0	0	1472	325	408	1359	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.21		0.21					0.46	0.46	0.22	0.72	
v/c Ratio	0.69		1.19					0.66	0.37	1.13	0.57	
Control Delay (s/veh)	67.8		142.4					27.5	3.6	130.7	6.7	
Queue Delay	0.0		0.0					0.9	0.0	0.6	0.6	
Total Delay (s/veh)	67.8		142.4					28.4	3.6	131.4	7.3	
LOS	E		F					C	A	F	A	
Approach Delay (s/veh)		114.9						23.9			36.0	
Approach LOS		F						C			D	
Queue Length 50th (ft)	261		~552					230	0	~508	172	
Queue Length 95th (ft)	327		#702					307	m59	m#723	186	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	710		706					2244	875	361	2382	
Starvation Cap Reductn	0		0					0	0	21	589	
Spillback Cap Reductn	0		0					451	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.69		1.19					0.82	0.37	1.20	0.76	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 110

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay (s/veh): 52.9 Intersection LOS: D
Intersection Capacity Utilization 121.4% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	472	0	812	0	0	0	0	1428	315	396	1318	0
Future Volume (veh/h)	472	0	812	0	0	0	0	1428	315	396	1318	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	487	0	0				0	1472	0	408	1359	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	545	0					0	2585		390	2740	0
Arrive On Green	0.16	0.00	0.00				0.00	1.00	0.00	0.44	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	487	0	0				0	1472	0	408	1359	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Cycle Q Clear(g_c), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	545	0					0	2585		390	2740	0
V/C Ratio(X)	0.89	0.00					0.00	0.57		1.05	0.50	0.00
Avail Cap(c_a), veh/h	716	0					0	2585		390	2740	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.67	0.67	0.00
Uniform Delay (d), s/veh	70.1	0.0	0.0				0.0	0.0	0.0	47.8	0.0	0.0
Incr Delay (d2), s/veh	11.2	0.0	0.0				0.0	0.9	0.0	50.1	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	0.0	0.0				0.0	0.4	0.0	25.4	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.3	0.0	0.0				0.0	0.9	0.0	97.9	0.4	0.0
LnGrp LOS	F							A		F	A	
Approach Vol, veh/h		487						1472			1767	
Approach Delay, s/veh		81.3						0.9			22.9	
Approach LOS		F						A			C	

Timer - Assigned Phs	2		4	5	6							
Phs Duration (G+Y+Rc), s	138.5		31.5	45.0	93.5							
Change Period (Y+Rc), s	7.4		4.5	7.8	7.4							
Max Green Setting (Gmax), s	122.6		35.5	37.2	77.6							
Max Q Clear Time (g_c+I1), s	2.0		25.7	39.2	2.0							
Green Ext Time (p_c), s	23.3		1.4	0.0	23.8							

Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C

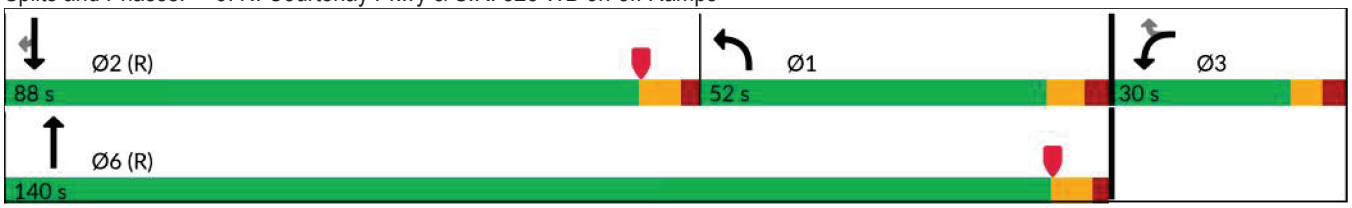
Notes
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Future Volume (vph)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	394	0	341	807	1252	0	0	1541	1194
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Actuated g/C Ratio				0.14		0.14	0.26	0.78			0.47	0.47
v/c Ratio				0.85		1.06	0.91	0.46			0.64	1.26
Control Delay (s/veh)				89.0		106.4	67.3	8.1			35.3	154.2
Queue Delay				2.8		0.0	46.8	0.3			0.1	0.0
Total Delay (s/veh)				91.8		106.4	114.1	8.4			35.4	154.2
LOS				F		F	F	A			D	F
Approach Delay (s/veh)					98.6			49.8			87.3	
Approach LOS					F			D			F	
Queue Length 50th (ft)				224		~280	475	187			469	~1433
Queue Length 95th (ft)				#306		#495	#581	206			520	#1703
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		323	882	2731			2407	944
Starvation Cap Reductn				0		0	206	719			0	0
Spillback Cap Reductn				24		0	0	0			134	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.90		1.06	1.19	0.62			0.68	1.26

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay (s/veh): 74.8 Intersection LOS: E
Intersection Capacity Utilization 121.4% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Future Volume (veh/h)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				394	0	225	807	1252	0	0	1541	994
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				468	0	211	1164	3022	0	0	2418	745
Arrive On Green				0.14	0.00	0.14	0.68	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				394	0	225	807	1252	0	0	1541	994
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				18.9	0.0	23.0	24.3	0.0	0.0	0.0	38.7	59.0
Cycle Q Clear(g_c), s				18.9	0.0	23.0	24.3	0.0	0.0	0.0	38.7	59.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				468	0	211	1164	3022	0	0	2418	745
V/C Ratio(X)				0.84	0.00	1.07	0.69	0.41	0.00	0.00	0.64	1.33
Avail Cap(c_a), veh/h				468	0	211	1164	3022	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.70	0.70	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				71.7	0.0	73.5	21.9	0.0	0.0	0.0	33.7	24.0
Incr Delay (d2), s/veh				13.1	0.0	80.5	1.3	0.3	0.0	0.0	1.3	159.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				14.0	0.0	20.4	9.8	0.2	0.0	0.0	22.5	78.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				84.8	0.0	154.0	23.2	0.3	0.0	0.0	35.0	183.8
LnGrp LOS				F		F	C	A			D	F
Approach Vol, veh/h					619			2059			2535	
Approach Delay, s/veh					110.0			9.3			93.4	
Approach LOS					F			A			F	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	66.0	88.0			154.0		30.0					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	26.3	61.0			2.0		25.0					
Green Ext Time (p_c), s	2.9	17.1			11.9		0.0					

