



PTAR Reevaluation Assessment Memorandum For

**SR 524 Project Traffic Analysis Report (PTAR)
from W. Friday Road to Industry Road in Brevard County, FL**

FDOT Office
District Five

Date
April 2024

*Financial Management No. 437983-1
ETDM No. 14321*

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C §327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

Section 1: Introduction/Background

As part of the ongoing SR 524 PD&E Study from W. Friday Road to Industry Road (FPID: 437983-1), in Brevard County, Florida, a Project Traffic Analysis Report (PTAR) was completed in July 2019. This PTAR will be referred to as the 2019 Final PTAR in this memorandum. Since then, Space Coast Transportation Planning Organization (TPO) adopted a new 2045 Long Range Transportation Plan and FDOT District Five adopted a new regional travel demand model (Central Florida Regional Planning Model [CFRPM] version 7.0) requiring a reevaluation assessment of the 2019 Final PTAR as stated in the 2023 FDOT PD&E Manual.

The main goal of this Reevaluation Assessment is to determine whether the project traffic developed as part of the 2019 Final PTAR is still valid. Based on the meeting with FDOT staff on 3/13/2024, the reevaluation was performed in two parts.

Part 1: The Interchange Access Request (IAR) Reevaluation Table (from the IAR User's Guide – Appendix I) was used for this purpose because of the I-95/SR 524 interchange within the study limits.

- The IAR Reevaluation Table compares existing year counts (the same year as the Final PTAR) and the corresponding counts from Florida Traffic Online (FTO) or other available sources like Space Coast TPO. It also shows counts at least five years prior to the existing year to understand traffic growth. In this case, the existing year used in the approved Final PTAR is 2019.
- For the future year forecasts, the Table provides a comparison of the design year volumes from the Final PTAR and the horizon year AADT volumes from the current adopted regional travel demand model (CFRPM 7.0) AADT volumes. In this case, both the Final PTAR design year and regional travel demand model horizon year is 2045.

Part 2: The year 2045 Socio-Economic (SE) data and roadway network data were compared between the models - CFRPM 6.1 (used in the 2019 Final PTAR) and CFRPM 7.0 (currently in use).

Section 2: Analysis

Part 1 Analysis

Traffic Data Comparison

The supporting analysis for Part 1 is shown in **Table 1**. The following discussion points are provided for the notable differences in the existing (year 2019) volumes between the 2019 Final PTAR and FTO/Space Coast TPO:

- The 2019 AADT volumes from the Final PTAR for the I-95 northbound on-ramp and southbound off-ramp are 44.4% and 33.3% higher than the 2019 volumes from the FTO, respectively. These are low-volume roadways, because of which the percentage difference seems higher. Moreover, the volumes from the 2019 Final PTAR were field-verified and approved counts.
- The 2019 AADT volumes from the Final PTAR for SR 524 between E. Friday Road to Cox Road and Industry Road, north of SR 524 are approximately 14.5% and 25.9% lower than the 2019 volumes from the Space Coast TPO. Again, the 2019 AADT volumes from the Final PTAR were field-verified counts,

and based on a review of the 2019 turning movement counts collected as part of the PTAR, these AADT volumes were found to be reasonable. The other reason as to why the 2019 AADT volume from FTO for Industry Road, north of SR 524 AADT volume could be overestimated is because of the proximity of the count location to the SR 528 ramps.

As for the future year traffic forecasts, the design year 2045 AADT volumes from the 2019 Final PTAR are either higher than or comparable to the latest 2045 CFRPM 7.0 model AADTs. The year 2045 traffic forecasts from the 2019 Final PTAR were determined based on a combination of sources including the regional travel demand (CFRPM 6.1), the Bureau of Economic and Business Research (BEBR), and historical traffic trends analysis, while also considering for other factors like the regional importance of SR 524 and input from the stakeholders. As such, the recommended growth rates for the SR 524 study corridor represented the anticipated future traffic growth within the study area. Moreover, CFRPM 7.0 is not validated at a project corridor level for the SR 524 study area.

The following discussion points are provided for the notable differences in the year 2045 volumes between the 2019 Final PTAR and CFRPM 7.0:

- The year 2045 AADT volumes from the 2019 Final PTAR for I-95 northbound on-ramp and southbound off-ramp are higher (slightly more than 50%) than the 2045 CFRPM 7.0 model AADTs. It seems like the CFRPM 7.0 underestimated these ramp volumes since the 2019 volumes are in the range of 2,600-2,800 (from the 2019 Final PTAR) while CFRPM 7.0 shows 2045 ramp volumes of around 4,000. The reason for this conclusion is that the year 2022 AADT volumes for these two ramps from FTO are already around 4,000. The underestimation of the I-95 ramp volumes in CFRPM 7.0 will impact the volumes on SR 524 east of I-95 (i.e., will be underestimated as well) since the majority of the existing/planned development is to the east of I-95.
- The year 2045 AADT volume from the 2019 Final PTAR for SR 524 between I-95 and E. Friday Road is approximately 37.9% higher than the 2045 CFRPM 7.0 model AADT volume. Since the 2045 I-95 ramp volumes were almost 50% underestimated in CFRPM 7.0, the 2045 volume on SR 524 between I-95 and E. Friday Road is therefore also underestimated.
- The year 2045 AADT volumes from the 2019 Final PTAR for W. Friday Road, south of SR 524, and Cox Road, north of SR 524 are approximately 25.4% and 21.1% higher than the 2045 CFRPM 7.0 model AADT volumes, respectively. One of the reasons for these differences is that these are low volume roadways and as such the percentage differences seem higher. Moreover, the 2045 AADT volumes from the 2019 Final PTAR also reflected the anticipated traffic growth for these two roadway segments, while CFRPM 7.0 which is not validated may be underestimating the year 2045 volumes.
- The year 2045 AADT volume from the 2019 Final PTAR for E. Friday Road, north of SR 524 is approximately 100% lower than the 2045 CFRPM 7.0 model AADT volume. This is a low-volume roadway and as such the percentage difference seems higher. Based on a review of the historical traffic volumes (2014 to 2019), the AADT volumes on this roadway segment show a flat growth.

Moreover, based on the previous coordination with FDOT, this road is not anticipated to have as much growth as shown in the 2045 CFRPM 7.0 model.

All supporting documents are provided in **Appendices A1 through A3**.

Part 2 Analysis

Socio -Economic (SE) Data Comparison

The supporting analysis for Part 2 is shown in **Table 2**. The SE data was compared for all the Traffic Analysis Zones (TAZs) shown in **Appendix A4**. As shown in this table, the production variables (single-family and multi-family units) and attraction variables (industrial, commercial, and service employment) between the CFRPM 6.1 SE data used in the 2019 Final PTAR are generally comparable (<3.0%) to the 2045 CFRPM 7.0 SE data. Also, it is to be noted that the 2045 AADT volumes used in the 2019 Final PTAR are higher than the 2045 AADT volumes from CFRPM 7.0.

Year 2045 Roadway Network Comparison

Based on a review of the model plots, within the study area, the roadway network is the same between CFRPM 6.1 used in the 2019 Final PTAR and CFRPM 7.0. It is to be noted that SR 528 between SR 407 and I-95 which is outside the study area has four (4) lanes in CFRPM 6.1 and six (6) lanes in CFRPM 7.0.

Study Conclusion

Based on the above Part 1 and Part 2 analysis of the most recent available data, it is concluded that the year 2045 design traffic volumes from the 2019 Final PTAR (FPID: 437983-1) are still valid for widening SR 524 between W. Friday Road and Industry Road from two (2) to four (4) lanes. Also, there are no substantial changes in land uses between CFRPM 6.1 (used in the 2019 Final PTAR) and CFRPM 7.0 within the project area that may impact traffic growth or travel patterns. Additionally, the magnitude of the planning assumptions between CFRPM 6.1 and CFRPM 7.0 are not substantially different to affect the decisions documented in the 2019 Final PTAR.

Table 1: Traffic Validation at I-95 & SR 524 interchange and SR 524 from W. Friday Road to Industry Road

FDOT / Space Coast TPO Station No.	Location	FDOT/County Traffic Count Year ¹ AADT (Year 2014)	FDOT/Space Coast TPO Traffic Count Year ² AADT (Year 2019)	Final PTAR Existing Year ³ AADT (Year 2019)	Year ² AADT Vs Year ³ AADT ⁵	Final PTAR Design Year AADT (Year 2045)	Travel Demand Model Horizon Year AADT (CFRPM 7.0 - Year 2045)	Approved Final PTAR Vs CFRPM 7.0 (Year 2045 AADT) ⁶
I-95 & SR 524 interchange								
#	I-95, north of SR 524	35,400	65,500	64,000	2.3%	97,000	84,800	12.6%
#	I-95, south of SR 524	40,300	71,600	69,000	3.6%	101,200	98,600	2.6%
702028	I-95 Northbound Off-ramp to SR 524	3,900	5,000	5,200	-4.0%	10,500	11,600	-10.5%
702029	I-95 Northbound On-ramp from SR 524	1,400	1,800	2,600	-44.4%	8,400	4,000	52.4%
702030	I-95 Southbound Off-ramp to SR 524	1,600	2,100	2,800	-33.3%	8,400	3,900	53.6%
702031	I-95 Southbound On-ramp from SR 524	4,000	5,000	5,500	-10.0%	10,500	10,000	4.8%
	Total		151,000	149,100	1.3%	236,000	212,900	9.8%
SR 524 from W. Friday Road to Industry Road								
	SR 524 from W. Friday Rd to I-95			9,400		20,000	21,800	-9.0%
	SR 524 from I-95 to E. Friday Rd			18,000		39,000	24,200	37.9%
73	SR 524 from E. Friday Rd to Cox Rd	9,670	11,700	10,000	14.5%	22,000	19,300	12.3%
76	SR 524 from Cox Rd to London Blvd	14,200	13,500	15,000	-11.1%	29,000	25,500	12.1%
	SR 524 from London Blvd to Industry Rd			17,000		32,000	30,100	5.9%
	Total		25,200	25,000	0.8%	142,000	120,900	14.9%
Other Side Streets								
67	W. Friday Rd, South of SR 524	1,220	1,780	1,700	4.5%	5,900	4,400	25.4%
64	E. Friday Rd, North of SR 524	3,020 ⁴	2,960	2,900	2.0%	3,100	6,400	-106.5%
69	Cox Rd, North of SR 524	2,490	2,630	2,500	4.9%	3,800	3,000	21.1%
	Cox Rd, South of SR 524			4,400		8,400	8,400	0.0%
700435	Industry Rd, North of SR 524	25,500	27,000	20,000	25.9%	35,000	35,300	-0.9%
	Total		34,370	27,100	21.2%	56,200	57,500	-2.3%

