

Digital Copy Provided: April 7, 2022

Mr. Robert Companion, P.E. – County Engineer
Nassau County Engineering Services
96161 Nassau Place
Yulee, FL 32097

RE: **Project Name:** *ENCPA CPA 21-09 TIA Methodology*
 Application: *CPA 21-009*
 ETM No.: *19-239-01-026*

Dear Mr. Companion:

In response to staff comments from our submittal, we have repeated “Courtesy Comments” in **bold** below and highlighting responses in *italics*.

Please contact me at 904-376-6328 or via email at HatcherT@etminc.com should you require additional information or have any questions.

Sincerely,

ENGLAND-THIMS & MILLER, INC.



Thomas Hatcher, P.E.
Transportation Engineer

Attachments:

Figure 1 – AM Peak Hour Existing Volumes
Figure 2 – PM Peak Hour Existing Volumes
Figure 3 – AM Peak Hour Background Traffic
Figure 4 – PM Peak Hour Background Traffic
Figure 5 – AM Peak Hour Project Traffic Distribution
Figure 6 – PM Peak Hour Project Traffic Distribution
Figure 7 – AM Peak Hour Project Traffic
Figure 8 – PM Peak Hour Project Traffic
Figure 9 – AM Peak Hour Total Traffic Estimates
Figure 10 – PM Peak Hour Total Traffic Estimates
Table 1 – Project Traffic by TAZ by Segment at Buildout

Re: ENCPA Wildlight CPA 21-009
ETM No.: 19-239-01-026

CPA Comment #57

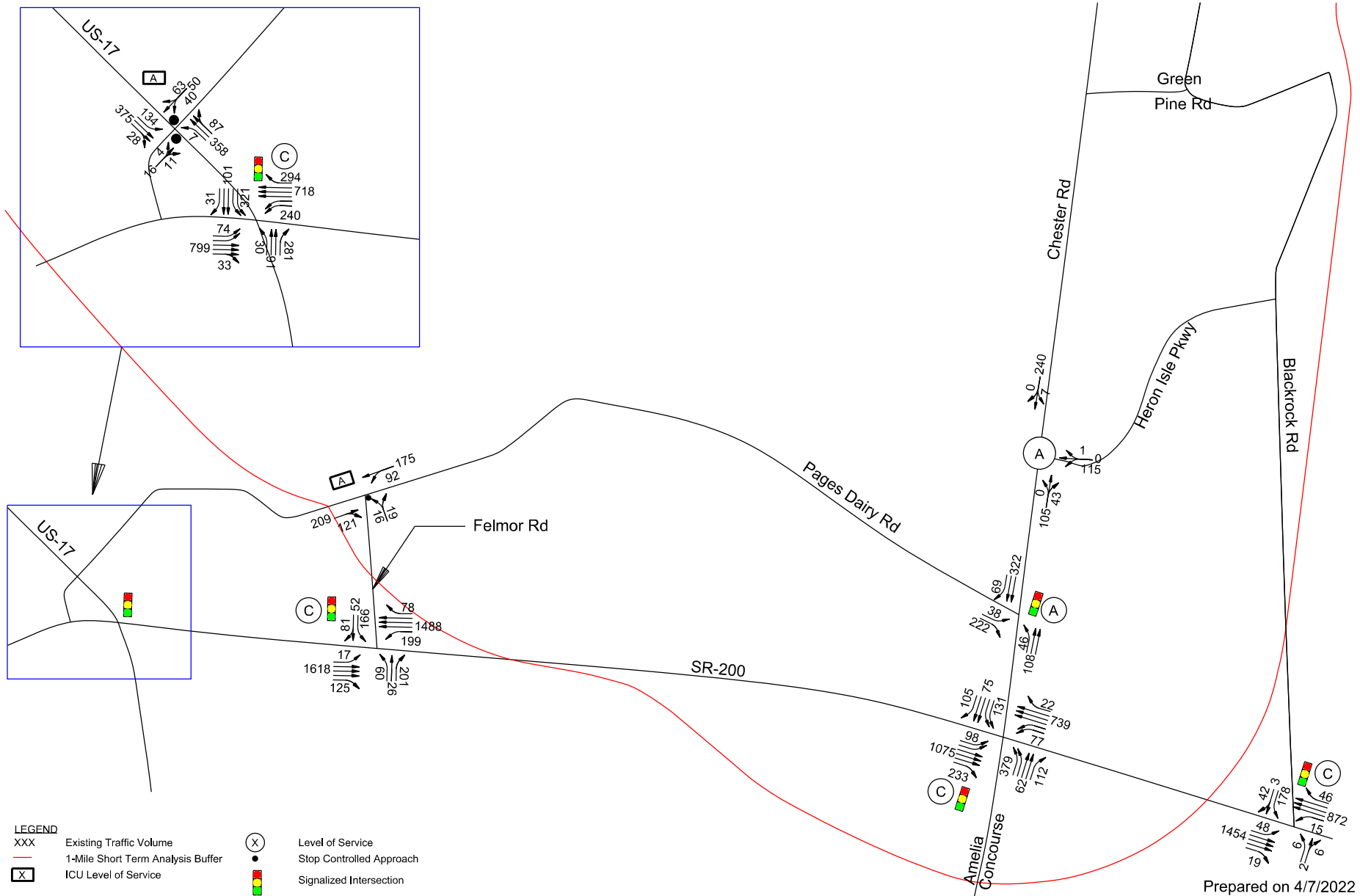
While there is a trip generation and trip distribution shown, there is no way to check to determine if the volumes used in Synchro analysis are correct. Provide a figure showing existing turning movement counts, projected background turning movement counts, and projected development turning movement counts.