Intersection Summary	
HCM 7th Control Delay, s/veh	62.1
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	22	1788	36	0	1893
Future Volume (vph)	0	22	1788	36	0	1893
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	24	1982	0	0	2058
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 60.6%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	1788	36	0	1893
Future Vol, veh/h	0	22	1788	36	0	1893
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	1943	39	0	2058

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	991	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*565	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*565	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.65	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	565	-
HCM Lane V/C Ratio	-	-	0.042	-
HCM Ctrl Dly (s/v)	-	-	11.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	36	148	133	0	0	21
Future Volume (vph)	36	148	133	0	0	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	200	145	0	23	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 30.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	148	133	0	0	21
Future Vol, veh/h	36	148	133	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	161	145	0	0	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	145	0	-	0	384	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1438	-	-	-	644	903
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	822	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	1438	-	-	-	625	903
Mov Cap-2 Maneuver	-	-	-	-	625	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	822	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.48	0	9.09
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	352	-	-	-	903
HCM Lane V/C Ratio	0.027	-	-	-	0.025
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	144	37	1	133	0	0	65	3	0	0	29
Future Volume (vph)	40	144	37	1	133	0	0	65	3	0	0	29
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	235	0	0	142	0	0	72	0	0	31	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 33.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	144	37	1	133	0	0	65	3	0	0	29
Future Vol, veh/h	40	144	37	1	133	0	0	65	3	0	0	29
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	2	3	2	3	2	2	2	2	2	2	2
Mvmt Flow	43	153	39	1	141	0	0	69	3	0	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	193	0	0	403	404	174	419	423	144
Stage 1	-	-	-	-	-	-	258	258	-	146	146	-
Stage 2	-	-	-	-	-	-	145	146	-	274	278	-
Critical Hdwy	4.6	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.65	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1192	-	-	1381	-	-	558	536	870	544	522	903
Stage 1	-	-	-	-	-	-	747	694	-	857	776	-
Stage 2	-	-	-	-	-	-	858	776	-	732	681	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1189	-	-	1381	-	-	516	513	869	451	500	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	516	513	-	451	500	-
Stage 1	-	-	-	-	-	-	717	666	-	855	774	-
Stage 2	-	-	-	-	-	-	827	774	-	627	653	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.47	0.06	13	9.14
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	522	313	-	-	13	-	-	900
HCM Lane V/C Ratio	0.139	0.036	-	-	0.001	-	-	0.034
HCM Ctrl Dly (s/v)	13	8.1	0	-	7.6	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.1

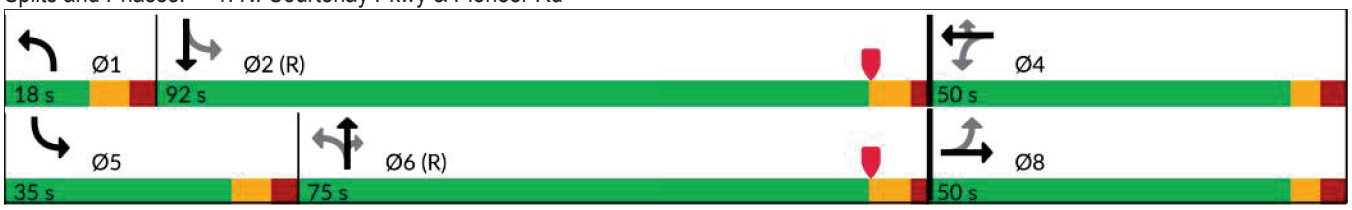
BUILD AM
ALTERNATIVE 2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	28	30	200	42	171	32	1102	90	209	1582	34
Future Volume (vph)	96	28	30	200	42	171	32	1102	90	209	1582	34
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	2%	2%	6%	2%	25%	3%	2%	2%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	169	0	0	266	188	35	1211	99	230	1775	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	18.0	75.0	75.0	35.0	92.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%	31.3%	11.3%	46.9%	46.9%	21.9%	57.5%	
Maximum Green (s)	43.3	43.3		43.3	43.3	43.3	10.2	68.2	68.2	27.2	85.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		39.6			39.6	39.6	85.9	79.8	79.8	105.9	94.6	
Actuated g/C Ratio		0.25			0.25	0.25	0.54	0.50	0.50	0.66	0.59	
v/c Ratio		0.93			0.92	0.39	0.36	0.72	0.12	0.73	0.89	
Control Delay (s/veh)		106.0			92.8	17.5	31.6	36.3	1.8	28.6	44.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		106.0			92.8	17.5	31.6	36.3	1.8	28.6	44.4	
LOS		F			F	B	C	D	A	C	D	
Approach Delay (s/veh)		106.0			61.6			33.7			42.6	
Approach LOS		F			E			C			D	
Queue Length 50th (ft)		163			264	45	13	541	0	142	882	
Queue Length 95th (ft)		#307			#423	118	42	691	16	m174	m#1080	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		198			317	510	124	1690	811	390	1996	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.85			0.84	0.37	0.28	0.72	0.12	0.59	0.89	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 44.5 Intersection LOS: D
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	28	30	200	42	171	32	1102	90	209	1582	34
Future Volume (veh/h)	96	28	30	200	42	171	32	1102	90	209	1582	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1870	1811	1870	1530	1856	1870	1870	1856	1796
Adj Flow Rate, veh/h	105	31	28	220	46	136	35	1211	45	230	1738	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	2	2	6	2	25	3	2	2	3	7
Cap, veh/h	256	75	61	282	50	349	207	2029	912	328	2197	45
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.02	0.58	0.58	0.14	1.00	1.00
Sat Flow, veh/h	994	341	275	1095	229	1585	1457	3526	1584	1781	3532	73
Grp Volume(v), veh/h	164	0	0	266	0	136	35	1211	45	230	865	909
Grp Sat Flow(s),veh/h/ln	1610	0	0	1325	0	1585	1457	1763	1584	1781	1763	1842
Q Serve(g_s), s	0.0	0.0	0.0	17.6	0.0	11.7	1.6	35.5	2.0	8.8	0.0	0.0
Cycle Q Clear(g_c), s	13.9	0.0	0.0	31.5	0.0	11.7	1.6	35.5	2.0	8.8	0.0	0.0
Prop In Lane	0.64		0.17	0.83		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	391	0	0	333	0	349	207	2029	912	328	1096	1146
V/C Ratio(X)	0.42	0.00	0.00	0.80	0.00	0.39	0.17	0.60	0.05	0.70	0.79	0.79
Avail Cap(c_a), veh/h	464	0	0	402	0	429	264	2029	912	504	1096	1146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	0.0	0.0	61.2	0.0	53.2	13.1	22.0	14.8	17.8	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	9.7	0.0	0.9	0.4	1.3	0.1	2.7	5.8	5.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	0.0	0.0	17.1	0.0	8.4	1.0	20.7	1.3	5.5	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.9	0.0	0.0	71.0	0.0	54.1	13.5	23.3	14.9	20.5	5.8	5.7
LnGrp LOS	D			E		D	B	C	B	C	A	A
Approach Vol, veh/h		164			402			1291			2004	
Approach Delay, s/veh		54.9			65.2			22.7			7.4	
Approach LOS		D			E			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	106.3		41.9	19.2	98.9		41.9				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	85.2		43.3	27.2	68.2		43.3				
Max Q Clear Time (g_c+I1), s	3.6	2.0		33.5	10.8	37.5		15.9				
Green Ext Time (p_c), s	0.0	29.6		1.7	0.5	12.0		1.1				

