# Memorandum

To: Brevard County
Public Works Department

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

Date: 1/20/2026

Re: Rezoning Traffic Analysis
**Rangewater N Courtney Parkway Merritt Island**

---

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

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

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

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

## Intended Number of Units

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

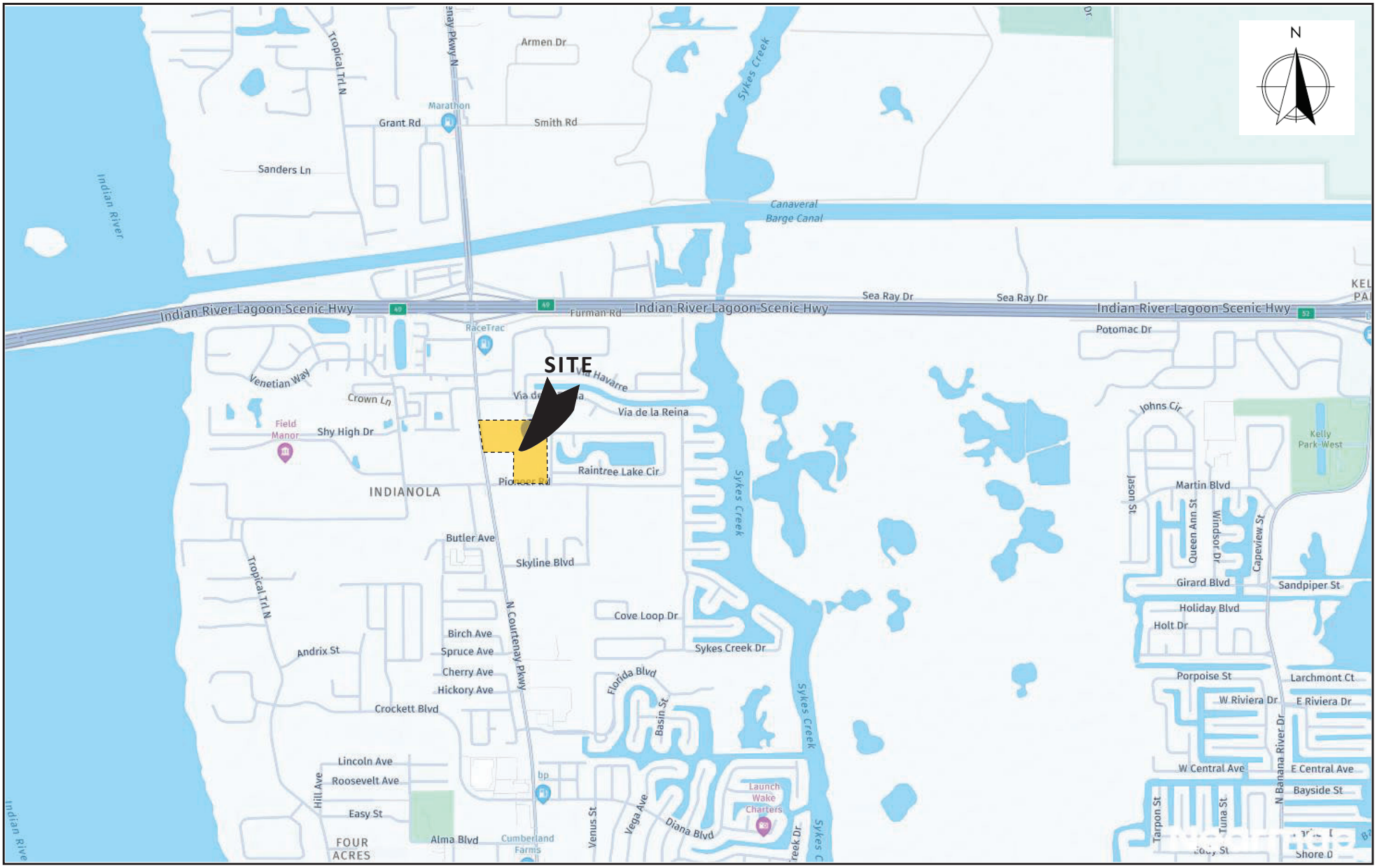



**Figure 1**
Site Location

Bowman

## Highest and Best Use

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

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

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

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

## Trip Generation

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

Table 1. Existing Zoning Anticipated Trip Generation Summary

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

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

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

Table 2. Proposed Zoning Anticipated Trip Generation Summary

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

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

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

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

Table 3. Rezoning Potential Trip Generation Change

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

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

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

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

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

Sincerely,

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

# Attachments

Attachment 1. Concept Plan & Zoning Map

Attachment 2. Resolution Z-6584

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

# ATTACHMENT 1

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

**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

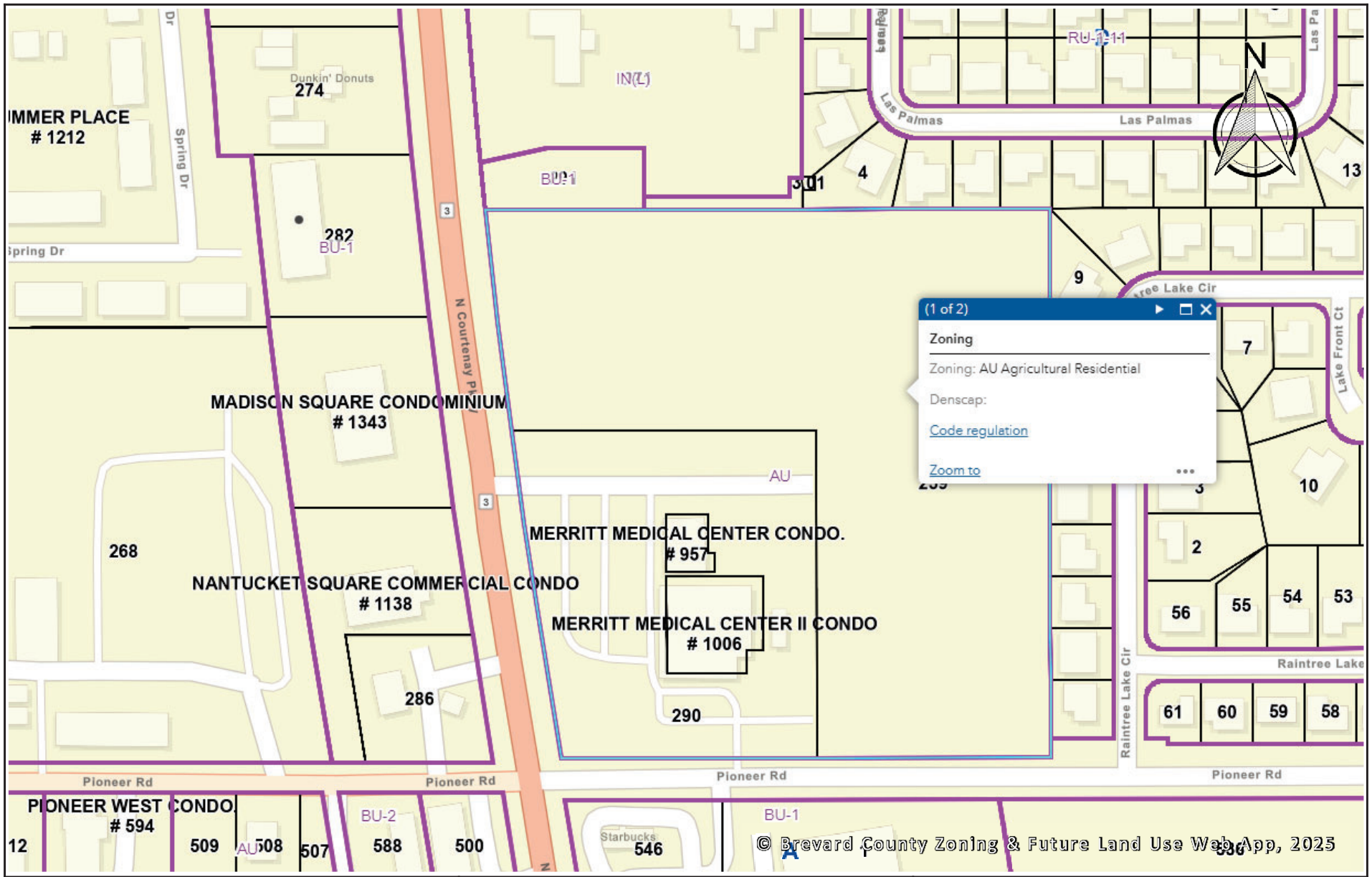
January 8, 2026

0000.00

**Merritt Island**

Plan

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




| | | |
|---|---|---|
| Bowman | **LEGEND** | FIGURE 2. ZONING MAP<br>**RANGEWATER MERRITT ISLAND** |

# ATTACHMENT 2

RESOLUTION NO. Z -6584

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

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

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

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

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

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

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

BOARD OF COUNTY COMMISSIONERS
Brevard County, Florida

ATTEST: by VAL M. STEELE
Chairman

R. C. WINSTEAD, JR., Clerk

by D.C.

(SEAL)

I01

(Hearing - November 29, 1983 )

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

Z-65 (Rev. 2/78)

Z-6584

Wuesthoff Memorial Hospital

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

December 14, 1983

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

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

Dear Mr. Ford:

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

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

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

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

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

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

WUESTHOFF MEMORIAL HOSPITAL

I013

Z-6584

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

Sincerely yours,

Robert O. Carman
President

ROC/sr

STATE OF FLORIDA
COUNTY OF BREVARD

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

1983.

Sandra B. Reed
NOTARY PUBLIC

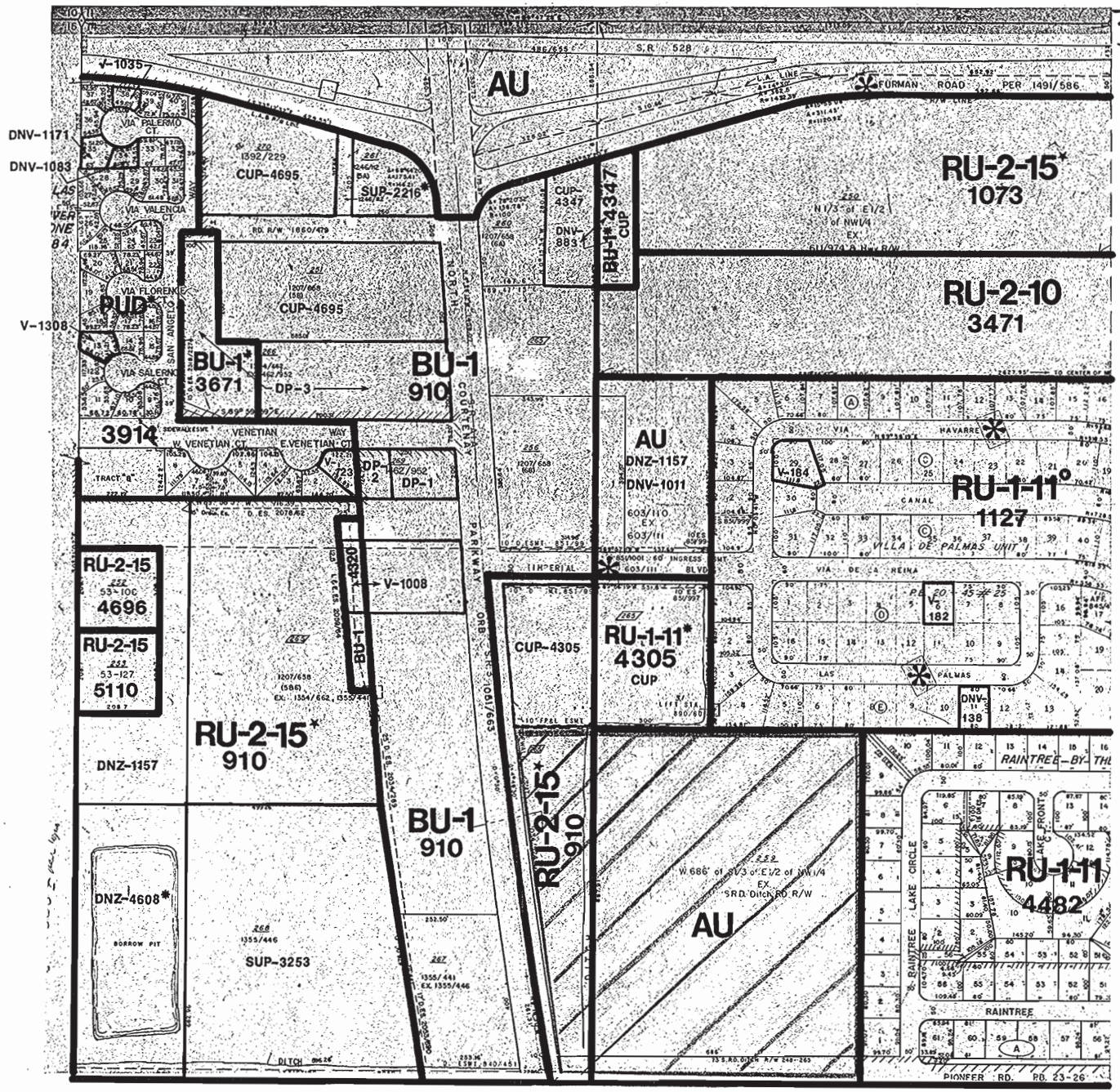
Notary Public, State of Florida at Large
My Commission Expires May 17, 1987
BONDED THRU AGENT'S NOTARY BROKERAGE

I014

Z-6584

# NW 1/4 SECTION 14 TOWNSHIP 24 RANGE 36

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




DEVELOPMENT PLAN INDEX

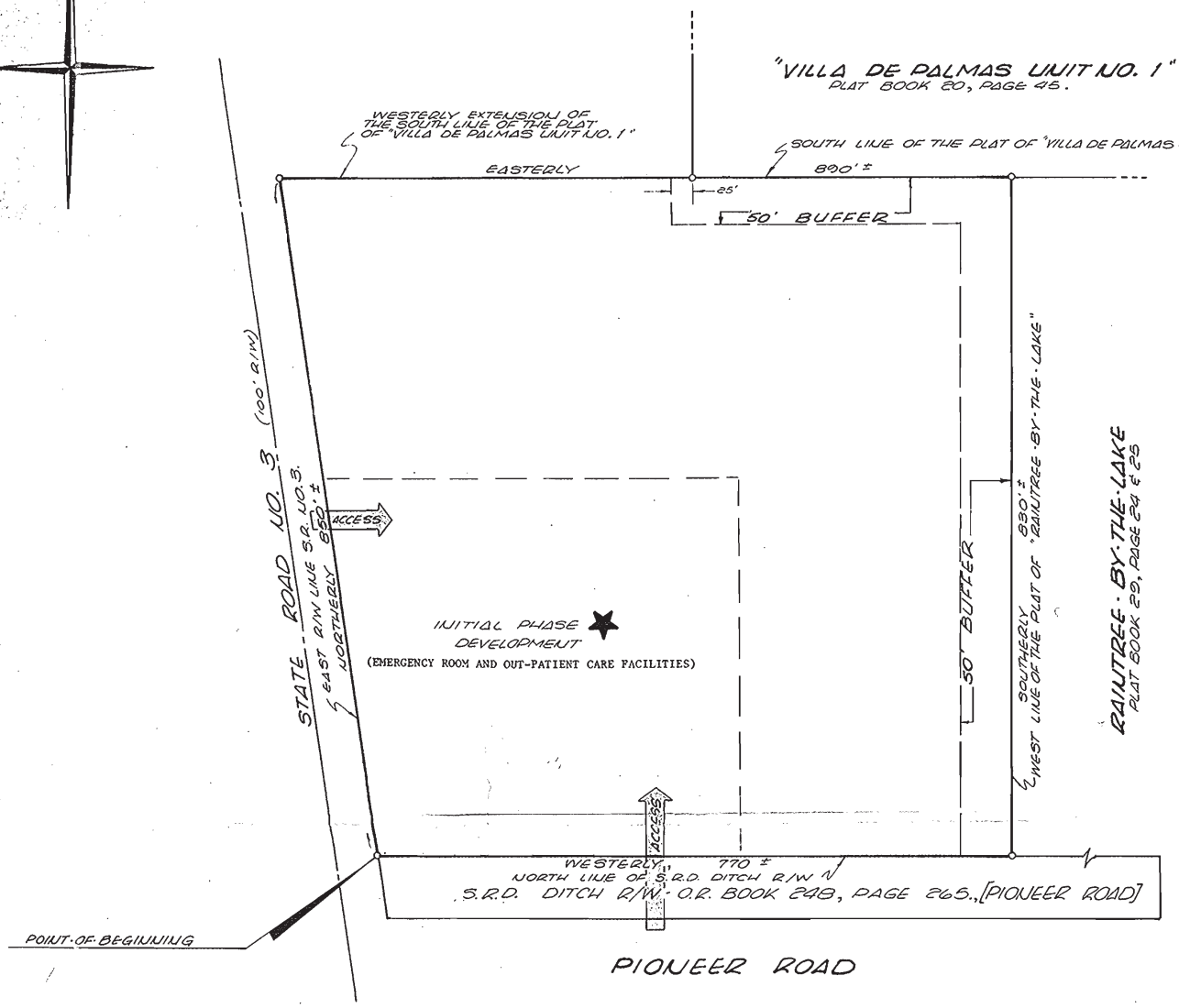
DP-1 S77-04-003
DP-2 S77-12-002
DP-3 S78-09-003

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

SCALE 1"=200'

m01

Z-6584




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


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


**SURVEYOR'S DESCRIPTION:**

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

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

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

**SURVEYOR'S NOTES:**

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

**NOTES**

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

## BINDING SITE PLAN

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

REV. 12/14/83 JAM
REV. 11/3/83 JAM

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

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

m02
Z-6584

Z-6584

**RESOLUTION NO. Z-10781(26)**

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

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

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

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

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

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

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

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

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

ATTEST: Scott Ellis

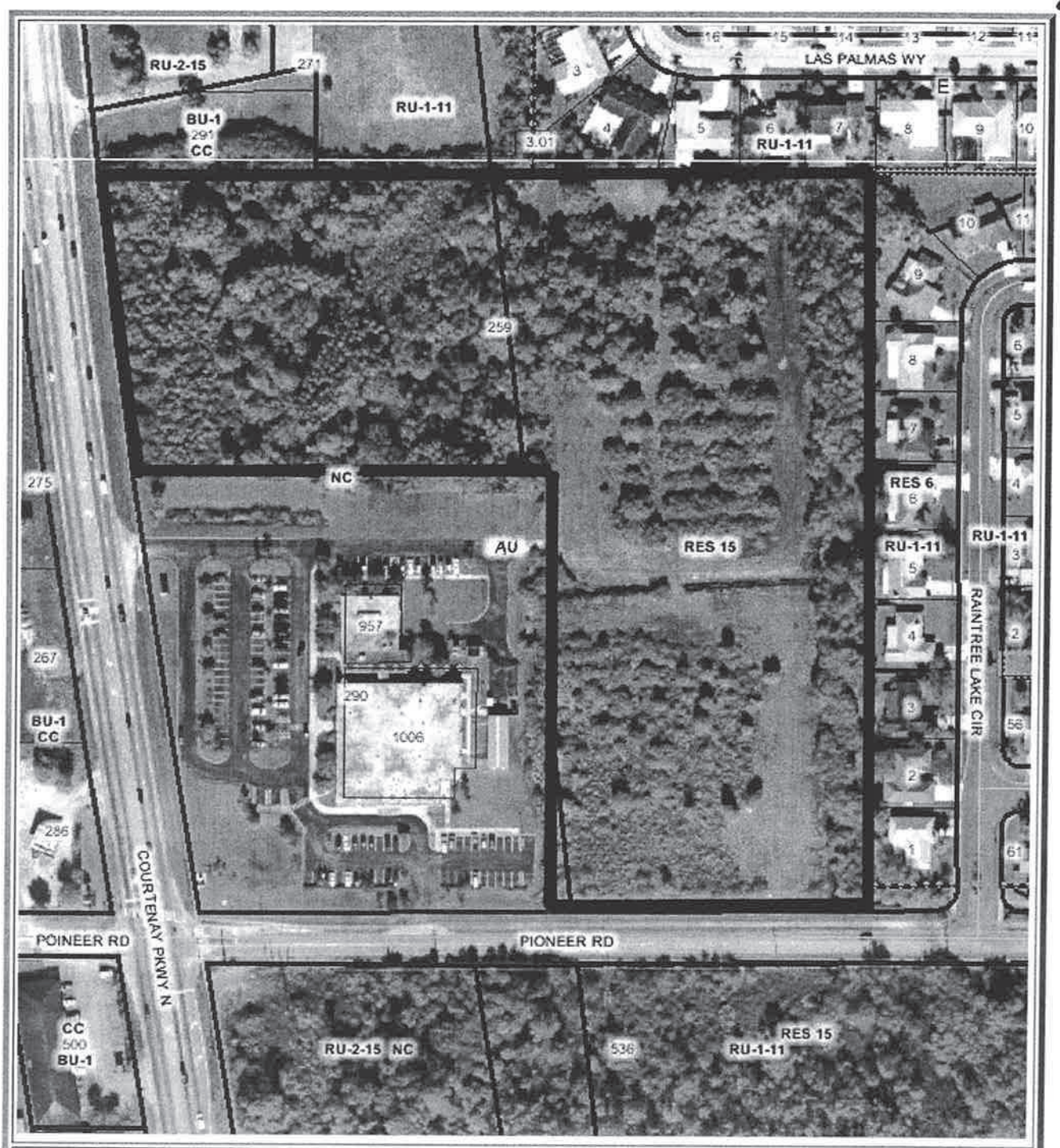
by JACKIE COLON
Chairperson

SCOTT ELLIS, CLERK

(SEAL) Z-10781 (26) Jackie Colon

(Hearing - February 10, 2003)

24




scale: 1"=2,110.78'

created: 1/22/2003

## Z-6584
Clinic & Hospital

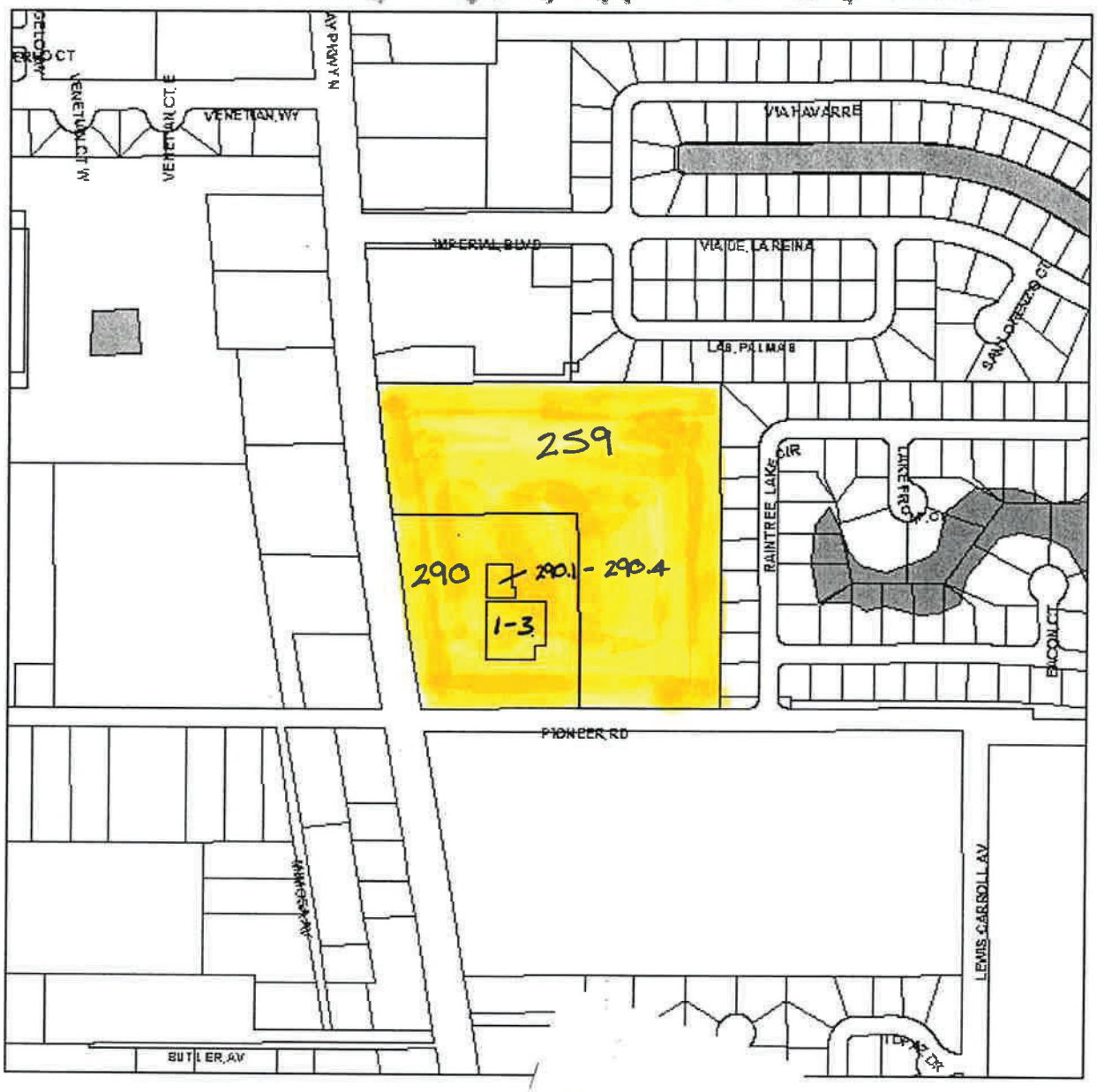
Z10781

Z10781

2

# Jim Ford, CFA
## Brevard County Property Appraiser - Map Search

26




259 only

Clinic & Hospital

Z10781

Z-6584 24-36-14 - #11-1-3-, 259, ~~290~~, ~~290~~.1 - ~~290~~.4

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

Property Research



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

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

### Owner Information

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

### Legal Description

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

### Value Summary for 2002

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

### Land Information

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

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

### Sales Information

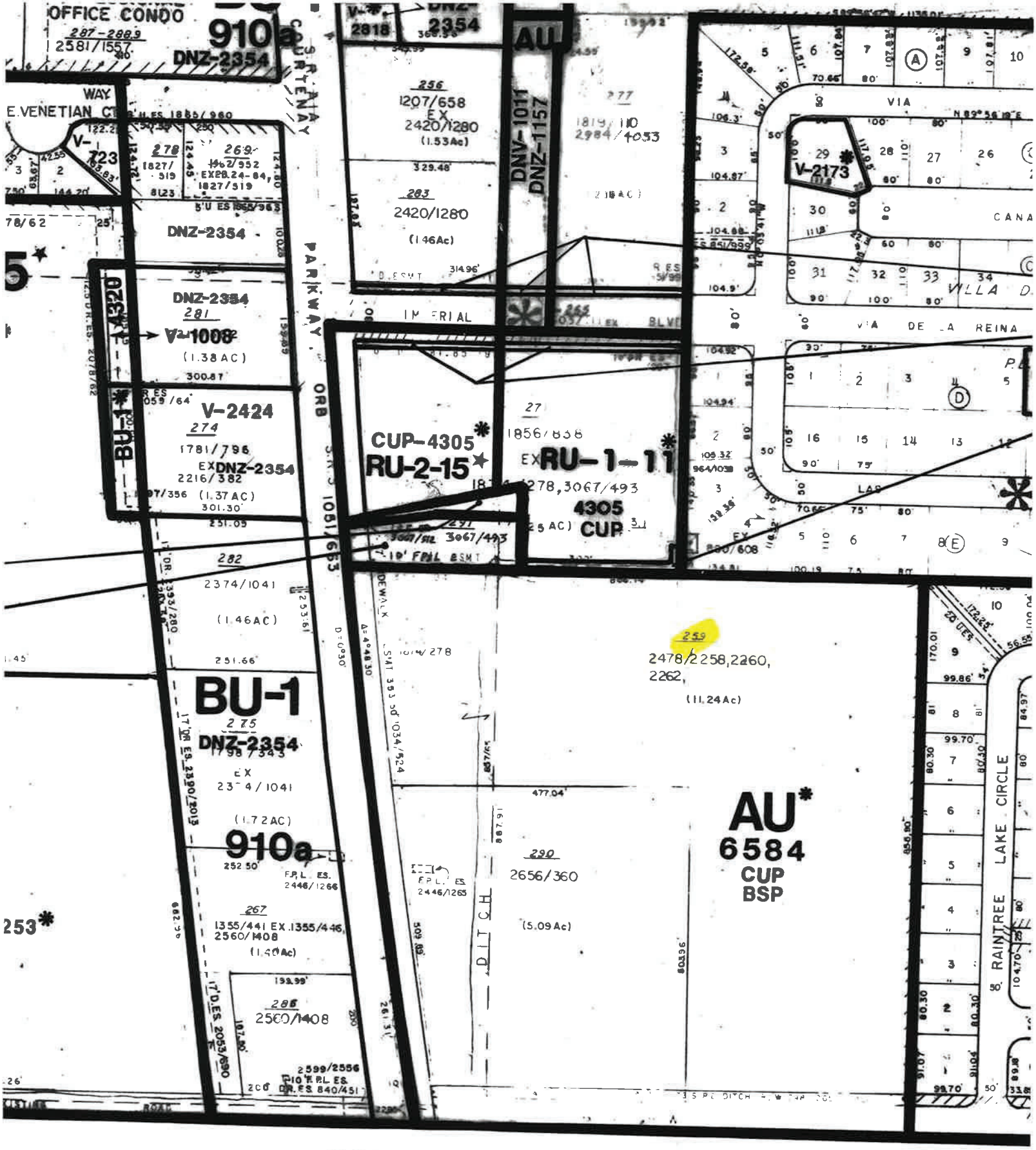
| OR Book/Page | Sale Date | Sale Amount | Deed Type | Disqualification Code | Disqualification Source | Vacant/Improved |
|---|---|---|---|---|---|---|
| 2544/2286 | 9/1984 | $100 | NN | | | |
| 2468/1675 | 11/1983 | $0 | DC | | | |
| 2450/0935 | 8/1983 | $100 | PT | | | |

### Extra Feature Information

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

6584

Z10781




SCALE 1"=200'

NW14 2436

10781 (26)

# ATTACHMENT 3

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

**Existing Zoning**

**Zone 1 & 2**

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

Potential Land Uses:

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

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

Potential Combination:

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

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

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

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

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

(1) *Permitted uses.*

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

Single-family detached residential dwelling.

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

Raising and grazing of animals.

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

Fowl raising and beekeeping.

Parks and public recreational facilities.

Plant nurseries.

Private golf courses.

Private camps.

Foster homes.

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

Single-family detached residential dwelling.

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

Parks and public recreational facilities.

Foster homes.

b.

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

Fish camps (section 62-1835.4.5).

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

Landscaping business (section 62-1837).

Mobile home residential dwelling (section 62-1837.7.5).

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

Preexisting use (section 62-1839.7).

Private parks and playgrounds (section 62-1840).

Resort dwellings.

Temporary living quarters during construction of a residence.

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

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

Tiny house or a THOW.

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

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

Accessory dwelling unit.

Airplane runways (section 62-1905).

Bed and breakfast inns (section 62-1912).

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

Captive wildlife (section 62-1958).

Change of nonconforming agricultural use.

Composting facility.

Farmers' market (section 62-1929).

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

Hog farms (section 62-1934).

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

Private heliports (section 62-1943.5).

Roadside stand (section 62-1945.5).

Security mobile homes.

Single-family residential second kitchen facility.

Skateboard ramps (section 62-1948).

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

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

Wireless telecommunication facilities and broadcast towers.

Zoological parks (section 62-1960).

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

(5) *Setbacks.*

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

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

c. Setbacks for barns and stalls are as follows:

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

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

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

a. Residential structures: 35 feet.

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

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

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

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

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

(1) *Permitted uses.*

a. Permitted uses are as follows:

Multiple-family dwellings.

Duplexes.

Resort dwellings.

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

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

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

Foster homes.

Parks and public recreational facilities.

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

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

Preexisting use.

Power substations, telephone exchanges and transmission facilities.

Temporary living quarters during construction of a residence.

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

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

Boardinghouses and bed and breakfast inns.

Change of nonconforming agricultural use.

Guesthouses or servants' quarters, without kitchen facilities.

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

Public or private clubs, including art galleries.

Recreational facilities.

Residential/recreational marina.

Restaurants.

Skateboard ramps.

Substantial expansion of a preexisting use.

Wireless telecommunication facilities and broadcast towers.

(4) *Lot requirements.*

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

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

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

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

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

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

b. *Setbacks for principal structures.*

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

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

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

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

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

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

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

c. Apartments:

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

(7) *Structural height standards.*

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

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

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

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

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

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

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

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

(1) *Permitted uses.*

a. Permitted uses are as follows:

Multifamily dwellings.

Duplexes.

Resort dwellings.

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

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

Parks and public recreational facilities.

Private golf courses.

Foster homes.

Sewer lift stations.

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

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

Preexisting use.

Private parks and playgrounds.

Temporary living quarters during construction of a residence.

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

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

Boardinghouses and bed and breakfast inns.

Change of nonconforming agricultural use.

Development rights receipt or transfer.

Guesthouses or servants' quarters, without kitchen facilities.

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

Power substations, telephone exchanges and transmission facilities.

Recreational facilities.

Residential/recreational marina.

Skateboard ramps.

Substantial expansion of a preexisting use.

Wireless telecommunication facilities and broadcast towers.

(4) *Lot requirements.*

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

b. Minimum lot width is 75 feet.

c. Minimum lot depth is 75 feet.

d. Maximum density is as follows:

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

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

e. Maximum lot coverage is 40 percent.

(5) *Setbacks and spacing requirements.*

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

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

c. *Principal structures.*

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

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

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

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

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

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

c. Apartments:

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

(8) *Structural height standards.*

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

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

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

d.