Notes:

- FDOT Traffic Count Year¹ AADT - This should be at least 5 years before FDOT Traffic Count Year² AADT - to understand historic growth
- FDOT Traffic Count Year² AADT - same year as Final PTAR Existing Year³ AADT
- PTAR Existing Year³ AADT - This is the existing year AADT of the Final PTAR
- TDM Horizon Year AADT - current adopted Travel Demand Model.
- PTAR Design Year AADT might need to be estimated if it doesn't match the horizon year of the TDM. For example, if the approved IAR Design Year is 2035 and the TDM horizon year is 2040
- A MOCF of 0.97 for I-95 and 0.93 for all other roadways is used to convert Model PSWADT to AADT
- 4 - 2013 Data
- 5 - Percentage is calculated as ((Year² AADT – Year³ AADT)/ Year² AADT)
- 6 - Percentage is calculated as ((Final PTAR 2045 AADT – CFRPM 7.0 AADT AADT)/ Final PTAR 2045 AADT)
- # Balanced AADTs based on the ramp volumes at I-95/SR 520 and I-95/SR 524 interchanges and AADT from CoSite 700365

Table 2: Year 2045 SE Data Comparison

Model Version	SF DUs	MF DUs	Total (SF + MF) DUs	Hotel	Employment				School Students
					Ind.	Comm.	Ser,	Total	
CFRPM 6.1	12,357	4,113	16,470	560	2,087	5,228	17,463	24,778	6,756
CFRPM 7.0	12,300	4,230	16,530	626	2,232	5,914	17,328	25,474	6,445
% Difference (CFRPM 6.1-CFRPM 7.0)			-0.36%	-11.79%				-2.81%	4.60%

Notes:

- SF – Single-Family
- DUs - Dwelling Units
- MF – Multi-Family
- Ind. – Industrial
- Comm. – Commercial
- Ser. - Service

Appendices:

- A1. Historical AADT Reports from 2022 FTO and Space Coast TPO
- A2. Relevant Excerpts from the Final SR 524 PTAR dated July 2019
- A3. CFRPM v7.0 2045 Cost-Feasible Model Plots
- A4. SE Data Comparison

A1. Historical AADT Reports from 2022 FTO

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 0435 - ON SR-524, 0.054 MI. N OF SR-501 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2022	25000	S	N 13500		S 11500	9.00	53.90	5.00
2021	25000	F	N 13500		S 11500	9.00	54.30	6.30
2020	25000	C	N 13500		S 11500	9.00	55.00	15.00
2019	27000	S	N 14500		S 12500	9.00	54.70	9.10
2018	27000	F	N 14500		S 12500	9.00	54.10	10.30
2017	26000	C	N 14000		S 12000	9.00	54.30	10.60
2016	28000	C	N 12500		S 15500	9.00	53.40	6.50
2015	25000	C	N 12500		S 12500	9.00	53.80	6.40
2014	25500	C	N 13500		S 12000	9.00	53.80	7.10
2013	21000	C	N 11000		S 10000	9.00	54.20	8.90
2012	23000	C	N 11500		S 11500	9.00	53.60	6.80
2011	23000	C	N 11500		S 11500	9.00	54.30	7.20
2010	21000	C	N 10000		S 11000	10.91	56.02	5.70
2009	23500	C	N 12000		S 11500	11.80	61.02	7.40
2008	24000	C	N 12500		S 11500	11.37	57.79	6.70
2007	25500	C	N 13000		S 12500	9.20	54.21	6.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 2028 - I-95 NB OFF RAMP TO SR-524

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2022	8100 C	N	8100	0	9.00	99.90	5.00
2021	4900 S		0	0	9.00	99.90	6.30
2020	4800 F		0	0	9.00	99.90	15.00
2019	5000 C	N	5000	0	9.00	99.90	9.10
2018	5100 S		0	0	9.00	99.90	10.30
2017	4900 F		0	0	9.00	99.90	10.60
2016	4600 C	N	4600	0	9.00	99.90	6.50
2015	4200 C	N	4200	0	9.00	99.90	6.40
2014	3900 C	N	3900		9.00	99.90	7.10
2013	3300 C	N	3300	0	9.00	99.90	8.90
2012	3600 C	N	3600	0	9.00	99.90	6.80
2011	3400 C	N	3400	0	9.00	99.90	7.20
2010	3500 C	N	3500	0	11.32	99.99	5.70
2009	3500 C	N	3500	0	11.81	99.99	7.40
2008	3700 C	N	3700	0	11.50	99.99	6.70
2007	3200 C	N	3200	0	10.60	99.99	6.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 2029 - I-95 NB ON RAMP FROM SR-524

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
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2022	4200 C	N	4200	0	9.00	99.90	5.00
2021	1700 S		0	0	9.00	99.90	6.30
2020	1700 F		0	0	9.00	99.90	15.00
2019	1800 C	N	1800	0	9.00	99.90	9.10
2018	1800 S		0	0	9.00	99.90	10.30
2017	1700 F		0	0	9.00	99.90	10.60
2016	1600 C	N	1600	0	9.00	99.90	6.50
2015	1400 C	N	1400	0	9.00	99.90	6.40
2014	1400 C	N	1400		9.00	99.90	7.10
2013	1300 C	N	1300	0	9.00	99.90	8.90
2012	1400 C	N	1400	0	9.00	99.90	6.80
2011	1400 C	N	1400	0	9.00	99.90	7.20
2010	1300 C	N	1300	0	11.32	99.99	5.70
2009	1300 C	N	1300	0	11.81	99.99	7.40
2007	1500 C	N	1500	0	10.60	99.99	6.00

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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 2030 - I-95 SB OFF RAMP TO SR-524

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
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2022	3700 C	S	3700	0	9.50	99.90	5.00
2021	2000 S		0	0	9.50	99.90	6.30
2020	2000 F		0	0	9.50	99.90	15.00
2019	2100 C	S	2100	0	9.50	99.90	9.10
2018	2200 S		0	0	9.50	99.90	10.30
2017	2100 F		0	0	9.50	99.90	10.60
2016	2000 C	S	2000	0	9.50	99.90	6.50
2015	1700 C	S	1700	0	9.00	99.90	6.40
2014	1600 C	S	1600		9.00	99.90	7.10
2013	1600 C	S	1600	0	9.00	99.90	8.90
2012	1600 C	S	1600	0	9.00	99.90	6.80
2011	1600 C	S	1600	0	9.00	99.90	7.20
2010	1500 C	S	1500	0	11.32	99.99	5.70
2009	1600 C	S	1600	0	11.81	99.99	7.40
2007	1800 C	S	1800	0	10.60	99.99	6.00

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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

SITE: 2031 - I-95 SB ON RAMP FROM SR-524

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2022	7600 C	S	7600	0	9.00	99.90	5.00
2021	4900 S		0	0	9.00	99.90	6.30
2020	4800 F		0	0	9.00	99.90	15.00
2019	5000 C	S	5000	0	9.00	99.90	9.10
2018	5200 S		0	0	9.00	99.90	10.30
2017	5000 F		0	0	9.00	99.90	10.60
2016	4700 C	S	4700	0	9.00	99.90	6.50
2015	4500 C	S	4500	0	9.00	99.90	6.40
2014	4000 C	S	4000		9.00	99.90	7.10
2013	3800 C	S	3800	0	9.00	99.90	8.90
2012	4000 C	S	4000	0	9.00	99.90	6.80
2011	3500 C	S	3500	0	9.00	99.90	7.20
2010	4500 C	S	4500	0	11.32	99.99	5.70
2009	3500 C	S	3500	0	11.81	99.99	7.40
2007	3400 C	S	3400	0	10.60	99.99	6.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 70 - BREVARD

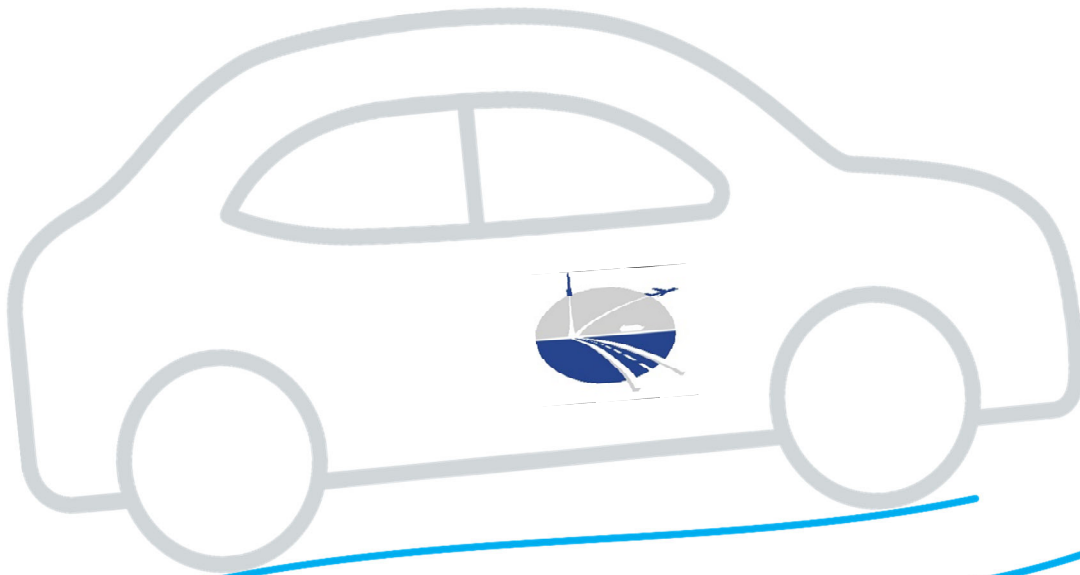
SITE: 0365 - ON I-95, 0.663 MI. S OF SR-520 ITS (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
----	-----		-----		-----	-----	-----	-----	
2022	84000	E				9.00	52.70	7.00	
2021	83500	S	N	42000	S	41500	9.00	53.00	8.90
2020	82500	F	N	41500	S	41000	9.00	52.80	9.40
2019	85500	C	N	43000	S	42500	9.00	52.60	10.10
2018	81000	S	N	41000	S	40000	9.00	52.50	10.00
2017	78000	F	N	39500	S	38500	9.00	53.10	7.40
2016	73000	C	N	37000	S	36000	9.00	53.20	7.00
2015	52500	S	N	27500	S	25000	9.00	51.50	6.70
2014	49500	F	N	26000	S	23500	9.00	51.20	7.10
2013	47500	C	N	25000	S	22500	9.00	51.30	7.90
2012	38000	C	N	19000	S	19000	9.00	52.80	7.80
2011	45500	C	N	23000	S	22500	9.00	53.70	6.90
2010	40500	C	N	20000	S	20500	11.32	53.54	5.10
2009	74000	C	N	37000	S	37000	11.81	53.26	7.30
2008	71500	S	N	36500	S	35000	11.50	55.11	5.40
2007	74500	F	N	38000	S	36500	10.60	57.53	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