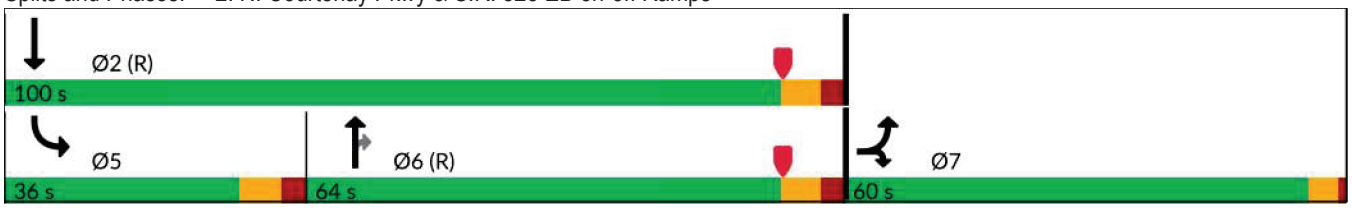
Intersection Summary			
HCM 7th Control Delay, s/veh		20.6	
HCM 7th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	857	0	979	0	0	0	0	1167	352	263	1011	0
Future Volume (vph)	857	0	979	0	0	0	0	1167	352	263	1011	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	912	0	1041	0	0	0	0	1241	374	280	1076	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	60.0		60.0					64.0	64.0	36.0	100.0	
Total Split (%)	37.5%		37.5%					40.0%	40.0%	22.5%	62.5%	
Maximum Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Actuated g/C Ratio	0.35		0.35					0.35	0.35	0.18	0.58	
v/c Ratio	0.80		0.97					0.71	0.48	1.01	0.56	
Control Delay (s/veh)	53.4		64.1					62.4	22.7	98.8	15.4	
Queue Delay	3.3		0.0					5.1	0.0	0.0	0.8	
Total Delay (s/veh)	56.7		64.1					67.5	22.7	98.8	16.2	
LOS	E		E					E	C	F	B	
Approach Delay (s/veh)		60.6						57.1			33.2	
Approach LOS		E						E			C	
Queue Length 50th (ft)	444		538					486	173	~305	456	
Queue Length 95th (ft)	529		#706					536	m282	#500	531	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	1145		1073					1739	783	277	1911	
Starvation Cap Reductn	0		0					0	0	0	494	
Spillback Cap Reductn	148		0					428	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.91		0.97					0.95	0.48	1.01	0.76	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay (s/veh): 51.9 Intersection LOS: D
Intersection Capacity Utilization 126.0% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	857	0	979	0	0	0	0	1167	352	263	1011	0
Future Volume (veh/h)	857	0	979	0	0	0	0	1167	352	263	1011	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	912	0	0				0	1241	0	280	1076	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	989	0					0	2072		300	2239	0
Arrive On Green	0.30	0.00	0.00				0.00	0.13	0.00	0.06	0.21	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	912	0	0				0	1241	0	280	1076	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	42.2	0.0	0.0				0.0	36.6	0.0	26.1	42.6	0.0
Cycle Q Clear(g_c), s	42.2	0.0	0.0				0.0	36.6	0.0	26.1	42.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	989	0					0	2072		300	2239	0
V/C Ratio(X)	0.92	0.00					0.00	0.60		0.93	0.48	0.00
Avail Cap(c_a), veh/h	1161	0					0	2072		302	2239	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	54.6	0.0	0.0				0.0	57.0	0.0	74.4	40.3	0.0
Incr Delay (d2), s/veh	11.0	0.0	0.0				0.0	1.3	0.0	30.9	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	26.7	0.0	0.0				0.0	23.8	0.0	20.4	27.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.5	0.0	0.0				0.0	58.3	0.0	105.4	40.9	0.0
LnGrp LOS	E							E		F	D	
Approach Vol, veh/h		912						1241			1356	
Approach Delay, s/veh		65.5						58.3			54.2	
Approach LOS		E						E			D	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	108.2		51.8	35.9	72.3
Change Period (Y+Rc), s	7.4		4.5	7.8	7.4
Max Green Setting (Gmax), s	92.6		55.5	28.2	56.6
Max Q Clear Time (g_c+I1), s	44.6		44.2	28.1	38.6
Green Ext Time (p_c), s	13.6		3.0	0.0	10.1