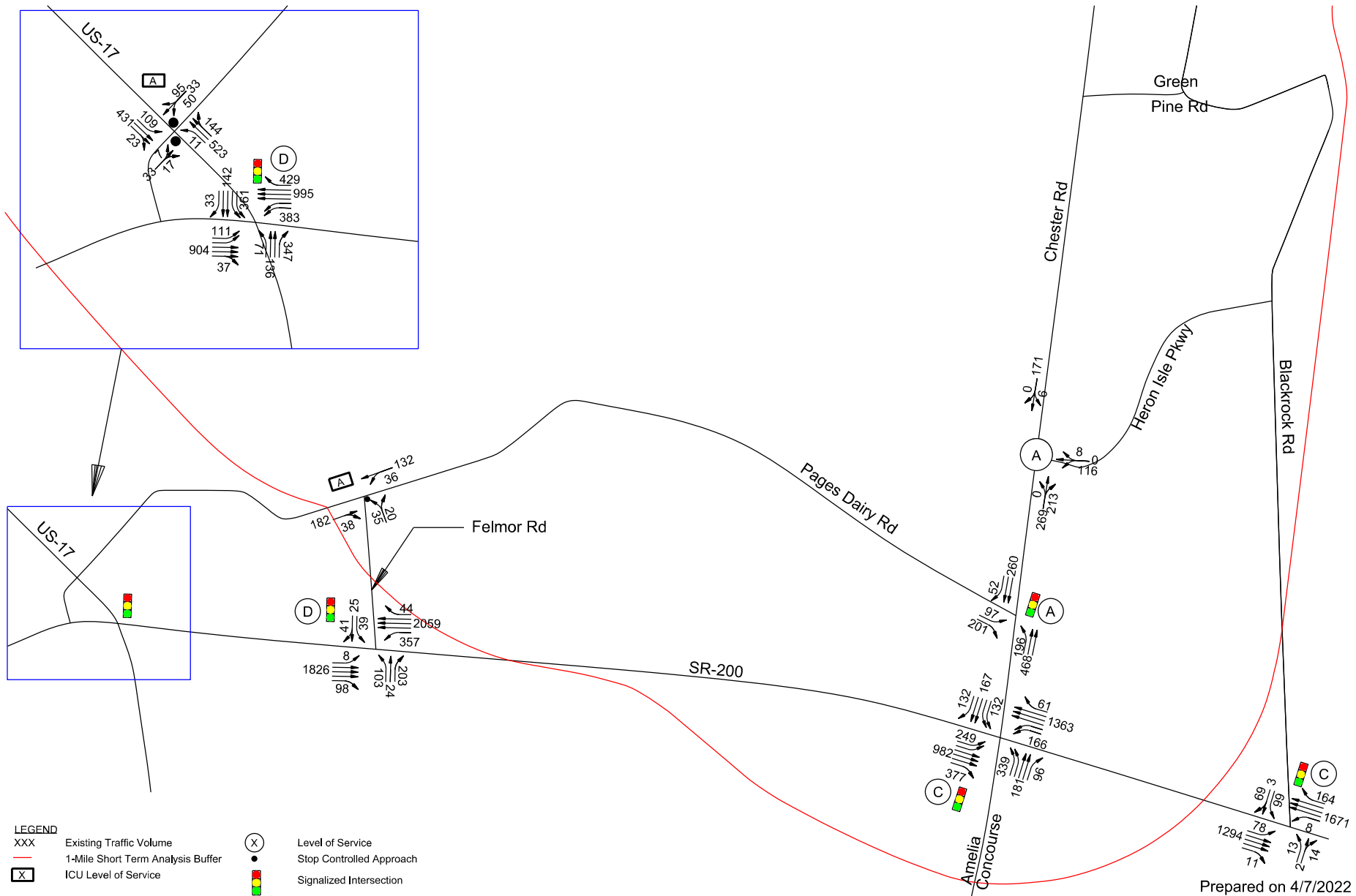
Please refer to Figures F1 and F2 within Appendix F of the Transportation Impact Analysis. The figures illustrate the projected developments traffic counts in the AM and PM, respectively.

There are approximately 17 figures in F1 and F2 that are used with trip generation found on Page B-23 and internal capture in Appendix F3, but there is no figure showing the background traffic and additional traffic shown by each zone, etc. It is not reasonable for review entities to recreate.

For the short-term analysis, the following figures 1 through 10 illustrate the existing traffic, background traffic, project traffic distribution, project traffic, and total traffic estimates in the morning and afternoon peak hours. Figures 9 and 10 illustrate the total traffic estimates at buildout where background traffic and new project traffic have been summed. The legend has been updated to denote that project traffic is shown in parentheses.

For the long-term analysis, Table 1 illustrates the project traffic distribution and project traffic by Traffic Analysis Zone (TAZ) by segment at buildout. The project traffic used in the CPA 21-09 submittal was determined using link computations within the Northeast Regional Planning Model that does not round values, therefore minor discrepancies between the computations exist. On average, the tabular computations are within 0.68% of the link computations submitted in the CPA 21-09 submittal.



