Rogero Road Corridor Study

Arlington Expressway to Merrill Road

Jacksonville, FL (Duval County)

Final Report

January 2024

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Arlington Expressway to Merrill Road

Jacksonville, FL (Duval County)

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ACRONYMS

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
aka	Also known as
BAC	Blood Alcohol Content
CCG	Community/General
CIP	Capital Improvement Plan
COJ	City of Jacksonville
CPTED	Crime Prevention Through Environmental Design
FDOT	Florida Department of Transportation
FDM	FDOT Design Manual
FHWA	Federal Highway Administration
JPDD	Jacksonville Planning and Development Department
JTA	Jacksonville Transportation Authority
KSI	Killed/Severely Injured
LF	Linear Feet
LOS	Level of Service
mph	Miles per hour
MSV	Maximum Service Volume
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
PDO	Property Damage Only
PSAP	Pedestrian Safety Action Plan
PSL	Posted Speed Limit
ROW	Right-of-Way
RRFB	Rectangular Rapid Flashing Beacon
SNAPP	Strategic Neighborhood Action Program for Pedestrians

S.R.	State Road
TEM	Traffic Engineering Manual
TRIPS	Targeted Roadway Improvements for Pedestrian Safety
TPO	Transportation Planning Organization
TWLTL	Two-way left-turn lane
UAO	Utility Agent/Owners
VPD	Vehicles per Day
VPH	Vehicles per Hour

1 INTRODUCTION

1.1 PROJECT DESCRIPTION

The North Florida Transportation Planning Organization (North Florida TPO, the TPO) and the City of Jacksonville (COJ) have collaborated to identify opportunities to enhance non-motorized mobility and safety for all roadway users throughout the city. The common regional and citywide goal is to transform Jacksonville into a city with robust bicycle and pedestrian networks that are connected, direct, safe, and comfortable for active users of all ages and abilities. The Rogero Road Corridor Study identifies potential improvements, enhancements and conceptual designs to further this goal.

1.2 PROJECT LOCATION

Figure 1 depicts the Rogero Road study corridor, which extends from Merrill Road on the north to the Arlington Expressway on the south. Rogero Road is generally considered the eastern boundary of the Old Arlington neighborhood in Jacksonville.

1.3 DEVELOPMENT OF THE REPORT

Benesch analyzed the corridor as two segments, based on similar typical sections, streetscapes, land uses, neighborhood boundaries and roadway design. For each segment, data is compiled and analyzed to develop an understanding of transportation, land use and environmental factors. Benesch also reviewed five years of crash reports to determine corridor trends.

- Segment 1: Arlington Expressway to Groveland Drive [0.3 miles]
- Segment 2: Arlington Road to Merrill Road [1.3 miles]

In addition, an online public opinion survey was conducted with assistance by the TPO between May 1 and May 14, 2023. Community interest and reaction to improvements along Rogero Road varied greatly. While some survey respondents are opposed to corridor updates, other respondents reacted positively to corridor improvements and cited current barriers to walking along the road. Common complaints are vehicles speeds, poor illumination levels and semi tractor trailers parking along the roadway. Other corridor issues include overgrown landscaping, broken sidewalks and long crossing distances with few crosswalks. The survey is further detailed in Section 3.1.

Overall, the body of the report focuses on recommendations and next steps for the Rogero Road study corridor, developed from background information provided in the appendices. A roll plot depicting recommendations is provided as Appendix A with supporting documentation provided in Appendix B through G.

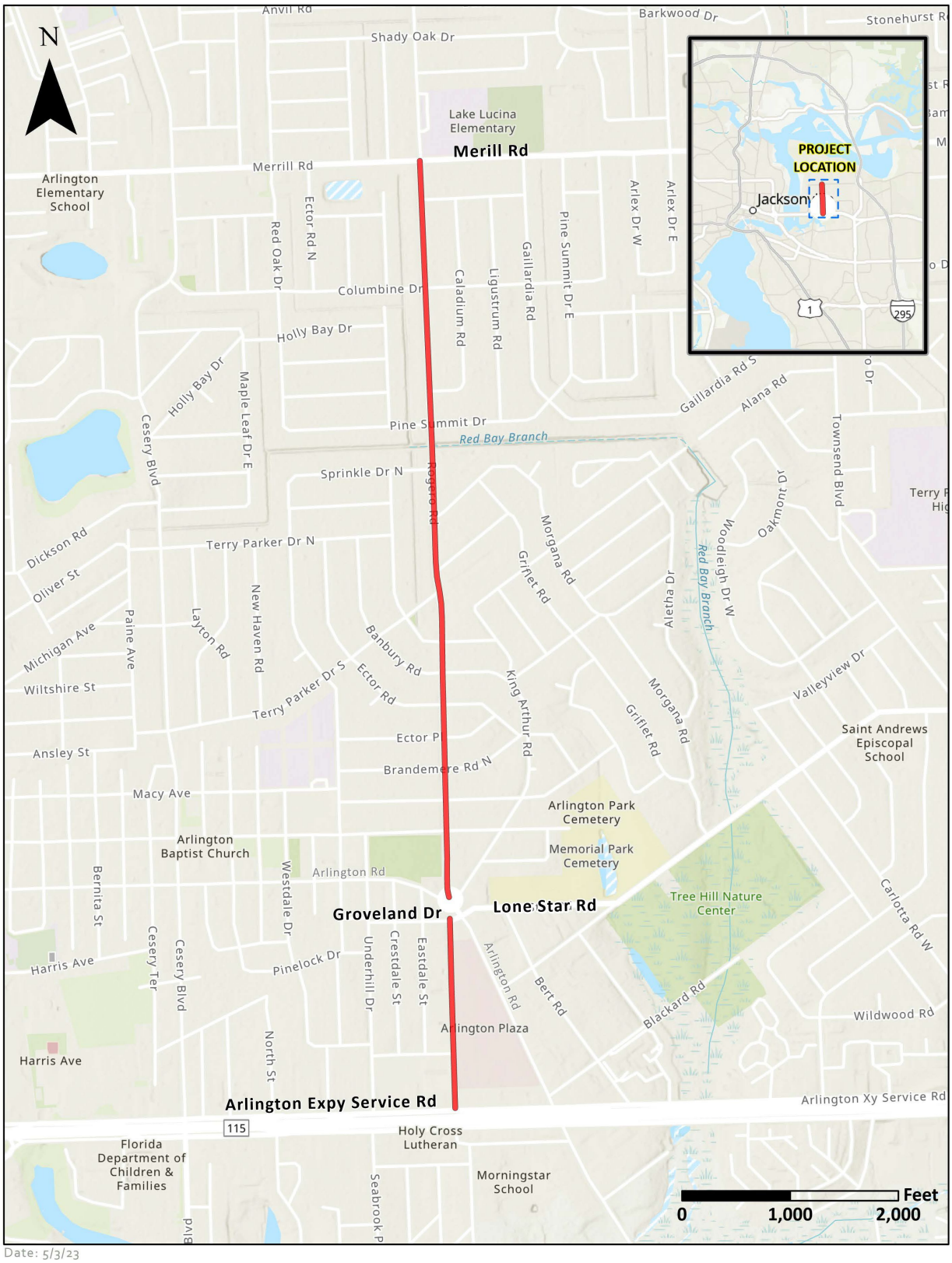


Figure 1 – Rogero Road Study Corridor

2 STUDY AREA DESCRIPTION

2.1 LAND USE

Existing and future land use are depicted in Figure 2 and Figure 3. Between Merrill Road and the Arlington Road roundabout, existing land use is predominantly residential with some small-scale commercial fronting the Rogero Road corridor. South of the roundabout, land use along the corridor is primarily commercial, office and institutional. Future land use follows the existing pattern, with Residential-Professional-Institutional north of Sprinkle Drive North and Community/General Commercial along the southern two thirds of the Rogero Road corridor. Bruce Park, in the northeast quadrant of Rogero Road and Arlington Road, is categorized as recreation-open space.

2.2 ZONING

Figure 4 illustrates zoning in the Rogero Road area. The study corridor is primarily zoned as Commercial Community/General (CCG), Commercial Office and Commercial Neighborhood.

2.3 COMMUNITY FACILITIES

Forty seven (47) community facilities are located within the study area, including a museum, public schools (6), private schools (14), day care centers (15), fire station, medical facilities (4) and public parks (6). Their locations are depicted in Figure 5**Error! Reference source not found.**. Many of the facilities are located on or near the Arlington Road/Lone Star Road roundabout, which offers a mix of commercial and professional land uses surrounded by residential neighborhoods. Examples of the organizations that serve or operate within the study area include:

- Arlington Council, a subsection of the JAX Chamber seeking to advance business within the area.
- Lucina Lake Association, a neighborhood group focused on improving Lake Lucina (½ mile from Rogero Road).
- Old Arlington, Inc., a non-profit organization whose mission is to enhance and preserve the architecture, culture and history of the community.
- Revitalize Arlington, a non-profit, faith-based organization whose mission is to connect residents with faith, business, higher education, non-profit, and government partners.

2.4 PLANNED PROJECTS

The Capital Improvements Plan (CIP) is a comprehensive five-year plan of proposed capital improvement projects, intended to identify and balance the capital needs of the community within the fiscal capabilities and limitations of the city budget. The CIP is updated on an annual basis and is a significant element of the annual budget process. There are no programmed projects for the Rogero Road study corridor in the current FY 2023-2027 Adopted CIP. However, the FY 2022-2026 CIP identifies an underground electric project for Rogero Road (Project ID 508, $877,000) to occur in FY 21/22.

Additional projects, such as those identified in Jacksonville Transportation Authority's (JTA's) Complete Streets initiative, COJ Mobility Fee projects, recommendations from the City of Jacksonville Pedestrian and Bicycle master plan, etc. are planned, unfunded long-term improvements. A list is provided in Appendix B.

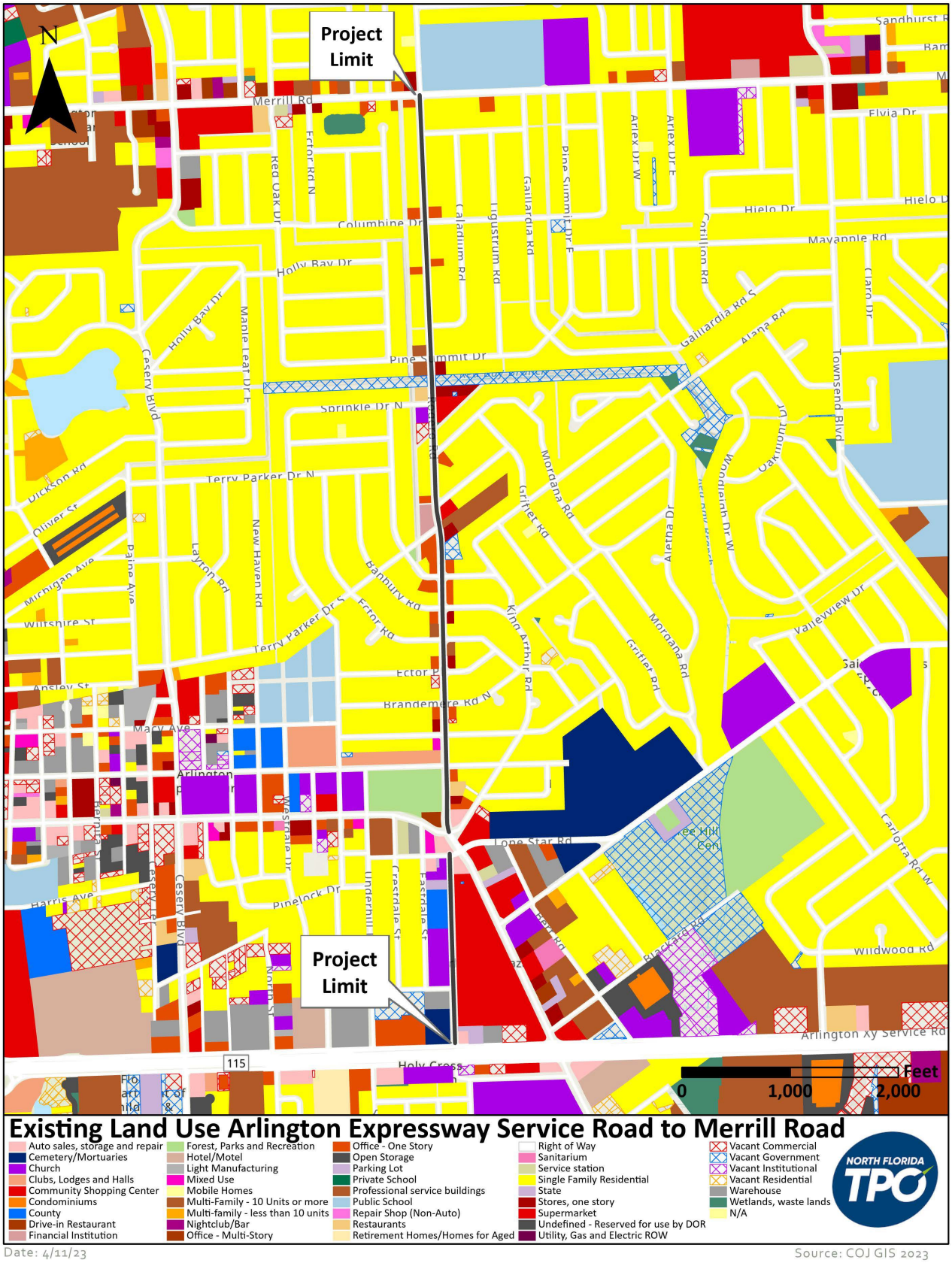


Figure 2 – Existing Land Use

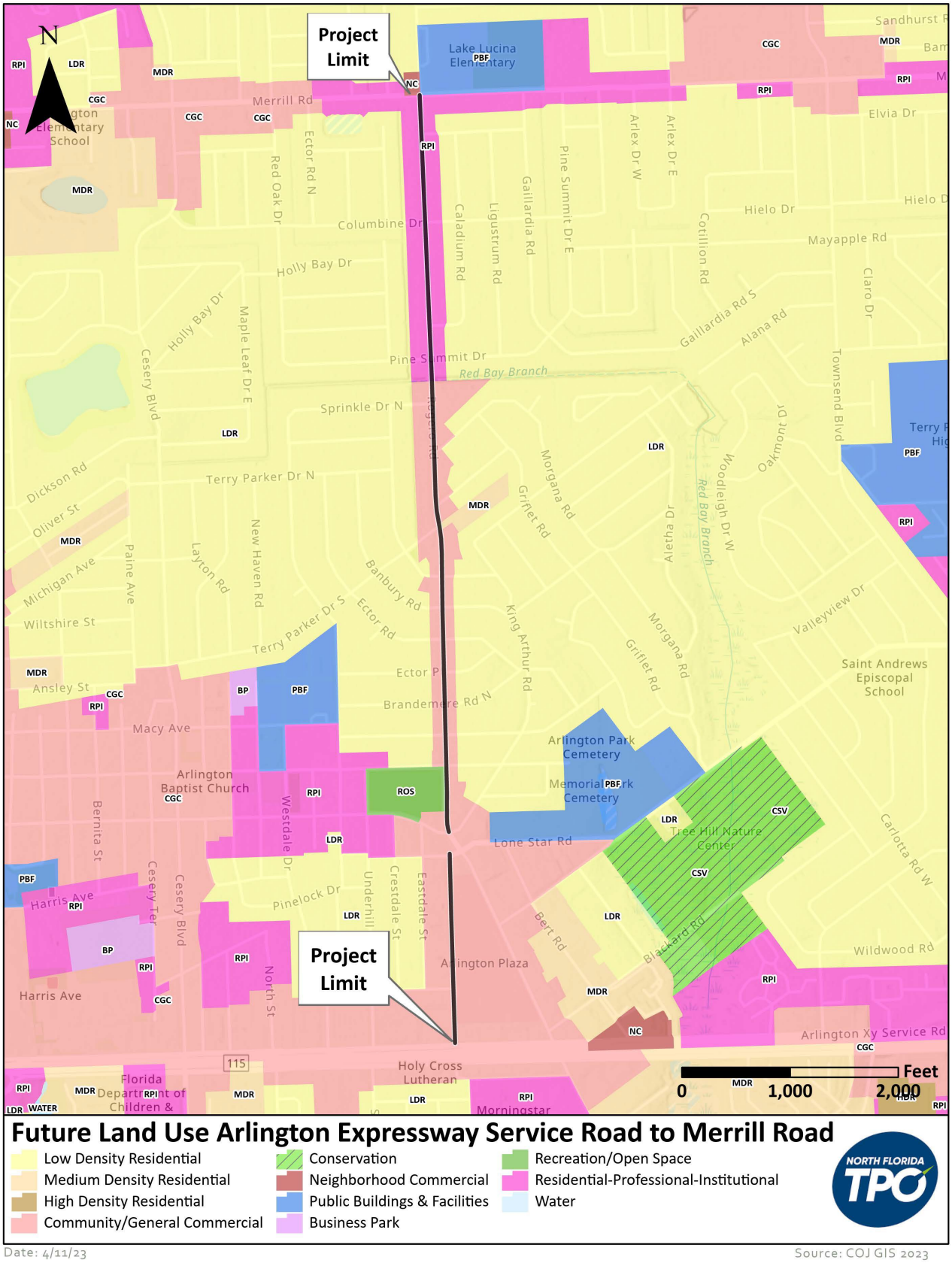


Figure 3 – Future Land Use

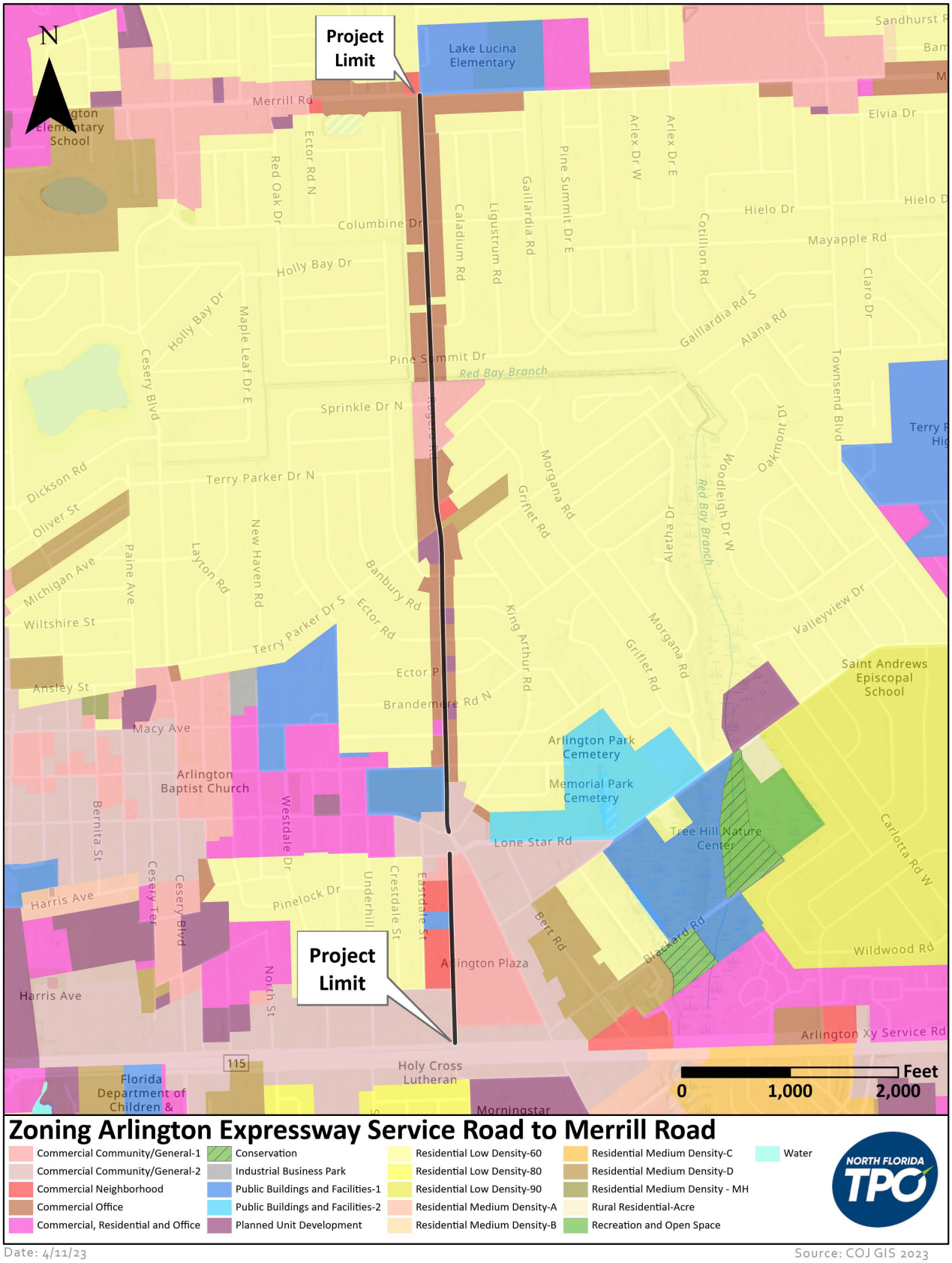


Figure 4 – Zoning

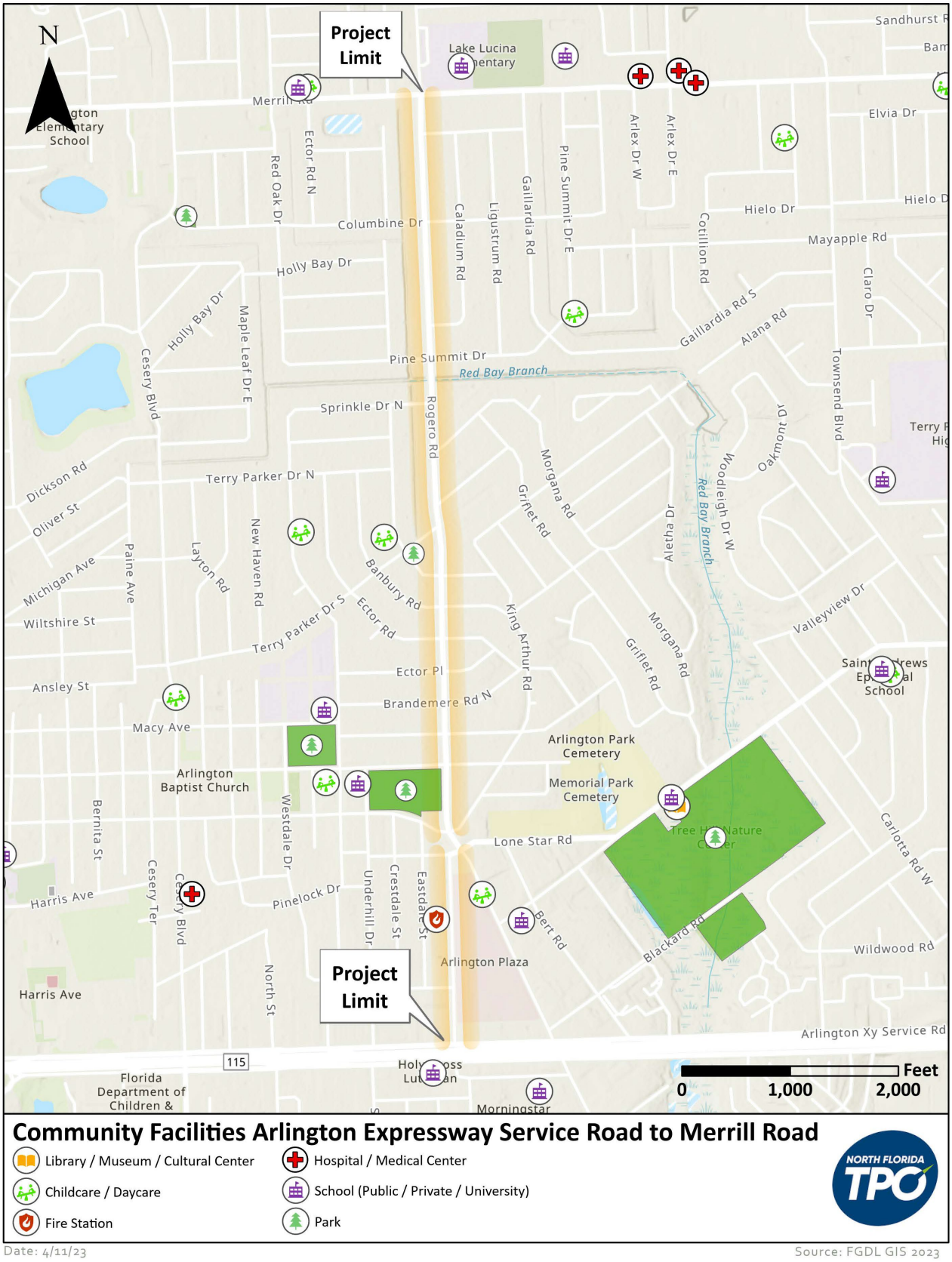


Figure 5 – Community Facilities

3 PLANNING CONCEPT DEVELOPMENT

3.1 ENGAGEMENT/OUTREACH

Study outreach methods were intended to engage the Rogero Road and greater Jacksonville community and create awareness of the study and potential improvements. Strategies used include:

- Direct outreach:
    - Benesch presented to the COJ Bicycle and Pedestrian Advisory Committee (BPAC) on May 4, 2023.
    - COJ and TPO staff communicated individually with Rogero Road homeowners and community members via email and telephone.
    - COJ staff reached out to neighborhood retail owners and patrons.
    - COJ staff briefed the District 1 Councilperson, Ken Amaro.
- An online survey was conducted (May 1-May 14) to gather feedback from the community. The survey was posted on the City's official website, as well as on all social media platforms.

