

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 <a href="https://example.com">HatcherT@etminc.com</a> should you require additional information or have any questions.

Sincerely,

**ENGLAND-THIMS & MILLER, INC.** 

Thams Hatcher

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

Mr. Thad Crowe April 7, 2022
Nassau County 2

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

## **CPA Comment #57**

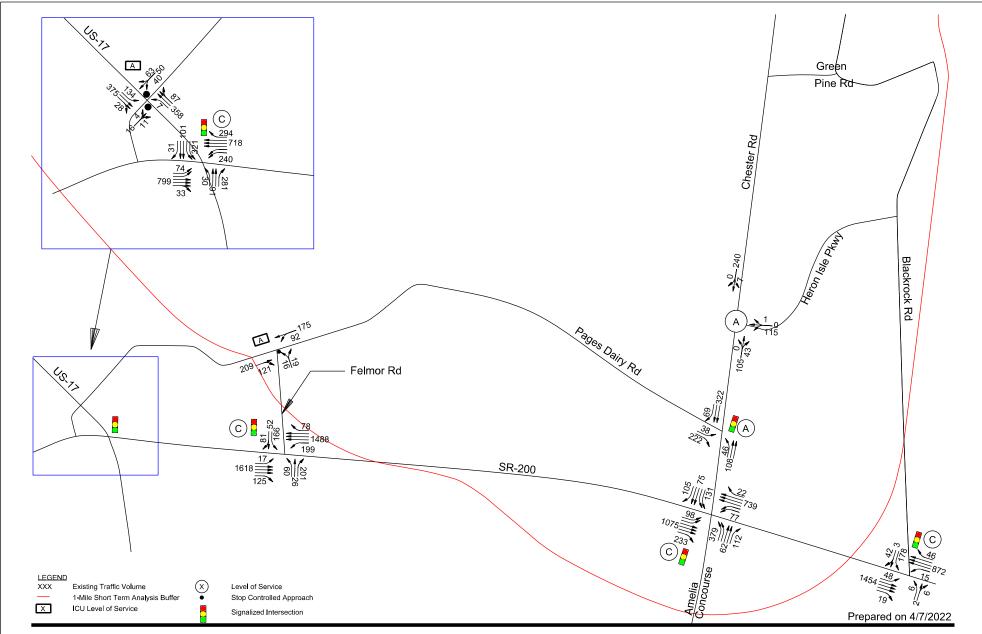
While there is a trip generation and trip distribution shown, there is no way to check to determine if the volumes used in Synchro analysis are correct. Provide a figure showing existing turning movement counts, projected background turning movement counts, and projected development turning movement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

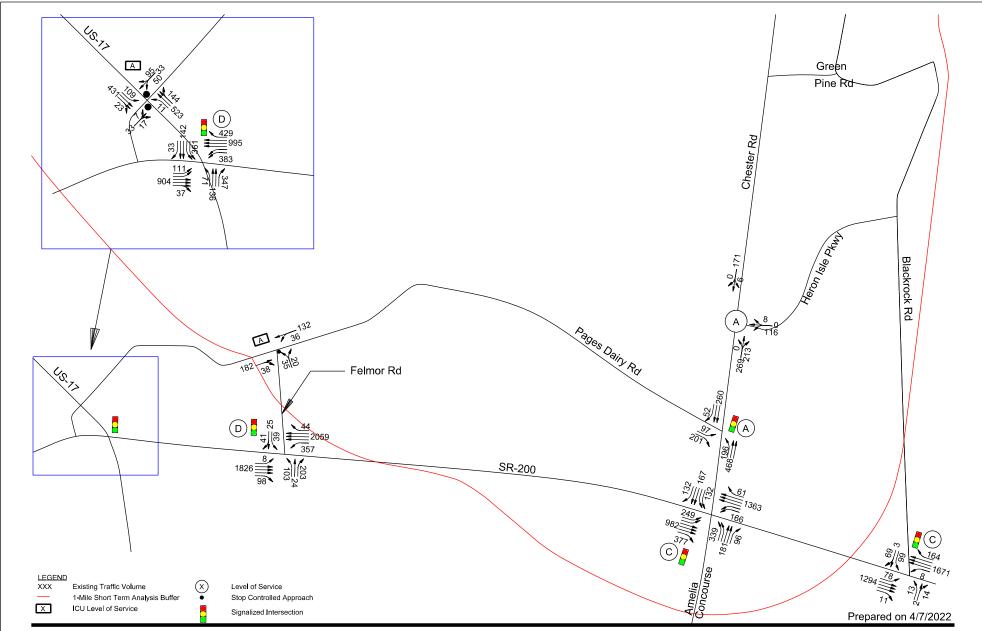
For the short-term analysis, the following figures 1 through 10 illustrate the existing traffic, background traffic, project traffic distribution, project traffic, and total traffic estimates in the morning and afternoon peak hours. Figures 9 and 10 illustrate the total traffic estimates at buildout 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.