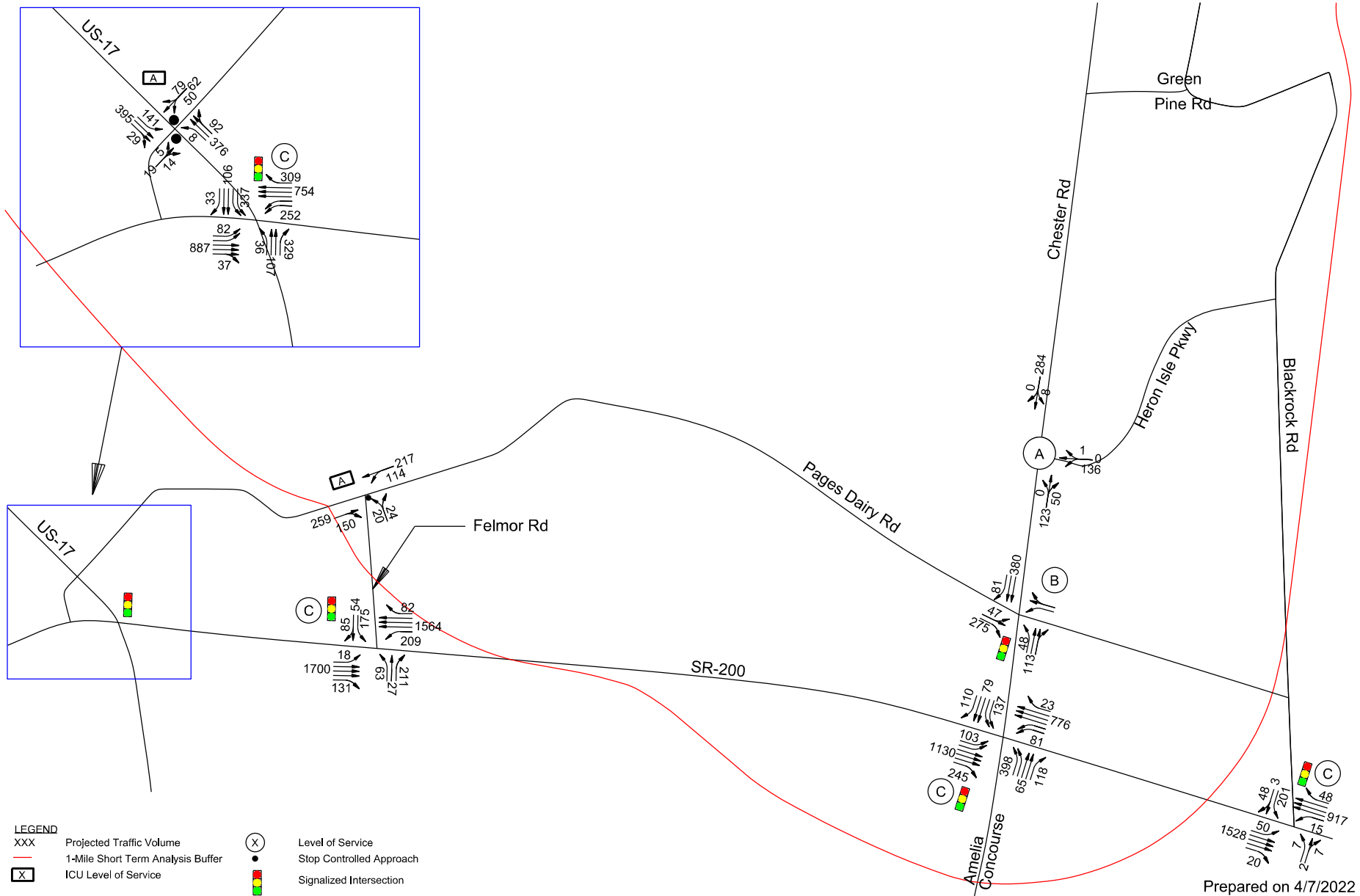


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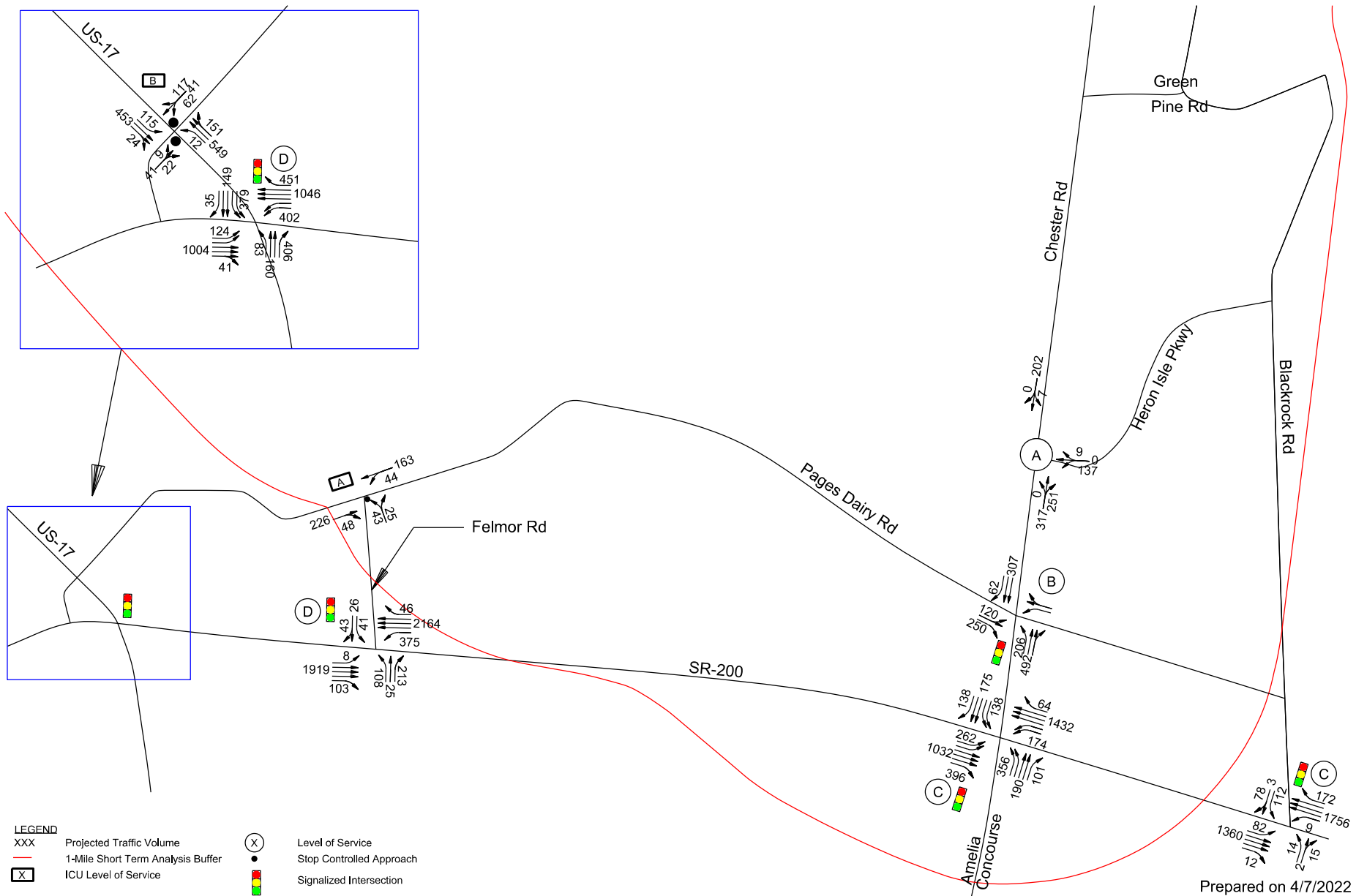
CPA 21-09 / Short Term Analysis