The online survey had 152 participants, from both the study neighborhood (48%) and throughout the greater Jacksonville area (52%). Community interest and reaction to improvements along Rogero Road varied greatly, although respondents generally agreed that there's a need to reduce vehicle speeds, improve corridor lighting and keep semi tractor trailers from parking along the roadway.

Some survey respondents are opposed to corridor updates, beyond what was constructed during the Town Center Vision Plan Phase 2 over 20 years ago. Reasons cited include a lack of pedestrians and bicyclists using Rogero Road, perceived waste of taxpayer funds and disruption to neighborhood residents and businesses.

Other respondents reacted positively to corridor improvements and cited overgrown landscaping, broken sidewalks and difficulty crossing as barriers to walking along the road.

Respondents were both for and against adding transit stops to Rogero Road. Some commenters are opposed to providing stops and stated they had worked to have them removed as part of the Town Center improvements. Others mentioned that they walk a ½ hour or more to get to a stop and would like to see one or two added. Other key takeaways from the survey include:

- Vehicles speeding on Rogero Road and lack of enforcement of speed limits
- Lack of crosswalks, particularly where children are crossing
- Concrete bulb-outs/planters at intersections force bicyclists into the street
- Existing light fixtures do not provide enough illumination
- Pedestrian crossing distance is too large
- Damaged sidewalks and lack of a bike lane are barriers to walking and cycling along the road
- 56% felt it is somewhat easy or very easy to walk along Rogero Road
- 47% felt it is somewhat difficult for bicyclists to ride on Rogero Road
- Top choices for design features included crosswalk designs for cyclists and pedestrians and buffered bike lanes.

The full survey results are provided in Appendix C.

3.2 DESIGN STANDARDS

The typical section alternatives and concepts developed for this study generally follow these guidelines and standards:

- FDOT Design Manual (FDM) and Standard Plans
- Manual on Uniform Traffic Control Devices (MUTCD)
- FDOT Traffic Engineering Manual (TEM)
- Minimum Standards for Design, Construction, and Maintenance Streets and Highways (AASHTO Greenbook)

Additional guidance for best practices is listed in Appendix D, Section 1.2.

3.3 RECOMMENDED TYPICAL SECTIONS

This study recommends modifications to Rogero Road which create a safer and more pleasurable walking and biking experience on the corridor. Based on the existing facility characteristics described in Appendix E, Benesch focuses the recommendations "between the curbs" in order to utilize existing infrastructure and leverage the opportunity to make improvements during Resurfacing, Restoration And Rehabilitation (RRR) projects. Safety recommendations, such as midblock crosswalks and lighting, are based on the crash analysis provided in Appendix F.

The proposed typical sections and recommendations are grouped by segment. A roll plot of the proposed concept layout plans is provided in Appendix A.

3.3.1 Segment 1 (Arlington Expressway to Groveland Drive)

The existing typical section for Segment 1 is illustrated in Figure 6. Segment 1 (Arlington Expressway to Groveland Drive) has two, 11.5- linear foot (LF) lanes with open swale drainage and a discontinuous 5-LF sidewalk on the west side of the road. The pavement of the east side of the road adjoins the service area for Arlington Plaza.

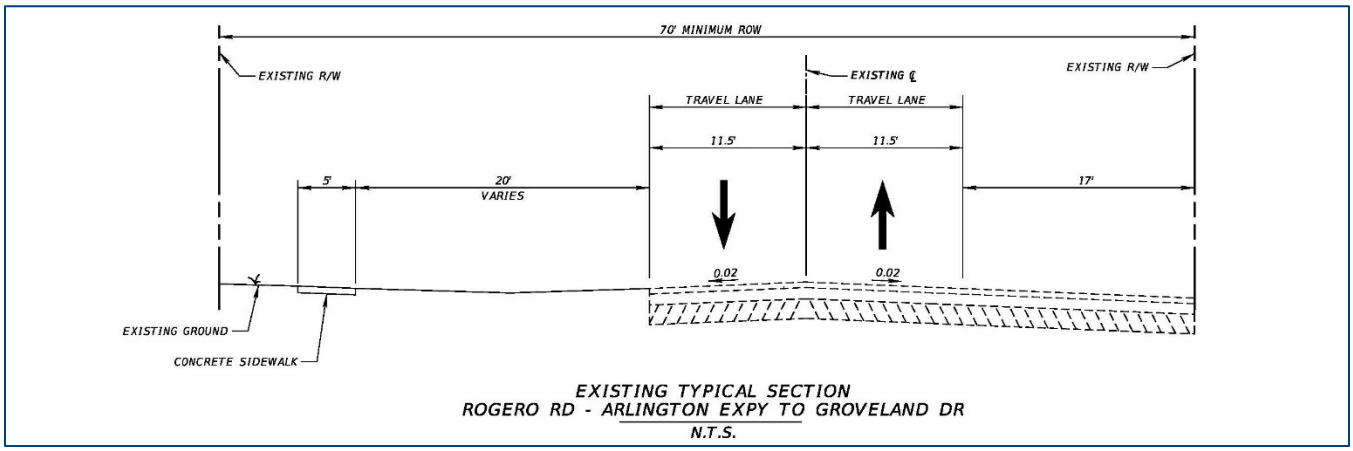
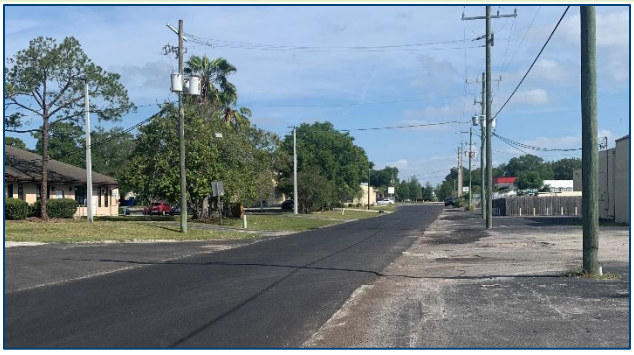


Figure 6 – Existing Typical Section (Segment 1)



Looking along Rogero Road, north of Arlington Expressway. On the east side of the corridor, the roadway pavement is contiguous with the adjoining uses.

Although relatively short (0.3 miles), this section of Rogero Road offers the opportunity to provide expanded multimodal facilities and a more comfortable and safer alternative route to Arlington Road, which lacks right-of-way (ROW) to widen the existing 5-LF sidewalk (~1,900 LF from the intersection of Rogero Road and Arlington Road, southward to Arlington Expressway Service Road). This route would provide direct access to transit without residents and workers having to traverse or cross Arlington Road (first-last connectivity). Further, gaps in existing facilities leave the Senior Center/churches/businesses stranded when connecting south. Neighborhood users can also access Arlington Plaza from the west, on a low traffic volume, low stress facility.

As illustrated in Figure 7, the proposed typical section maintains the existing lane width (11.5 LF) and adds a 12 LF shared use path on the west side of Rogero Road, which replaces a sporadic 5 LF sidewalk.

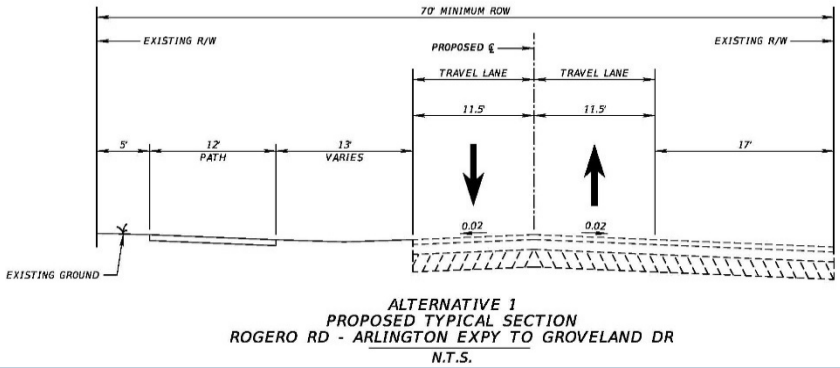


Figure 7 – Proposed Typical Section (Segment 1)

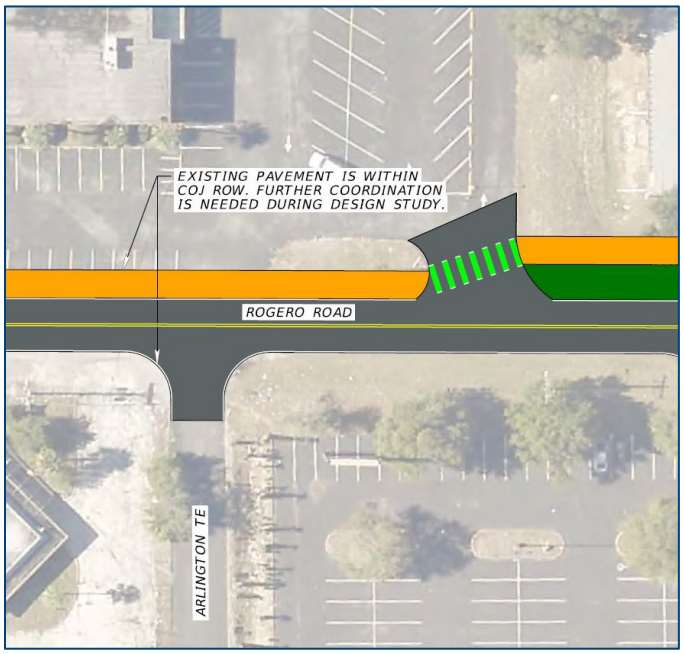
A depiction of the recommended improvements for Segment 1 is provided in Figure 8, which details an area south of Groveland Drive (refer to Appendix A for the full roll plot). At the north end, the shared use path connects Groveland Drive to Arlington Road using the vacated ROW from construction of the roundabout.

The concept plan assumes upgraded lighting fixtures along the corridor. Existing lighting is provided by single Cobra style overhead fixtures on the east side of the road. There were no nighttime crashes during the crash analysis period (2018-2022, refer to Appendix F). A lighting study during the design phase will review current levels and recommend appropriate upgrades, particularly for multimodal users.

Spot treatments are provided throughout the segment and include the following, which are also identified on the roll plot.

- Special Emphasis Crosswalks at intersections: Groveland Drive and Arlington Road North
- Reconfigured radius on the southeast corner of Arlington Terrace and Rogero Road
- Transverse green bicycle markings across intersections

At the south end of the segment and as illustrated in the image at the right, the parking lot at the northeast corner of Rogero Road and the Arlington Expressway service road is built partially on COJ ROW. During design, coordination is required with the property owner as the shared use path crosses over a row of parking.



A detail from the roll plot illustrates an area where adjacent private uses are within the COJ ROW.

Figure 8 – Detail of Roll Plot (Segment 1)

3.3.2 Segment 2 (Arlington Road to Merrill Road)

As illustrated in Figure 9, the existing typical section for Segment 2 (Arlington Road to Merrill Road) is a 4-lane curb and gutter section with an 8-LF parking lane and a 5-LF sidewalk on both sides.

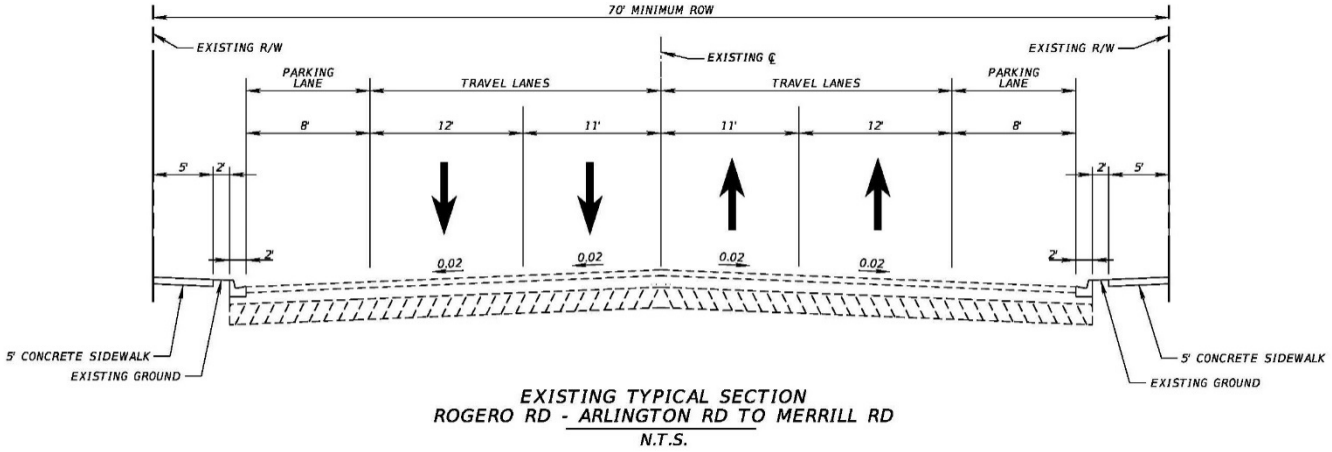
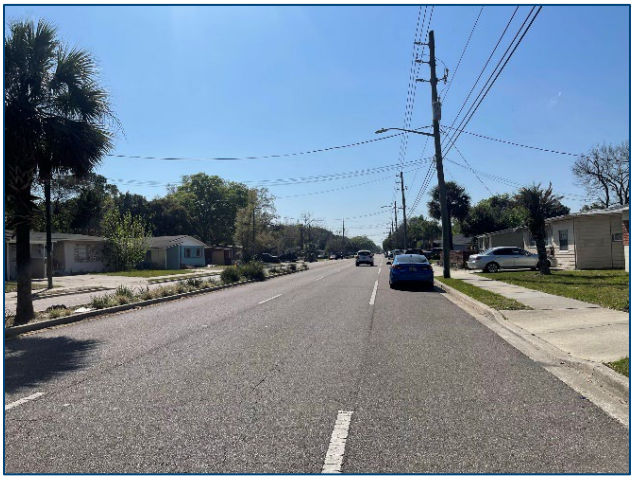


Figure 9 – Existing Typical Section (Segment 2)

This segment is defined by frequent curb cuts serving single-family homes on the northern portion of Rogero Road and a mix of residential and commercial driveways on the southern portion, closer to Arlington Road. Approximately every other intersection is treated with decorative stamped asphalt and planted with sable palms. Approaches to the signalized intersections have dedicated left turn lanes and narrow raised landscaped medians.



In Segment 2, Rogero Road has on street parking, spot median islands and landscaped bump outs at select intersections for traffic calming.

The proposed typical section is depicted in Figure 10 and is similar to the recommendation of the 2021 *Rogero Road Lane Repurposing Assessment Form*, discussed in Appendix D. Two, 11 LF travel lanes are proposed with a center two-way left turn lane. The remaining space is reallocated to 7.5 LF parking lanes on each side adjacent to the travel lanes with 7 LF bike lanes adjacent to the curb (parking protected).

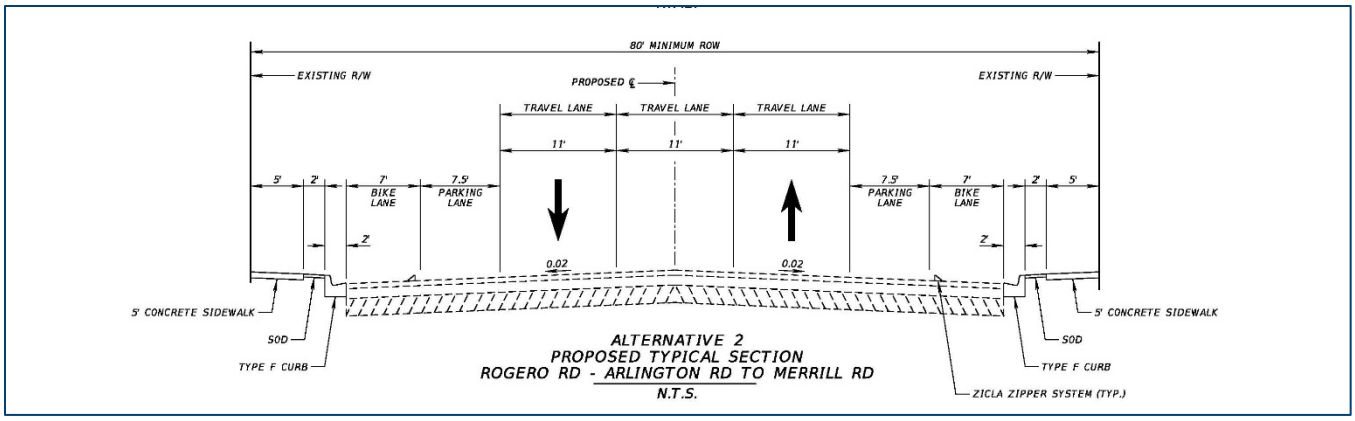
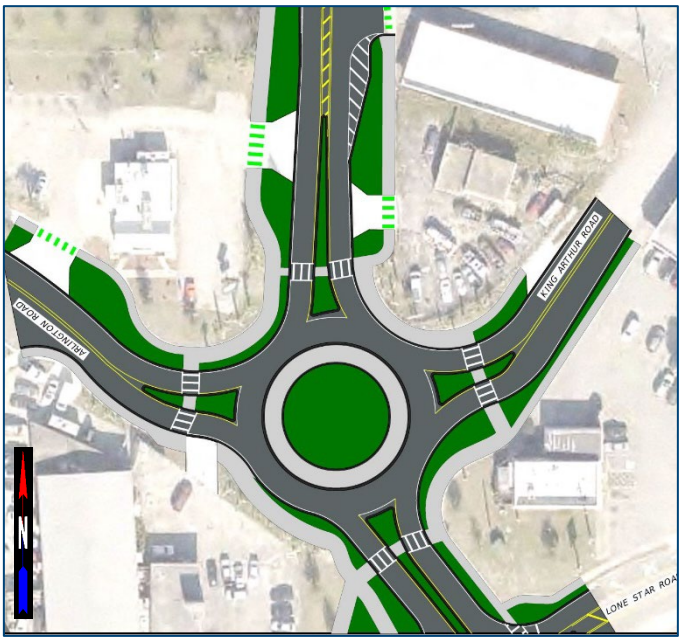


Figure 10 – Proposed Typical Section (Segment 2)

At current peak hour traffic volumes and four lanes, Segment 2 of Rogero Road is operating at LOS C and 36% of the maximum service volume (MSV) for level of service (LOS) E, as per the generalized tables in the FDOT 2023 *Multimodal Quality/Level of Service Handbook*. With the recommended changes, the proposed lane reduction would result in the corridor operating at LOS D and 64% of MSV. Because of the built out nature of the neighborhood and relatively flat growth in traffic volumes, projected daily traffic is not expected to exceed LOS E over the next 20 years. As part of the design process, however, an operational analysis should be conducted at major intersections, such as Merrill Road, to determine the appropriate lane configuration.

A depiction of the recommended improvements for Segment 2 is provided in Figure 11, which details an area from Commerce Street to Brandemere Road North (refer to Appendix A for the full roll plot).

The image at the right illustrates how the shared use path is carried through the Arlington Road roundabout. Following guidance in FDM Chapter 213 (Modern Roundabouts), the sidewalks are widened to 10 LF between crosswalks, using the vacated ROW from the reconstruction of Arlington Road and the roundabout. Constrained ROW in the northeast quadrant limits the sidewalk to 8 LF, which is provided using the existing verge.