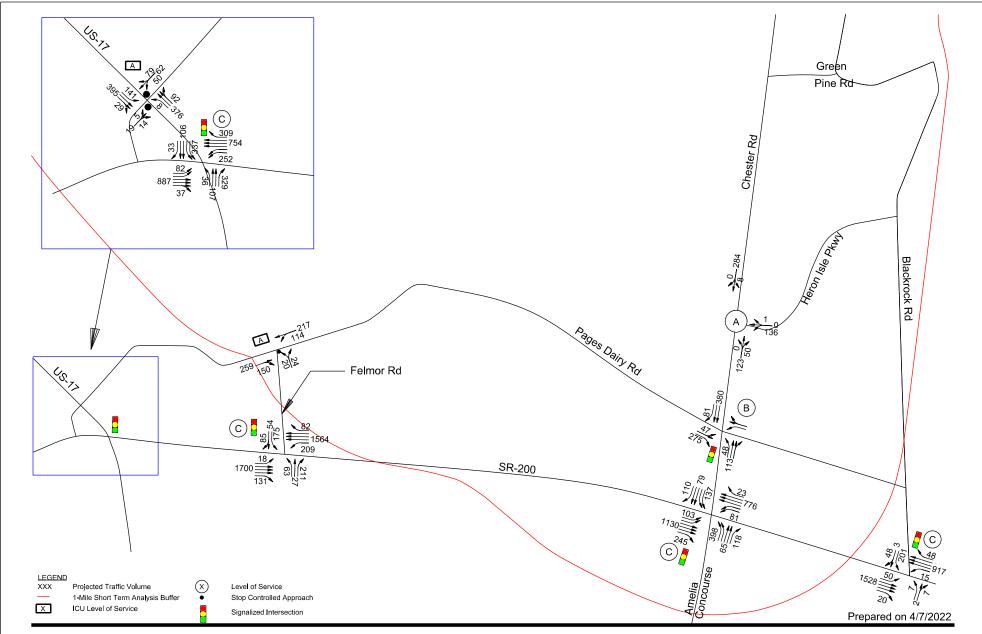


AM Peak Hour Existing Volumes

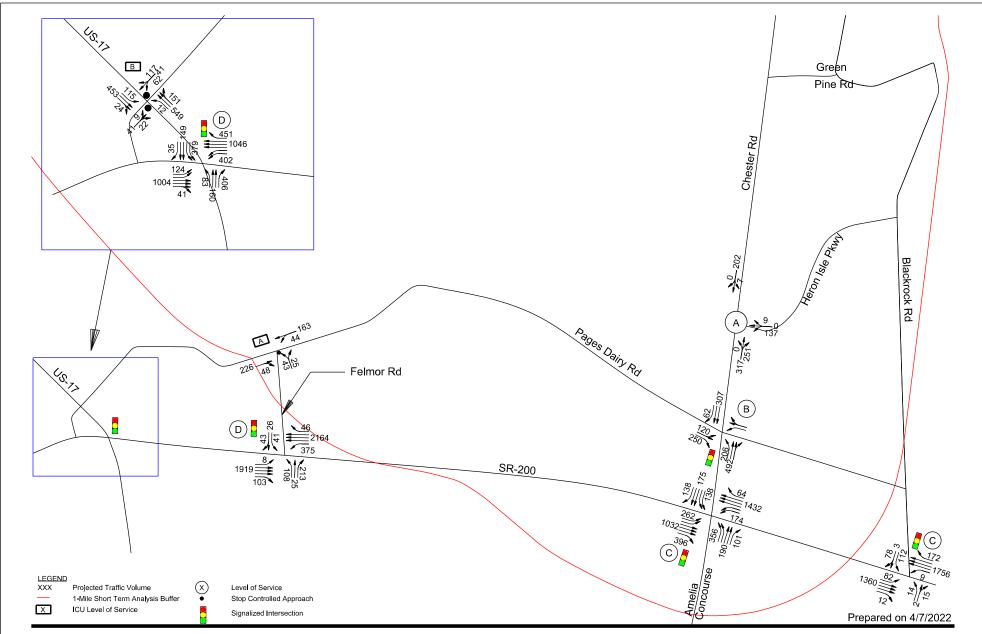




PM Peak Hour Existing Volumes

