

NERPM Version 1.2

Summary of Changes

NERPM 1.2 updates included three main components:

1. Updates from CR 16A/ St. Johns Parkway network connectivity and traffic forecasts study conducted for FDOT D2. This included subarea network and TAZ changes as mentioned in items 1-7 in the following summary. The details of this effort are presented in Appendix A.
2. Networks, toll methodology updates prepared as part of the First Coast Expressway model volumes reviews, as presented in items 8-28 in the summary table below. The details are presented in appendix B.
3. Updates performed in item 29-33 per the request of NFTPO from the comments received by BCC Engineering from JTA. These are presented in Appendix C.

No.	Category	Change Summary
1	Roadway coding	Silverlake Drive coded as a four-lane road.
2	Roadway coding	River Reach Parkway coded as a two-lane connection between CR 16A and Silverlake Drive.
3	Roadway coding	Johns Island Parkway coded as a two-lane road between CR 16A and Silverlake Drive.
4	TAZ update	TAZ 2350 split along First Coast Expressway; northern portion remains TAZ 2350 and southern portion becomes TAZ 2386.
5	TAZ update	TAZ 1262 split along First Coast Expressway; northern portion remains TAZ 1262 and southern portion becomes TAZ 2387.
6	Lane correction	First Coast Expressway portions previously coded as one lane corrected to two lanes.
7	Connectors	Centroid connectors added as needed for the updated TAZ/network configuration mentioned in items 4 and 5.
8	Connectors	Zone 1121 connectors relocation.
9	Lanes corrections	Plantation Oakside Blvd near First Coast Expressway: one link changed from 2 lanes to 1 lane and another from 1 lane to 2 lanes.
10	Connectors	Zone 1460 connectors relocation.
11	Lane correction	First Coast Expressway near Trail Ridge Rd northbound segment changed from 1 lane to 2 lanes.
12	TAZ / Connectors	Zone 1479 centroid and connectors relocation.
13	Lane correction	Argyle Forest Blvd / Cecil Commerce Center Pkwy ramp/link segments changed from 2 lanes to 1 lane.
14	Geometry	2050 First Coast Expressway ramp crossing recoded from an at-grade connection to a grade-separated configuration.
15	Geometry	I-10 / First Coast Expressway ramp/link geometry realigned in the marked interchange area.
16	Geometry	Halsema Rd / I-10 southeast ramp/link realigned.
17	Geometry	Normandy Blvd / Cecil Commerce Center Pkwy interchange connection geometry reshaped and reattached at the corrected junction.
18	Connectors	TAZ 1535-1537 centroid connectors relocation.
19	TAZ / Connector	Zone 1563 centroid connectors relocation.
20	TAZ / Connector	Zone 1523 centroid connectors relocation.

No.	Category	Change Summary
21	Turns / Connectivity	Geometry update of ramp terminals on US-17 and First Coast Expressway and update of turn prohibitions
22	Connectivity / Geometry	US 17/County Road 15A Intersection
23	TSYSset/ Turn Prohibitions	SR16 ramps close to SR13 TSYS set was updated to avoid zero volumes loading.
24	TSYSset	SOV added to the TSysSet for the W Peyton Pkwy ramps
25	Turn prohibitions	Nocatee Parkway Interchange at Valley Ridge Blvd
26	Lane corrections	Selected 2050 SR 9 freeway links changed from 2 lanes to 3 lanes.
27	Turn prohibitions	Collins Rd interchange at First Coast Expressway
28	Geometry	County Road 209 S / First Coast Expressway crossing recoded as grade separated, removing the at-grade connection.
29	Roadway coding	Baldwin Bypass
30	Roadway coding	Cisco Pritchard to 10
31	Roadway coding	Internation Airport
32	Roadway Coding	Southeast Quad
33	Connectors	Cisco Pritchard zone

Other Data / Documentation Updates

- 2050 socioeconomic data were updated for the documented subarea TAZs using Silverleaf area development-based allocations in St. John's County, where they exceeded the model allocation; higher model values were retained where applicable.
- TAZ structure documentation was updated from 1,897 active TAZs / 629 dummy TAZs to 1,899 active TAZs / 627 dummy TAZs; the total number of internal TAZs remains 2,526 and the network includes 29 external zones.

Appendix A

CR 16A and Johns Island Parkway subarea network and TAZ updates

Background:

NERPM1.2 updates include the TAZ and network refinements for the 2050 scenario within St. Johns' County. In addition, this document provides the updated dummy TAZ list available for the users in case they need to add additional TAZs to the model.

TAZ and Network Updates:

The area around the future CR 16A and Johns Island Parkway intersection is anticipated to see significant growth, primarily driven by the Silverleaf development and other planned projects in northern St. Johns County. Several roadway improvements are planned to support this growth, including the future CR 16A realignment, the Johns Island Parkway extension, and additional local roadway connections. As part of this review, the following network and TAZ data changes were made to the NERPM 4-step model. The analysis required TAZ splits. To maintain consistency between 2050 and 2020 scenarios, the TAZ splits were performed in both versions.

1. Silverlake Drive was coded as a four-lane road
2. River Reach Parkway was coded as a two-lane road to provide a connection between CR 16A and Silverlake Drive
3. Johns Island Parkway was coded as a two-lane road between CR 16A and Silverlake Drive

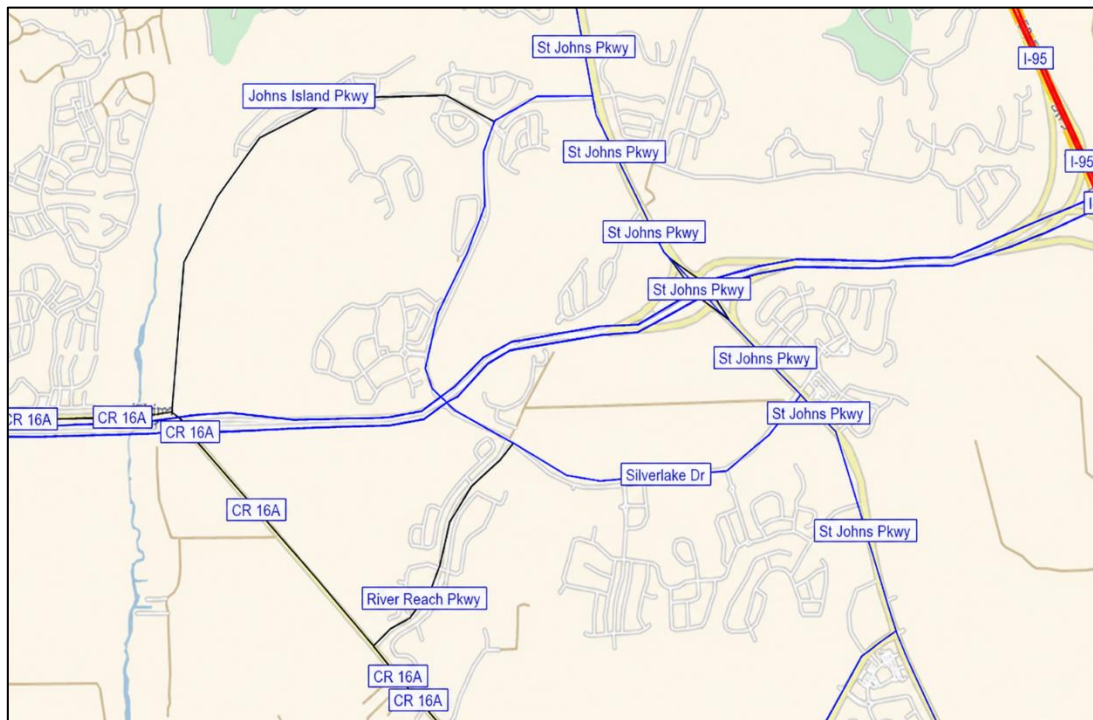


Figure 1: NERPM 1.2 Network updates

4. TAZ 2350 was split into two TAZ's along the First Coast Expressway:

- a. The northern portion of the split was assigned to TAZ 2350
 - b. The southern portion of the split was assigned to TAZ 2386
5. TAZ 1262 was split into two TAZ's along the First Coast Expressway:
 - a. The northern portion of the split was assigned to TAZ 1262
 - b. The southern portion of the split was assigned to TAZ 2387
6. A network correction was made for the First Coast Expressway. Previously, some portions were coded as one lane roadway. In this corrected version, those portions are coded as two lanes.
7. Centroid connectors were added as needed.

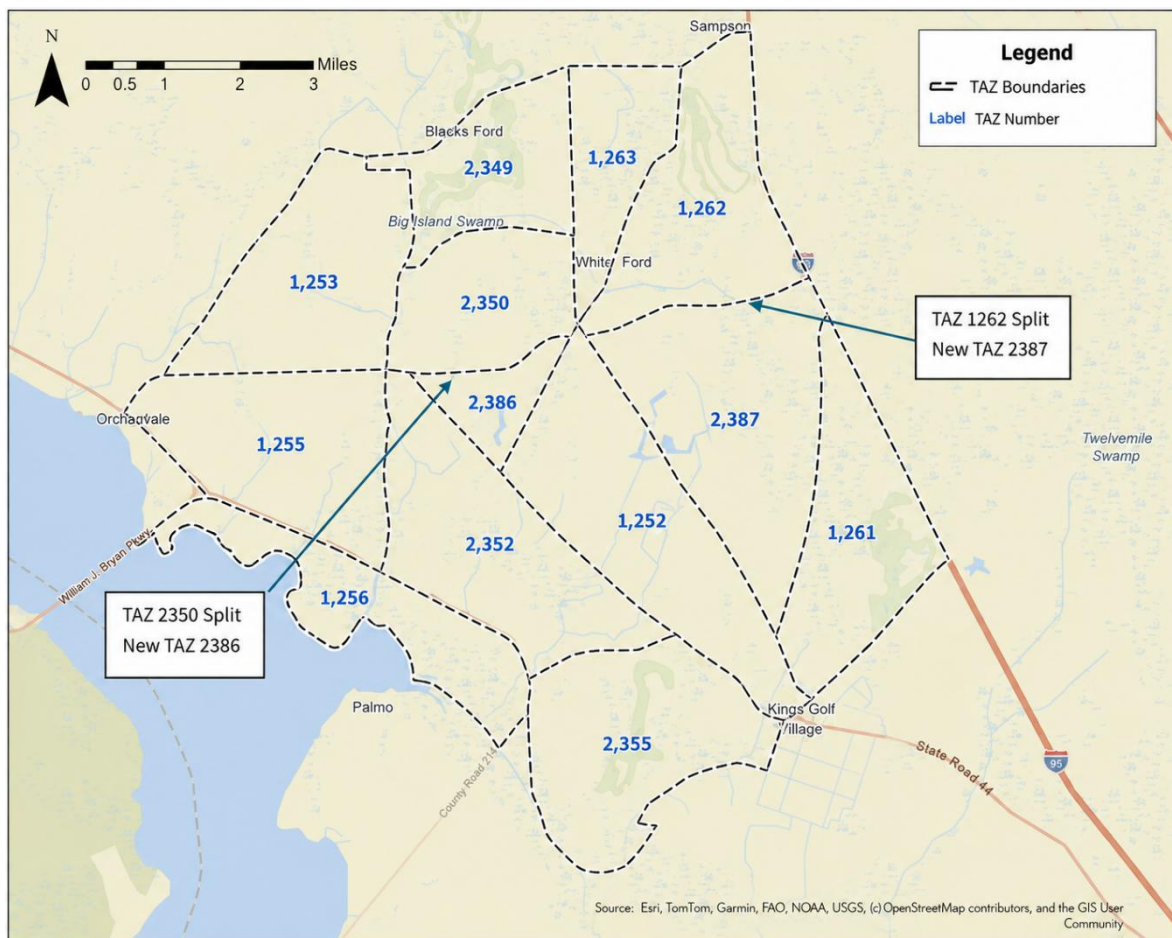


Figure 2: NERP 1.2 TAZ updates

After reviewing the subarea developments, the socioeconomic data for the following TAZs were updated.

The original 2050 model population and employment data were compared with the development-based allocations. Where planned development intensities exceeded the model allocation, the development-based value was used.

Where the model value was higher than the development-based estimate, the model value was retained to remain consistent with the regional forecast assumptions.

Table 1 presents the original and updated TAZ socioeconomic data within the subarea, including 2050 population and employment adjustments.

Table 1: Original and Adjusted SE data

TAZ	ORIGINAL_EMP_2050	ORIGINAL_POP_2050	Adjusted_2050_POP	Adjusted_2050_EMP
1252	572	1844	10,945	1,265
1253	895	5,326	7,197	895
1255	1,040	2,550	2,550	1,040
1256	568	992	1,321	568
1261	7,316	5,286	5,286	7,316
1262	2,069	11,432	6,227	492
1263	1,527	5,683	5,683	1,527
2349	2,575	7,390	7,390	2,575
2350	169	2,356	6,601	764
2352	856	2,801	7,081	856
2355	1,174	6,471	6,471	1,174
2387			8,367	1,576
2386			2,517	291
Total	18,761	52,131	77,640	20,342

TAZ Structure Documentation:

NERPM 2020 originally comprised of a total of 2,526 internal TAZs, including 1,897 active TAZs and 629 additional dummy zones for future expansion. The network also included 29 external stations, numbered 2550–2578. Figure 3 shows the number of TAZs by county. In this update, two of the active dummy TAZs were used up and this process changed the active internal TAZs. Thus, there are 1899 total active TAZs and 627 dummy TAZs remaining. The following excerpt from the NERPM 4-step model’s development report was updated to reflect the latest internal and dummy TAZ lists.