A detail from the roll plot illustrates the roundabout at Arlington Road. Sidewalks are widened to 10 LF between the crosswalks.

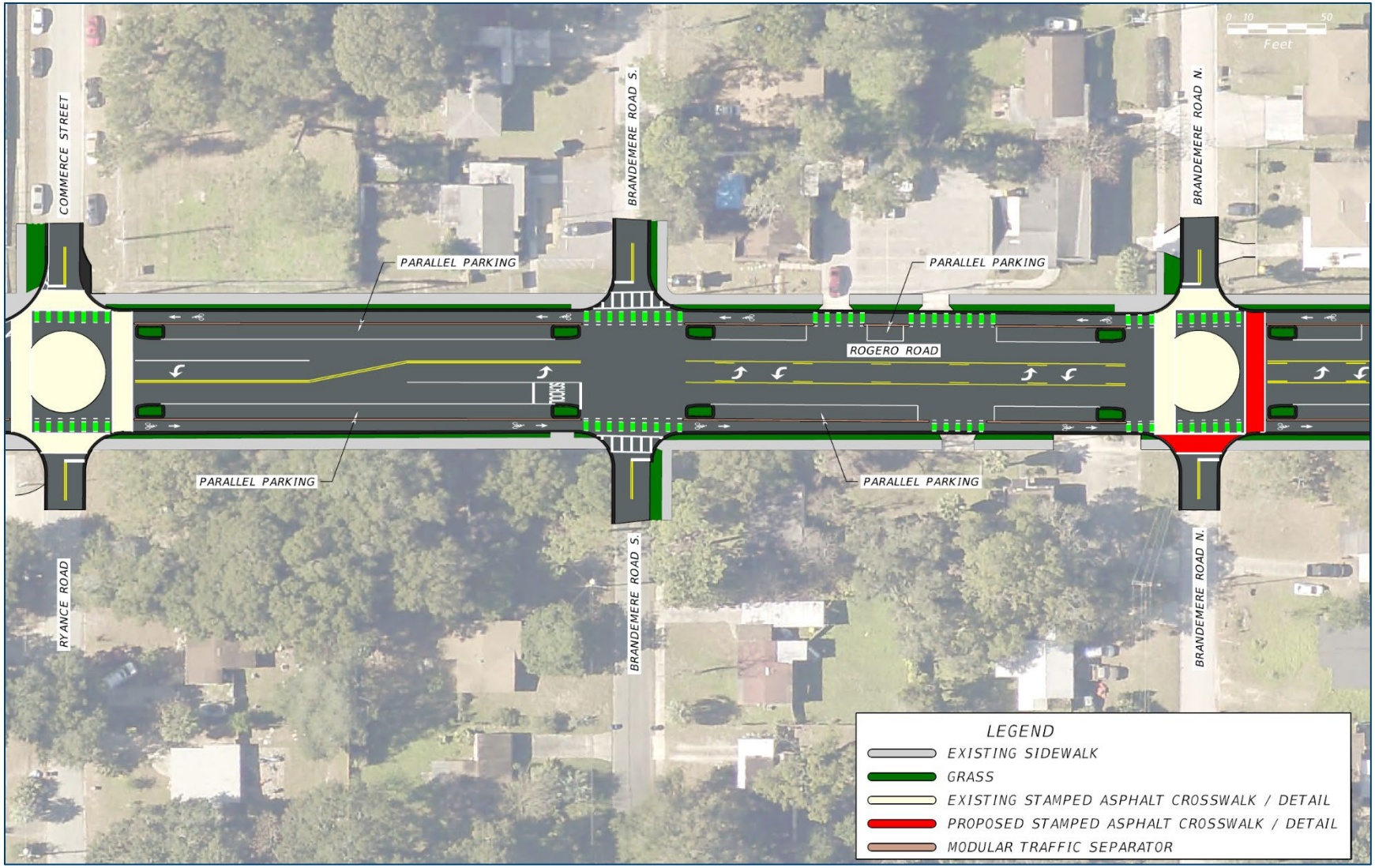


Figure 11 – Detail of Roll Plot (Segment 2)

Some online survey responses concerned sight distance around semi tractor trailers parking along Rogero Road. The concept roll plot addresses driveway sight distance using a 25 LF radial return (FDM Chapter 214, Table 214.3.1, Driveway Dimensions). During the design phase, sight distance will be further addressed to minimize loss of parking.

The concept plan assumes upgraded lighting fixtures along the corridor. Respondents to the online survey indicated that corridor lighting levels are insufficient, despite the presence of Cobra style overhead fixtures on the west side of road and pedestrian scale decorative pedestal fixtures on both sides of road. Crash analysis also indicates that the number of nighttime crashes exceeds the State average. A lighting study during the design phase should review current levels and recommend appropriate upgrades, particularly for multimodal users.

Spot treatments are provided throughout the segment and include the following, which are also identified on the roll plot.

- Special Emphasis Crosswalks at intersections: Brandemere Road South, Ector Place, Ector Road, Banbury Road, Gamewell Road, Orkney Road, Morgana Road North, Sprinkle Drive North, Caladium Road and Syringa Lane
- Stamped Asphalt Crosswalks/Detail: Commerce Street/Ryance Road, Brandemere Road North, Tery Parker Drive South, Pine Summit Drive, Columbine Drive and Merrill Road
- Transverse green bicycle markings across intersections
- Raised curb bulb-out/planters at select intersections: The planters are reconstructed away from the curb so that bikes can pass between the planter and curb, offering a buffer area at these intersections: Commerce Street, Brandemere Road S, Brandemere Road N, Ector Place, Ector Road, Banbury Road, Gamewell Road, Terry Parker Drive South and Columbine Drive.

Additional comments from the online survey relate to semi tractor trailers parking along Rogero Road, which may cause sight distance issues at intersections. The City of Jacksonville Zoning Code, Section 656.411 prohibits such parking on a public street in certain residential and CO, CRO, RO, CCG-1 and CN Districts for any purpose other than active loading or unloading.

3.4 COST ESTIMATE

As part of the implementation plan development, Benesch developed a concept level construction cost estimate for the identified potential improvements. Table 1 provides a summary of the estimated costs. Segment 1 is estimated to cost approximately $1 million. Segment 2 is estimated to cost approximately $6.9 million. The overall project is estimated to cost approximately $7.9 million, of which $6.2 million is for construction and $1.7 million is for engineering and inspection. The full cost estimate is provided in Appendix G.

Pay item costs are based on the FDOT 12-Month Moving Market Area Averages (08/01/2022 through 07/31/2023), using both statewide and Area 5 (Duval County) costs as needed. The cost estimate is based on the concept plan and is for planning purposes only. The estimate may be revised following additional

evaluation, engineering feasibility and design. Environmental permitting is not included and should be added once design is underway.

Table 1 – Cost Estimate[1]

Component	Percentage	Segment 1	Segment 2	Total
Roadway[2]		$393,493	$2,872,378	$3,265,871
Signing and Pavement Marking[2]		$23,658	$289,686	$313,344
Lighting		$217,193	$917,037	$1,134,229
Subtotal		**$634,344**	**$,4,079,100**	**$3,912,786**
Mobilization	10%	$63,4340	$407,910	$471,344
MOT	10%	$63,434	$407,910	$471,344
Construction Subtotal		**$761,212**	**$4,894,921**	**$5,656,133**
Contingency	10%	$76,121	$489,492	$565,613
Construction Total		**$837,333**	**$5,384,413**	**$6,221,746**
CEI	15%	$114,182	$621,771	$704,302
PE	15%	$114,182	$621,771	$704,302
Environmental Permitting[3]		-	-	-
Subtotal		**$228,364**	**$1,468,476**	**$1,696,840**
PROJECT TOTAL		**$1,065,697**	**$6,852,889**	**$7,918,586**

[1] *Slight variations in totals due to rounding*

[2] *FDOT Area 5 (Duval County) 12-Month Moving Market Area Averages (8/1/2023 – 7/31/2023)*

[3] *Environmental permitting is not included and should be considered once design is underway*

4 NEXT STEPS

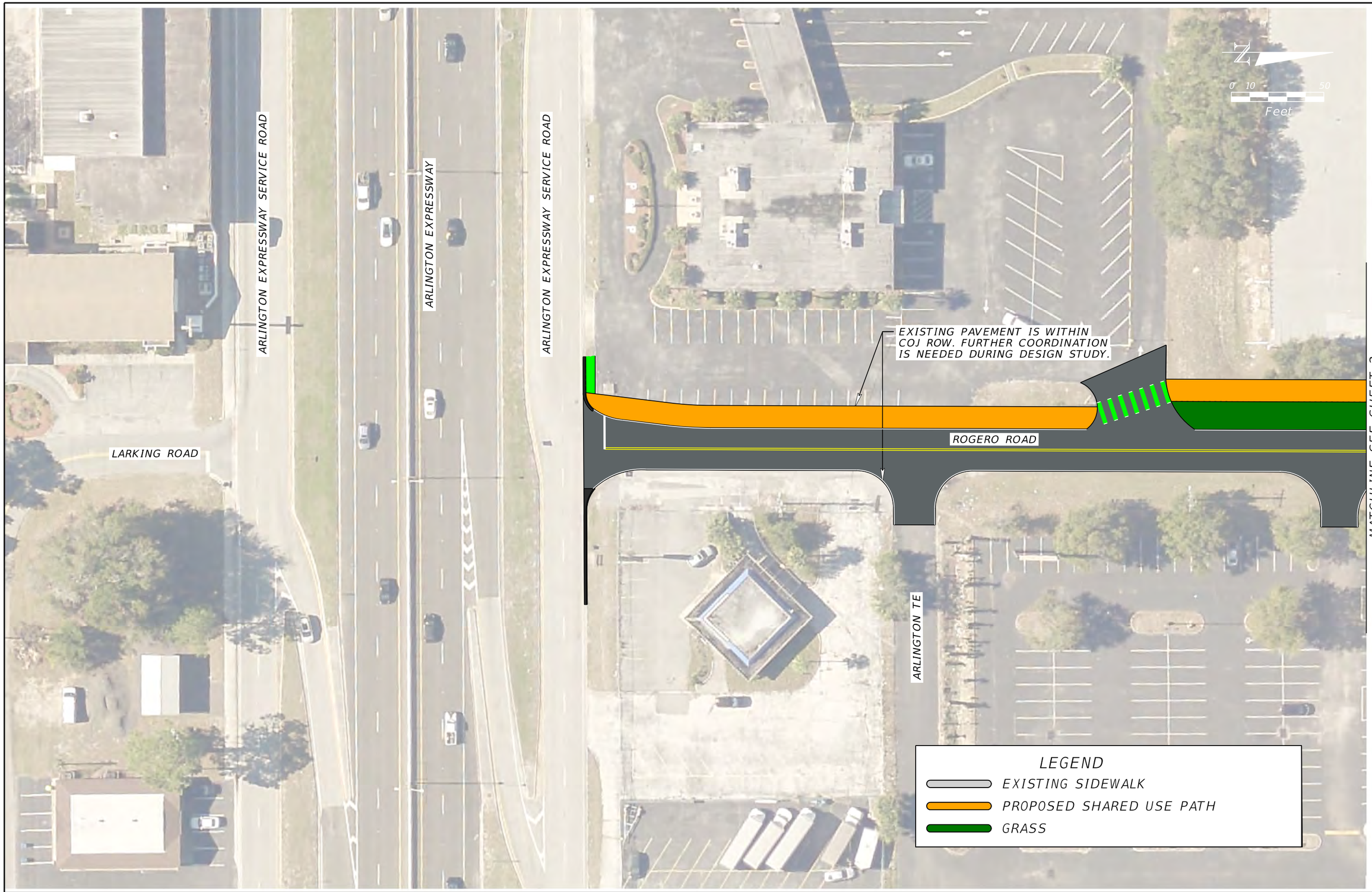
Implementing potential improvements along the Rogero Road corridor will require effective coordination and collaboration between the City of Jacksonville and area stakeholders. This study is a guide towards identifying opportunities to enhance non-motorized mobility and safety on Rogero Road. To help facilitate the project, the Jacksonville Planning and Development Department (JPDD) should coordinate internally with Public Works to implement the recommendations as a potential RRR resurfacing project. The District 1 Jacksonville City Councilperson will be a key ally in this process to establish funding and the support of residents and businesses.

Items to be addressed as this concept moved forward are:

- **Lighting** –Conduct a lighting study to determine if current levels are sufficient, particularly for multimodal users.
- **Intersection Configuration/Turn Lanes** – Prior to design, conduct an operational analysis to determine the appropriate lane configuration at major corridor intersections, including Merrill Road.
- **Driveway Sight Distance** – During design, address sight triangles and work to minimize parking loss.
- **Semi Tractor Trailer Parking** – City Zoning Enforcement should address semi tractor trailer parking along Rogero Road.

APPENDIX A

Corridor Roll Plot



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

NORTH FLORIDA TPO

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
NA	NA	NA

ROGERO ROAD CONCEPT

SHEET NO. 1

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NORTH FLORIDA TPO

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ROGERO ROAD CONCEPT

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ROGERO ROAD CONCEPT

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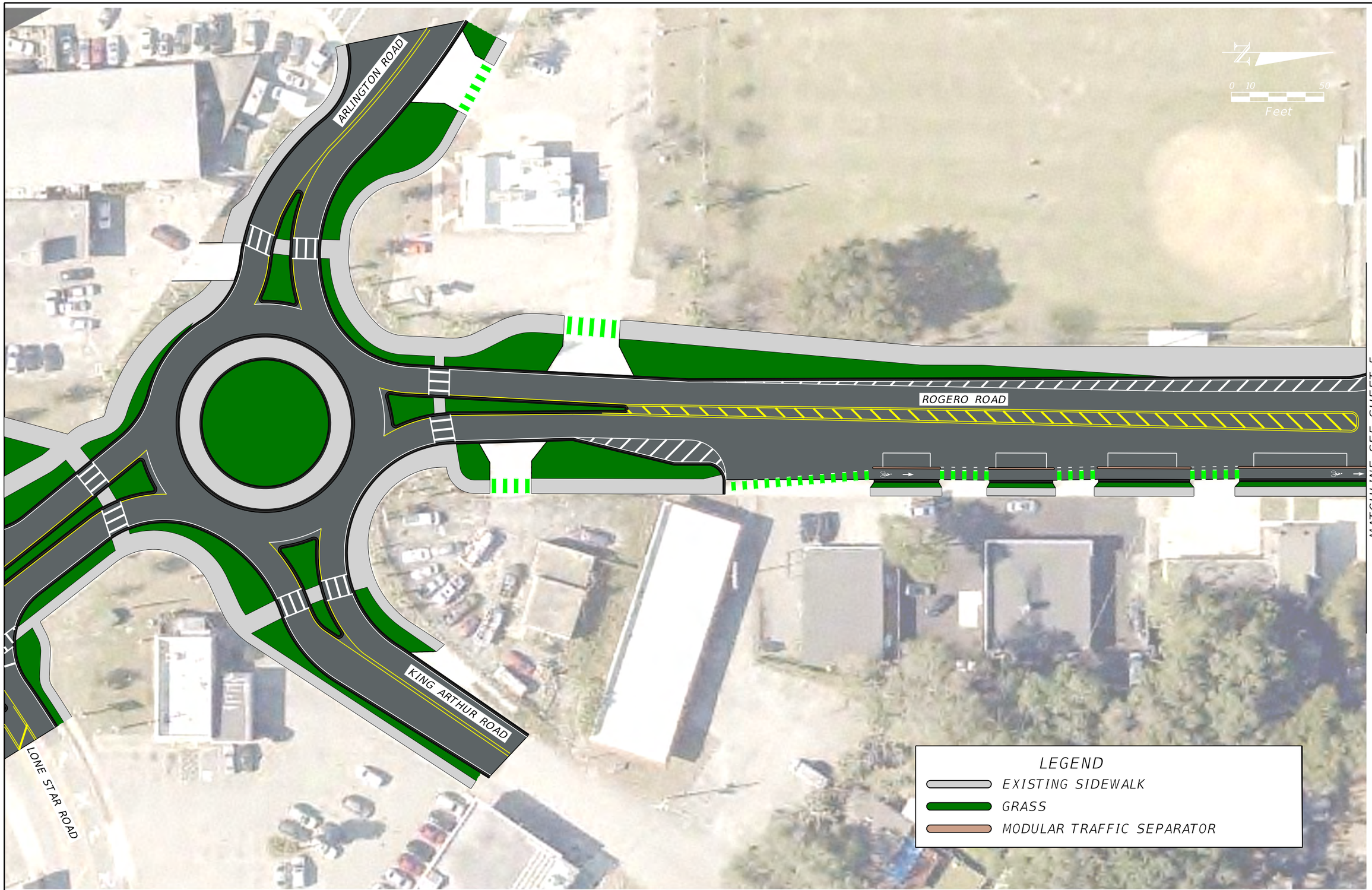

MATCHLINE SEE SHEET 5

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ROGERO ROAD CONCEPT

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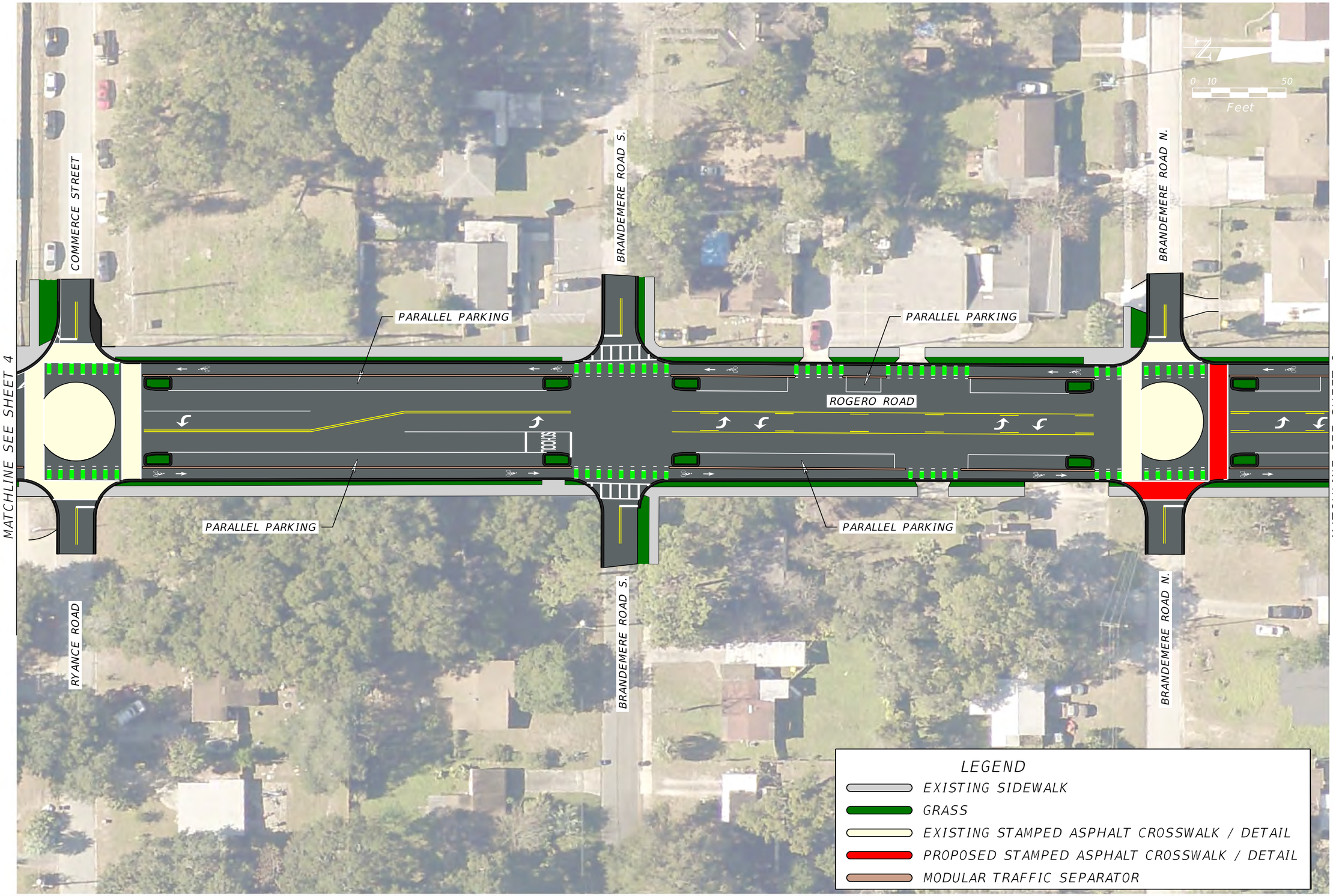