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

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

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

# TRAFFIC IMPACT STUDY

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

February 2, 2026

Prepared for:
***RangeWater Development, LLC***

Bowman

# TRAFFIC IMPACT STUDY

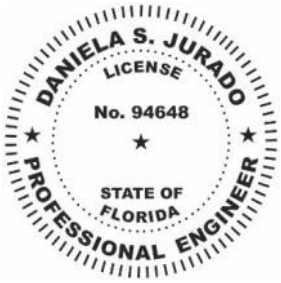
**Rangewater N Courtenay Pkwy Merritt Island**
NE of Int of N Courtenay Pkwy/State Road (S.R.) 3 and Pioneer Road
Merritt Island, Florida

Prepared: February 2, 2026

Prepared for:
RangeWater Development, LLC
5605 Glenridge Drive Northeast
Atlanta, GA 30342
Phone: 202.288.8022

Prepared by:

Bowman Consulting Group
Certificate of Authorization License No. 30462
4450 W. Eau Gallie Blvd., Suite 144
Melbourne, FL 32934
Phone: (321) 255-5434




**Daniela S. Jurado, P.E.**
Professional Engineer License No. 94648
State of Florida, Board of Professional Engineers

Bowman Job # 314554-01-001

# Contents

Executive Summary ..... iv

1 Introduction ..... 1

Site Access Conditions ..... 1
Phases and Build Out Year ..... 1
Traffic Impact Analysis Methodology ..... 1
Traffic Impact Analysis Purpose ..... 1

2 Data Collection ..... 3

3 Study Area Characteristics ..... 4

3.1 Roadway Segments ..... 4
3.2 Intersections ..... 4

4 Traffic Forecast and Background Traffic ..... 6

5 Project Traffic ..... 7

5.1 Trip Generation ..... 7
5.2 Trip Distribution and Assignment ..... 7

6 Roadway Impact Analysis ..... 8

7 Crash Analysis ..... 11

8 Turn Lane Warrant Analysis ..... 14

9 Capacity Analysis ..... 20

9.1 Capacity Analysis 2026 Existing Conditions ..... 20
9.2 Capacity Analysis 2027 No Build Conditions ..... 22
9.3 Capacity Analysis 2027 Build Conditions – Base Alternative 0 ..... 23
9.4 Capacity Analysis 2027 Build Conditions – Alternative 1 ..... 24
9.5 Capacity Analysis 2027 Build Conditions – Alternative 2 ..... 25
9.6 Queueing Analysis ..... 26

10 Alternative Comparison and Recommended Improvements ..... 27

11 Conclusions and Recommendations ..... 29

# List of Figures

Figure 1. Site Location ..... 2
Figure 2. Turn Lane Volumetric Analysis ..... 15

# List of Tables

Table 1. Study Area Roadway Characteristics ..... 4
Table 2. Site Trip Generation ..... 7
Table 3. Weekday Roadway Segment Analysis ..... 9
Table 4. Evening Peak Hour Roadway Segment Analysis ..... 10
Table 5. Crashes by Severity ..... 11
Table 6. Crashes by Lighting Condition ..... 12
Table 7. Crashes by Type of Collision ..... 13
Table 8 Turn Lane Warrant Analysis ..... 14
Table 9. HCM Level of Service Criteria ..... 20
Table 10. 2026 Existing Conditions Capacity Analysis Results Summary ..... 21
Table 11. 2027 No Build Conditions Capacity Analysis Results Summary ..... 22
Table 12. 2027 Build Conditions Capacity Analysis Results Summary ..... 23
Table 13. Alternative 1 Conditions Capacity Analysis Results Summary ..... 24
Table 14. Alternative 2 Conditions Capacity Analysis Results Summary ..... 25
Table 15. Queueing Analysis ..... 26
Table 16. Queueing Analysis (SimTraffic) – Pioneer Driveways ..... 26
Table 17 Access Alternative Evaluation ..... 28

# Appendices

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

## PROFESSIONAL ENGINEERING CERTIFICATE

I hereby Certify that I am a registered professional engineer in the State of Florida, practicing with Bowman Consulting Group, Ltd., authorized to operate as an engineering business with Certificate of Authorization License No. 30462, by the state of Florida Department of Professional Regulation, Board of Professional Engineers, and I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice 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.**
Professional Engineer
License No. 94648
State of Florida, Board of Professional Engineers

# 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 **95$^{th}$% 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.

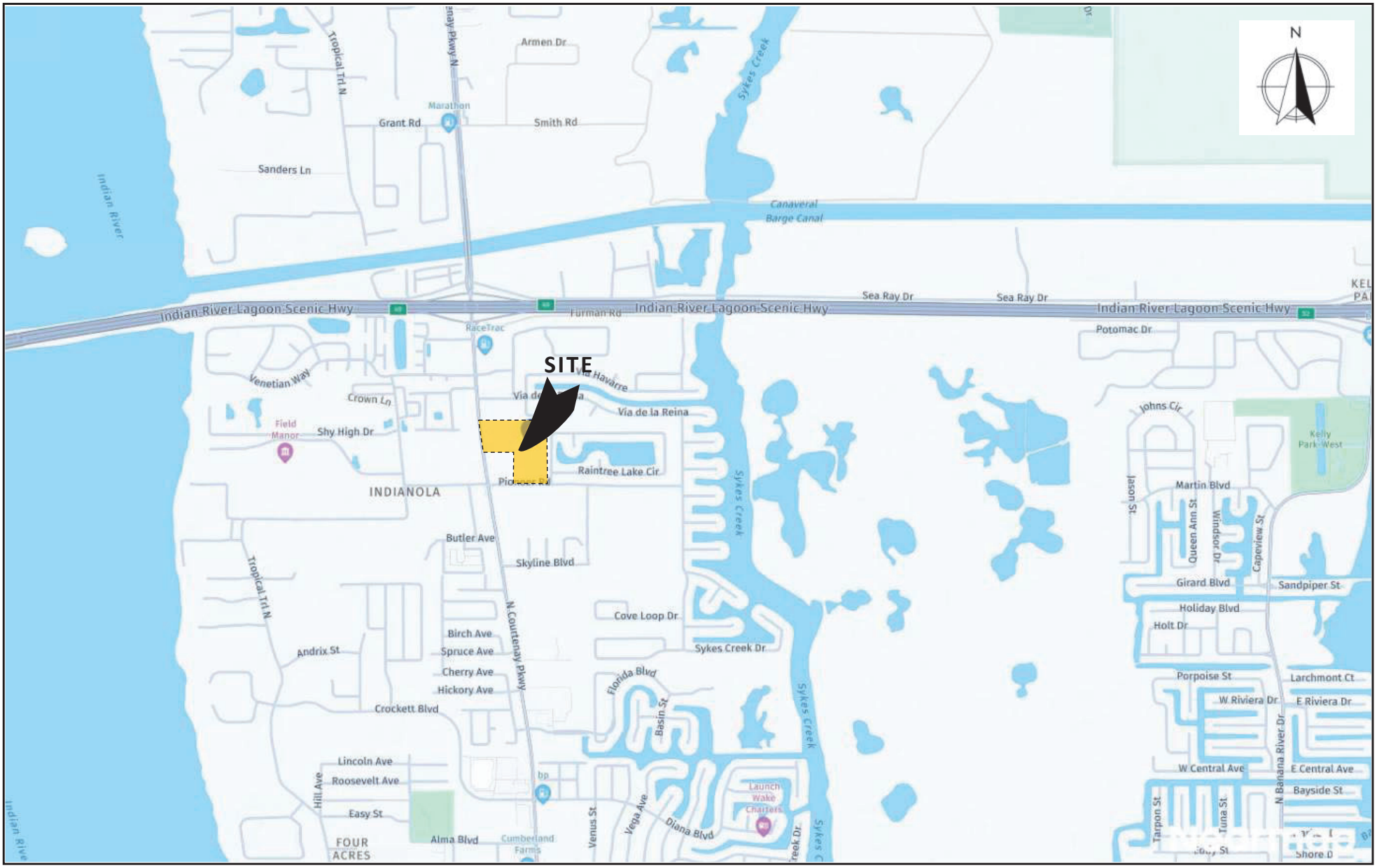



**Figure 1**
Site Location

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.

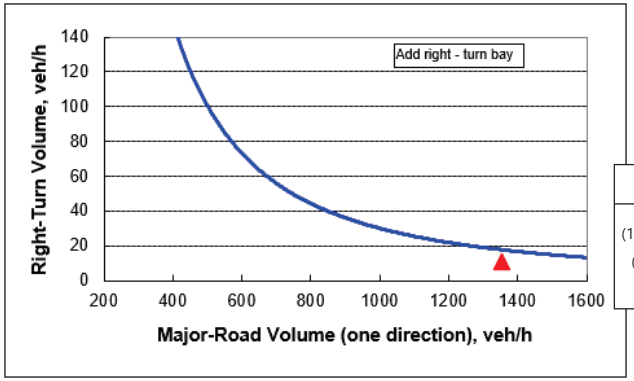
**Table 8 Turn Lane Warrant Analysis**

| 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

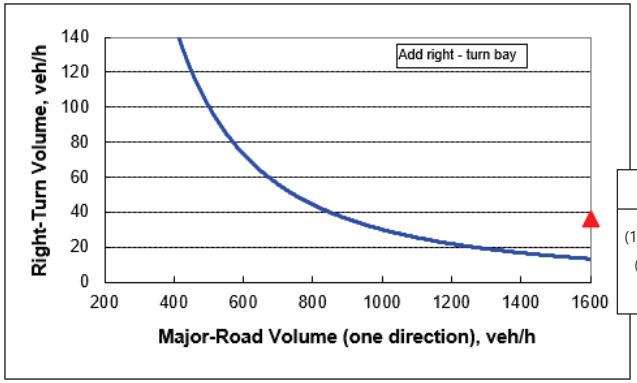
**AM Peak Hour**




| 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.

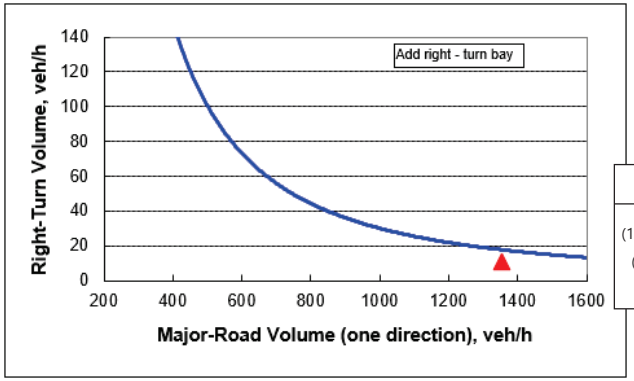
Source NCHRP 457 Figure 3-3

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

Bowman

RIGHT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 4 LANES

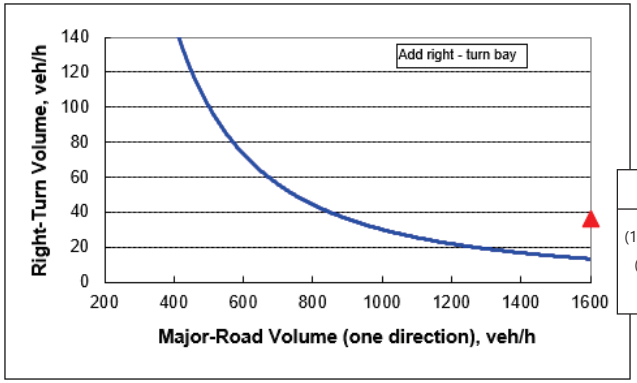
**AM Peak Hour**




| 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.

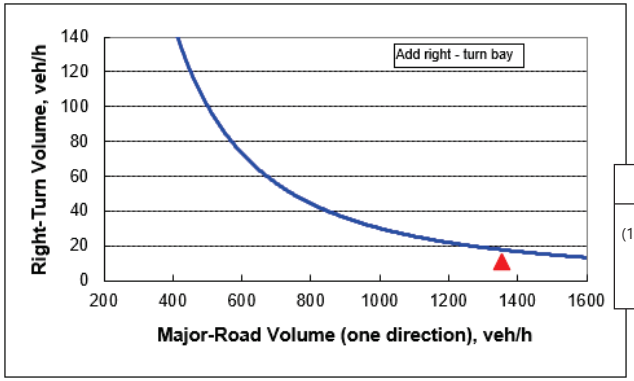
Source NCHRP 457 Figure 3-3

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

Bowman

RIGHT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 4 LANES

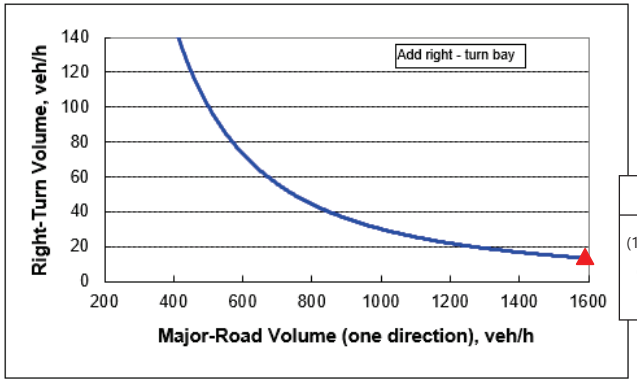
**AM Peak Hour**




| 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.

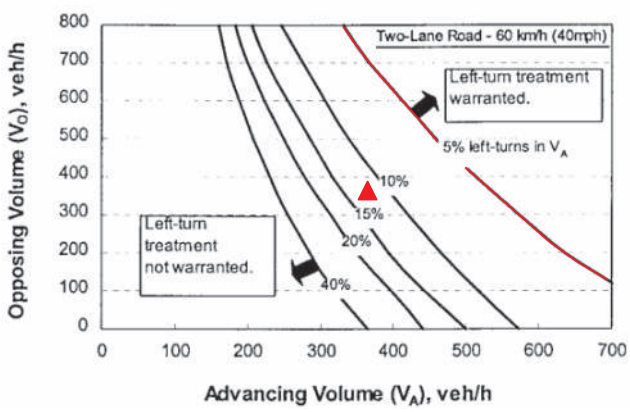
Source NCHRP 457 Figure 3-3

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

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

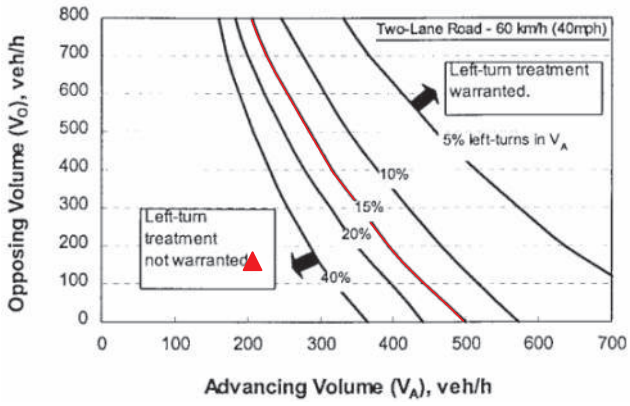
**AM Peak Hour**




| 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.

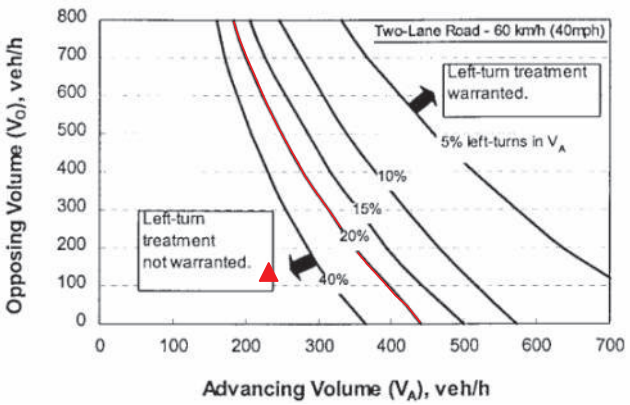
Source NCHRP 457 Figure 2-5

**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**



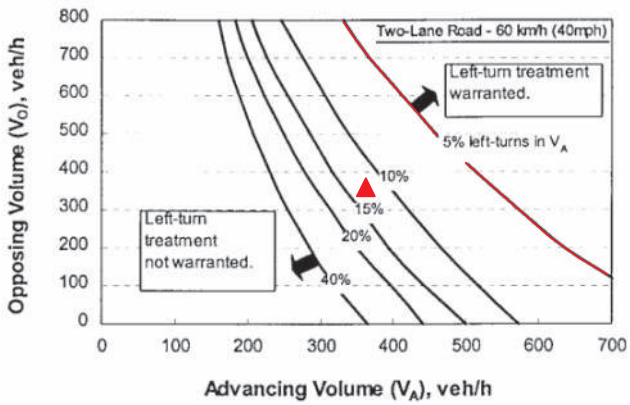

| APPROACH VOLUMES | |
|---|---|
| (40) | Left Turns |
| (221) | Advancing Volumes |
| (18%) | Left Turn (%) |
| (134) | Opposing Volumes |

Do NOT add left-turn bay.




LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

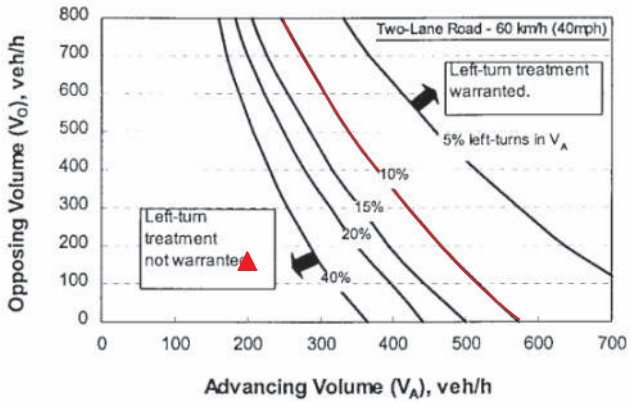

**AM Peak Hour**




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

Do NOT add left-turn bay.

**SCHOOL DISMISSAL**



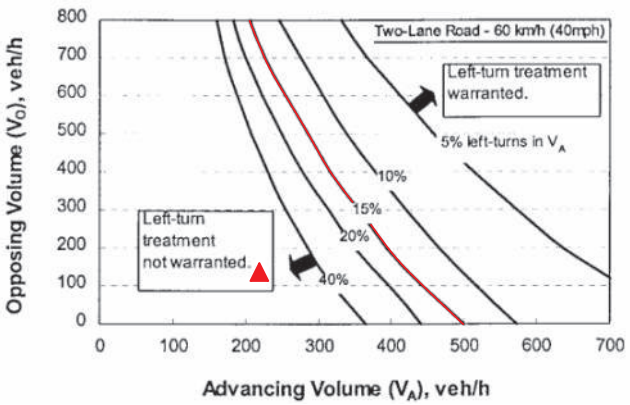

| APPROACH VOLUMES | |
|---|---|
| (17) | Left Turns |
| (192) | Advancing Volumes |
| (9%) | Left Turn (%) |
| (159) | Opposing Volumes |

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 |

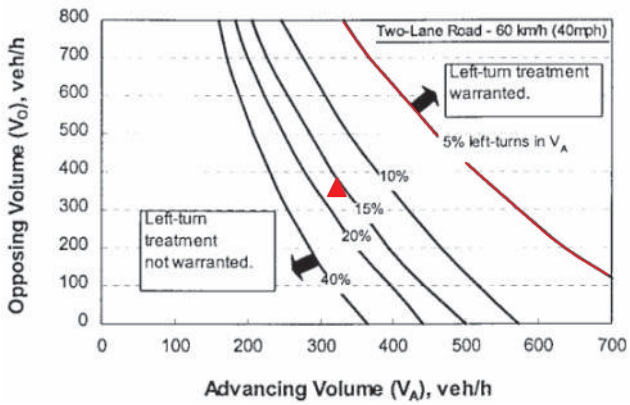
Do NOT add left-turn bay.

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

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

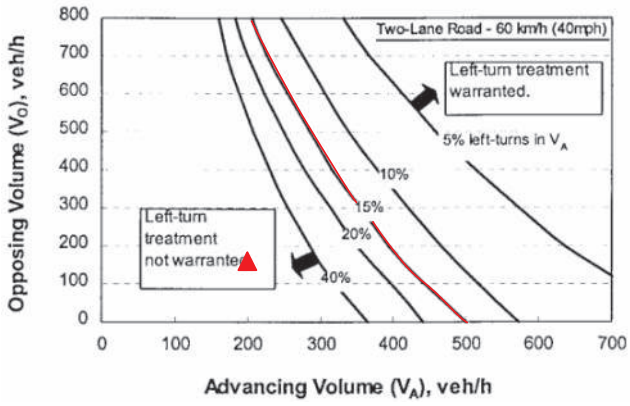
**AM Peak Hour**




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

Do NOT add left-turn bay.

**SCHOOL DISMISSAL**




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

Do NOT add left-turn bay.

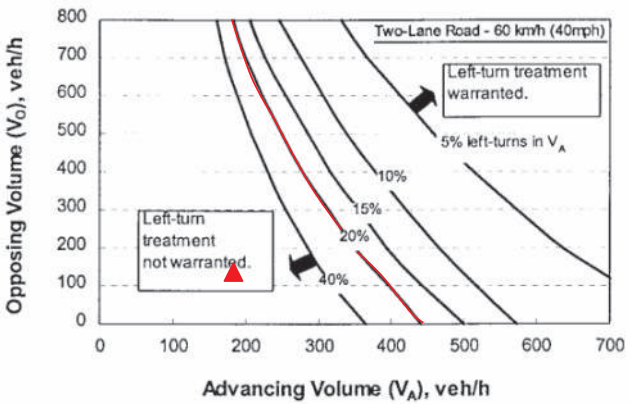
Source NCHRP 457 Figure 2-5

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

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

**PM Peak Hour**




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

Do NOT add left-turn bay.

**Exhibit 9**
Turn Lane Warrants – Pioneer Rd & Dwy 2 – Alternative 1

Bowman

# 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.<br>EB & WB queues at driveways<br>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 95$^{th}$% 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

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

# ALTA/NSPS LAND TITLE SURVEY

## PROMINENCE ALTA PARCELS

PROPERTY ADDRESS: NORTH COURTENAY, MERRITT ISLAND, FL

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

PARCEL 1:

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

PARCEL 2:

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

BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT-OF-WAY OF SAID PIONEER ROAD FOR 563.86 FEET TO A POINT LYING 203.03 FEET EAST OF THE EAST RIGHT-OF-WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD; THENCE CONTINUE S 89° 55' 50" W FOR 203.03 FEET TO THE EASTERLY RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3, THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.87 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.

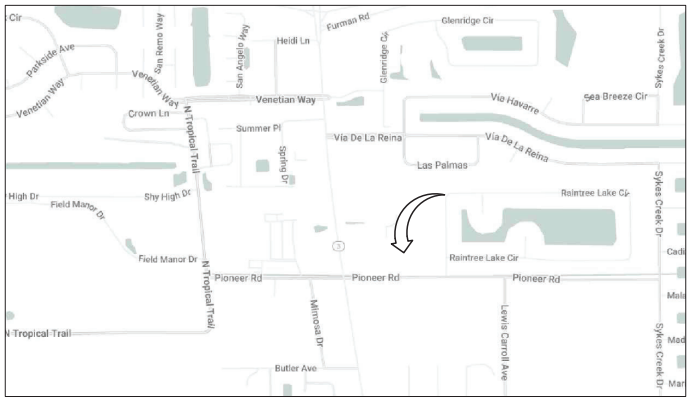
A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD (AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA) 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) | CB | 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
8440 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

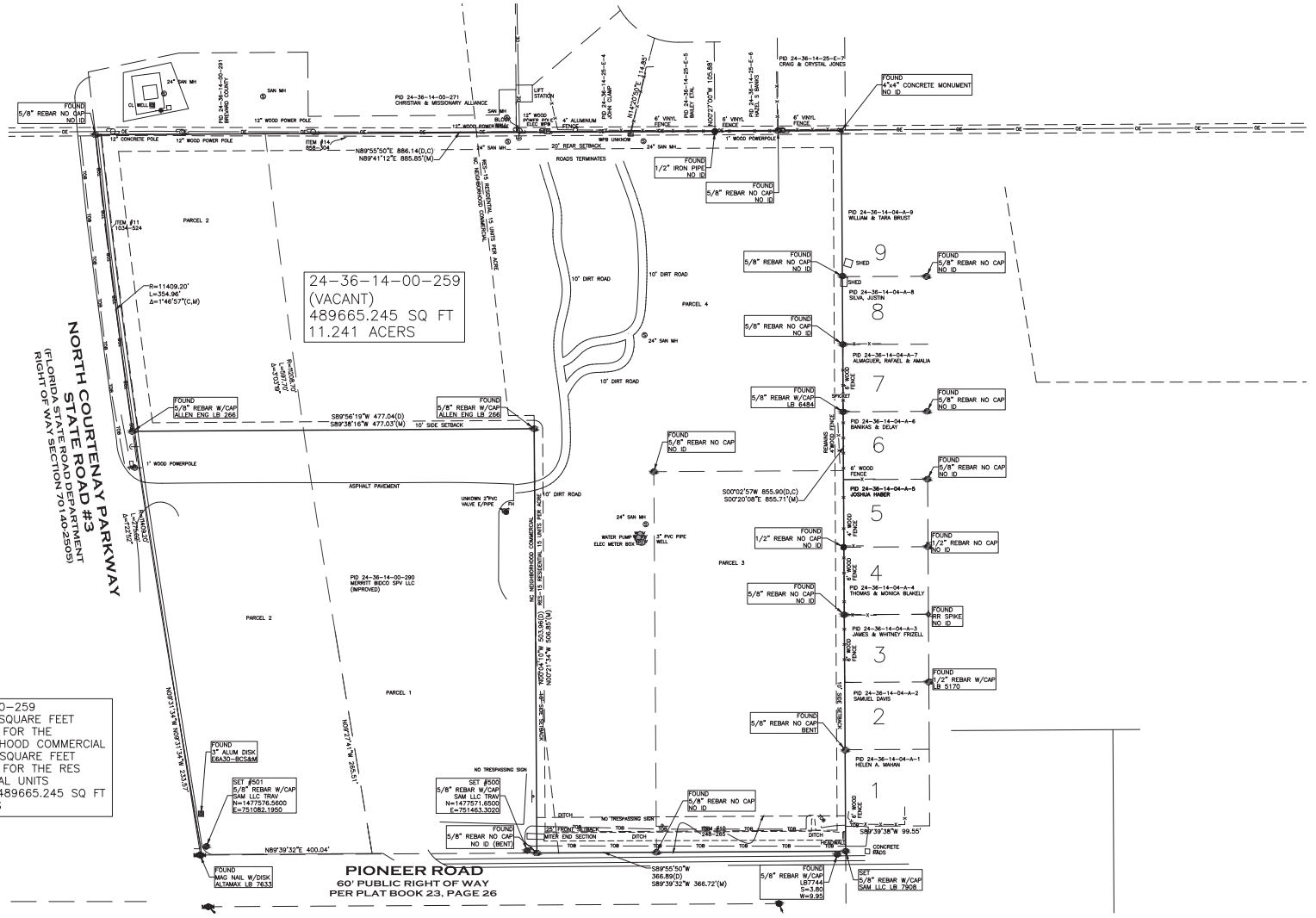
PATH:\\SAMINC\JAX\PROJECTS\1025102746\100\SURVEY\02BASE\1025102746-2400 NORTH COURTENAY PARKWAY- BOUNDARY- ALTA.DWG

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.




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
2 OF 2

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

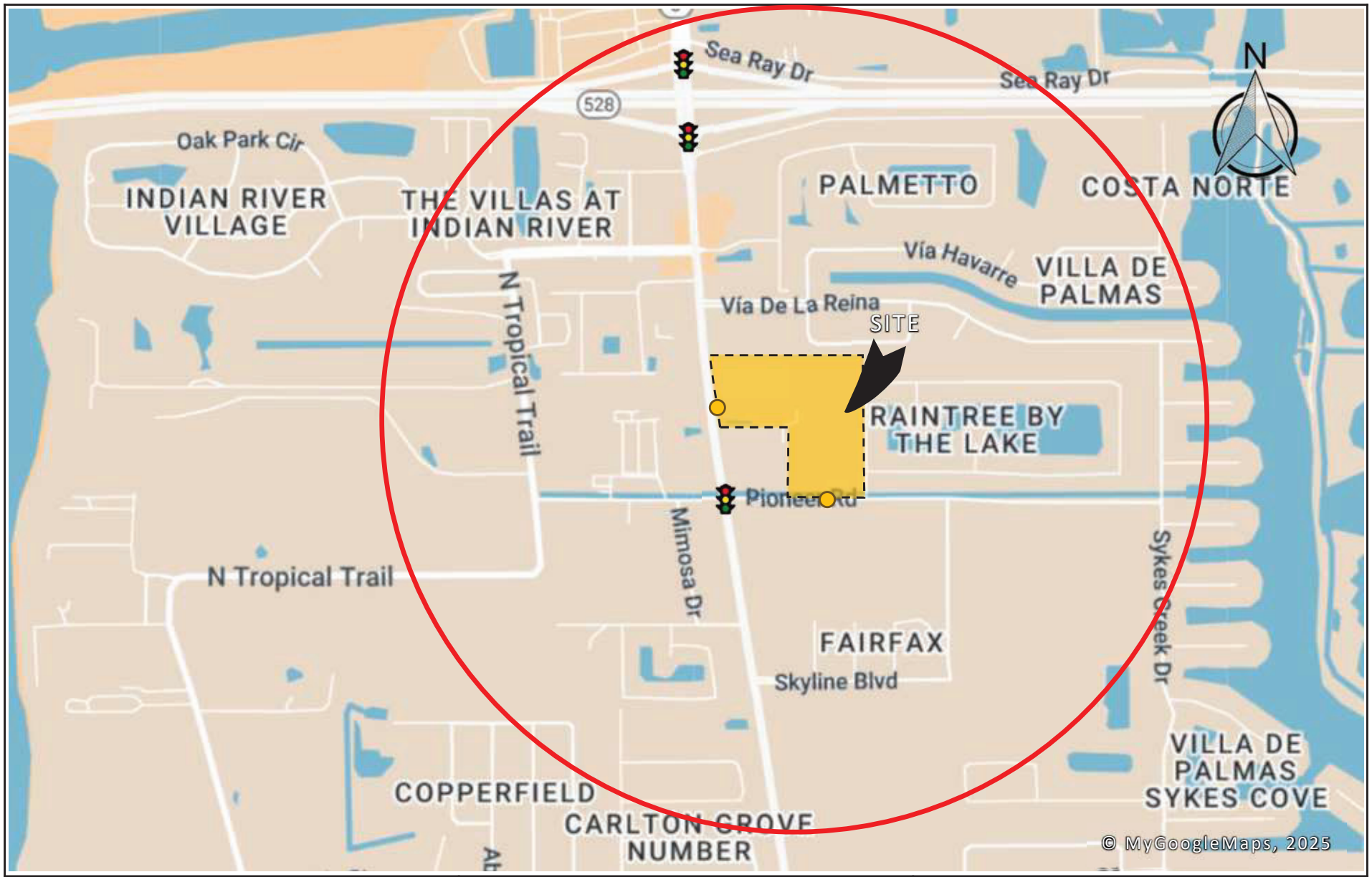
Attachment M-2. ITE 12th Edition Excerpts

Attachment M-3. Trip Distribution

Attachment M-4. Significance Evaluation

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

# ATTACHMENT M-1



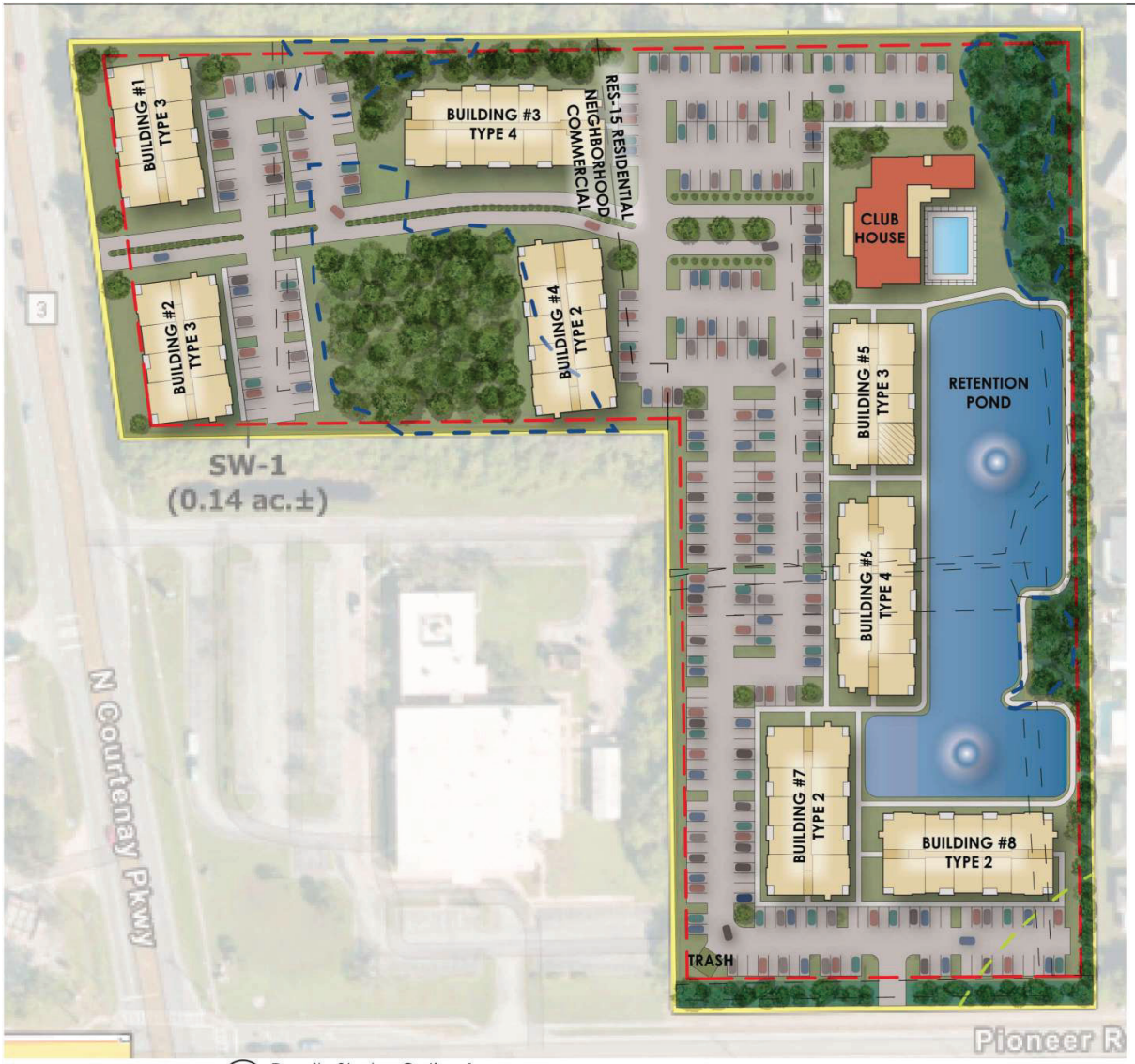

Bowman

**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)

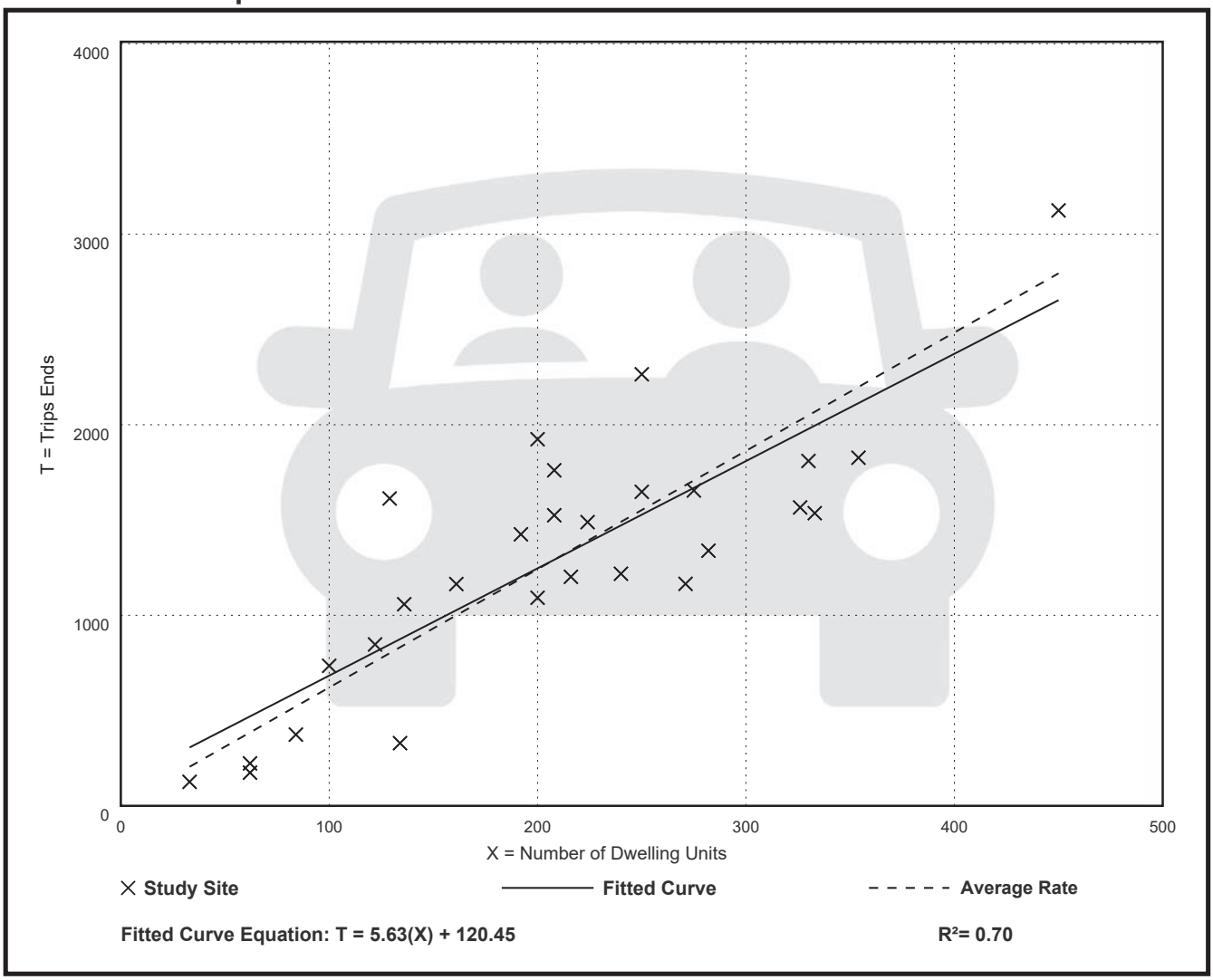
**Vehicle Trip Ends vs: Dwelling Units**
**On a: Weekday**