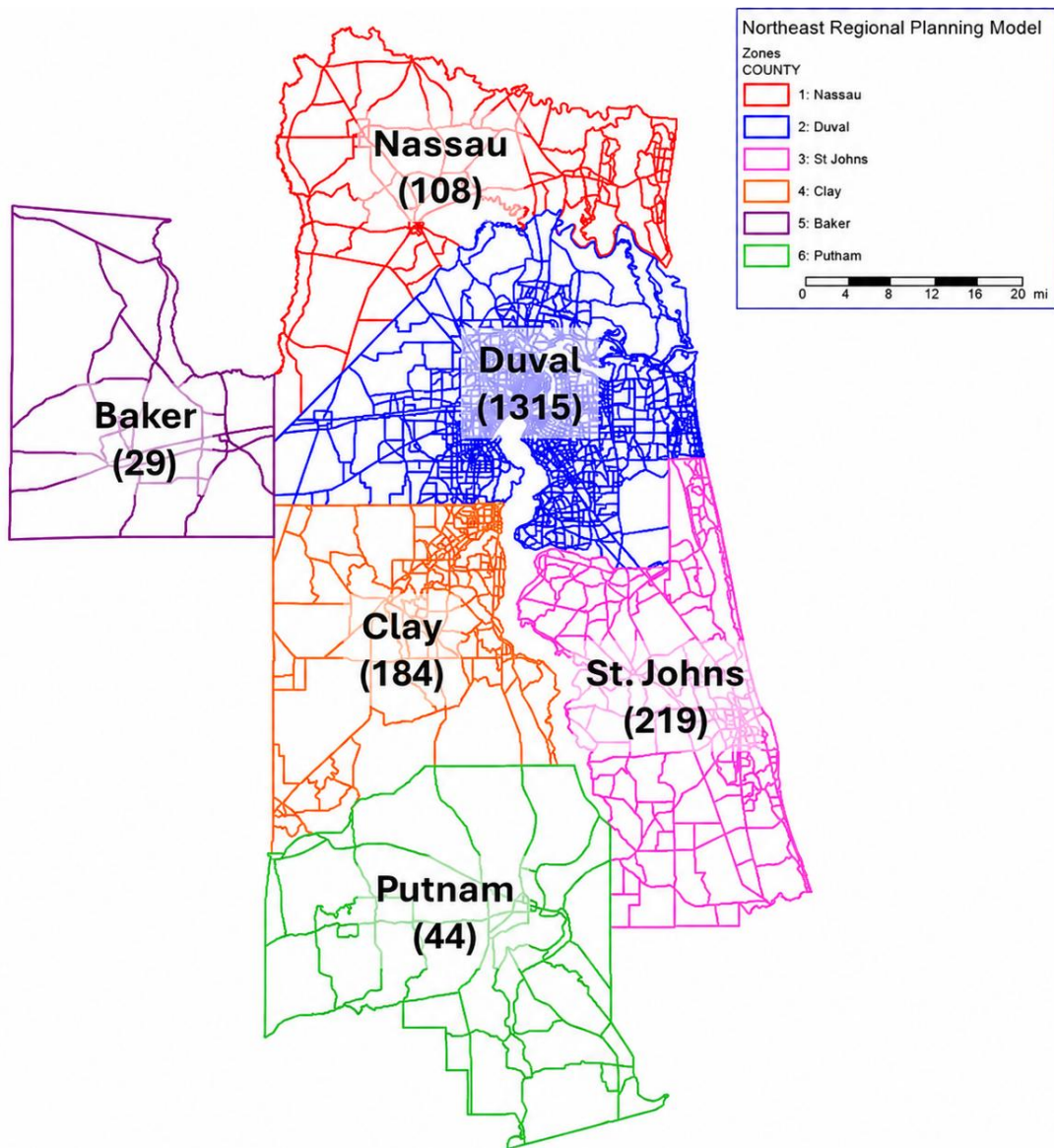


Figure 1 NERPM 2020 Study Area Boundaries and Valid Number of TAZs (Source: NERPM 4-Step Model Development Report)

Zone Summary:	Total Active Internal TAZs with Zonal Data (County 1-6):	1,899
	Total Number of Buffer Zones:	627
	Total Internal Zones with Buffer:	2,526
	Total External Zones:	29
	Total Internal and External Zones:	2,555

List of Buffer Zones:

25-33, 89-98, 128-137, 207-224, 336-352, 364-368, 376-380, 403-407, 579-588, 772-780, 961-974, 978-981, 1124-1139, 1164-1173, 1183-1191, 1214-1227, 1238-1250, 1264-1275, 1294-1303, 1349-1362, 1378-1392, 1407-1411, 1422-1430, 1442-1450, 1458-1458, 1490-1498, 1509-1518, 1524-1533, 1547-1549, 1570-1577, 1589-1593, 1607-1616, 1620-1899, 1937-1937, 2012-2012, 2043-2043, 2323-2324, 2388-2400, 2430-2450

Additional network changes were made based on JTA comments, as listed on Appendix

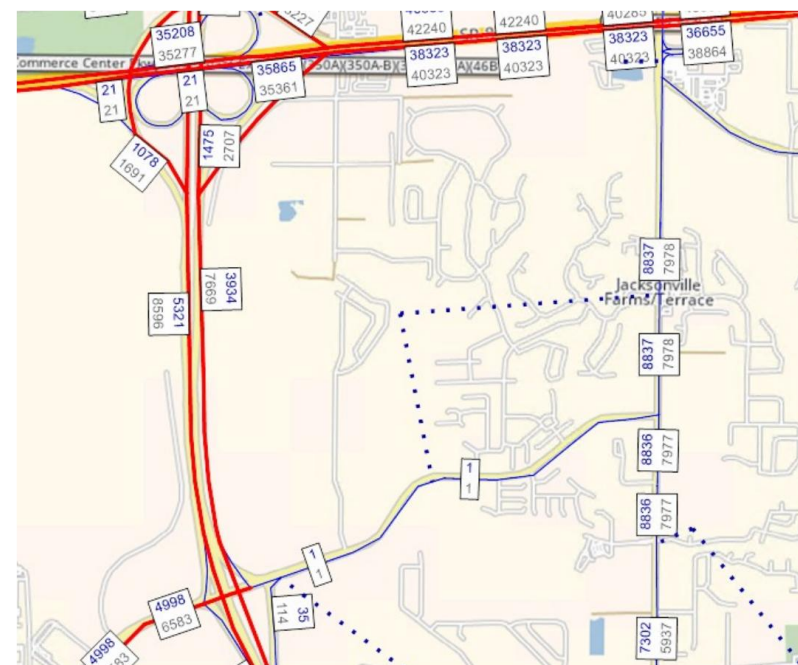
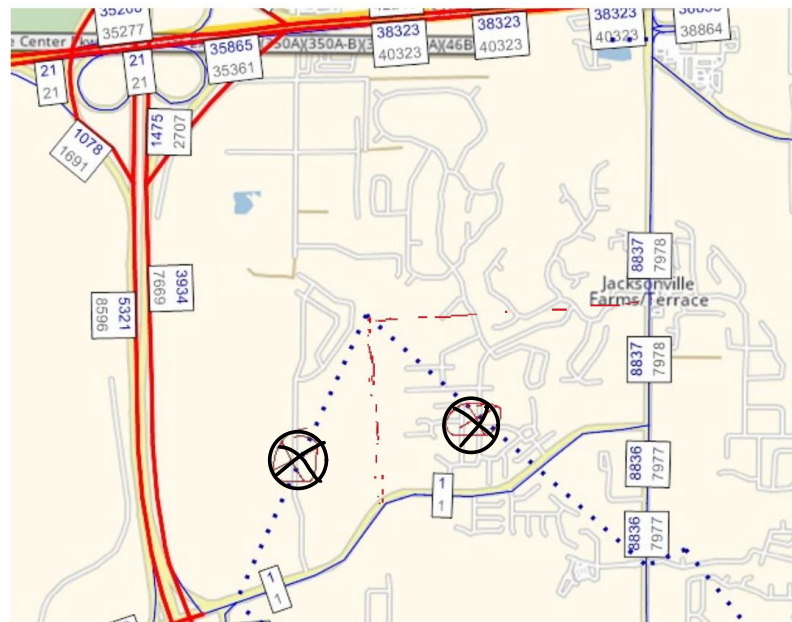
Appendix B

Networks, toll methodology updates prepared as part of the First Coast Expressway model volumes reviews

8. Zone 1121 - connector routing update

Network change:

Zone 1121 centroid connector relocated and reattached to the corrected local-street connection.



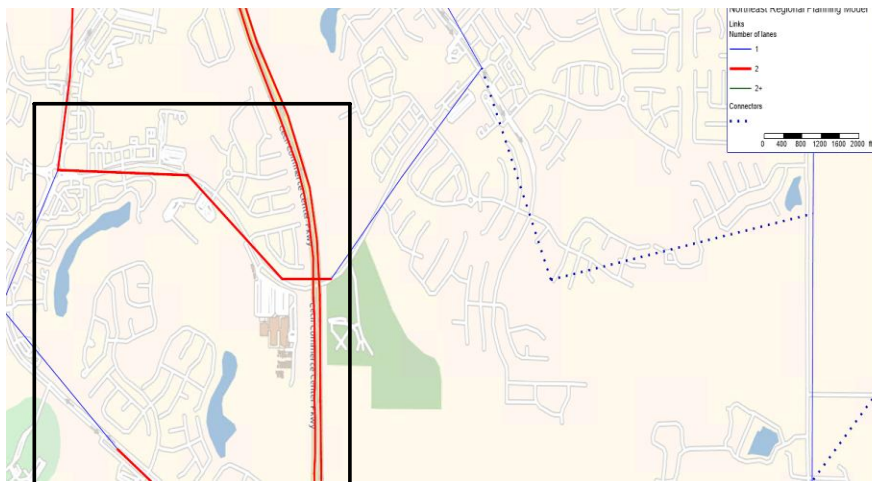
9. Plantation Oakside Blvd - lane corrections (2 lanes to 1 lane; 1 lane to 2 lanes)

Network change:

Plantation Oakside Blvd near First Coast Expressway: one link changed from 2 lanes to 1 lane and another from 1 lane to 2 lanes.

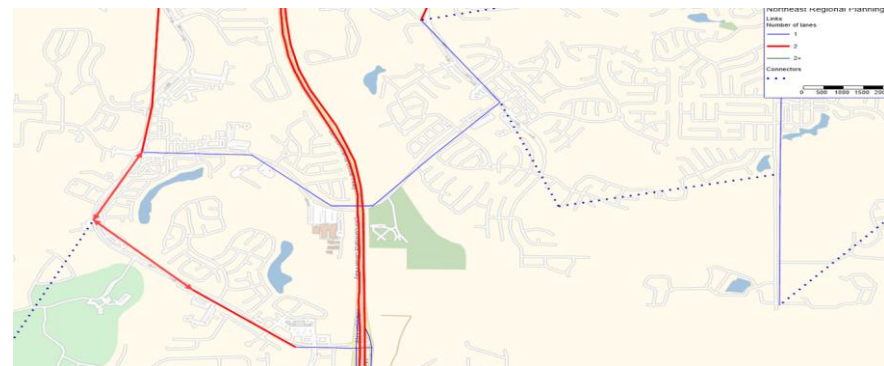
In the displayed symbology, blue = 1 lane and red = 2 lanes.

CURRENT / EXISTING



Existing condition: The upper/western affected link was red (2 lanes), while the lower-left diagonal link was blue (1 lane).

UPDATED / CORRECTED



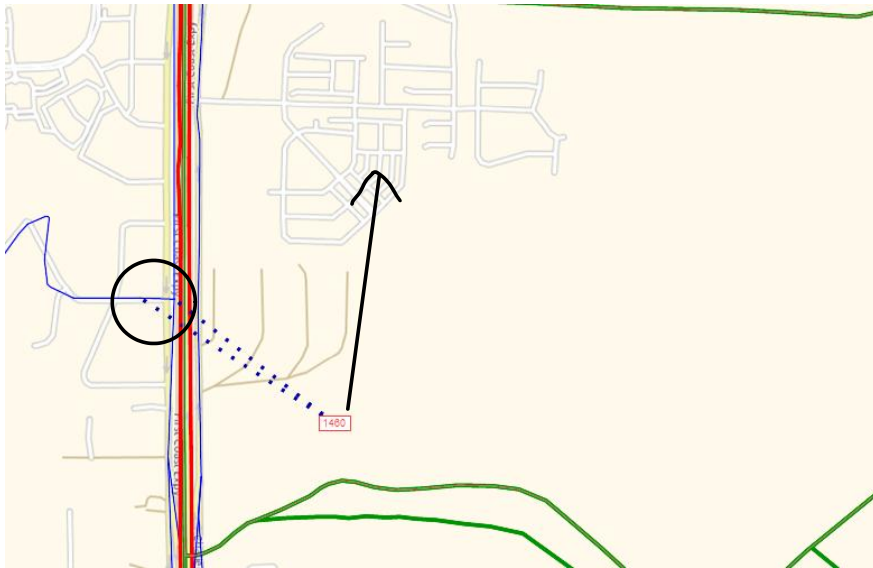
Update made: The upper/western link was changed to blue (1 lane), and the lower-left diagonal link was changed to red (2 lanes).

10. Zone 1460 - connector relocation

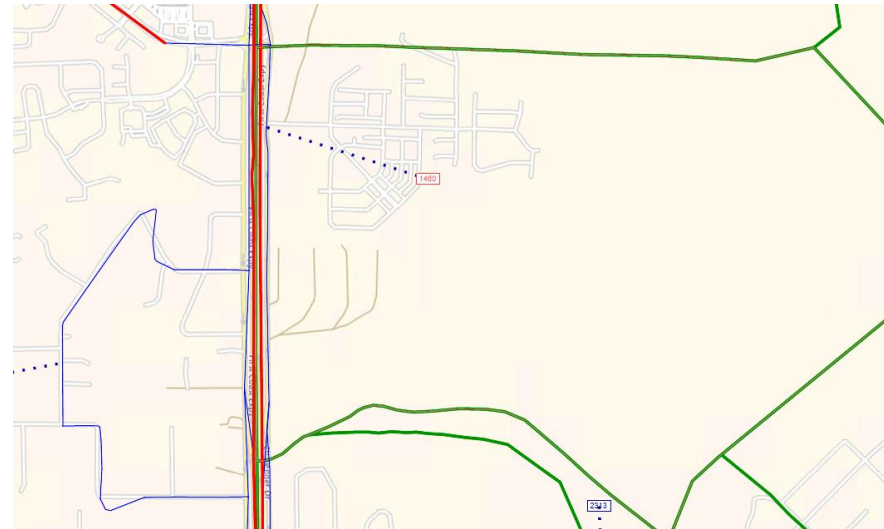
Network change:

Zone 1460 centroid connector relocated to the corrected local-street connection.