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ROGERO ROAD CONCEPT

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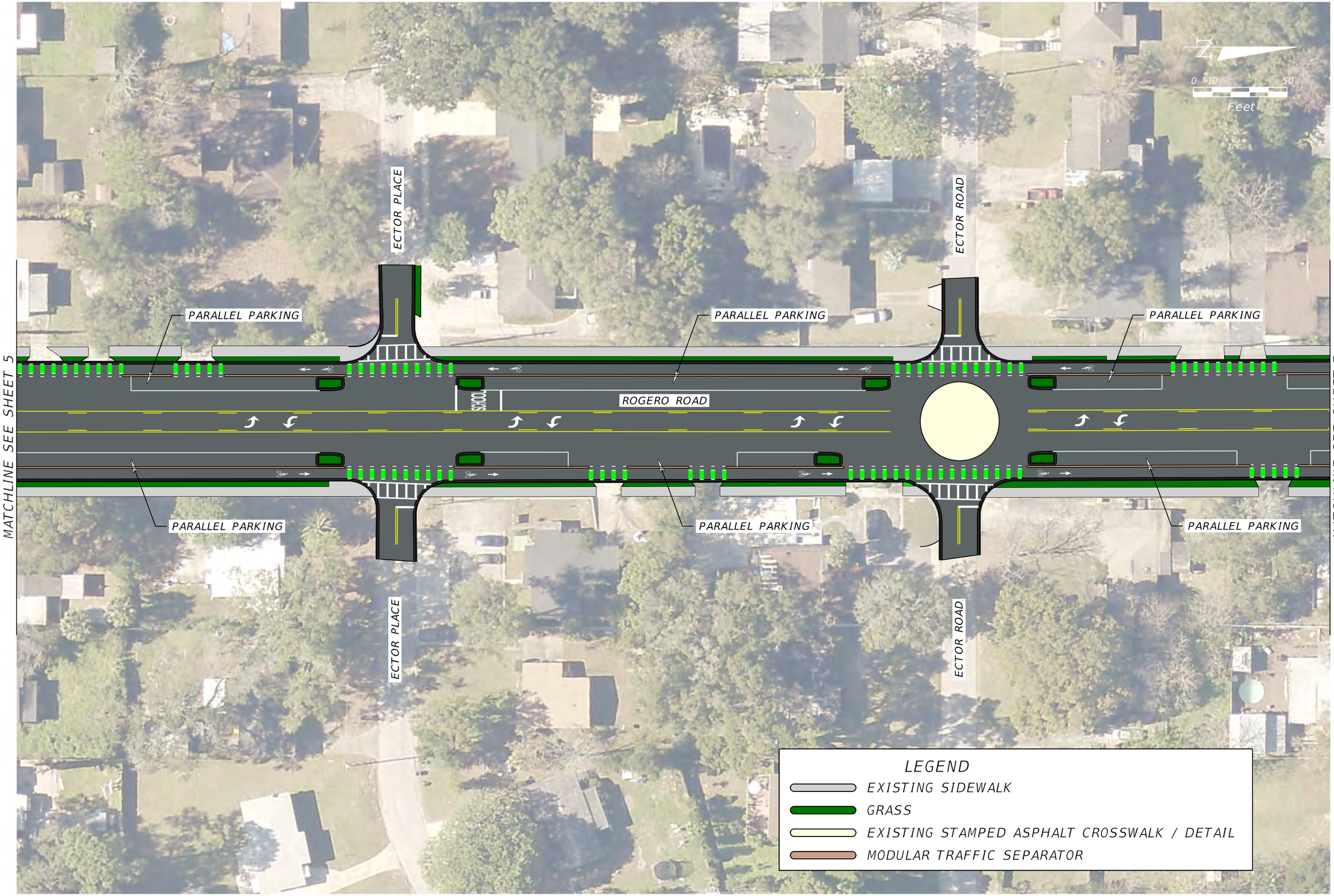

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

NORTH FLORIDA TPO

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
NA	NA	NA

ROGERO ROAD CONCEPT

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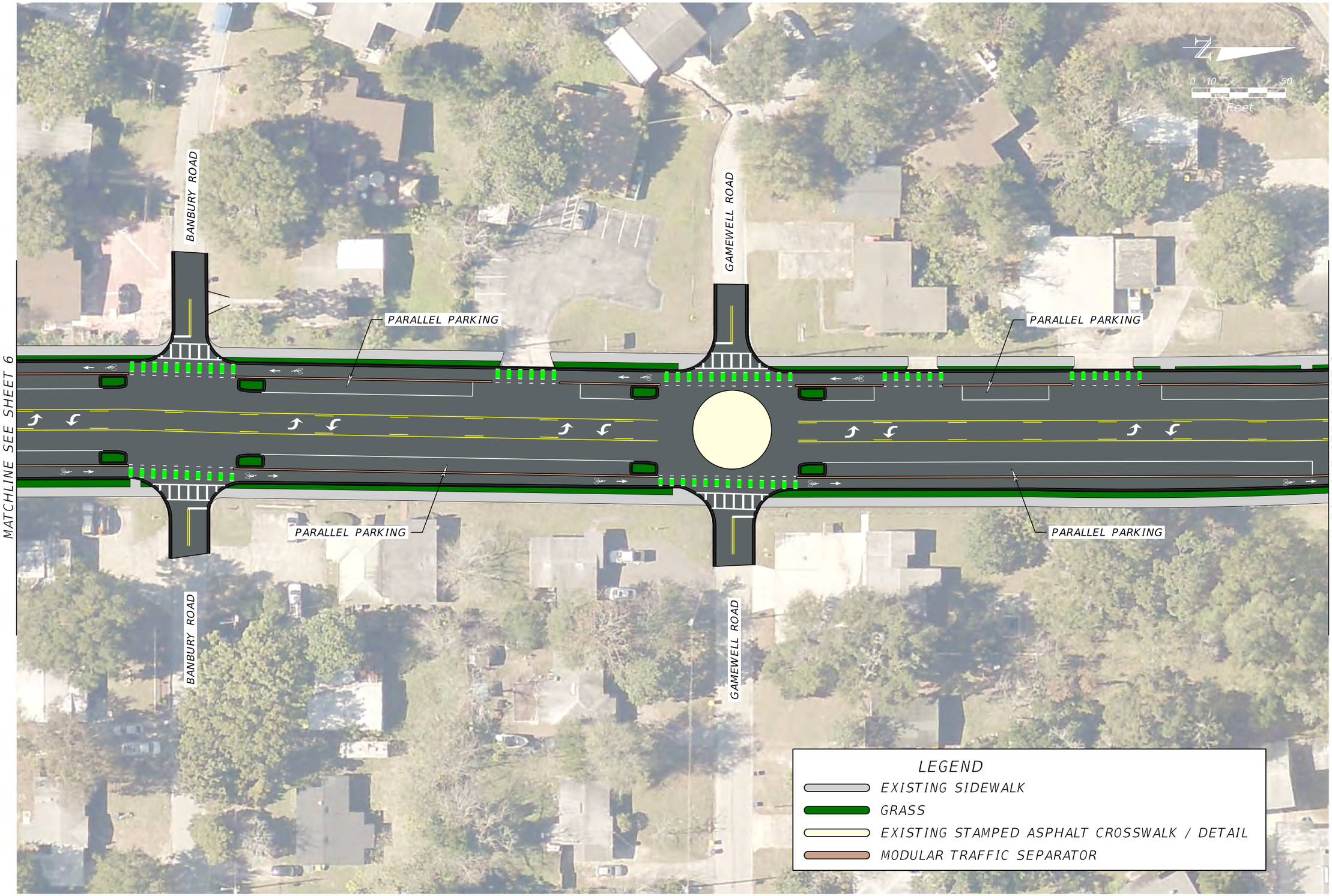

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

NORTH FLORIDA TPO

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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ROGERO ROAD CONCEPT

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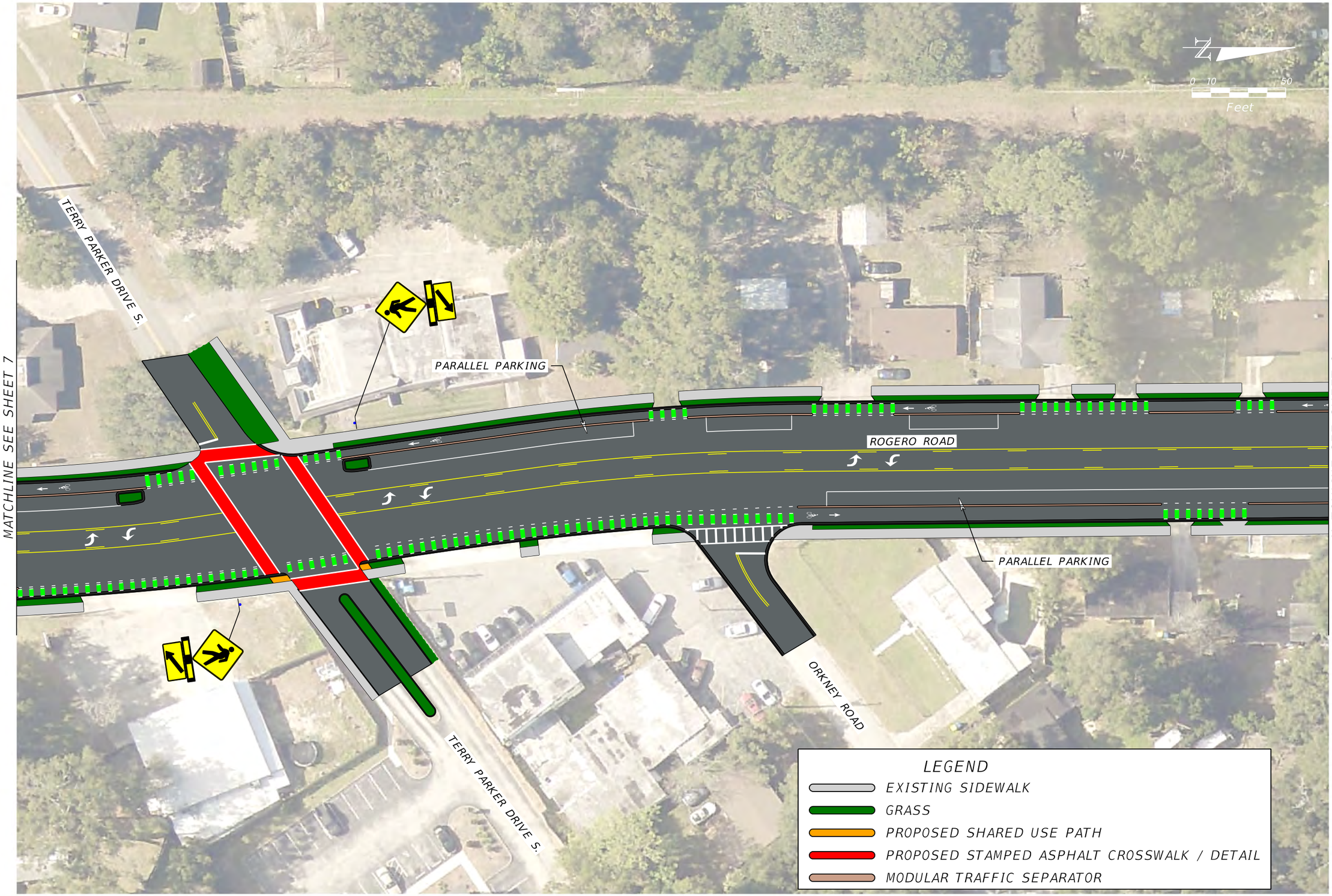

MATCHLINE SEE SHEET 7

MATCHLINE SEE SHEET 9

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NORTH FLORIDA TPO

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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ROGERO ROAD CONCEPT

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NORTH FLORIDA TPO

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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ROGERO ROAD CONCEPT

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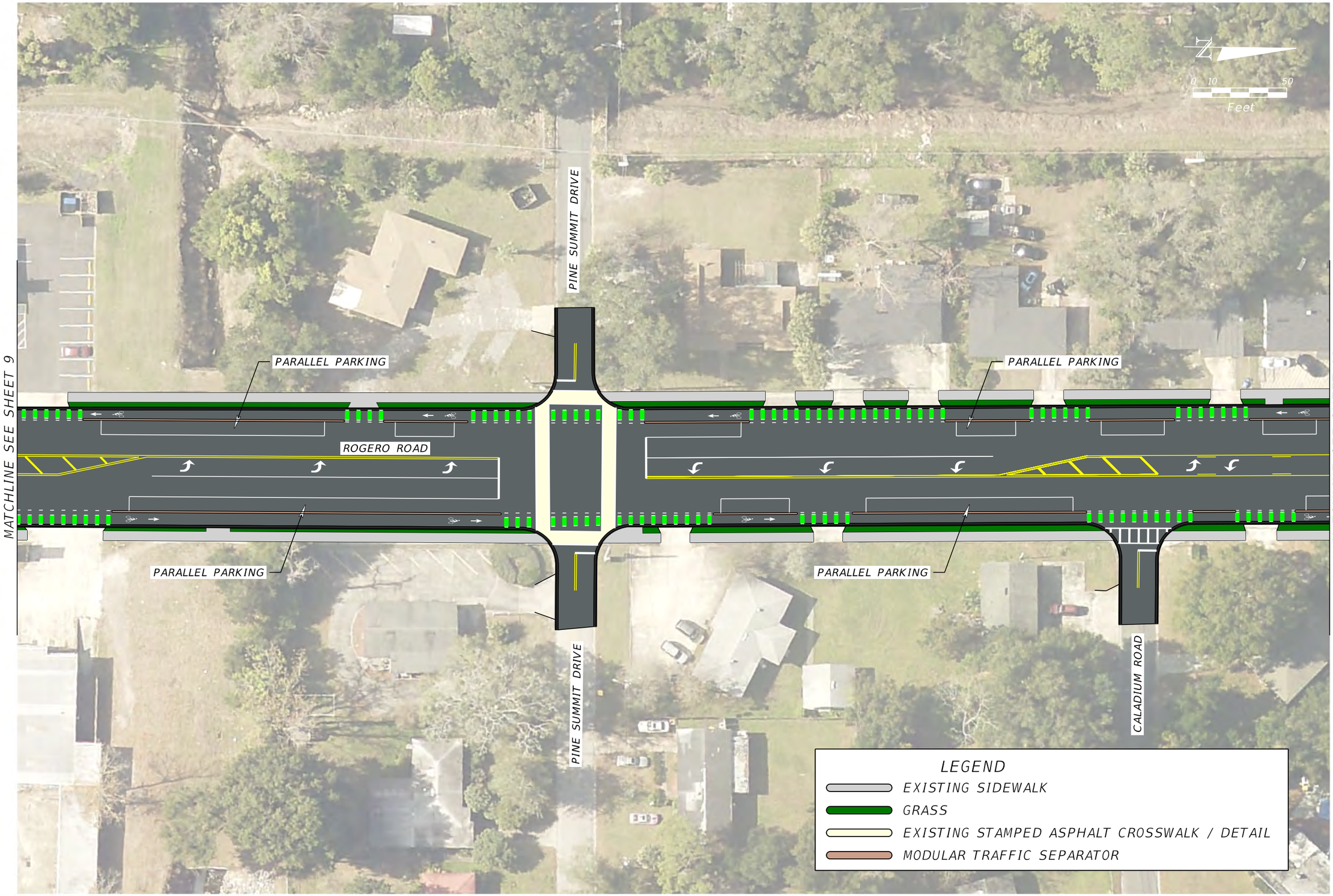

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ROGERO ROAD CONCEPT

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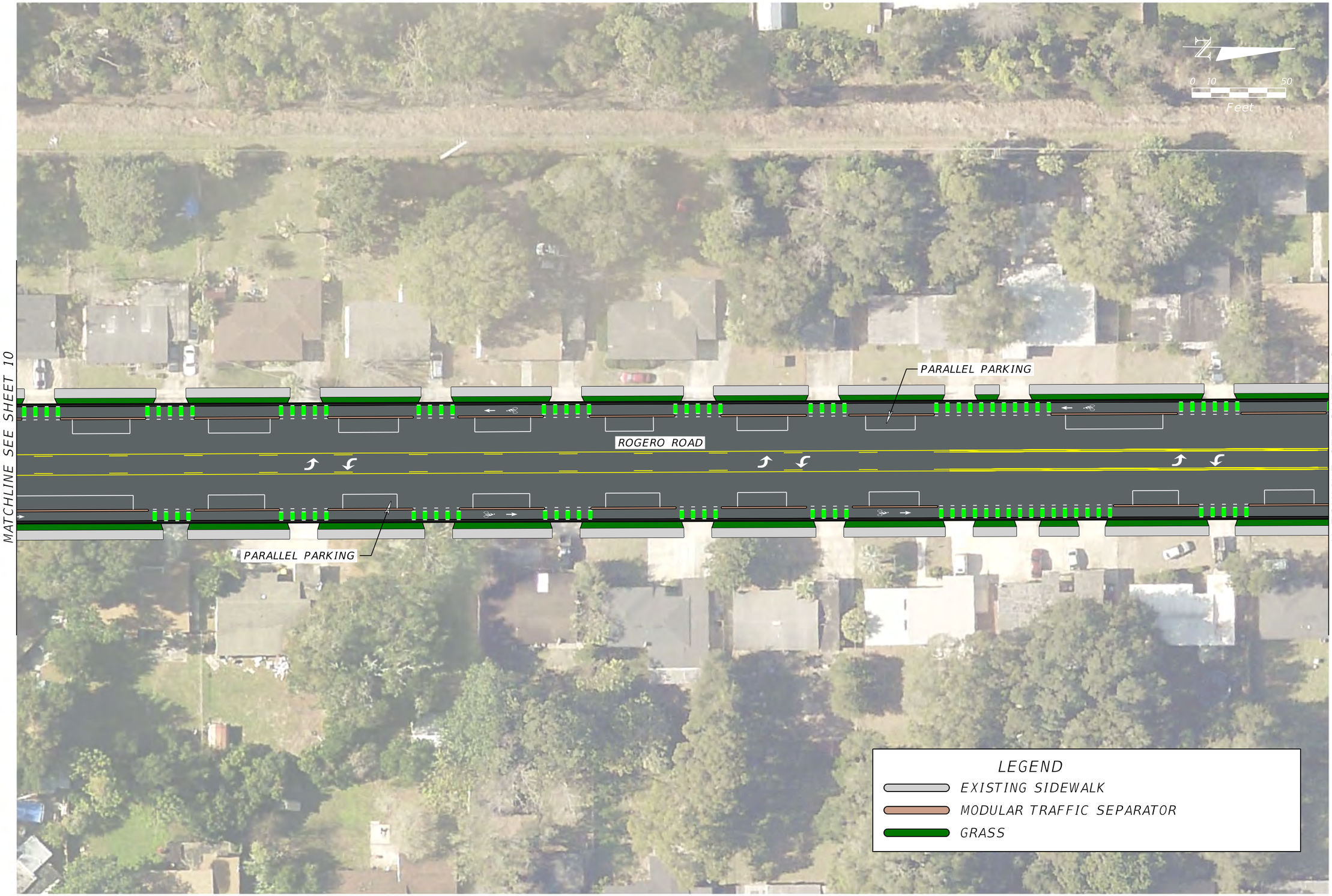

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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ROGERO ROAD CONCEPT

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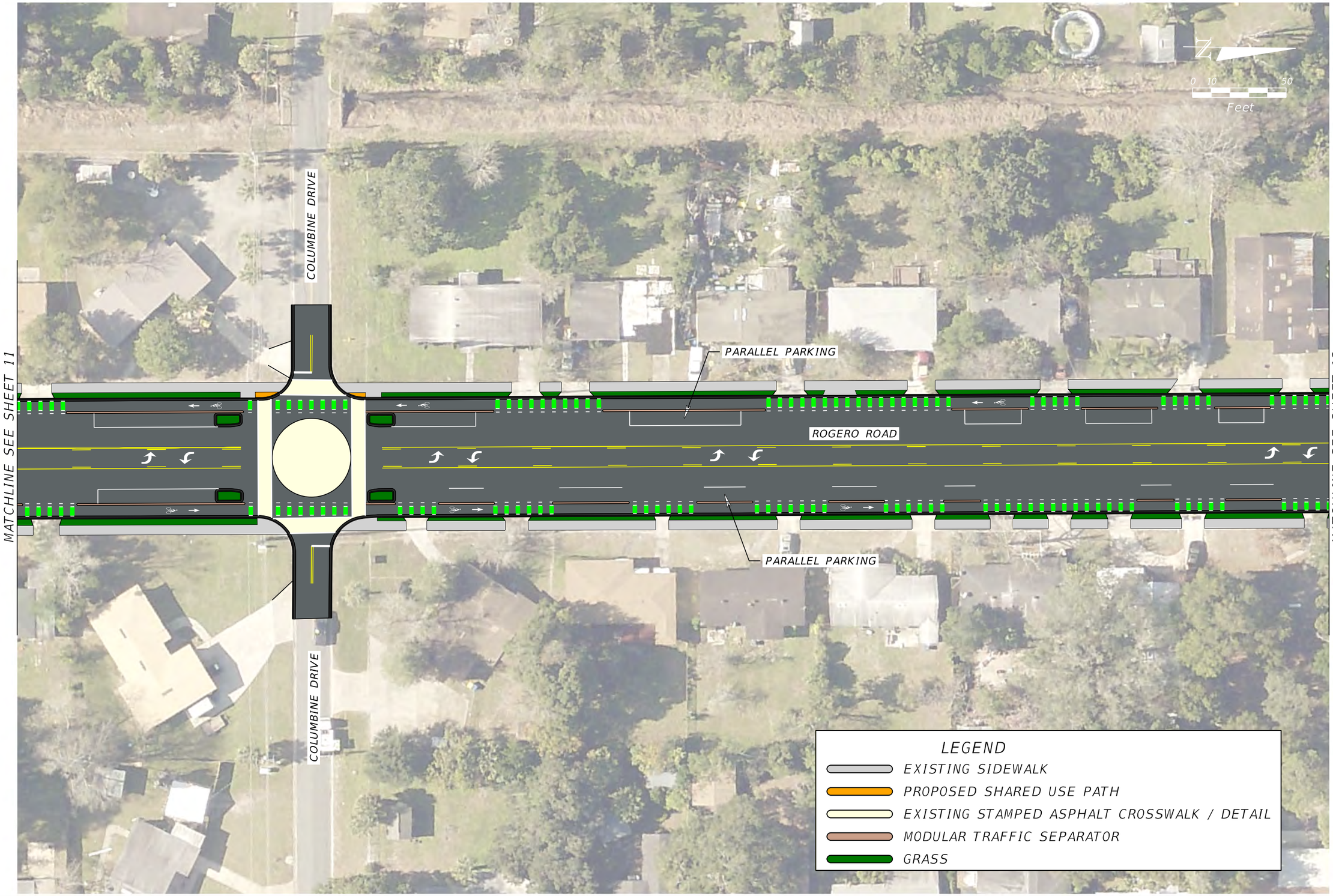

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DATE	DESCRIPTION	DATE	DESCRIPTION

NORTH FLORIDA TPO

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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ROGERO ROAD CONCEPT

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

NORTH FLORIDA TPO

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
NA	NA	NA

ROGERO ROAD CONCEPT

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APPENDIX B

Long-Term Unfunded Projects

LONG-TERM PROJECTS

Document	Location	From	To	Improvement	Cost
Jacksonville Pedestrian and Bicycle Master Plan (2017)	Rogero Rd	Merrill Rd	Arlington Rd	Buffered Bike Lanes	-[1]
		Merrill Rd	Arlington Rd	RRFB (3 locations)	-[1]
COJ Mobility Plan, 2045 Motorized Transportation Projects	Rogero Rd	Merrill Rd	Arlington Rd	Road diet (4-to 3 lane). Retain existing curb line. Buffered bike lanes.	$2,888,067
JTA Complete Streets Program, Prioritization Summary (August 2021)	University Blvd/ Merrill Rd Corridor	University Blvd	Townsend Rd	Intersection Improvements, side path and separated bike lanes	-[1]