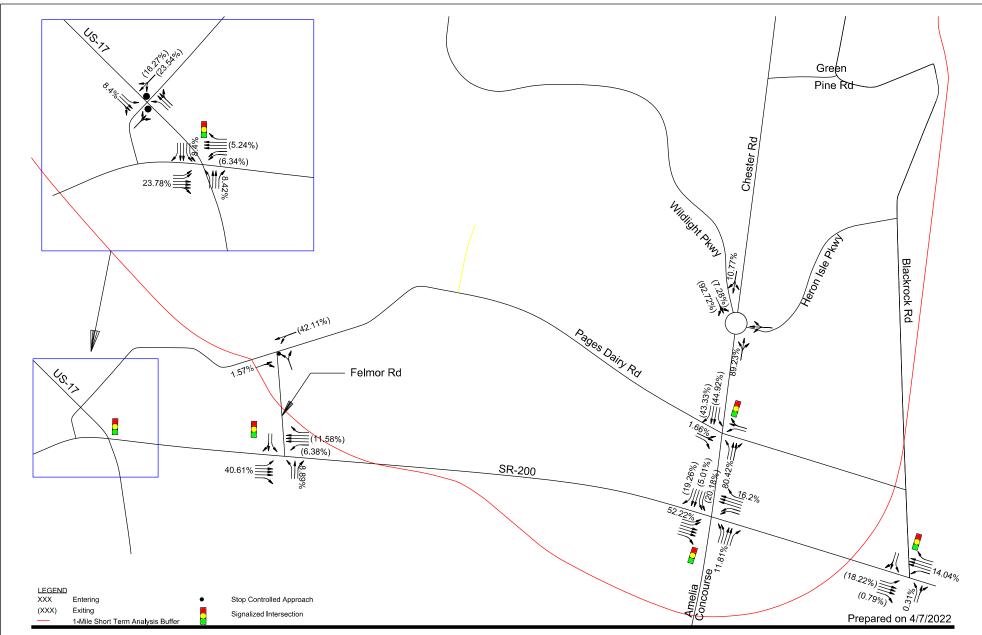






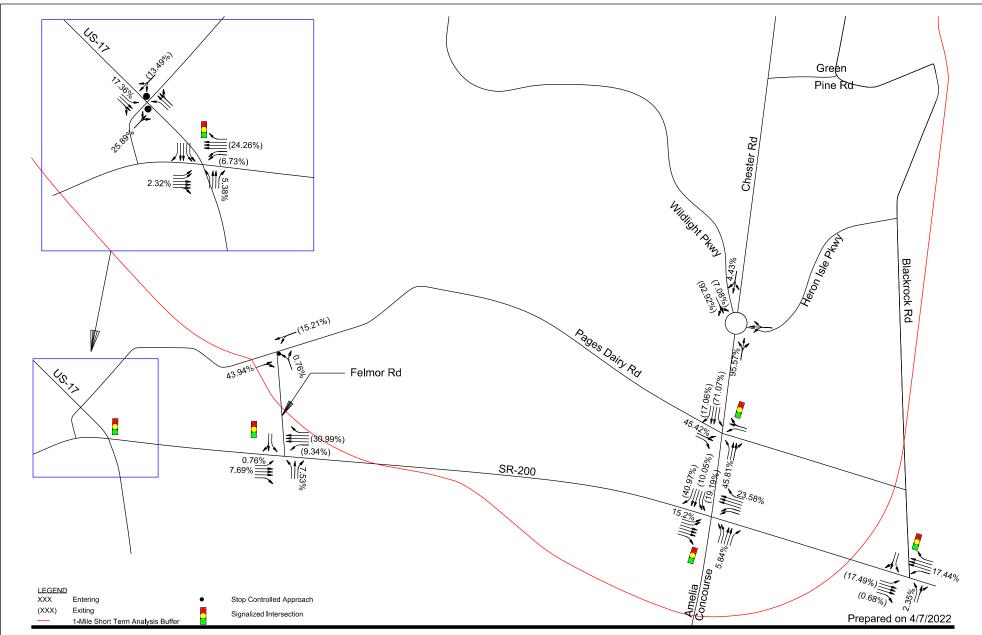


PM Peak Hour Background Traffic (2027)