CURRENT / EXISTING



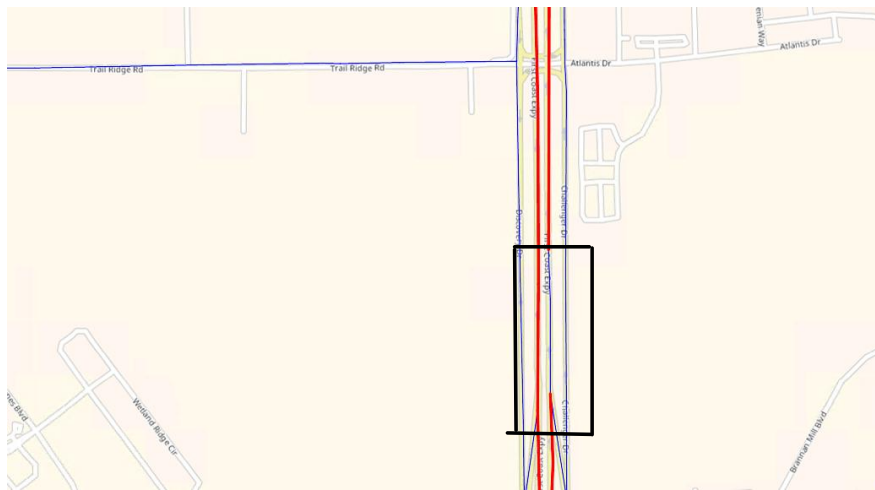
UPDATED / CORRECTED



11. First Coast Expressway near Trail Ridge Rd - northbound lane correction (1 lane to 2 lanes)

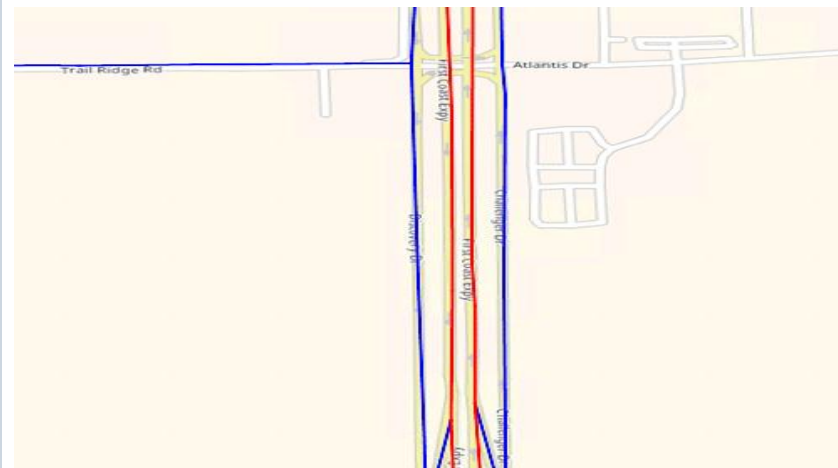
Network change: The northbound First Coast Expressway segment near Trail Ridge Rd was changed from 1 lane to 2 lanes. In the displayed symbology, blue = 1 lane and red = 2 lanes.

CURRENT / EXISTING



Existing condition: The marked northbound segment was coded blue (1 lane) in the existing network.

UPDATED / CORRECTED



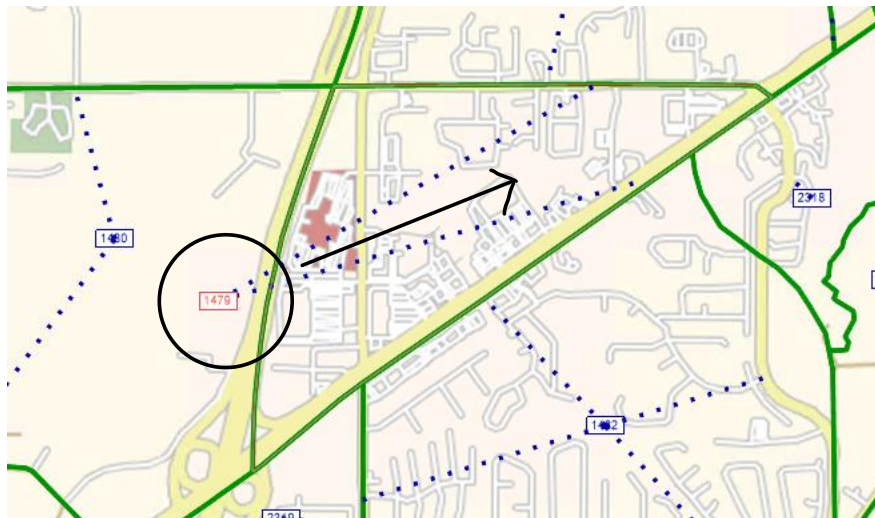
Update made: The same northbound segment is coded red (2 lanes) in the updated network.

12. Zone 1479 - centroid relocation

Network change:

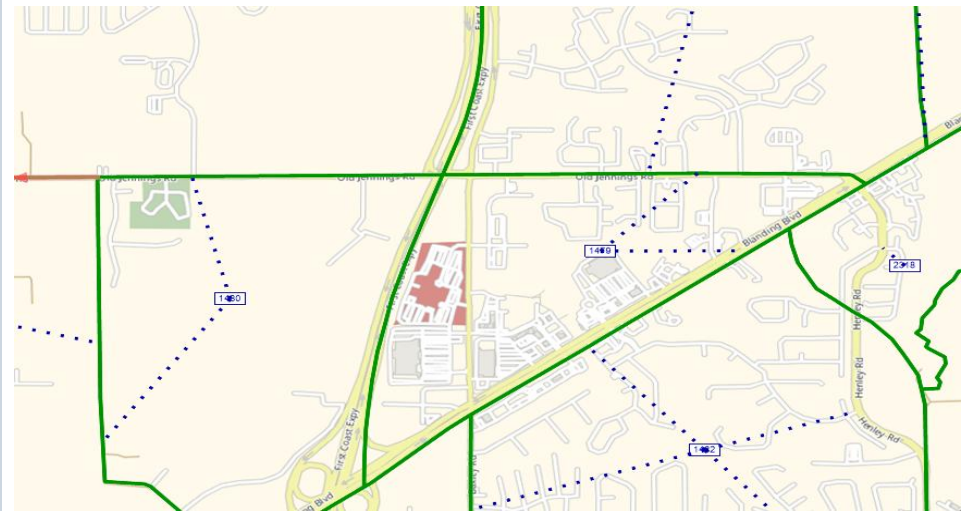
Zone 1479 centroid and connectors relocated within the TAZ boundary.

CURRENT / EXISTING



Existing condition: The Zone 1479 centroid was positioned outside the TAZ boundary in the existing network.

UPDATED / CORRECTED

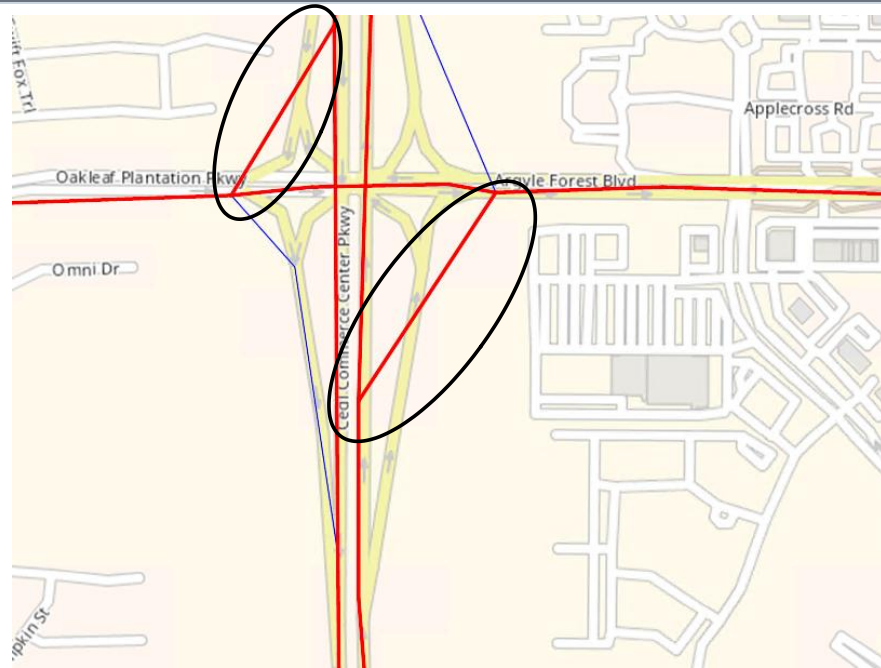


Update made: The centroid was moved inside the TAZ boundary near the served development, and the dotted-blue connector routing was reoriented to the new centroid location.

13. Argyle Forest Blvd / Cecil Commerce Center Pkwy - lane correction (2 lanes to 1 lane)

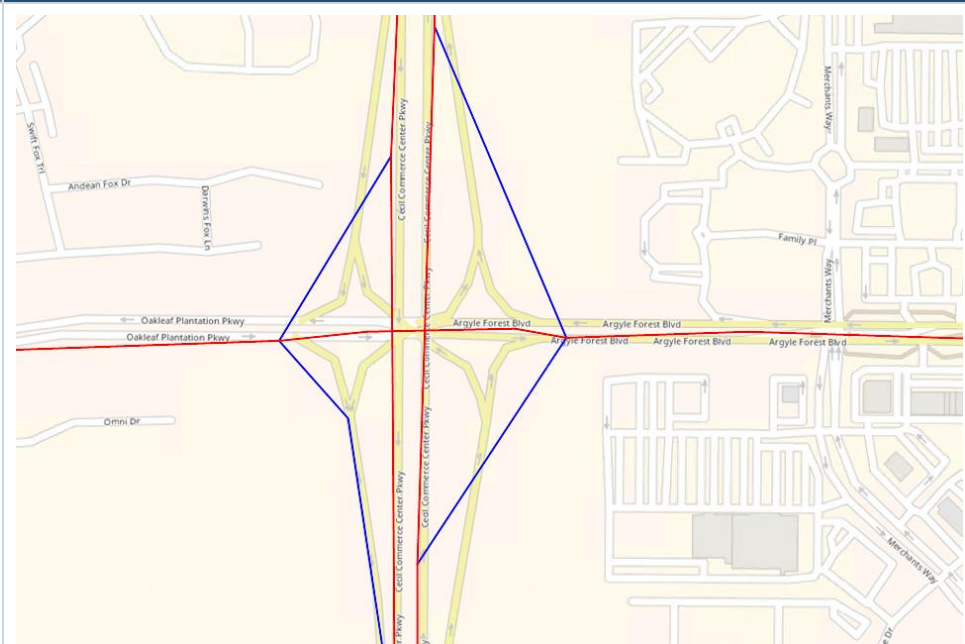
Network change: The marked Argyle Forest Blvd / Cecil Commerce Center Pkwy ramp/link segments were changed from 2 lanes to 1 lane. In the displayed symbology, blue = 1 lane and red = 2 lanes.

CURRENT / EXISTING



Existing condition: The marked ramp/link segments were coded as 2 lanes in the existing network.

UPDATED / CORRECTED



Update made: The marked ramp/link segments were changed to 1 lane in the updated network while the adjacent mainline coding remained unchanged.

14. First Coast Expressway – Lane correction from 1 lane to 2lanes

Network change: The 2050 First Coast Expressway near County Road 209 S was changed from 1 lane to 2 lanes. In the displayed symbology, blue = 1 lane and red = 2 lanes.

CURRENT / EXISTING



UPDATED / CORRECTED



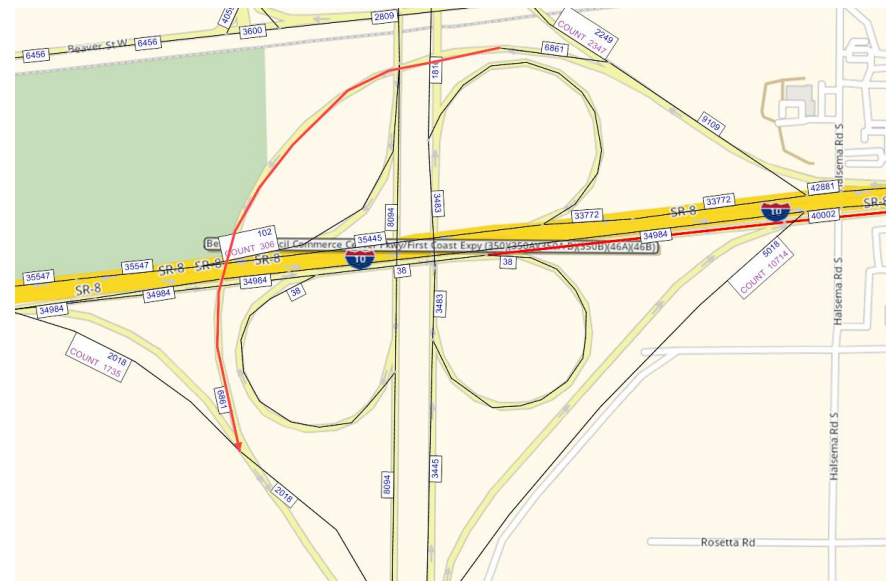
15. I-10 / First Coast Expressway - ramp geometry update – grade separation

Network change: The ramp/link geometry at the I-10 / First Coast Expressway interchange should be grade separated