Intersection Summary	
HCM 7th Control Delay, s/veh	58.6
HCM 7th LOS	E

Notes

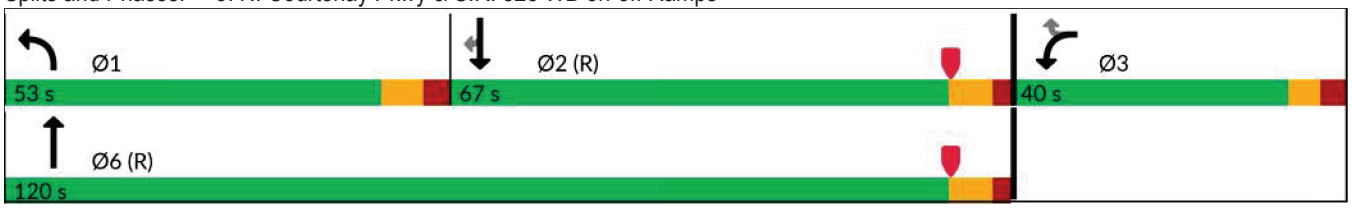
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	239	0	427	556	1593	0	0	1133	514
Future Volume (vph)	0	0	0	239	0	427	556	1593	0	0	1133	514
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	257	0	459	598	1713	0	0	1218	553
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				40.0		40.0	53.0	120.0			67.0	67.0
Total Split (%)				25.0%		25.0%	33.1%	75.0%			41.9%	41.9%
Maximum Green (s)				33.0		33.0	45.1	112.5			59.5	59.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				33.0		33.0	33.6	112.5			71.0	71.0
Actuated g/C Ratio				0.21		0.21	0.21	0.70			0.44	0.44
v/c Ratio				0.36		1.20	0.84	0.70			0.55	0.73
Control Delay (s/veh)				56.2		154.3	62.5	36.9			34.5	29.7
Queue Delay				0.0		0.0	0.5	48.5			0.3	0.0
Total Delay (s/veh)				56.2		154.3	63.0	85.4			34.9	29.7
LOS				E		F	E	F			C	C
Approach Delay (s/veh)					119.1			79.6			33.3	
Approach LOS					F			E			C	
Queue Length 50th (ft)				120		~506	293	959			340	312
Queue Length 95th (ft)				165		#735	351	1031			419	510
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				708		383	958	2440			2214	757
Starvation Cap Reductn				0		0	97	1088			0	0
Spillback Cap Reductn				0		0	0	0			422	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.36		1.20	0.69	1.27			0.68	0.73

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay (s/veh): 68.4 Intersection LOS: E
Intersection Capacity Utilization 126.0% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	239	0	427	556	1593	0	0	1133	514
Future Volume (veh/h)	0	0	0	239	0	427	556	1593	0	0	1133	514
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				257	0	389	598	1713	0	0	1218	423
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				713	0	322	653	2459	0	0	2327	673
Arrive On Green				0.21	0.00	0.21	0.38	1.00	0.00	0.00	0.46	0.46
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1454
Grp Volume(v), veh/h				257	0	389	598	1713	0	0	1218	423
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1454
Q Serve(g_s), s				10.2	0.0	33.0	26.5	0.0	0.0	0.0	27.5	35.3
Cycle Q Clear(g_c), s				10.2	0.0	33.0	26.5	0.0	0.0	0.0	27.5	35.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				713	0	322	653	2459	0	0	2327	673
V/C Ratio(X)				0.36	0.00	1.21	0.92	0.70	0.00	0.00	0.52	0.63
Avail Cap(c_a), veh/h				713	0	322	966	2459	0	0	2327	673
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.58	0.58	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.5	0.0	63.5	48.3	0.0	0.0	0.0	30.4	32.5
Incr Delay (d2), s/veh				0.3	0.0	119.5	6.0	1.0	0.0	0.0	0.8	4.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				7.8	0.0	34.5	13.8	0.6	0.0	0.0	16.5	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.8	0.0	183.0	54.3	1.0	0.0	0.0	31.3	36.9
LnGrp LOS				D		F	D	A			C	D
Approach Vol, veh/h					646			2311			1641	
Approach Delay, s/veh					132.0			14.8			32.7	
Approach LOS					F			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	38.4	81.6				120.0		40.0				
Change Period (Y+Rc), s	7.9	7.5				7.5		7.0				
Max Green Setting (Gmax), s	45.1	59.5				112.5		33.0				
Max Q Clear Time (g_c+I1), s	28.5	37.3				2.0		35.0				
Green Ext Time (p_c), s	2.0	13.8				22.9		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			37.6									
HCM 7th LOS			D									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	35	1343	4	12	1810
Future Volume (vph)	0	35	1343	4	12	1810
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	1464	0	13	1967
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	35	1343	4	12	1810
Future Vol, veh/h	0	35	1343	4	12	1810
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	1460	4	13	1967

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	732	0	0	1464	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	*716	-	-	603	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		0	-	-	0	-
Mov Cap-1 Maneuver	-	*716	-	-	603	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.31	0	0.07
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	716	603	-
HCM Lane V/C Ratio	-	-	0.053	0.022	-
HCM Ctrl Dly (s/v)	-	-	10.3	11.1	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	306	67	13	377	2	41	1	12	2	0	35
Future Volume (vph)	10	306	67	13	377	2	41	1	12	2	0	35
Confl. Peds. (#/hr)	6		3	3		6						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	417	0	0	426	0	0	59	0	0	40	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 42.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	306	67	13	377	2	41	1	12	2	0	35
Future Vol, veh/h	10	306	67	13	377	2	41	1	12	2	0	35
Conflicting Peds, #/hr	6	0	3	3	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	11	333	73	14	410	2	45	1	13	2	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	0	408	0	0	832	840	372	800	875	417
Stage 1	-	-	-	-	-	-	394	394	-	445	445	-
Stage 2	-	-	-	-	-	-	438	446	-	355	430	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1141	-	-	1150	-	-	289	302	674	303	288	636
Stage 1	-	-	-	-	-	-	631	605	-	592	575	-
Stage 2	-	-	-	-	-	-	597	574	-	662	583	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1135	-	-	1147	-	-	263	291	672	286	277	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	263	291	-	286	277	-
Stage 1	-	-	-	-	-	-	622	596	-	579	562	-
Stage 2	-	-	-	-	-	-	552	561	-	640	574	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.21	0.27	19.63	11.51
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	304	45	-	-	60	-	-	593
HCM Lane V/C Ratio	0.193	0.01	-	-	0.012	-	-	0.068
HCM Ctrl Dly (s/v)	19.6	8.2	0	-	8.2	0	-	11.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.2

