

Via Email: (jwbuckholz@aol.com)

Ref: 5361.02

May 16, 2022

Jeffrey W. Buckholz, PhD, P.E., PTOE
Buckholz Traffic
3585 Kori Road
Jacksonville, Florida, 32257

Re: Tomoka Oaks Development, Traffic Impact Analysis (TIA) Methodology – Response to Buckholz Traffic Comments Ormond Beach, Florida

Dear Mr. Buckholz:

LTG, Inc. is in receipt of March 13, 2022, comments from Buckholz Traffic as applicable to the March 1, 2022, TIA Methodology letter for the Tomoka Oaks Development. At the request of the City of Ormond Beach Planning Staff, responses to these comments are provided herein as a supplement to responses to comments that have been provided by the City. Buckholz Traffic comments are presented below in plain text with our responses in **bold** text.

1.) Comment: The current 11th Edition of the ITE Trip Generation Manual should be used in the study, not the 10th Edition.

Response: Note that the trip generation rates from the ITE Trip Generation Manual, 11th Edition were correctly used in the submitted methodology letter and will also be used in the TIA. The text referring to the edition in the methodology letter was changed to be consistent with the analysis.

2.) Comment: A 2022 update to the Highway Capacity Software is now available and should be used for all intersection analyses

Response: The most up to date version of the Highway Capacity Software, HCS 2022, will be used for all intersection analysis.

3.) Comment: Synchro version 10 is proposed as an option for use in the intersection analysis. I do not believe that the latest version of Synchro (version 11) contains the changes made in the recent update to the highway capacity procedures, but I know version 10 does not.

Response: All intersection analyses will be conducted using HCS 2022.

4.) Comment: In Figure 3 a critical segment of SR 40 is shown in red from US 1 eastward to what appears to be Halifax Drive. This segment is not shown in any of the tables and is not mentioned as a segment to be analyzed.

Response: The segment of SR 40 from US 1 to Halifax Drive has been added to the proposed TIA study area.

5.) Comment: In a few cases the 5-year growth information in Table 3 is not consistent with the supporting information provided in Appendix B. For example, in Appendix B the 5-year growth graph for the section of Hand Avenue from Shangri La Drive to Nova Road is shown as a Straight-Line trend while Table 3 list the growth type as

Exponential.

Response: Understood. Note that the growth rate for this segment has been updated due to the availability of 2021 data from Volusia County.

6.) Comment: It appears that the 8.86% linear growth rate for Williamson Boulevard has been applied incorrectly. The existing peak hour volume is listed at 1520 in 2019 and if you apply an 8.86% linear growth rate over 7 years (to 2026) the result is 2754 for an increase of 1234 vehicles per hour - not 943 as listed in Table 3

Response: Note that the previously calculated 2026 volume for the referenced segment of Williamson Boulevard was correctly applied as was shown in Table 3.

Due to the availability of 2021 data from Volusia County, the growth rate for this segment has been recalculated as shown in Table 3 of the updated methodology letter.

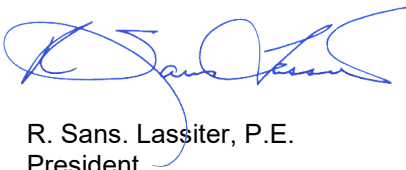
7.) Comment: Intersection capacity analysis, especially signalized intersection capacity analysis, is quite complex and requires considerable traffic engineer knowledge to ensure accurate results are obtained. The person who completes the intersection analysis should be a professional engineer with experience and expertise in traffic signal operation and timing.

Response: Consistent with R2CTPO TIA Guidelines, which have been adopted by the City of Ormond Beach, a Professional Engineer trained in traffic engineering will be responsible for and in charge of the TIA preparation and the TIA report will be certified, accordingly.

If you have any questions or comments regarding our responses and/or revised analysis, please feel free to call me at (386) 257-2571.

Sincerely,

LTG, INC.



R. Sans. Lassiter, P.E.
President

c: Steve Spraker, AICP, City of Ormond Beach (Steven.Spraker@ormondbeach.org)
Sheldon W. Rubin, Manager, Triumph Oaks of Ormond Beach I, LLC(sheldonwrubin@gmail.com)
Emily Rubin, Triumph Oaks of Ormond Beach I, LLC (emily@rubincommunities.com)
Carl Velie, Triumph Oaks of Ormond Beach I, LLC (carlvelie@gmail.com)
Ray Barshay, Triumph Oaks of Ormond Beach I, LLC (raybar10@aol.com)
Dwight Durant, Zev Cohen & Associates (ddurant@zevcohen.com)
Rob Merrell, Cobb Cole (rob.merrell@cobbcole.com)
Jessica Gow, Cobb Cole (jessica.gow@cobbcole.com)