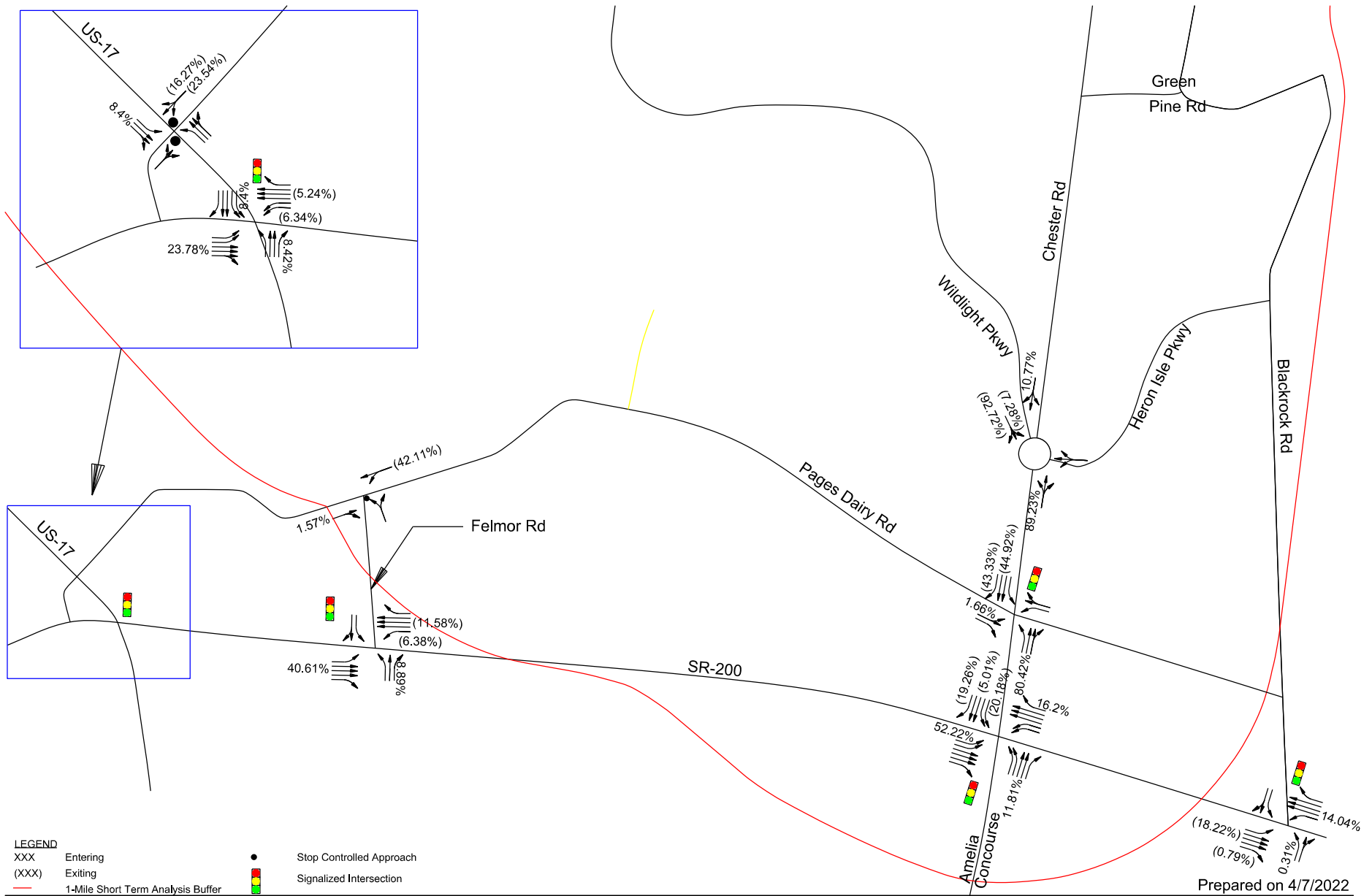
PM Peak Hour Existing Volumes

Figure 2



Prepared on 4/7/2022



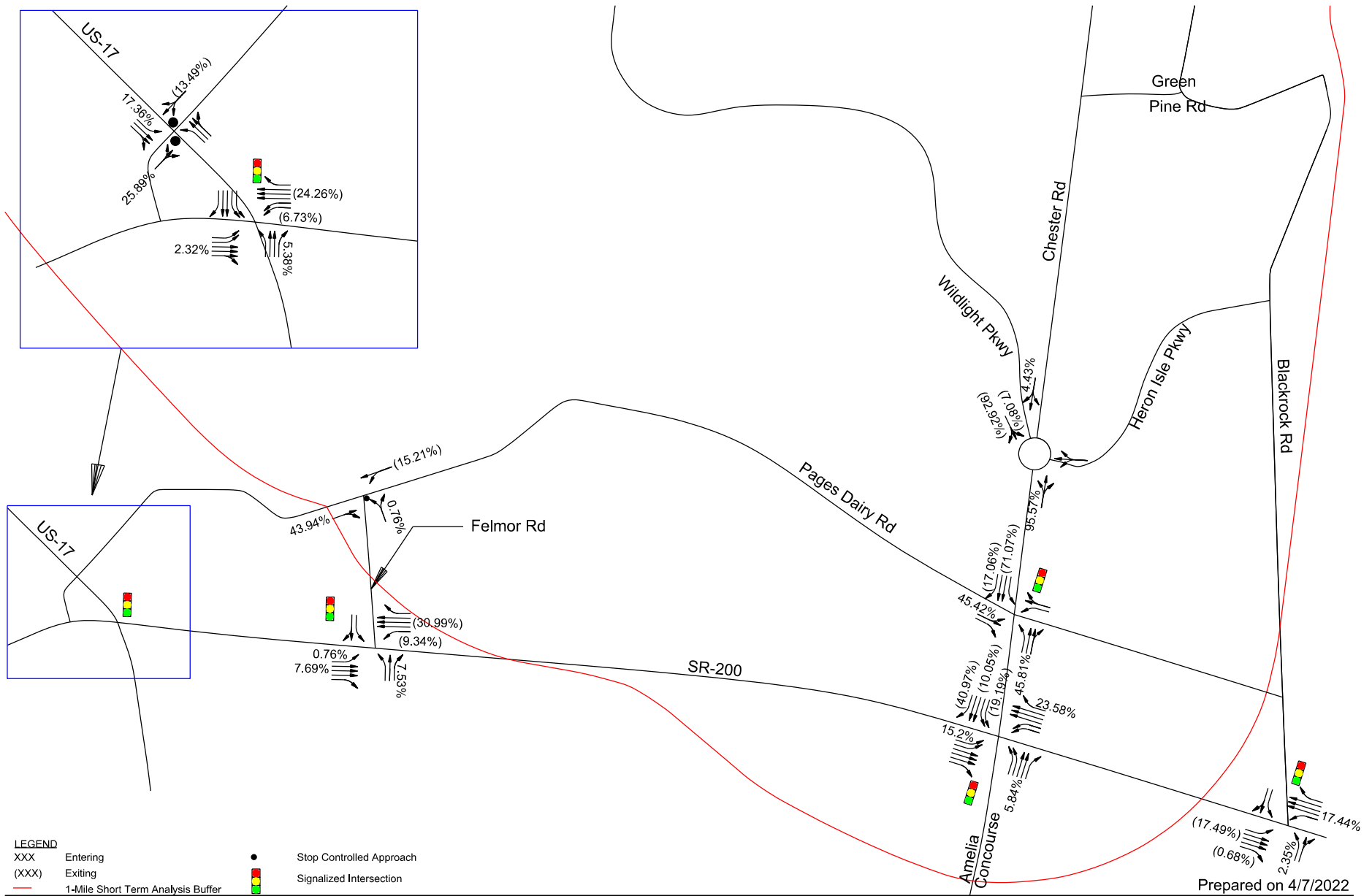


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AM Peak Hour
 Project Traffic Distribution