[1] *Cost estimate not provided in document*

APPENDIX C

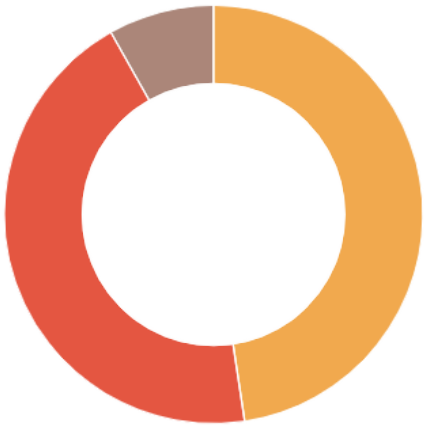
Online Survey Results

Rogero Road Study

Project Engagement

VIEWS	PARTICIPANTS
527	152
RESPONSES	**COMMENTS**
2,063	87
SUBSCRIBERS	
31	

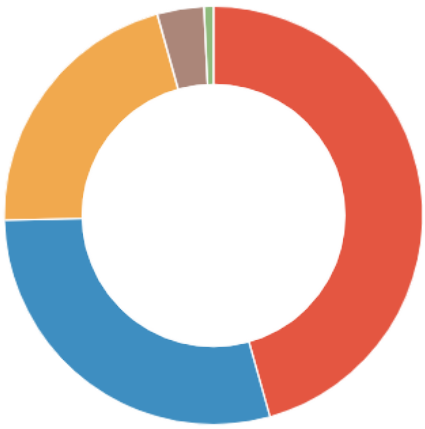
Where do you live? (Select one)



- 48% **In the study area (on/near Rogero Rd. between Merrill Rd. and Arlington Expwy.)**
- 44% **In another area of Jacksonville or Duval County**
- 8% **Clay, Nassau or St. Johns County**
- 0% **Outside Clay, Duval, Nassau or St. Johns counties**

147 respondents

Where do you typically work? (Select one)



- 46% **In another area of Jacksonville or Duval County**
- 29% **I do not work (e.g., student, retired, etc.)**
- 21% **In the study area (on/near Rogero Rd. between Merrill Rd. and Arlington Expwy.)**
- 4% **Clay, Nassau or St. Johns County**
- 1% **Outside Clay, Nassau and St. Johns counties**

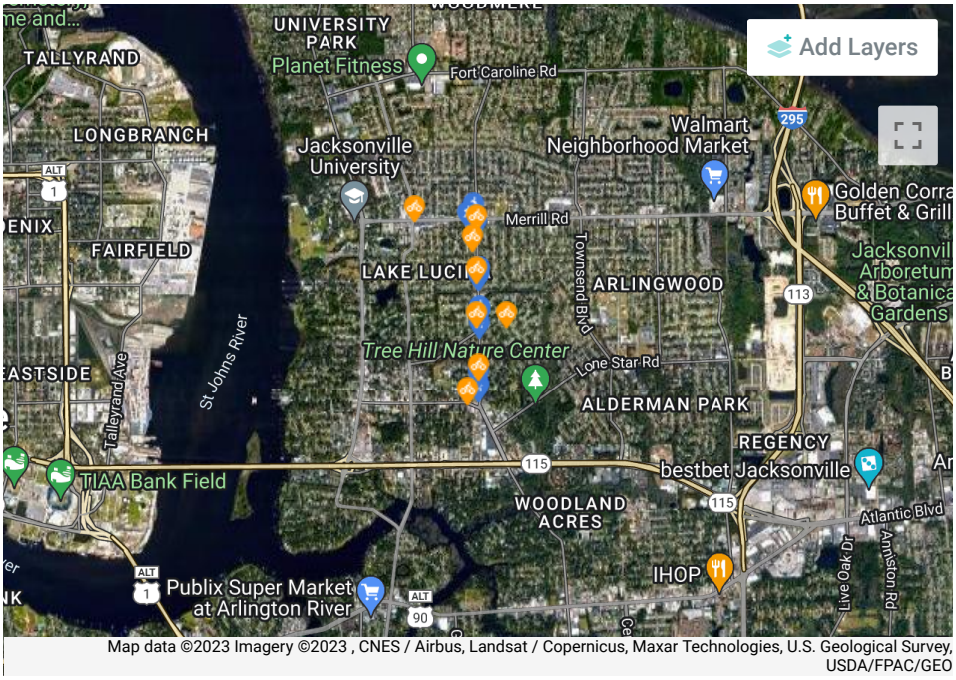
138 respondents

How often do you travel along Rogero Road?

	Every day	Almost every day	A few times a week	Once or twice a week	A few times each month	Rarely	Never
Walk	9% Every day	8% Almost every day	11% A few times a week	2% Once or twice a week	13% A few times each month	15% Rarely	42% Never
Ride a bicycle	2% Every day	1% Almost every day	3% A few times a week	4% Once or twice a week	6% A few times each month	19% Rarely	66% Never
Drive or ride with someone else	19% Every day	11% Almost every day	23% A few times a week	8% Once or twice a week	21% A few times each month	9% Rarely	9% Never
Ride public transit	1% Every day	2% Almost every day	- A few times a week	- Once or twice a week	1% A few times each month	12% Rarely	85% Never
Other	10% Every day	1% Almost every day	2% A few times a week	2% Once or twice a week	5% A few times each month	12% Rarely	68% Never

131 respondents

Please mark the location of walking or bicycling-related problem spots on the map below. Select or drag and icon, explain the problem in the pop-up box and select post at the bottom right. You can also upload a photo with your description.



Groups of students cross here but there is no crosswalk.

12 days ago

Broken sidewalk... pavement broke in half and fell into sewer.

9 days ago

A lot of overgrowth on this side of the street forces one to move down to the street without a marked path for bicycles or pedestrians. Also, a lot of the sidewalk is broken and have to go on the street because of that, as well.

9 days ago

walk in this area

11 days ago

Groups of students cross at this location but there is no crosswalk.

12 days ago

The designated planned construction areas of Rogero Road DO NOT REQUIRE REWORK NOR THE EXCESSIVE CONSTRUCTION IMPACTS THAT THIS "ROAD STUDY" IS INDICATING!!! Do NOT FIX what IS NOT BROKEN!!! The only main result affected after all of the construction is MORE PROBLEMS!!! This roadway corridor has enough vehicular traffic for the current design. Any changes would severely impact the vehicular traffic load capabilities. The pedestrian foot traffic and bicycle traffic in this corridor is light at best. Cited studies are flawed and incomplete if not outright fabrications! The pedestrian traffic in this entire corridor DOES NOT JUSTIFY THE IMPACTS THAT WOULD HAVE TO BE ENDURED BY THE LOCAL AREA RESIDENTS AND ALL OF THE VEHICULAR TRAFFIC USERS OF THIS ROADWAY CORRIDOR! The construction IMPACTS WOULD BE SEVERELY EXCESSIVE! This roadway corridor is one of the specified alternate routes AS A DIRECT RESULT OF THE MERRILL ROAD/UNIVERSITY BLVD. intersection TRAFFIC CIRCLE vehicular traffic interruption constructed within the past few years. And now to ADD MORE ROADWAY CONSTRUCTION?!?! And MORE INTERRUPTIONS?!?! And EXCESSIVE IMPACTS?!?! NO!!!

yesterday

I LIVE DIRECTLY ON ROGERO ROAD AND THE PROPOSED CHANGES WOULD DIRECTLY AFFECT MY TRAVEL!

yesterday

Everything is a problem as my vehicle transportation is directly affected as I LIVE DIRECTLY IN THE ROGERO ROAD CORRIDOR!

yesterday

There is absolutely ZERO need to tear up the wonderful corridors we have spent years/millions of dollars to beautify Rogero Road from Ft Caroline south to Arlington Expy. ZERO. LEAVE ROGERO ALONE. No one rides bikes on Rogero except for a few Lake Lucina students and the only walkers are the druggies, dealers and homeless. WE live here. You don't. WE DON'T need you telling us what WE need.

yesterday

This is government waste. So unnecessary.

yesterday

Pedestrians need to use the cross-walks and drivers should use their turn signals to let other drivers know their intentions in the round-about.

yesterday

Difficult for bicyclists

3 days ago

The road doesn't need improvements, just speed limit enforcement. People drive 10-30 mph over the posted speed limit and don't pay attention to the road, which is what makes it unsafe to walk or bike on.

5 days ago

The area looks good the round about was great idea for the remover of light

7 days ago

These bump-outs require cyclists to move into the traffic lanes. While cyclists have the right to travel in the traffic lanes, it puts them at higher risk from inattentive or aggressive drivers. They were a terrible idea in the first place.

8 days ago

Difficult road to cross around this area. Too much traffic traveling AT HIGH SPEED since early morning until nighttime. Need to have vehicles slow down or stop to yield to pedestrians and bikers alike.

9 days ago

No sidewalk here at all!

9 days ago

Arlington Round About does not serve its purpose well. There is nothing here helpful to pedestrians. Car drivers new to the area always seem confused as to where to turn since there are no clearly marked signs.

9 days ago

The crossing light on Pine Summit Dr. only lasts 5 seconds. I am forced to cross here to avoid the broken up sidewalk and the overgrowth (low hanging tree branches or tree roots) on this side of the street for the rest of the road leading up to Merrill.

9 days ago

A lot of overgrowth on this side of the street forces one to bike right on the street without a marked path for bicycles or pedestrians. Also, a lot of the sidewalk is broken and have to go on there street because of that, as well.

9 days ago

A lot of one-vehicle accidents happen at this very spot late at night when it's dark. Light pole has been hit several times and is splintered up.

9 days ago

Rogero Road Town Center was a waste of money.
Rogero Road did not need the round about, people do not know how to use them. The bulb outs are the worst. They are dangerous to drivers and do no slow traffic down. They are dangerous to the bikers that Rogero rarely gets.
The concrete circles are the only thing very nice on Rogero. The old light poles look out of place and don't illuminate as much light that is needed. Therefore I suggest each intersection to get the circles on the road. Take out the round about. If not now, plant some low plants to make it look better. Go back to regular light poles and brighter illumination.

10 days ago

low visibility of traffic on rogero from commerce drive causing cars to block cross traffic

11 days ago

see comments in picture

11 days ago

walk in this area, too

11 days ago

The pin thing failed to work.
Need better instructions

12 days ago

Lad

12 days ago

WHOA--- This is the Rogero Road Town Center Vision Plan. Worked 20 years on this. Cost millions. !!!! Community wanted what is there now!! STOP TEARING UP DESTROYING OUR PLAN. Roberta Thomas, Chair STeeering Comm. We got bumpouts and medians to SLOW TRAFFIC DOWN-- SPEEDING. NARROWED THE ROAD. Do not change this road way!!! It is NOT A PEDESTRIAN- BICYCLE PATH. ever..

12 days ago

There needs to be a bike lane that's safe for people to ride their bikes. The roads are too small for a safe ride.

12 days ago

The entire roadway is problematic for pedestrians because the crossing distance is so large. There are four lanes and two parking lanes, but there is not enough traffic volume to warrant 4 lanes. It would make much more sense to remove the outer two lanes and put buffered bike lanes. Then peds only have to cross two vehicular lanes and bicyclists will also be much more comfortable.

12 days ago

I have witnessed bikes on Sprinkle Dr N cross Rogero here without stopping. Bicyclists frequently disregard stop signs as though they don't apply to them.

12 days ago

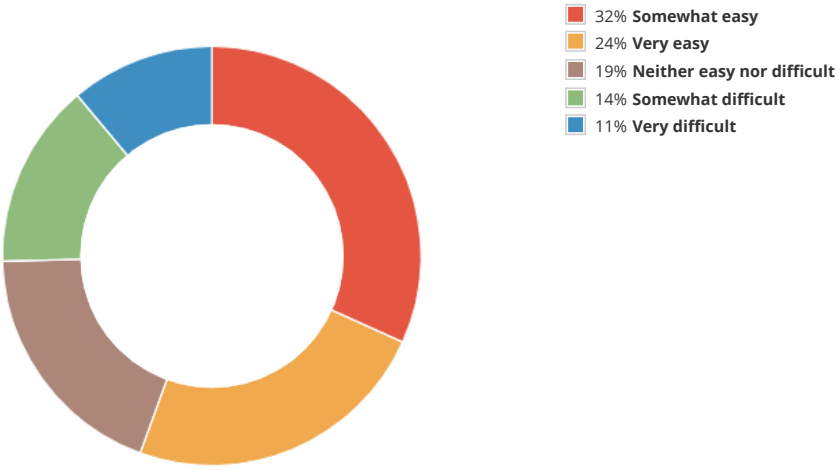
Pedestrians cross here, but with the speed of vehicles on Rogero and the very long crossing distance, they can misjudge whether they can cross before an approaching vehicle gets to them.

12 days ago

no comment

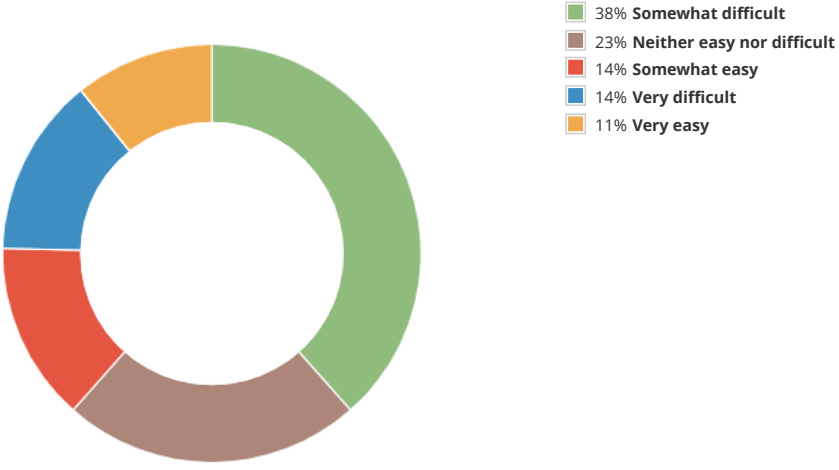
13 days ago

How easy or difficult is it to walk along Rogero Road?



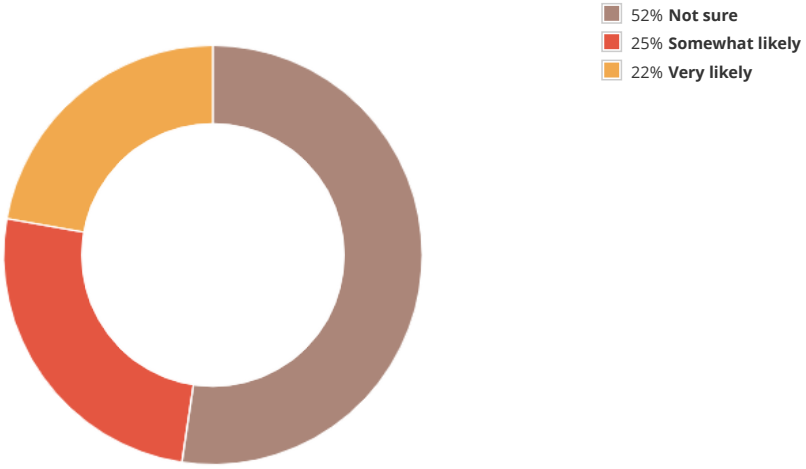
63 respondents

How easy or difficult is it to bicycle along Rogero Raod?



65 respondents

If walking or bicycling conditions were enhanced along Rogero Road, how likely would you be to walk or bicycle more often?



63 respondents

For what purpose(s) do you walk or ride a bicycle along Rogero Road? (Select all that apply)

	Walk	Bicycle
Work	56% Walk	44% Bicycle
School	60% Walk	40% Bicycle
Get to/from school bus stop	60% Walk	40% Bicycle
Get to/from public bus stop	83% Walk	17% Bicycle
Recreation/Exercise	46% Walk	54% Bicycle
Shopping/Errands	43% Walk	57% Bicycle
Eat at a restaurant	80% Walk	20% Bicycle
Other-please specify	25% Walk	75% Bicycle
I do not walk or bike in the study corridor	55% Walk	45% Bicycle

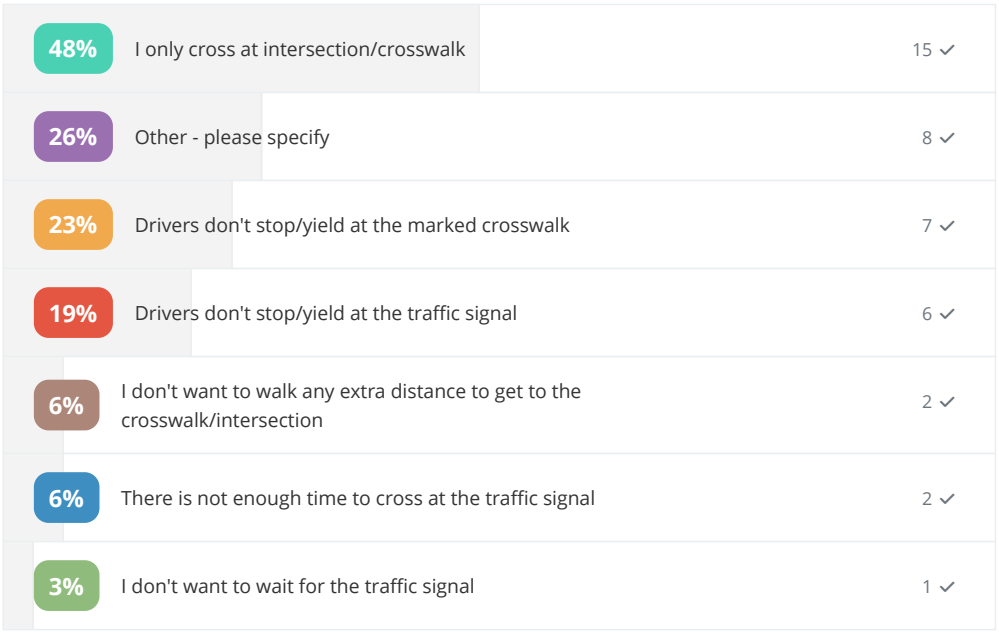
53 respondents

If you walk or bicycle along Rogero Road, select the average length of your trips. Your best guess is fine.

	Less than 1/4 mile	Between 1/4 mile and 1/2 mile	1/2 mile to 1 mile	1 mile to 3 miles	3 miles or greater	Not sure
Walk	17% Less than 1/4 mile	10% Between 1/4 mile and 1/2 mile	13% 1/2 mile to 1 mile	20% 1 mile to 3 miles	3% 3 miles or greater	37% Not sure
Bicycle	12% Less than 1/4 mile	- Between 1/4 mile and 1/2 mile	8% 1/2 mile to 1 mile	25% 1 mile to 3 miles	21% 3 miles or greater	33% Not sure

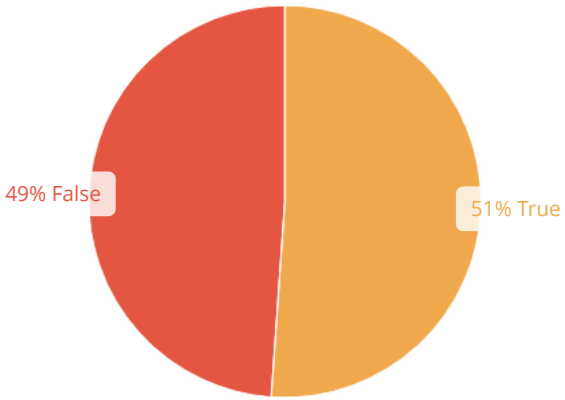
30 respondents

If you **do not** cross at an intersection/crosswalk while walking or bicycling, please select all reasons that apply.