CURRENT / EXISTING



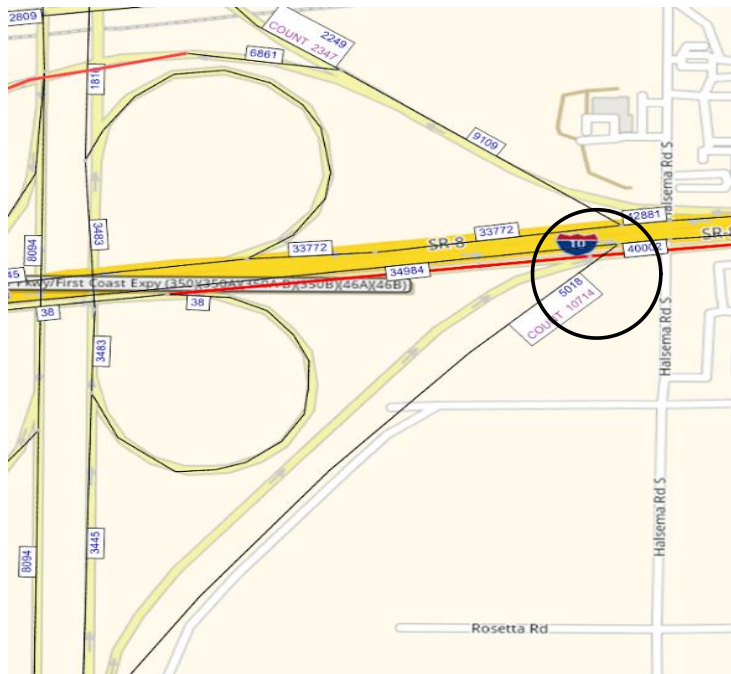
UPDATED / CORRECTED



16. Halsema Rd / I-10 - southeast ramp realignment

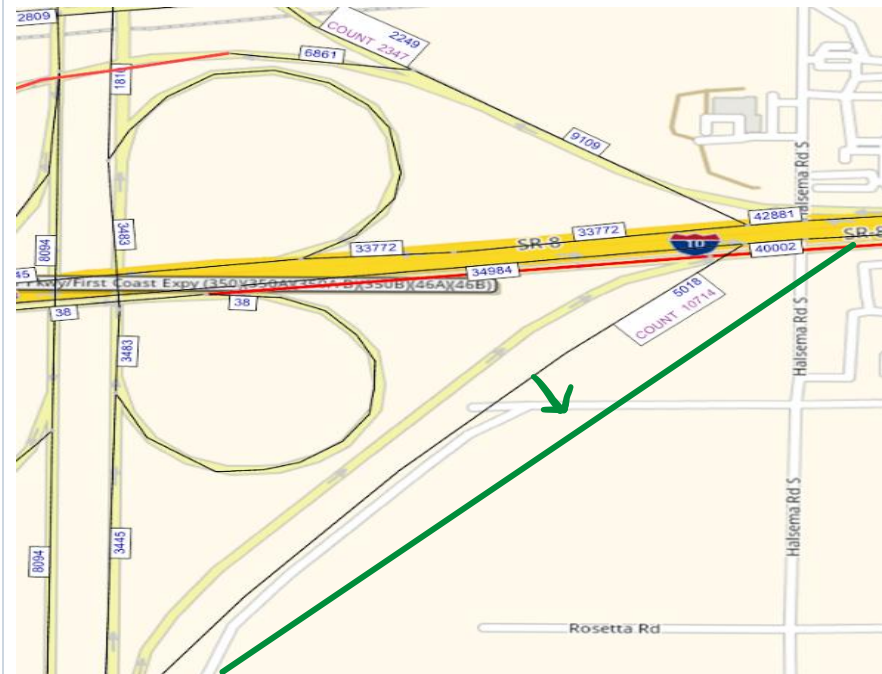
Network change: The southeast ramp/link in the Halsema Rd / I-10 area was shifted from the previous alignment to the green-marked alignment.

CURRENT / EXISTING



Existing condition: The existing ramp/link followed the earlier southeast alignment shown at the marked interchange location.

UPDATED / CORRECTED

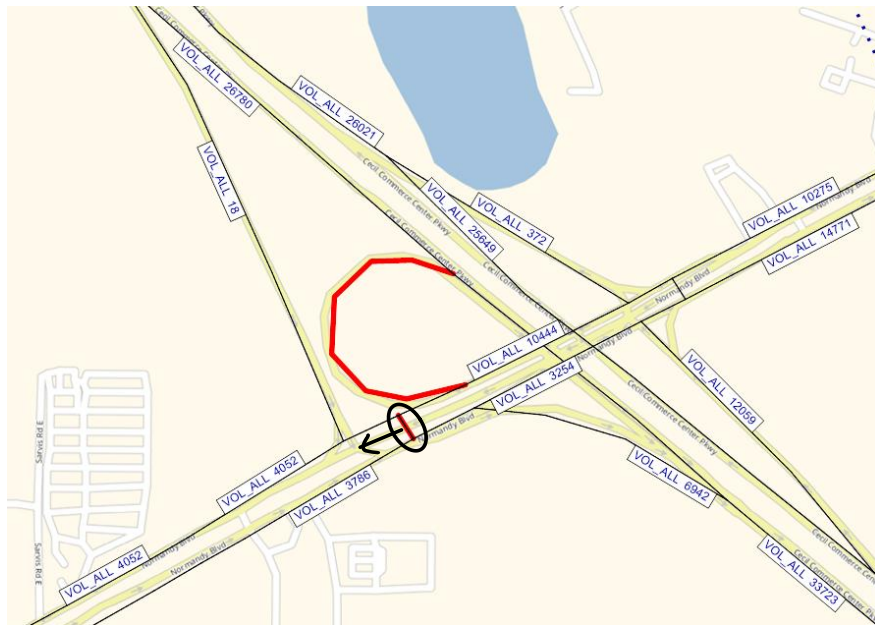


Update made: The southeast ramp/link was realigned to follow the green-marked path shown in the updated screenshot.

17. Normandy Blvd / Cecil Commerce Center Pkwy – update connection geometry and turn penalties

Network change: The Normandy Blvd / Cecil Commerce Center Pkwy interchange connection geometry was reshaped and reattached at the corrected junction and turn penalties updated for the highlighted links

CURRENT / EXISTING



Existing condition: The existing diagonal connection joined the roadway at the circled point.

UPDATED / CORRECTED

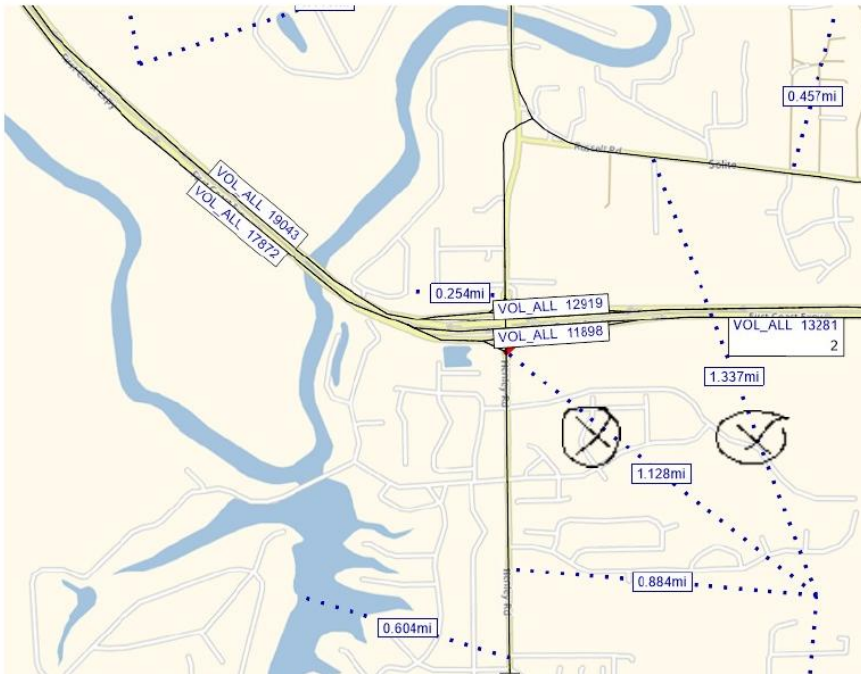


Update made: The connection was reshaped and reattached at the corrected junction shown by the green mark in the updated network.

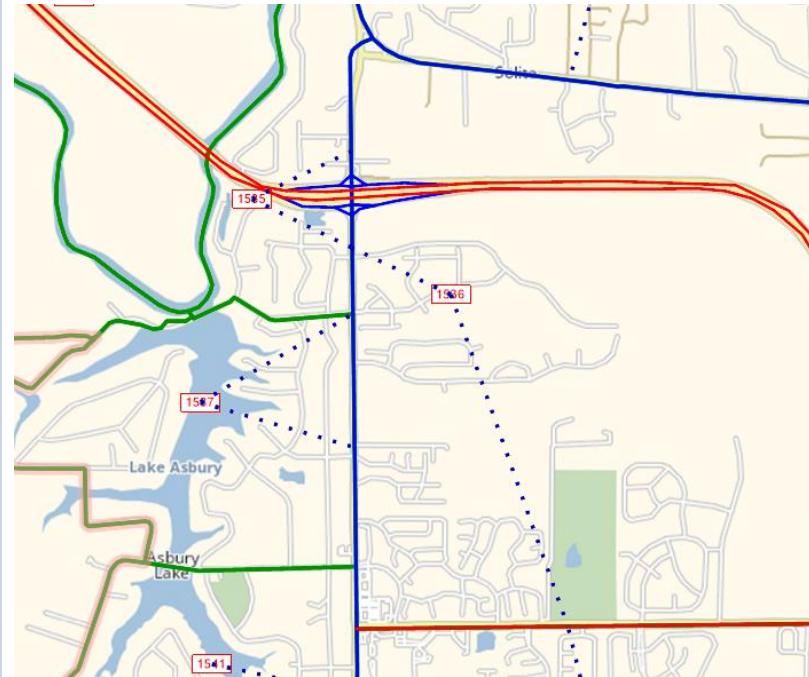
18. First Coast Expressway area / Henley Rd interchange TAZ's connectors are updated

Network change: 1535, 1536, 1537 TAZ's connectors are updated as shown in right side figure.

CURRENT / EXISTING



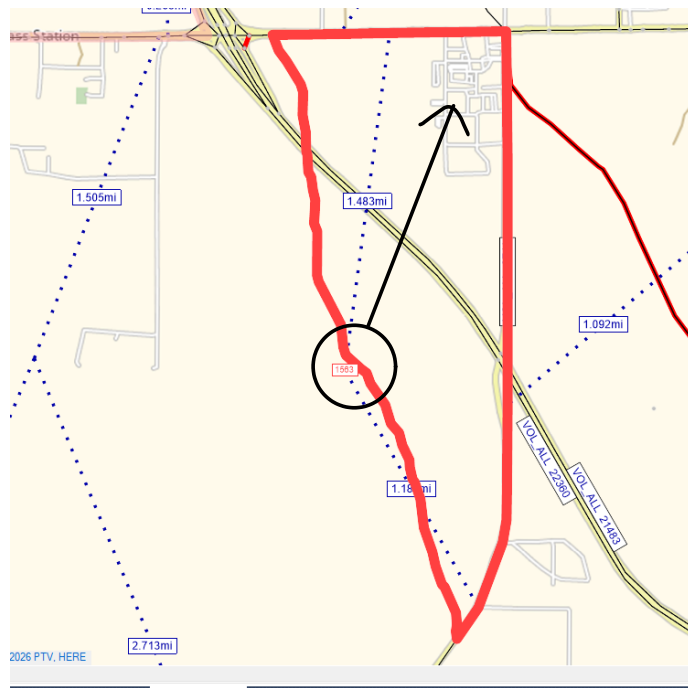
UPDATED / CORRECTED



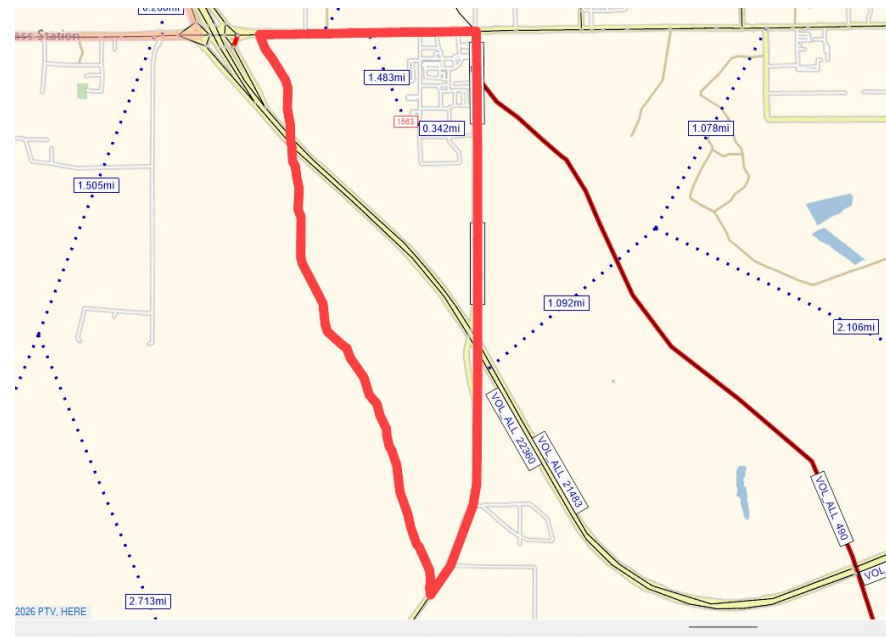
19. Zone 1563 - centroid / connector relocation

Network change: Zone 1563 centroid was moved closer to the served/developed area.