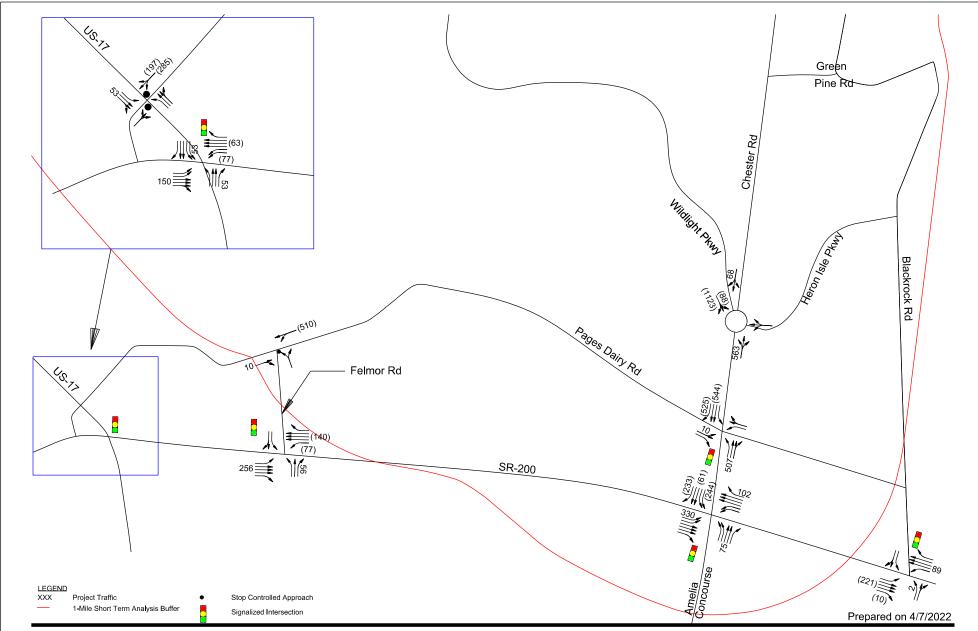


**AM Peak Hour** Project Traffic Distribution



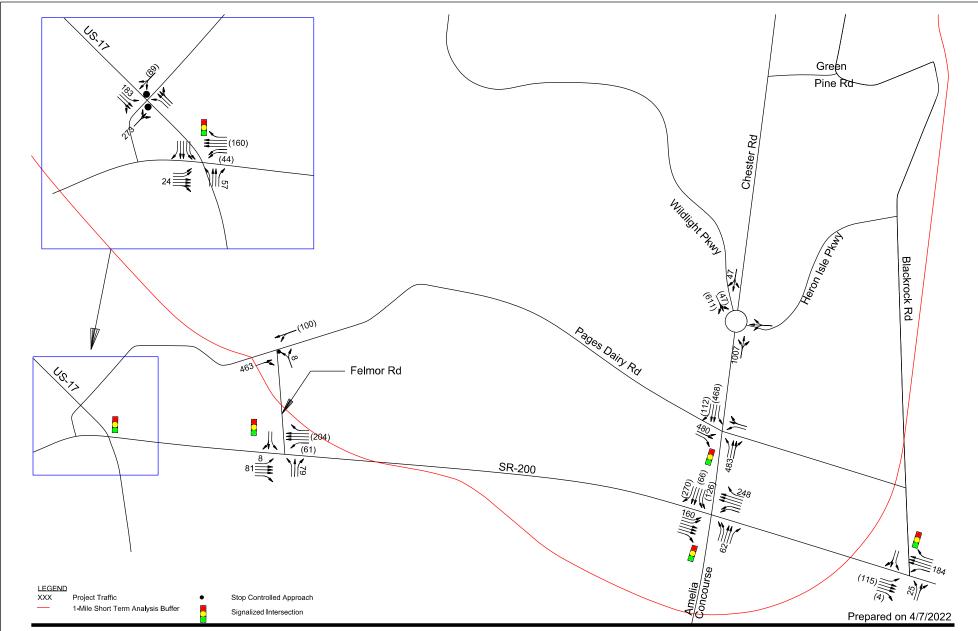


PM Peak Hour Project Traffic Distribution





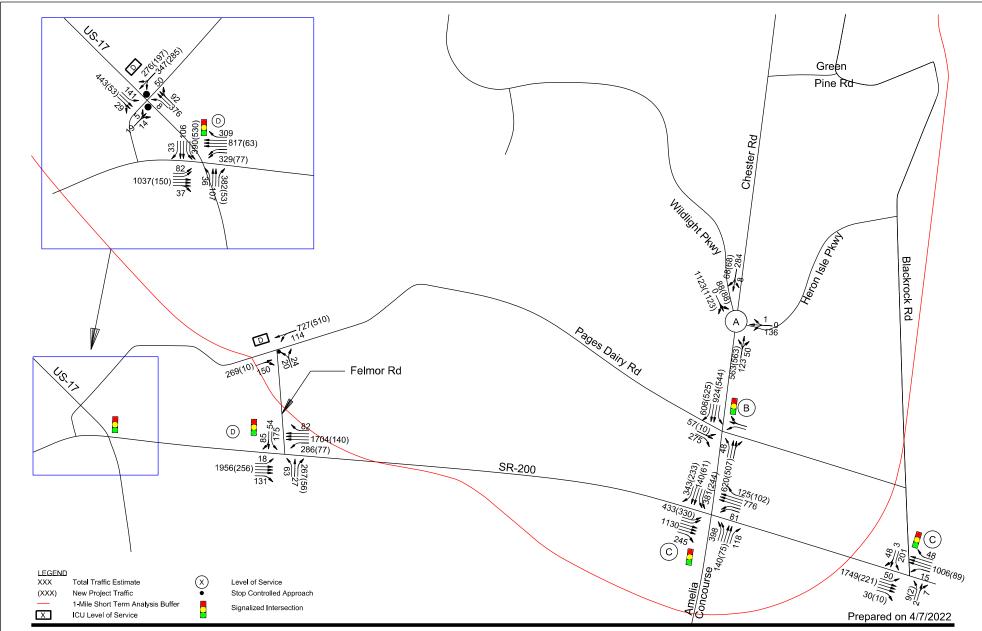
AM Peak Hour Project Traffic



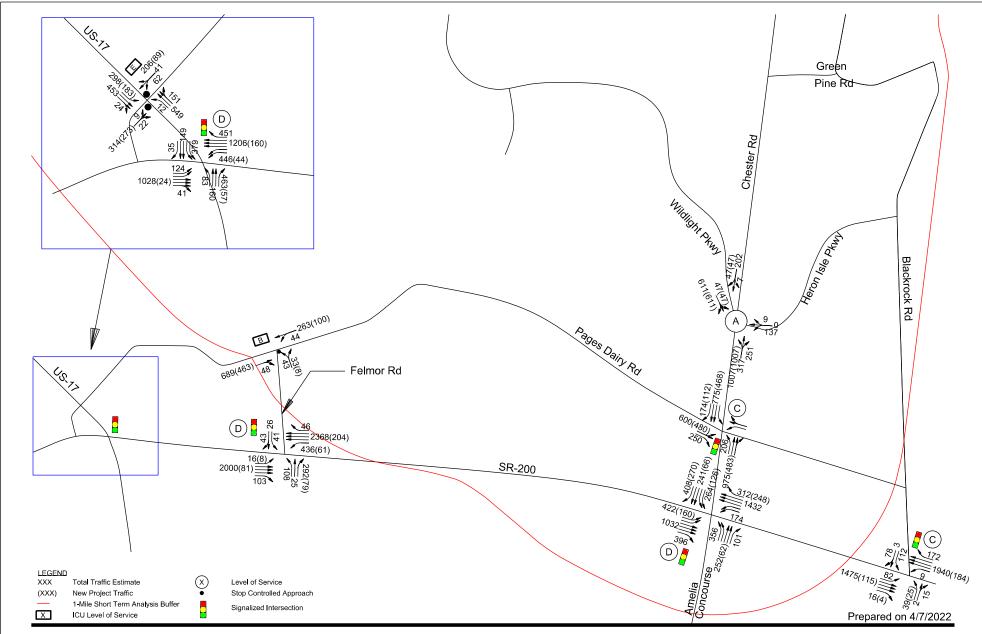


CPA 21-09 / Short Term Analysis PM Peak

PM Peak Hour Project Traffic









PM Peak Hour Total Traffic Estimates (2027)
Figure 10

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

Traffic Analysis Zones																																						
Roadway	Segment	TAZ 27	TAZ 28	TAZ 2	TAZ 29 TAZ 30		TAZ 31		TAZ 32 TAZ 33			TAZ 89 T		Z 90 TAZ		TAZ	z 92 TAZ 93		T.	TAZ 94		TAZ 95 TAZ		96 TAZ		Z 97 TAZ 98		Z 128	TAZ 129	TAZ 130	TAZ 130 TA		TAZ 132	TAZ 13	33	Total Project Traffic (Tabular	Total Project Traffic (Link Computation	Percent Difference
		(%) (vpd)	(%) (vpd)	(%)	(vpd) (%	6) (vpd)	(%)	(vpd) (	(%) (vpd)	(%) (v)	pd)	(%) (vpd)	(%) (vpd)	(%)	(vpd)	(%)	(vpd)	(%) (vpd	(%)	(vpd)	(%)	(vpd) (5	%) (vp	od) (%)	(vp	od) (%) (vpd)	(%)	(vpd)	(%) (vpd)	(%) (vp	d) (%)	(vpd)	(%) (vpd)	(%)	(vpd)	Calculation)	within NERPM)	2.merenee
I-95	from Duval County Line to SR- 200	15.17% 1443	15.17% 1022	5.60%	102 20.7	74% 2282	20.74% 1	1545 18	8.40% 1083	19.96% 18	807 1	18.40% 946	25.62% 6944	19.96%	744	18.18%	584 1	9.55% 1832	26.82%	6 3149	8.35%	182 20.	.37% 97	73 26.82	200	08 11.99% 142	25.07%	1555	25.07% 1805 20	0.90% 130	20.90%	399	8.35% 452	0.00%	0	32,301	31,666	2.01%
1-95	from SR 200/A1A to EW Interchange Rd	3.84% 365	3.84% 259	0.00%	0 11.4	42% 1256	11.42%	851 18	8.40% 1083	19.96% 18	807 1	18.40% 946	26.04% 7057	19.96%	744	17.78%	571 1	9.55% 1832	29.68%	6 3485	8.35%	182 20.	.37% 97	73 29.68	3% 222	22 15.52% 183	28.33%	1757	28.33% 2039 2	3.78% 14	32 23.78%	454	8.35% 452	0.00%	0	30,000	29,310	2.35%
1-95	from E-W Interchange Rd. to US 17	3.84% 365	3.84% 259	0.00%	0 11.4	42% 1256	11.42%	851 18	8.40% 1083	19.96% 18	807 1	18.40% 946	26.04% 7057	19.96%	744	17.78%	571 1	9.55% 1832	29.68%	6 3485	8.35%	182 20.	.37% 97	73 29.68	3% 222	22 15.52% 183	28.33%	1757	28.33% 2039 2	3.78% 14	32 23.78%	454	8.35% 452	0.00%	0	30,000	29,310	2.35%