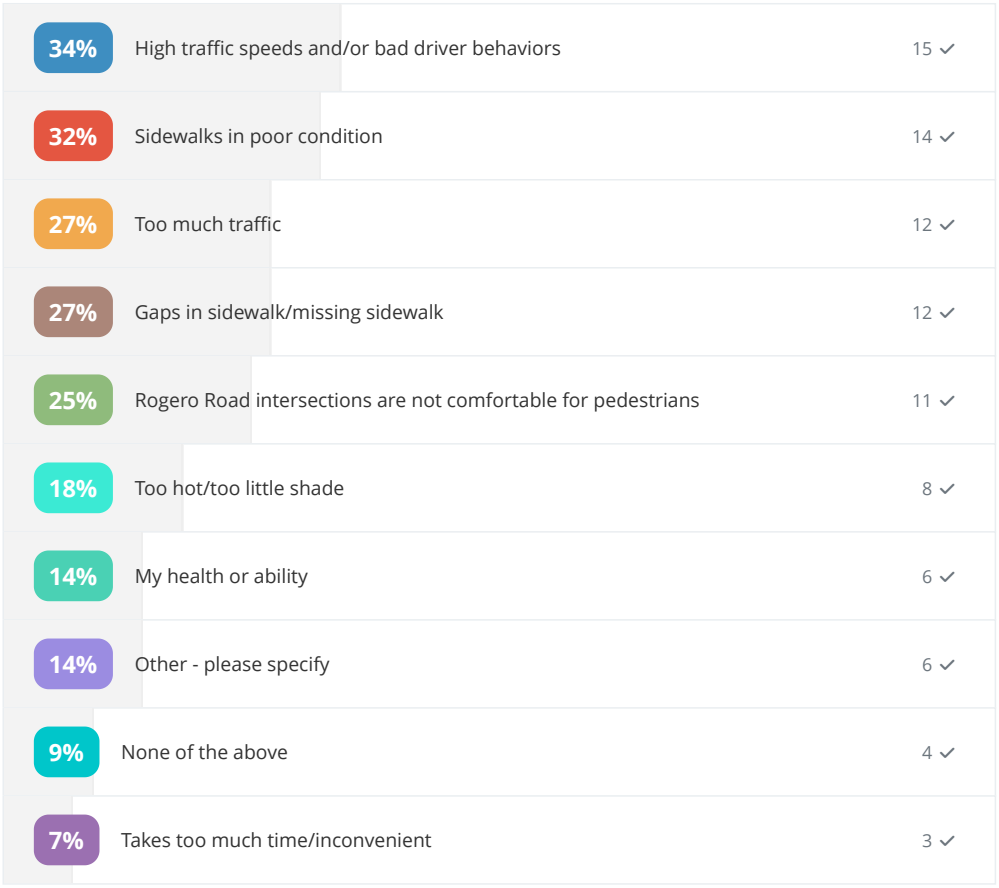
31 Respondents

I would like to walk more than I currently do. (Select true or false)



45 respondents

What are the biggest barriers that may prevent you from walking along Rogero Road? (Select all that apply)



44 Respondents

What would make you feel more comfortable walking along Rogero Road? (Select all that apply)

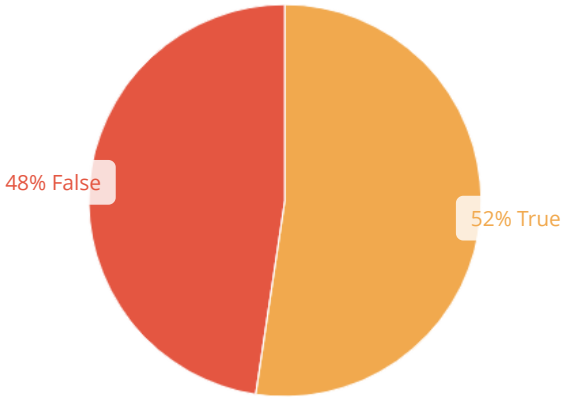
41 Respondents

Which walking enhancements would be **most** beneficial? (Select up to three)

37%	More visible, better marked crosswalks at intersections	14 ✓
34%	Additional pedestrian lighting at intersections	13 ✓
29%	Wider sidewalks	11 ✓
24%	An off-street multi-use path	9 ✓
24%	Additional pedestrian lighting along Rogero Road	9 ✓
18%	Raised medians to help protect pedestrians crossing Rogero Road (pedestrian refuge islands)	7 ✓
18%	Mid-block crossing opportunities	7 ✓
11%	Other - please specify	4 ✓

38 Respondents

I would like to ride bicycles more than I currently do. (Select true or false)



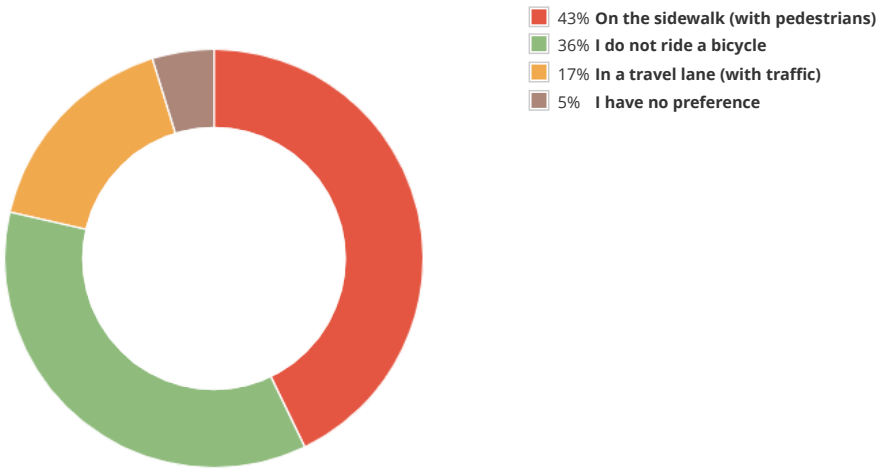
42 respondents

What are the biggest barriers that may prevent you from riding a bicycle along Rogero Road? (Select all that apply)

43%	No bicycle lanes	17 ✓
40%	High traffic speeds and/or bad driver behaviors	16 ✓
28%	Sidewalks in poor condition	11 ✓
23%	Too much traffic	9 ✓
20%	Rogero Road intersections are not comfortable for bicyclists	8 ✓
15%	My health or ability	6 ✓
15%	I do not have a bicycle	6 ✓
10%	Too hot/too little shade	4 ✓
10%	Other - please specify	4 ✓
10%	None of the above	4 ✓
8%	No bicycle parking/racks	3 ✓

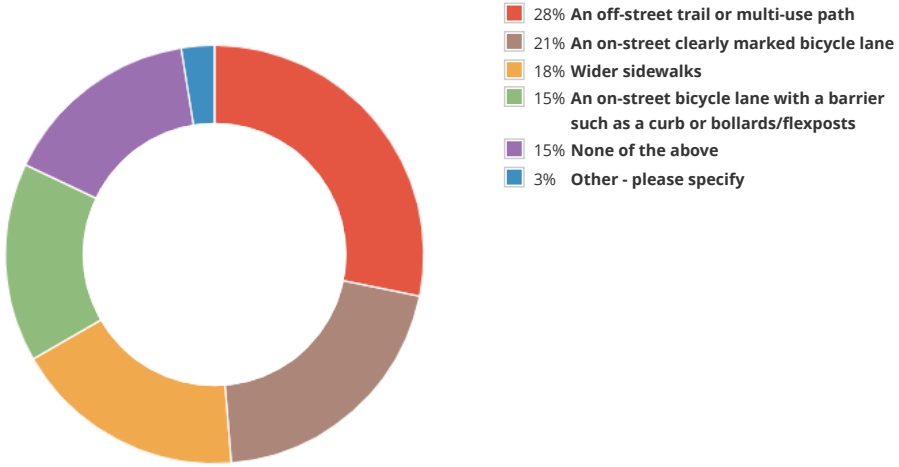
40 Respondents

In locations where there are no on-street bicycle lanes, where do you prefer to ride your bicycle?



42 respondents

Which bicycling enhancement would be **most** beneficial?



39 respondents

What design features would you like to see on Rogero Road? (Select all that apply)

56%	Enhanced crosswalk designs for cyclists and pedestrians	20 ✓
39%	Bike lanes with painted buffer areas between bike lanes and car lanes	14 ✓
36%	Bike lanes separated from car lanes by a curb or bollards/flexposts	13 ✓
36%	Off-street trails or shared-use paths for both bikes and pedestrians together	13 ✓
28%	Two-way bikeways for two-way bike traffic separated by a curb or bollards/flexposts	10 ✓
22%	Bike lanes with green pavement markings (green bike lanes)	8 ✓
19%	Dashed white striping to mark bike lanes through intersections	7 ✓
17%	Bike boxes at intersections to provide additional room for cyclists in front of autos	6 ✓
17%	Dashed green pavement "crosswalks" to mark bike lanes through intersections	6 ✓
17%	Other - please specify	6 ✓
6%	Traffic signals dedicated solely to cyclists	2 ✓

36 Respondents

Please provide any final comments or suggestions for improving traffic conditions along Rogero Road.

Keep the big rigs from parking along the roadway. Rogero is fine the way it is. Why would the city want to waste more money for something that is not needed.

yesterday

Keep the big rug trucks from parking along the roadway.

yesterday

Supremacy ingrained into the culture of Jacksonville. Supremacy by all colors of people perpetuated by different reasons but the same end result. No realization of other human lives. The reasons are found and inlcluded in a dossier developed by the author.

yesterday

DO NOT "FIX" WHAT IS NOT BROKEN! Do NOT MAKE CHANGES FOR WHAT IS NOT NEEDED! DO NOT IMPACT THE LOCAL BUSINESSES AND RESIDENTS WITH UNNECESSARY CONSTRUCTION! DO NOT MODIFY A FULLY FUNCTIONING ROADWAY CORRIDOR!!!

yesterday

Rogero does not need a road diet! Rogero (between Merrill Rd and Arlington Rd) is a main corridor and carries heavy traffic during certain times of every day. Currently there are 4 (or 4 1/2) lanes on this corridor and all 4 lanes are needed. The corridor is not a high risk corridor for pedestrians or bicyclists. It would be a huge waste of taxpayer money to put Rogero on a road diet - absolutely not necessary! There is a plethora of projects in Arlington and other parts of Jacksonville where the taxpayers' money would be better spent.

yesterday

LEAVE ROGERO RAOD AS IT IS!

yesterday

I don't see any good reason for widening sidewalks and adding bike lanes which will of course narrow the road. We live on Rogero Rd north of Merrill Rd. We travel south of Merrill Rd. frequently and don't see very many walkers or bike riders. There is a lot of vehicle traffic though.

yesterday

1- Community spent 20 years revitalizing this road. Used thousands of own dollars. Held Workshops for 20 years. We are most offended by the actions of TPO and JPPD. We did not even get the "Required NOTICE" per COJ law! Hostile takeover. We are very much offended. We just got AWARD for our hard work from City Council and NOW-- 2 months later- you want to tear everything up, redesign as if we were disrespected dogs who should be dismissed, kicked to curb. To put things bluntly and directly-- you are not welcome. 2- If you want to fix something, Rogero had "Failed lighting". 3- If you want to fix something, Rogero has Failed Septic tank area. 4- If you want to fix something, Infill the drainage ditches and make them a walkable path on west side of Rogero. We tried to do that and PW and PD refused--but there is a long path back there. But abutting businesses do not want as unsafe. Fear murders, deaths, crime in the rear area. Fear noise and lights. But there is a walkway on public land. To be direct- pls leave Rogero alone. There are pedestrian button crosswalks, school crosswalk guards, protected intersections with bumpouts. Sidewalks are fine. If you want to do something at BERT ROAD-- have at it!! The intersection of Arl Rd and Arl Expressway needs new turn lanes. and Overhead crosswalks. No one in the BERT ROAD/ LILIAN RD area ever ever crosses at the protected crosswalks or lights and no way anyone going to change that. It is a fact.

yesterday

Enforce the no texting and driving law and ticket aggressive drivers (speeders, tailgaters, ping pong lane changers, etc.)

yesterday

Enforce speed limits

4 days ago

Speed limit enforcement and better lighting

4 days ago

Please also consider improvements to Cesery.

5 days ago

Enforce the speed limit! It's posted as 30-40 through this road, but people constantly do 50-60. It just isn't safe to walk or ride a bike.

5 days ago

Get rid of those bump-outs at the side-streets. They make it impossible to ride on Rogero without having to wander out into the traffic lanes and half of them are full of weeds anyway.

8 days ago

Speed limit enforcement

8 days ago

There is no bus stop anywhere in the middle of this route. Only the ones on Arlington Expressway and Merrill Rd. Please consider adding one or two so we don't have to walk 1/2 hour or more to get to one!

9 days ago

lower speed limit; get rid of 85% rule

10 days ago

Put the traffic signal back at Arlington Road. It worked and COJ spent a lot of money for a round-about no-one wanted or needed. It also took away traffic lanes.

10 days ago

I like how Pittsburg has great rules, laws and bike paths - always a pleasure to bike there

11 days ago

NA

11 days ago

Do NOT implement the solutions on Riverplace Blvd, San Jose in San Marco, or on Kernan between JTB and Beach
All have unique issues that actually ENDANGER bicyclists more than simple on-street, marked bicycle lanes.

12 days ago

Between Merril Rd and the Arlington Rd Roun-a-bout, it's very hard to turn left from a side street. Whether it be because of blocked vision from parked vehicles, or cars going way over the speed limit.

12 days ago

Thanks

12 days ago

Don't need any traffic improving conditions. But MERRILL ROAD DOES and it is LOS of F.. !! Dont fix what is not broken. Finally got the roadway FREE of speeders, FREE of semi heavy truck drivers, looking clean and neat.. We put in crosswalks and historic lights too. GO SOMEWHERE ELSE!! This is so wrong. So wrong!! political...

12 days ago

The Rogero Corridor Town Center Extends from Ft Caroline Road to Arl Rd to Lone Star. 2.3 miles of revitaliation project with COJ GRANTS and roundabout just completed after 20 years. Community Vision workshops held for the implemented plans. $3 million and MORE--- and now? you want to tear it all up.. with gorgeous palms. We got medians, bumpouts to SLOW Speeding. It worked. Citizens asked for this. We got decorative pavers. Why this?? Why destroy all the citizens asked for. Sound so political to me. Sooo political.

12 days ago

THIS IS SO WRONG! POLITICAL!!! DESTROYING THE ROGERO ROAD CORRIDOR TOWN CENTER PLAN.. COMMuNITY ASKED FOR IT AS IT IS--- AND IT WAS IMPLEMENTED.. NOT A BICYCLE OR WALK WAY ROAD. Tried to use the public ditches BEHIND homes as a path in plans and PW SAID NO. But there is Public ROW in rear of homes by ditches which could be a short path. This is a COLLECTOR ROAD--- not one for pedestrians. bikes. We have NO BUSES on this road. Had the path changed to STOP THE WRECKS. ACCICDENTS. No buses!! JTA said not want there. Had other routes. Got new routes.

12 days ago

Any time I've been on this part of Rogero, there has been nowhere near enough traffic to make use of four lanes. That extra space could be used for bike lanes, and possibly also a center turn lane if there's room (in addition to the existing on street parking).

12 days ago

Folks drive too fast on Rogero - not paying any attention to the road.

12 days ago

I do not walk or bike because I do not feel save. Too many pan handlers and scary looking people. Shade would be nice. A
worthy destination.

13 days ago

It's dangerous

13 days ago

Research Rogero rode for bikers and pedestrians

13 days ago

no comment

13 days ago

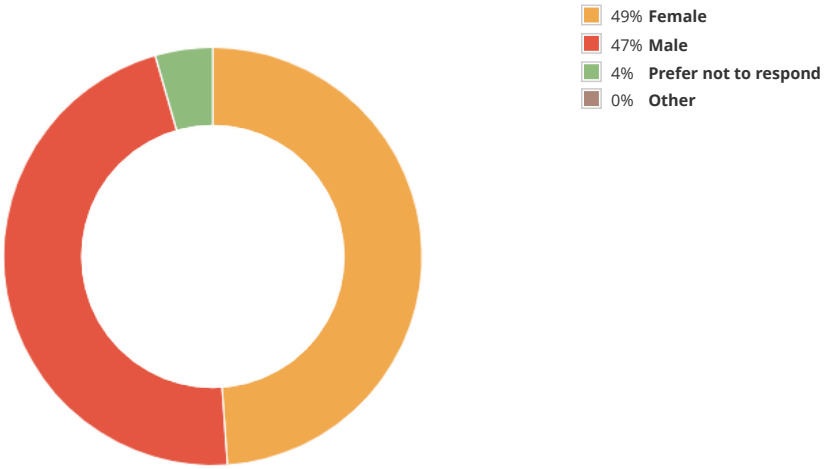
sidewalk resurfacing just to prevent vehicle damage and harm for pedestrians with and without transportation.

13 days ago

Please share your contact information to receive study updates and announcements.

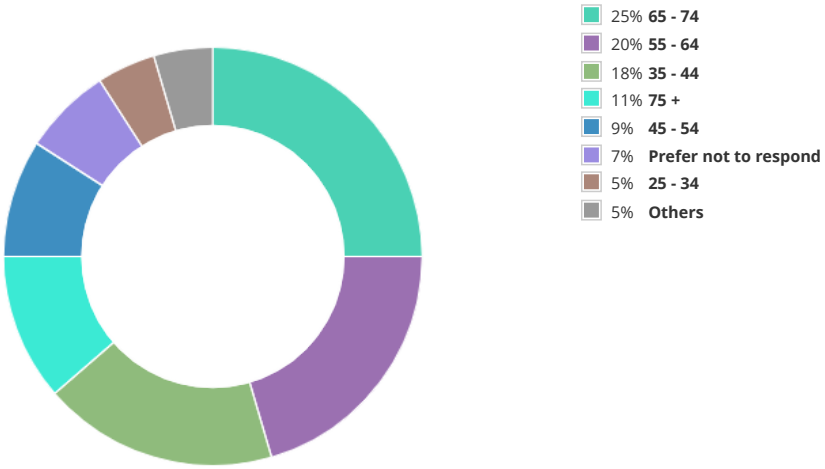
No data to display...

What is your gender?



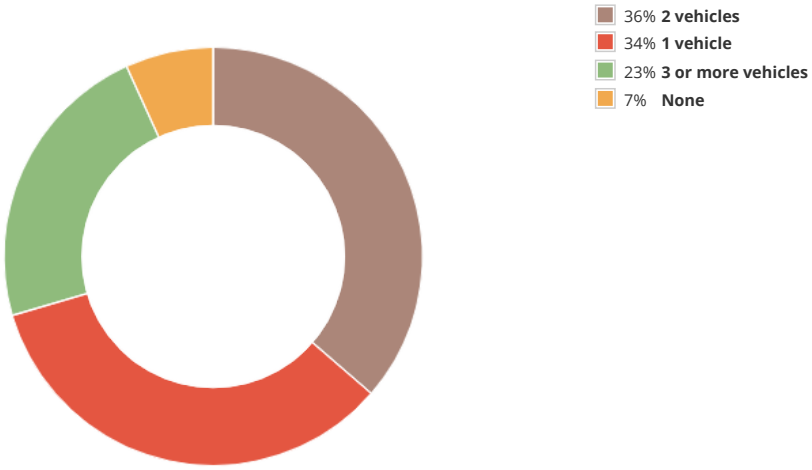
45 respondents

What is your age range?



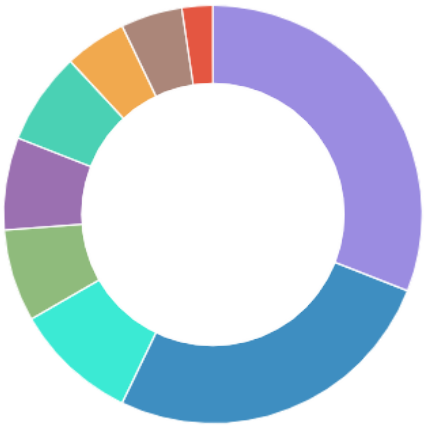
44 respondents

How many working, registered vehicles are in your household?



44 respondents

What is your household income range?



- 31% **Prefer not to respond**
- 26% **$50,000 - $74,999**
- 10% **$150,000 +**
- 7% **$35,000 - $49,999**
- 7% **$75,000 - $99,999**
- 7% **$100,000 - $149,999**
- 5% **Less than $15,000**
- 5% **$25,000 - $34,999**
- 2% **$15,000 - $24,999**

42 respondents

APPENDIX D

Summary of Transportation Plans, Projects and Studies

1 SUMMARY OF TRANSPORTATION PLANS, PROJECTS AND STUDIES

Background data was obtained to document the transportation, land use and environmental information pertinent to developing the study. Listed below are reports, studies, data and other information that may be useful in later phases of the study.

1.1 CITY OF JACKSONVILLE

1.1.1 Pedestrian and Bicycle Master Plan

The 2017 plan outlines a roadmap for the City to improve bicycling and walking opportunities. Key elements are existing conditions, developing a safety action plan, and identifying a Strategic Neighborhood Action Program for Pedestrians (SNAPP) and bicycle network recommendations and prioritization.

The plan identifies Arlington as an area with high pedestrian injury rates and recommends the following improvements for Rogero Road:

- Design recommendations include, but are not limited to, increase sidewalk widths, add buffers, decrease curb radii, add crosswalks, and add raised medians.
- Buffered bike lanes to improve bicycle safety as well as to improve pedestrian safety – Merrill Road to Arlington Road.
- Installation of Rectangular Rapid Flashing Beacons (RRFBs) to supplement standard uncontrolled pedestrian crossings and help enhance pedestrian safety at four locations.

1.1.2 Pedestrian Safety Action Plan

The Pedestrian Safety Action Plan (PSAP) was developed to address the city's pedestrian safety issues. Completed as a part of the Pedestrian and Bicycle Master Plan, the PSAP provides the city with a data-driven approach to address the city's local needs through three key elements:

- Establish a strategic approach to addressing infrastructure gaps
- Identify appropriate design elements for high-crash and high-demand corridors
- Establish preferred countermeasures, such as rectangular rapid flashing beacons (RRFB) that can be deployed at various locations throughout the city

1.1.3 Systemic Neighborhood Action Program for Pedestrians (SNAPP)

A component of the PSAP, SNAPP, modeled after the City's stormwater management program, is designed to strategically address sidewalk needs in an efficient manner. The program uses an approach to improve sidewalks and crosswalks, including maintenance needs, in a defined neighborhood or area in one concentrated effort, rather than in a reactive, piecemeal approach in individual locations all over the city.

1.1.4 Targeted Roadway Improvements for Pedestrian Safety (TRIPS) Guidelines

To address pedestrian infrastructure needs and better target countermeasures the TRIPS guidelines identify context-appropriate improvements based on the following five different street contexts. The Rogero Road corridor is identified as a *Neighborhood Collector Street.*

- Residential
- **Neighborhood Collectors**
- Downtown
- Neighborhood Commercial
- Major Arterials/Regional-Serving Corridors

In Jacksonville, Rogero Road is one of over a dozen neighborhood collector streets that have a higher number of pedestrian and bicycle crashes. The following is an overview of the definition and design elements for a Neighborhood Collector Street and typical safety enhancements which could be used to retrofit Rogero Road.

- Overview – Collector streets provide access to and through neighborhoods and provide cross-town connections. As such, they often have high volumes of bicyclists and pedestrians and can create barriers for those who need to cross. When these roadways are designed with a focus on motorized vehicles, crashes are likely to occur.

- Typical Design Elements

    - Four-lane roadways, two-lane roadways with on-street parking, or three-lane roadways with a center turn lane
    - Limited or no marked crosswalks
    - Limited or no pedestrian median islands
    - Wide curb radii
    - Fast speeds and speed limits
    - And, less frequently: missing sidewalks or sidewalks adjacent to the roadway (with no buffer)

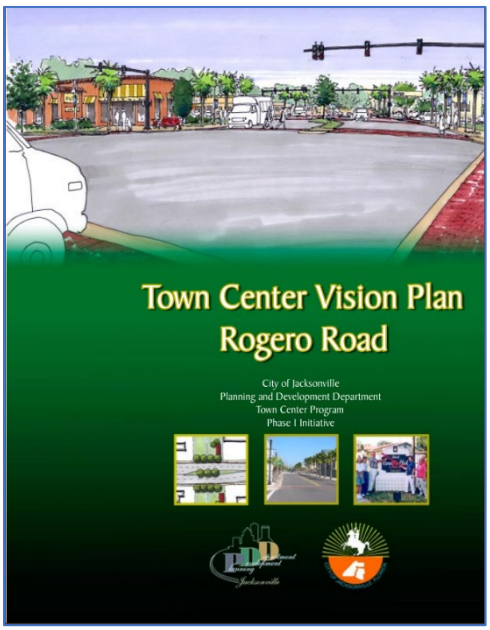
- Safety Enhancements
    - Fill sidewalk gaps and install sidewalks across driveways
    - Include buffers from the roadway when installing new sidewalks and retrofitting existing sidewalks
    - Prioritize lane reductions and road diets on four-lane or two-lane roadways with parking
    - Install high visibility crosswalks with frequency
    - Reduce curb radii
    - Identify locations for and install RRFBs
    - Ensure all major arterials have sidewalks of sufficient width that are buffered from the roadway

1.1.5 Town Center Vision Plan Rogero Road

As part of the City of Jacksonville's Town Center Program, residents of the Rogero Road community worked with the City to develop the Town Center Vision Plan for Rogero Road (December 2004). The Rogero Road

Town Center is defined as the commercial corridor along Rogero Road from Arlington Road to Fort Caroline Road. The mission of the project was to develop a vison for Rogero Road that activates the needs and desires of the local community while incorporating the realities of cost, conditions, and other constraints.