BUILD DS
ALTERNATIVE 2

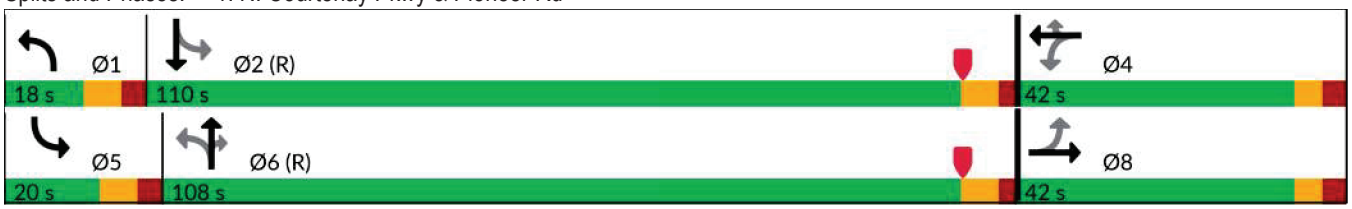
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	21	41	149	23	125	52	1561	94	115	1644	36
Future Volume (vph)	133	21	41	149	23	125	52	1561	94	115	1644	36
Confl. Peds. (#/hr)			4	4			2		1	1		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	3%	2%	5%	4%	5%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	210	0	0	185	134	56	1678	101	124	1807	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		35.3			35.3	35.3	109.7	103.1	103.1	116.4	108.5	
Actuated g/C Ratio		0.21			0.21	0.21	0.65	0.61	0.61	0.68	0.64	
v/c Ratio		1.14			0.76	0.33	0.43	0.81	0.11	0.72	0.83	
Control Delay (s/veh)		164.6			83.5	14.8	23.4	30.2	5.0	48.6	29.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		164.6			83.5	14.8	23.4	30.2	5.0	48.6	29.0	
LOS		F			F	B	C	C	A	D	C	
Approach Delay (s/veh)		164.6			54.6			28.6			30.3	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)		~265			196	16	18	745	12	55	811	
Queue Length 95th (ft)		#447			#315	81	47	861	39	134	972	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		184			244	403	155	2074	935	190	2176	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.14			0.76	0.33	0.36	0.81	0.11	0.65	0.83	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay (s/veh): 37.9	Intersection LOS: D
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	21	41	149	23	125	52	1561	94	115	1644	36
Future Volume (veh/h)	133	21	41	149	23	125	52	1561	94	115	1644	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1826	1841	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	23	39	160	25	86	56	1678	71	124	1768	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	3	2	5	4	5	2	2	2	2	2
Cap, veh/h	216	29	49	226	29	251	262	2409	1073	212	2436	52
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.68	0.68	0.07	1.00	1.00
Sat Flow, veh/h	1111	179	303	1152	180	1548	1739	3554	1583	1781	3555	76
Grp Volume(v), veh/h	205	0	0	185	0	86	56	1678	71	124	881	925
Grp Sat Flow(s),veh/h/ln	1593	0	0	1332	0	1548	1739	1777	1583	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	8.4	1.7	49.0	2.6	3.8	0.0	0.0
Cycle Q Clear(g_c), s	20.5	0.0	0.0	23.1	0.0	8.4	1.7	49.0	2.6	3.8	0.0	0.0
Prop In Lane	0.70		0.19	0.86		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	294	0	0	255	0	251	262	2409	1073	212	1218	1271
V/C Ratio(X)	0.70	0.00	0.00	0.72	0.00	0.34	0.21	0.70	0.07	0.59	0.72	0.73
Avail Cap(c_a), veh/h	358	0	0	317	0	322	319	2409	1073	277	1218	1271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	0.0	0.0	69.4	0.0	63.2	7.6	16.7	9.2	19.3	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	6.7	0.0	1.0	0.4	1.7	0.1	2.6	3.8	3.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.9	0.0	0.0	13.1	0.0	6.1	1.1	26.2	1.6	4.1	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.3	0.0	0.0	76.1	0.0	64.2	8.0	18.4	9.4	21.9	3.8	3.7
LnGrp LOS	E			E		E	A	B	A	C	A	A
Approach Vol, veh/h		205			271			1805			1930	
Approach Delay, s/veh		73.3			72.3			17.7			4.9	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	123.3		34.3	13.7	122.0		34.3				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.7	2.0		25.1	5.8	51.0		22.5				
Green Ext Time (p_c), s	0.0	32.3		1.1	0.1	24.1		1.1				

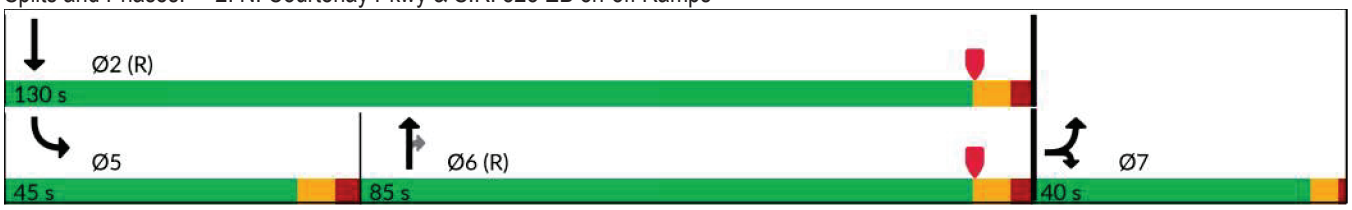
Intersection Summary			
HCM 7th Control Delay, s/veh		18.1	
HCM 7th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Prot						Perm	Prot		
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	0	0	0				0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	2	0					0	4884		1	3399	0
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	0	0	0				0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	0					0	4884		1	3399	0
V/C Ratio(X)	0.00	0.00					0.00	0.00		0.00	0.00	0.00
Avail Cap(c_a), veh/h	699	0					0	4884		374	3399	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0						0			0	
Approach Delay, s/veh		0.0						0.0			0.0	
Approach LOS												

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	170.0	0.0	0.0	170.0
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	122.6	35.5	37.2	77.6
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

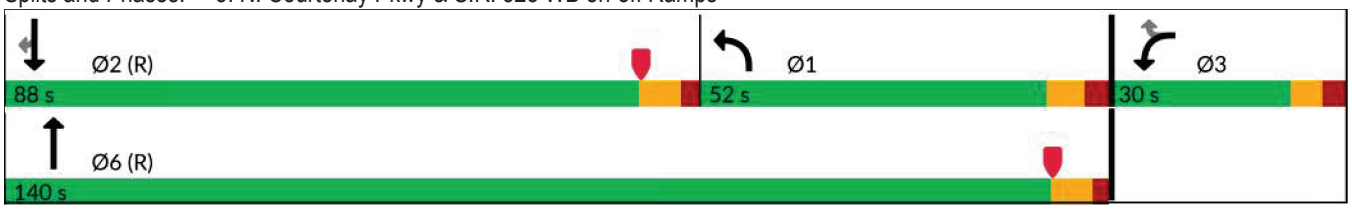
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170

Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				0	0	0	0	0	0	0	0	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				2	0	1	1494	3335	0	0	2380	703
Arrive On Green				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1485
Grp Volume(v), veh/h				0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1485
Q Serve(g_s), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				2	0	1	1494	3335	0	0	2380	703
V/C Ratio(X)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h				468	0	211	1494	3335	0	0	2380	703
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h					0			0			0	
Approach Delay, s/veh					0.0			0.0			0.0	
Approach LOS												

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	82.0	88.0			170.0		0.0					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	0.0	0.0			0.0		0.0					
Green Ext Time (p_c), s	0.0	0.0			0.0		0.0					

Intersection Summary												
HCM 7th Control Delay, s/veh			0.0									
HCM 7th LOS			A									

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	0	0	0	0	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	138	37	3	155	1	64	0	8	2	0	27
Future Volume (vph)	17	138	37	3	155	1	64	0	8	2	0	27
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	4%	100%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	176	0	0	80	0	0	32	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 36.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	138	37	3	155	1	64	0	8	2	0	27
Future Vol, veh/h	17	138	37	3	155	1	64	0	8	2	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	4	100	2	2	2	2	2	2
Mvmt Flow	19	153	41	3	172	1	71	0	9	2	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	194	0	0	391	392	174	371	412	173
Stage 1	-	-	-	-	-	-	212	212	-	179	179	-
Stage 2	-	-	-	-	-	-	179	180	-	191	232	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1403	-	-	1379	-	-	569	544	870	586	530	871
Stage 1	-	-	-	-	-	-	790	727	-	822	751	-
Stage 2	-	-	-	-	-	-	823	750	-	811	712	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1403	-	-	1379	-	-	539	534	870	570	521	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	539	534	-	570	521	-
Stage 1	-	-	-	-	-	-	778	716	-	820	749	-
Stage 2	-	-	-	-	-	-	792	748	-	790	702	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.67	0.14	12.45	9.46
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	563	153	-	-	34	-	-	840
HCM Lane V/C Ratio	0.142	0.013	-	-	0.002	-	-	0.038
HCM Ctrl Dly (s/v)	12.5	7.6	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

BUILD PM
ALTERNATIVE 2

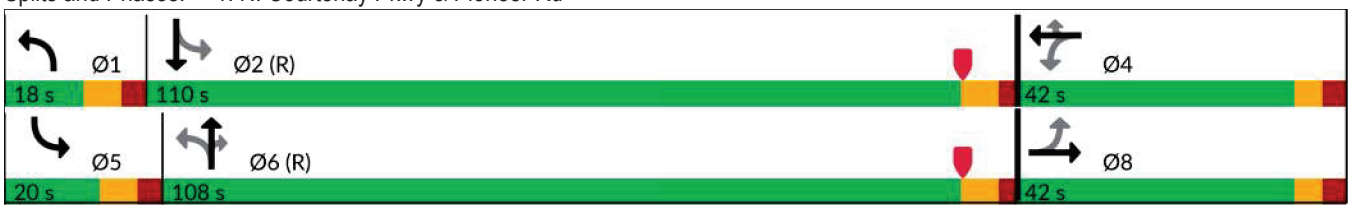
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	22	33	136	21	116	43	1580	124	124	1688	36
Future Volume (vph)	122	22	33	136	21	116	43	1580	124	124	1688	36
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	160	118	44	1612	127	127	1759	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		33.9			33.9	33.9	110.8	104.8	104.8	118.1	110.5	
Actuated g/C Ratio		0.20			0.20	0.20	0.65	0.62	0.62	0.69	0.65	
v/c Ratio		0.96			0.67	0.31	0.34	0.76	0.13	0.68	0.79	
Control Delay (s/veh)		118.2			77.3	10.6	15.4	27.4	6.7	36.9	14.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		118.2			77.3	10.6	15.4	27.4	6.7	36.9	14.3	
LOS		F			E	B	B	C	A	D	B	
Approach Delay (s/veh)		118.2			49.0			25.6			15.8	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		193			165	0	14	676	23	32	877	
Queue Length 95th (ft)		#356			254	58	27	797	56	m69	m653	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		196			249	394	160	2108	943	209	2214	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.92			0.64	0.30	0.28	0.76	0.13	0.61	0.79	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 26.7	Intersection LOS: C
Intersection Capacity Utilization 86.3%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



1: N. Courtenay Pkwy & Pioneer Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	22	33	136	21	116	43	1580	124	124	1688	36
Future Volume (veh/h)	122	22	33	136	21	116	43	1580	124	124	1688	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	124	22	29	139	21	72	44	1612	98	127	1722	36
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	197	28	38	205	25	210	263	2500	1113	233	2531	53
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.70	0.70	0.07	1.00	1.00
Sat Flow, veh/h	1167	207	273	1203	182	1528	1654	3554	1582	1781	3558	74
Grp Volume(v), veh/h	175	0	0	160	0	72	44	1612	98	127	858	900
Grp Sat Flow(s),veh/h/ln	1647	0	0	1385	0	1528	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.2	0.0	7.2	1.3	41.8	3.3	3.6	0.0	0.0
Cycle Q Clear(g_c), s	17.0	0.0	0.0	19.2	0.0	7.2	1.3	41.8	3.3	3.6	0.0	0.0
Prop In Lane	0.71		0.17	0.87		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	263	0	0	230	0	210	263	2500	1113	233	1264	1320
V/C Ratio(X)	0.67	0.00	0.00	0.70	0.00	0.34	0.17	0.64	0.09	0.55	0.68	0.68
Avail Cap(c_a), veh/h	365	0	0	328	0	317	320	2500	1113	301	1264	1320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	0.0	0.0	71.5	0.0	66.3	6.4	13.7	8.0	14.8	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	0.0	4.5	0.0	1.2	0.3	1.3	0.2	2.0	2.9	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.2	0.0	0.0	11.5	0.0	5.3	0.8	22.4	2.1	3.3	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.0	0.0	0.0	76.0	0.0	67.5	6.7	15.0	8.1	16.8	2.9	2.9
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		175			232			1754			1885	
Approach Delay, s/veh		74.0			73.4			14.4			3.8	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	127.7		30.1	13.5	126.4		30.1				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.3	2.0		21.2	5.6	43.8		19.0				
Green Ext Time (p_c), s	0.0	30.0		1.1	0.1	24.0		1.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		15.4	
HCM 7th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	472	0	812	0	0	0	0	1428	315	396	1318	0
Future Volume (vph)	472	0	812	0	0	0	0	1428	315	396	1318	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	487	0	837	0	0	0	0	1472	325	408	1359	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.21		0.21					0.46	0.46	0.22	0.72	
v/c Ratio	0.69		1.19					0.66	0.37	1.13	0.57	
Control Delay (s/veh)	67.8		142.4					27.2	3.6	130.7	6.7	
Queue Delay	0.0		0.0					0.9	0.0	0.6	0.6	
Total Delay (s/veh)	67.8		142.4					28.1	3.6	131.4	7.3	
LOS	E		F					C	A	F	A	
Approach Delay (s/veh)		114.9						23.7			36.0	
Approach LOS		F						C			D	
Queue Length 50th (ft)	261		~552					217	0	~508	172	
Queue Length 95th (ft)	327		#702					306	m60	m#723	186	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	710		706					2244	875	361	2382	
Starvation Cap Reductn	0		0					0	0	21	589	
Spillback Cap Reductn	0		0					456	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.69		1.19					0.82	0.37	1.20	0.76	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 110