**SPACE COAST
TRANSPORTATION PLANNING ORGANIZATION
HISTORICAL TRAFFIC VOLUMES – 2013-2022**

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



JUNE 22, 2023



SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: CENTRAL																
75	ADAMSON RD.	PINE ST.	SR 524	4,880	4,700	5,210	5,380	5,340	6,100	5,100	5,830	6,540	5,650	17,700	03/10/22-03/11/22	Urban Minor Collector
	BARNES BLVD.	FISKE BLVD. (SR 519)	MURRELL RD.	15,060	15,460	15,895		13,145	13,835	17,545	16,660	15,580	15,705			
77		FISKE BLVD. (SR 519)	THREE MEADOWS DR.	15,060	15,460	15,940	UC	13,440	13,750	19,340	15,560	15,100	15,620	39,800	01/13/22-01/14/22	Urban Principal Arterial-Other
604	BARNES BLVD.	THREE MEADOWS DR.	MURRELL RD.			15,850	UC	12,850	13,920	15,750	17,760	16,060	15,790	39,800	01/13/22-01/14/22	Urban Principal Arterial-Other
72	BARNES BLVD.	MURRELL RD.	US 1	NC	9,720	9,910	8,800	9,560	10,510	10,910	10,480	9,510	14,280	17,700	03/09/22-03/10/22	Urban Principal Arterial-Other
	BARTON BLVD.	FISKE BLVD.	US 1										13,230			
43		FISKE BLVD.	MURRELL RD.										13,550	34,020	01/13/22-01/14/22	Urban Minor Arterial
71		MURRELL RD.	US 1										12,910	34,020	01/13/22-01/14/22	Urban Minor Arterial
49	CLEARLAKE RD.	PLUCKEBAUM RD.	SR 520	5,400	4,800	5,050	4,590	4,750	5,910	5,160	5,190	4,770	4,150	15,600	01/24/22-01/25/22	Urban Major Collector
	CLEARLAKE RD. (SR 501)	SR 520	MICHIGAN AVE.	15,747	15,933	18,307	18,030	16,990	17,407	16,327	15,767	14,877	13,243			
29		CLEARLAKE RD. (SR 501)	LAKE DR.	11,550	11,640	14,160	13,400	12,810	14,590	12,870	11,330	12,320	11,060	39,800	03/10/22-03/11/22	Urban Minor Arterial
30		CLEARLAKE RD. (SR 501)	LAKE DR.	16,010	16,210	19,620	19,120	18,200	18,010	17,110	18,220	16,450	13,630	39,800	03/10/22-03/11/22	Urban Minor Arterial
31		CLEARLAKE RD. (SR 501)	DIXON BLVD.	NC	19,950	NC	21,570	NC	19,620	NC	17,750	NC	15,040	39,800	03/10/22-03/11/22	Urban Minor Arterial
32		CLEARLAKE RD. (SR 501)	ROSETINE ST.	19,680	NC	21,140	NC	19,960	NC	19,000	NC	15,860	NC	39,800	02/17/21-02/18/21	Urban Minor Arterial
	CLEARLAKE RD. (SR 501)	MICHIGAN AVE.	SR 524	17,233	17,727	19,817	19,927	18,193	18,640	17,783	16,933	15,860	16,480			
39		CLEARLAKE RD. (SR 501)	MICHIGAN AVE.	18,910	18,410	21,290	21,320	19,970	20,550	19,530	18,070	17,230	17,760	39,800	01/19/22-01/20/22	Urban Minor Arterial
50		CLEARLAKE RD. (SR 501)	OTTERBEIN AVE.	14,120	15,520	16,960	16,090	14,810	15,770	15,210	13,840	13,580	14,530	41,790	01/19/22-01/20/22	Urban Minor Arterial
95		CLEARLAKE RD. (SR 501)	N. WALMART ENTRANCE	18,670	19,250	21,200	22,370	19,800	19,600	18,610	18,890	16,770	17,150	41,790	01/19/22-01/20/22	Urban Minor Arterial
61	COX RD.	SR 520	SR 524	4,260	4,100	4,560	4,810	4,240	4,460	4,370	4,850	4,770	4,650	17,700	03/10/22-03/11/22	Urban Major Collector
69	COX RD.	SR 524	JAMES RD.	2,580	2,490	2,760	2,690	2,600	2,660	2,630	2,540	2,590	2,600	17,700	01/19/22-01/20/22	Urban Major Collector
	DIXON BLVD.	CLEARLAKE RD.	US 1	9,855	9,630	10,160	10,415	10,303	10,758	10,340	10,475	9,745	10,153			
47		DIXON BLVD.	CLEARLAKE RD.	10,280	10,320	11,360	11,290	10,920	11,070	10,620	10,950	10,150	10,520	39,800	01/19/22-01/20/22	Urban Minor Arterial
51		DIXON BLVD.	PINEDA ST.	9,590	9,420	10,260	10,130	10,240	10,490	10,390	10,590	9,600	9,670	39,800	01/19/22-01/20/22	Urban Minor Arterial
46		DIXON BLVD.	FISKE BLVD.	10,140	9,800	10,220	10,760	10,560	11,260	10,780	10,940	10,000	10,510	39,800	01/19/22-01/20/22	Urban Minor Arterial
45		DIXON BLVD.	BYRD PLAZA ENTRANCE	9,410	8,980	8,800	9,480	9,490	10,210	9,570	9,420	9,230	9,910	39,800	02/10/22-02/11/22	Urban Minor Arterial
	EYSTER BLVD.	FISKE BLVD.	US 1										9,120			
635		EYSTER BLVD.	HUNTINGTON										7,810	15,600	01/13/22-01/14/22	Urban Major Collector
636		EYSTER BLVD.	HUNTINGTON										7,020	15,600	01/13/22-01/14/22	Urban Major Collector
637		EYSTER BLVD.	MURRELL RD.										12,530	34,020	01/13/22-01/14/22	Urban Minor Arterial
	FISKE BLVD. (SR 519)	I-95/BARNES BLVD.	BARTON BLVD.	21,360	21,805	23,125	23,310	22,190	24,190	25,015	24,170	24,965	22,890			
44		FISKE BLVD. (SR 519)	EYSTER BLVD.	21,880	22,160	24,690	25,080	24,190	25,820	27,300	27,750	28,010	25,660	41,790	03/09/22-03/10/22	Urban Principal Arterial-Other
96		FISKE BLVD. (SR 519)	BARTON BLVD.	20,840	21,450	21,560	21,540	20,190	22,560	22,730	20,590	21,920	20,120	41,790	03/09/22-03/10/22	Urban Principal Arterial-Other
	FISKE BLVD. (SR 519)	BARTON BLVD.	SR 520	20,578	20,465	21,915	20,000	20,118	20,908	21,038	20,070	21,043	19,423			