CURRENT / EXISTING



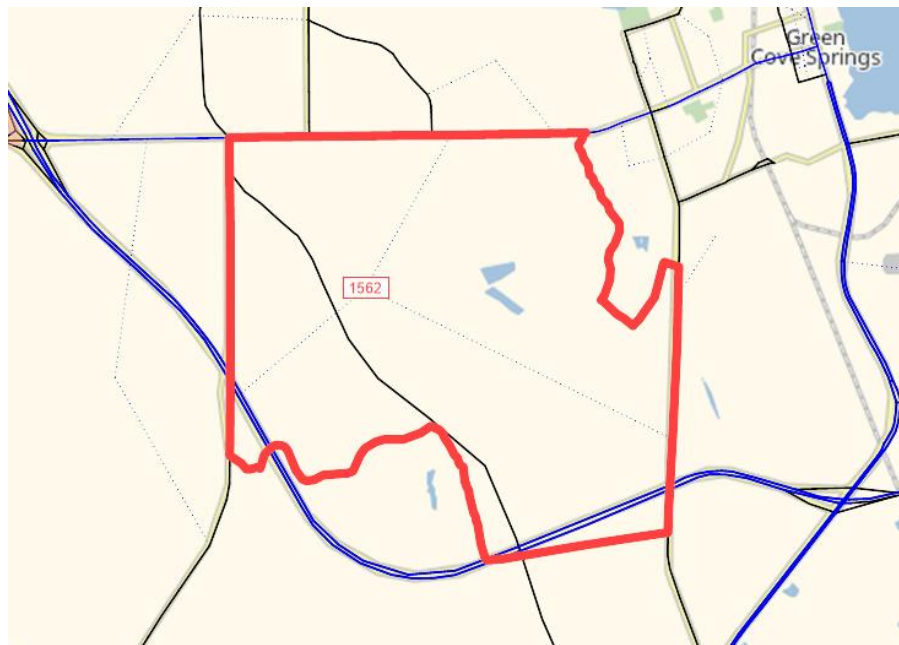
UPDATED / CORRECTED



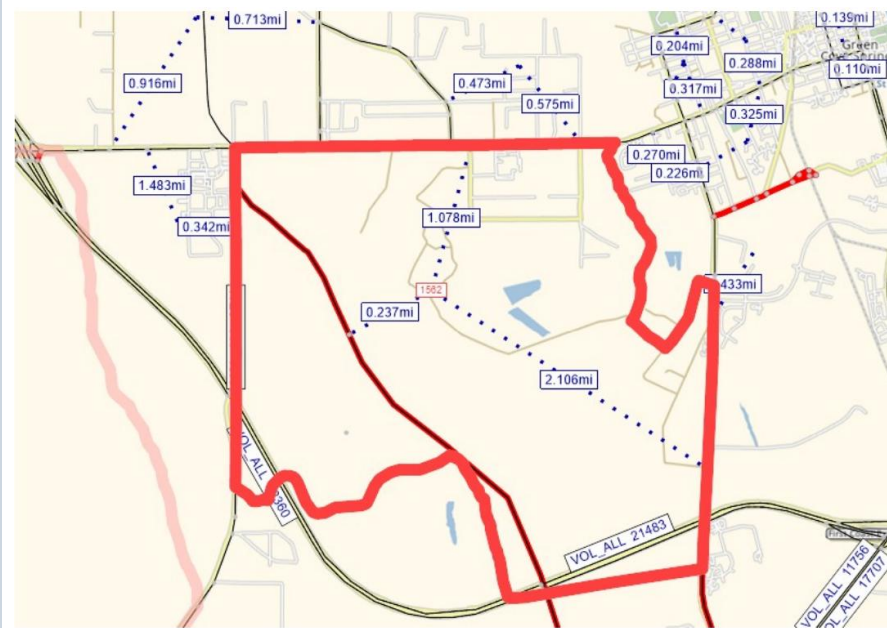
20. Zone boundary / connector restructuring

Network change: Zone boundary redrawn and centroid connector configuration updated.

CURRENT / EXISTING



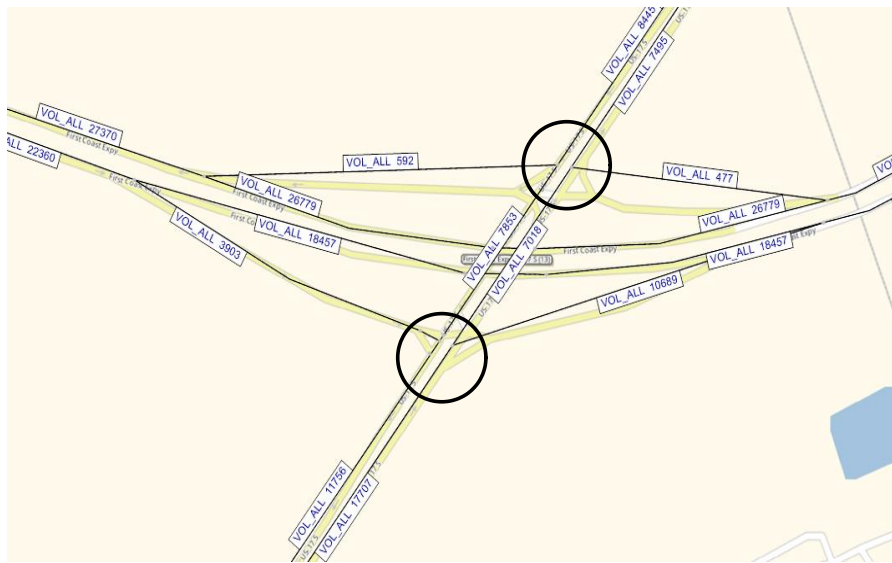
UPDATED / CORRECTED



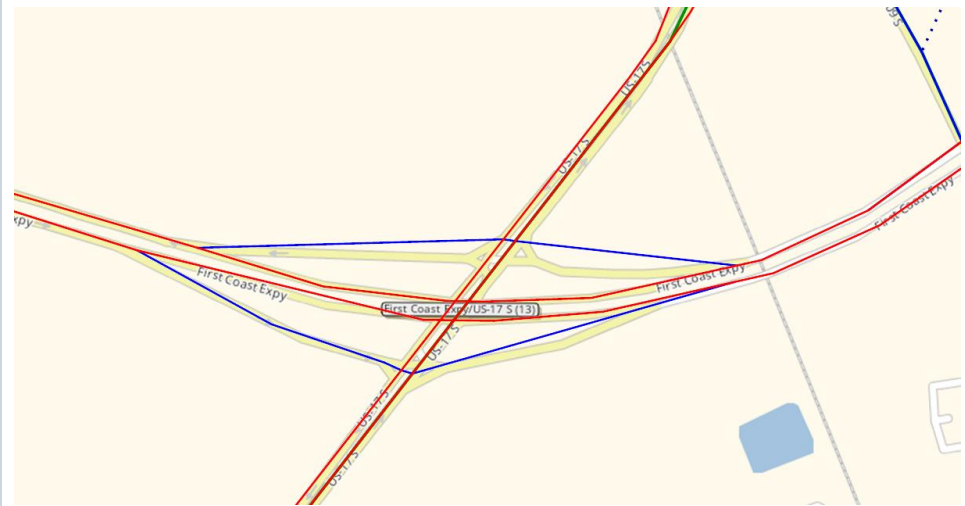
21. First Coast Expressway interchange - connection geometry correction

Network change: First Coast Expressway / US 17S interchange connection and turn points reconfigured to the corrected geometry..

CURRENT / EXISTING



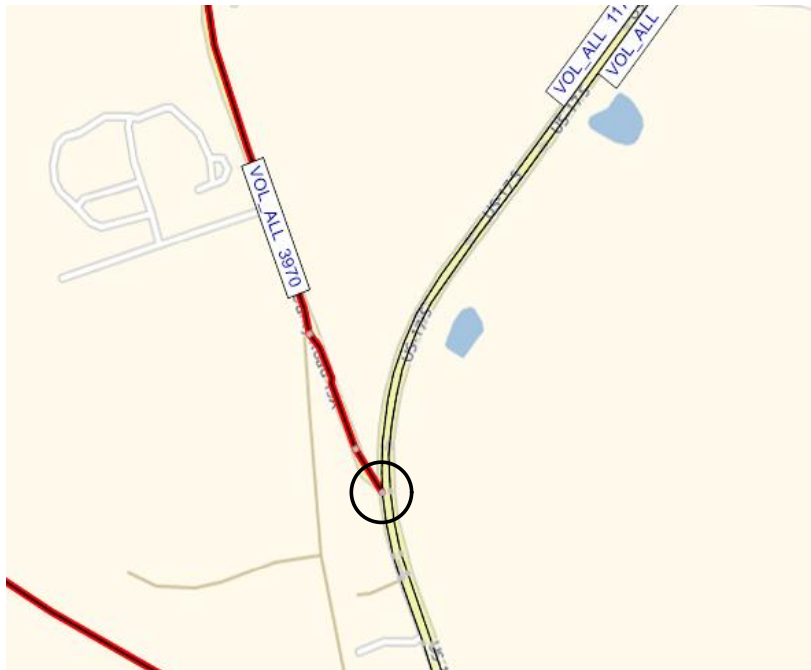
UPDATED / CORRECTED



22. Roadway link connection - Junction relocation

Network change: US 17 / County Road 15A intersection connectivity and geometry corrected.

CURRENT / EXISTING



UPDATED / CORRECTED



23. TSYSset update for turning movement

Network change:

SR 16 ramps near SR 13 TSYSset and turn prohibitions updated to prevent zero-volume loading



24. TSysSet - SOV added

Network change: SOV added to the TSysSet for the W Peyton Pkwy/ First Coast Expy ramps.

Network Elements:

- Main turns
- Main zones
- Territories
- OD pairs
- Main OD pairs
- PrT paths
- POIs
- GIS objects
- Screenlines
- Count locations
- Detectors
- Restr. traffic areas

Quick view (Links)

Number: 1	
No	64722
FromNodeNo	61807
ToNodeNo	65311
VOL_ALL	0.00
TypeNo	75
Name	
TSysSet	bus,circ,rail,twalk,walk
Length	0.440mi
CARTOLL	0.00
COUNTY	3
NumLanes	1
AREA_TYPE	31
AT_DESCRIPTION	31: Residential Area of Urbanize
FACILITY_TY	75
FT_DESCRIPTION	7X: Ramps
VOPrt	37mph
CAPACITY_HR	1232.00
T0_PrTsys(soy)	100000h
TCur_PrTsys(soy)	100000h
VolVehPrT(AP)	
VolPersPuT(AP)	
CONG_SPEED_AM	0.00
CONG_SPEED_MD	0.00

Map Labels: VOL_ALL 43454, VOL_ALL 41645

Messages

Last run: 28.08.2026 15:56:33, Read version

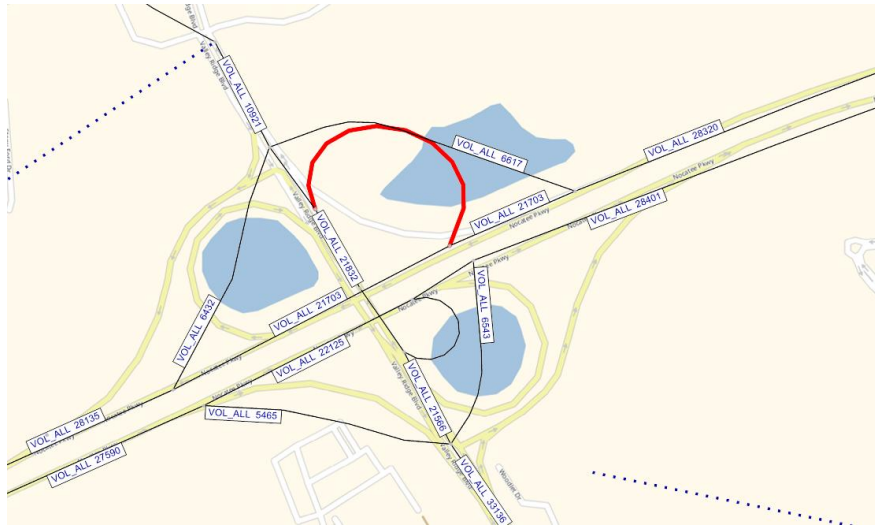
Time	Priority	Type	ID	Message text
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25. Nocatee Parkway - turn penalties added

Network change:

Turn prohibitions corrected at the Nocatee Parkway interchange at Valley Ridge Blvd.

CURRENT / EXISTING

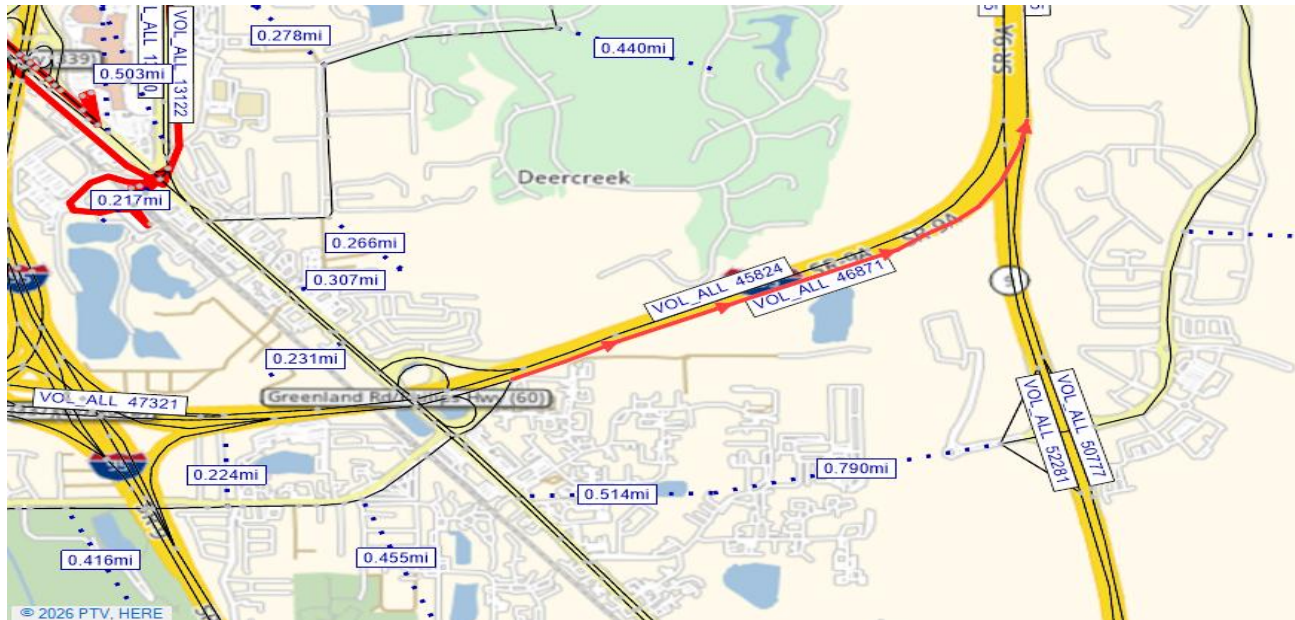


UPDATED / CORRECTED



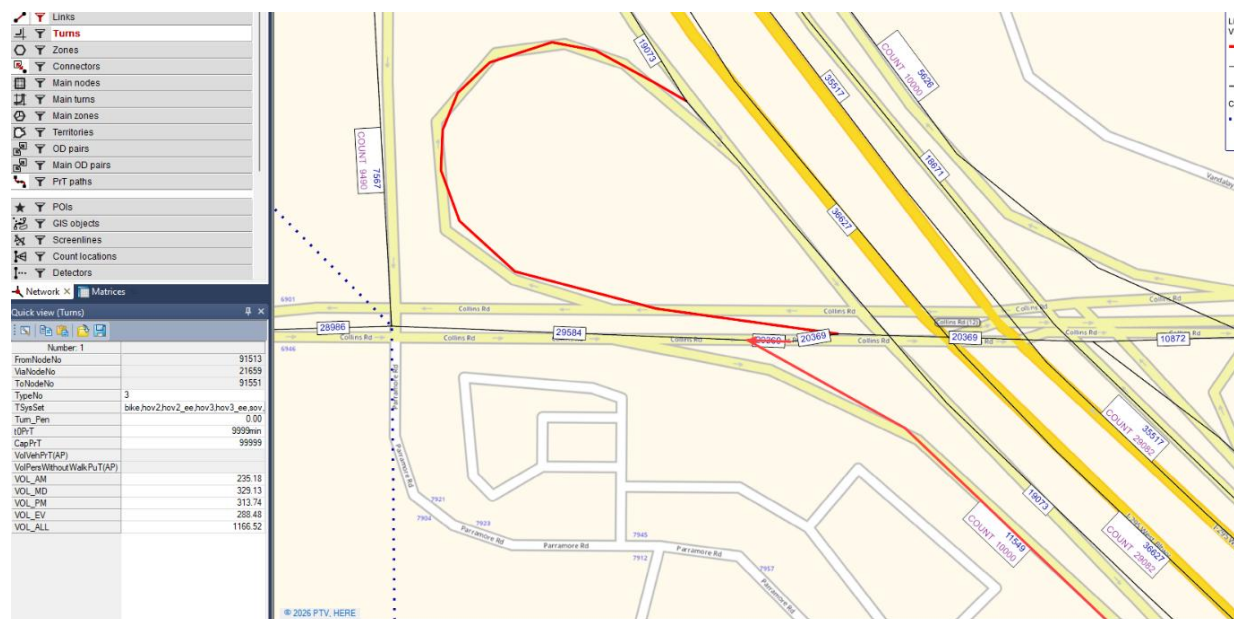
26. 2050 SR 9 - lane correction (2 lanes to 3 lanes)

Network change: Selected 2050 SR 9 freeway links changed from 2 lanes to 3 lanes.