2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.19

Intersection Signal Delay (s/veh): 52.8 Intersection LOS: D

Intersection Capacity Utilization 121.4% ICU Level of Service H

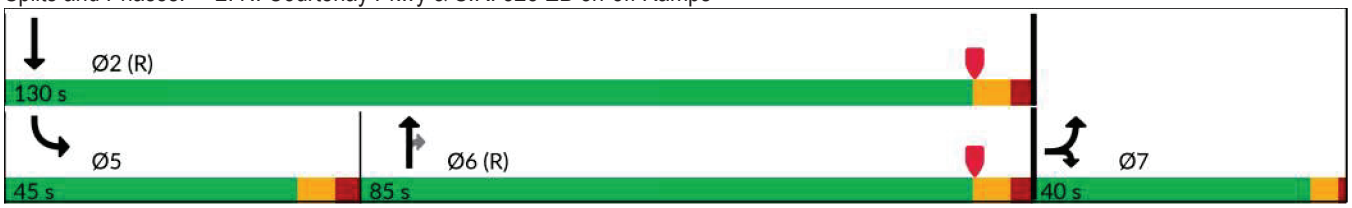
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	472	0	812	0	0	0	0	1428	315	396	1318	0
Future Volume (veh/h)	472	0	812	0	0	0	0	1428	315	396	1318	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	487	0	0				0	1472	0	408	1359	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	545	0					0	2585		390	2740	0
Arrive On Green	0.16	0.00	0.00				0.00	1.00	0.00	0.44	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	487	0	0				0	1472	0	408	1359	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Cycle Q Clear(g_c), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	545	0					0	2585		390	2740	0
V/C Ratio(X)	0.89	0.00					0.00	0.57		1.05	0.50	0.00
Avail Cap(c_a), veh/h	716	0					0	2585		390	2740	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.67	0.67	0.00
Uniform Delay (d), s/veh	70.1	0.0	0.0				0.0	0.0	0.0	47.8	0.0	0.0
Incr Delay (d2), s/veh	11.2	0.0	0.0				0.0	0.9	0.0	50.1	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	0.0	0.0				0.0	0.4	0.0	25.4	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.3	0.0	0.0				0.0	0.9	0.0	97.9	0.4	0.0
LnGrp LOS	F							A		F	A	
Approach Vol, veh/h		487						1472			1767	
Approach Delay, s/veh		81.3						0.9			22.9	
Approach LOS		F						A			C	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	138.5		31.5	45.0	93.5
Change Period (Y+Rc), s	7.4		4.5	7.8	7.4
Max Green Setting (Gmax), s	122.6		35.5	37.2	77.6
Max Q Clear Time (g_c+I1), s	2.0		25.7	39.2	2.0
Green Ext Time (p_c), s	23.3		1.4	0.0	23.8

Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C

Notes

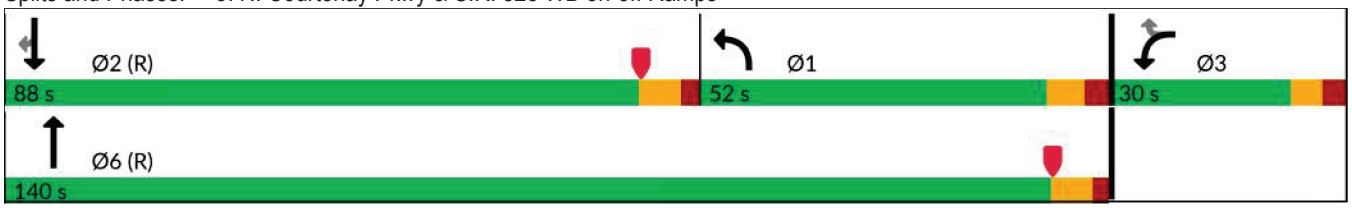
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Future Volume (vph)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	394	0	341	807	1252	0	0	1541	1194
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Actuated g/C Ratio				0.14		0.14	0.26	0.78			0.47	0.47
v/c Ratio				0.85		1.06	0.91	0.46			0.64	1.26
Control Delay (s/veh)				89.0		106.4	67.6	8.1			35.3	154.2
Queue Delay				2.8		0.0	46.8	0.3			0.1	0.0
Total Delay (s/veh)				91.8		106.4	114.4	8.4			35.4	154.2
LOS				F		F	F	A			D	F
Approach Delay (s/veh)					98.6			49.9			87.3	
Approach LOS					F			D			F	
Queue Length 50th (ft)				224		~280	478	187			469	~1433
Queue Length 95th (ft)				#306		#495	#582	206			520	#1703
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		323	882	2731			2407	944
Starvation Cap Reductn				0		0	206	719			0	0
Spillback Cap Reductn				24		0	0	0			134	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.90		1.06	1.19	0.62			0.68	1.26