Figure 5

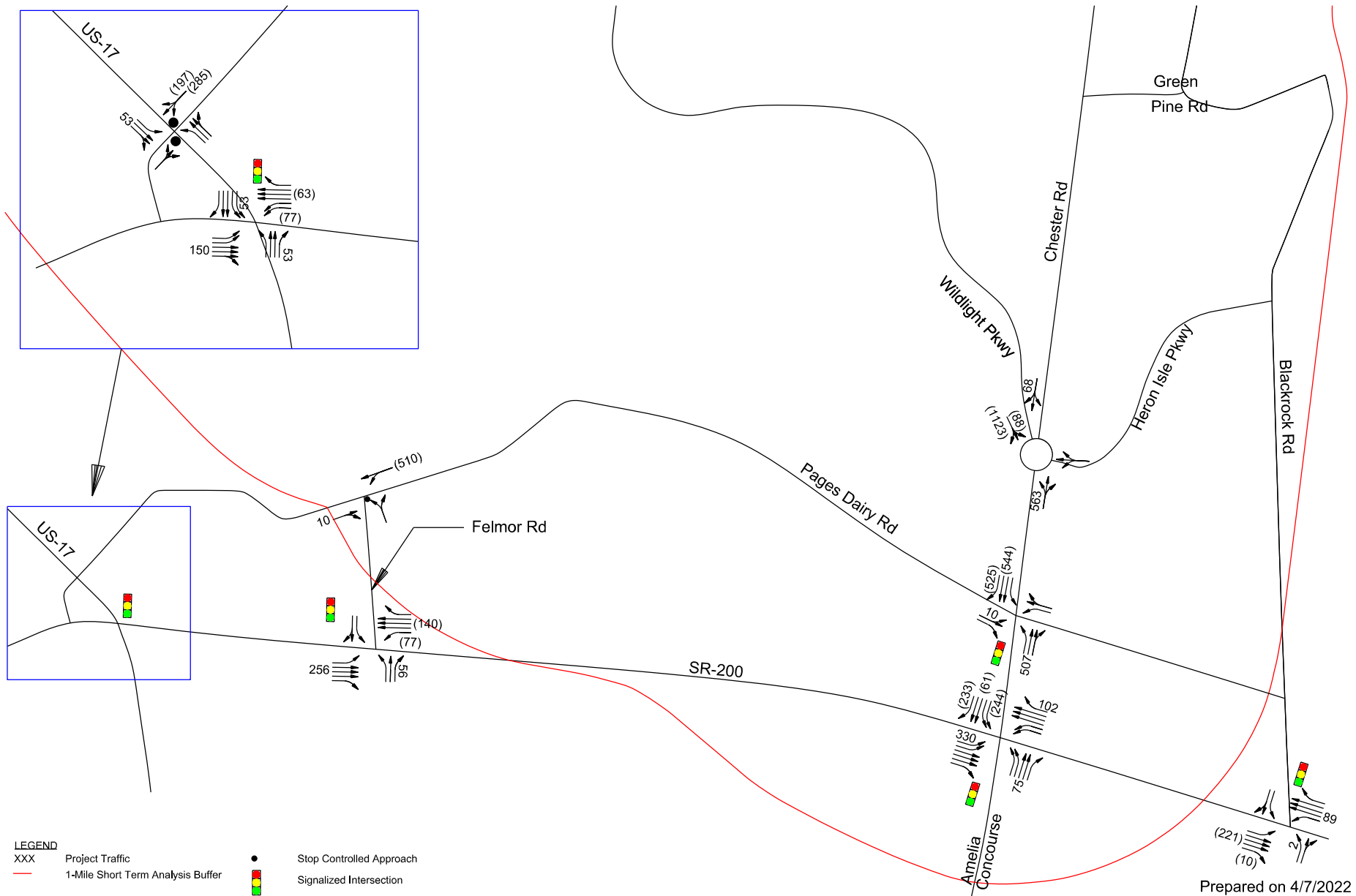


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PM Peak Hour
 Project Traffic Distribution