**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**

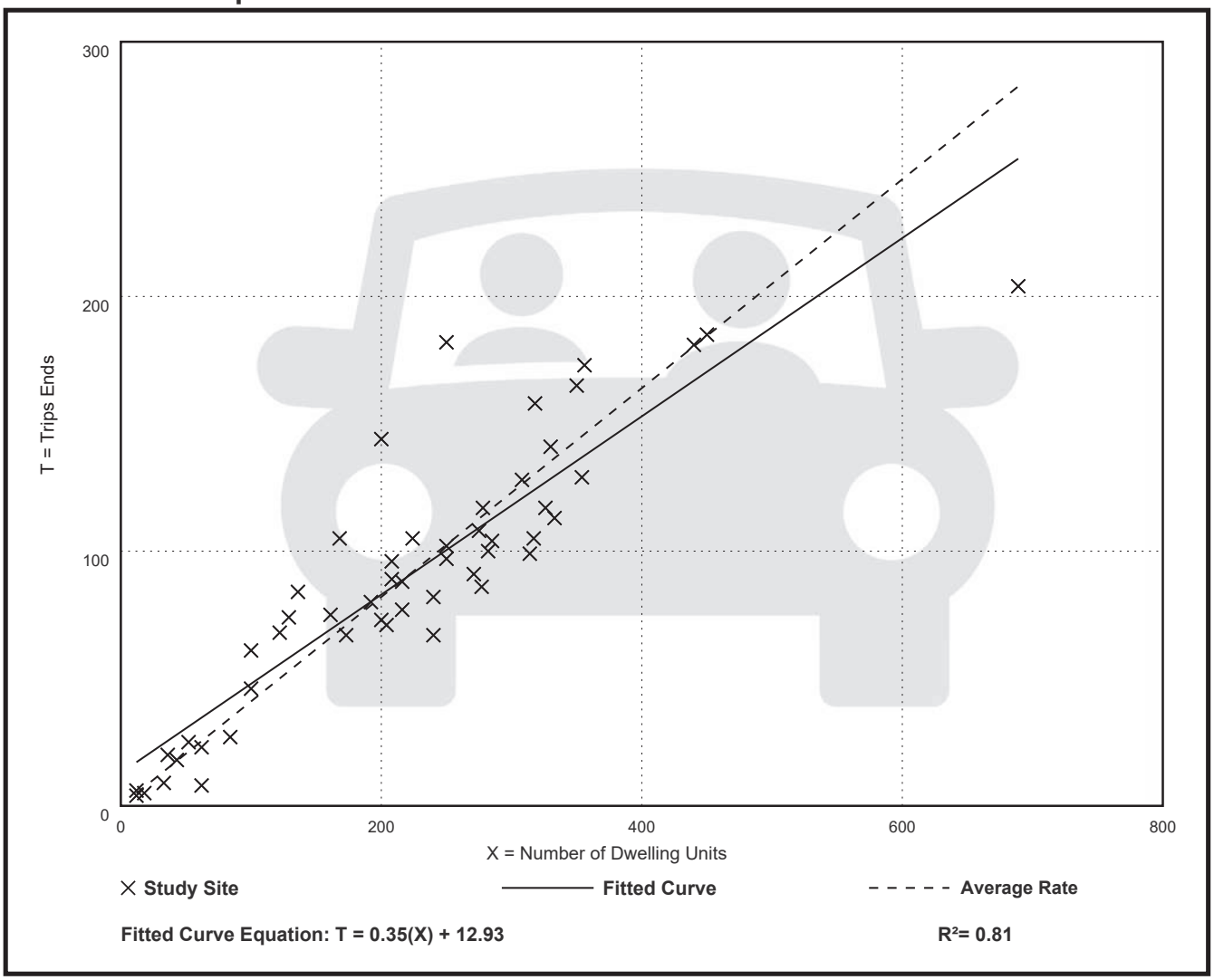
# Multifamily Housing (Low-Rise)
# Not Close to Rail Transit (220)

| | |
|---|---|
| **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**

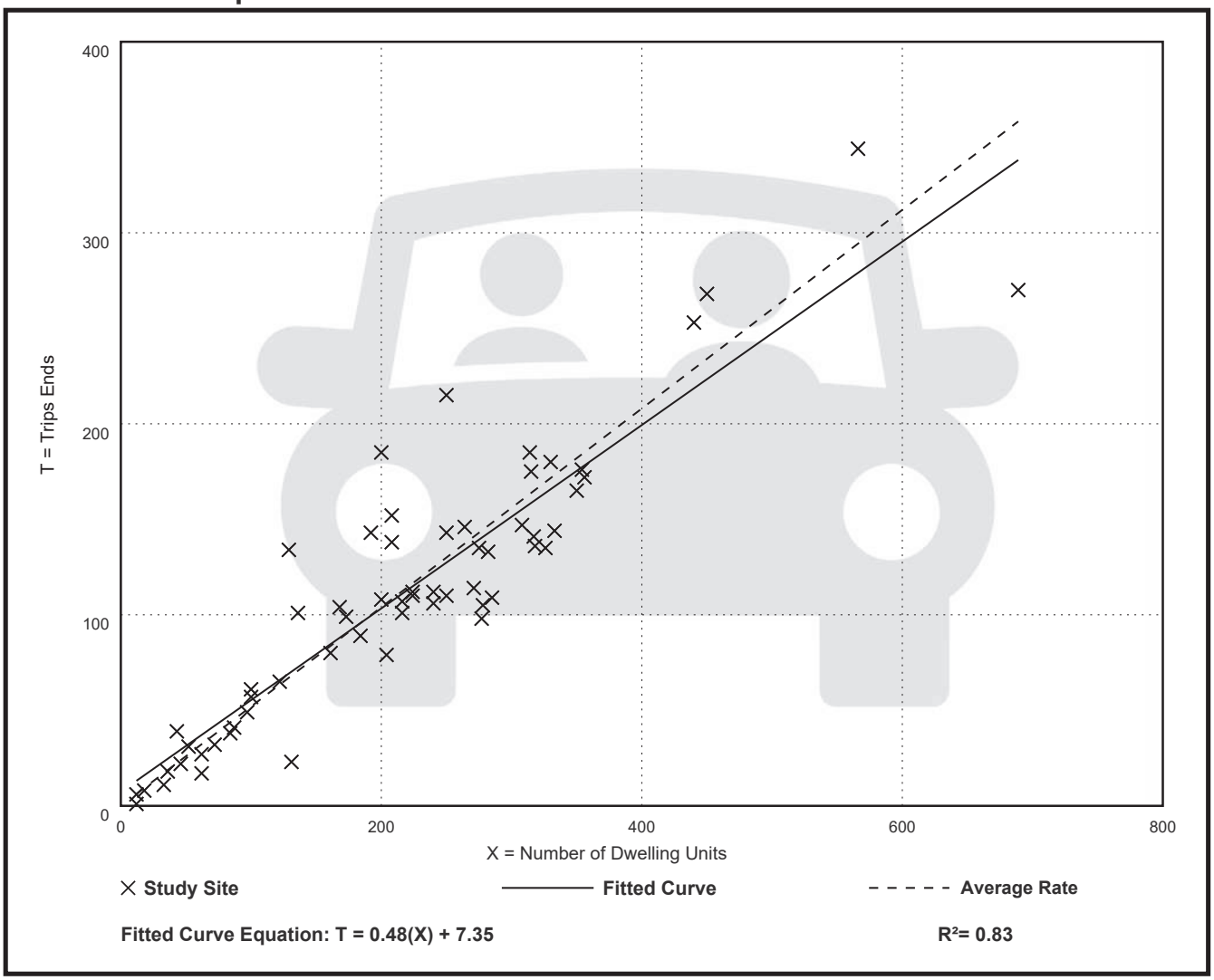
# Multifamily Housing (Low-Rise)
# Not Close to Rail Transit (220)

| | |
|---|---|
| **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 |

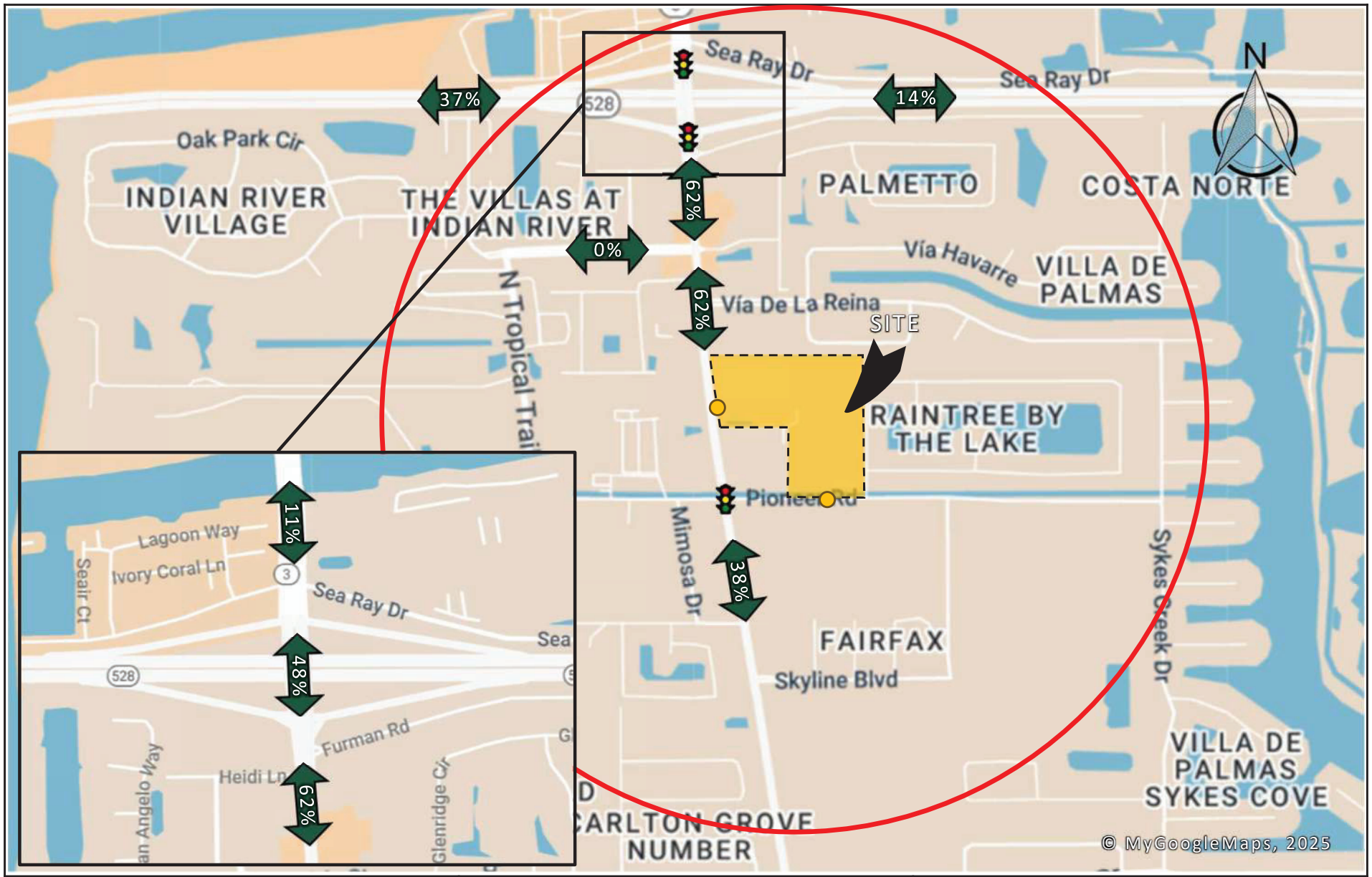
## Data Plot and Equation




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

**$R^2$= 0.83**

# ATTACHMENT M-3



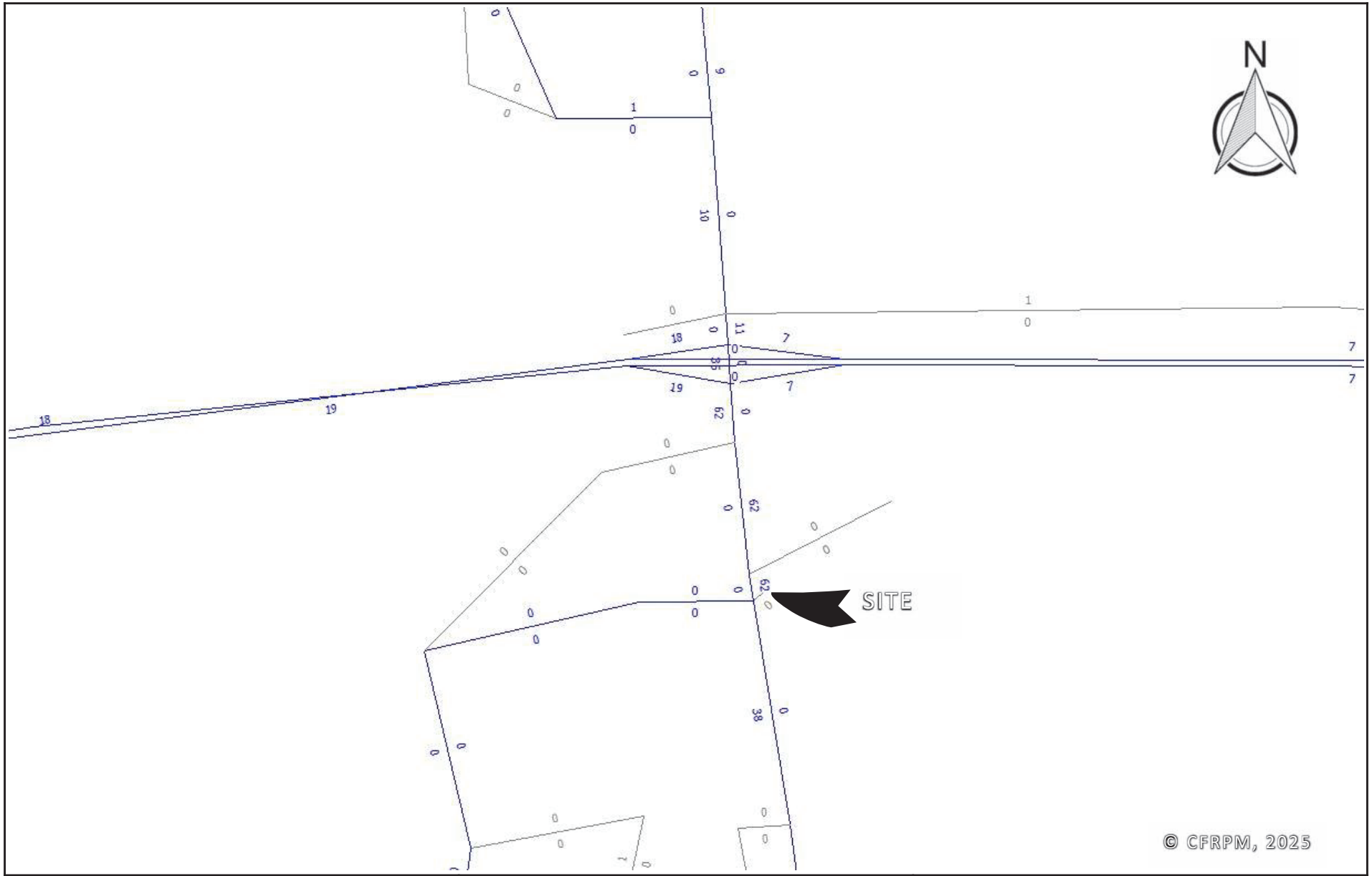

**Bowman**

**LEGEND**

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

# Figure 2. Site Trip Distribution

**Rangewater Merritt Island**

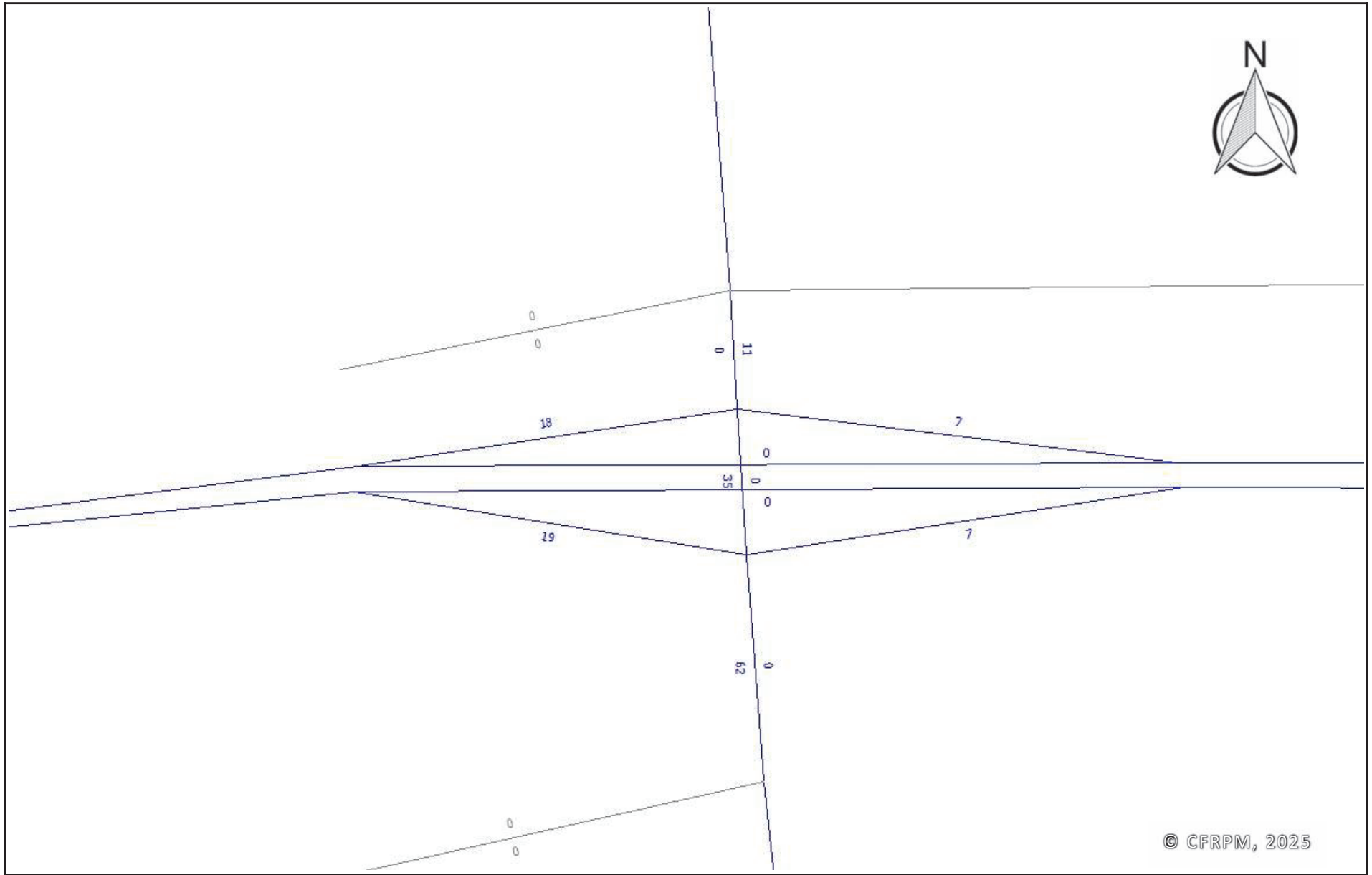



Bowman

**LEGEND**

FIGURE 3. CFRPM SCREENSHOT 1

**RANGEWATER MERRITT ISLAND**

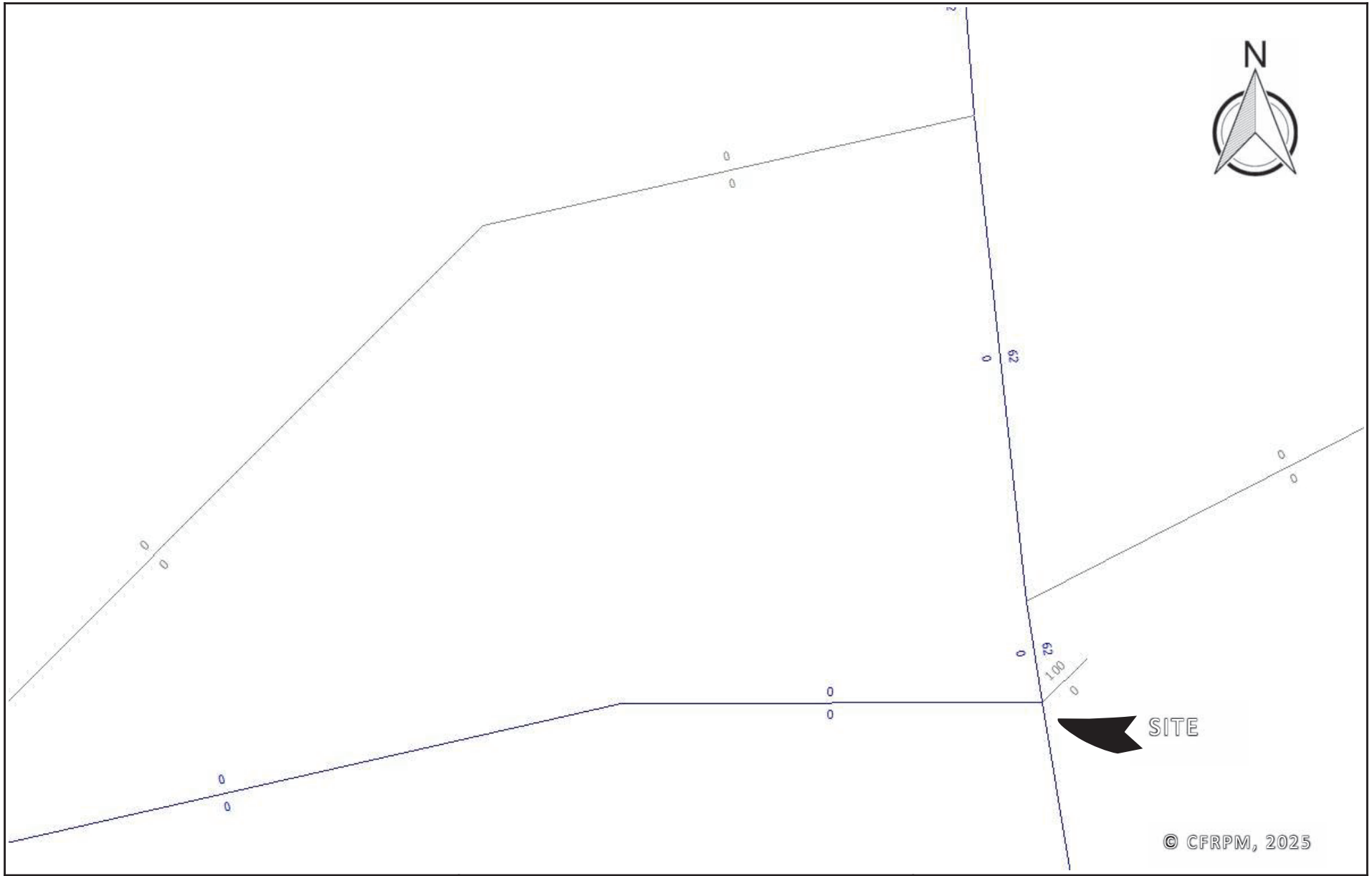



Bowman

**LEGEND**

FIGURE 4. CFRPM SCREENSHOT 2

**RANGEWATER MERRITT ISLAND**

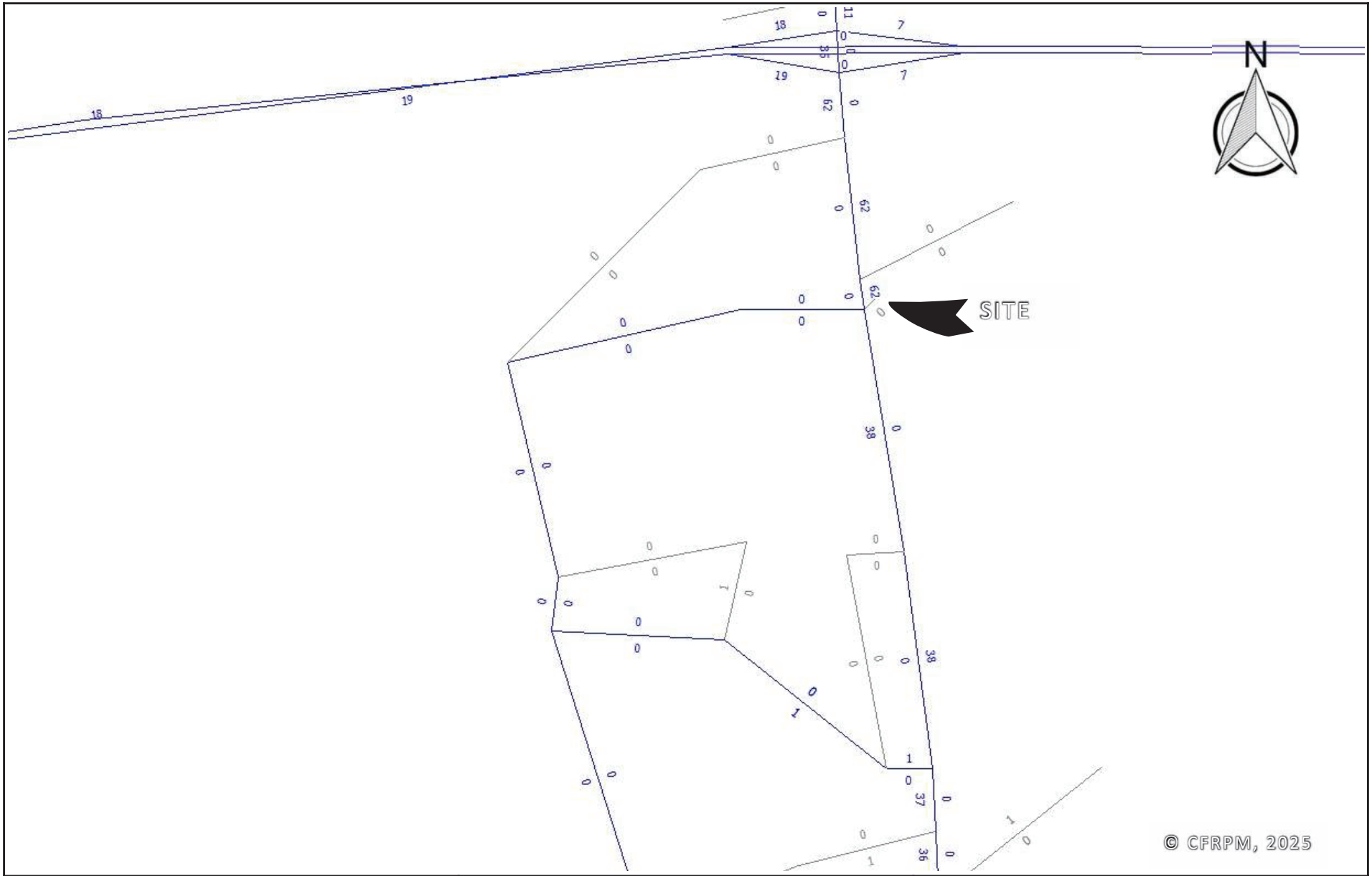



Bowman

**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]

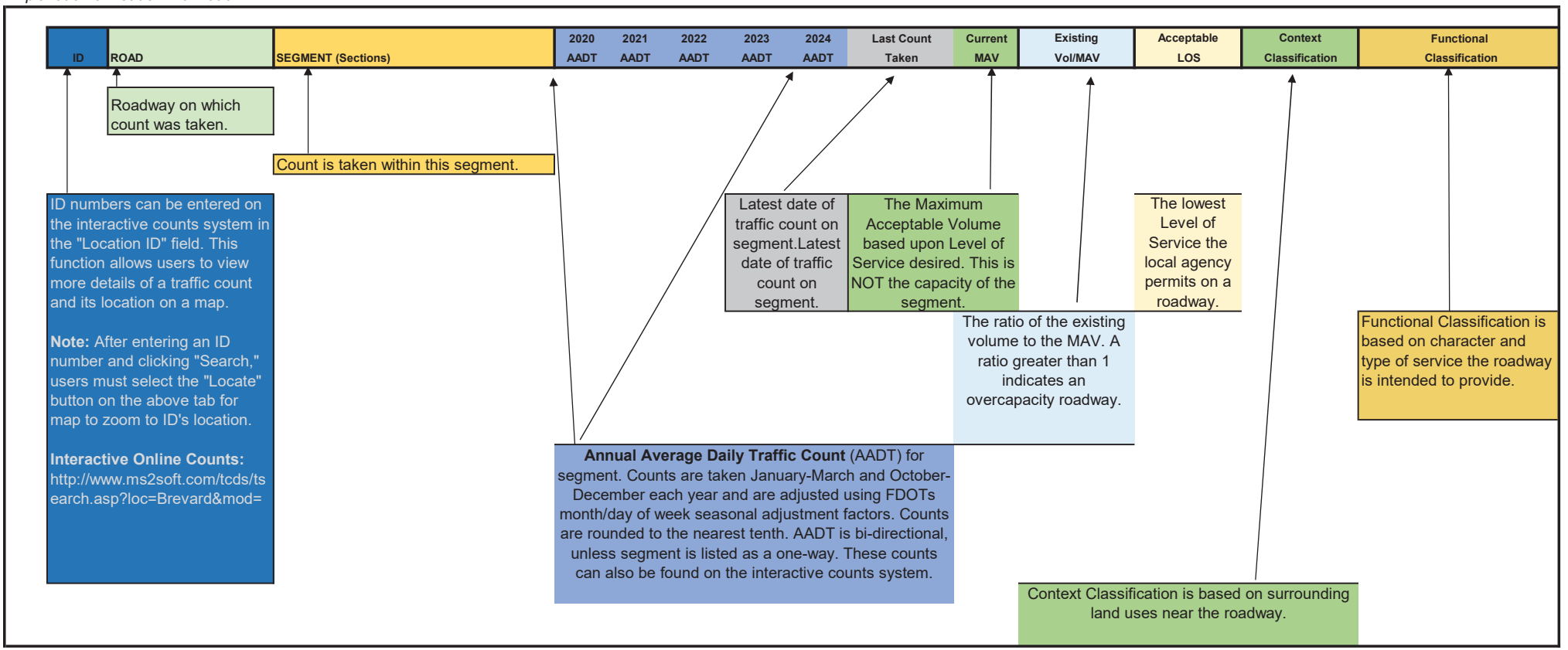
**MAY 19, 2025**

# 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

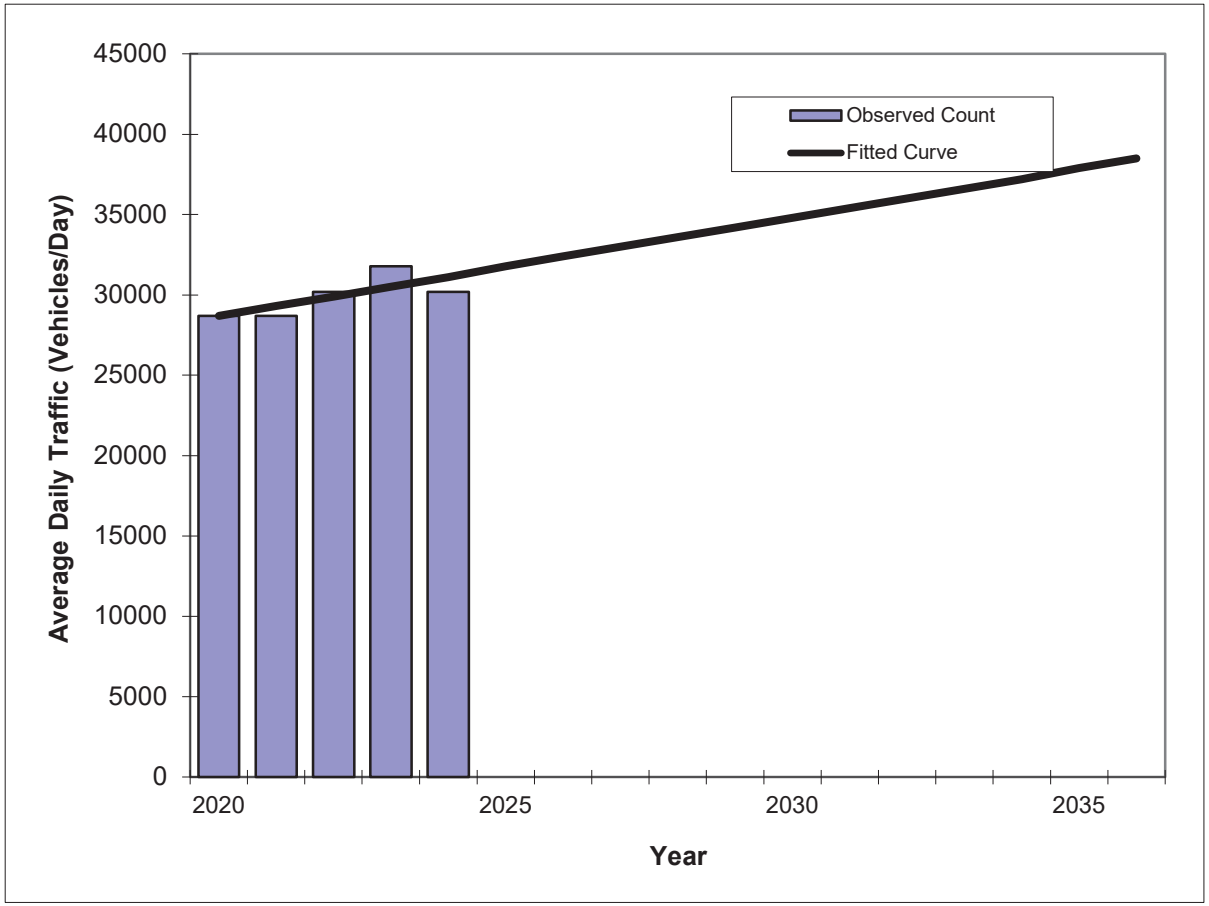
(2) Annual growth rate from 2024 to 2026