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay (s/veh): 74.9 Intersection LOS: E
Intersection Capacity Utilization 121.4% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Future Volume (veh/h)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				394	0	225	807	1252	0	0	1541	994
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				468	0	211	1164	3022	0	0	2418	745
Arrive On Green				0.14	0.00	0.14	0.68	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				394	0	225	807	1252	0	0	1541	994
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				18.9	0.0	23.0	24.3	0.0	0.0	0.0	38.7	59.0
Cycle Q Clear(g_c), s				18.9	0.0	23.0	24.3	0.0	0.0	0.0	38.7	59.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				468	0	211	1164	3022	0	0	2418	745
V/C Ratio(X)				0.84	0.00	1.07	0.69	0.41	0.00	0.00	0.64	1.33
Avail Cap(c_a), veh/h				468	0	211	1164	3022	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.70	0.70	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				71.7	0.0	73.5	21.9	0.0	0.0	0.0	33.7	24.0
Incr Delay (d2), s/veh				13.1	0.0	80.5	1.3	0.3	0.0	0.0	1.3	159.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				14.0	0.0	20.4	9.8	0.2	0.0	0.0	22.5	78.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				84.8	0.0	154.0	23.2	0.3	0.0	0.0	35.0	183.8
LnGrp LOS				F		F	C	A			D	F
Approach Vol, veh/h					619			2059			2535	
Approach Delay, s/veh					110.0			9.3			93.4	
Approach LOS					F			A			F	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	66.0	88.0			154.0		30.0					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	26.3	61.0			2.0		25.0					
Green Ext Time (p_c), s	2.9	17.1			11.9		0.0					

Intersection Summary		
HCM 7th Control Delay, s/veh	62.1	
HCM 7th LOS	E	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	22	1788	14	37	1856
Future Volume (vph)	0	22	1788	14	37	1856
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	24	1958	0	40	2017
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	1788	14	37	1856
Future Vol, veh/h	0	22	1788	14	37	1856
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	1943	15	40	2017

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	979	0	0	1959	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	*565	-	-	358	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		0	-	-	0	-
Mov Cap-1 Maneuver	-	*565	-	-	358	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.65	0	0.32
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	565	358	-
HCM Lane V/C Ratio	-	-	0.042	0.112	-
HCM Ctrl Dly (s/v)	-	-	11.7	16.3	-
HCM Lane LOS	-	-	B	C	-
HCM 95th %tile Q(veh)	-	-	0.1	0.4	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	144	37	1	133	0	0	65	3	0	0	29
Future Volume (vph)	25	144	37	1	133	0	0	65	3	0	0	29
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	219	0	0	142	0	0	72	0	0	31	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 32.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	144	37	1	133	0	0	65	3	0	0	29
Future Vol, veh/h	25	144	37	1	133	0	0	65	3	0	0	29
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	2	3	2	3	2	2	2	2	2	2	2
Mvmt Flow	27	153	39	1	141	0	0	69	3	0	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	193	0	0	371	372	174	388	391	144
Stage 1	-	-	-	-	-	-	226	226	-	146	146	-
Stage 2	-	-	-	-	-	-	145	146	-	242	246	-
Critical Hdwy	4.6	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.65	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1192	-	-	1381	-	-	586	558	870	571	544	903
Stage 1	-	-	-	-	-	-	777	717	-	857	776	-
Stage 2	-	-	-	-	-	-	858	776	-	762	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1189	-	-	1381	-	-	551	543	869	484	529	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	551	543	-	484	529	-
Stage 1	-	-	-	-	-	-	757	699	-	855	774	-
Stage 2	-	-	-	-	-	-	827	774	-	666	685	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.98	0.06	12.5	9.14
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	552	210	-	-	13	-	-	900
HCM Lane V/C Ratio	0.131	0.022	-	-	0.001	-	-	0.034
HCM Ctrl Dly (s/v)	12.5	8.1	0	-	7.6	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.1

SIMTRAFFIC QUEUES
ALTERNATIVE 0

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	118	219	112	70	65
Average Queue (ft)	13	41	12	30	23
95th Queue (ft)	63	140	77	56	53
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)			139		
Storage Blk Time (%)		2	0		
Queuing Penalty (veh)		3	0		

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	49	64	72	60
Average Queue (ft)	5	5	33	21
95th Queue (ft)	26	30	58	49
Link Distance (ft)	203	299	131	326
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	76	28	4	59	45
Average Queue (ft)	11	1	0	31	18
95th Queue (ft)	47	12	3	53	43
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			139		
Storage Blk Time (%)					
Queuing Penalty (veh)					

SIMTRAFFIC QUEUES
ALTERNATIVE 1

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	23	232	163	90	30
Average Queue (ft)	1	53	19	33	4
95th Queue (ft)	11	166	99	73	21
Link Distance (ft)	203	276		131	326
Upstream Blk Time (%)		1		1	
Queuing Penalty (veh)		3		0	
Storage Bay Dist (ft)			139		
Storage Blk Time (%)		3	0		
Queuing Penalty (veh)		7	0		

Intersection: 12: Pioneer Rd & Proposed Dwy2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	47	56	51
Average Queue (ft)	3	4	21
95th Queue (ft)	23	53	46
Link Distance (ft)	276	322	596
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	12	70	10	77	39
Average Queue (ft)	0	6	0	36	10
95th Queue (ft)	6	34	7	63	35
Link Distance (ft)	203	276		131	326
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)			139		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 12: Pioneer Rd & Proposed Dwy2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	47	31
Average Queue (ft)	4	12
95th Queue (ft)	24	36
Link Distance (ft)	276	596
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	32	6	68	29
Average Queue (ft)	1	0	29	5
95th Queue (ft)	19	4	56	23
Link Distance (ft)	203	276	131	326
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Pioneer Rd & Proposed Dwy2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	49	36
Average Queue (ft)	5	15
95th Queue (ft)	26	40
Link Distance (ft)	276	596
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

SIMTRAFFIC QUEUES
ALTERNATIVE 2

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	61	152	115	71	71
Average Queue (ft)	4	42	6	31	23
95th Queue (ft)	27	119	47	60	53
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)			139		
Storage Blk Time (%)		1	0		
Queuing Penalty (veh)		2	0		

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	64	40	72	52
Average Queue (ft)	6	3	34	19
95th Queue (ft)	33	19	59	46
Link Distance (ft)	203	299	131	326
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	57	4	10	60	55
Average Queue (ft)	7	0	1	31	20
95th Queue (ft)	36	4	9	55	47
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			139		
Storage Blk Time (%)					
Queuing Penalty (veh)					