1-95	from US-17 to Georgia	11.50% 1094	11.50% 775	18.05%	328 10.4	45% 1150	10.45%	779 13	3.15% 774	14.14% 12	280 1	13.15% 676	14.68% 3979	14.14%	527	8.31%	267 1	3.36% 125	10.77%	6 1265	17.25%	376 8.1	19% 39	91 10.77	7% 80	06 10.25% 121	10.64%	660	10.64% 766 1	3.85% 86	3 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	14% 224	2.04%	152 0.	0.67% 39	0.63% 5	57 (	0.67% 34	0.88% 238	0.63%	23	0.41%	13 0	0.55% 52	0.70%	82	0.35%	8 0.5	54% 2	6 0.709	% 52	2 0.52% 6	0.69%	43	0.69% 50 0	.60% 3	7 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 19.9	99% 2199	19.99% 1	1489 6.	i.21% 366	6.04% 5	647	6.21% 319	5.66% 1534	6.04%	225	6.98%	224 6	5.26% 587	3.64%	427	8.28%	180 7.6	67% 36	56 3.649	% 27	73 4.89% 58	4.29%	266	4.29% 309 4	.56% 28	4 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 22.8	89% 2518	22.89% 1	1706 8.	1.59% 506	8.31% 7	752	8.59% 442	7.82% 2119	8.31%	310	9.95%	320 8	3.68% 813	5.69%	668	11.77%	256 10.	.77% 5:	15 5.69%	% 42	26 7.70% 91	6.71%	416	6.71% 483 6	.98% 43	5 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	0% 209	1.90%	142 1.	02% 60	0.42% 3	38	1.02% 52	0.58% 157	0.42%	16	0.29%	9 0	0.00% 0	0.16%	19	5.92%	129 0.5	50% 2	4 0.169	% 12	2 0.46% 5	2.43%	151	2.43% 175 6	.59% 41	1 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	0.00%	0 0.	0.00%	0.00%	0 (	0.00% 0	0.00% 0	0.00%	0	0.00%	0 0	0.00% 0	0.00%	0	5.35%	117 0.0	00%	0.009	% 0	0.00% 0	2.02%	125	2.02% 145 6	.22% 38	8 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 10.5	55% 1161	10.55%	786 10	0.10% 595	9.80% 8	887 1	10.10% 519	9.62% 2607	9.80%	365	7.55%	243 7	7.90% 740	6.44%	756	6.18%	135 7.0	05% 33	37 6.449	% 48	32 5.94% 70	5.31%	329	5.31% 382 5	.82% 36	3 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 13.9	91% 1530	13.91% 1	1036 13	3.55% 798	13.15% 11	190 1	13.55% 696	12.85% 3483	13.15%	490	10.13%	326 1	0.59% 992	8.69%	1020	8.26%	180 9.5	50% 45	8.699	% 65	51 7.97% 94	7.14%	443	7.14% 514 6	.71% 41	8 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 13.4	1476	13.42% 1	1000 13	3.15% 774	12.76% 11	155 1	13.15% 676	12.49% 3385	12.76%	476	9.85%	317 1	0.28% 963	8.45%	992	8.02%	175 9.2	22% 44	11 8.459	% 63	33 7.65% 90	6.94%	430	6.94% 500 6	.52% 40	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 22.3	31% 2454	22.31% 1	1662 8.	1.20% 483	8.31% 7	752	8.20% 421	7.46% 2022	8.31%	310	9.95%	320 8	3.68% 813	5.68%	667	11.77%	256 10.	.77% 5:	15 5.689	% 42	25 7.70% 91	6.71%	416	6.71% 483 6	.98% 43	5 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 22.7	78% 2506	22.78% 1	1697 8.	1.40% 495	4.30% 3	889	8.40% 432	7.66% 2076	4.30%	160	0.00%	0 0	0.05% 5	0.02%	2	0.18%	4 0.0	00%	0.029	% 1	0.00% 0	0.00%	0	0.00% 0 0	.20% 1	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 28.5	50% 3135	28.50% 2	2124 12	2.10% 712	7.05% 6	38 1	12.10% 622	10.32% 2797	7.05%	263	0.29%	9 1	1.10% 103	0.23%	27	0.18%	4 0.0	03%	0.239	% 17	7 0.00% 0	0.00%	0	0.00% 0 0	.20% 1	2 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	10% 0	0.00%	0 0.	