42		FISKE BLVD. (SR 519)	BARTON BLVD.	23,250	24,240	24,150	24,200	22,660	24,320	24,130	22,260	22,700	20,700	41,790	03/09/22-03/10/22	Urban Principal Arterial-Other
41		FISKE BLVD. (SR 519)	ST. ANDREWS DR.	23,370	22,620	25,300	23,490	23,080	23,970	23,940	23,520	24,510	22,790	41,790	01/24/22-01/25/22	Urban Principal Arterial-Other
40		FISKE BLVD. (SR 519)	PLUCKEBAUM RD.	18,700	18,130	19,860	18,210	18,920	17,720	18,690	18,960	19,140	17,490	41,790	02/16/22-02/17/22	Urban Principal Arterial-Other
38		FISKE BLVD. (SR 519)	ROSA JONES DR.	16,990	16,870	18,350	14,100	15,810	17,620	17,390	15,540	17,820	16,710	41,790	02/16/22-02/17/22	Urban Principal Arterial-Other
37	FISKE BLVD.	SR 520	DIXON BLVD.	7,490	7,270	8,020	8,220	7,390	7,330	7,300	6,980	7,290	6,700	15,600	03/10/22-03/11/22	Urban Minor Arterial
	FLORIDA AVE.	US 1	SR 520	7,125	6,665	7,025	6,710	6,910	6,260	5,840	5,560	5,130	5,070			
55		FLORIDA AVE.	US 1	8,140	7,580	7,980	7,330	6,910	7,640	7,030	6,560	6,080	6,060	15,600	01/25/22-01/26/22	Urban Minor Arterial
54		FLORIDA AVE.	ROSA JONES DR.	6,110	5,750	6,070	6,090	UC	4,880	4,650	4,560	4,180	4,080	15,600	01/19/22-01/20/22	Urban Minor Arterial
	FORREST AVE.	SR 520	US 1	11,090	9,240	8,630	7,880	8,585	8,100	11,500	10,860	10,020	10,205			
52		FORREST AVE.	SR 520	12,580	10,170	9,890	8,700	8,930	NC	13,510	12,660	11,380	11,580	15,600	01/19/22-01/20/22	Urban Minor Arterial
53		FORREST AVE.	PEACHTREE ST.	9,600	8,310	7,370	7,060	8,240	8,100	9,490	9,060	8,660	8,830	15,600	03/10/22-03/11/22	Urban Minor Arterial
67	FRIDAY RD.	SR 520	SR 524	1,150	1,220	1,530	1,390	1,500	1,470	1,780	1,790	1,970	1,840	15,600	03/09/22-03/10/22	Urban Major Collector
64	FRIDAY RD.	SR 524	JAMES RD.	3,020	NC	3,290	NC	3,210	NC	2,960	NC	3,150	NC	17,700	01/19/21-01/20/21	Urban Local
593	JUDGE F JAMIESON WY.	TAVISTOCK DR.	STADIUM PKWY.	4,400	4,480	4,650	5,040	4,960	4,860	4,650	4,000	4,070	17,700		01/11/22-01/12/22	Urban Local
	JUDGE F JAMIESON WY.	STADIUM PKWY.	LAKE ANDREW DR.	14,760	15,795	15,785	16,295	16,400	16,400	16,140	16,570	12,495	10,925			
80		JUDGE F JAMIESON WY.	STADIUM PKWY.	14,310	14,780	15,380	15,970	16,190	16,250	16,210	16,350	11,490	10,090	39,800	01/11/22-01/12/22	Urban Minor Arterial
78		JUDGE F JAMIESON WY.	GOV'T CENTER/SCH. BOARD ENTRANCE	15,210	16,810	16,190	16,620	16,610	16,550	16,070	16,790	13,500	11,760	39,800	01/11/22-01/12/22	Urban Minor Arterial
	LAKE DR.	COX RD.	SR 520	3,190	3,133	3,767	4,033	3,870	4,510	3,880	3,927	3,793	3,677			
95		LAKE DR.	RANGE RD.	2,120	2,150	2,630	2,790	2,890	NC	3,510	3,360	3,300	3,300	17,700	01/31/22-02/01/22	Urban Major Collector
62		LAKE DR.	CLEARLAKE RD. (SR 501)	3,470	3,260	3,860	3,750	4,040	NC	4,110	4,110	4,100	3,640	15,600	01/31/22-02/01/22	Urban Major Collector
68		LAKE DR.	CLEARLAKE RD. (SR 501)	3,980	3,990	4,810	5,560	4,680	4,510	4,020	4,310	3,980	4,090	15,600	01/31/22-02/01/22	Urban Major Collector
	LAKE ANDREW DR.	WICKHAM RD.	VIERA BLVD.	16,555	17,085	17,900	17,350	17,130	19,090	17,280	17,390	16,625	15,845			
81		LAKE ANDREW DR.	WICKHAM RD.	18,320	18,810	19,940	18,480	18,990	18,980	19,340	19,460	18,590	19,020	39,800	03/09/22-03/10/22	Urban Minor Arterial
82		LAKE ANDREW DR.	THE AVENUES ENTRANCE	14,790	15,360	15,860	16,220	15,270	19,200	15,220	15,320	14,660	15,930	39,800	01/11/22-01/12/22	Urban Minor Arterial
640		LAKE ANDREW DR.	JUDGE F JAMIESON WY.										11,100	39,800	01/11/22-01/12/22	-
641		LAKE ANDREW DR.	PORADA DR.										17,330	39,800	01/11/22-01/12/22	-
86	MICHIGAN AVE.	RANGE RD.	CLEARLAKE RD.	NC	3,930	NC	4,180	NC	4,450	NC	4,120	NC	3,820	15,600	01/19/22-01/20/22	Urban Major Collector
48	MICHIGAN AVE.	CLEARLAKE RD.	US 1	12,070	10,280	8,420	9,940	10,820	11,090	11,500	11,420	10,060	10,320	39,800	01/31/22-02/01/22	Urban Minor Arterial
	MURRELL RD.	WICKHAM RD.	BARNES BLVD.	16,630	16,070	17,400	16,978	16,493	17,170	17,998	16,428	15,478	15,563			
528		MURRELL RD.	WICKHAM RD.	17,800	17,120	18,160	17,710	16,870	17,330	19,070	15,830	14,190	14,290	33,800	01/11/22-01/12/22	Urban Minor Arterial
59		MURRELL RD.	SPYGLASS HILL DR.	16,840	16,230	16,810	17,230	16,910	17,230	18,040	15,370	16,050	14,170	39,800	01/11/22-01/12/22	Urban Minor Arterial
529		MURRELL RD.	VIERA BLVD.	16,830	16,310	18,310	17,430	16,510	17,980	18,060	18,690	16,590	17,400	39,800	01/11/22-01/12/22	Urban Minor Arterial
57		MURRELL RD.	CLUB HOUSE DR.	15,050	14,620	16,320	15,540	15,680	16,140	16,820	15,820	15,080	16,390	39,800	01/11/22-01/12/22	Urban Minor Arterial