Figure 6

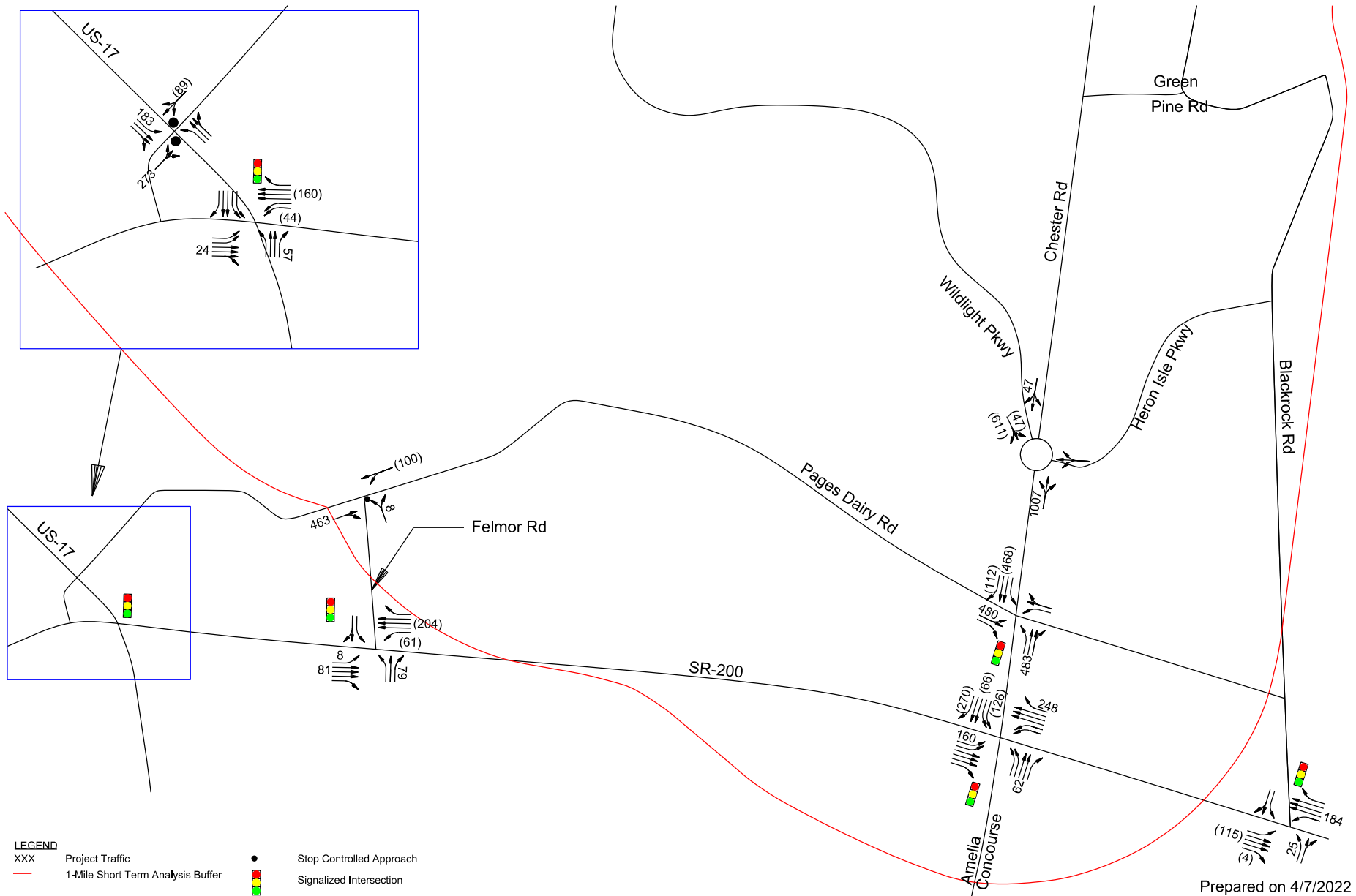


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AM Peak Hour
 Project Traffic

Figure 7

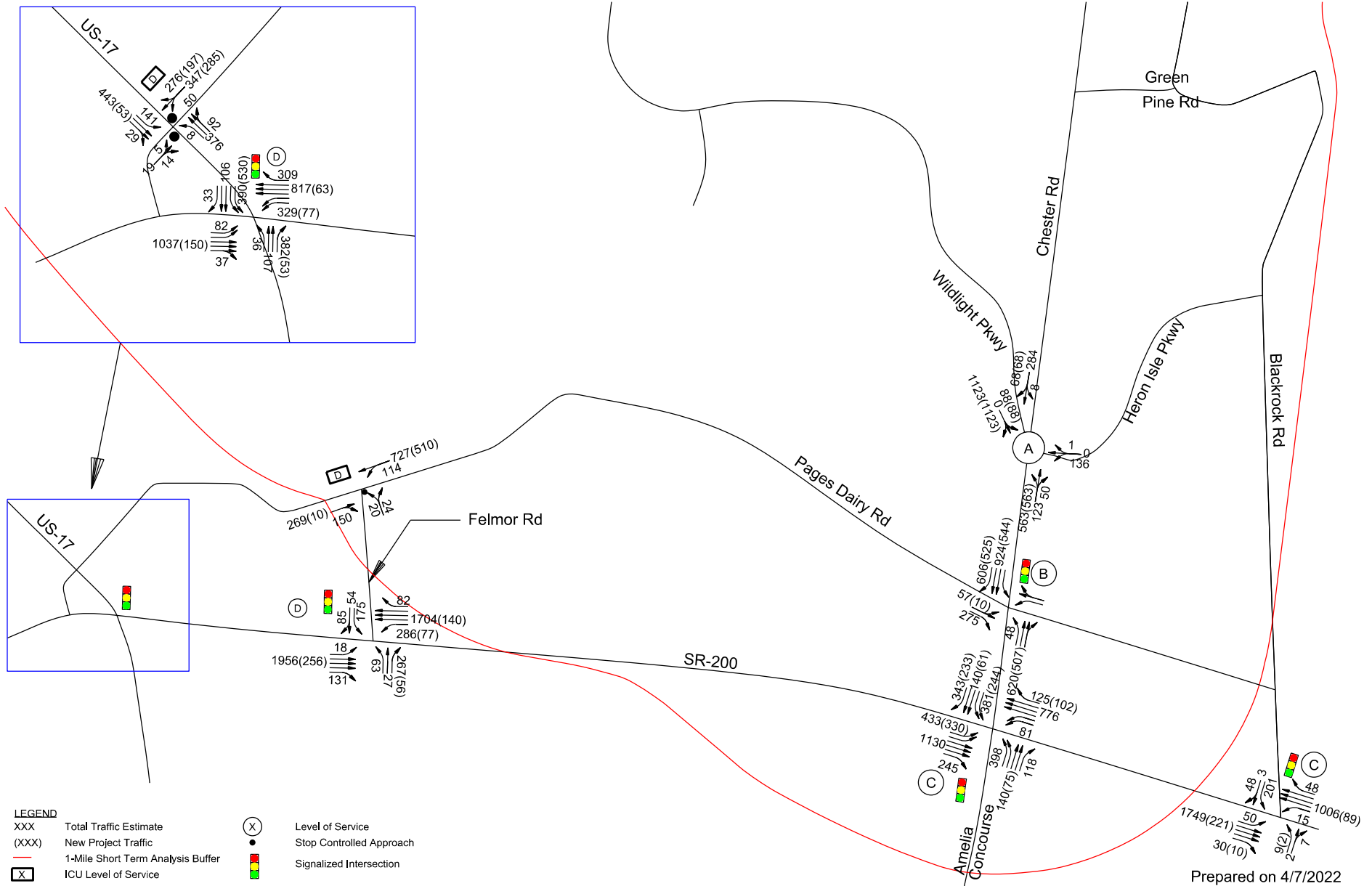


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**PM Peak Hour
Project Traffic**