27. Collins Rd interchange - turn penalty added

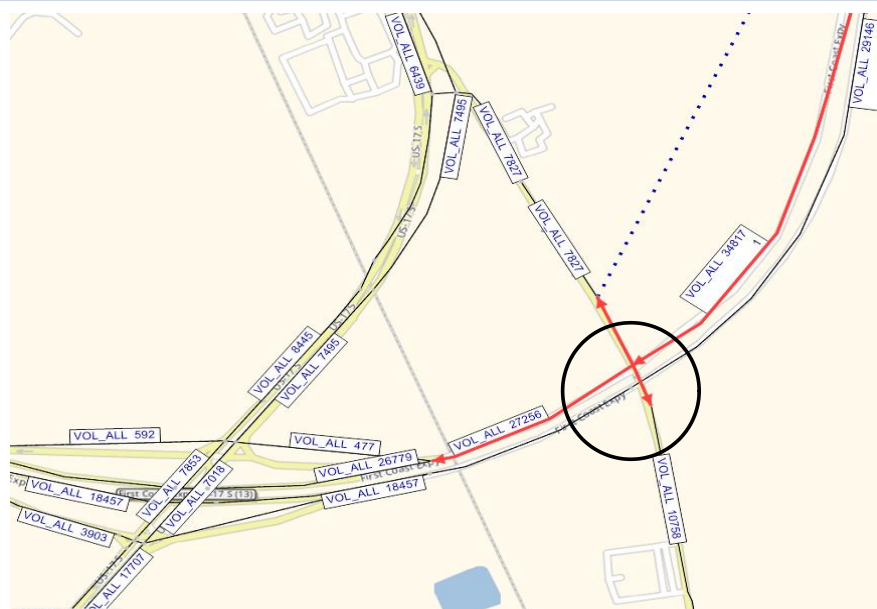
Network change: Turn prohibitions corrected at the Collins Rd interchange at First Coast Expressway.



28. County Road 209 S / First Coast Expressway - grade separation

Network change: County Road 209 S / First Coast Expressway crossing recoded as grade separated, removing the at-grade connection.

CURRENT / EXISTING



Existing condition: The existing network connected the two facilities at the circled crossing, creating an at-grade intersection.

UPDATED / CORRECTED



Update made: The crossing was grade separated, and the two facilities now cross without a direct at-grade node/turn connection.

Toll calculation updates

The toll calculation methodology was updated. The previous model attempted to apply tolls on a per-mile basis. Upon coordination with Florida's Turnpike Enterprise, the fixed toll values were adopted for the applicable roadways. The related scripts were revised accordingly. In addition, the previous scripts did not include impedance calculations in the highway assignment process. Updates were made in this version to ensure that toll costs are consistently calculated and reflected in highway assignment. Car toll values were also

added to the First Coast Expressway segments in St. Johns County, which were not coded as tolled facilities in the previous model version.

The fixed toll assumptions were obtained from Florida Turnpike Enterprise published document (from their website) and through coordination. These toll values are presented below.

Re: Questions regarding the Toll Rates of FTE Major Projects

Summarize



Chang, Chris <Chris.Chang@dot.state.fl.us>

To: Nizamul Mojumder; Srin Varanasi; Simon Liu; Sarvepalli, Amar

Cc: Faizur R. Himel

If there are problems with how this message is displayed, click here to view it in a web browser.

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Tue 9/1/2026 4:49 PM

From: Chang, Chris <Chris.Chang@dot.state.fl.us>

Sent: Monday, August 31, 2026 4:33 PM

To: Simon Liu <yliu@corrado.com>; Sarvepalli, Amar <Amar.Sarvepalli@dot.state.fl.us>

Cc: Srin Varanasi <svaranasi@CORRADO.com>; Nizamul Mojumder <nmojumder@corrado.com>; Faizur R. Himel <fhimel@corrado.com>

Subject: Re: Questions regarding the Toll Rates of FTE Major Projects

Hey Simon,

For the section east of the river to I-95, please update the tolls at the following locations, which I believe are already coded in the network. Use \$1.62 for the mainline plaza, and \$0.65 for the ramp tolls.



Also, please code Governor's Park interchange and the connecting roads to reflect an opening year of 2035. Toll the to/from the south/east ramps also \$0.65.

Please let me know if you have any further questions.

Thanks,

Chris (Chia-Huai) Chang

Travel Demand Modeler

FTE - Traffic & Revenue Engineering Consultants

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Florida's Turnpike, Milepost 263, Bldg. 5315

Ocoee, FL 34761, US

T +1-407-532-3999



Toll Rates for Florida's Turnpike System and Florida Department of Transportation (FDOT) Toll Facilities

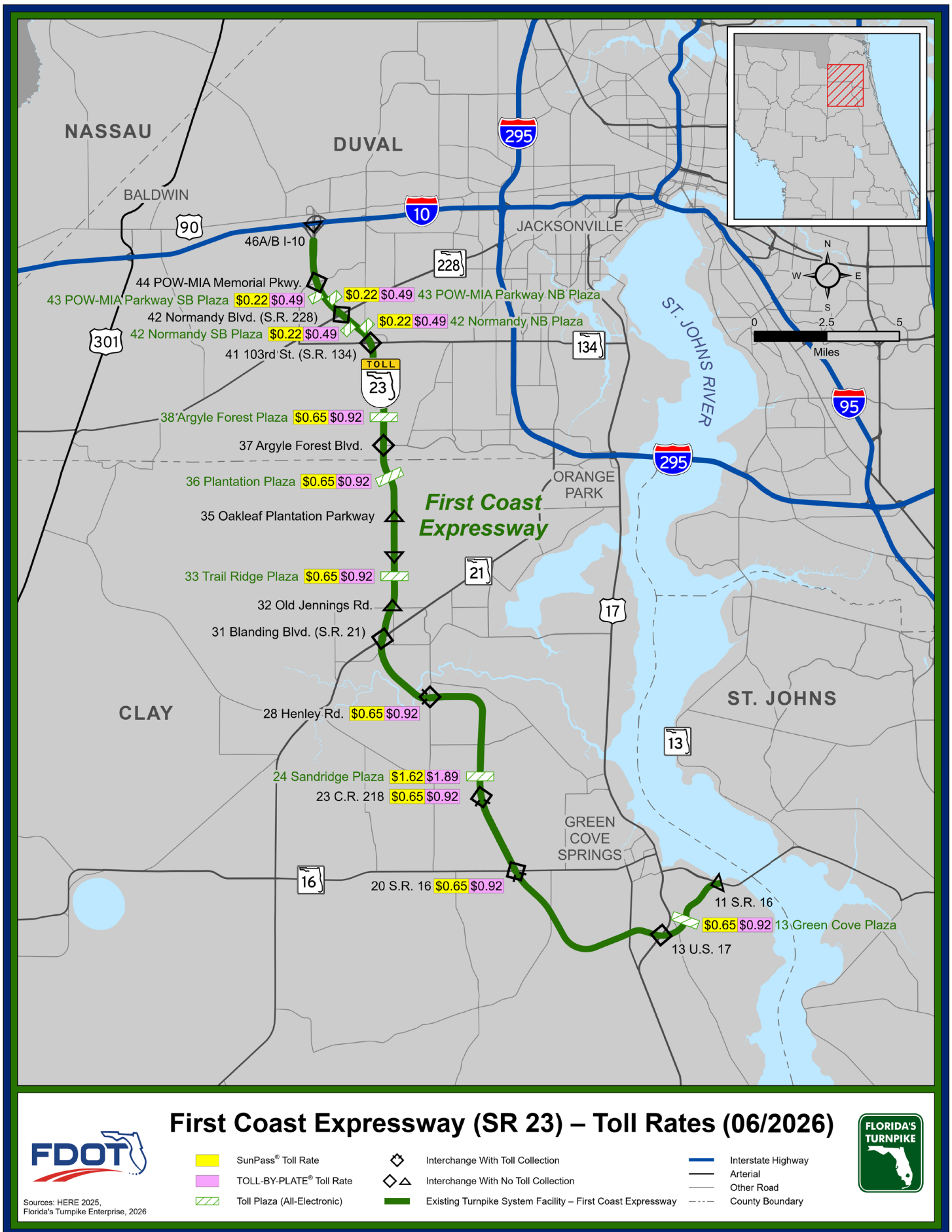
Northeast Florida



First Coast Expressway (SR 23)

Duval and Clay Counties

FIRST COAST EXPRESSWAY										
Mile Post - Description	SunPass Rate					TOLL-BY-PLATE Rate				
	2 Axle	3 Axle	4 Axle	5 Axle	Add'l Axles	2 Axle	3 Axle	4 Axle	5 Axle	Add'l Axles
43 - POW-MIA PARKWAY PLAZA	\$0.22	\$0.44	\$0.66	\$0.88	\$0.22	\$0.49	\$0.98	\$1.47	\$1.96	\$0.49
42 - NORMANDY PLAZA	\$0.22	\$0.44	\$0.66	\$0.88	\$0.22	\$0.49	\$0.98	\$1.47	\$1.96	\$0.49
38 - ARGYLE FOREST PLAZA	\$0.65	\$1.30	\$1.95	\$2.60	\$0.65	\$0.92	\$1.84	\$2.76	\$3.68	\$0.92
36 - PLANTATION PLAZA	\$0.65	\$1.30	\$1.95	\$2.60	\$0.65	\$0.92	\$1.84	\$2.76	\$3.68	\$0.92
33 - TRAIL RIDGE PLAZA	\$0.65	\$1.30	\$1.95	\$2.60	\$0.65	\$0.92	\$1.84	\$2.76	\$3.68	\$0.92
28 - Henley Road	\$0.65	\$1.30	\$1.95	\$2.60	\$0.65	\$0.92	\$1.84	\$2.76	\$3.68	\$0.92
24 - SANDRIDGE PLAZA	\$1.62	\$3.24	\$4.86	\$6.48	\$1.62	\$1.89	\$3.78	\$5.67	\$7.56	\$1.89
23 - CR 218	\$0.65	\$1.30	\$1.95	\$2.60	\$0.65	\$0.92	\$1.84	\$2.76	\$3.68	\$0.92
20 - S.R. 16	\$0.65	\$1.30	\$1.95	\$2.60	\$0.65	\$0.92	\$1.84	\$2.76	\$3.68	\$0.92
13 - GREEN COVE PLAZA	\$0.65	\$1.30	\$1.95	\$2.60	\$0.65	\$0.92	\$1.84	\$2.76	\$3.68	\$0.92



Appendix C

(Additional Network Changes Performed based on JTA
Comments obtained through NFTPO/BCC Engineering)

NERPM Network & Zone Update 07092026

Network Updates

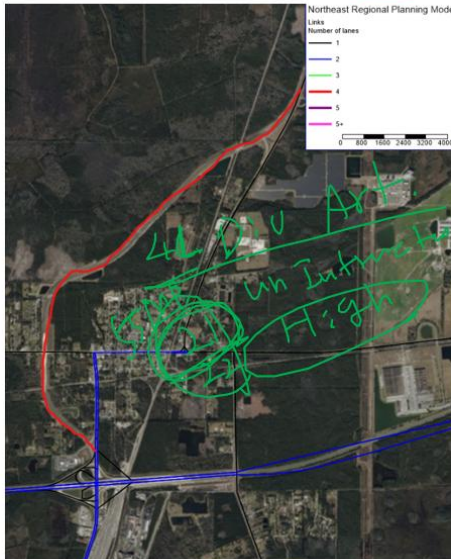
Baldwin Bypass

- Add the Baldwin Bypass as a 4-lane roadway to the 2030, 2040, and 2050 model networks.
- **Area Type: 21 (Central Business District Fringe Areas)**
- **Facility Type: 21 (Divided Arterial Unsignalized 55mph)**
- Add connectors to integrate the new roadway into the network.