*Note: 2016 AADT's Beaches area were counted twice in 2016 and the AADT listed is the average of the two counts.
NC=Not Counted; UC=Under Construction

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: CENTRAL																
	MURRELL RD.	BARNES BLVD.	BARTON BLVD.										11,615			
60		MURRELL RD.	BARNES BLVD.										18,630	41,790	01/13/22-01/14/22	Urban Minor Arterial
56		MURRELL RD.	EYSTER BLVD.										4,600	34,020	01/11/22-01/11/22	Urban Major Collector
592	PEACHTREE ST.	LAKE DR.	FISKE BLVD.	3,010	2,910	NC	NC	NC	3,380	4,330	NC	4,460	4,470	15,600	03/01/22-03/02/22	Urban Major Collector
	PINEHURST AVE./HOLIDAY SPRINGS RD.	WICKHAM RD.	HOLIDAY SPRINGS RD.	4,543	4,458	4,808	4,928	5,088	5,260	5,265	5,718	4,925	4,880			
17		PINEHURST AVE.	WICKHAM RD.	6,490	6,270	6,810	7,100	7,320	7,340	7,480	7,250	6,650	6,640	15,600	01/11/22-01/12/22	Urban Minor Collector
530		PINEHURST AVE.	SPYGLASS HILL DR.	5,140	5,040	5,340	5,350	5,430	5,810	5,550	6,170	5,130	5,010	15,600	01/11/22-01/11/22	Urban Minor Collector
16		PINEHURST AVE.	FARGO DR.	3,000	2,950	3,190	3,340	3,380	3,590	3,750	4,460	3,650	3,740	15,600	01/11/22-01/11/22	Urban Minor Collector
94		HOLIDAY SPRINGS RD.	PINEHURST AVE.	3,540	3,570	3,890	3,920	4,220	4,300	4,280	4,990	4,270	4,130	15,600	01/11/22-01/11/22	Urban Minor Collector
568	PLUCKEBAUM RD.	CLEARLAKE RD.	FISKE BLVD. (SR 519)	5,970	6,240	7,030	6,490	6,560	7,570	7,270	6,820	6,530	5,900	15,600	01/31/22-02/01/22	Urban Major Collector
	RANGE RD.	SR 520	ROSETINE ST.	4,330	5,140	4,760	5,860	4,740	5,970	4,360	5,990	4,470	5,970			
531		RANGE RD.	SR 520	4,330	NC	4,760	NC	4,740	NC	4,360	NC	4,470	NC	15,600	01/19/21-01/20/21	Urban Major Collector
532		RANGE RD.	LAKE DR.	NC	5,140	NC	5,860	NC	5,970	NC	5,990	NC	5,970	15,600	01/19/22-01/20/22	Urban Major Collector
74	ROSETINE ST.	RANGE RD.	CLEARLAKE RD.	NC	2,730	NC	NC	NC	2,920	NC	3,140	2,760	2,920	15,600	01/19/22-01/20/22	Urban Minor Collector
18	SPYGLASS HILL RD.	MURRELL RD.	PINEHURST AVE.	3,880	3,780	3,960	4,240	4,720	4,640	4,780	4,410	3,940	4,220	15,600	01/11/22-01/11/22	Urban Minor Collector
	SR 520	ORANGE CO	I-95	15,090	15,167	17,220	16,670	16,637	16,567	17,160	17,767	17,273	16,097			
534		SR 520	SR 524	13,140	12,760	15,950	15,170	15,750	12,240	16,010	18,680	15,530	14,590	40,300	03/10/22-03/11/22	Rural Principal Arterial Other
1		SR 520	FRIDAY RD.	14,050	13,990	15,720	14,880	14,320	16,610	14,650	14,700	15,100	12,460	41,790	02/03/22-02/04/22	Urban Principal Arterial-Other
84		SR 520	FRIDAY RD.	18,080	18,750	19,990	19,960	19,840	20,850	20,820	19,920	21,190	21,240	41,790	03/09/22-03/10/22	Urban Principal Arterial-Other
	SR 520	I-95	CLEARLAKE RD. (SR 501)	20,367	20,583	23,857	22,600	21,240	20,573	23,173	21,193	22,727	21,840			
2		SR 520	BURNETT RD.	20,200	21,440	24,190	22,190	21,780	21,740	21,650	24,200	23,230	21,640	41,790	02/03/22-02/04/22	Urban Principal Arterial-Other
3		SR 520	BURNETT RD.	19,980	19,680	24,180	22,970	21,040	20,040	21,280	19,840	22,550	21,530	41,790	02/03/22-02/04/22	Urban Principal Arterial-Other
14		SR 520	RANGE RD.	20,920	20,630	23,200	22,640	20,900	19,940	26,590	19,540	22,400	22,350	41,790	02/03/22-02/04/22	Urban Principal Arterial-Other
	SR 520	CLEARLAKE RD. (SR 501)	FISKE BLVD. (SR 519)	20,815	21,385	24,880	24,575	22,915	22,735	22,115	21,730	23,145	21,260			
4		SR 520	CLEARLAKE RD. (SR 501)	19,160	19,560	22,860	22,870	20,200	20,800	20,400	21,720	21,550	19,310	39,800	02/03/22-02/04/22	Urban Principal Arterial-Other
5		SR 520	LAKE DR.	22,470	23,210	26,900	26,280	25,630	24,670	23,830	21,740	24,740	23,210	39,800	02/03/22-02/04/22	Urban Principal Arterial-Other
	SR 520	FISKE BLVD. (SR 519)	US 1	23,775	25,160	28,120	28,250	26,600	25,495	25,275	23,310	26,600	24,575			
6		SR 520	FISKE BLVD. (SR 519)	23,820	25,090	28,270	28,430	26,540	25,550	25,280	NC	26,680	25,010	41,790	02/03/22-02/04/22	Urban Principal Arterial-Other
7		SR 520	BLAKE AVE.	23,730	25,230	27,970	28,070	26,660	25,440	25,270	23,310	26,520	24,140	41,790	02/03/22-02/04/22	Urban Principal Arterial-Other
	SR 520 (EB)	US 1	RIVEREDGE BLVD.	19,838	19,020	21,483	18,600	20,718	20,855	21,135	19,265	22,220	19,625			
8		SR 520 (EB)	US 1	15,570	17,090	18,210	13,820	16,750	17,250	16,830	15,460	NC	16,470	19,440	03/09/22-03/10/22	Urban Principal Arterial-Other
9		SR 520 (EB)	FORREST AVE.	21,020	19,560	21,850	19,620	22,460	20,930	22,250	20,930	21,800	20,140	19,440	02/03/22-02/04/22	Urban Principal Arterial-Other
10		SR 520 (EB)	BREVARD AVE.	20,900	19,450	22,930	22,010	21,670	22,280	22,500	19,990	NC	21,080	19,440	03/09/22-03/10/22	Urban Principal Arterial-Other
11		SR 520 (EB)	DELANNOY AVE.	21,860	19,980	22,940	18,950	21,990	22,960	22,960	20,680	22,640	20,810	19,440	02/03/22-02/04/22	Urban Principal Arterial-Other
	SR 520 (WB)	CAUSEWAY	US 1	20,770	20,643	21,703	20,098	21,220	20,920	21,915	19,093	17,797	21,705			
12		SR 520 (WB)	CAUSEWAY	22,160	21,250	23,700	23,050	21,130	22,990	22,780	20,340	22,850	20,800	19,440	02/03/22-02/04/22	Urban Principal Arterial-Other
13		SR 520 (WB)	DELANNOY AVE.	23,970	23,100	23,460	21,900	24,290	22,980	24,250	21,420	NC	22,610	19,440	03/09/22-03/10/22	Urban Principal Arterial-Other
15		SR 520 (WB)	BREVARD AVE.	21,220	21,560	22,400	18,690	21,810	20,660	21,610	19,840	22,080	NC	19,440	01/19/21-01/20/21	Urban Principal Arterial-Other
87		SR 520 (WB)	FORREST AVE.	15,730	16,660	17,250	16,750	17,650	17,050	19,020	14,770	NC	NC	19,440	01/29/20-01/30/20	Urban Principal Arterial-Other
66	SR 524	SR 520	I-95	4,670	4,530	5,690	5,300	5,890	7,200	6,870	6,600	8,460	6,280	24,200	03/10/22-03/11/22	Urban Minor Arterial
	SR 524	I-95	INDUSTRY RD.	11,220	10,880	12,765	12,605	11,710	13,860	12,540	11,775	13,965	13,625			
73		SR 524	I-95	9,780	9,670	11,440	11,170	10,460	12,690	11,700	11,020	13,300	12,870	18,590	02/02/22-02/03/22	Urban Minor Arterial
76		SR 524	COX RD.	12,660	12,090	14,090	14,040	12,960	15,030	13,380	12,530	14,630	14,380	19,470	01/24/22-01/25/22	Urban Minor Arterial
	SR 528	ORANGE CO	I-95	27,835	28,320	34,205	31,740	33,780	40,640	37,805	43,810	33,090	27,865			
91		SR 528	ORANGE CO	30,820	30,220	37,830	35,120	37,330	40,640	42,560	49,690	36,880	31,390	43,000	02/02/22-02/03/22	Rural Principal Arterial - Freeways & Expressways
90		SR 528	SR 407	24,850	26,420	30,580	28,360	30,230	NC	33,050	37,930	29,300	24,340	43,000	02/17/22-02/18/22	Rural Principal Arterial - Freeways & Expressways
	SR 528	I-95	US 1	25,860	25,315	30,165	27,775	28,340	31,000	32,730	37,960	28,765	27,060			
93		SR 528	I-95	21,000	23,050	23,030	22,810	23,290	29,350	28,880	33,780	24,750	22,810	74,400	02/02/22-02/03/22	Urban Principal Arterial - Freeways & Expressways
92		SR 528	INDUSTRY RD.	30,720	27,580	37,300	32,740	33,390	32,650	36,580	42,140	32,780	31,310	74,400	01/27/22-01/28/22	Urban Principal Arterial - Freeways & Expressways
25	STADIUM PKWY.	WICKHAM RD.	JUDGE F JAMIESON WY.	6,550	6,890	7,810	8,480	9,150	10,460	11,240	10,620	10,380	11,180	17,700	01/11/22-01/11/22	Urban Minor Arterial
	STADIUM PKWY.	JUDGE F JAMIESON WY	I-95/FISKE BLVD.	16,515	16,965	17,707	18,173	19,337	20,273	20,780	18,447	15,570	14,613			
26		STADIUM PKWY.	JUDGE F JAMIESON WY	18,270	18,910	19,950	20,890	22,170	22,920	23,650	24,190	18,970	16,590	39,800	01/11/22-01/11/22	Urban Minor Arterial
535		STADIUM PKWY.	VIERA BLVD.	14,760	15,020	15,980	16,120	17,160	17,870	18,460	15,370	13,700	13,780	39,800	01/11/22-01/11/22	Urban Minor Arterial
606		STADIUM PKWY.	ROSEMOUNT DR.	17,190	17,510	18,680	20,030	20,230	15,780	14,020	13,470	39,800				Urban Minor Arterial
607	TAVISTOCK DR.	JUDGE F JAMIESON WY.	VIERA BLVD.			3,300	3,680	3,720	3,780	3,620	3,310	2,990	3,070	15,600	01/11/22-01/11/22	Urban Local
608	TAVISTOCK DR.	VIERA BLVD.	STADIUM PKWY.			2,890	2,680	2,650	3,160	2,290	2,250	2,180	2,130	15,600	01/11/22-01/11/22	Urban Local
	US 1	PINEDA CSWY. (SR 404)	BARNES BLVD.	29,530	31,853	32,577	32,687	30,737	32,013	31,497	32,037	29,953	28,490			
89		US 1	PINEDA CSWY. (SR 404)	33,100	37,580	37,310	38,750	34,340	38,730	37,540	38,150	35,090	31,640	41,790	03/09/22-03/10/22	Urban Principal Arterial-Other
567		US 1	SUNTREE BLVD.	28,770	31,550	32,650	31,520	30,670	31,070	29,740	31,800	28,090	25,340	41,790	03/09/22-03/10/22	Urban Principal Arterial-Other
36		US 1	VIERA BLVD.	26,720	26,430	27,770	27,790	27,200	26,240	27,210	26,160	26,680	NC	41,790	01/12/21-01/13/21	Urban Principal Arterial-Other
70	US 1	BARNES BLVD.	EYSTER BLVD.	26,150	25,690	25,980	26,300	25,060	26,090	26,340	25,880	26,480	30,560	41,790	01/27/22-01/28/22	Urban Principal Arterial-Other
	US 1	EYSTER BLVD.	ROSA JONES DR.	34,977	35,303	36,267	35,167	34,170	37,277	35,953	35,180	36,280	35,815			
34		US 1	EYSTER BLVD.	33,220	32,820	34,440	33,650	32,520	31,160	34,410	32,080	33,300	NC	62,900	01/19/21-01/20/21	Urban Principal Arterial-Other
33		US 1	BARTON BLVD.	38,070	40,180	40,480	39,840	38,660	42,630	38,100	38,490	39,550	37,430	62,900	01/27/22-01/28/22	Urban Principal Arterial-Other
88		US 1	FLORIDA AVE.	33,640	32,910	33,880	32,010	33,130	38,040	35,350	34,970	35,990	34,200	62,900	01/27/22-01/28/22	Urban Principal Arterial-Other

*Note: 2016 AADT's Beaches area were counted twice in 2016 and the AADT listed is the average of the two counts.
NC=Not Counted; UC=Under Construction