Figure 8

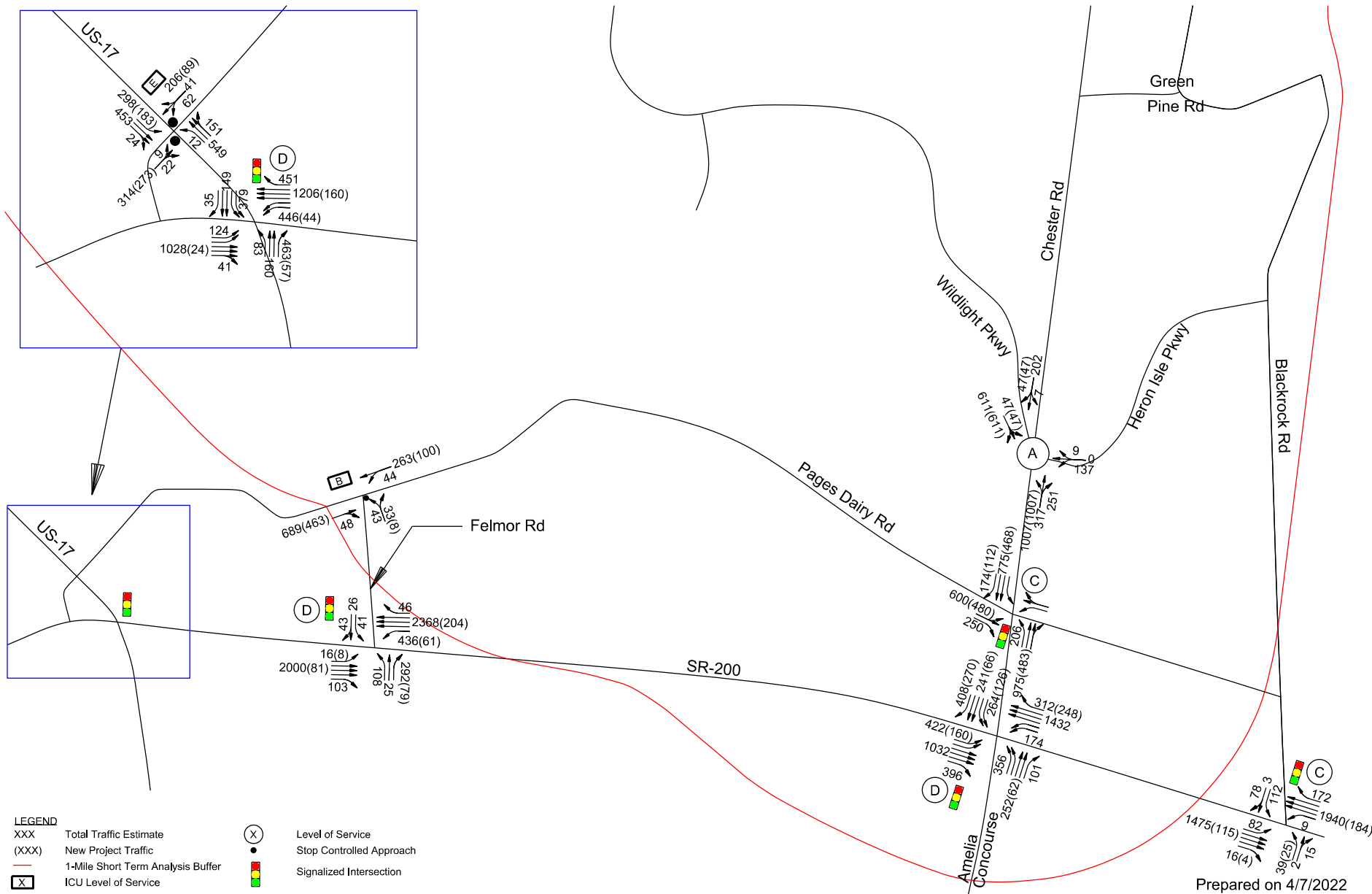


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AM Peak Hour
 Total Traffic Estimates (2027)

Figure 9



Prepared on 4/7/2022



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CPA 21-09 / Short Term Analysis

PM Peak Hour
Total Traffic Estimates (2027)

Figure 10

Table 1 - Project Traffic Distribution and Project Traffic by TAZ by Segment at Buildout (2052)