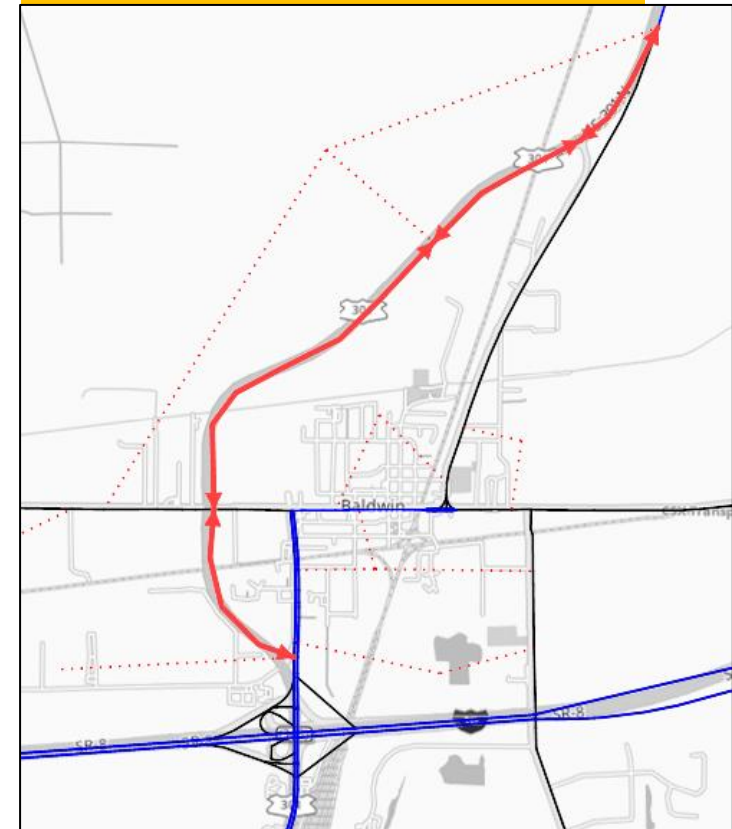
Baldwin Bypass Slide

Baldwin Bypass

- Comment: After reviewing google map, the road is open in 2021, consider adding the link in future year model.
- Question: -
- Action Item: Update Baldwin Bypass to 2030, 2040, and 2050 Model



Proposed Roadway and Connector Updates



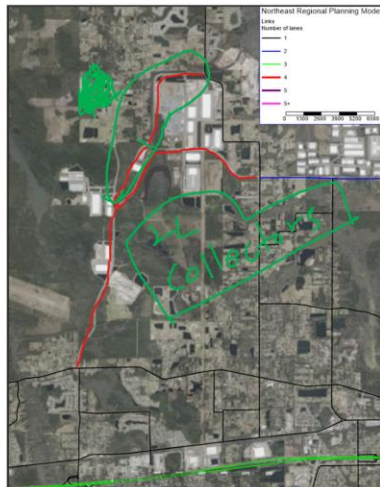
Cisco Pritchard to 10

- Add the Cisco Pritchard to I-10 roadway as a 2-lane link in the 2020, 2030, 2040, and 2050 model networks.
- **Area Type: 31 (Residential Area of Urbanized Areas)**
- **Facility Type: 46 (Other Local Undivided Roadway without Turn Bays)**
- Add connectors to integrate the new roadway into the network.

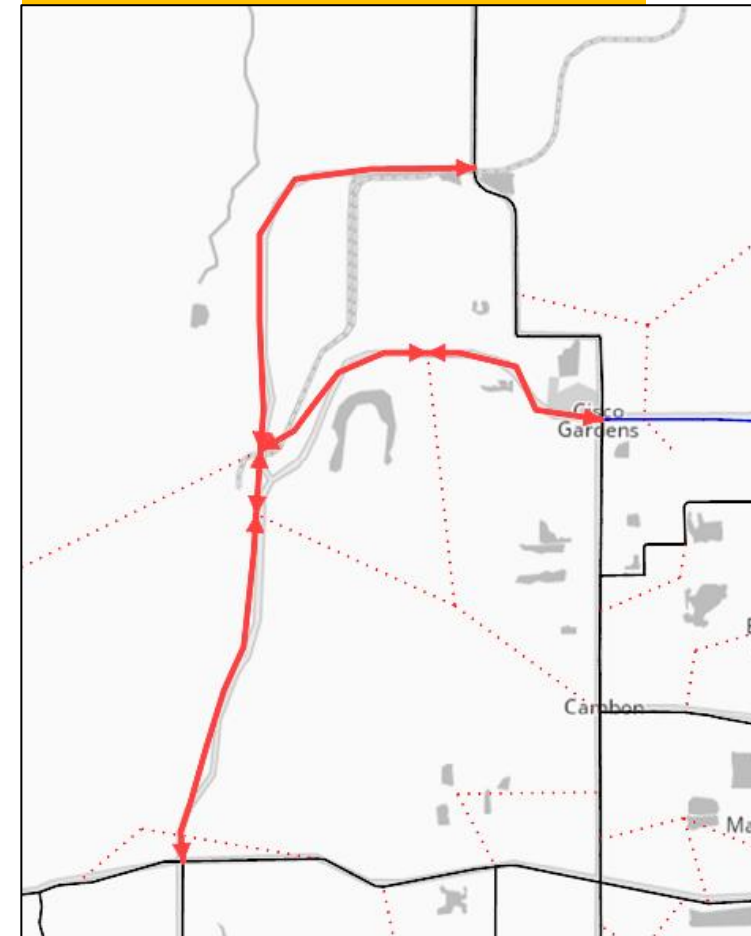
Cisco Pritchard Slide

Cisco Pritchard to 10

- Comment: The 2020 and 2050 models will need to be updated based on Google Maps.
- Question: -
- Action Item: Update Cisco Prichard to 2020, 2030, 2040, and 2050 model



Proposed Roadway and Connector Updates



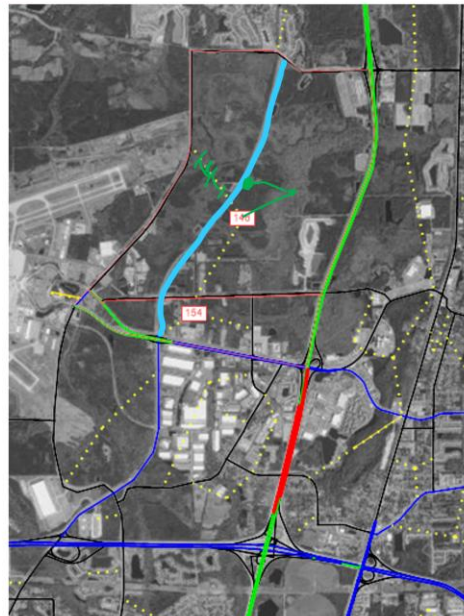
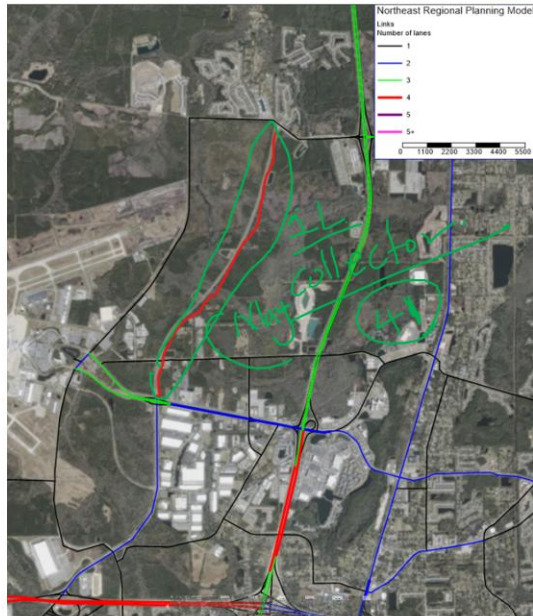
International Airport

- Add the International Airport roadway as a 2-lane link in the 2020, 2030, 2040, and 2050 model networks.
- **Area Type: 31 (Residential Area of Urbanized Areas)**
- **Facility Type: 46 (Other Local Undivided Roadway without Turn Bays)**
- Add connectors to integrate the new roadway into the network.

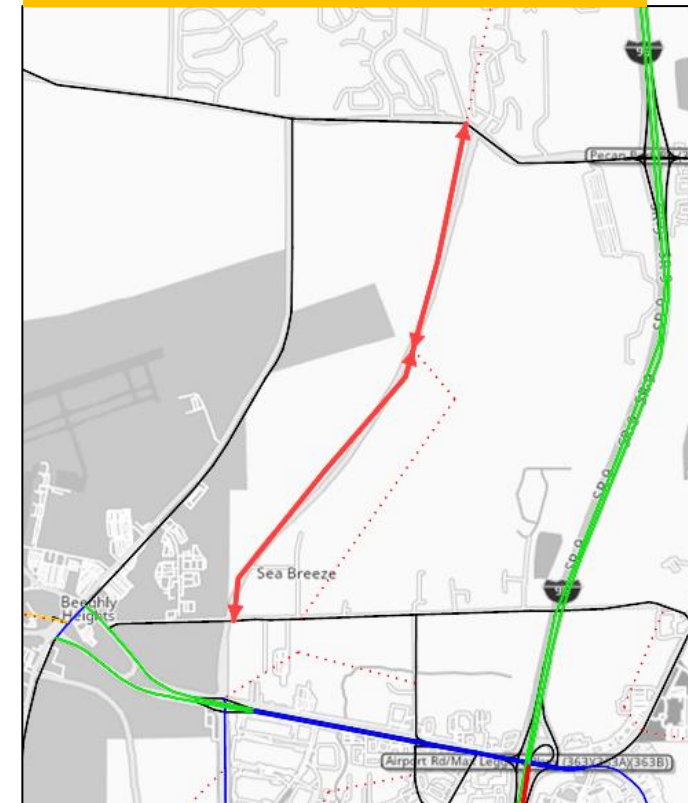
International Airport Slide

International Airport

- Comment: The 2020 and 2050 models will also need to be updated based on Google Maps.
- Question: -
- Action Item: Update International Airport Blvd Ito 2020, 2030, 2040, and 2050 model



Proposed Roadway and Connector Updates



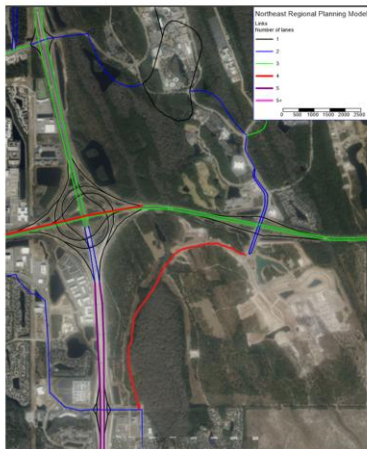
Southeast Quad

- Add the Southeast Quad area roadway as a 2-lane link in the 2030, 2040, and 2050 model networks.
- **Area Type: 31 (Residential Area of Urbanized Areas)**
- **Facility Type: 46 (Other Local Undivided Roadway without Turn Bays)**
- Add connectors to integrate the new roadway into the network.

Southeast Quad Slide

Southeast Quad

- Comment: Based on the available information, the development is within the yellow -circled area, which is across **Zone 488** and **Zone 2049**.
- Question: : Is there a specific location or source that identifies the zone split boundary?
- Action Item: Split the zone in base-year and future-year models.



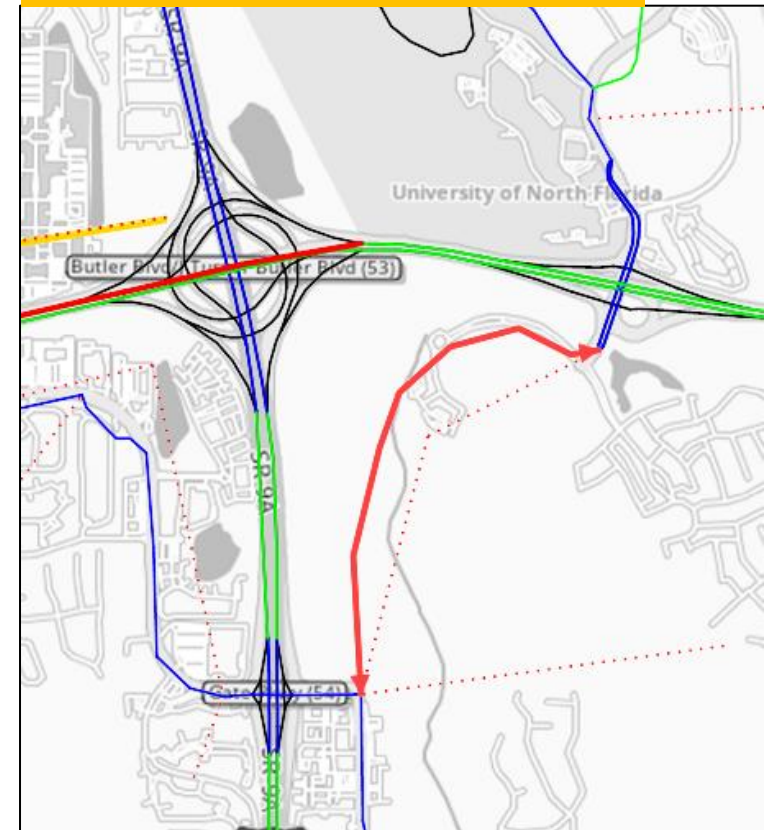
Reference: <https://www.jaxdailyrecord.com/news/2020/dec/23/david-weekley-homes-ici-homes-close-on-550-acres-in-southeast-quadrant/>

Future Year

7 Pine



Proposed Roadway and Connector Updates



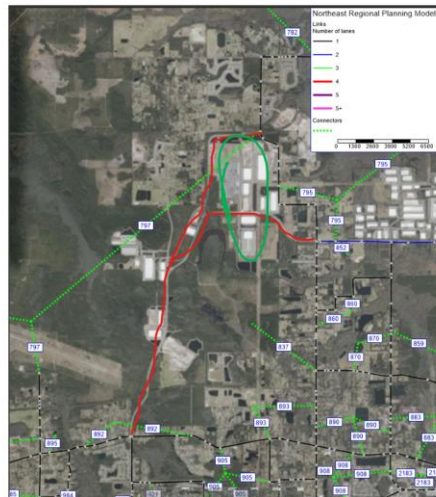
Cisco Pritchard Zone

- Add new connectors to the Cisco Pritchard Zone

Cisco Pritchard Zone Slide

Cisco Pritchard Zone

- Comment: Based on the available information, there is a development within the red-circled area, which is in **Zone 837**.
- Question: Is there a specific location or source that identifies the zone split boundary?
- Action Item: Split the zone in base-year and future-year models.