Following two public workshops to engage the community about what their ideal Rogero Road Town Center would look like, the project team put together short-term, realistic recommendations that met funding guidelines under the Town Center Program. Recommendations included the following, which were funded for construction through the Town Center Program.



- Entry Monuments
- Intersection improvements
    - Brick and concrete pavers
    - Bump-outs
    - Traffic signals
- Irrigation for landscaping
- Median improvements
- Ornamental lighting
- Right-of-way (ROW) improvements
- Street trees

Additionally, the project team made several future recommendations that were listed outside the primary group of projects because of dependency on outside elements, budget constraints, and/or unknown variables to reach completion. These projects included:

Public Property Improvements

- Bus stop improvements
- Drainage ditches and exercise trails
- Lake Lucina Elementary School vehicular access improvement
- Pocket park with pavilions
- Public sanitary sewer service
- Roadway infrastructure improvements
- Roundabouts (Arlington Road and Ft. Caroline Road)
- Sidewalk improvements
- Street furniture (benches, trash receptacles, etc.)
- Underground utilities

Private Property Improvements

- Building improvements
    - Awnings for commercial storefronts that abut the right-of-way
    - Restore storefront windows
    - Traditional door replacement
    - Preserve exposed brick

- Demolish dilapidated buildings
- Place dumpsters and other trash receptacles out of street view
- Standardized stylized signage

- Commercial parking
- New passive park

The plan also recommends an overlay district to address other concerns brought forth during the public workshops. The overlay district would seek to address issues such as commercial signs, architectural guidelines, and Crime Prevention Through Environmental Design (CPTED). Additionally, residents reported a desire for greater code enforcement for violations such as deteriorated property and yard maintenance, trash removal from ROW, vehicles parked in front yards, and vandalism.

The Vision Plan goes on to detail how the Florida Main Street program provides a model for developing implementation strategies. This includes marketing, consensus building, studying, and sustained local involvement regarding design, organization, promotion, and economic restructuring. The Plan concludes that the Rogero Road commercial district has a viable opportunity through the City's Town Center Initiative to restore and revitalize its character, provide better, safer shopping, service, and entertainment alternatives for area residents, and create a more meaningful and aesthetically pleasing environment.

1.1.6 Rogero Road Lane Repurposing Assessment Form

City of Jacksonville, March 11, 2021

The assessment examines a 1.3 mile section of Rogero Road, from Arlington Road North to Merrill Road. Issues include a high rate of accidents, lack of a two-way left-turn lane (TWLTL), no bicycle facilities and lack of mid-block crossing locations. Safety concerns related to pedestrians and bicyclists include sidewalks along Rogero Road which no longer meet City Ordinance code, Sec. 654.133 (d) (sidewalks within the Urban Area must be 6 LF on each side) and no existing facilities for bicyclists. Safety improvement goals include decreasing the posted speed limit. The study developed a lane repurposing concept, which included two travel lanes, a center two-way left turn lane, buffered bike lanes and on street parking.

The lane repurposing concept includes buffered bike lanes and a two-way left turn lane. (Image: City of Jacksonville Planning and Development Department)

1.1.7 Arlington Road North Lane Repurposing Assessment

City of Jacksonville, February 9, 2021

The assessment examines a 0.42 mile section of Arlington Road, from Arlington Expressway to Rogero Road. Several objectives were used in evaluating the lane repurposing, including opportunities to enhance bicycle mobility via a separated bike lane, wider sidewalks, reduced curb radii, increased pedestrian crossing opportunities, decreased posted speed limit and motor vehicle speeds, reduction in serious injury and fatal crashes, and advancing economic and livability goals for the area. The Assessment recommended lane repurposing for this segment of Arlington Road and included a concept for a 2-lane divided segment with buffered bike lanes.

1.1.8 Arlington Road, Lane Repurposing Assessment Form

City of Jacksonville, September 16, 2021

The assessment examines a 0.41 mile section of Arlington Road, from Rogero Road to University Boulevard North. Issues include a high rate of accidents, lack of a TWLTL, no bicycle facilities and lack of mid-block crossing locations. Safety concerns related to pedestrians and bicyclists include sidewalks along Arlington Road which no longer meet City Ordinance code, Sec. 654.133 (d) (sidewalks within the Urban Priority Area must be 8 LF on each side). Safety improvement goals include decreasing the posted speed limit and adding a dedicated bicycle facility to provide increased bicycle mobility in the Arlington area.

The study developed a lane repurposing concept, which included two travel lanes, a center two-way left turn lane, buffered bike lanes and on street parking.

1.1.9 Mobility Strategy Plan

City of Jacksonville, 2018

The Mobility Strategy Plan was an update to the City's 2030 Mobility Plan that was originally completed in 2011. The Mobility Strategy Plan provides the land use and transportation strategies used to support and fund mobility within the city and are the foundation to develop an effective application of a transportation improvement and mitigation funding tool.

The Mobility Strategy Plan identified goal areas of safety, mobility, economic competitiveness, livability and environmental stewardship and identified performance measures and project prioritization that reflects these goals. Projects identified in the updated Plan were prioritized using the updated measures that placed more emphasis on multimodal safety and less emphasis on vehicle level of service. The Plan contains motorized and non-motorized projects throughout the city by sector.

Two projects are identified for the Rogero Road corridor, including a road diet and buffered bike lanes between Arlington Road and Merrill Road (Project ID 8004) and an Avenue and Boulevard project along Rogero Road between Lone Star Road and Shady Oak Drive.

1.1.10 The Old Arlington Neighborhood Action Plan

HDR for City of Jacksonville Planning and Development Department, July 2007

Study recommendations focus on revitalization strategies to improve the quality of life for residents. While the study offered recommendations related to zoning and code related issues, it also offered suggestions in seven key areas to help the community as It transitions in its identity and develops economically.

1. Historic and Cultural Resources
2. Infill Opportunities,
3. Economic Resources & Other Strategies,
4. Marketing Arlington,
5. Land Use and Zoning,
6. Infrastructure
7. Perceptions and Home Ownership

1.2 DESIGN GUIDELINES

The study identifies appropriate and applicable design feature opportunities for Rogero Road. Therefore, the products and recommendations are consistent with current standards, policies and design guidelines for the City of Jacksonville and Florida Department of Transportation (FDOT). These include:

- COJ Context Sensitive Streets Guidelines
- COJ Land Development Procedure Manual and Standard Plans and Details
- FDOT Design Manual (FDM)

Guidance from the FDM includes recommendations from Chapter 3.3, Speed Management, and Table 202.3.1, Strategies to Achieve Desired Operating Speed.

In addition, the following guidelines from the Federal Highway Administration (FHWA) and National Association of City Transportation Officials (NACTO) were reviewed.

- *Improving Safety for Pedestrians and Bicyclists Accessing Transit* (FHWA Report No.-SA-21-130, September 2022)
- *Improving Intersections for Pedestrians and Bicyclists* (FHWA Report No. SA-22-017, April 2022)
- *Bikeway Selection Guide* (FHWA, February 2019)
- *Designing for All Ages and Abilities – Contextual Guidance for High Comfort Bicycle Facilities* (NACTO, December 2017)
- *Don't Give Up at the Intersection – Designing All Ages and Abilities, Bicycle Crossings* (NACTO, May 2019)
- *Urban Bikeway Design Guide, 2nd Edition* (NACTO, March 2014)

APPENDIX E

Facility Characteristics

1 FACILITY CHARACTERISTICS

This section describes the characteristics of Rogero Road throughout the study corridor.

1.1 RIGHT-OF-WAY

Benesch determined the width of the existing ROW along the corridor by reviewing as built plans and conducting field measurements. Table 1 details the minimum ROW width by segment. At the south end of Segment 2, the total estimated ROW width gradually widens to approximately 95 LF to accommodate the roundabout at Arlington Road.

Table 1 – ROW Width

Segment	From	To	Minimum ROW (LF)	Pavement Width (LF)
1	Arlington Expwy Service Road	Groveland Drive	70	23[1]
2	Arlington Road	Merrill Road	80	62

[1] *Pavement width = 40 LF along the rear of Arlington Plaza.*

1.2 ROADWAY CHARACTERISTICS

There are two general roadway configurations along the study corridor. Table 2 and Table 3 summarize elements of each segment with further detail in the following sections.

Table 2 – Roadway Characteristics Summary (Segment 1)

Characteristic	Description
Segment 1 –Arlington Expressway to Groveland Drive	
Cross Section	Two-lane undivided urban section with intermittent raised median islands
Context Classification	C3C
Functional Classification	Local Road
Right-of-Way (Min.)	50 LF
AADT	N/A
Posted Speed Limit	30 mph
Lighting	Single Cobra style overhead fixtures on east side of road
Pedestrian Facilities	5' Sidewalk on west side of road (discontinuous)
Bicycle Facilities	None
On-Street Parking	None
Signalized Intersection Control	None
School Zone	None
Mid-Block Crossings	None
At Grade Rail Crossings	None
Trail Crossings	None
Transit Service (Routes)	None
General Land Use	Commercial, institutional, office, public benefit

Table 3 – Roadway Characteristics Summary (Segment 2)

Characteristic	Description
Segment 2 – Arlington Road to Merrill Road	
Cross Section	Four-lane undivided urban section with intermittent raised median islands
Context Classification	C4
Functional Classification	Major Urban Collector
Right-of-Way (Min.)	50 LF
AADT	12,700 (2021) (south of Merrill Road)
Posted Speed Limit	40 mph
Lighting	Single Cobra style overhead fixtures on west side of road; pedestrian scale decorative pedestal fixtures on both sides of road.
Pedestrian Facilities	5' Sidewalk with 3' landscape buffer (typical)
Bicycle Facilities	None
On-Street Parking	Both Sides South of Merrill Road
Intersection Control	Merrill Road (Signal)
	Pine Summit Road (Signal)
	Arlington Road/King Arthur Road (Roundabout)
School Zone	Arlington Heights Elementary School (Ector Place to Brandemere Road S)
Uncontrolled Crossings	Brandemere Road
At Grade Rail Crossings	None
Trail Crossings	None
Transit Service (Routes)	None
General Land Use	Residential (North of Pine Summit Drive) Commercial (South of Pine Summit Drive)

1.3 TYPICAL SECTION

The existing typical sections for Rogero Road are described below and illustrated in Figure 6 and Figure 7.

Segment 1 (Arlington Expressway to Groveland Drive) has two, 11.5-LF lanes with open swale drainage and a discontinuous 5-LF sidewalk on the west side of the road. The pavement of the east side of the road adjoins the service area for Arlington Plaza.

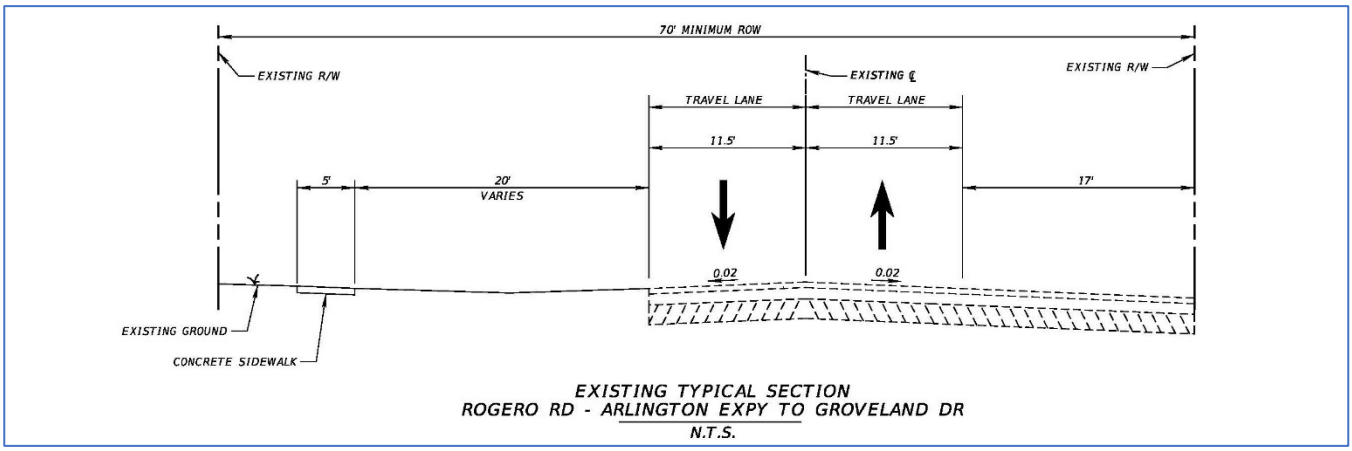


Figure 1 –Existing Typical Section (Segment 1)

Looking along Rogero Road, north of Arlington Expressway. On the east side of the corridor, the roadway pavement is continuous with the adjoining uses.

Segment 2 (Arlington Road to Merrill Road) has a 4-lane curb and gutter section with an 8-LF parking lane and a 5-LF sidewalk on both sides.

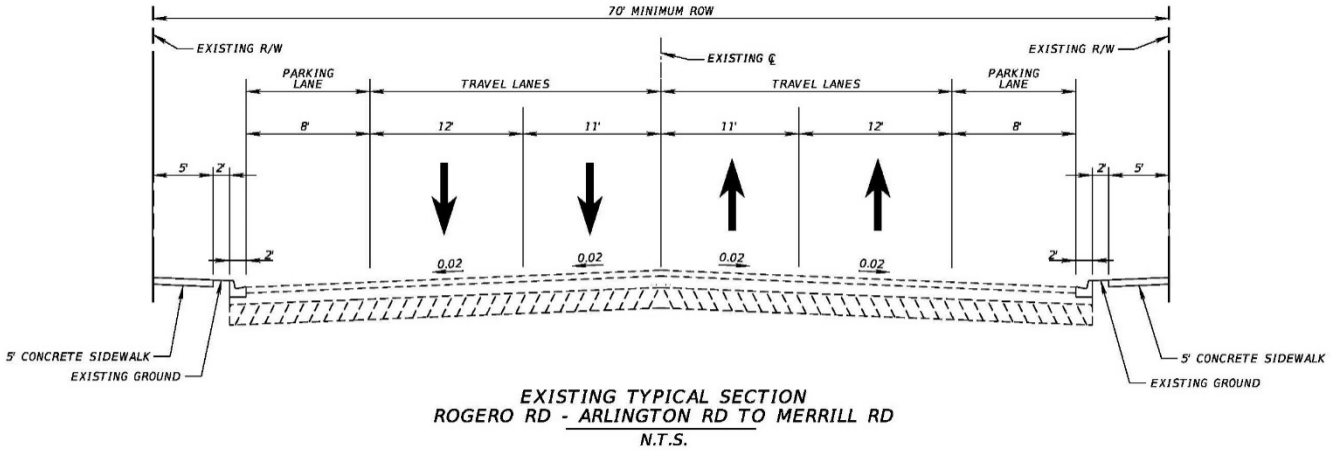


Figure 2 –Existing Typical Section (Segment 2)

Segment 2 is defined by frequent curb cuts serving single-family homes on the northern portion of Rogero Road and a mix of residential and commercial driveways on the southern portion, closer to Arlington Road. Approximately every other intersection is treated with decorative stamped asphalt and planted with sable palms. Approaches to the signalized intersections have dedicated left turn lanes and narrow raised landscaped medians.

In Segment 2, Rogero Road has on street parking, spot median islands and landscaped bump outs at select intersections for traffic calming.

1.4 MAINTAINING AGENCY

As identified in Figure 8, Rogero Road and the surrounding street network are maintained by the City of Jacksonville. Within the larger study area, Arlington Expressway (S.R. 115) is maintained by FDOT.

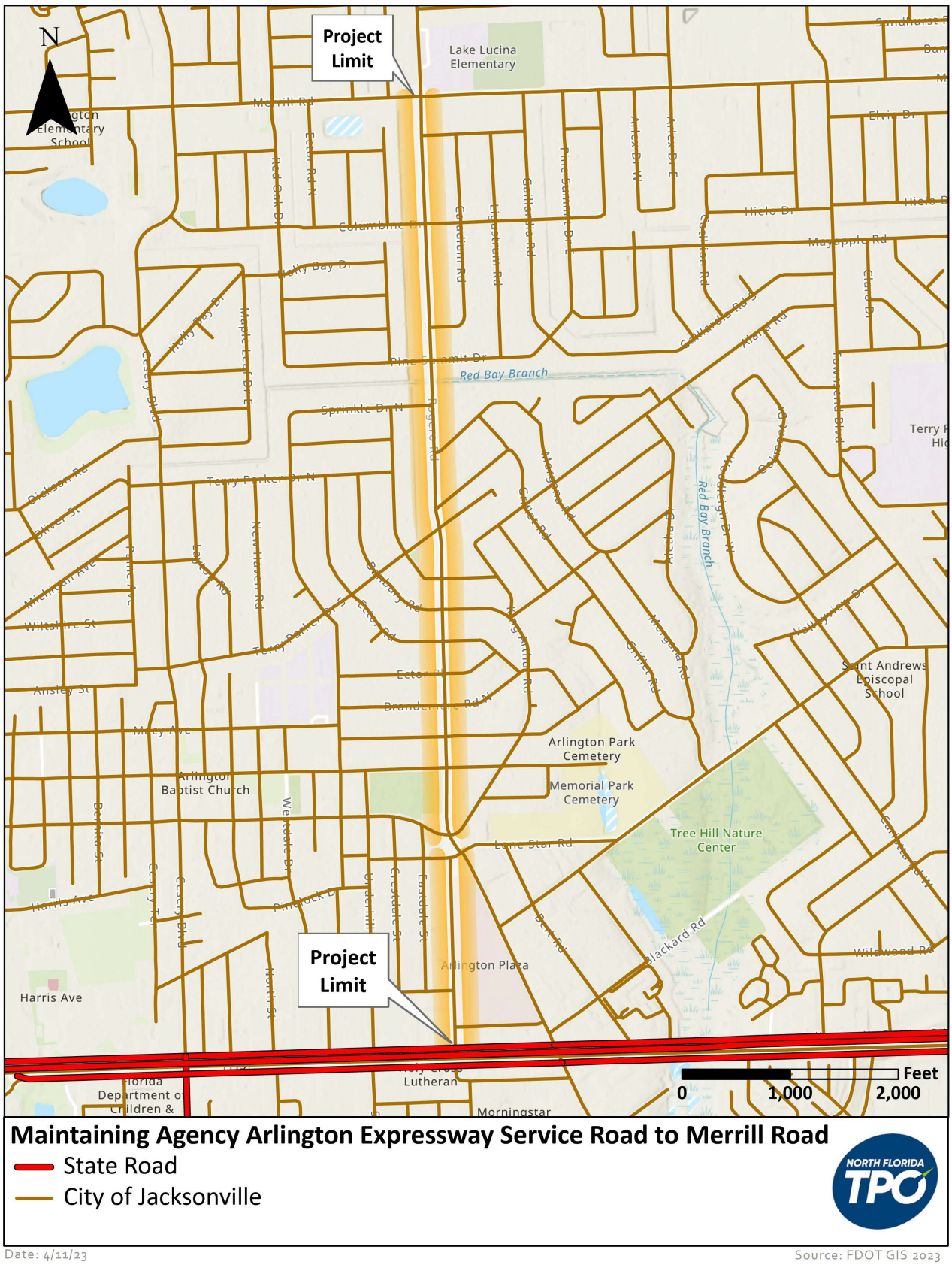
1.5 FUNCTIONAL CLASSIFICATION

Figure 9 depicts the functional classification along the corridor and within the surrounding area.

Rogero Road is a non-state road. Segment 1 is classified as a local road and Segment 2 as a Major Collector (Urban). The northern study terminus, Merrill Road, is classified as a Minor Arterial (Urban). Arlington Road is classified as a Major Collector (Urban) and the Arlington Expressway is classified as a Principal Arterial (Freeway and Expressway) (Urban). The majority of the roads that intersect with Rogero Road are local low speed neighborhood streets.

1.6 POSTED SPEED LIMIT

Posted speed limits (PSL) along the corridor and within the surrounding area are depicted in Figure 10. Segment 1 of the Rogero Road corridor has a 30 mph PSL and Segment 2 has a 40 mph PSL. Although PSL is a different element from design speed, the posted speed is indicative of the design speed.