# 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**

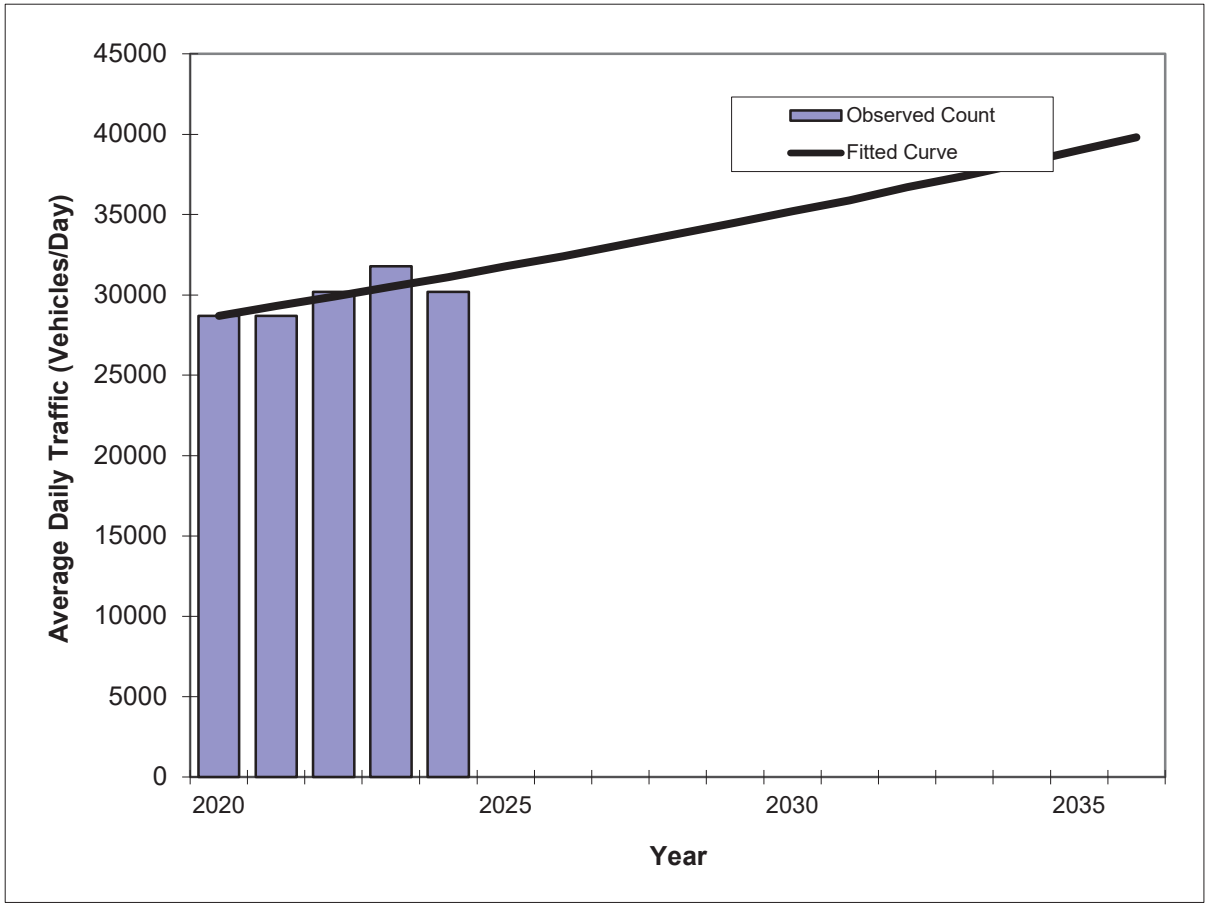
***Axle-Adjusted**

# 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**

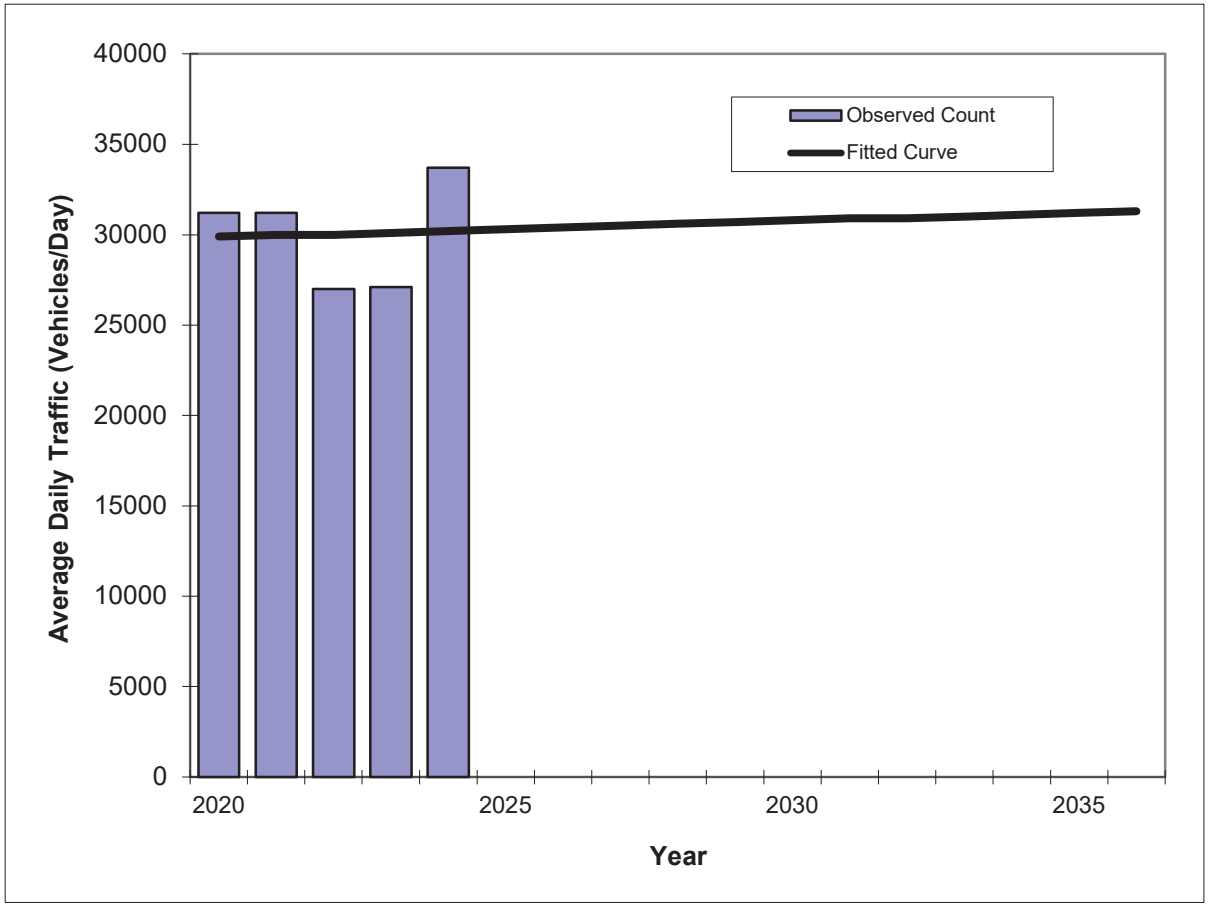
***Axle-Adjusted**

# 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**

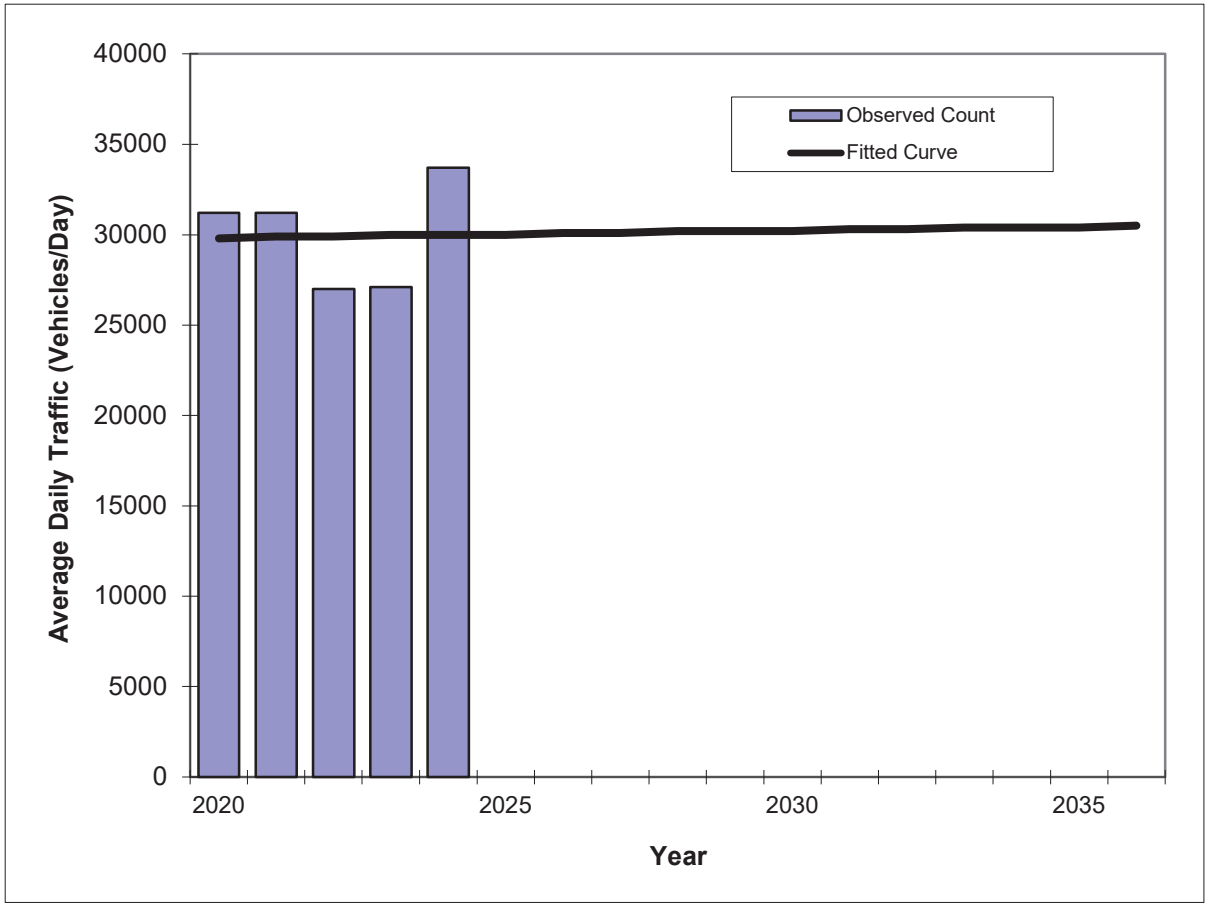
***Axle-Adjusted**

# 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**

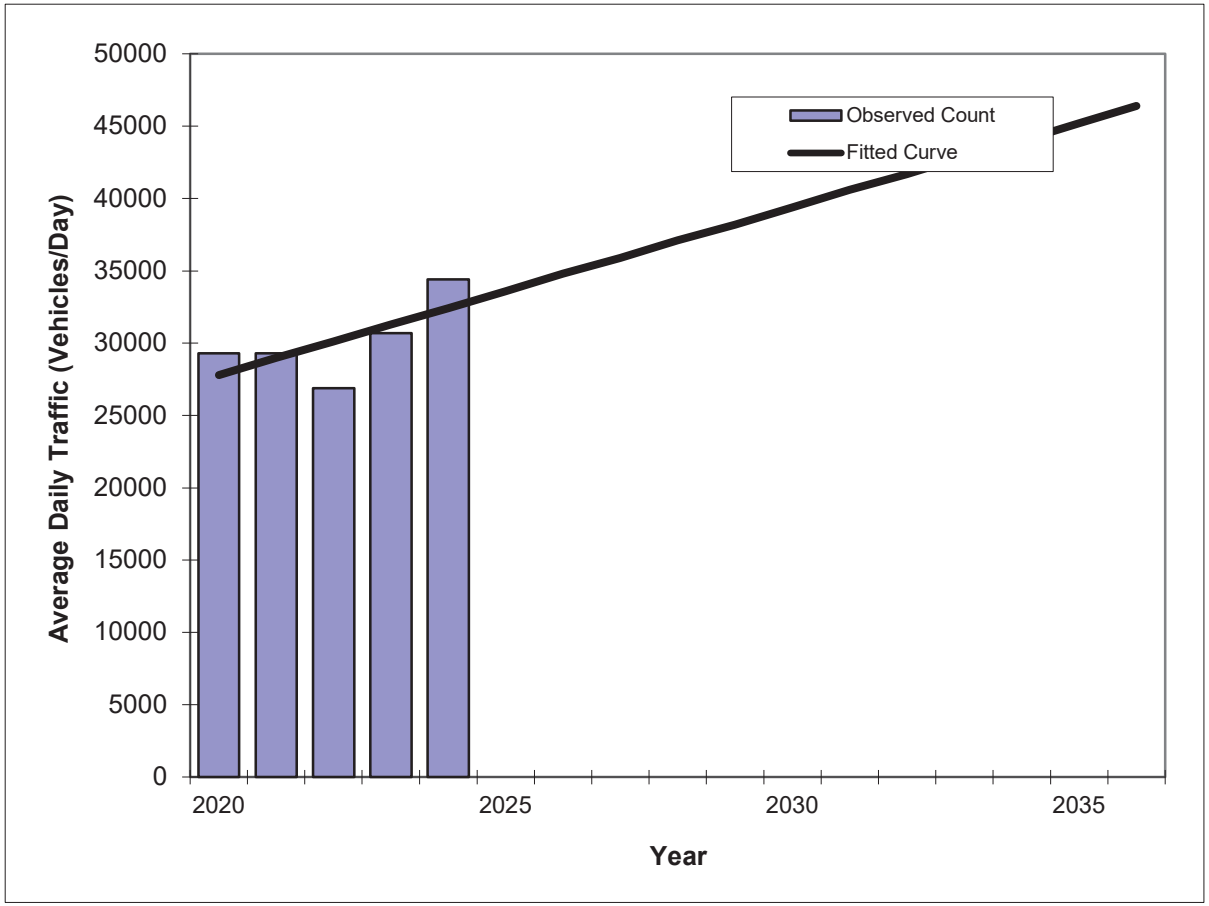
***Axle-Adjusted**

# 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**

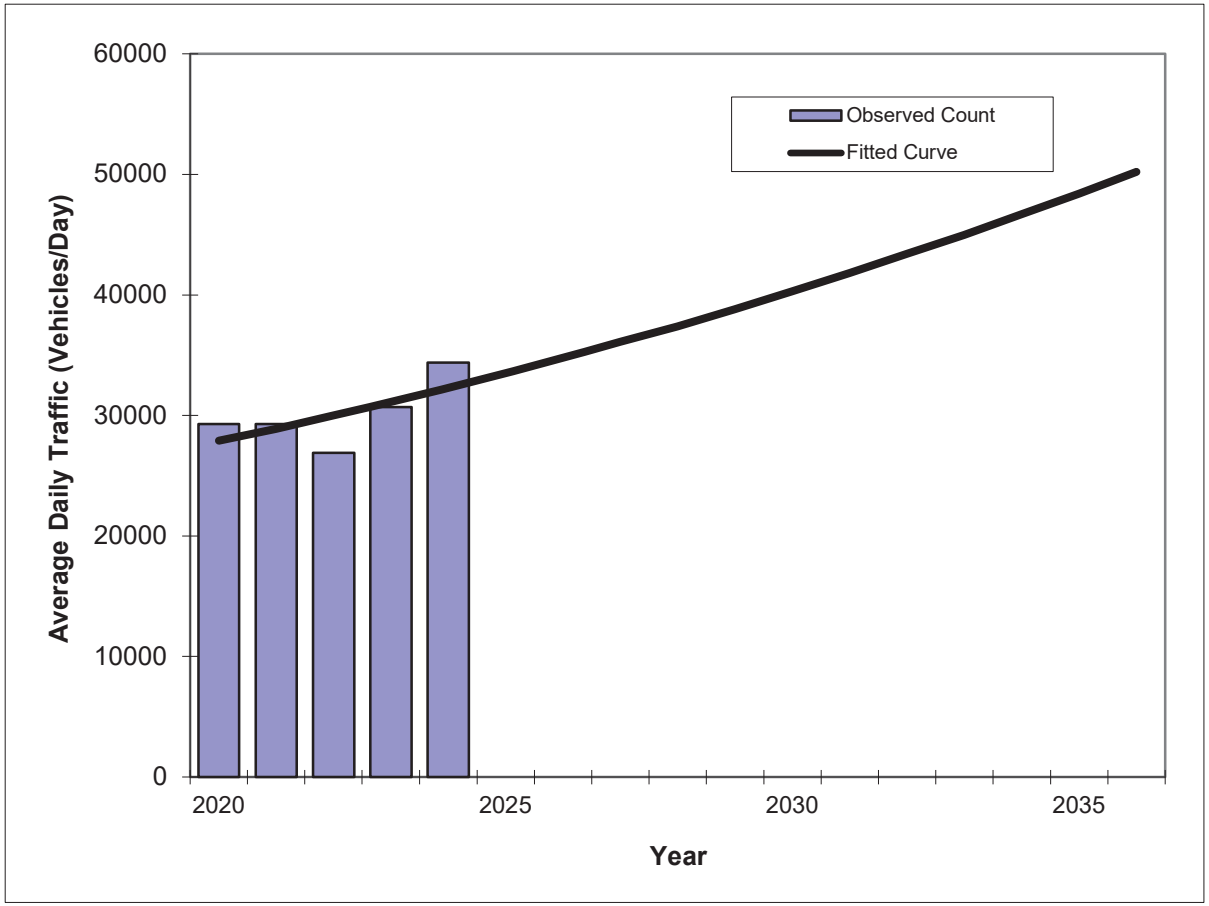
***Axle-Adjusted**

# 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**

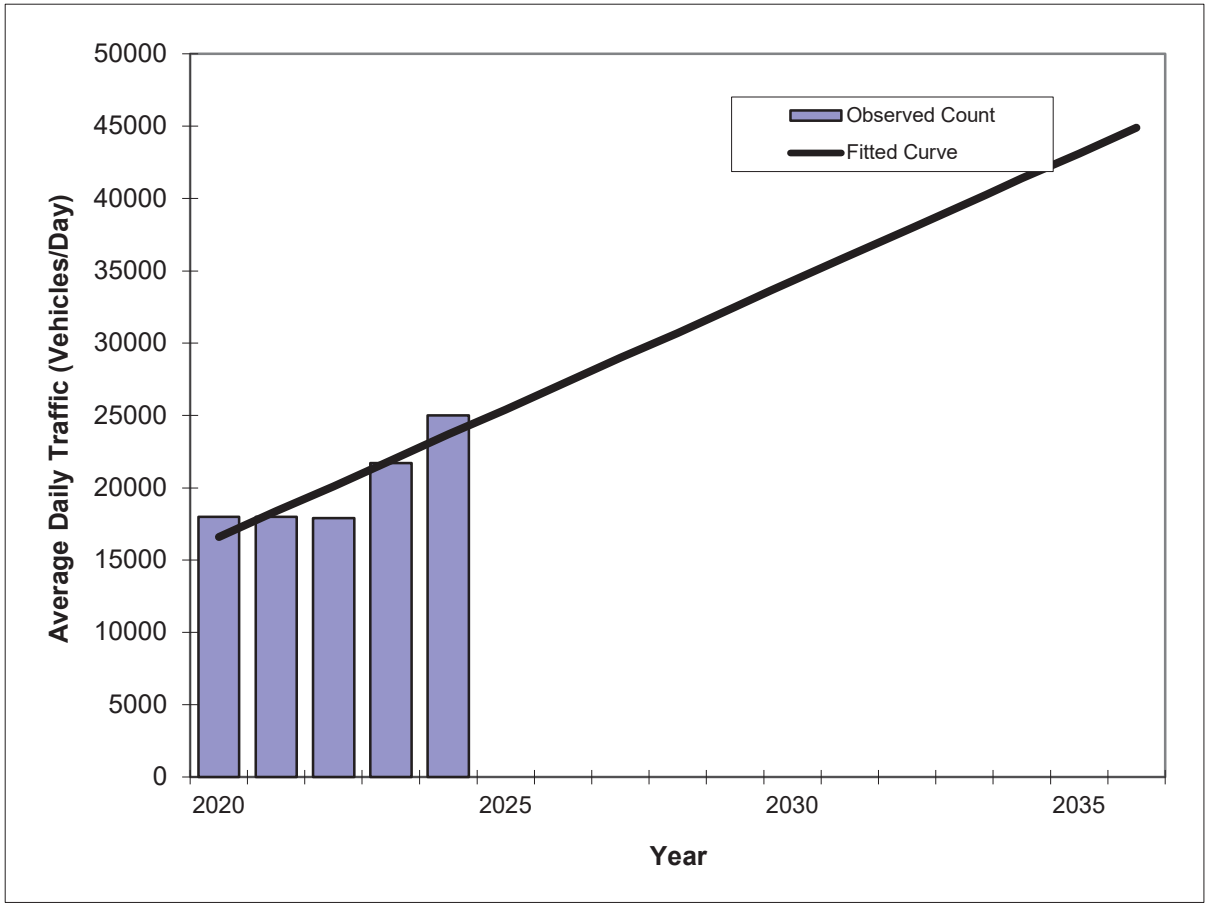
***Axle-Adjusted**

# 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**

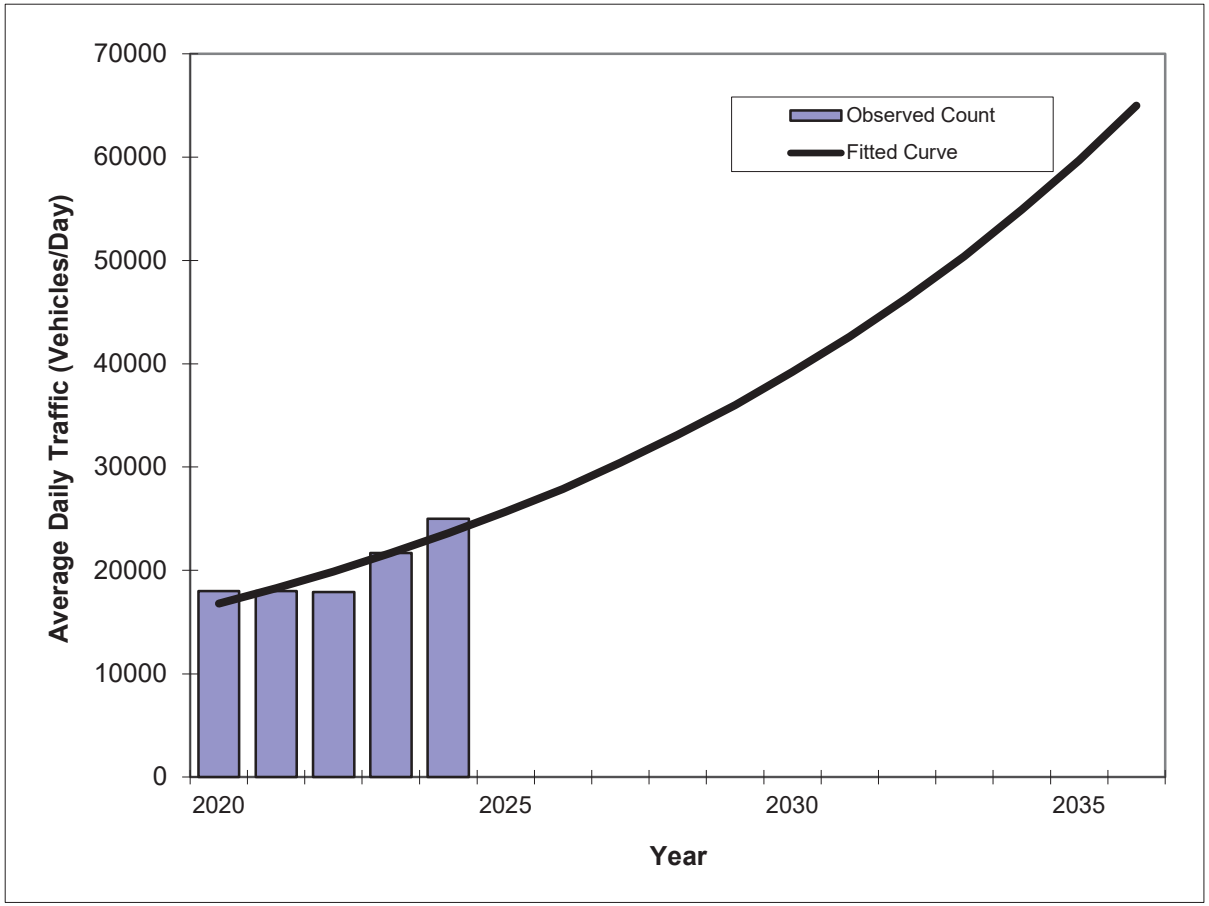
***Axle-Adjusted**

# 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**

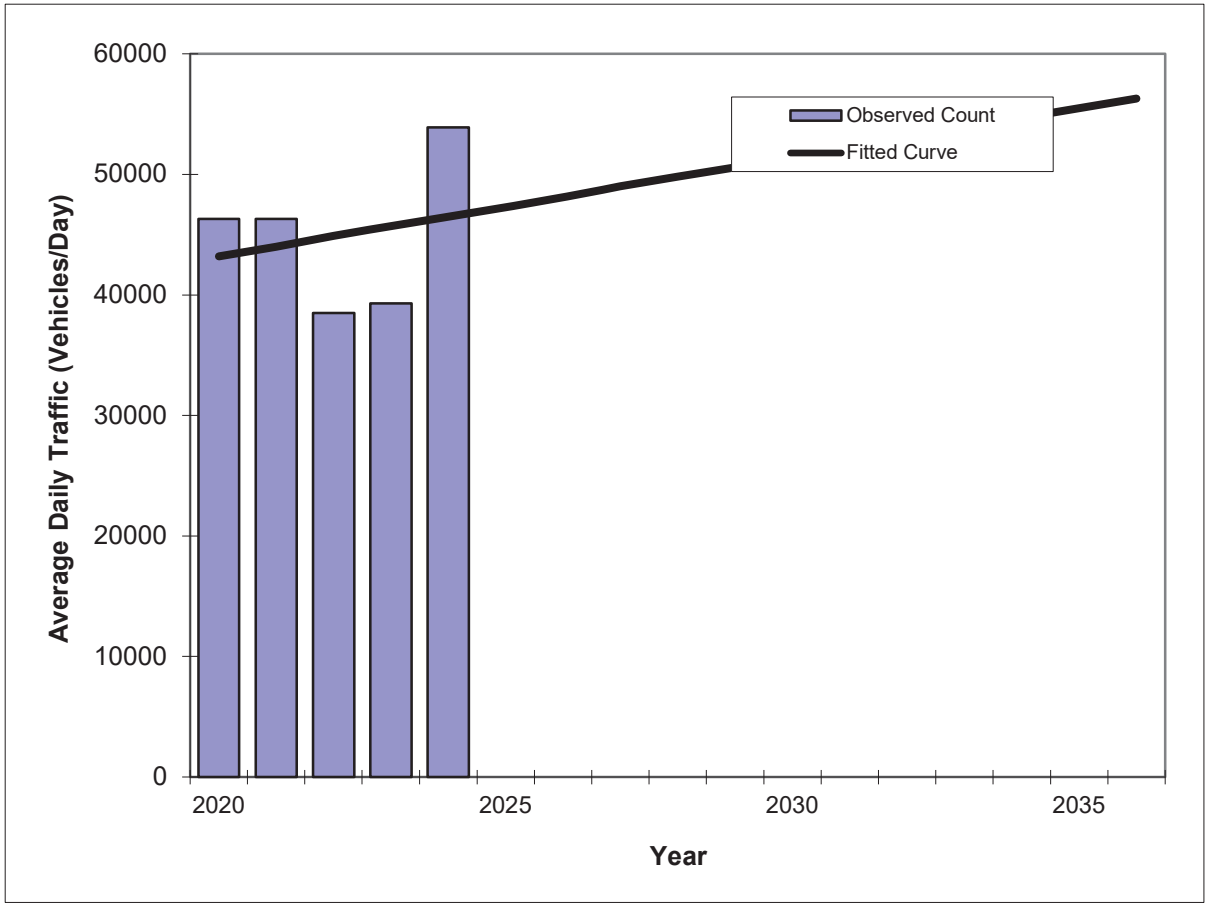
***Axle-Adjusted**

# 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**

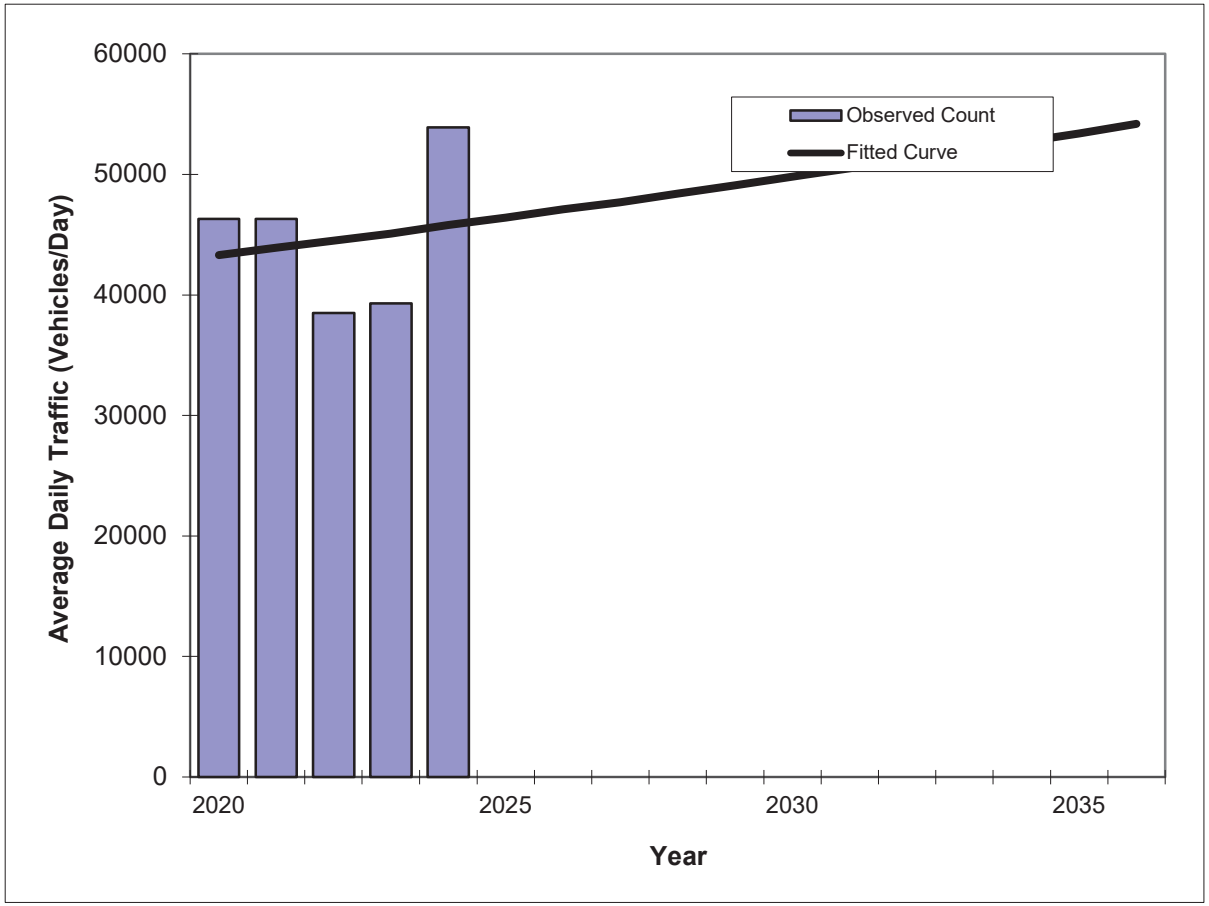
***Axle-Adjusted**

# 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 | | |

*Axle-Adjusted

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

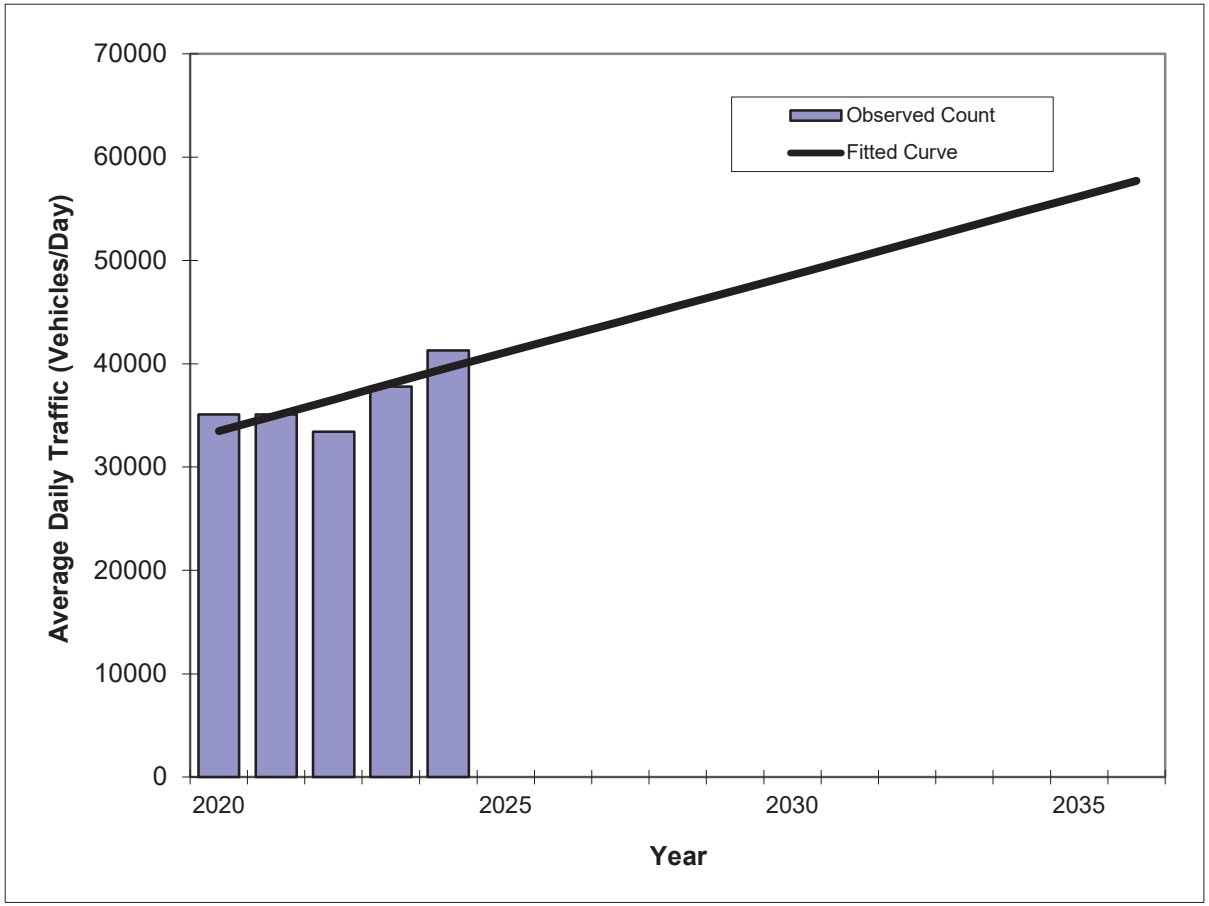
**Exponential Growth Option**

# Traffic 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**

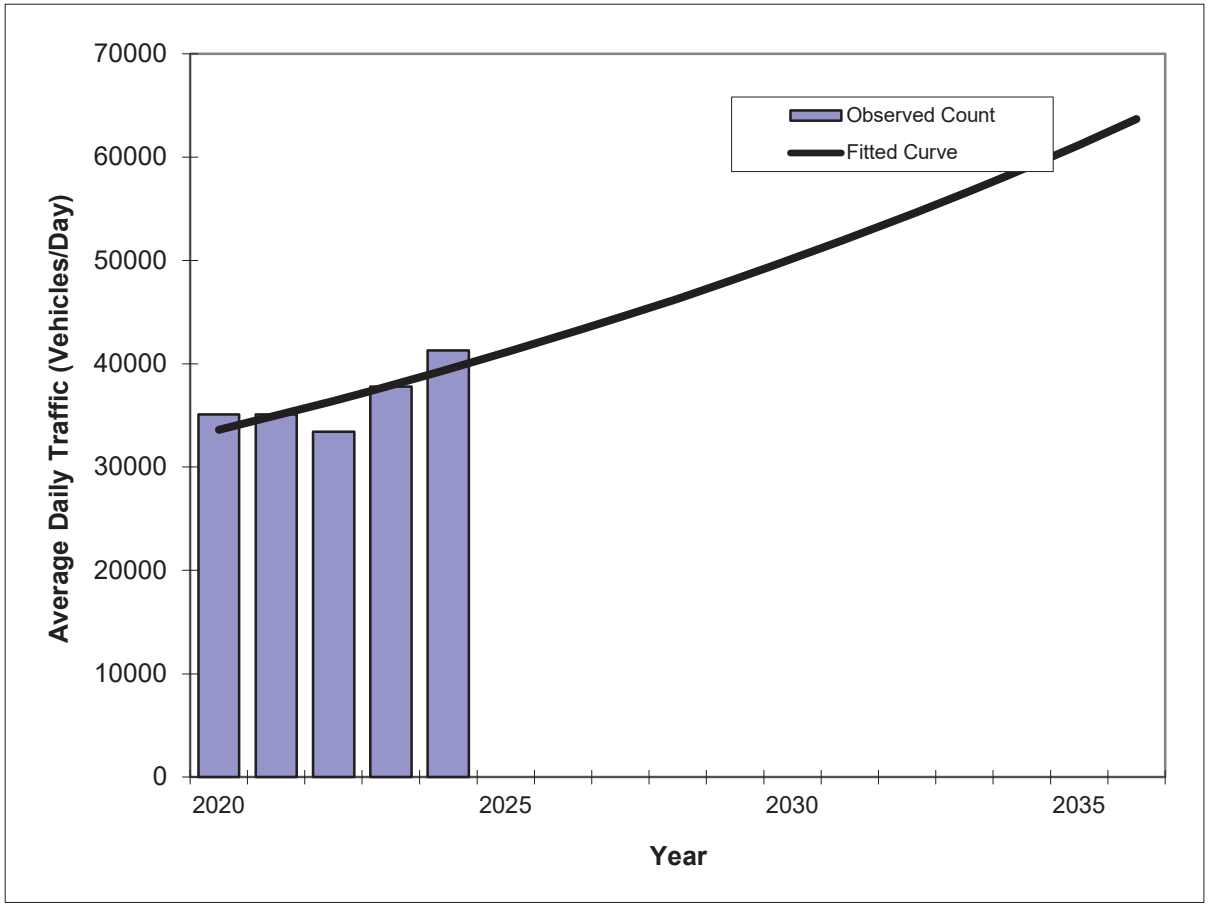
***Axle-Adjusted**

# 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 |

*NC=Not Counted; UC=Under Construction*

## 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.

Copyright © 2025 by the University of Florida.