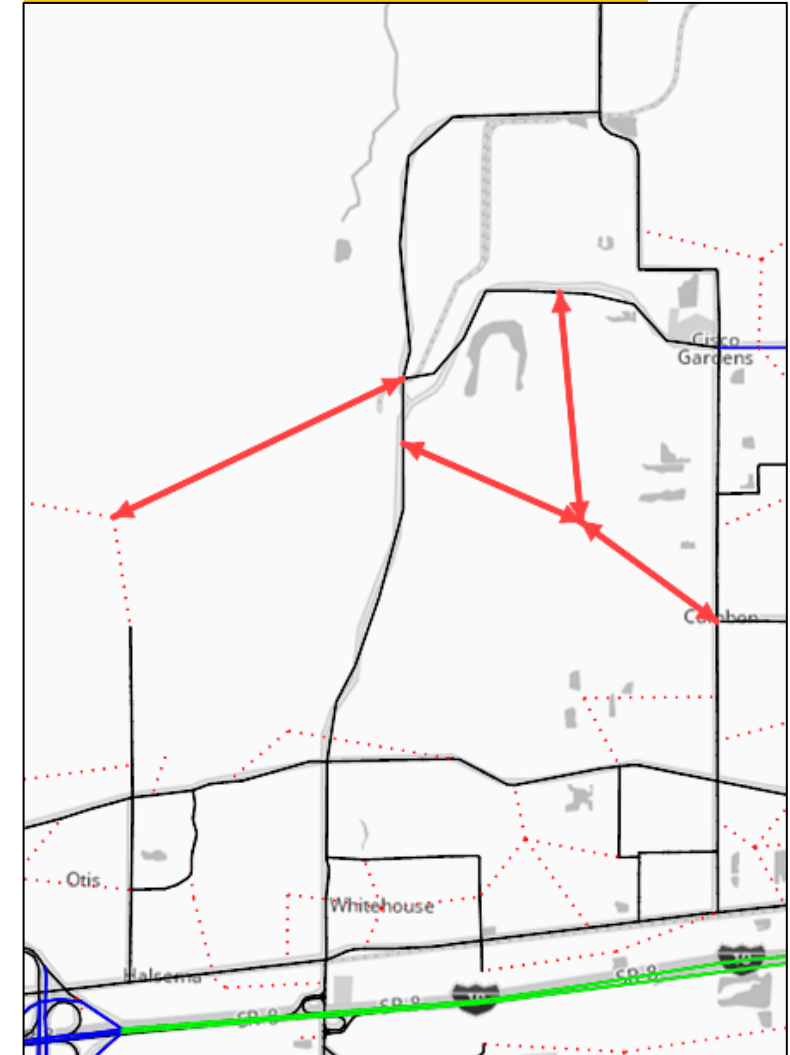


A 617,760-square-foot is planned in Westlake Industrial Park in West Jacksonville east of Pritchard Road.

Reference:
<https://www.jaxdailyrecord.com/news/2026/jan/12/lopez-cantera-sells-north-jacksonville-property-pursues-westlake-project>



Proposed Roadway and Connector Updates



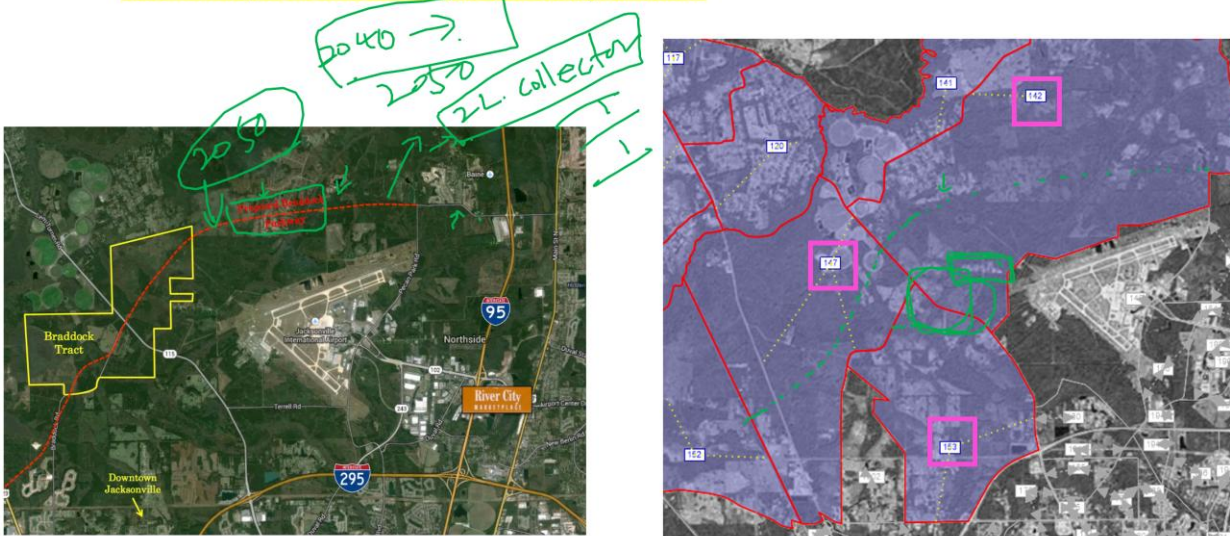
Braddock Zone (Not Coded- Requires Approval/ TAZ Split)

- Add the Braddock Zone area roadway as a 2-lane link in the 2040 and 2050 model networks.
- **Area Type: 33 (Transitioning Areas/Urban Areas over 5,000 Population)**
- **Facility Type: 46 (Other Local Undivided Roadway without Turn Bays)**
- Add connectors to integrate the new roadway into the network.

Braddock Zone Slide

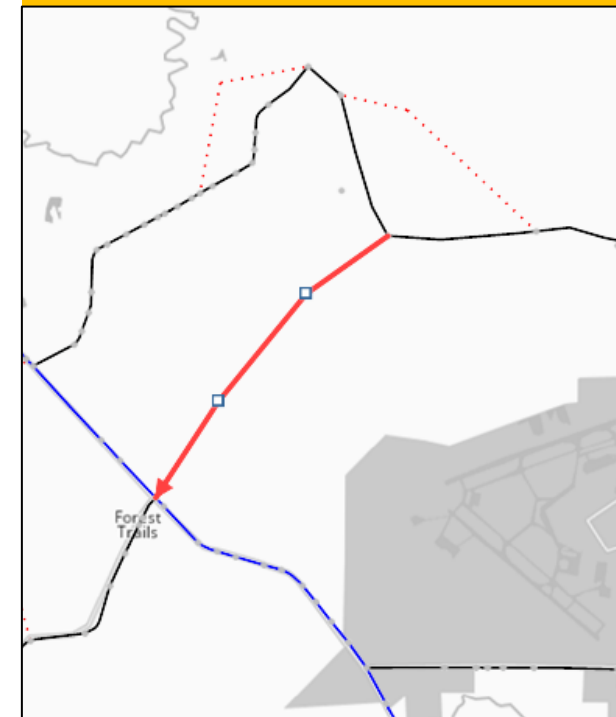
Braddock Zone

- Comment: Based on the available information, a new Braddock Tract development is located within the yellow highlighted area, which is across **Zone 142**, **Zone 147**, and **Zone 153**.
- Question: Is there a specific location or source that identifies the zone split boundary?
- Action Item: Split the zone in base-year and future-year models.



Reference: <https://katie-farrar-dh0v.squarespace.com/braddock-tract>

Proposed Roadway and Connector Updates



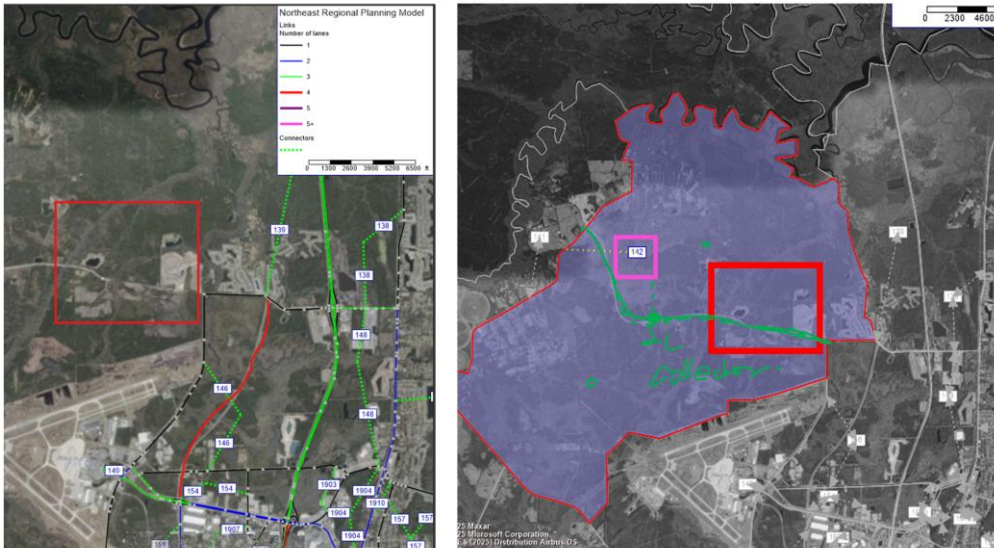
Pecan Park Zone (Not Coded- Requires Approval/ TAZ Split)

- Add the Pecan Park Zone roadway as a 2-lane link in the 2020, 2030, 2040, and 2050 model networks.
- **Area Type: 33 (Transitioning Areas/Urban Areas over 5,000 Population)**
- **Facility Type: 46 (Other Local Undivided Roadway without Turn Bays)**
- Add connectors to integrate the new roadway into the network.

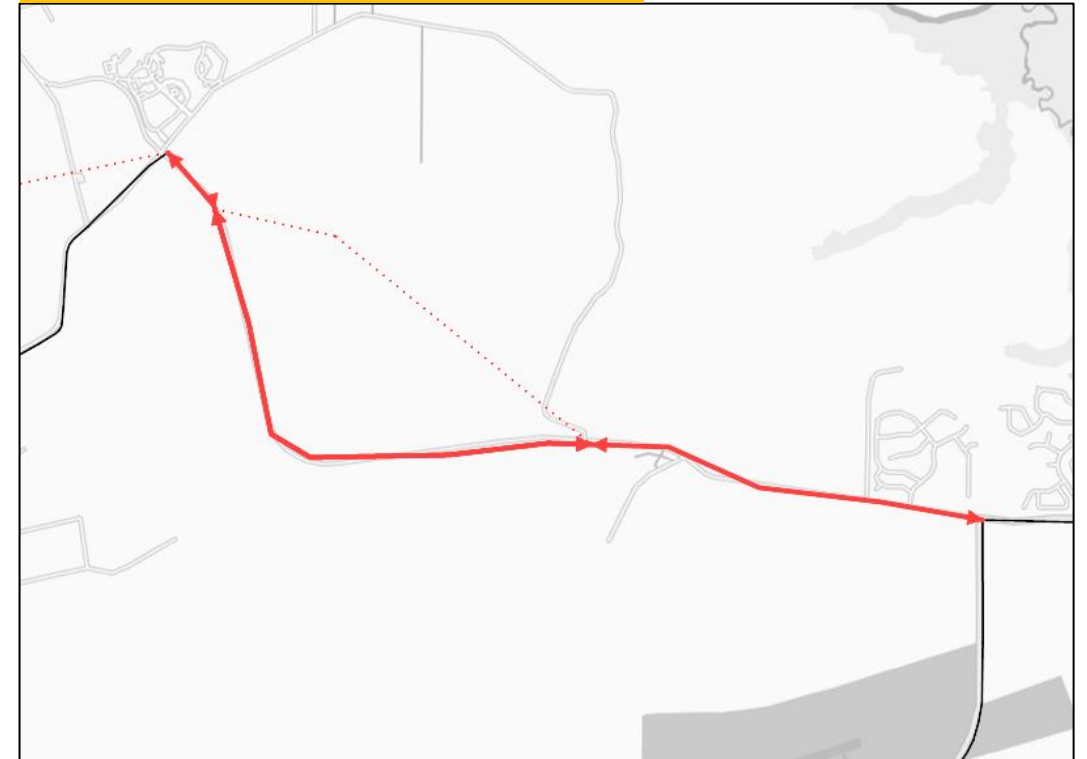
Pecan Park Zone Slide

Pecan Park Zone

- Comment: No online information was found that corresponds to the red highlighted area.
- Question: Since the red highlighted area is entirely within **Zone 142**, should it still be split into a separate zone?
- Action Item: Split the zone in base-year and future-year models.



Proposed Roadway and Connector Updates

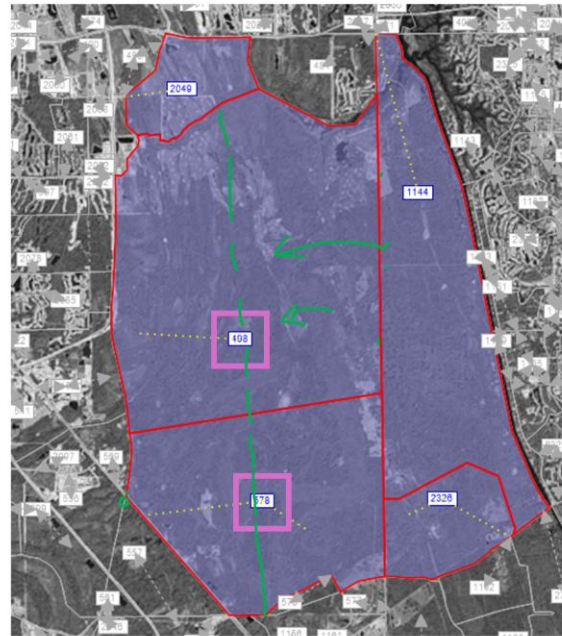
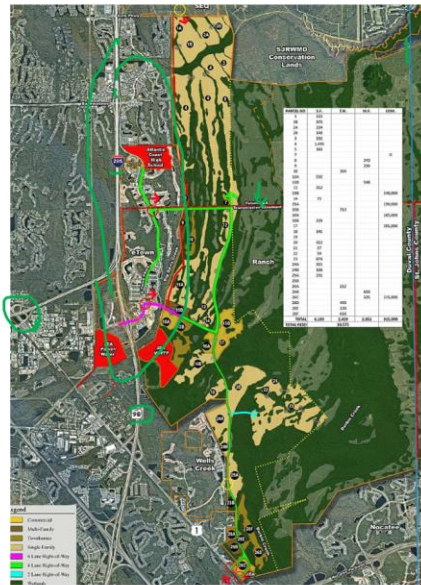


Estuary Zone (Not Coded- Requires Approval/ TAZ Split)

- No network update

Estuary Zone

- Comment: Based on the available information, there is a development across **Zone 408** and **Zone 578**.
- Question: Is there a specific location or source that identifies the zone split boundary?
- Action Item: Split the zone in base-year and future-year models.



Reference: <https://www.jaxdailyrecord.com/news/2023/feb/15/6000-acres-in-southeast-jacksonville-in-review-for-residential-commercial-development/>