0.00%	0.00%	0 (	0.00% 0	0.00% 0	0.00%	0	0.00%	0 0	0.00% 0	0.00%	0	0.00%	0 0.0	00%	0.009	% 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	0% 473	4.30%	320 4.	248	4.07% 3	368	4.21% 216	3.91% 1060	4.07%	152	3.15%	101 3	3.27% 306	2.71%	318	2.55%	56 2.9	97% 14	12 2.719	% 20	3 2.49% 29	2.19%	136	2.19% 158 1	.23% 7	7 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	0% 473	4.30%	320 4.	248	4.07% 3	368	4.21% 216	3.91% 1060	4.07%	152	3.15%	101 3	3.27% 306	2.71%	318	2.55%	56 2.9	97% 14	12 2.719	% 20	3 2.49% 29	2.19%	136	2.19% 158 1	.23% 7	7 1.23%	24	2.55% 138	0.00%	0	5,530	5,472	1.06%
Old Nassauville Rd	from SR-200 north	0.00% 0	0.00% 0	0.00%	0 0.00	10% 0	0.00%	0 0.	0.00%	0.00%	0	0.00% 0	0.00% 0	0.00%	0	0.00%	0 0	0.00% 0	0.00%	0	0.00%	0 0.0	00%	0.009	% 0	0.00% 0	0.00%	0	0.00% 0 0	.00%	0.00%	0	0.00% 0	0.00%	0	0	0	N/A
Chester Rd	from SR-200 to Pages Dairy Rd	19.97% 1900	19.97% 1346	16.49%	299 14.1	14% 1556	14.14%	1054 12	2.96% 763	12.65% 11	145 1	12.96% 666	12.29% 3331	12.65%	471	9.74%	313 1	0.18% 954	8.19%	962	2.68%	58 9.1	16% 43	88 8.199	% 61	13 7.50% 89	4.72%	293	4.72% 340 0	.96% 60	0.96%	18	2.68% 145	0.00%	0	16,814	16,578	1.42%
Chester Rd	from Pages Dairy Rd to Wildlight Pkwy <sup>7</sup>	29.78% 2833	29.78% 2007	2.88%	52 20.4	48% 2253	20.48%	1526 18	8.71% 1101	18.10% 16	638 1	18.71% 962	19.13% 5185	18.10%	675	14.04%	451 1	4.61% 1369	11.73%	6 1377	5.87%	128 13.	.11% 62	26 11.73	8% 87	78 10.78% 127	7.46%	463	7.46% 537 2	.60% 16	2 2.60%	50	5.87% 318	0.00%	0	24,718	23,967	3.13%
Chester Rd	from Wildlight Pkwy to Blackrock Rd	3.96% 377	3.96% 267	3.10%	56 2.30	253	2.30%	171 1.	.82% 107	1.72% 1	156	1.82% 94	1.62% 439	1.72%	64	1.38%	44 1	1.40% 131	1.04%	122	0.79%	17 1.2	26% 6	0 1.049	% 78	8 1.11% 13	0.73%	45	0.73% 53 0	.51% 3	0.51%	10	0.79% 43	0.00%	0	2,632	2,607	0.96%
US-17	from Duval County Line to Harts Rd	4.30% 409	4.30% 290	2.89%	52 2.69	9% 296	2.69%	200 1.	29% 76	0.91% 8	82	1.29% 66	0.45% 122	0.91%	34	0.79%	25 0	0.70% 66	0.25%	29	0.76%	17 0.9	96% 4	6 0.25%	% 19	9 0.35% 4	0.27%	17	0.27% 19 0	.23% 14	4 0.23%	4	0.76% 41	0.00%	0	1,928	1,927	0.05%
US-17	from Harts Rd to SR-200	2.34% 223	2.34% 158	1.67%	30 1.49	9% 164	1.49%	111 0.	0.71% 42	0.60% 5	54	0.71% 36	0.27% 73	0.60%	22	2.29%	74 1	1.31% 123	1.30%	153	2.48%	54 2.5	55% 12	22 1.309	% 97	7 1.79% 21	1.51%	94	1.51% 109 1	.44% 90	1.44%	28	2.48% 134	0.00%	0	2,012	2,003	0.45%