Roadway	Segment	Traffic Analysis Zones																																	Total Project Traffic (Tabular Calculation)	Total Project Traffic (Link Computation within NERPM)	Percent Difference													
		TAZ 27		TAZ 28		TAZ 29		TAZ 30		TAZ 31		TAZ 32		TAZ 33		TAZ 89		TAZ 90		TAZ 91		TAZ 92		TAZ 93		TAZ 94		TAZ 95		TAZ 96		TAZ 97		TAZ 98				TAZ 128		TAZ 129		TAZ 130		TAZ 131		TAZ 132		TAZ 133		
		(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)				(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)				
I-95	from Duval County Line to SR-200	15.17%	1443	15.17%	1022	5.60%	102	20.74%	2282	20.74%	1545	18.40%	1083	19.96%	1807	18.40%	946	25.62%	6944	19.96%	744	18.18%	584	19.55%	1832	26.82%	3149	8.35%	182	20.37%	973	26.82%	2008	11.99%	142	25.07%	1555	25.07%	1805	20.90%	1302	20.90%	399	8.35%	452	0.00%	0	32,301	31,666	2.01%
I-95	from SR 200/A1A to EW Interchange Rd	3.84%	365	3.84%	259	0.00%	0	11.42%	1256	11.42%	851	18.40%	1083	19.96%	1807	18.40%	946	26.04%	7057	19.96%	744	17.78%	571	19.55%	1832	29.68%	3485	8.35%	182	20.37%	973	29.68%	2222	15.52%	183	28.33%	1757	28.33%	2039	23.78%	1482	23.78%	454	8.35%	452	0.00%	0	30,000	29,310	2.35%
I-95	from E-W Interchange Rd. to US 17	3.84%	365	3.84%	259	0.00%	0	11.42%	1256	11.42%	851	18.40%	1083	19.96%	1807	18.40%	946	26.04%	7057	19.96%	744	17.78%	571	19.55%	1832	29.68%	3485	8.35%	182	20.37%	973	29.68%	2222	15.52%	183	28.33%	1757	28.33%	2039	23.78%	1482	23.78%	454	8.35%	452	0.00%	0	30,000	29,310	2.35%
I-95	from US-17 to Georgia	11.50%	1094	11.50%	775	18.05%	328	10.45%	1150	10.45%	779	13.15%	774	14.14%	1280	13.15%	676	14.68%	3979	14.14%	527	8.31%	267	13.36%	1252	10.77%	1265	17.25%	376	8.19%	391	10.77%	806	10.25%	121	10.64%	660	10.64%	766	13.85%	863	13.85%	265	17.25%	935	0.00%	0	19,329	19,185	0.75%
SR-200	from Griffen Rd to I-95	3.46%	329	3.46%	233	1.50%	27	2.04%	224	2.04%	152	0.67%	39	0.63%	57	0.67%	34	0.88%	238	0.63%	23	0.41%	13	0.55%	52	0.70%	82	0.35%	8	0.54%	26	0.70%	52	0.52%	6	0.69%	43	0.69%	50	0.60%	37	0.60%	11	0.35%	19	0.00%	0	1,755	1,740	0.86%
SR-200	from I-95 to Old Yulee Rd	24.32%	2314	24.32%	1639	20.32%	369	19.99%	2199	19.99%	1489	6.21%	366	6.04%	547	6.21%	319	5.66%	1534	6.04%	225	6.98%	224	6.26%	587	3.64%	427	8.28%	180	7.67%	366	3.64%	273	4.89%	58	4.29%	266	4.29%	309	4.56%	284	4.56%	87	8.28%	449	0.00%	0	14,511	14,488	0.16%
SR-200	from Old Yulee Rd to US-17	27.37%	2604	27.37%	1844	24.87%	452	22.89%	2518	22.89%	1706	8.59%	506	8.31%	752	8.59%	442	7.82%	2119	8.31%	310	9.95%	320	8.68%	813	5.69%	668	11.77%	256	10.77%	515	5.69%	426	7.70%	91	6.71%	416	6.71%	483	6.98%	435	6.98%	133	11.77%	638	0.00%	0	18,447	18,396	0.28%
SR-200	from US-17 to Felmor Rd	3.11%	296	3.11%	210	2.18%	40	1.90%	209	1.90%	142	1.02%	60	0.42%	38	1.02%	52	0.58%	157	0.42%	16	0.29%	9	0.00%	0	0.16%	19	5.92%	129	0.50%	24	0.16%	12	0.46%	5	2.43%	151	2.43%	175	6.59%	411	6.59%	126	5.92%	321	0.00%	0	2,602	2,664	-2.33%
SR-200	from Felmor Rd to Chester Rd	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	5.35%	117	0.00%	0	0.00%	0	0.00%	0	2.02%	125	2.02%	145	6.22%	388	6.22%	119	5.35%	290	0.00%	0	1,184	1,243	-4.75%
SR-200	from Chester Rd to Blackrock Rd	14.34%	1364	14.34%	966	11.71%	213	10.55%	1161	10.55%	786	10.10%	595	9.80%	887	10.10%	519	9.62%	2607	9.80%	365	7.55%	243	7.90%	740	6.44%	756	6.18%	135	7.05%	337	6.44%	482	5.94%	70	5.31%	329	5.31%	382	5.82%	363	5.82%	111	6.18%	335	0.00%	0	13,746	13,608	1.01%
SR-200	from Blackrock Rd to Old Nassauville Rd	18.38%	1748	18.38%	1238	15.07%	274	13.91%	1530	13.91%	1036	13.55%	798	13.15%	1190	13.55%	696	12.85%	3483	13.15%	490	10.13%	326	10.59%	992	8.69%	1020	8.26%	180	9.50%	454	8.69%	651	7.97%	94	7.14%	443	7.14%	514	6.71%	418	6.71%	128	8.26%	448	0.00%	0	18,151	17,966	1.03%
SR-200	from Old Nassauville Rd to Amelia Island Pkwy	17.63%	1677	17.63%	1188	14.31%	260	13.42%	1476	13.42%	1000	13.15%	774	12.76%	1155	13.15%	676	12.49%	3385	12.76%	476	9.85%	317	10.28%	963	8.45%	992	8.02%	175	9.22%	441	8.45%	633	7.65%	90	6.94%	430	6.94%	500	6.52%	406	6.52%	125	8.02%	435	0.00%	0	17,574	17,391	1.05%
Pages Dairy Rd	from SR-200 to US-17	26.08%	2481	26.08%	1757	23.77%	432	22.31%	2454	22.31%	1662	8.20%	483	8.31%	752	8.20%	421	7.46%	2022	8.31%	310	9.95%	320	8.68%	813	5.68%	667	11.77%	256	10.77%	515	5.68%	425	7.70%	91	6.71%	416	6.71%	483	6.98%	435	6.98%	133	11.77%	638	0.00%	0	17,966	17,919	0.26%
Pages Dairy Rd	from US-17 to Felmor Rd	26.93%	2562	26.93%	1815	24.90%	452	22.78%	2506	22.78%	1697	8.40%	495	4.30%	389	8.40%	432	7.66%	2076	4.30%	160	0.00%	0	0.05%	5	0.02%	2	0.18%	4	0.00%	0	0.02%	1	0.00%	0	0.00%	0	0.00%	0	0.20%	12	0.20%	4	0.18%	10	0.00%	0	12,622	12,604	0.14%
Pages Dairy Rd	from Felmor Rd to Blount's Branch	34.78%	3309	34.78%	2343	32.55%	591	28.50%	3135	28.50%	2124	12.10%	712	7.05%	638	12.10%	622	10.32%	2797	7.05%	263	0.29%	9	1.10%	103	0.23%	27	0.18%	4	0.03%	1	0.23%	17	0.00%	0	0.00%	0	0.00%	0	0.20%	12	0.20%	4	0.18%	10	0.00%	0	16,721	16,686	0.21%
Pages Dairy Rd	from Blount's Branch to Chester Rd	0.00%	0	0.00%	0	21.22%	385	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	385	385	0.00%		
Pages Dairy Rd	from Chester Rd to Blackrock Rd	5.66%	538	5.66%	381	4.73%	86	4.30%	473	4.30%	320	4.21%	248	4.07%	368	4.21%	216	3.91%	1060	4.07%	152	3.15%	101	3.27%	306	2.71%	318	2.55%	56	2.97%	142	2.71%	203	2.49%	29	2.19%	136	2.19%	158	1.23%	77	1.23%	24	2.55%	138	0.00%	0	5,530	5,472	1.06%
Blackrock Rd	from SR-200 north	5.66%	538	5.66%	381	4.73%	86	4.30%	473	4.30%	320	4.21%	248	4.07%	368	4.21%	216	3.91%	1060	4.07%	152	3.15%	101	3.27%	306	2.71%	318	2.55%	56	2.97%	142	2																		