A2. Relevant Excerpts from the Final SR 524 PTAR, dated July 2019

SR 524 PROJECT TRAFFIC ANALYSIS REPORT

Florida Department of Transportation

District 5

SR 524 Project Traffic Analysis Report

SR 524 from W. Friday Road to Industry Road

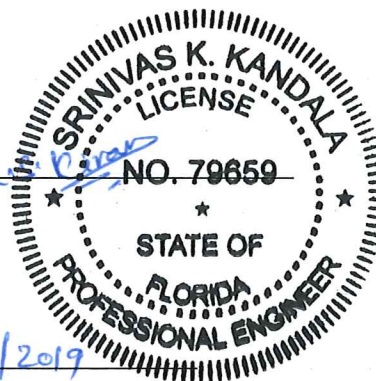
Brevard County, Florida

Financial Management Number: 437983-1

ETDM Number: 14321

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Signature: _____



Date: 7/22/2019

Table 2: Existing Year 2019 Traffic Volumes

Roadway / Segment	Date of Count	Source and Type	Measured Characteristics						Axle Adj. ²	Seasonal Adj. ¹	Adjusted AADT ³	
			ADT	Peak Hr.	NB/EB	SB/WB	"K"	"D"				"T _{Daily} "
Mainline Characteristics (SR 524)												
SR 524												
West of Precious Blvd	1/22/2019	48-hr Volume	6,015	526	200	326	8.7%	62.0%		0.97	0.96	5,600
b/w Precious Blvd & W.Friday Rd	1/22/2019	48-hr Volume	7,267	634	250	384	8.7%	60.6%	-	0.97	0.96	6,800
b/w W. Friday Rd & I-95 SB Ramps	1/22/2019	48-hr Volume	10,088	911	374	537	9.0%	58.9%	-	0.97	0.96	9,400
b/w I-95 NB Ramps & E. Friday Rd	1/22/2019	48-hr Volume	18,905	1,450	698	752	7.7%	51.9%	-	0.97	0.96	18,000
b/w E. Friday Rd & Cox Rd	1/22/2019	72-hr Classification	10,857	887	477	410	8.2%	53.8%	18.2%	1.00	0.96	10,000
b/w Cox Rd & Westminster Dr	1/22/2019	48-hr Volume	13,859	1,153	551	602	8.3%	52.2%	-	0.97	0.96	13,000
b/w Westminster Dr & Lance Blvd	1/22/2019	48-hr Volume	14,761	1,237	571	666	8.4%	53.8%	-	0.97	0.96	14,000
b/w Lance Blvd and London Blvd	1/22/2019	48-hr Volume	15,722	1,321	573	748	8.4%	56.6%	-	0.97	0.96	15,000
b/w London Blvd & Coventry Ct	1/22/2019	48-hr Volume	16,886	1,459	645	814	8.6%	55.8%	-	0.97	0.96	16,000
b/w Coventry Ct & Industry Rd	1/22/2019	48-hr Volume	18,188	1,508	721	787	8.3%	52.2%	-	0.97	0.96	17,000
East of Industry Rd	1/22/2019	48-hr Volume	18,636	1,678	709	969	9.0%	57.7%	-	0.97	0.96	17,000
Sidestreet Characteristics (I-95)												
I-95												
North of SR 524	1/29/2019	48-hr Volume	73,583	5,651	2655	2,996	7.7%	53.0%		0.83	1.05	64,000
South of SR 524*	1/29/2019	48-hr Volume	78,677	6,162	296	5,866	7.8%	95.2%	-	0.83	1.05	69,000
SR 524/I-95 Ramps												
Northbound Off Ramp	1/22/2019	72-hr Classification	4,951	524	524	0	10.6%	100.0%	15.0%	1.00	1.06	5,200
Northbound On Ramp	1/22/2019	72-hr Classification	2,406	195	195	0	8.1%	100.0%	34.0%	1.00	1.06	2,600
Southbound Off Ramp	1/22/2019	72-hr Classification	2,649	231	0	231	8.7%	100.0%	35.1%	1.00	1.06	2,800
Southbound On Ramp	1/22/2019	72-hr Classification	5,218	565	0	565	10.8%	100.0%	18.4%	1.00	1.06	5,500
SR 520/I-95 Ramps												
Southbound Off Ramp	1/22/2019	72-hr Classification	4,184	413	0	413	9.9%	100.0%	8.2%	1.00	1.06	4,400
Northbound On Ramp	1/22/2019	72-hr Classification	4,419	424	424	0	9.6%	100.0%	10.4%	1.00	1.06	4,700
Sidestreet Characteristics												
Precious Blvd												
North of SR 524	1/22/2019	72-hr Classification	970	106	72	34	10.9%	67.9%	3.2%	1.00	0.96	930
W. Friday Rd												
North of SR 524	1/22/2019	72-hr Classification	974	98	49	49	10.1%	50.0%	4.4%	1.00	0.96	940
South of SR 524	1/22/2019	72-hr Classification	1,719	182	85	97	10.6%	53.3%	10.1%	1.00	0.96	1,700
E. Friday Rd												
North of SR 524	1/22/2019	72-hr Classification	3,064	298	187	111	9.7%	62.8%	7.1%	1.00	0.96	2,900
South of SR 524	1/22/2019	72-hr Classification	5,658	418	197	221	7.4%	52.9%	42.5%	1.00	0.96	5,400
Cox Rd												
North of SR 524	1/22/2019	72-hr Classification	2,582	241	155	86	9.3%	64.3%	9.9%	1.00	0.96	2,500
South of SR 524	1/22/2019	72-hr Classification	4,614	407	229	178	8.8%	56.3%	9.3%	1.00	0.96	4,400
Pinyon Dr												
North of SR 524	1/22/2019	48-hr Volume	389	38	28	10	9.8%	73.7%	-	0.99	0.96	370
Westminster Dr												
North of SR 524	1/22/2019	48-hr Volume	1,654	164	108	56	9.9%	65.9%	-	0.99	0.96	1,600
Lance Blvd												
North of SR 524	1/22/2019	48-hr Volume	1,180	104	63	41	8.8%	60.6%	-	0.99	0.96	1,100
London Blvd												
North of SR 524	1/22/2019	48-hr Volume	2,451	237	152	85	9.7%	64.1%	-	0.99	0.96	2,300
Coventry Ct												
North of SR 524	1/22/2019	48-hr Volume	870	89	55	34	10.2%	61.8%	-	0.99	0.96	830
Shopping Plaza												
North of SR 524	1/22/2019	48-hr Volume	1,613	147	35	112	9.1%	76.2%	-	0.99	0.96	1,500
South of SR 524	1/22/2019	48-hr Volume	2,195	217	149	68	9.9%	68.7%	-	0.99	0.96	2,100
Industry Rd												
North of SR 524	1/22/2019	48-hr Volume	21,912	1,885	978	907	8.6%	51.9%	-	0.97	0.96	20,000
South of SR 524	1/29/2019	48-hr Volume	5,454	536	249	287	9.8%	53.5%	-	0.97	0.96	5,100

Notes:* Estimated Count

1. Most Recent Seasonal Adjustment factors were obtained from FDOT 2017 Traffic Count Information

2. Most Recent Axle Adjustment factors were obtained from FDOT 2017 Traffic Count Information

3. Adjusted AADT = Measured ADT * Axle Adjustment * Seasonal Adjustment

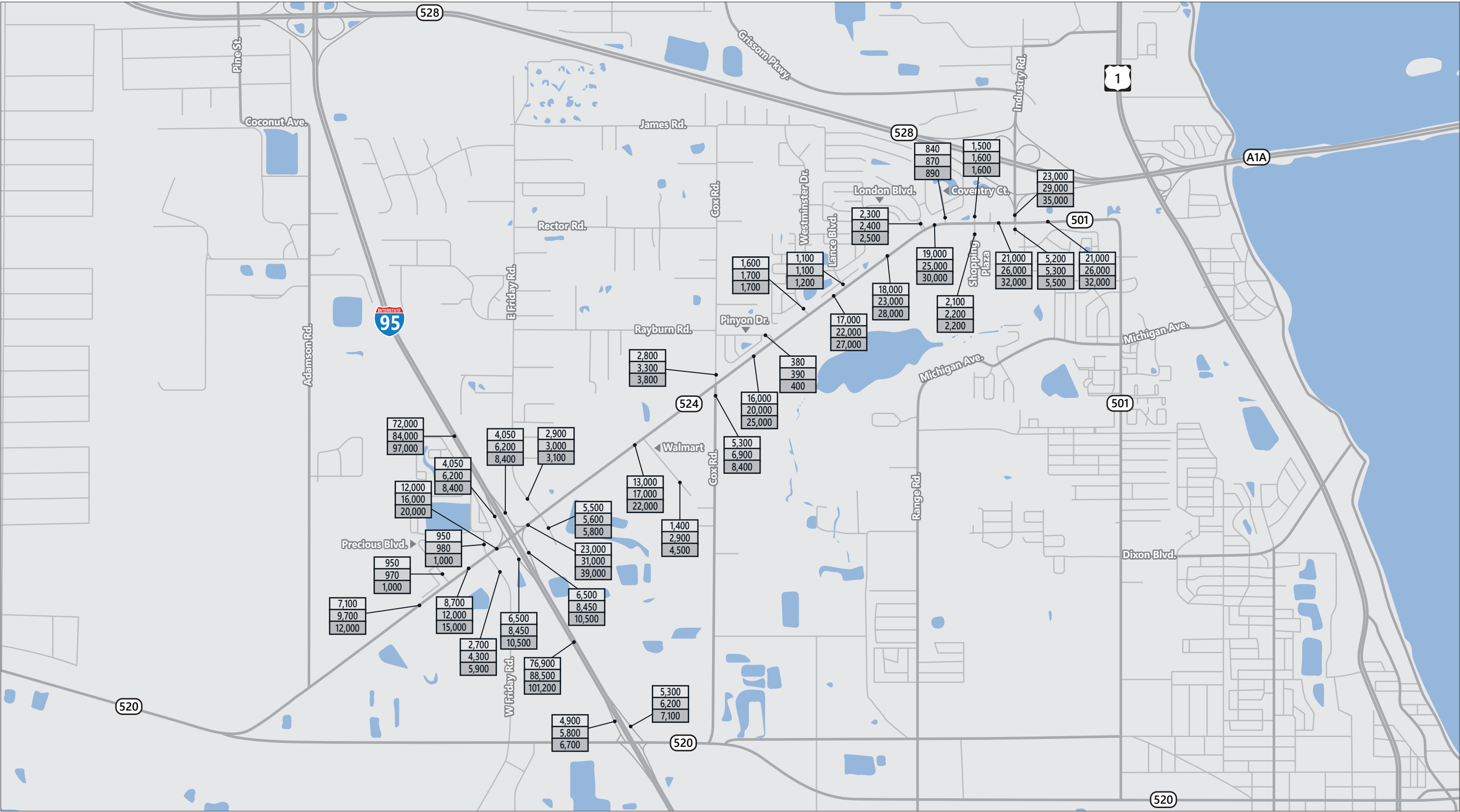
Table 19: Recommended Growth Rates Summary