US-17	from SR-200 to Pages Dairy Rd	0.51% 49	0.51% 34	0.60%	11 0.18	8% 20	0.18%	13 0.	0.07% 4	0.18% 1	16	0.07% 4	0.04% 11	0.18%	7	2.57%	83 1	1.31% 123	1.47%	173	8.39%	183 3.0	04% 14	15 1.479	% 11	10 2.25% 27	3.94%	244	3.94% 284 8	.06% 50	2 8.06%	154	8.39% 455	0.00%	0	2,652	2,708	-2.07%
US-17	from Pages Dairy Rd to Interchange Rd	0.00% 0	0.00% 0	0.00%	0 0.00	0 0	0.00%	0 0.	0.00%	4.32% 3	891	0.00% 0	0.00% 0	4.32%	161	12.64%	406 1	0.04% 941	7.21%	847	20.52%	447 13.	.95% 66	7.219	% 54	9.95% 118	10.76%	667	10.76% 775 1	5.34% 95	6 15.34%	293	20.52% 1112	0.00%	0	8,321	8,351	-0.36%
US-17	from Interchange Rd to CR 108	0.00% 0	0.00% 0	0.00%	0 0.00	0 0	0.00%	0 0.	0.10% 6	4.44% 4	102	0.10% 5	0.05% 14	4.44%	165	12.85%	413 1	0.19% 955	7.34%	862	20.77%	453 14.	.14% 67	76 7.349	% 55	50 10.08% 119	10.91%	677	10.91% 785 1	5.52% 96	7 15.52%	297	20.77% 1125	0.00%	0	8,471	8,499	-0.33%
US-17	from CR 108 to N-S Regional Center Arterial	0.03% 3	0.03% 2	0.00%	0 0.06	16% 7	0.06%	4 0.	1.09% 5	0.10%	9 (	0.09% 5	0.32% 87	0.10%	4	29.86%	960 1	8.59% 1742	7.86%	923	33.17%	723 31.	.97% 15	28 7.869	% 58	39 10.97% 130	12.09%	750	12.09% 870 1	3.60% 11	59 18.60%	355	33.17% 1797	0.00%	0	11,652	11,828	-1.49%
US-17	from N-S Regional Center Arterial to I-95	17.08% 1625	17.08% 1151	20.93%	380 23.6	52% 2598	23.62%	1760 34	4.10% 2007	36.62% 33	315 3	34.10% 1753	43.72% 11849	36.62%	1365	28.36%	911 3	5.41% 3318	43.42%	6 5098	29.07%	633 30.	.42% 14	53 43.42	2% 325	51 29.24% 346	42.39%	2629	42.39% 3051 4	1.73% 260	00 41.73%	797	29.07% 1575	0.00%	0	53,465	52,544	1.75%
US-17	from I-95 to Georgia	1.75% 166	1.75% 118	2.88%	52 1.75	5% 193	1.75%	130 2.	1.29% 135	2.52% 2	228	2.29% 118	3.01% 816	2.52%	94	1.87%	60 2	2.50% 234	2.95%	346	3.47%	76 1.8	86% 8	9 2.959	% 22	21 3.46% 41	3.41%	211	3.41% 245 4	.10% 25	5 4.10%	78	3.47% 188	0.00%	0	4,094	4,048	1.14%
Wildlight Pkwy	from US-17 to Resort Rd	17.22% 1638	17.22% 1160	21.07%	383 23.8	86% 2625	23.86%	1778 34	4.44% 2027	37.00% 33	349 3	34.44% 1770	59.87% 16226	37.00%	1379	0.71%	23 1	7.44% 1634	73.42%	6 8621	2.79%	61 0.7	75% 3	6 73.42	2% 549	98 72.03% 851	83.09%	5153	83.09% 5981 9	.52% 59	3 9.52%	182	2.79% 151	0.00%	0	61,119	59,159	3.31%
Wildlight Pkwy	from Resort Rd to CR-108 Extension	17.94% 1707	17.94% 1209	21.87%	397 25.1	19% 2771	25.19%	1877 36	5.38% 2142	39.10% 35	539 3	36.38% 1870	0.00% 0	39.10%	1457	1.38%	44 2	0.27% 1899	20.57%	6 2415	0.00%	0 1.3	36% 6	5 20.57	7% 154	40 18.58% 220	12.48%	774	12.48% 898 4	.57% 28	5 4.57%	87	0.00% 0	0.00%	0	25,196	24,501	2.84%