# 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

Click here for Detailed Weather

**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
www.marrtraffic.com

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

**Date**
Wednesday, November 5, 2025

**Lat/Long**
28.398034°, -80.702878°

**Weather**
Fair
75°F

Click here for Detailed Weather

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Wednesday, November 5, 2025

**Lat/Long**
28.398034°, -80.702878°

**Weather**
Fair
75°F

Click here for Detailed Weather

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

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

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

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

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

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

# Bi-Directional Class Count || SB WB 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Wednesday, November 5, 2025

**Lat/Long**
28.398034°, -80.702878°

**Weather**
Fair
75°F

Click here for Detailed Weather

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

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

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

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

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

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

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

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Wednesday, November 5, 2025

**Lat/Long**
28.398034°, -80.702878°

**Weather**
Fair
75°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (11-05-2025)**
Bi-Directional 60min

| | Bi-Directional 60min | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total |
| 0000 - 0100 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** |
| 0100 - 0200 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 0200 - 0300 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 0300 - 0400 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 0400 - 0500 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 0500 - 0600 | 0 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 0600 - 0700 | 0 | 65 | 20 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** |
| 0700 - 0800 | 0 | 481 | 125 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **620** |
| 0800 - 0900 | 0 | 154 | 55 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **213** |
| 0900 - 1000 | 1 | 125 | 43 | 1 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **179** |
| 1000 - 1100 | 0 | 118 | 32 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **156** |
| 1100 - 1200 | 0 | 135 | 44 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **185** |
| 1200 - 1300 | 0 | 143 | 38 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **188** |
| 1300 - 1400 | 0 | 149 | 39 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **190** |
| 1400 - 1500 | 0 | 365 | 65 | 8 | 7 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **448** |
| 1500 - 1600 | 0 | 164 | 62 | 5 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **235** |
| 1600 - 1700 | 0 | 182 | 45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **233** |
| 1700 - 1800 | 0 | 191 | 59 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **251** |
| 1800 - 1900 | 0 | 104 | 39 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **147** |
| 1900 - 2000 | 0 | 86 | 31 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **118** |
| 2000 - 2100 | 0 | 49 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **75** |
| 2100 - 2200 | 0 | 25 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 2200 - 2300 | 0 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** |
| 2300 - 2400 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |

| Session Total | 1 | 2606 | 763 | 35 | 41 | 1 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 3460 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Session Average | 0.04 | 108.58 | 31.79 | 1.46 | 1.71 | 0.04 | 0.00 | 0.50 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | **144.17** |
| Session Percentage | 0.03 | 75.32 | 22.05 | 1.01 | 1.18 | 0.03 | 0.00 | 0.35 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | |

| AM Peak Hour | 0900 - 1000 | 0700 - 0800 | 0700 - 0800 | 0700 - 0800 | 0900 - 1000 | - | - | 0900 - 1000 | - | - | - | - | - | **0700 - 0800** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 1 | 481 | 125 | 11 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **620** |
| AM Peak %age | 0.16 | 77.58 | 20.16 | 1.77 | 0.97 | 0.00 | 0.00 | 0.48 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Noon Peak Hour | - | 1400 - 1500 | 1400 - 1500 | 1400 - 1500 | 1400 - 1500 | 1300 - 1400 | - | 1400 - 1500 | - | - | - | - | - | **1400 - 1500** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Noon Peak Volume | 0 | 365 | 65 | 8 | 7 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **448** |
| Noon Peak %age | 0.00 | 81.47 | 14.51 | 1.79 | 1.56 | 0.22 | 0.00 | 0.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| PM Peak Hour | - | 1700 - 1800 | 1500 - 1600 | 1600 - 1700 | 1500 - 1600 | - | - | 1500 - 1600 | 1900 - 2000 | - | - | - | - | **1700 - 1800** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Peak Volume | 0 | 191 | 62 | 6 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **251** |
| PM Peak %age | 0.00 | 76.10 | 24.70 | 2.39 | 1.20 | 0.00 | 0.00 | 0.40 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | |

## Bi-Directional Class Count || Volume Summary 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Wednesday, November 5, 2025

**Lat/Long**
28.398034°, -80.702878°

**Weather**
Fair
75°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (11-05-2025)**
Volume Summary 60min

| | Volume Summary 60min | | |
|---|---|---|---|
| TIME | EB | WB | Total |
| 0000 - 0100 | 7 | 4 | **11** |
| 0100 - 0200 | 1 | 1 | **2** |
| 0200 - 0300 | 2 | 3 | **5** |
| 0300 - 0400 | 0 | 5 | **5** |
| 0400 - 0500 | 2 | 10 | **12** |
| 0500 - 0600 | 1 | 23 | **24** |
| 0600 - 0700 | 24 | 63 | **87** |
| 0700 - 0800 | 298 | 322 | **620** |
| 0800 - 0900 | 67 | 146 | **213** |
| 0900 - 1000 | 83 | 96 | **179** |
| 1000 - 1100 | 66 | 90 | **156** |
| 1100 - 1200 | 85 | 100 | **185** |

| | Volume Summary 60min | | |
|---|---|---|---|
| Time | EB | WB | Total |
| 1200 - 1300 | 96 | 92 | **188** |
| 1300 - 1400 | 104 | 86 | **190** |
| 1400 - 1500 | 217 | 231 | **448** |
| 1500 - 1600 | 113 | 122 | **235** |
| 1600 - 1700 | 127 | 106 | **233** |
| 1700 - 1800 | 134 | 117 | **251** |
| 1800 - 1900 | 89 | 58 | **147** |
| 1900 - 2000 | 74 | 44 | **118** |
| 2000 - 2100 | 54 | 21 | **75** |
| 2100 - 2200 | 25 | 10 | **35** |
| 2200 - 2300 | 15 | 10 | **25** |
| 2300 - 2400 | 13 | 3 | **16** |

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

## Bi-Directional Class Count || Graphical Analysis NB EB

Merritt Island, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**

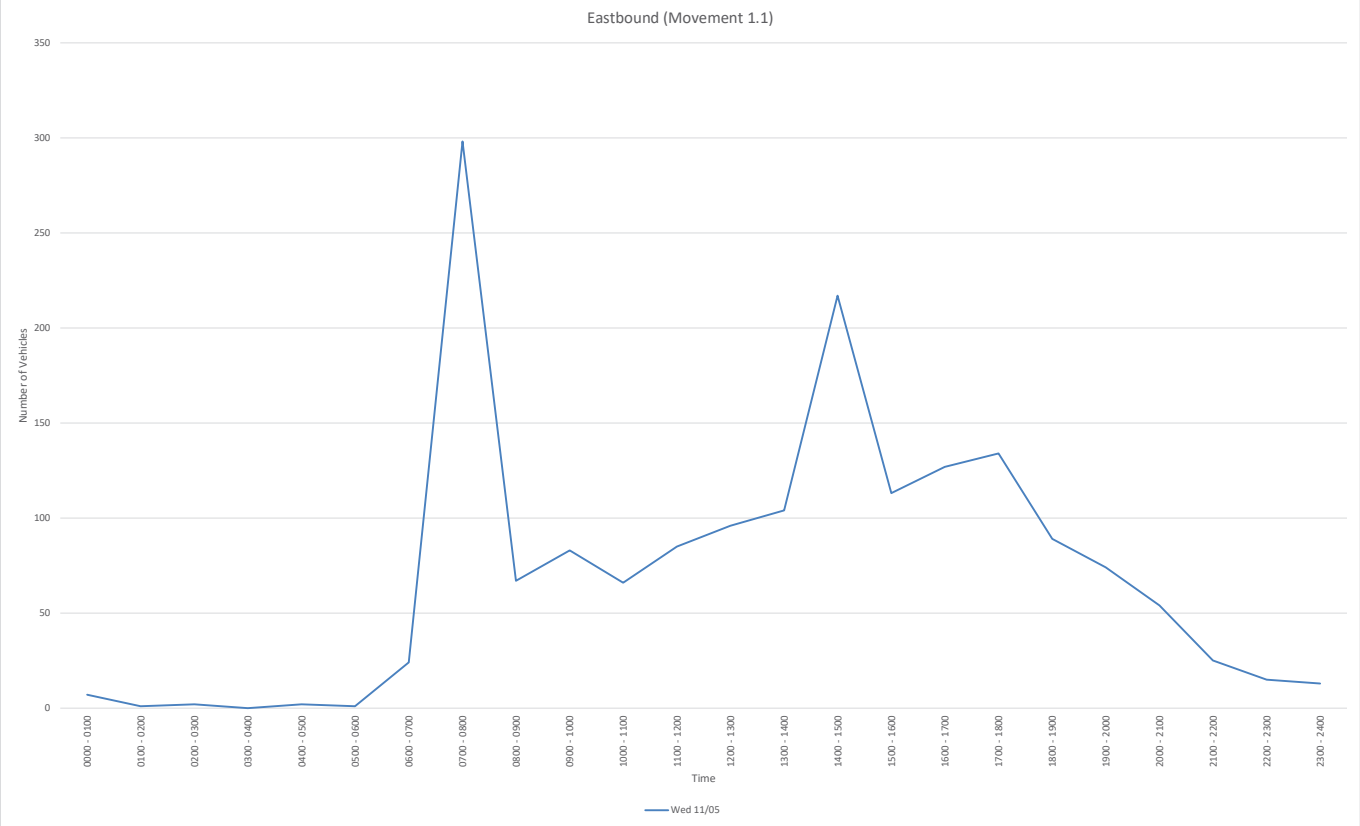
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

**Lat/Long**

28.398034°, -80.702878°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis 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**

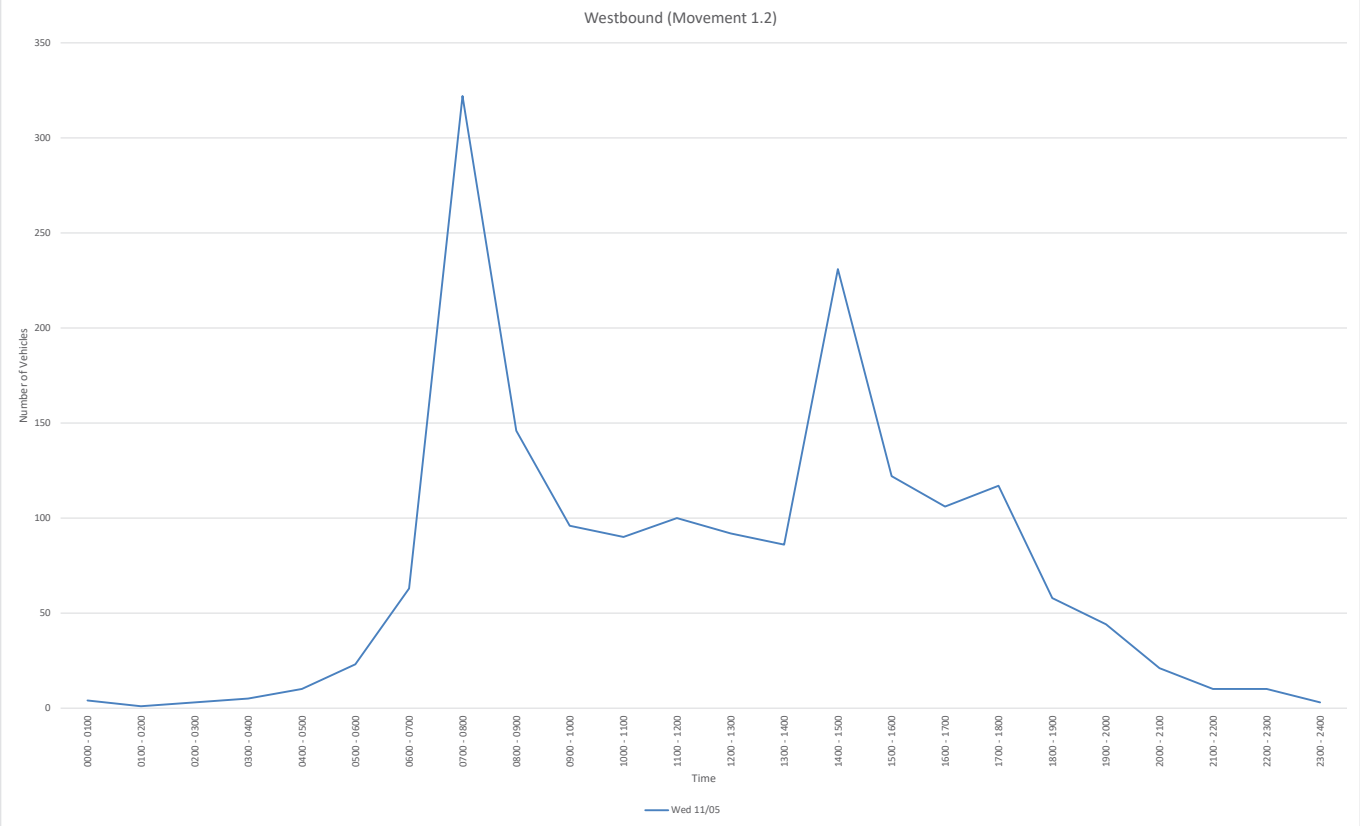
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

**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**

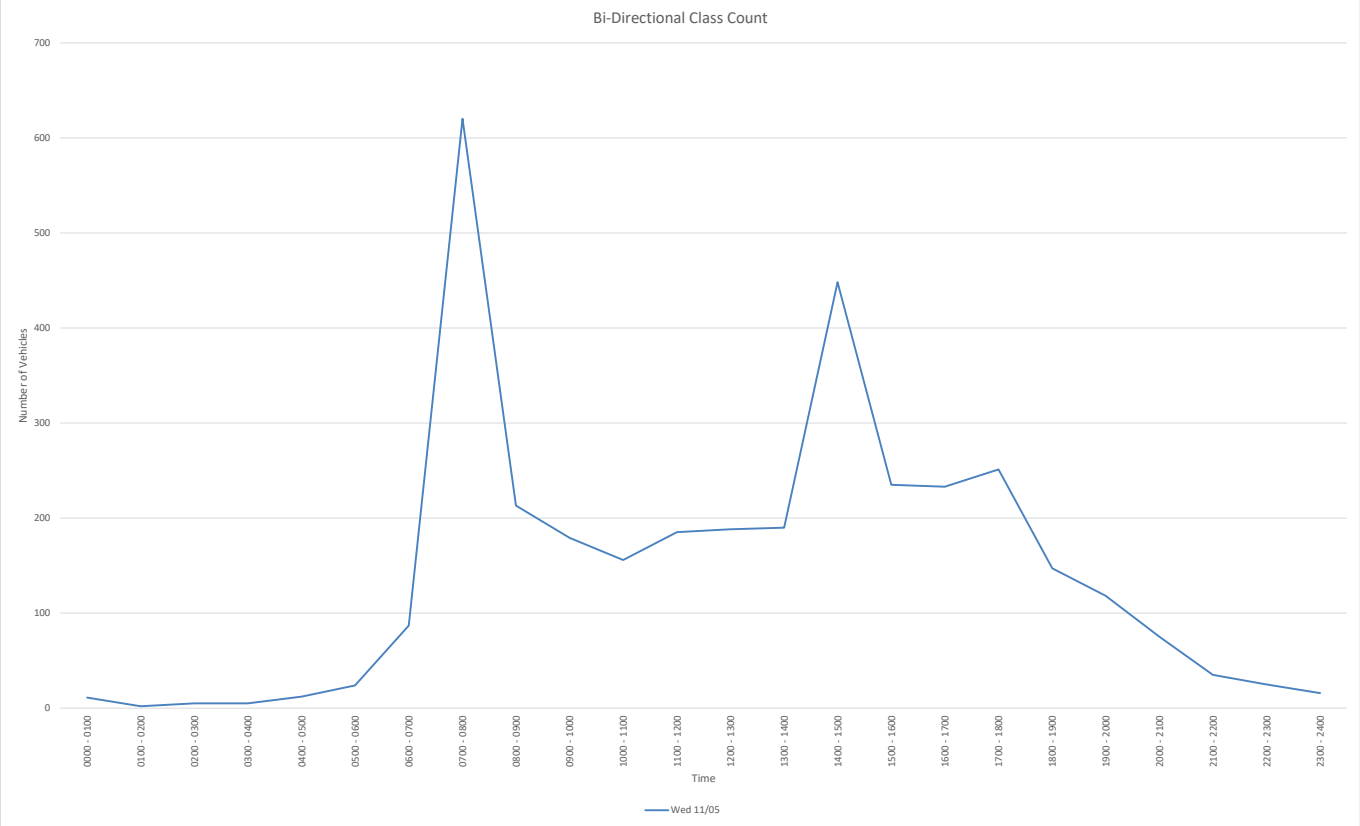
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

**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
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)**
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

Click here for Detailed Weather

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

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

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

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

# Bi-Directional Class Count || NB EB 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Tuesday, January 27, 2026

**Lat/Long**
28.398730°, -80.705063°

**Weather**
Fair
48°F

Click here for Detailed Weather

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

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

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

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

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

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

# Bi-Directional Class Count || SB WB 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Tuesday, January 27, 2026

**Lat/Long**
28.398730°, -80.705063°

**Weather**
Fair
48°F

Click here for Detailed Weather

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

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

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

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

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

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

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

Merritt Island, FL

Marr Traffic DATA COLLECTION
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 60min

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

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

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

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

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

## Bi-Directional Class Count || Volume Summary 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Tuesday, January 27, 2026

**Lat/Long**
28.398730°, -80.705063°

**Weather**
Fair
48°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (01-27-2026)**
Volume Summary 60min

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

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

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

## Bi-Directional Class Count || Graphical Analysis NB EB

Merritt Island, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**

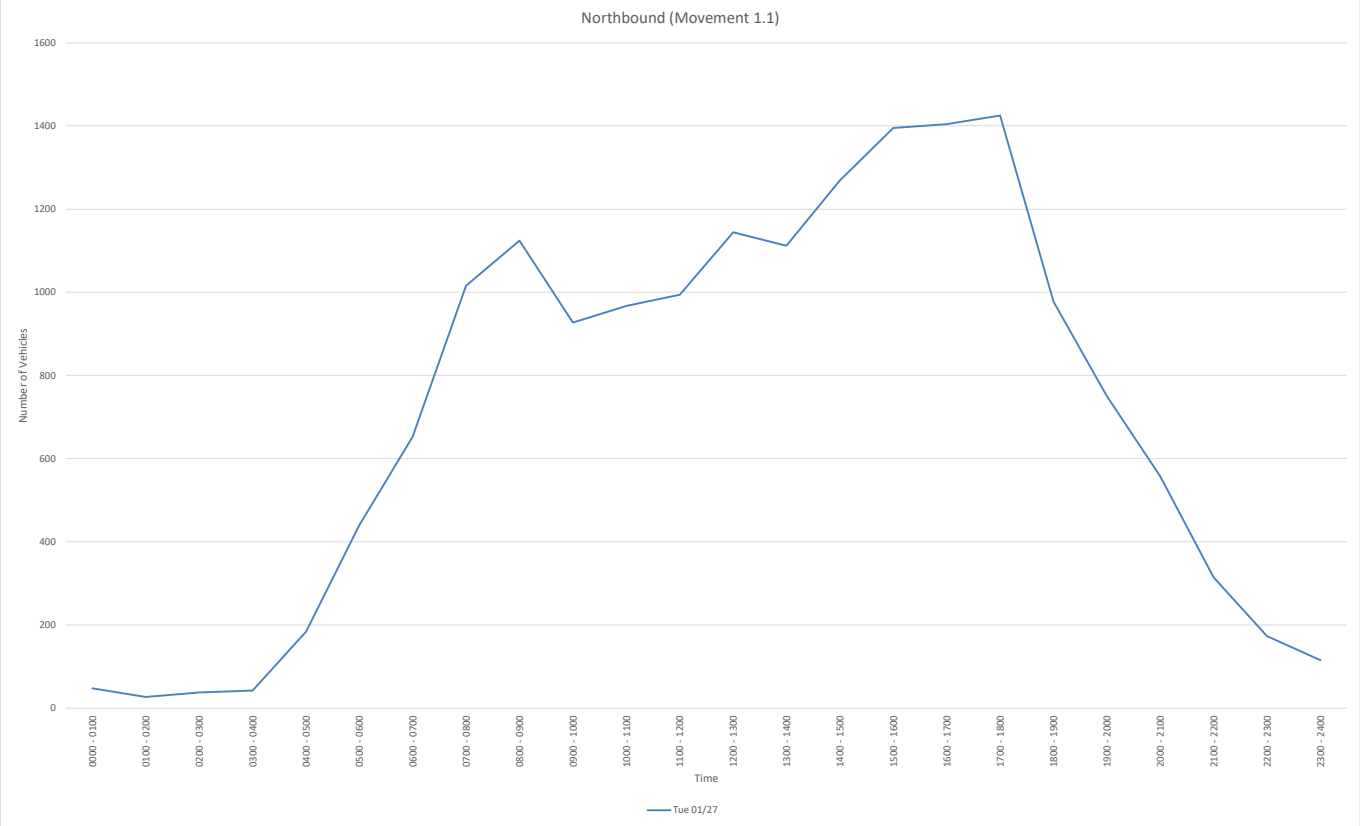
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

**Lat/Long**

28.398730°, -80.705063°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis NB EB




| Time | Tue 01/27 | | | | | | |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 48 | | | | | | |
| 0100 - 0200 | 27 | | | | | | |
| 0200 - 0300 | 38 | | | | | | |
| 0300 - 0400 | 42 | | | | | | |
| 0400 - 0500 | 184 | | | | | | |
| 0500 - 0600 | 439 | | | | | | |
| 0600 - 0700 | 652 | | | | | | |
| 0700 - 0800 | 1016 | | | | | | |
| 0800 - 0900 | 1124 | | | | | | |
| 0900 - 1000 | 927 | | | | | | |
| 1000 - 1100 | 967 | | | | | | |
| 1100 - 1200 | 994 | | | | | | |
| 1200 - 1300 | 1144 | | | | | | |
| 1300 - 1400 | 1112 | | | | | | |
| 1400 - 1500 | 1269 | | | | | | |
| 1500 - 1600 | 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

www.marrtraffic.com

**Site 1**

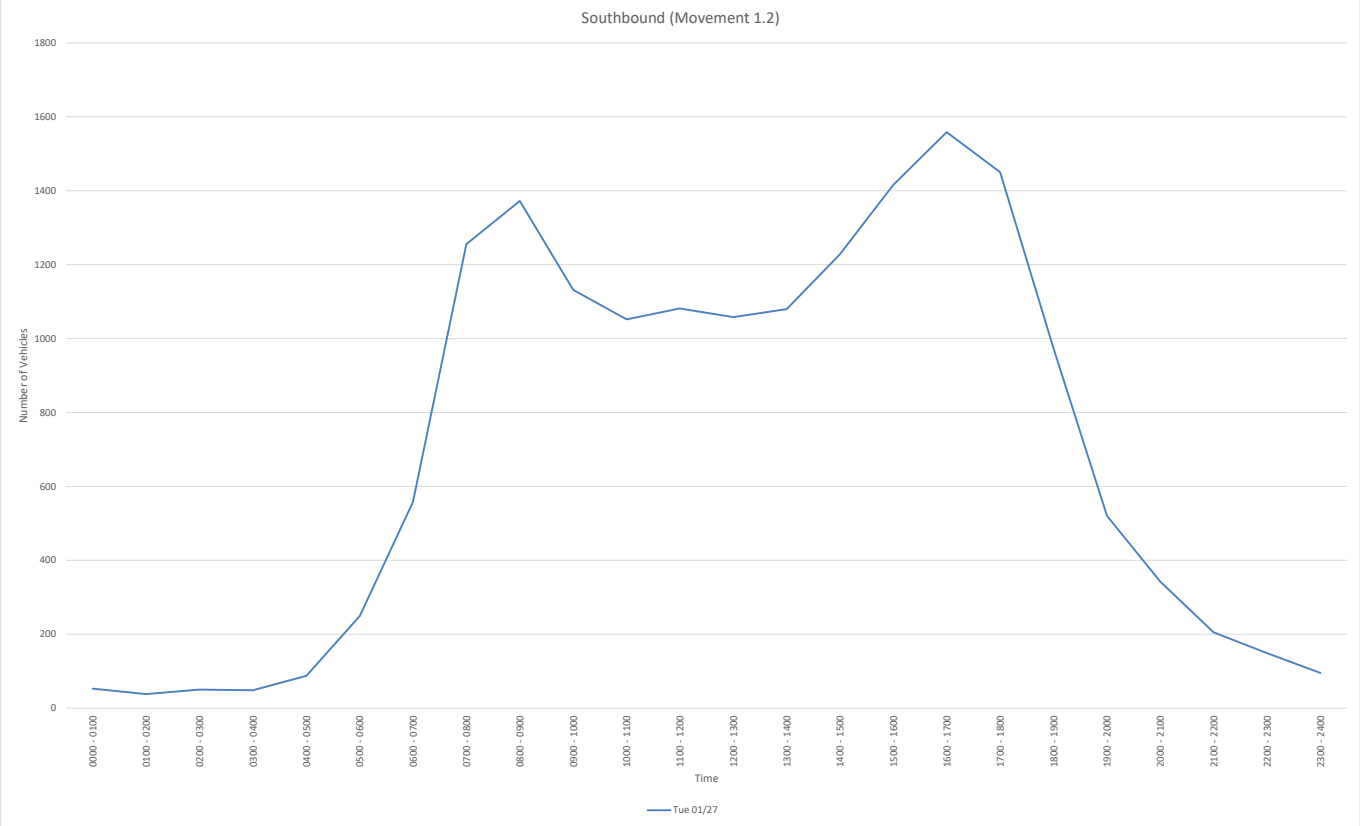
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

**Lat/Long**

28.398730°, -80.705063°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis 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**

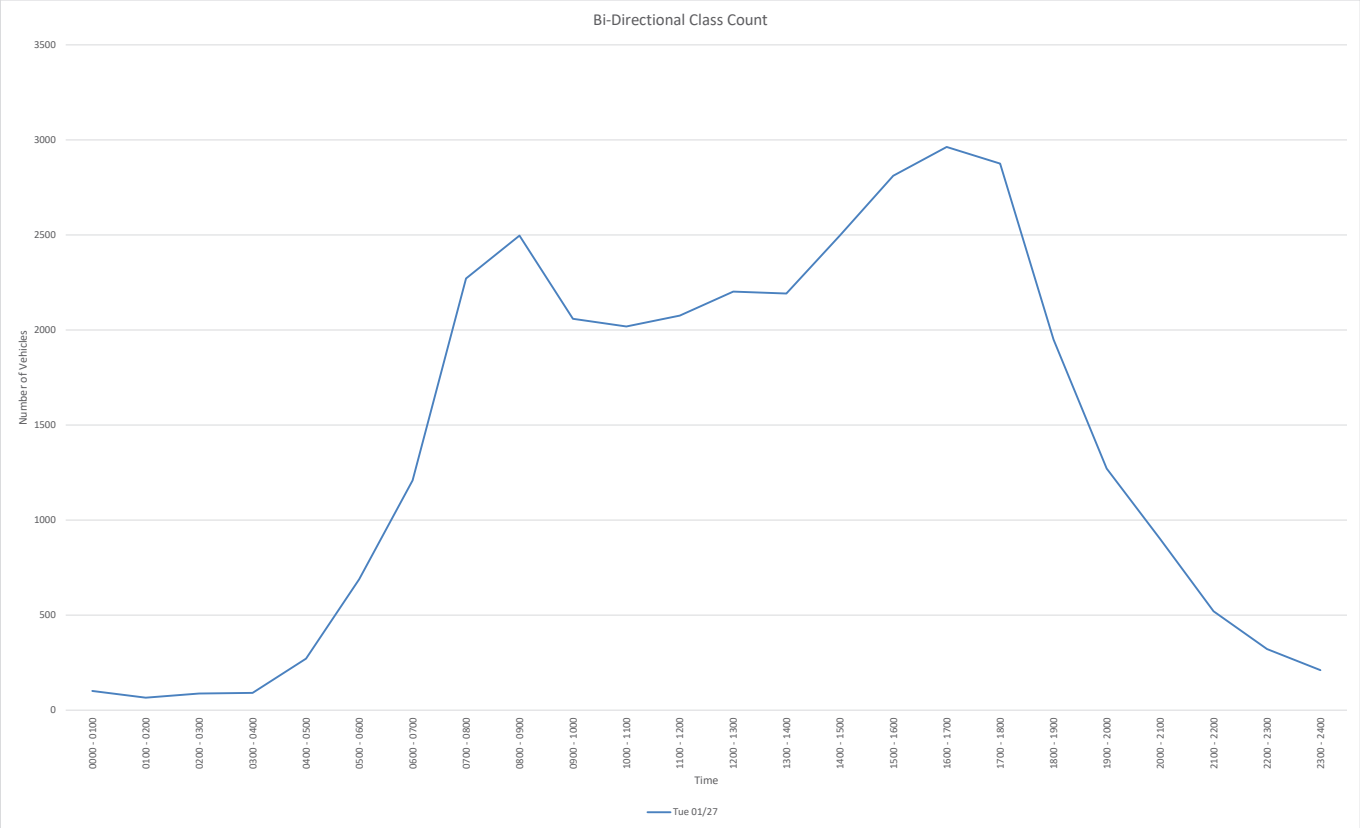
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

**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

www.marrtraffic.com

| 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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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
www.marrtraffic.com

Merritt Island, FL

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

**Date**
Thursday, December 11, 2025

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

**Weather**
Fair
61°F
Click here for Detailed Weather

**0700 - 0900 (Weekday 2h Session) (12-11-2025)**
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
www.marrtraffic.com

**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
www.marrtraffic.com

**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
www.marrtraffic.com

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

**Date**
Thursday, December 11, 2025

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

**Weather**
Fair
61°F
Click here for Detailed Weather

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

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

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

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

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

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

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

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, December 11, 2025

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

**Weather**
Fair
61°F
Click here for Detailed Weather

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

| | Northbound | | | 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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, December 11, 2025

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

**Weather**
Fair
61°F
Click here for Detailed Weather

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

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

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

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

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

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

# Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Merritt Island, FL

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

**Date**
Thursday, December 11, 2025

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

**Weather**
Fair
61°F
Click here for Detailed Weather

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

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| 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

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| 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
www.marrtraffic.com

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
Click here for Detailed Weather