Roadway / Segment	No - Build		Build	
	Recommended Annual Growth Rate	Source	Recommend ed Annual Growth Rate	Source
SR 524 - W Friday Rd to Cox Rd	2.73%	Model + Trends + BEBR Low	4.54%	Model + Trends + BEBR Low
SR 524 - Cox Rd to Industry Rd	2.15%	Model + Trends + BEBR Low	3.43%	Model + Trends + BEBR Low
I-95	2.00%	Model rounded to 2%	2.00%	Model rounded to 2%
SR 524/I-95 Ramps (NB Off & SB On)	3.61%	Model + Trends	3.61%	Model + Trends
SR 524/I-95 Ramps (SB Off & NB On)	8.12%	Model + Trends	8.12%	Model + Trends
SR 520/I-95 Ramps (SB Off & NB On)	2.00%	BEBR High rounded to 2%	2.00%	BEBR High rounded to 2%
W. Friday Rd North of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
South of SR 524	5.24%	Model + BEBR Low	9.43%	Model + BEBR Low
E. Friday Rd North of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
South of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
Walmart South of SR 524*	-	IOAR	-	IOAR
Cox Rd North of SR 524**	2.00%	2045 Model Volume & 2019 Count	2.00%	2045 Model Volume & 2019 Count
South of SR 524	3.15%	Model & 2019	3.50%	Model & 2019
Pinyon Dr North of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
Westminister Dr North of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
Lance Blvd North of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
London Blvd North of SR 524	0.27%	BEBR – Low	0.27%	BEBR - Low
South of SR 524***	-			
Coventry Ct North of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
Shopping Plaza North of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
South of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low
Industry Rd North of SR 524	2.47%	Model	2.85%	Model
South of SR 524	0.27%	BEBR - Low	0.27%	BEBR - Low

* Traffic forecasts from "I-95 at SR 524 Interchange Operational Analysis Report (IOAR), June 2017" See Appendix K for more information.

** Recommended growth rate is based on linear growth between 2019 count and 2045 model volume

*** Trips from "FDOT Driveway Permit Memorandum, dated January 2019". See Appendix K for more information.



00,000	Year 2025 AADT
00,000	Year 2035 AADT
00,000	Year 2045 AADT

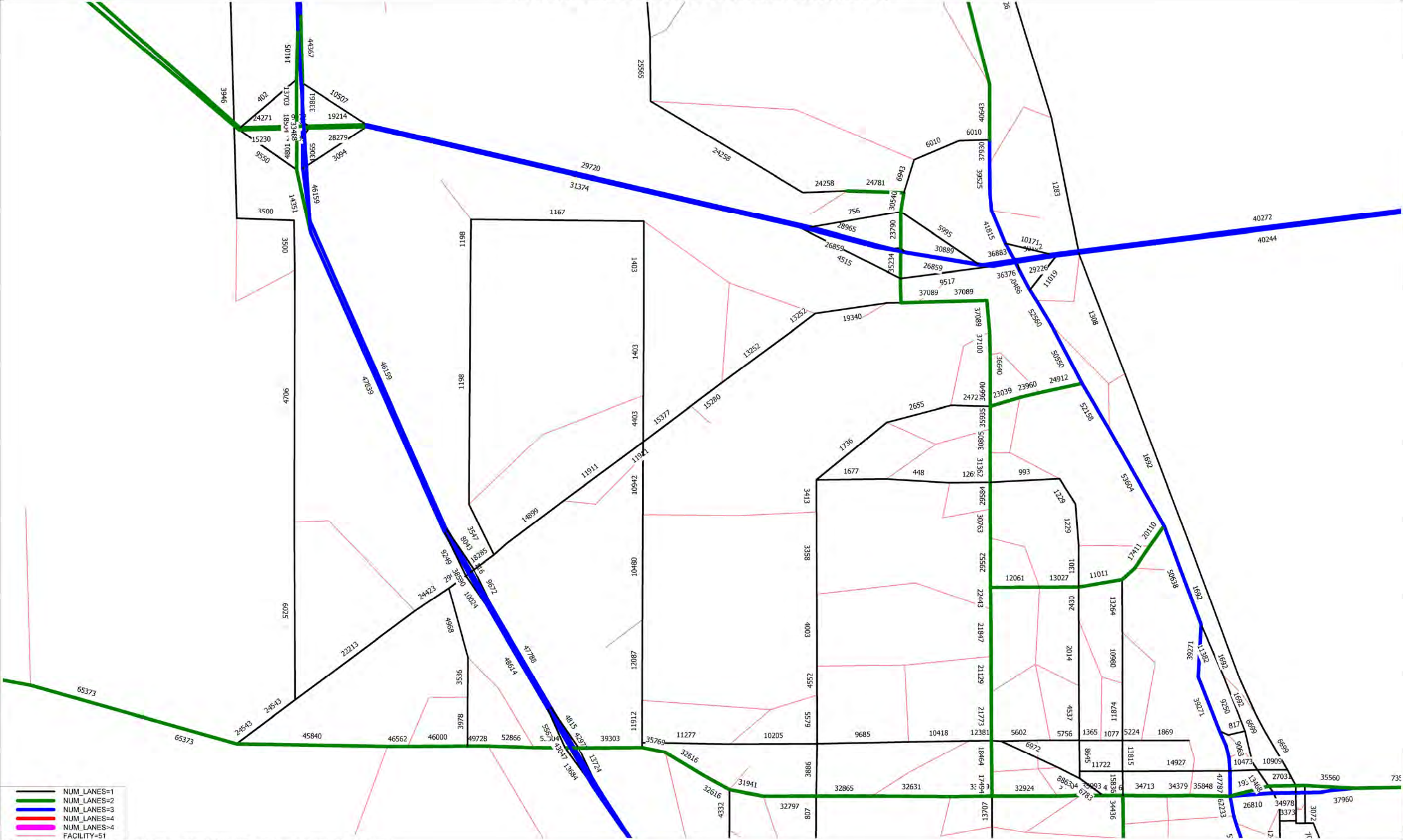


Figure 8
Future Build Annual Average Daily Traffic (AADT)
SR 524 PTAR

Appendix H

Model Plots

CFRPM61_Daily - Year 2045 CF - SR 524 DTTM Study (No Build)

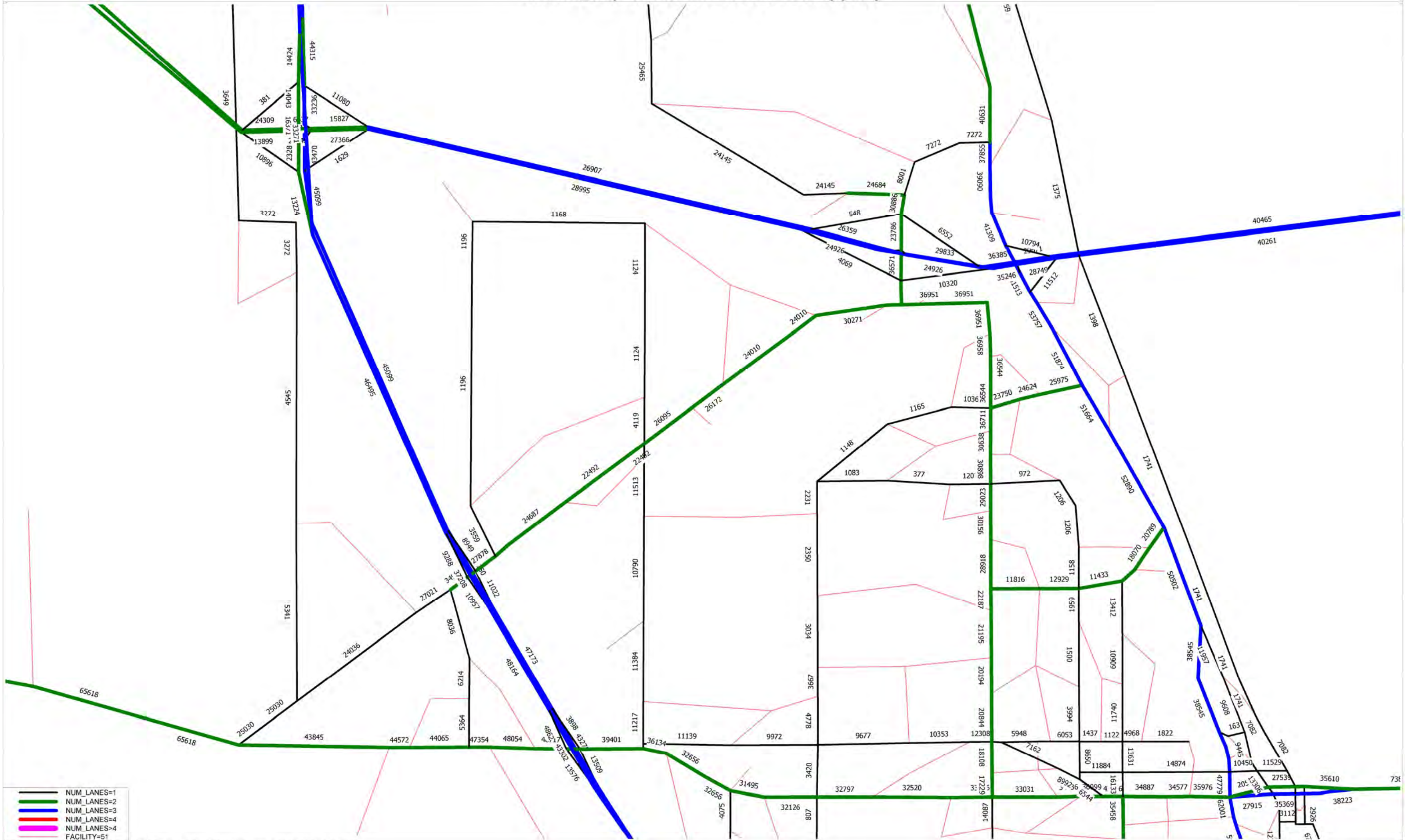


F:\FSUTMS\D5\CFRPMV61.Daily\Base\CF_2045\SR524\NoBuild\Output\HWYLOAD_C45.NET



(Licensed to Vanasse Hangen Brustlin Inc)

CFRPM61_Daily - Year 2045 CF - SR 524 DTTM Study (Build)