Wildlight Pkwy	from CR-108 Extension to McQueen's Branch	25.27% 2404	25.27% 1703	30.30%	550 37.6	56% 4143	37.66%	2806 55	5.95% 3294	65.70% 59	947 5	55.95% 2876	1.32% 358	65.70%	2449	0.00%	0 2	7.88% 2612	17.98%	6 2111	10.39%	226 22.	.44% 10	72 17.98	3% 134	46 16.41% 194	11.33%	703	11.33% 816 5	.19% 32	3 5.19%	99	10.39% 563	0.00%	0	36,595	35,949	1.80%
Wildlight Pkwy	from McQueen's Branch to Bluff Rd	26.88% 2557	26.88% 1811	32.17%	584 40.9	97% 4507	40.97%	3053 52	2.63% 3098	33.26% 30	011 5	52.63% 2705	3.79% 1027	33.26%	1240	21.08%	678 2	2.98% 215	15.18%	6 1782	8.48%	185 18.	.99% 90	07 15.18	3% 113	37 13.88% 164	9.60%	595	9.60% 691 3	.98% 24	8 3.98%	76	8.48% 459	0.00%	0	32,668	32,230	1.36%
Wildlight Pkwy	Bluff Rd to Blount's Branch	30.33% 2885	30.33% 2044	36.27%	659 53.5	56% 5892	53.56%	3991 34	4.26% 2017	28.31% 25	563 3	34.26% 1761	30.85% 8361	28.31%	1055	16.86%	542 1	8.35% 1719	13.86%	6 1627	7.10%	155 15.	.44% 73	38 13.86	5% 103	38 12.66% 150	8.76%	543	8.76% 631 3	.37% 21	0 3.37%	64	7.10% 385	0.00%	0	39,030	38,628	1.04%
Wildlight Pkwy	from Blount's Branch to Chester Rd	66.26% 6303	66.26% 4465	8.06%	146 24.0	05% 2646	24.05% 1	1792 21	1.43% 1262	20.60% 18	865 2	21.43% 1102	19.90% 5393	20.60%	768	16.08%	517 1	6.69% 1564	13.24%	6 1555	6.99%	152 14.	.94% 7	13.24	1% 99	91 12.34% 146	8.51%	528	8.51% 613 3	.33% 20	7 3.33%	64	6.99% 379	0.00%	0	33,172	32,823	1.06%
CR-108 Extension	from US-17 to Wildlight Pkwy	6.45% 614	6.45% 435	7.43%	135 10.6	56% 1173	10.66%	794 16	6.58% 976	23.55% 21	132 1	16.58% 852	0.00% 0	23.55%	878	68.12%	2189 5	0.54% 4736	0.05%	6	36.15%	788 72.	.49% 34	64 0.05%	% 4	1 0.05% 1	0.44%	27	0.44% 32 1	.99% 12	4 1.99%	38	36.15% 1959	0.00%	0	21,357	21,644	-1.33%
McQueen's Branch	from Parcel 23 to Wildlight Pkwy	1.39% 132	1.39% 94	1.62%	29 2.84	312	2.84%	212 4.	1.48% 264	99.58% 90	014	4.48% 230	2.13% 577	99.58%	3711	21.63%	695 4	1.28% 401	2.45%	288	1.67%	36 3.0	03% 14	15 2.459	% 18	33 2.21% 26	1.51%	94	1.51% 109 1	.06% 60	5 1.06%	20	1.67% 90	0.00%	0	16,728	16,208	3.21%
Blount's Branch	from Pages Dairy Rd to Wildlight Pkwy	35.81% 3407	35.81% 2413	55.67%	1011 29.4	42% 3236	29.42%	2192 12	2.77% 752	7.65% 6	592 1	12.77% 656	10.90% 2954	7.65%	285	0.74%	24 1	1.61% 151	0.59%	69	0.09%	2 0.4	46% 2	2 0.599	% 44	4 0.33% 4	0.23%	14	0.23% 17 0	.03% 2	0.03%	1	0.09% 5	0.00%	0	17,953	17,903	0.28%
																																					Average	0.68%