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

| | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FL-3 N Courtenay Pkwy (South) | | | | FL-3 N Courtenay Pkwy (North) | | | | FL-528 Martin Andersen Beachline Expy E/Bound Off-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
www.marrtraffic.com

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
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) | | | | 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
www.marrtraffic.com

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
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 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
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°
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 | | | | 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
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°
Click here for Map

**Weather**
Fair
61°F
Click here for Detailed Weather

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

| | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FL-3 N Courtenay Pkwy (South) | | | | FL-3 N Courtenay Pkwy (North) | | | | FL-528 Martin Andersen Beachline Expy E/Bound Off-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

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°
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) | | | | 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
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°
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) | | | 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°
Click here for Map

**Weather**
Fair
61°F
Click here for Detailed Weather

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

Bicycles

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

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

Bicycles

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

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

Bicycles

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

# Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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
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 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

www.marrtraffic.com

| 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

www.marrtraffic.com

| 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
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)**
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
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)**
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)

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Merritt Island, FL

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

**Date**
Thursday, December 11, 2025

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

**Weather**
Fair
61°F
Click here for Detailed Weather

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

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)**
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
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)**
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
www.marrtraffic.com

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

**Date**
Wednesday, January 14, 2026

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

**Weather**
Partly Cloudy
48°F
Click here for Detailed Weather

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

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

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

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

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

Merritt Island, FL

Marr Traffic DATA COLLECTION
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)**

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

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 | 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

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)**

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

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)

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
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 | 0.79 | 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

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) | | | | | | 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

www.marrtraffic.com

| 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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Merritt Island, FL

**Site 1**
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

**Date**
Thursday, December 11, 2025

**Lat/Long**
28.399269°, -80.705132°
Click here for Map

**Weather**
Fair
61°F
Click here for Detailed Weather

**0700 - 0900 (Weekday 2h Session) (12-11-2025)**
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
www.marrtraffic.com

**Site 1**
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

**Date**
Thursday, December 11, 2025

**Lat/Long**
28.399269°, -80.705132°
Click here for Map

**Weather**
Fair
61°F
Click here for Detailed Weather

**0700 - 0900 (Weekday 2h Session) (12-11-2025)**
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
www.marrtraffic.com

**Site 1**
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

**Date**
Thursday, December 11, 2025

**Lat/Long**
28.399269°, -80.705132°
Click here for Map

**Weather**
Fair
61°F
Click here for Detailed Weather

**0700 - 0900 (Weekday 2h Session) (12-11-2025)**
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
www.marrtraffic.com

**Site 1**
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

**Date**
Thursday, December 11, 2025

**Lat/Long**
28.399269°, -80.705132°
Click here for Map

**Weather**
Fair
61°F
Click here for Detailed Weather

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

| | Northbound (FL-3 N Courtenay Pkwy (South)) | | | | | Southbound (FL-3 N Courtenay Pkwy (North)) | | | | | Eastbound (NHC HomeCare Driveway) | | | | | Westbound (Medical Center Driveway) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | Left 1.1 | Thru 1.2 | Right 1.3 | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | U-Turn 1.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 0730 - 0745 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0745 - 0800 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 5 | 0 | 0 | **5** | 0 | 10 | 0 | 0 | **10** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **15** |
| 0800 - 0815 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0815 - 0830 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0830 - 0845 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0845 - 0900 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 4 | 0 | 0 | **4** | 0 | 8 | 0 | 0 | **8** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **12** |
| Grand Total | 0 | 9 | 0 | 0 | **9** | 0 | 18 | 0 | 0 | **18** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **27** |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 33.33 | 0.00 | 0.00 | 33.33 | 0.00 | 66.67 | 0.00 | 0.00 | 66.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound (FL-3 N Courtenay Pkwy (South)) | | | | | Southbound (FL-3 N Courtenay Pkwy (North)) | | | | | Eastbound (NHC HomeCare Driveway) | | | | | Westbound (Medical Center Driveway) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | Left 1.1 | Thru 1.2 | Right 1.3 | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | U-Turn 1.16 | App Total | Int Total |
| 1400 - 1415 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1415 - 1430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1430 - 1445 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1445 - 1500 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 4 | 0 | 0 | **4** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **6** |
| 1500 - 1515 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1515 - 1530 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1530 - 1545 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1545 - 1600 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 8 | 0 | 0 | **8** | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **10** |
| Grand Total | 0 | 12 | 0 | 0 | **12** | 0 | 4 | 0 | 0 | **4** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **16** |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 75.00 | 0.00 | 0.00 | 75.00 | 0.00 | 25.00 | 0.00 | 0.00 | 25.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound (FL-3 N Courtenay Pkwy (South)) | | | | | Southbound (FL-3 N Courtenay Pkwy (North)) | | | | | Eastbound (NHC HomeCare Driveway) | | | | | Westbound (Medical Center Driveway) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | Left 1.1 | Thru 1.2 | Right 1.3 | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | U-Turn 1.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1615 - 1630 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1630 - 1645 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1645 - 1700 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hourly Total | 0 | 7 | 0 | 0 | **7** | 0 | 4 | 0 | 0 | **4** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **11** |
| 1700 - 1715 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1715 - 1730 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1730 - 1745 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1745 - 1800 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 5 | 0 | 0 | **5** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **5** |
| Grand Total | 0 | 12 | 0 | 0 | **12** | 0 | 4 | 0 | 0 | **4** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **16** |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 75.00 | 0.00 | 0.00 | 75.00 | 0.00 | 25.00 | 0.00 | 0.00 | 25.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Classified Turn Movement Count || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 1**
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

**Date**
Thursday, December 11, 2025

**Lat/Long**
28.399269°, -80.705132°
Click here for Map

**Weather**
Fair
61°F
Click here for Detailed Weather

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

| | Northbound (FL-3 N Courtenay Pkwy (South)) | | | | | Southbound (FL-3 N Courtenay Pkwy (North)) | | | | | Eastbound (NHC HomeCare Driveway) | | | | | Westbound (Medical Center Driveway) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | Left 1.1 | Thru 1.2 | Right 1.3 | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | U-Turn 1.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **1** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound (FL-3 N Courtenay Pkwy (South)) | | | | | Southbound (FL-3 N Courtenay Pkwy (North)) | | | | | Eastbound (NHC HomeCare Driveway) | | | | | Westbound (Medical Center Driveway) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | Left 1.1 | Thru 1.2 | Right 1.3 | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | U-Turn 1.16 | App Total | Int Total |
| 1400 - 1415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1415 - 1430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1430 - 1445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1445 - 1500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1500 - 1515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1515 - 1530 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1530 - 1545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1545 - 1600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **1** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **1** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound (FL-3 N Courtenay Pkwy (South)) | | | | | Southbound (FL-3 N Courtenay Pkwy (North)) | | | | | Eastbound (NHC HomeCare Driveway) | | | | | Westbound (Medical Center Driveway) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | Left 1.1 | Thru 1.2 | Right 1.3 | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | U-Turn 1.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **1** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **1** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 1**
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

**Date**
Thursday, December 11, 2025

**Lat/Long**
28.399269°, -80.705132°
Click here for Map

**Weather**
Fair
61°F
Click here for Detailed Weather

**0700 - 0900 (Weekday 2h Session) (12-11-2025)**
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
www.marrtraffic.com

**Site 1**
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

**Date**
Thursday, December 11, 2025

**Lat/Long**
28.399269°, -80.705132°
Click here for Map

**Weather**
Fair
61°F
Click here for Detailed Weather

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 1**
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

**Date**
Thursday, December 11, 2025

**Lat/Long**
28.399269°, -80.705132°
Click here for Map

**Weather**
Fair
61°F
Click here for Detailed Weather

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

| | Northbound | | | 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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 1**
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

**Date**
Thursday, December 11, 2025

**Lat/Long**
28.399269°, -80.705132°
Click here for Map

**Weather**
Fair
61°F
Click here for Detailed Weather

**0700 - 0900 (Weekday 2h Session) (12-11-2025)**
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 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# QUEUE DATA

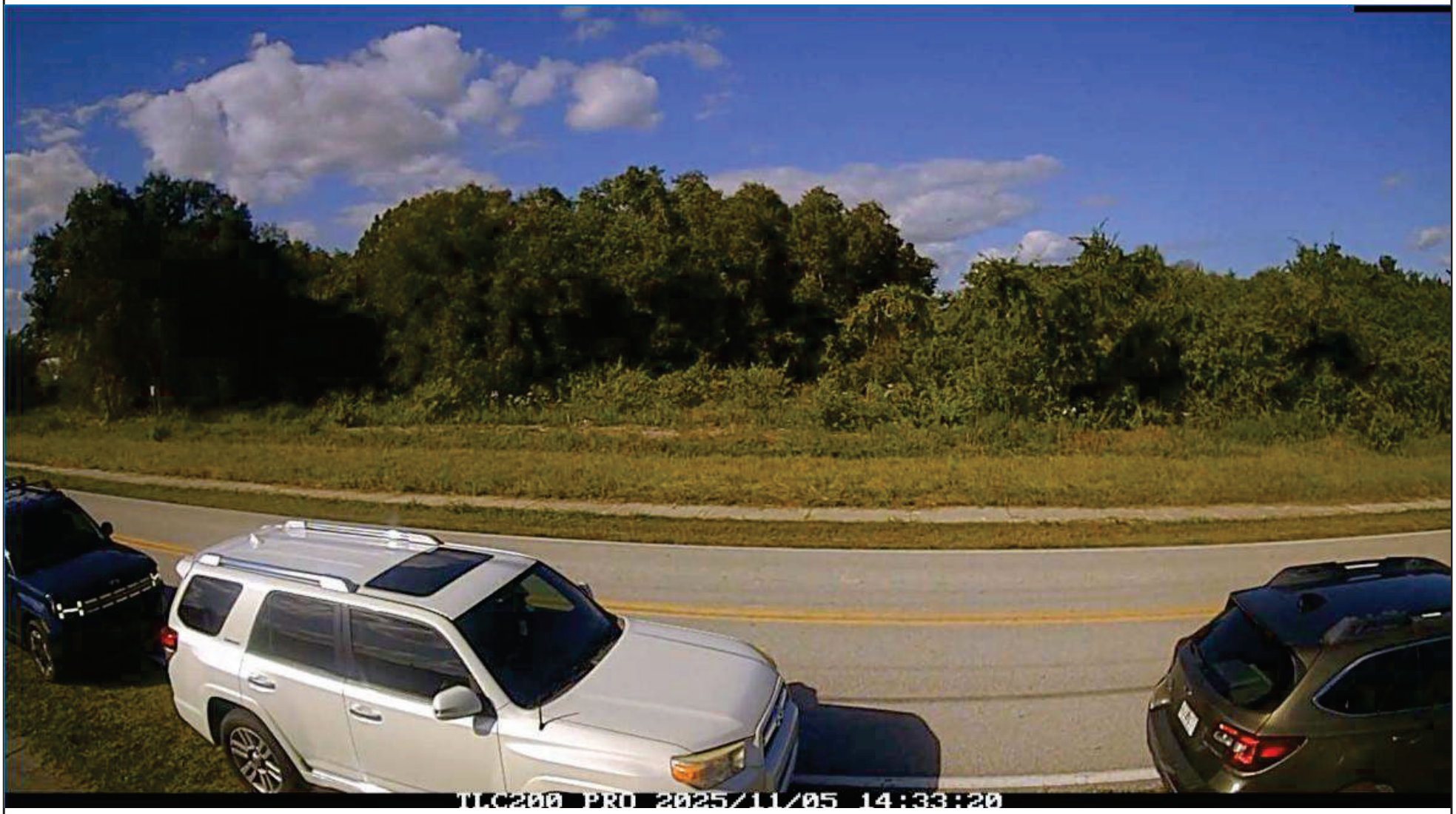



**Figure 3**
Queue Observations Along Pioneer Rd- EB queue along Pioneer Rd

Bowman

# SIGNAL INFORMATION

# BREVARD COUNTY
## Traffic Signal Timings

| | |
|---|---|
| **Designed By:** | JCS |
| **Date:** | 5/20/2024 |
| **Checked By:** | CRD |
| **Date:** | 5/31/2024 |

| | | | | | |
|---|---|---|---|---|---|
| **Agency** | Brevard County | **Mile Post** | 2.855 | **Node** | 10 |
| **Sig ID** | 14 | **Controller** | Naztec 900 ATC | **System ID** | |
| **Maj. Street** | SR 3 (Courtenay Parkway) | **Orientation** | N-S | **SOP** | 7 Modified |
| **Min. Street** | Pioneer Road | **Orientation** | E-W | | |

**Controller Timings (seconds)**

| Movement # (Controller Phase Ø ) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
|---|---|---|---|---|---|---|---|---|---|
| Direction | NBL | SB | | WB | SBL | NB | | EB | |
| Turn Type | PT/PM | | | | PT/PM | | | | |
| Min Green | 5 | 15 | | 7 | 5 | 15 | | 7 | |
| Ext | 3.0 | 3.5 | | 3.5 | 3.0 | 3.5 | | 3.5 | |
| Yellow | 4.8 | 4.8 | | 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**

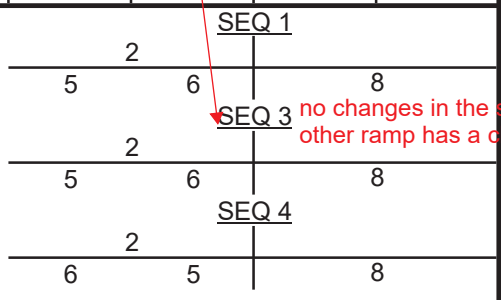
## BASIC TIMING

| 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**

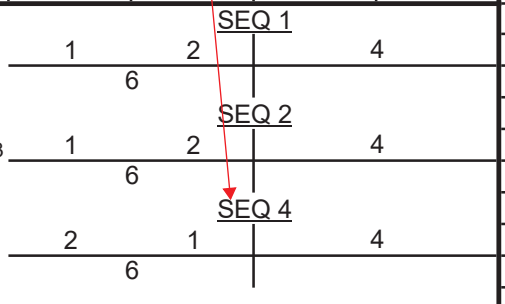
## BASIC TIMING

| 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

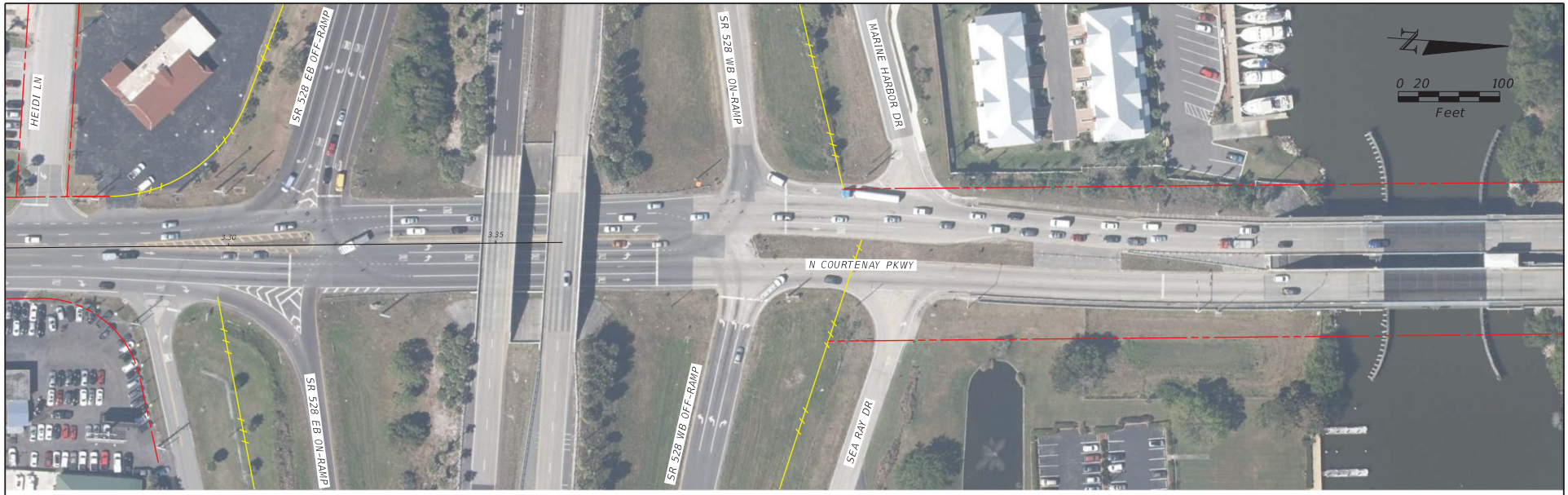
$USERS

SR 3 CORRIDOR STUDY
ALTERNATIVE 2 CONCEPT

$DATES $TIMES $FILES

SHEET NO.

4




MILLING AND RESURFACING

ROADWAY WIDENING

RIGHT-OF-WAY

EASEMENT

PROPERTY LINE

ENGLAND-THIMS & MILLER, INC.
1540 INTERNATIONAL PARKWAY, SUITE 2000
LAKE MARY, FL 32746
TEL: (407) 536-5379
FAX: (407) 536-5301
CA – 00002584 LC – 0000316