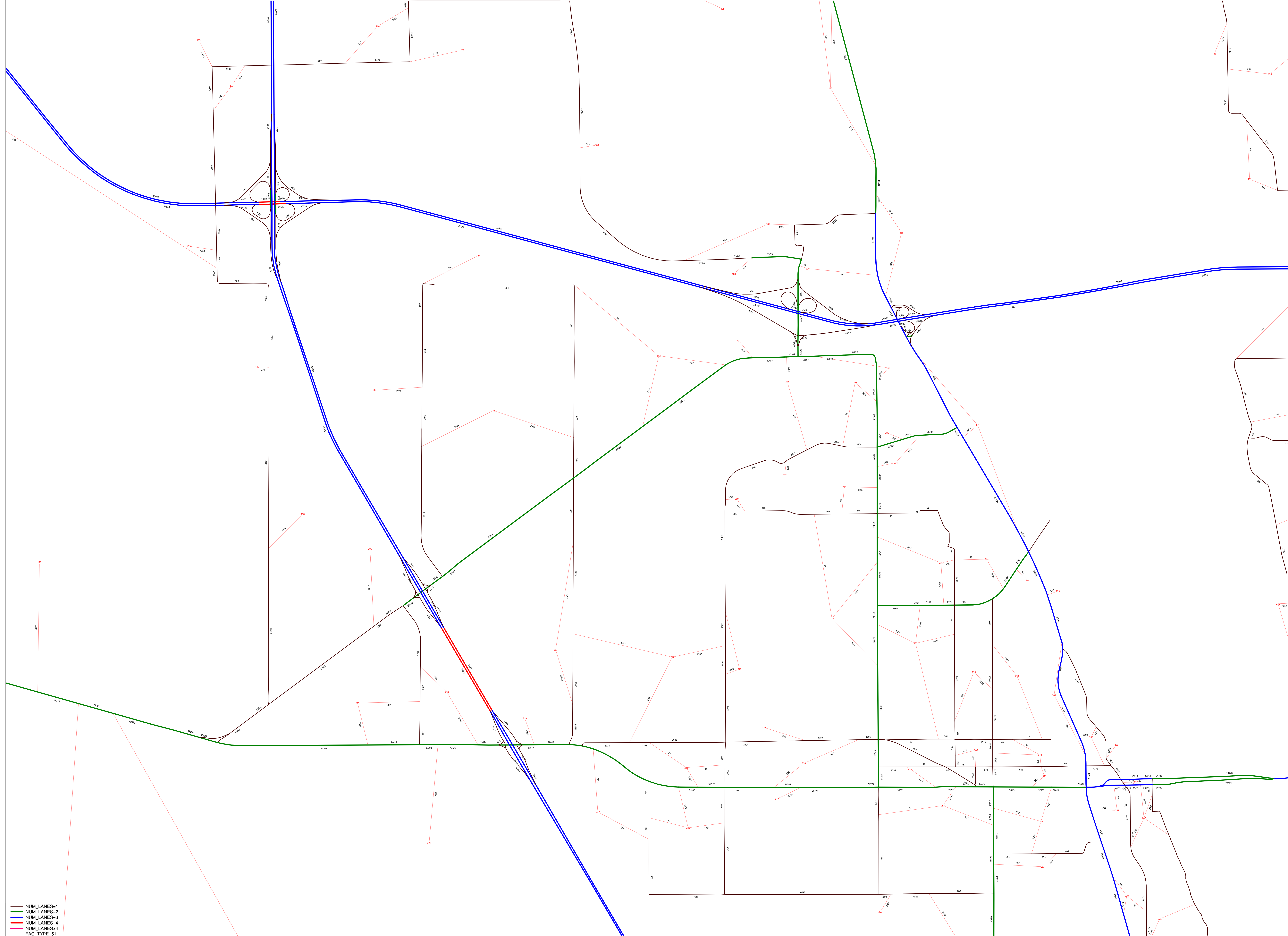
F:\FSUTMS\D5\CFRPMV61.Daily\Base\CF_2045\SR524\Output\HWYLOAD_C45.NET



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A3. CFRPM v7.0 2045 Cost-Feasible Model Plots

Year 2045 CFRPM7 CF - Total Traffic Volumes (PSWADT)



A4. SE Data Comparison

2045 Socio Economic (SE) Data Comparison - CFRPM 6.1 vs CFRPM 7.0

CFRPM7												CFRPM6.1 used in 2019 PTAR											
TAZ#	SF DU	SF POP	MF DU	MF POP	HOTEL	HOTEL PO	IND	COM	SER	TOTAL	SCHOOL	TAZ#	SF DU	SF POP	MF DU	MF POP	HOTEL	HOTEL PO	IND	COM	SER	TOTAL	SCHOOL
179	189	426	0	0	0	0	2	0	9	11	0	3031	683	1591	0	0	0	0	13	0	97	287	0
187	1	2	0	0	0	0	11	0	88	99	0												
190	987	2330	0	0	0	0	7	28	241	276	0	3014	494	1165	0	0	0	0	7	35	286	328	0
198	541	992	0	0	0	0	15	7	23	45	0	3032	976	1791	0	0	153	336	15	18	126	159	0
205	435	799	0	0	130	260	0	9	87	96	0												
181	117	275	0	0	0	0	3	8	0	11	0	3033	460	1109	0	0	0	0	33	35	172	240	0
191	343	834	0	0	0	0	30	27	172	229	0	3034	484	1189	8	19	0	0	13	76	655	744	0
193	1052	2459	44	70	0	0	27	34	81	142	0	3035	1220	2851	44	70	0	0	27	215	137	379	0
195	484	1189	8	19	0	0	13	76	655	744	0												
197	168	392	0	0	0	0	0	181	56	237	0												
199	1	2	58	61	0	0	0	53	575	628	0	3036	0	0	0	0	0	0	0	34	127	161	0
206	1	2	37	61	0	0	0	471	442	913	187	3037	2	6	156	188	0	0	5	444	202	651	0
212	481	939	104	197	0	0	49	62	211	322	0	3038	176	381	4	7	0	0	1	1	0	2	0
												3046	322	642	85	159	0	0	45	146	200	391	0
215	390	833	16	26	0	0	11	65	522	598	124	3039	295	668	46	96	0	0	8	233	174	415	0
211	1	2	0	0	0	0	417	1424	3270	5111	0	2998	0	0	0	0	0	0	443	1564	3866	5873	0
219	1	2	0	0	91	182	139	374	49	562	0	3041	0	0	0	0	106	212	142	374	44	560	0
218	83	183	1	2	164	328	3	421	430	854	0	3040	86	189	1	2	192	384	3	454	500	957	0
201	63	133	526	842	0	0	3	254	541	798	0	2999	162	343	412	736	0	0	2	5	24	31	0
203	261	552	298	629	0	0	3	10	48	61	0	3000	0	0	0	0	0	0	3	254	541	798	0
												3043	162	343	412	736	0	0	2	5	24	31	0
												3053	305	761.5	245.5	571	0	0	41	35	238.5	315	0
217	609	1523	491	1142	0	0	82	70	477	629	50	3042	305	761.5	245.5	571	0	0	41	35	238.5	315	50
208	115	278	0	0	0	0	0	0	1	1	0	3044	126	314	2	5	0	0	7	13	2572	2592	2743
209	1	2	0	0	0	0	0	0	69	69	2093												
213	6	16	0	0	0	0	7	13	2502	2522	650												
220	949	1987	795	1702	0	0	136	142	303	581	279	3047	331	639	66	140	0	0	0	37	173	210	0
222	401	920	48	76	0	0	3	11	147	161	1097	3048	630	1315	444	895	0	0	14	114	101	229	1376
230	120	280	0	0	0	0	0	0	0	0	0	3054	509	1234	334	744	0	0	176	97	166	439	
214	1	2	515	953	0	0	2	108	1029	1139	0	3045	0	0	515	953	0	0	2	108	1029	1139	0
221	707	1387	149	257	0	0	15	85	198	298	1006	3049	480	942	127	218	0	0	8	54	142	203	1006
944	253	496	105	179	0	0	0	22	86	108	0	3050	480	942	127	218	0	0	8	54	142	203	
227	1	2	0	0	0	0	0	40	158	198	0	3051	0	0	0	0	0	0	0	40	158	198	0
232	460	926	72	144	0	0	32	179	638	849	1168	3055	463	932	81	162	0	0	32	189	719	940	1168
235	515	1234	0	0	0	0	0	6	33	39	0	3056	514	1282	0	0	0	0	11	4	21	36	0
239	227	447	390	765	0	0	122	46	31	199	0	3057	226	479	412	796	0	0	153	120	169	442	0
229	84	140	1	2	20	40	10	51	160	221	0	3052	111	185	1	2	45	90	33	175	340	548	0
242	27	45	0	0	25	50	23	124	180	327	0	3065	210	344	220	334	49	98	134	79	955	1168	50
248	77	128	16	26	49	98	78	51	705	834	22												
250	133	216	204	308	0	0	56	28	250	334	28												
231	16	46	0	0	0	0	86	211	505	802	0	3061	14	42	8	23	0	0	86	215	533	834	0
238	116	218	0	0	0	0	57	62	330	449	0	3062	136	256	0	0	0	0	68	157	127	352	0
245	1	2	56	124	0	0	41	170	259	470	0	3063	142	311	82	180	0	0	149	254	362	765	20
246	141	309	26	56	0	0	108	84	103	295	20												
249	102	208	88	179	0	0	20	1	32	53	0	3064	163	333	138	280	0	0	47	75	193	315	32
945	61	125	50	101	0	0	27	74	161	262	32												
228	1018	1548	15	30	81	162	10	47	630	687	0	3058	393	538	15	30	81	162	5	24	315	344	0
												3059	625	1010					5	24	315	344	0
178	617	1397	0	0	0	0	439	99	976	1514	0	3025	617	1397	0	0	0	0	452	120	1144	1716	0
TOTAL	12,357	26,228	4,113	7,951	560	1,120	2,087	5,228	17,463	24,778	6,756	TOTAL	12,300	26,283	4,230	8,133	626	1,282	2,232	5,914	17,328	25,651	6,445

CFRPM6.1 TAZs and CFRPM7 TAZs

Legend

- 3031 CFRPM6_TAZ
- 187 CFRPM7_TAZ