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

$USERS $DATES $TIMES $FILES

# SR 3 CORRIDOR STUDY
# ALTERNATIVE 2 CONCEPT

SHEET NO.
5

# APPENDIX D

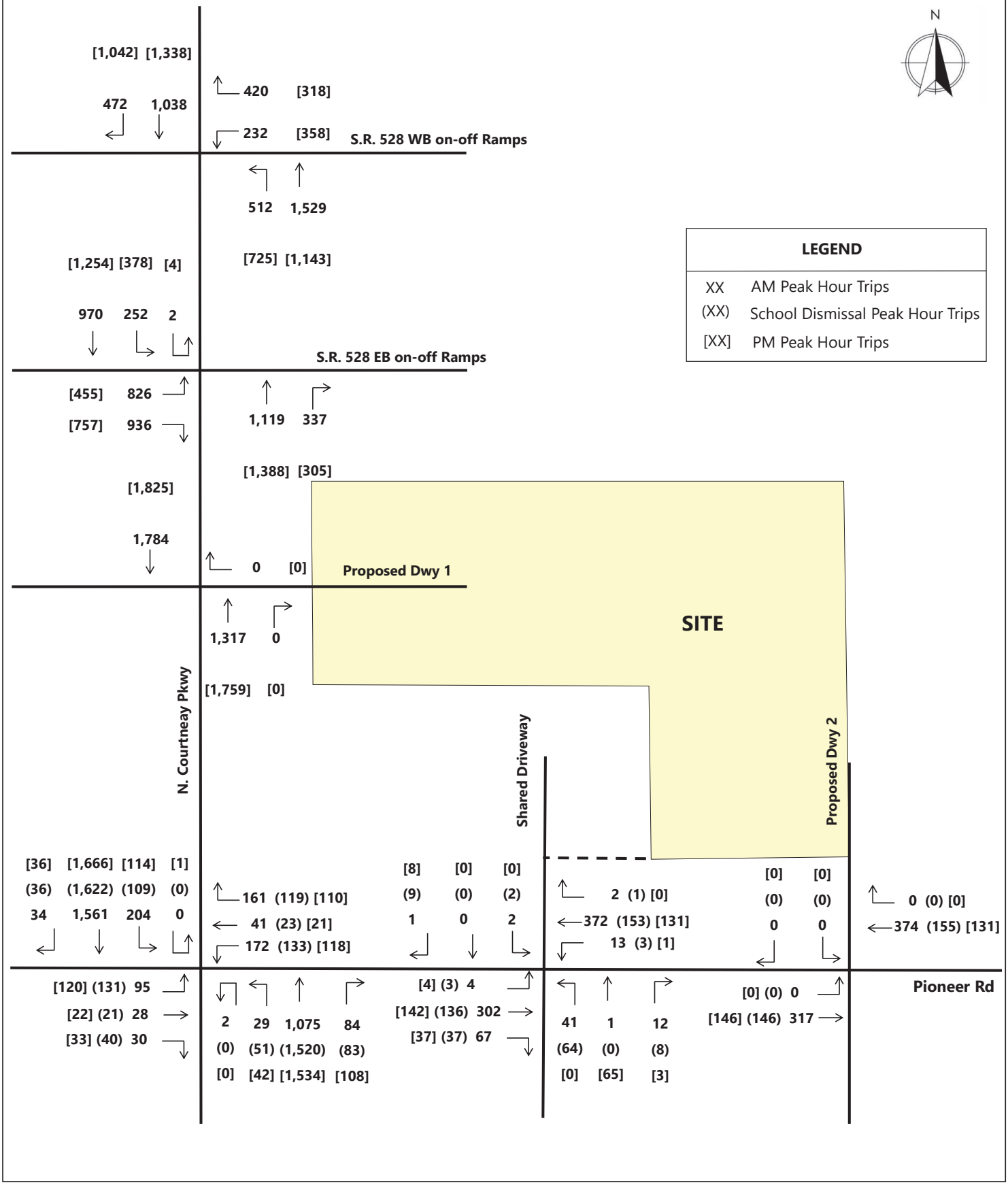



**Exhibit 1**

2026 Existing Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

Bowman

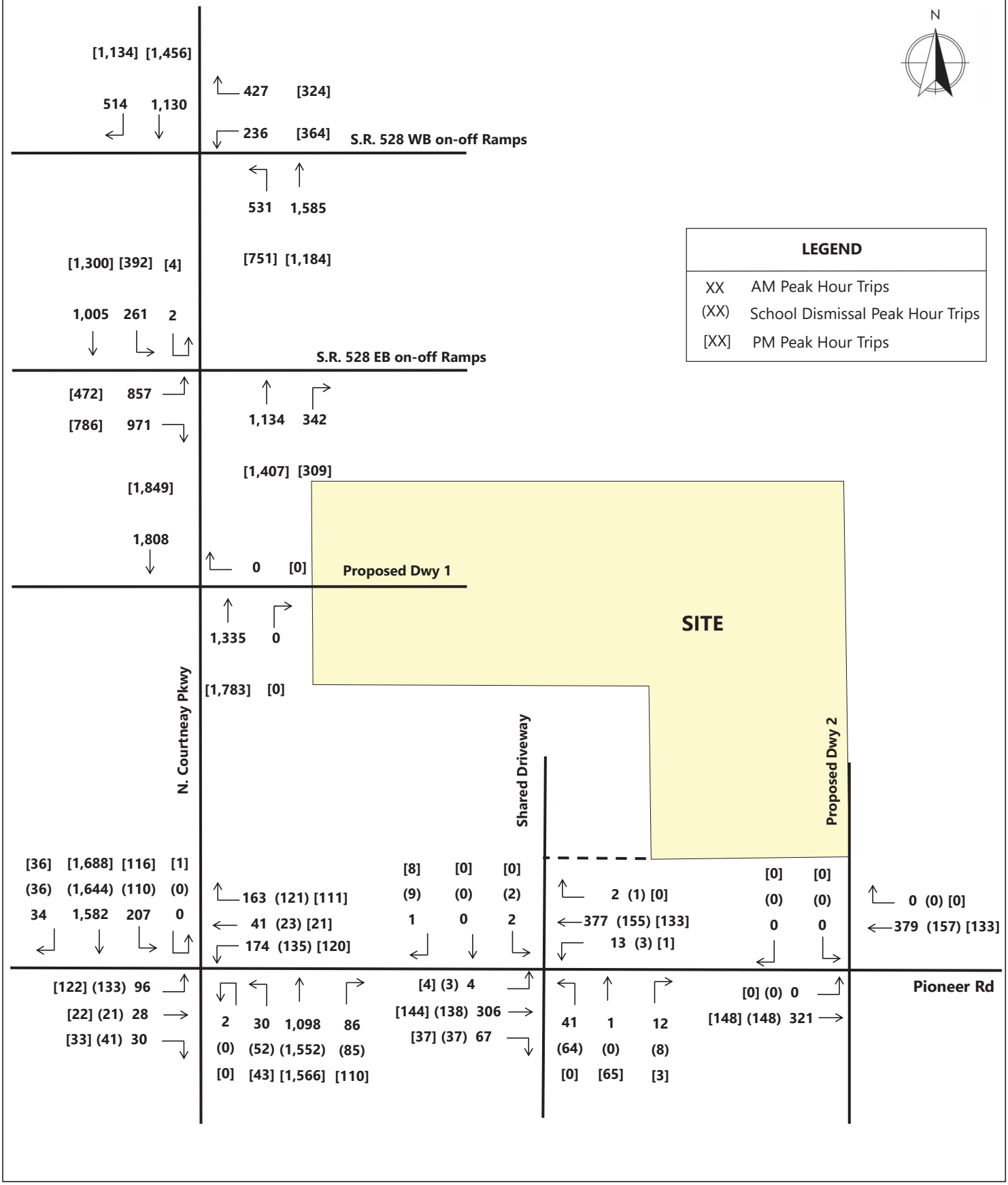



**Exhibit 2**

2027 No Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

Bowman

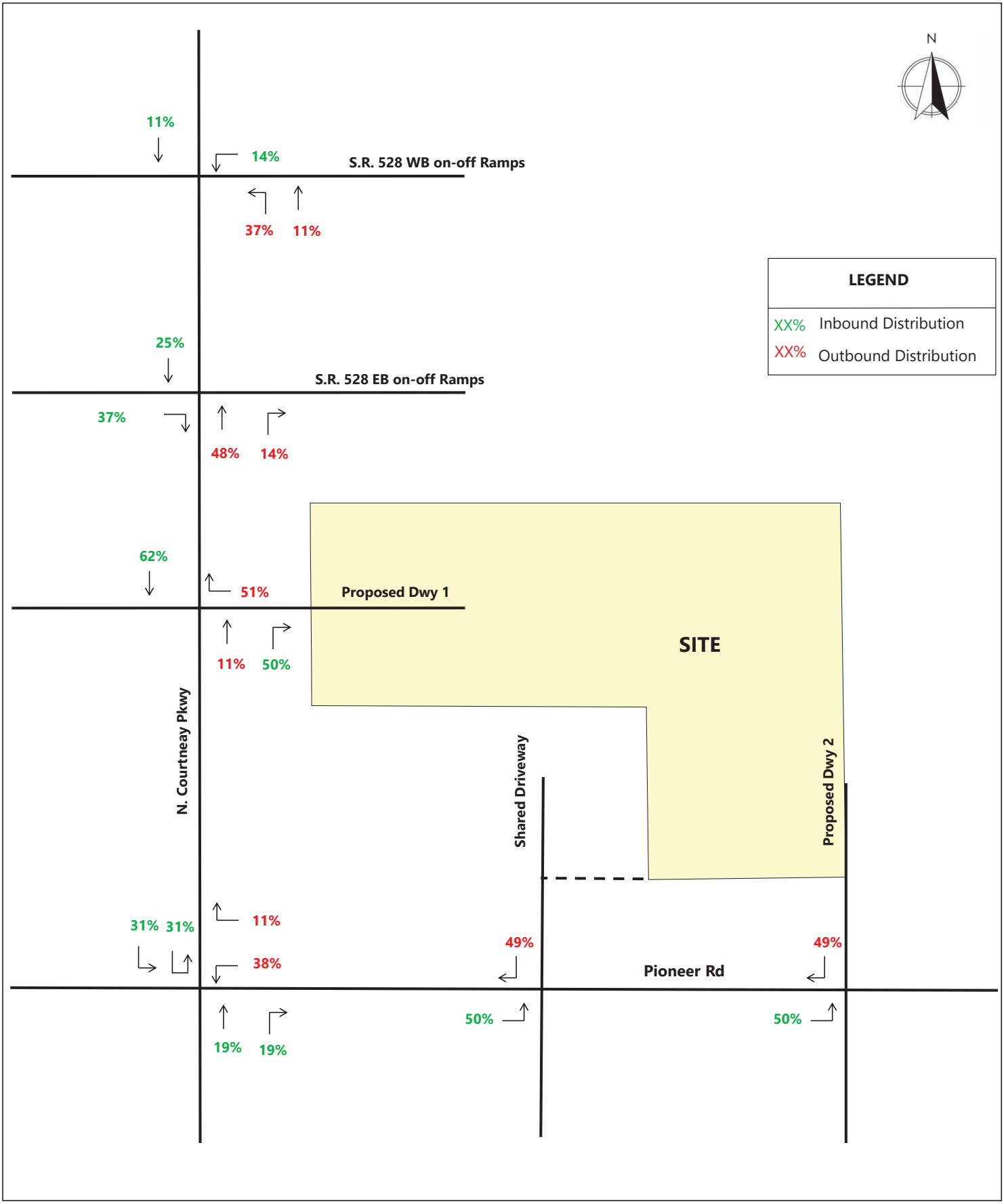



**Exhibit 3-0**

Site Trip Distribution

Rangewater N Courtenay Pkwy Merritt Island

Bowman

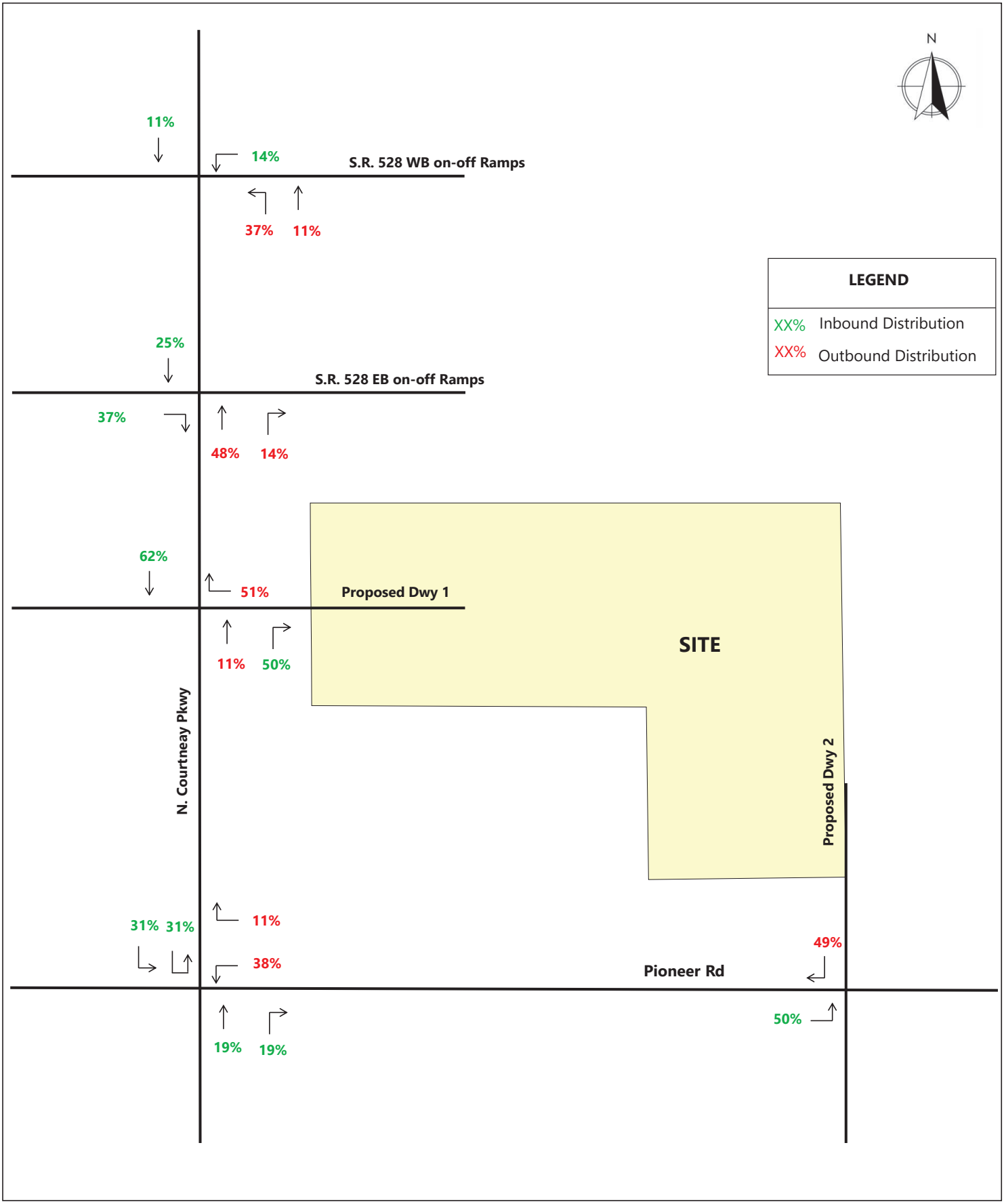



**Exhibit 3-1**

Site Trip Distribution

Rangewater N Courtenay Pkwy Merritt Island

Bowman

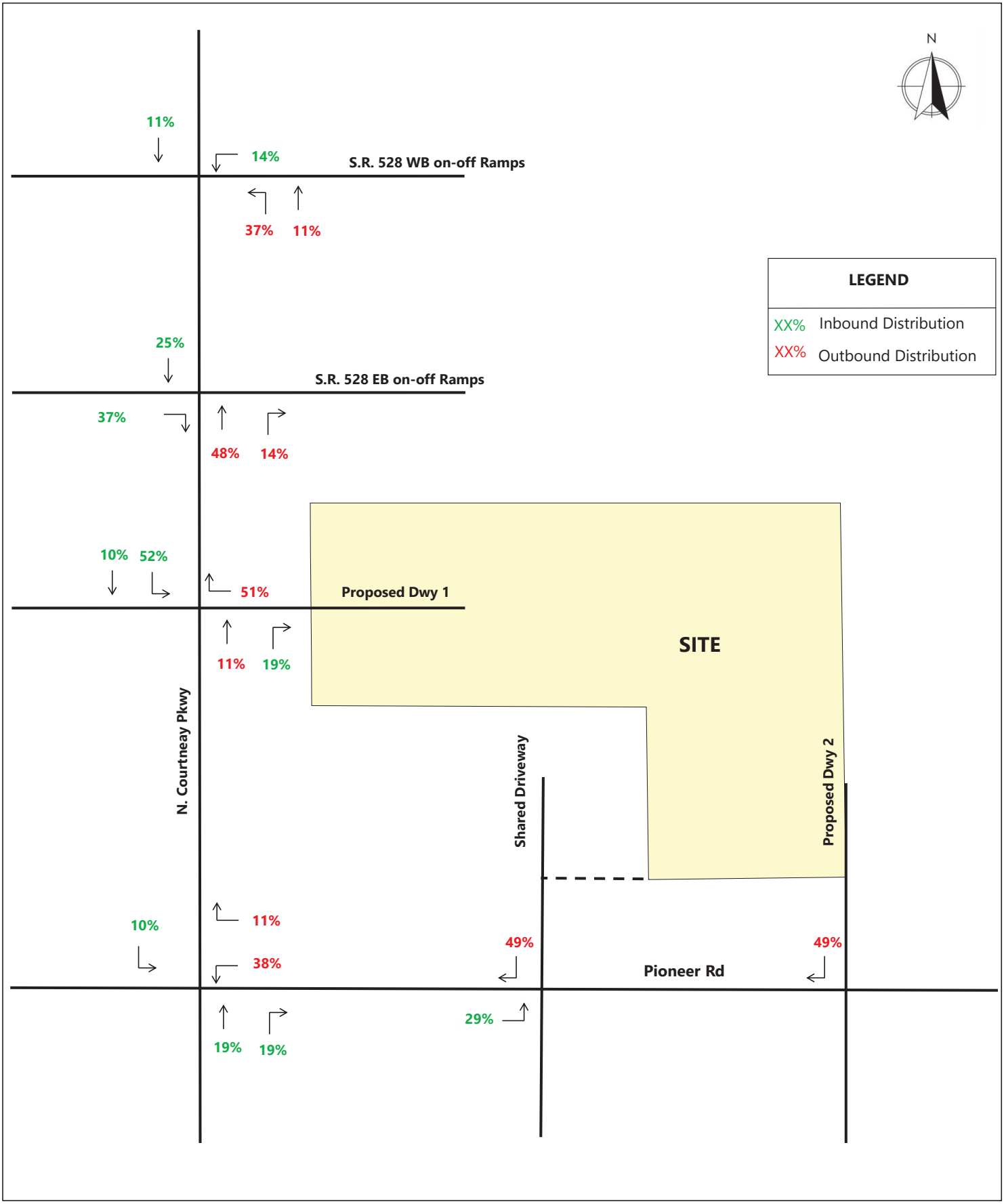



**Exhibit 3-2**

Site Trip Distribution

Rangewater N Courtenay Pkwy Merritt Island

Bowman

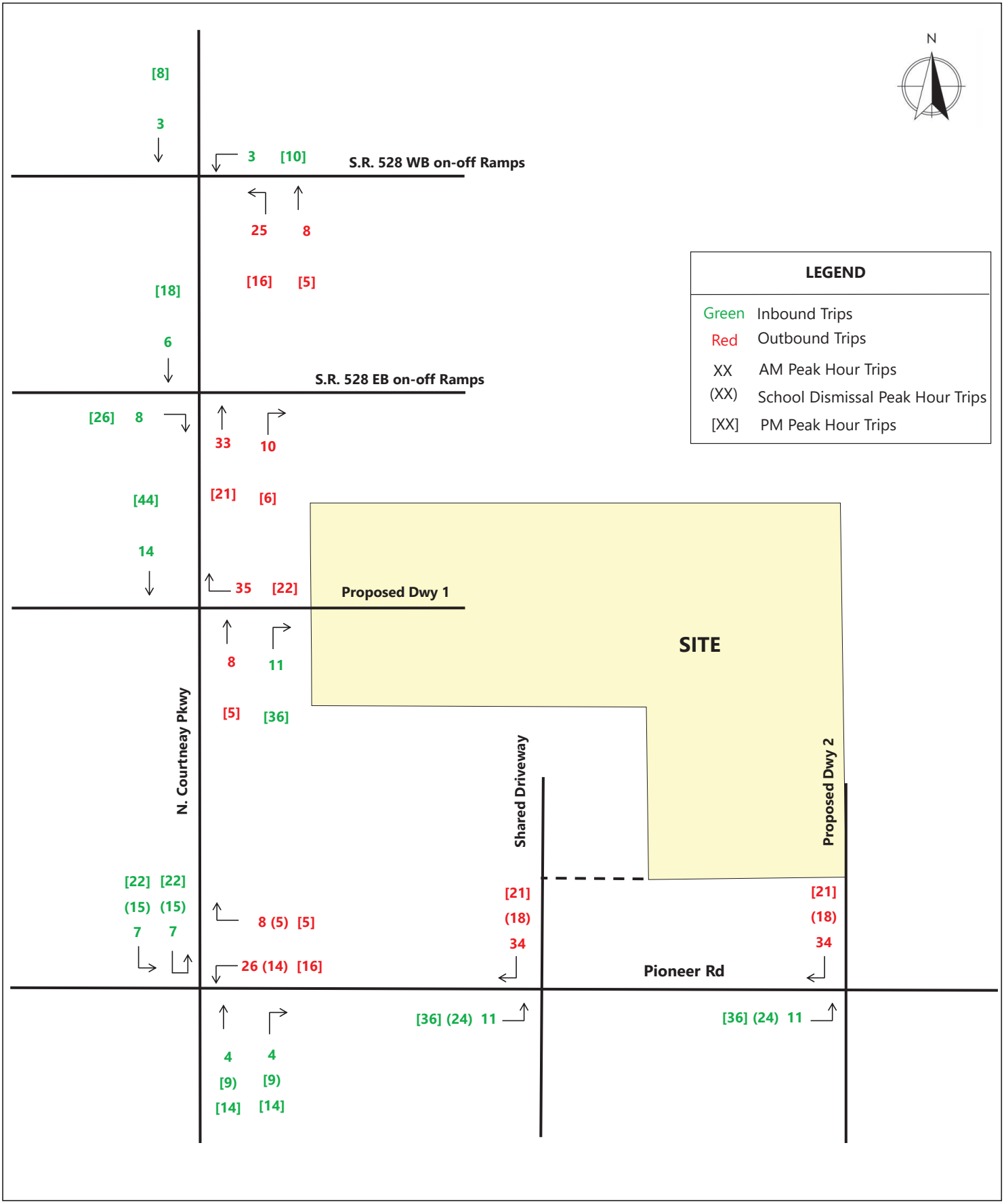



**Exhibit 4-0**

Site Trips

Rangewater N Courtenay Pkwy Merritt Island

Bowman

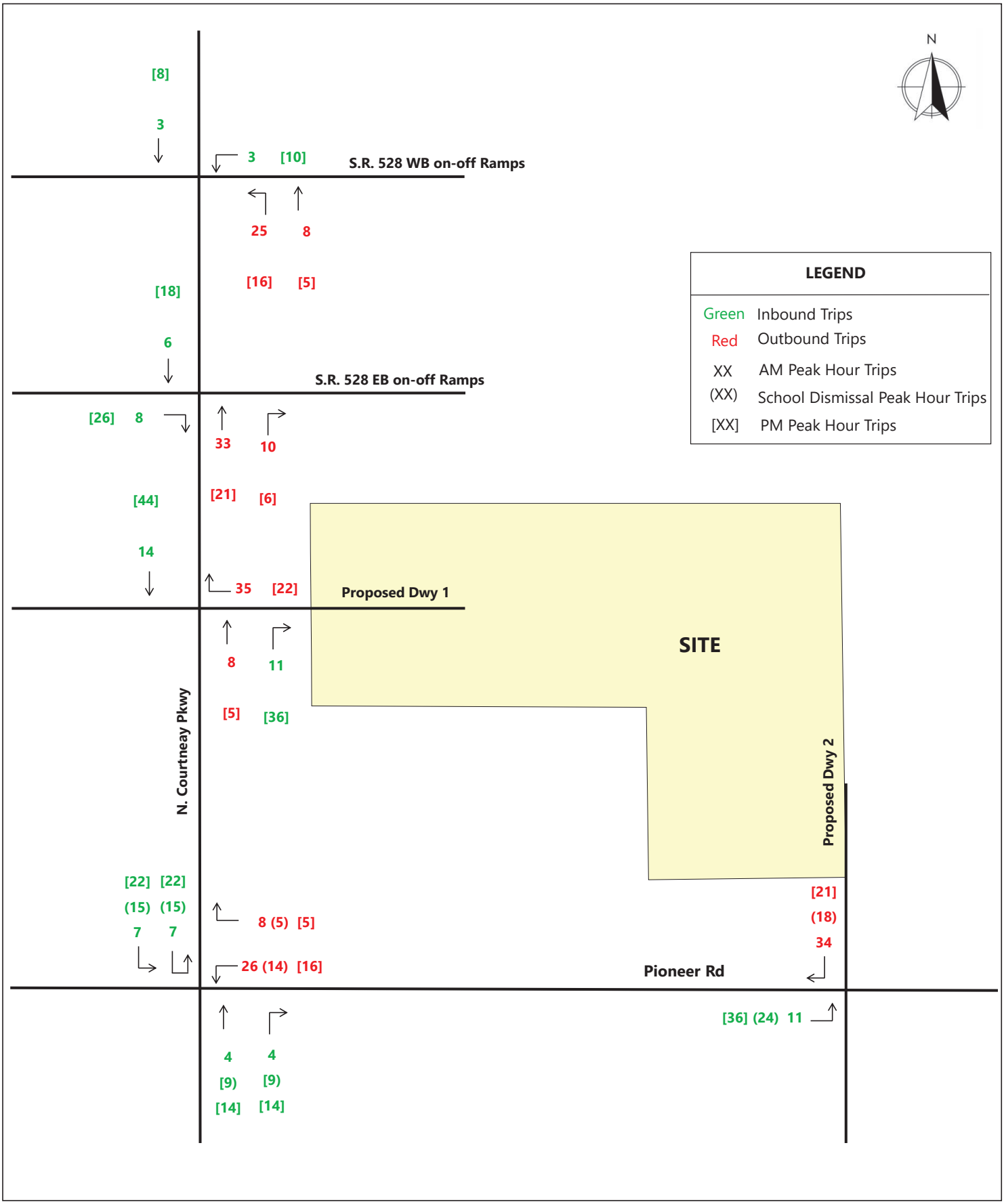



**Exhibit 4-1**

Site Trips

Rangewater N Courtenay Pkwy Merritt Island

Bowman

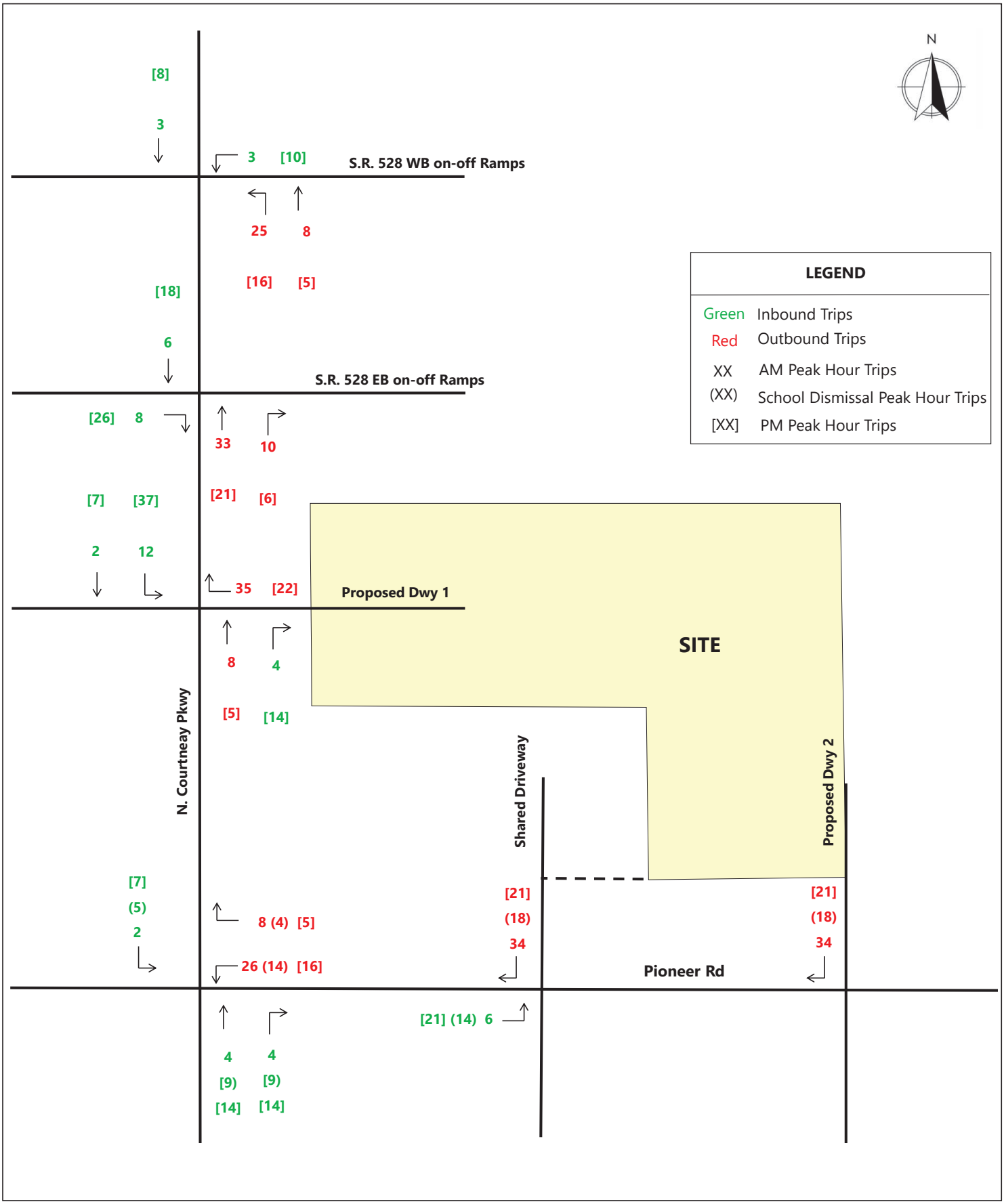



**Exhibit 4-2**

Site Trips

Rangewater N Courtenay Pkwy Merritt Island

Bowman

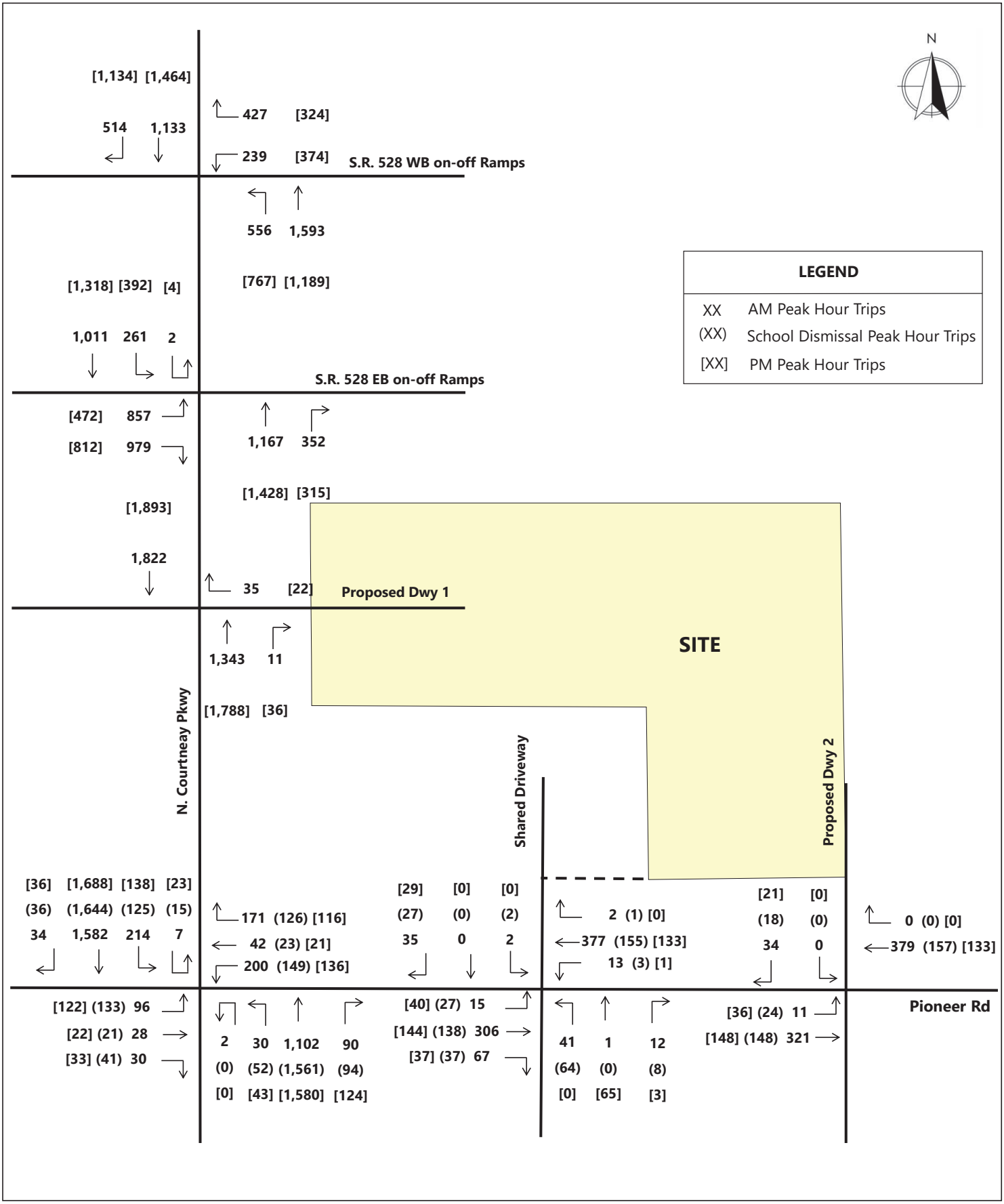



**Exhibit 5-0**

2027 Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

Bowman

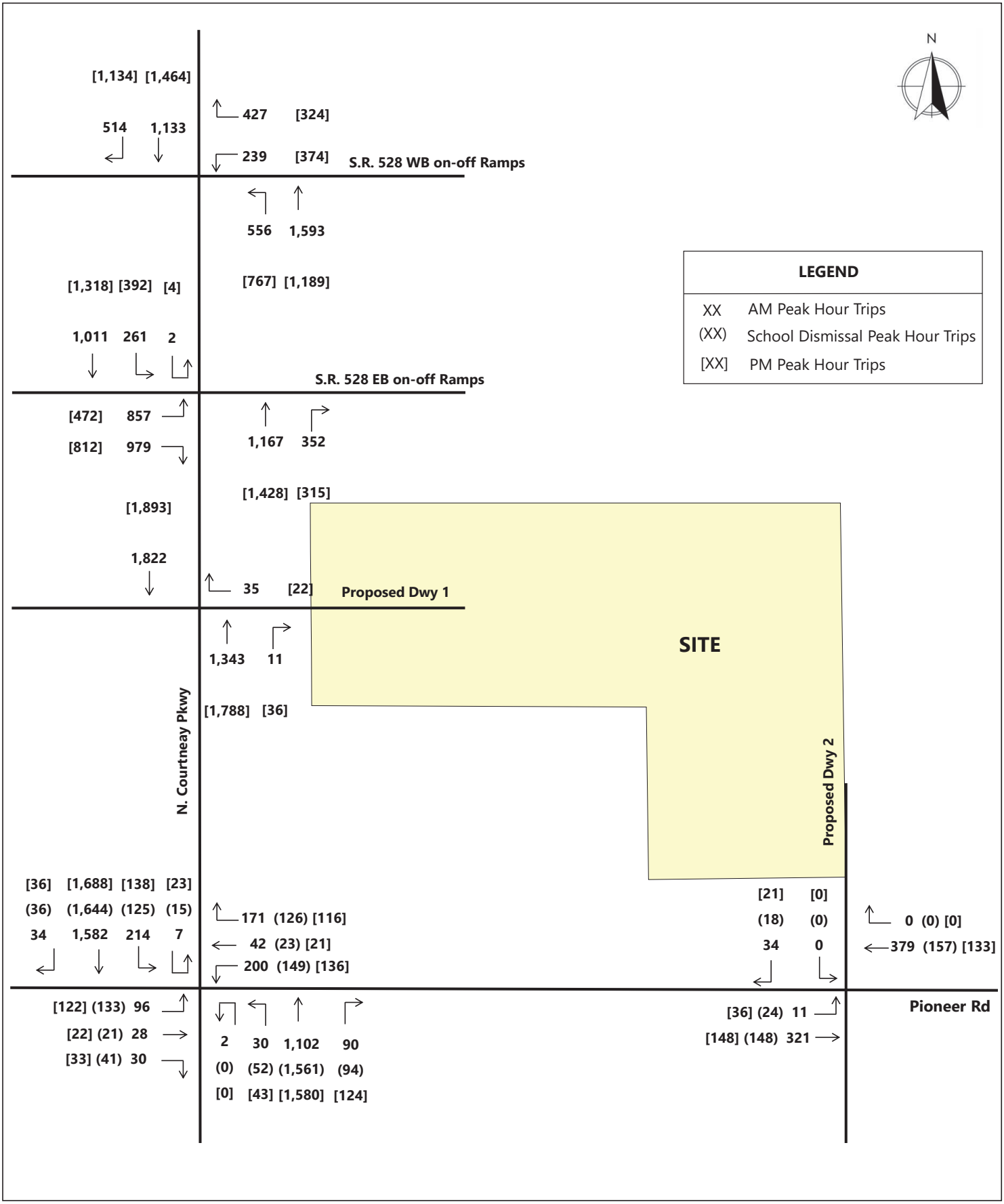



**Exhibit 5-1**

2027 Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

Bowman

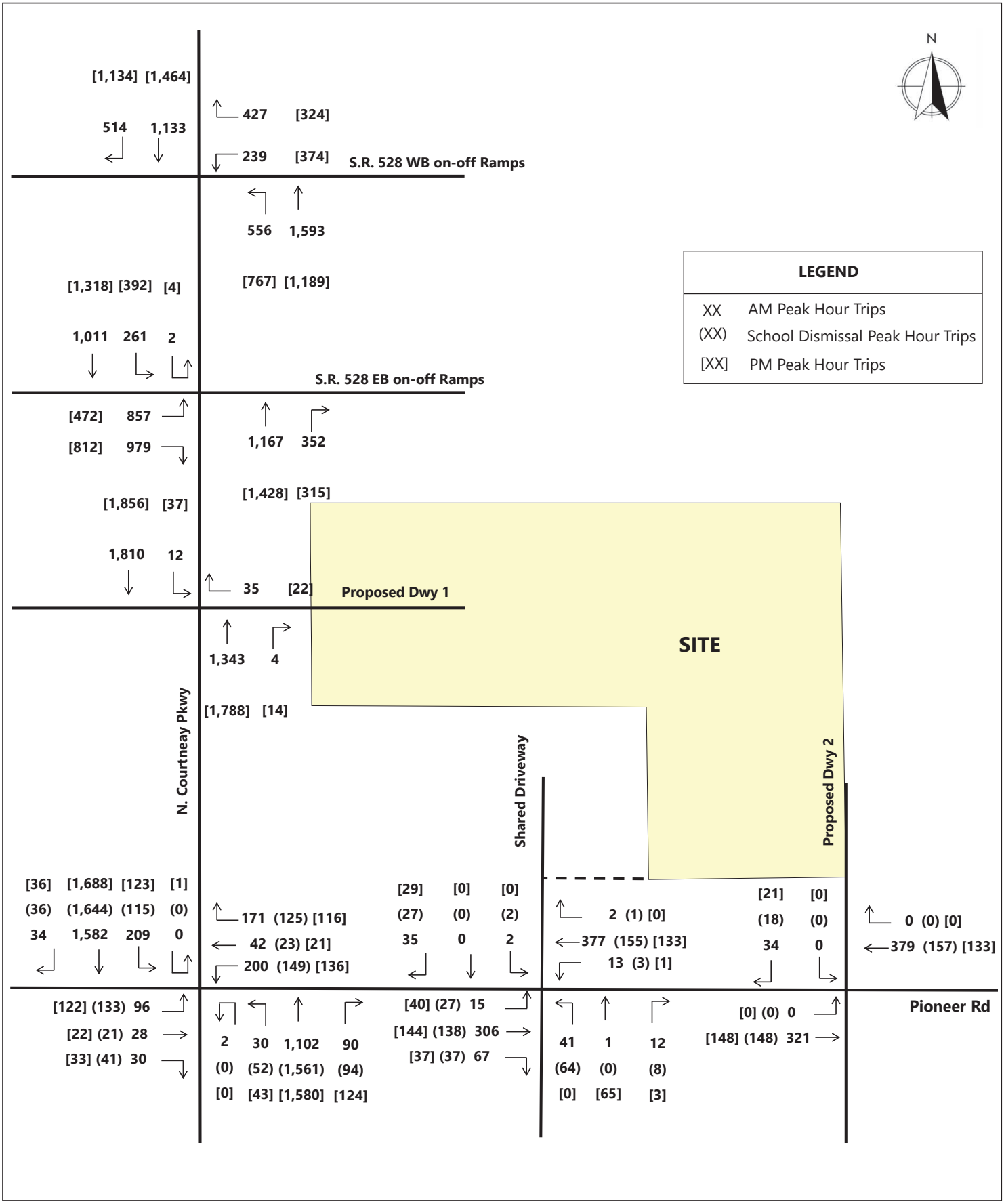



**Exhibit 5-2**

2027 Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

Bowman

# APPENDIX E

# EXISTING AM

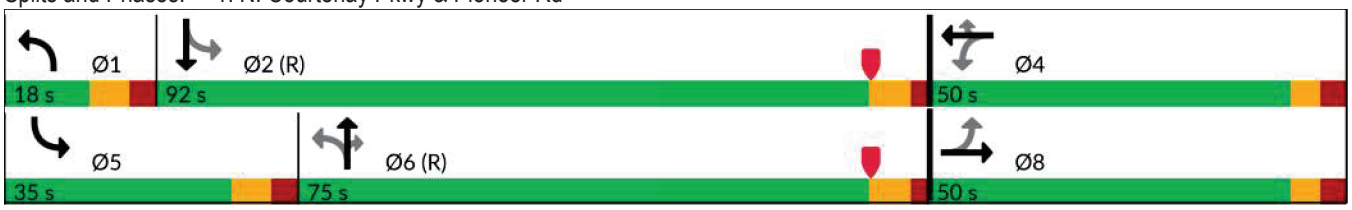
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 95 | 28 | 30 | 172 | 41 | 161 | 31 | 1075 | 84 | 204 | 1561 | 34 |
| Future Volume (vph) | 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 | | | | |

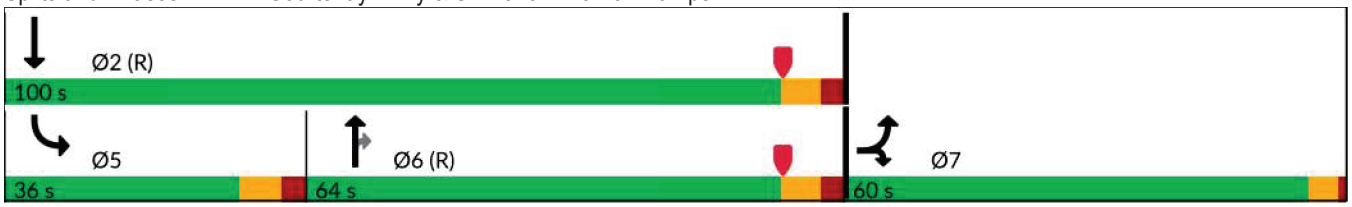
| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 18.4 | |
| HCM 7th LOS | | B | |

| 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**

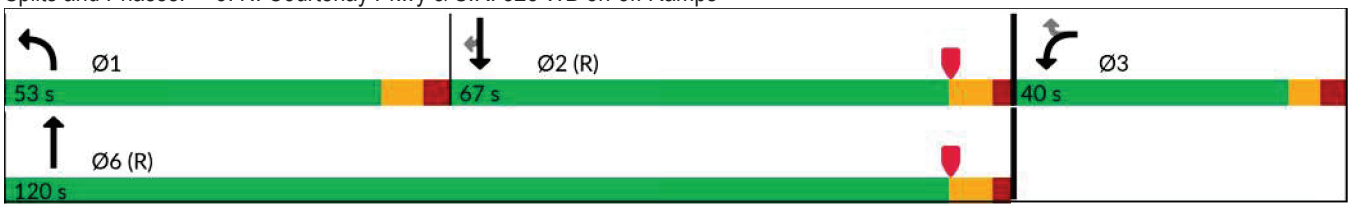
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

| 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

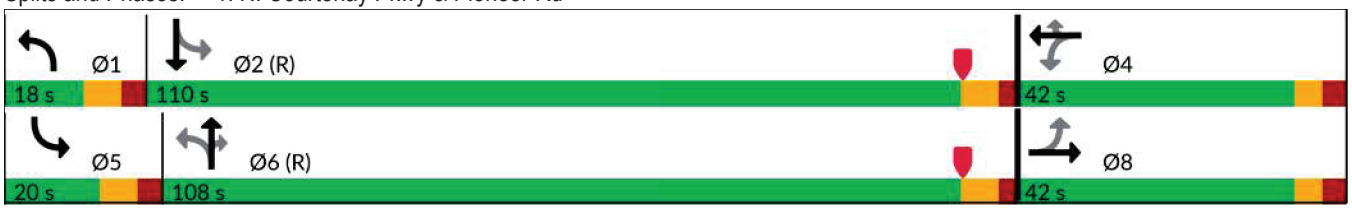
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 131 | 21 | 40 | 133 | 23 | 119 | 51 | 1520 | 83 | 109 | 1622 | 36 |
| Future Volume (vph) | 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 | | | | |

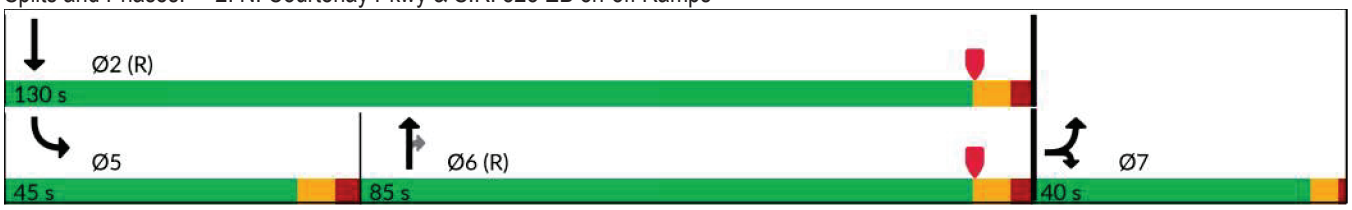
| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 16.9 | |
| HCM 7th LOS | | B | |

| 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**

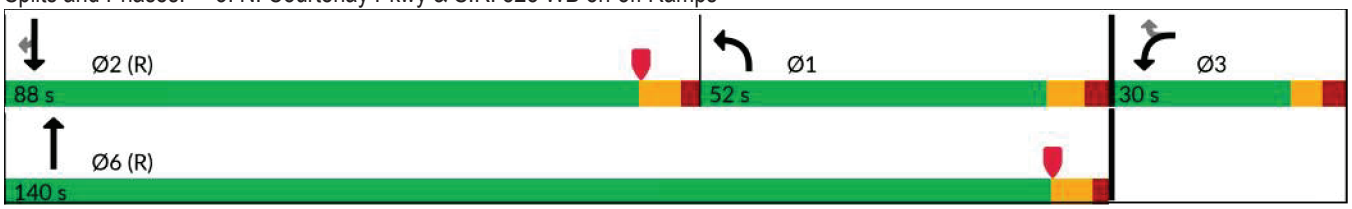
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

| 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

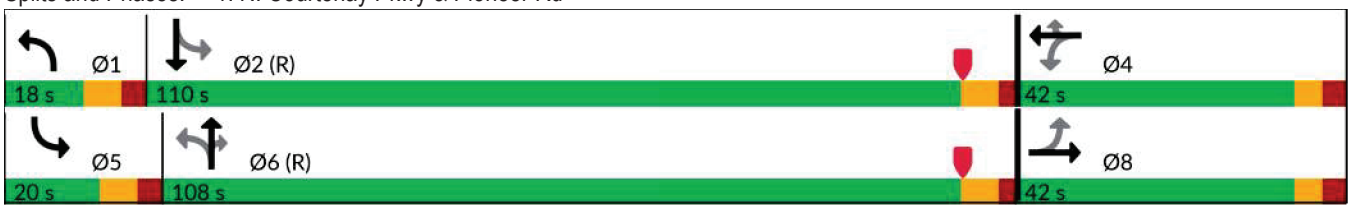
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 120 | 22 | 33 | 118 | 21 | 110 | 42 | 1534 | 108 | 115 | 1666 | 36 |
| Future Volume (vph) | 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 | | | | |

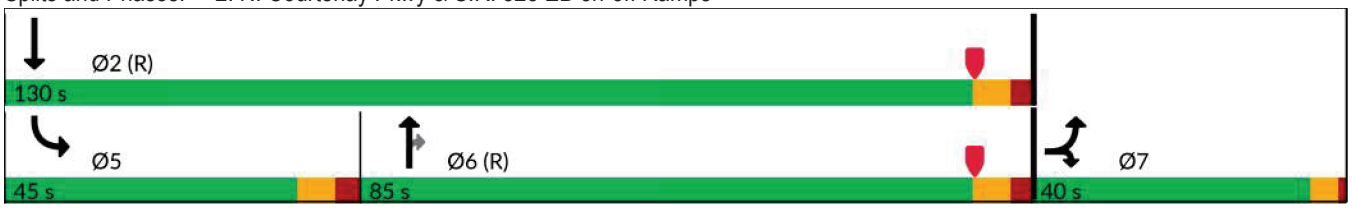
| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 14.4 | |
| HCM 7th LOS | | B | |

| 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**

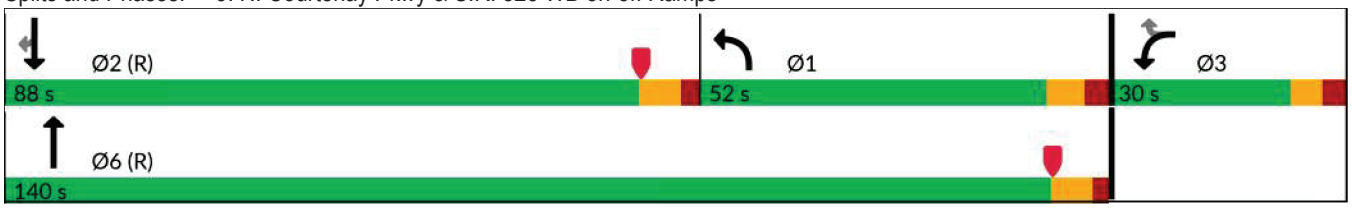
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

| 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 |

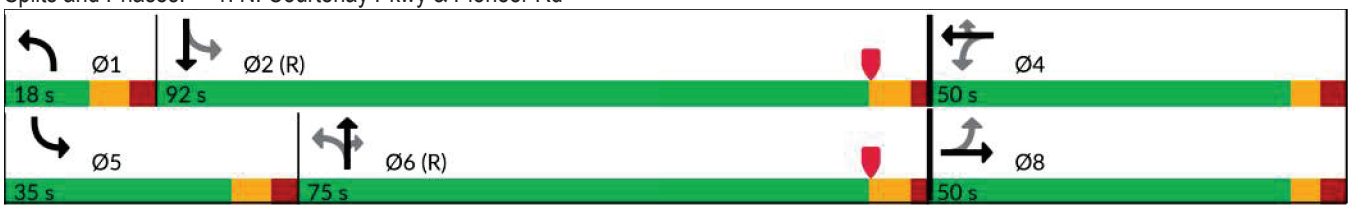
# NO BUILD AM

| 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 | | | | |

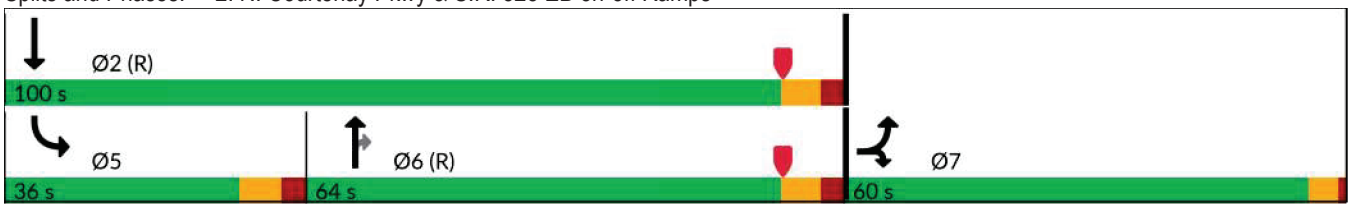
| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 18.8 | |
| HCM 7th LOS | | B | |

| 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**

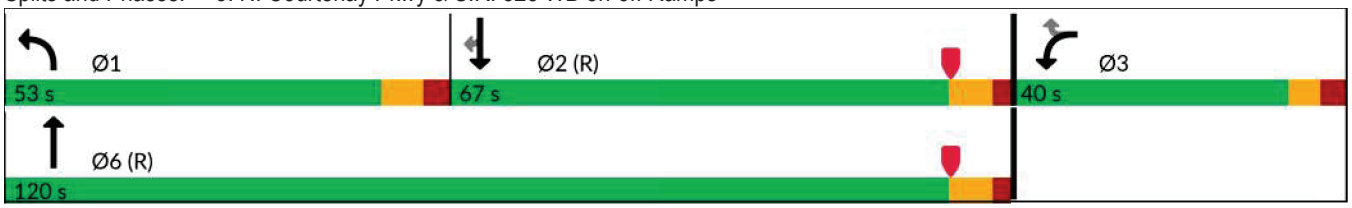
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

| 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

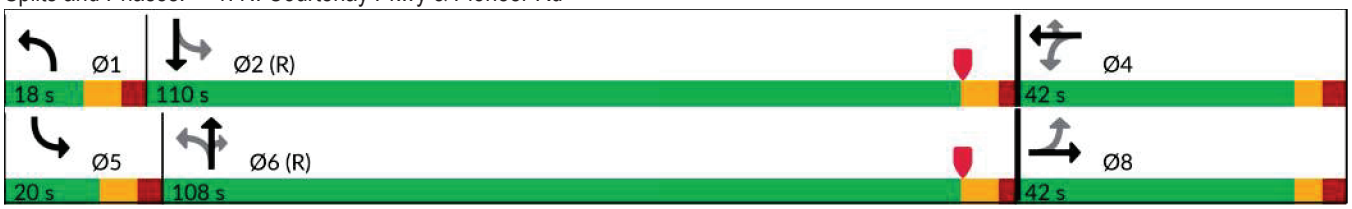
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 133 | 21 | 41 | 135 | 23 | 121 | 52 | 1552 | 85 | 110 | 1644 | 36 |
| Future Volume (vph) | 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 | | | | |

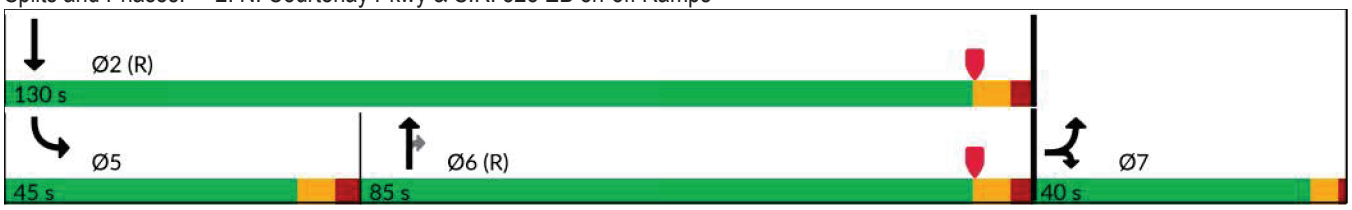
| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 17.2 | |
| HCM 7th LOS | | B | |

| 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**

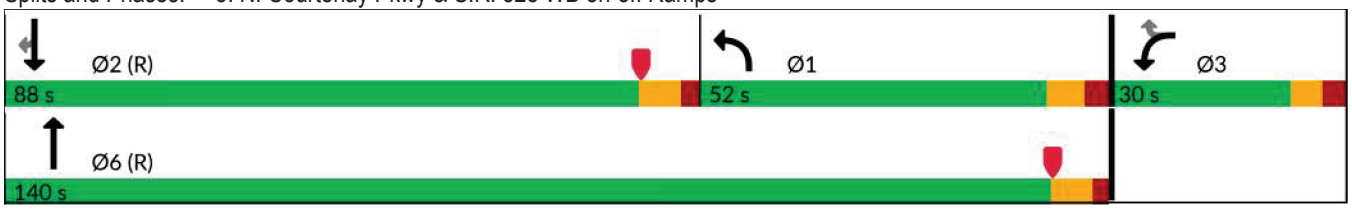
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

| 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

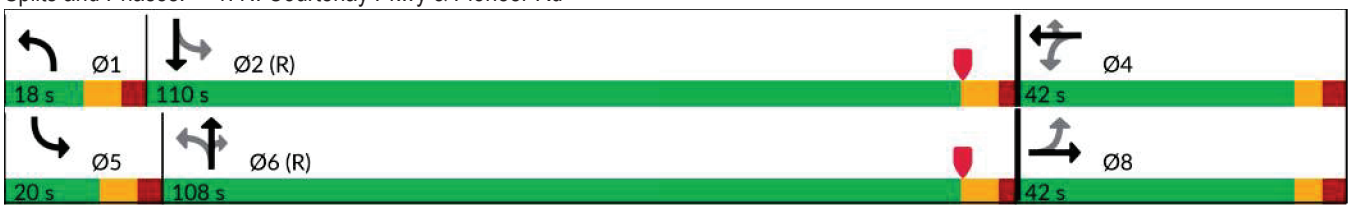
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 122 | 22 | 33 | 120 | 21 | 111 | 43 | 1566 | 110 | 117 | 1688 | 36 |
| Future Volume (vph) | 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 | | | | |

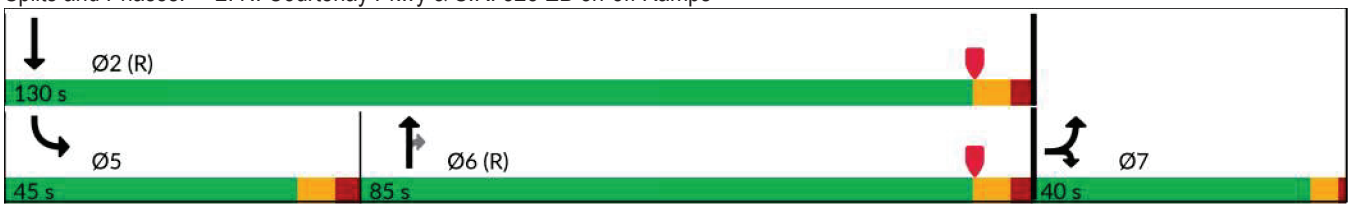
| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 14.7 | |
| HCM 7th LOS | | B | |

| 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**

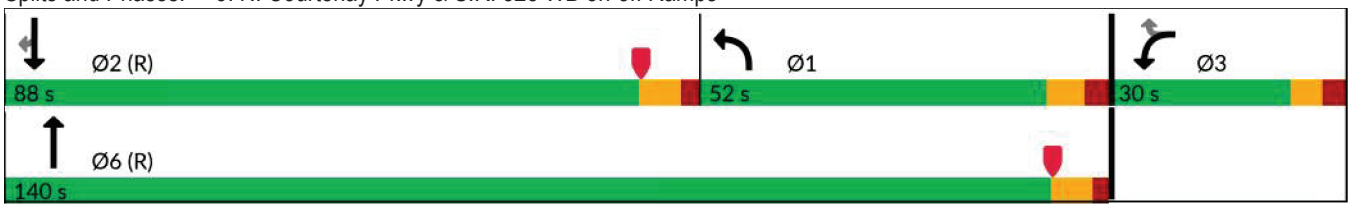
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

| 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 |

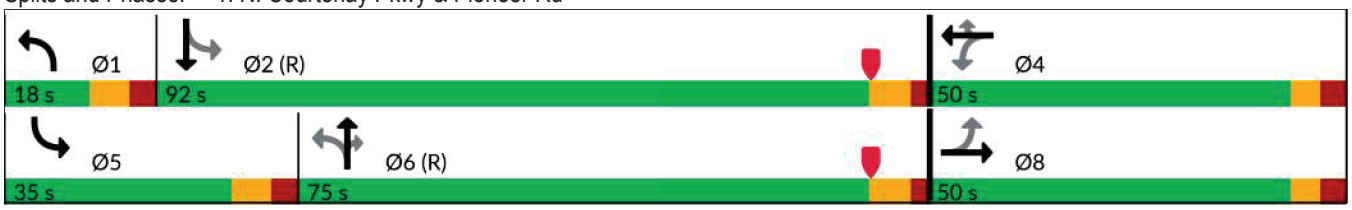
# BUILD AM
# ALTERNATIVE 0

| 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 | | | | |

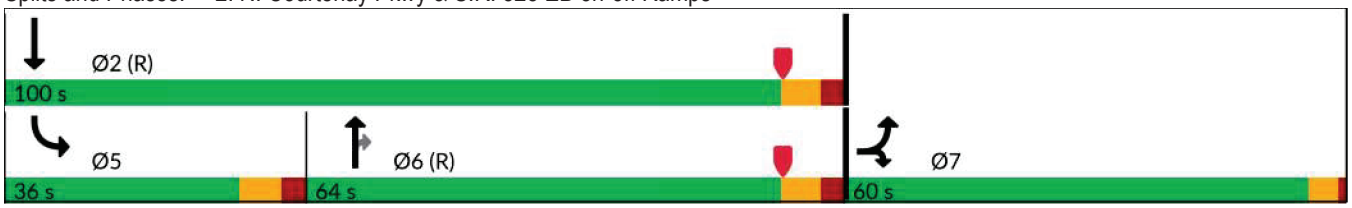
| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 20.8 | |
| HCM 7th LOS | | C | |

| 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**

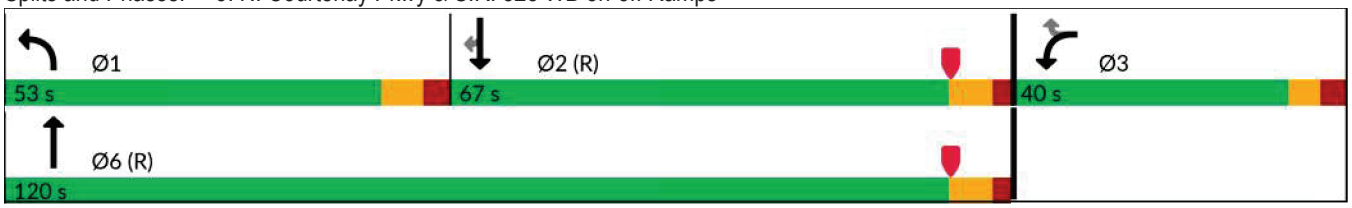
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

| 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

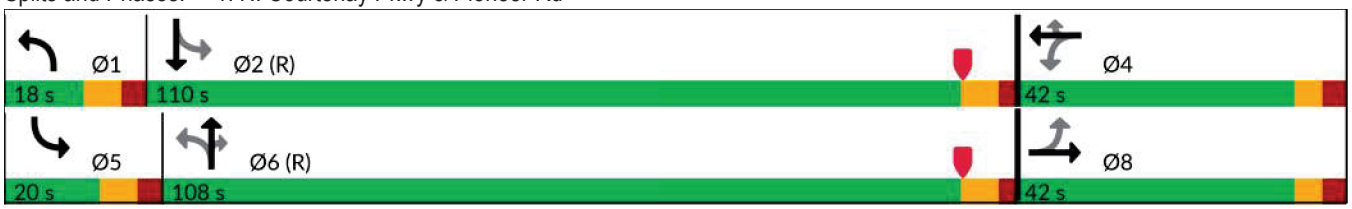
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 133 | 21 | 41 | 149 | 23 | 126 | 52 | 1561 | 94 | 140 | 1644 | 36 |
| Future Volume (vph) | 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 | | | | |

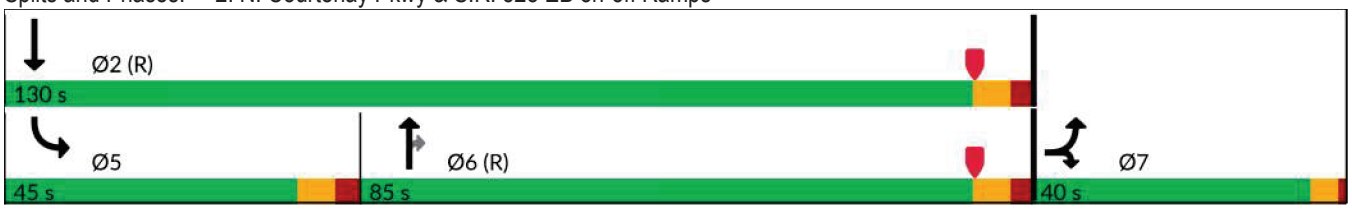
| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 18.6 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| 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**

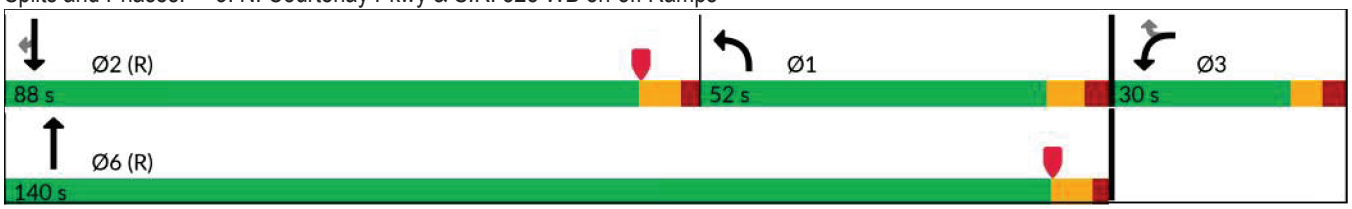
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

| 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 |

# BUILD PM
# ALTERNATIVE 0

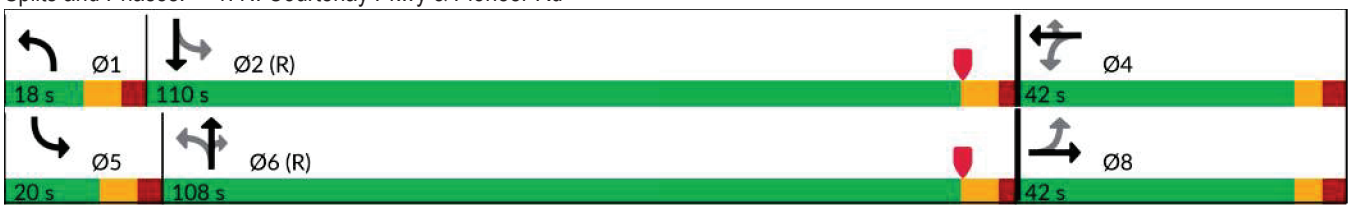
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 122 | 22 | 33 | 136 | 21 | 116 | 43 | 1580 | 124 | 161 | 1688 | 36 |
| Future Volume (vph) | 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 | | | | |

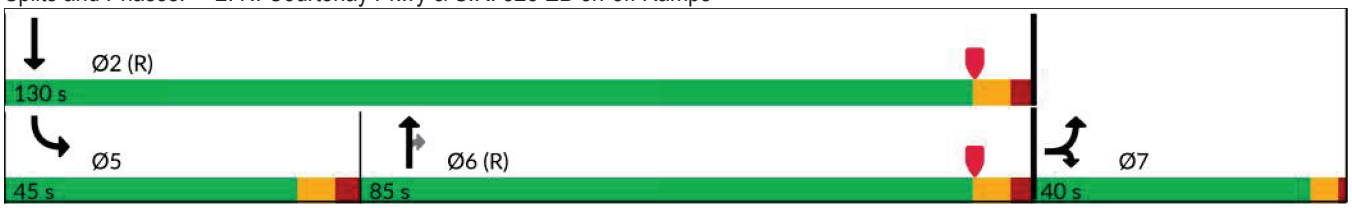
| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 16.0 | |
| HCM 7th LOS | | B | |

| 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**

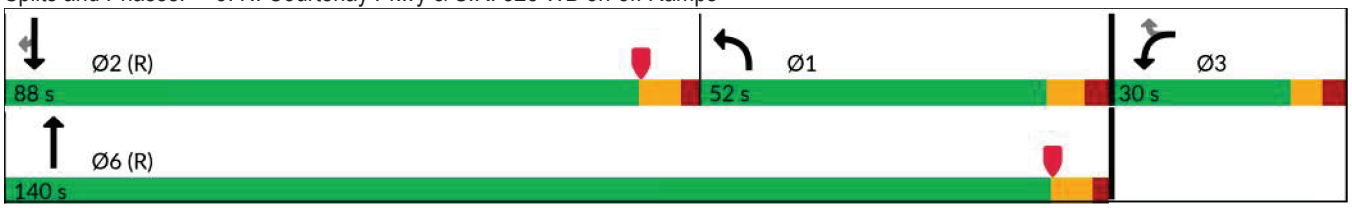
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

| 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 |

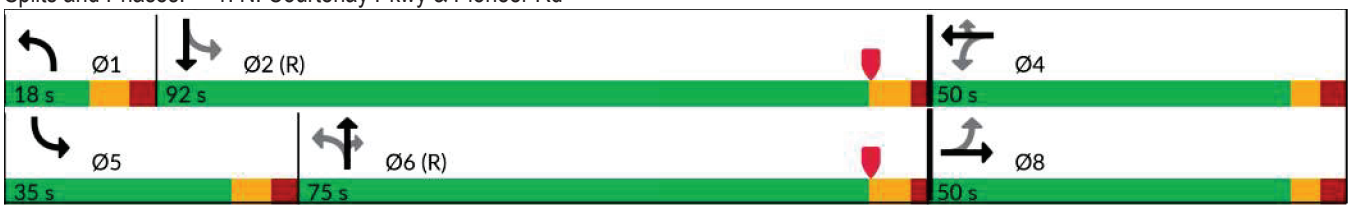
# BUILD AM
# ALTERNATIVE 1

| 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 | | | | |

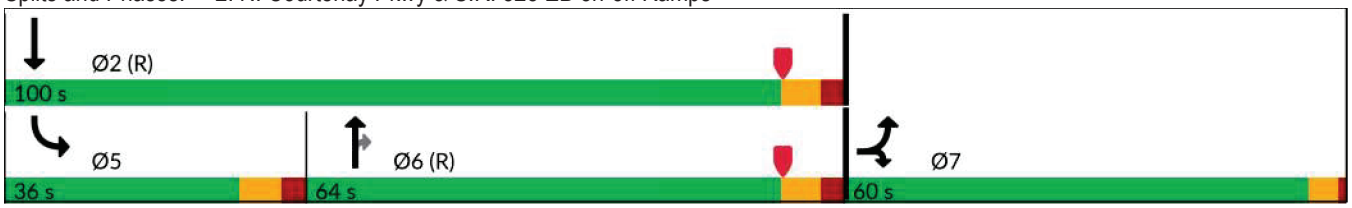
| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 20.8 | |
| HCM 7th LOS | | C | |

| 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**

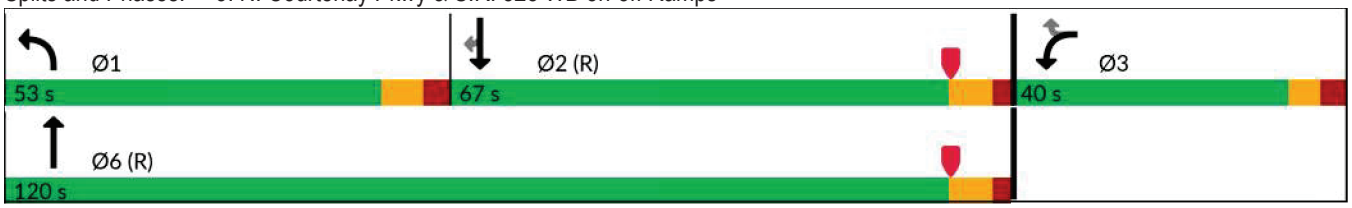
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

| 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

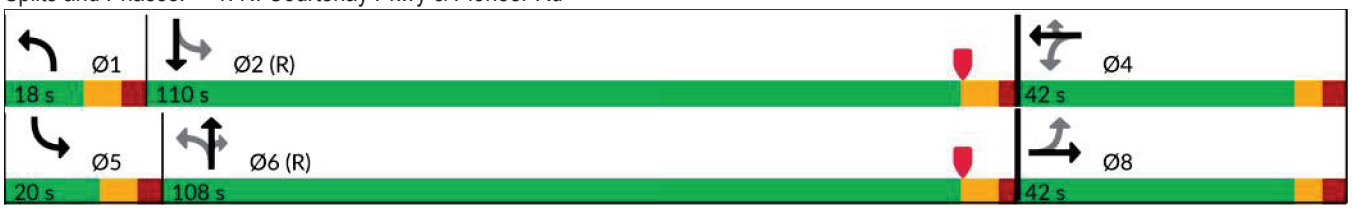
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 133 | 21 | 41 | 149 | 23 | 126 | 52 | 1561 | 94 | 140 | 1644 | 36 |
| Future Volume (vph) | 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 | | | | |

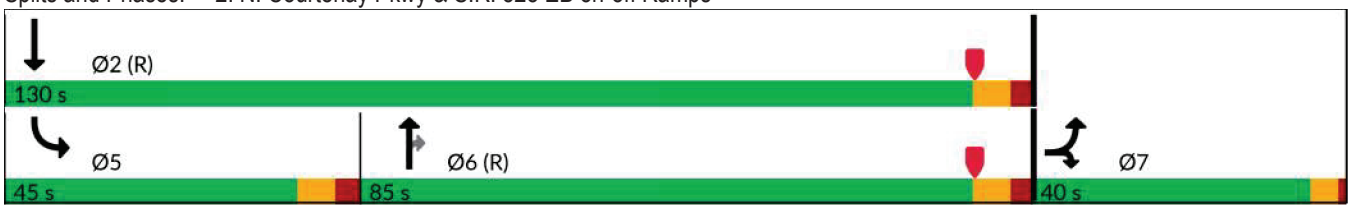
| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 18.6 | |
| HCM 7th LOS | | B | |

| 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**

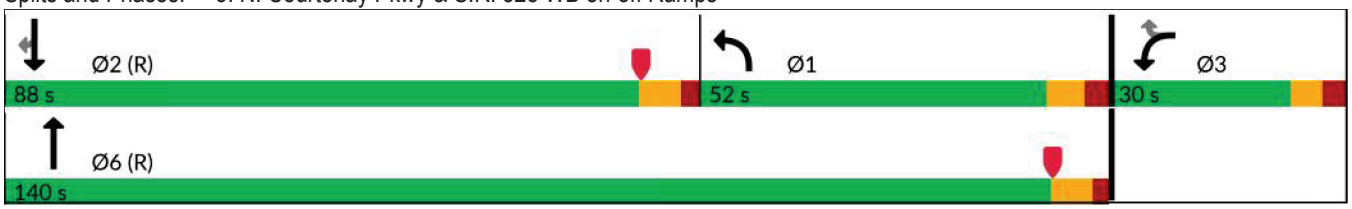
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

| 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

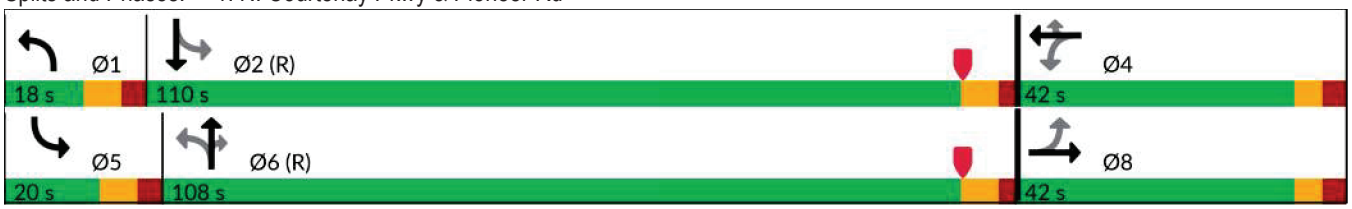
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 122 | 22 | 33 | 136 | 21 | 116 | 43 | 1580 | 124 | 161 | 1688 | 36 |
| Future Volume (vph) | 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 | | | | |

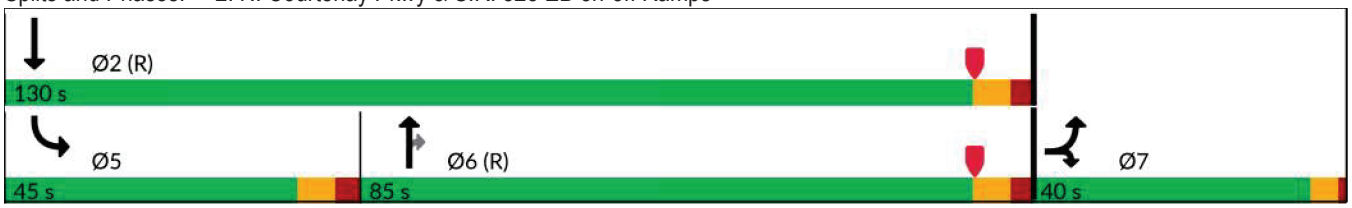
| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 16.0 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| 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 |

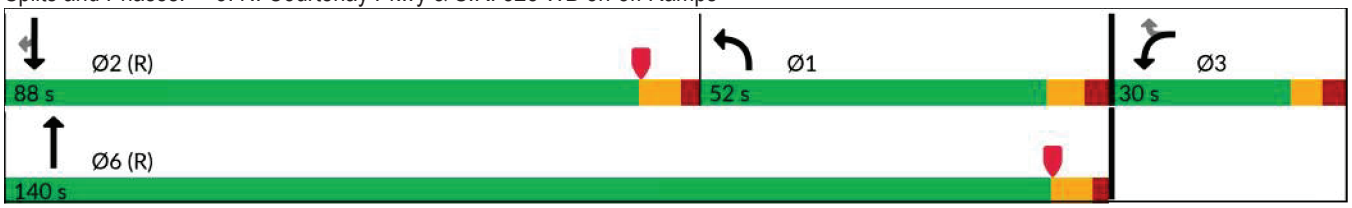
| Notes |
|---|
| Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay. |

| 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 |

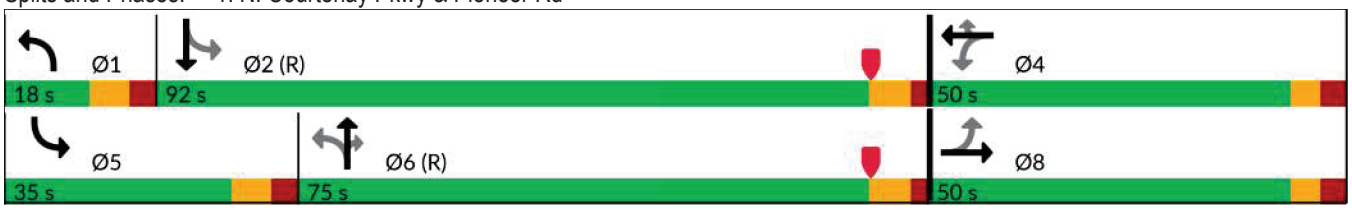
# BUILD AM
# ALTERNATIVE 2

| 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 | | | | |

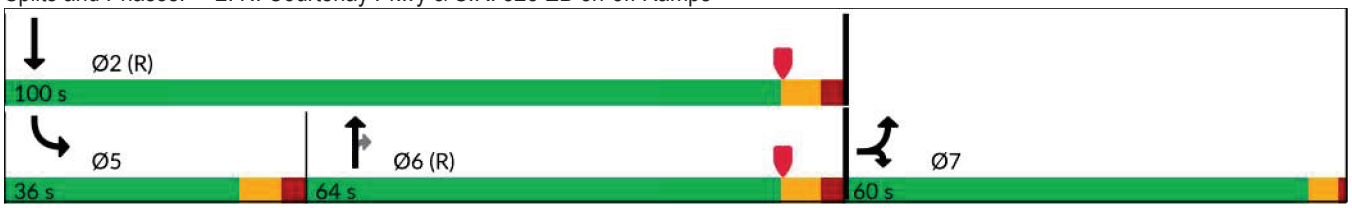
| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 20.6 | |
| HCM 7th LOS | | C | |

| 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**

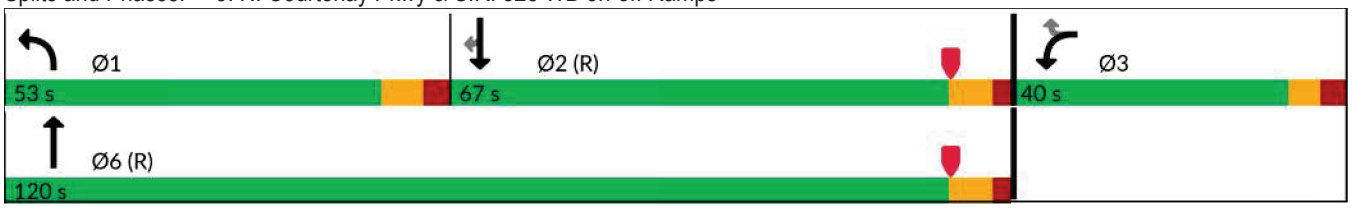
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

| 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

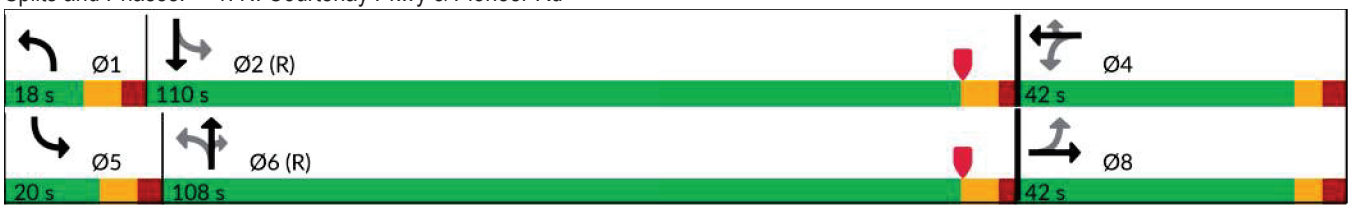
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 133 | 21 | 41 | 149 | 23 | 125 | 52 | 1561 | 94 | 115 | 1644 | 36 |
| Future Volume (vph) | 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 | | | | |

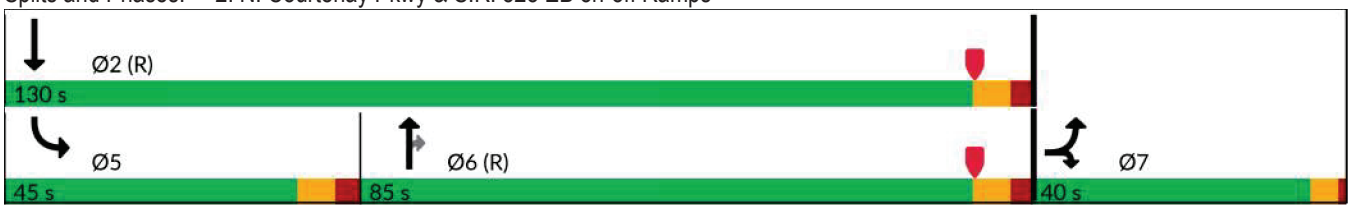
| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 18.1 | |
| HCM 7th LOS | | B | |

| 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**

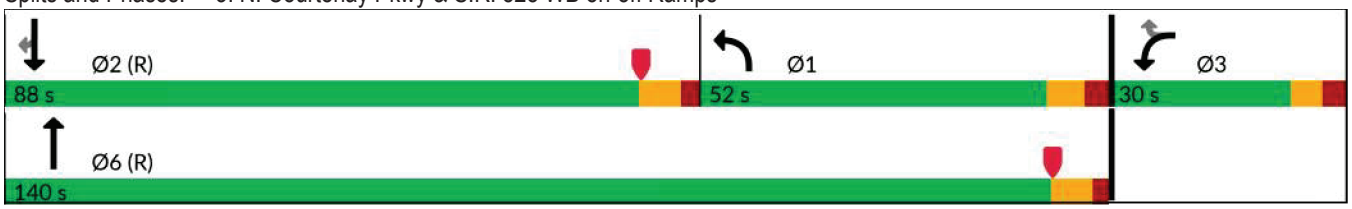
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

| 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

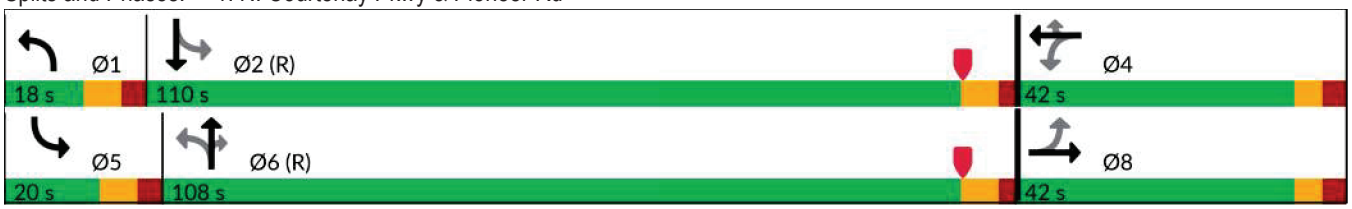
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 122 | 22 | 33 | 136 | 21 | 116 | 43 | 1580 | 124 | 124 | 1688 | 36 |
| Future Volume (vph) | 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

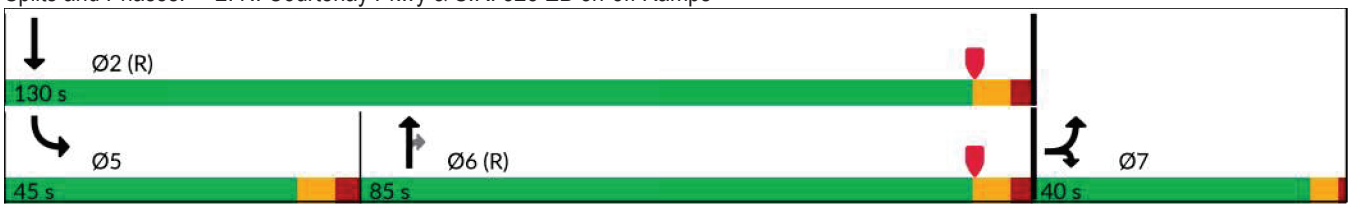
Analysis Period (min) 15

~ 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

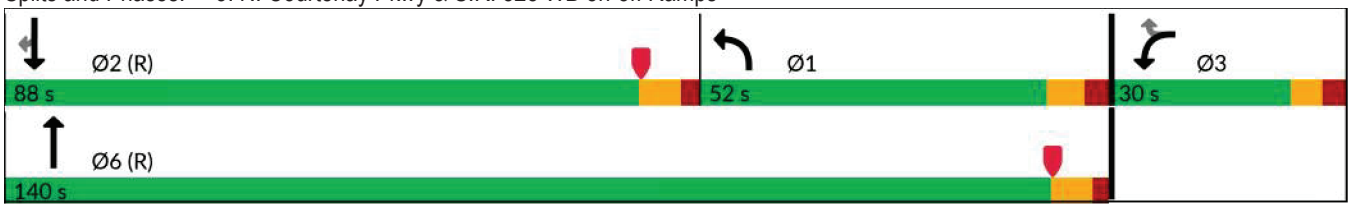
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

| 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) | | | | | |