Date: 4/11/23

Source: FDOT GIS 2023

Figure 3 – Maintaining Agency

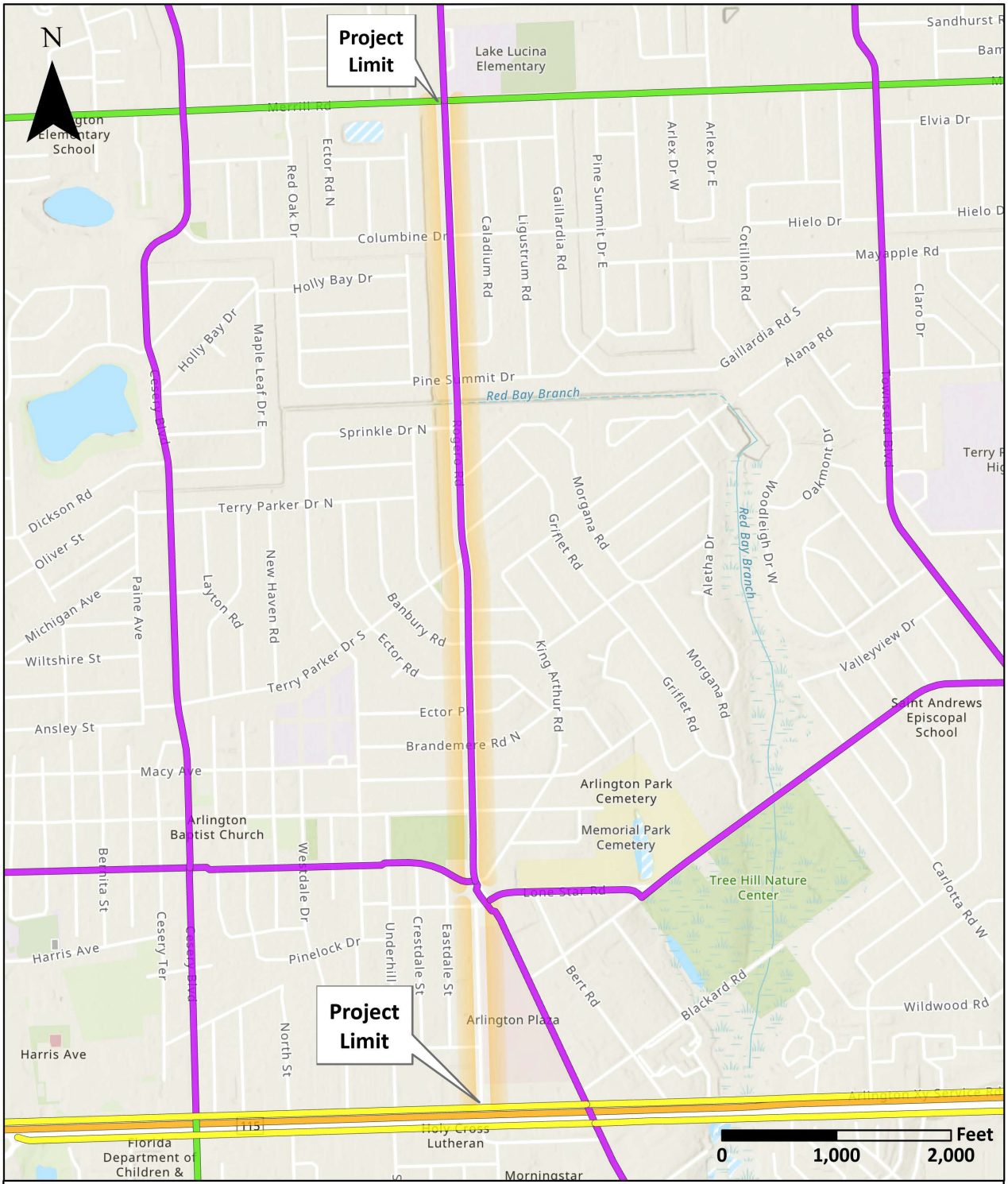


Figure 4 – Functional Classification

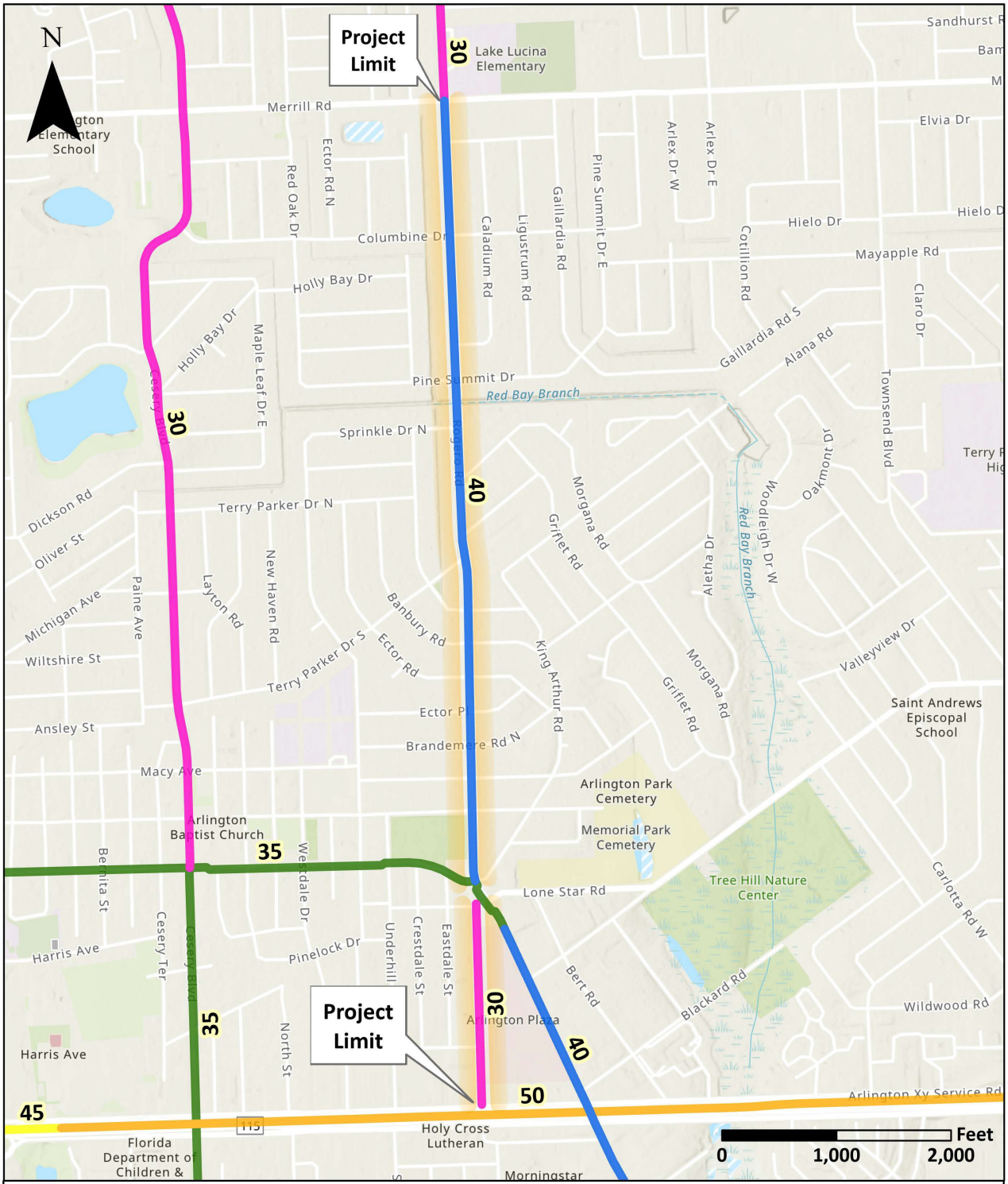


Figure 5 – Posted Speed Limits

1.7 INTERSECTION CONTROL AND CROSSINGS

Within the study corridor, the intersections with Merrill Road and Pine Summit Drive are signalized and are separated by approximately 2,500 LF. The intersection with Arlington Road and King Arthur Road was recently converted from a full traffic signal to a single lane roundabout and is approximately 4,400 LF from the nearest signalized intersection within the study corridor. Signal locations are depicted in Figure 11 and Table 4 describes the intersection geometry and signal equipment.

Table 4 – Traffic Signals

Cross St	Turn Lanes	Crosswalks	Signal Backplates	FYA	Pedestrian Equipment
Pine Summit Drive	NB Left SB Left	Decorative stamped asphalt crosswalks on 4 legs	No	No	Countdown pedestrian signals
Merrill Road	SB Left NB Left/NB Right EB Left WB Left	Decorative stamped asphalt crosswalks on 4 legs	No	No	No

The intersection of Arlington Road and Rogero Road has been reconstructed into a roundabout. In the background, a vehicle is seen exiting onto Groveland Drive.

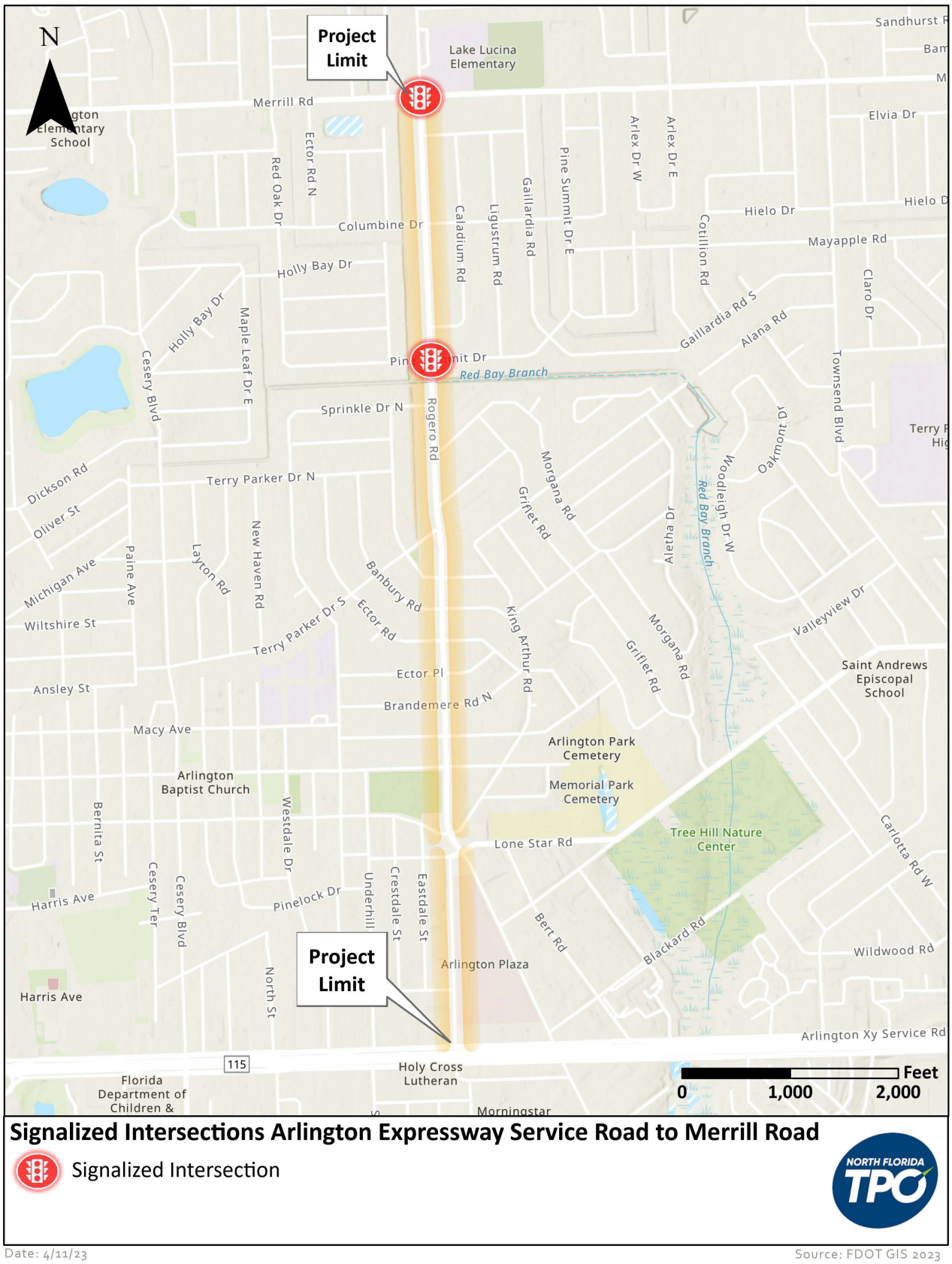


Figure 6 – Signalized and Alternative Intersection Control

Marked crossings are spaced an average of 1,000 LF apart, with Gamewell Road acting as a distinct divider of crossing frequency. North of this roadway, marked crosswalks are separated by an average of approximately 1,300 LF, while crosswalks south of this point are separated by an average of approximately 580 LF. The crosswalks south of Gamewell Road also include landscaped bump outs (a.k.a. choker islands) as a traffic calming measure.

Some intersections south of Gamewell Road in Segment 2 feature decorative stamped asphalt crosswalks and landscaped bump outs. There is also pedestrian scale lighting on both sides of Rogero Road throughout the studt corridor.

1.8 LIGHTING

On Segment 1, from Arlington Expressway to Groveland Drive, overhead Cobra-style light fixtures are on the east side of the road. On Segment 2, between Arlington Road and Merrill Road, overhead Cobra fixtures are on the east side of the road and pedestrian scale, ornamental street lights are on both sides of the road.

1.9 UTILITIES

On the Rogero Road study corridor, there are multiple utility companies and infrastructure along, under and above the road. Based on information provided through Sunshine One Call (Sunshine 811), Utility Agent/Owners (UAOs) are listed in Table 5 and include cable, fiberoptic and telephone lines; electric and gas; and overhead electric. Above ground pedestals, poles, junction boxes and other utility markers adjacent to existing right-of-way are also present along the corridor and at study intersections.

Table 5 – Utilities

Service Area Name	Utility Type
Comcast Cablevision	Telephone/Cable/Telecommunications
City of Jacksonville Traffic	Signals/ITS
Crown Castle Fiber	Internet/Telephone/Cable/Telecommunications
Jacksonville Electric Authority	Water/Wastewater/Reclaimed Water/Power
MCI	Telephone/Cable/Telecommunications
TECO Peoples Gas - Jacksonville	Gas
Quanta Telecommunication Services, LLC	Telephone/Cable/Telecommunications
AT&T/Distribution	Telephone/Cable/Telecommunications
Uniti Fiber, LLC	Telephone/Cable/Telecommunications

Source: Sunshine OneCall (Sunshine 811)

1.10 RAILROADS

No at grade rail crossings are on the Rogero Road study corridor.

1.11 CONTEXT CLASSIFICATION

While context classification applies only to FDOT roads, Benesch assumed a provisional (existing) context classification for Rogero Road to use in the concept development phase. Based on a review of the built environment, Segment 1 is classified as C3C (Suburban Commercial). Segment 2, between the Arlington Road roundabout and Merrill Road, is classified as C4 (Urban General) due to the block density. We will use the context classification to inform key design elements, such as design speeds, lane widths and types of pedestrian and bicycle facilities to be included in the design concept.

1.12 BICYCLE AND PEDESTRIAN FEATURES

Sidewalk adjacent to the study corridor is illustrated in Figure 12 and summarized in Table 6. In Segment 1, sidewalk is limited to two short segments on the east side of Rogero Road. Both segments are in good condition. In Segment 2, a 5 LF sidewalk with a landscape buffer is present on both sides of Rogero Road throughout the corridor. The sidewalks generally appear to be in adequate condition with no major cracking or hazards, although some sections are in poor condition . Some light/utility poles are placed within the sidewalk (typically at the back of the sidewalk) and may create a minor obstruction if people are trying to pass each other in opposite directions.

Table 6 – Rogero Road Sidewalk Inventory

Segment	From	To	East	West	Condition
1	Crestline Drive	85 LF S/O JFRD Station No. 19	No	Yes	Good
1	140 LF S/O Groveland Drive	Groveland Drive	No	Yes	Good
2	Arlington Road	Merrill Road	Yes	Yes	Good

No designated bicycle facilities are along Rogero Road. As illustrated in Figure 13, while there is a decent street grid throughout the study area, there is not a close parallel street that is conducive as a potential bicycle route alternative. Bicyclists along Rogero Road are either traveling in the roadway with mixed traffic or are on the sidewalk.

From a multimodal perspective, improving the connectivity along Rogero Road provides opportunities to eliminate pedestrian/bicycle gaps within the overall network, reduce pedestrian/bicycle/auto conflict points, and increase multimodal safety within the corridor. Increased multimodal connectivity may also reduce short local auto trips.

1.13 TRANSIT DATA/ROUTES

JTA provides transit service throughout the Jacksonville metro area. Figure 14 depicts the transit routes and stops within the surrounding area of the study corridor. Although there are no routes on Rogero Road, Route 23 (Townsend/Southside) operates on Merrill Road. Route 10 (Atlantic), Route 19 (Arlington) and the First Coast Flyer Redline operate on Arlington Expressway.

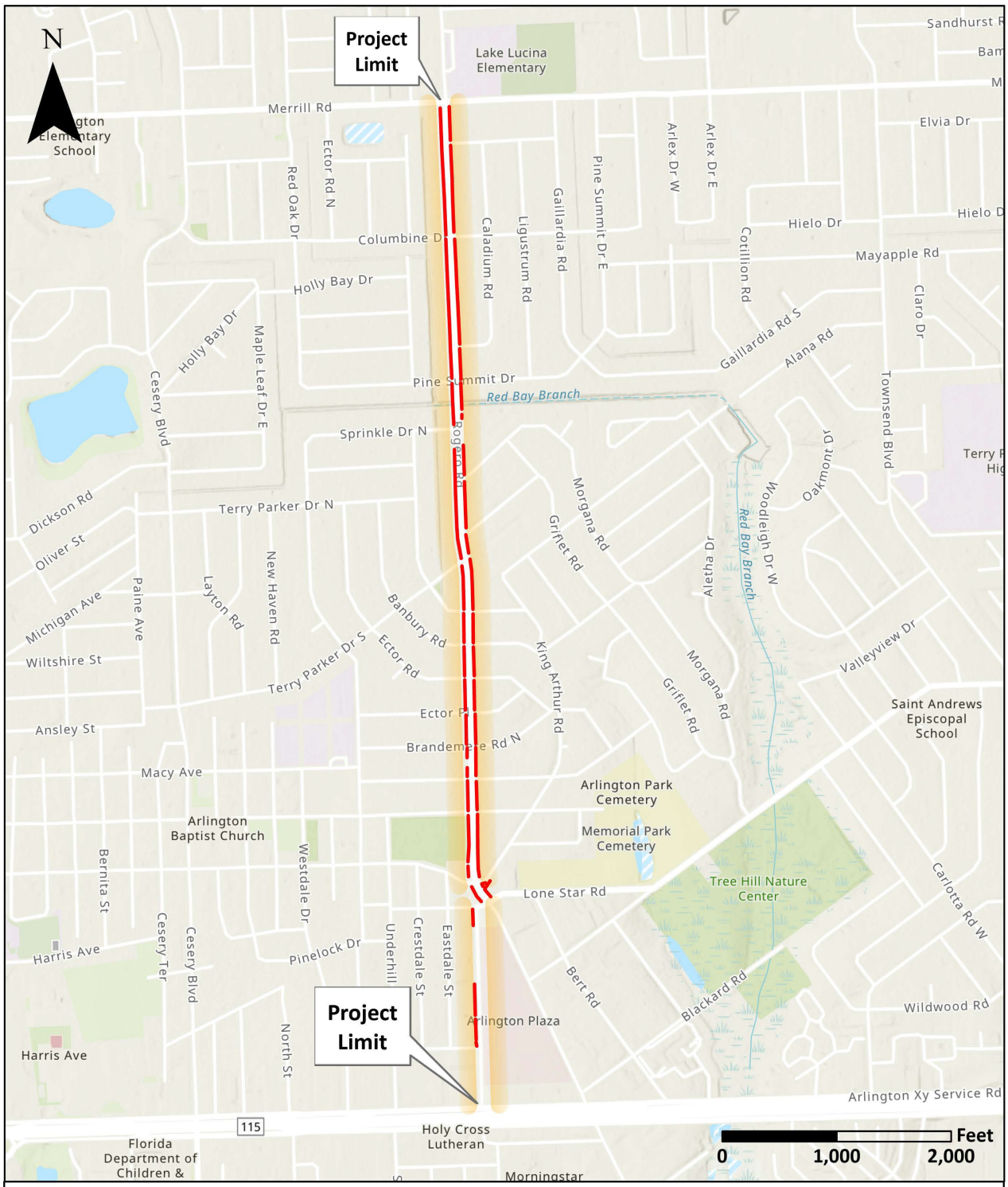


Figure 7 – Sidewalk Facilities

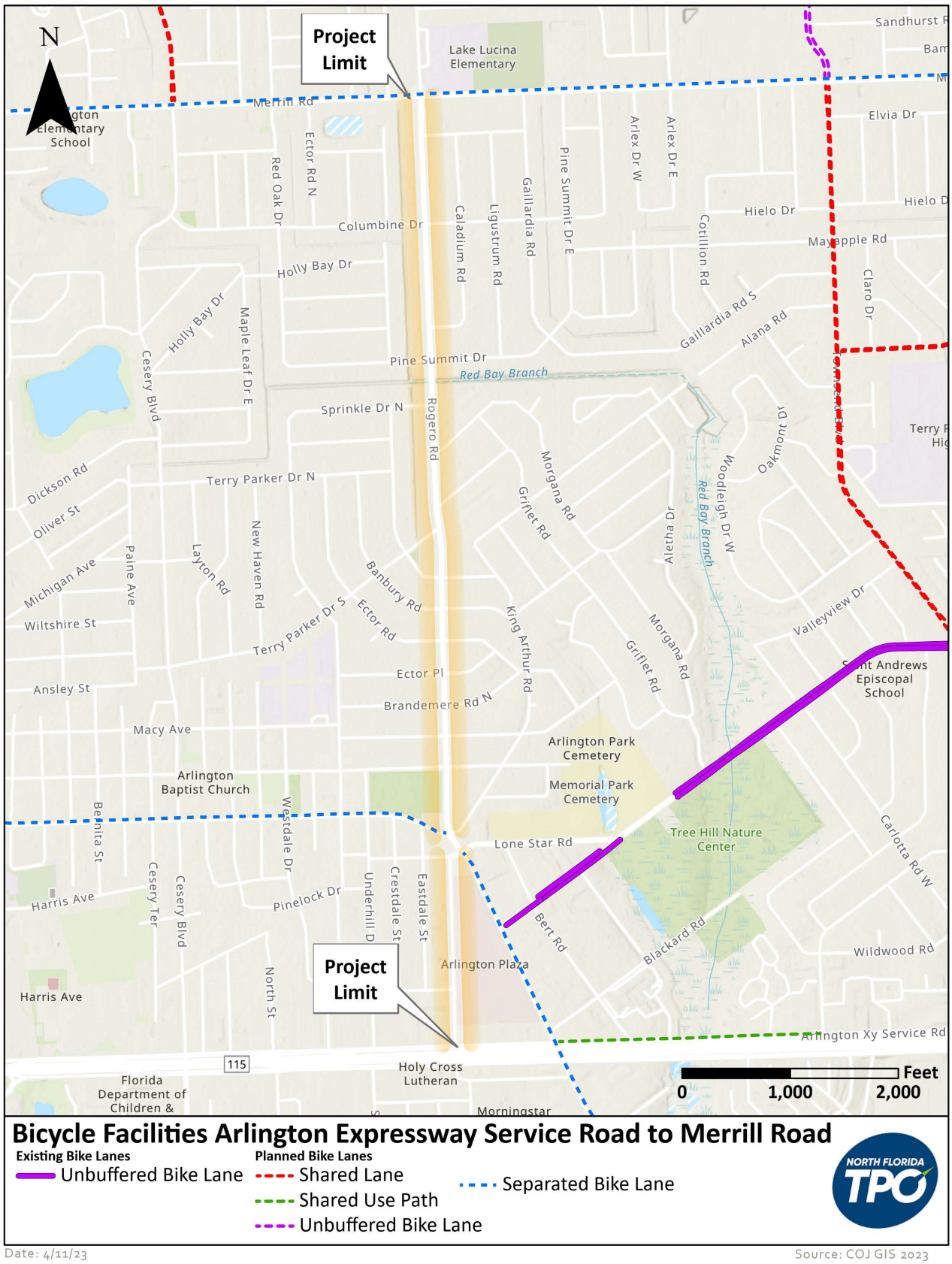


Figure 8 – Bicycle Facilities

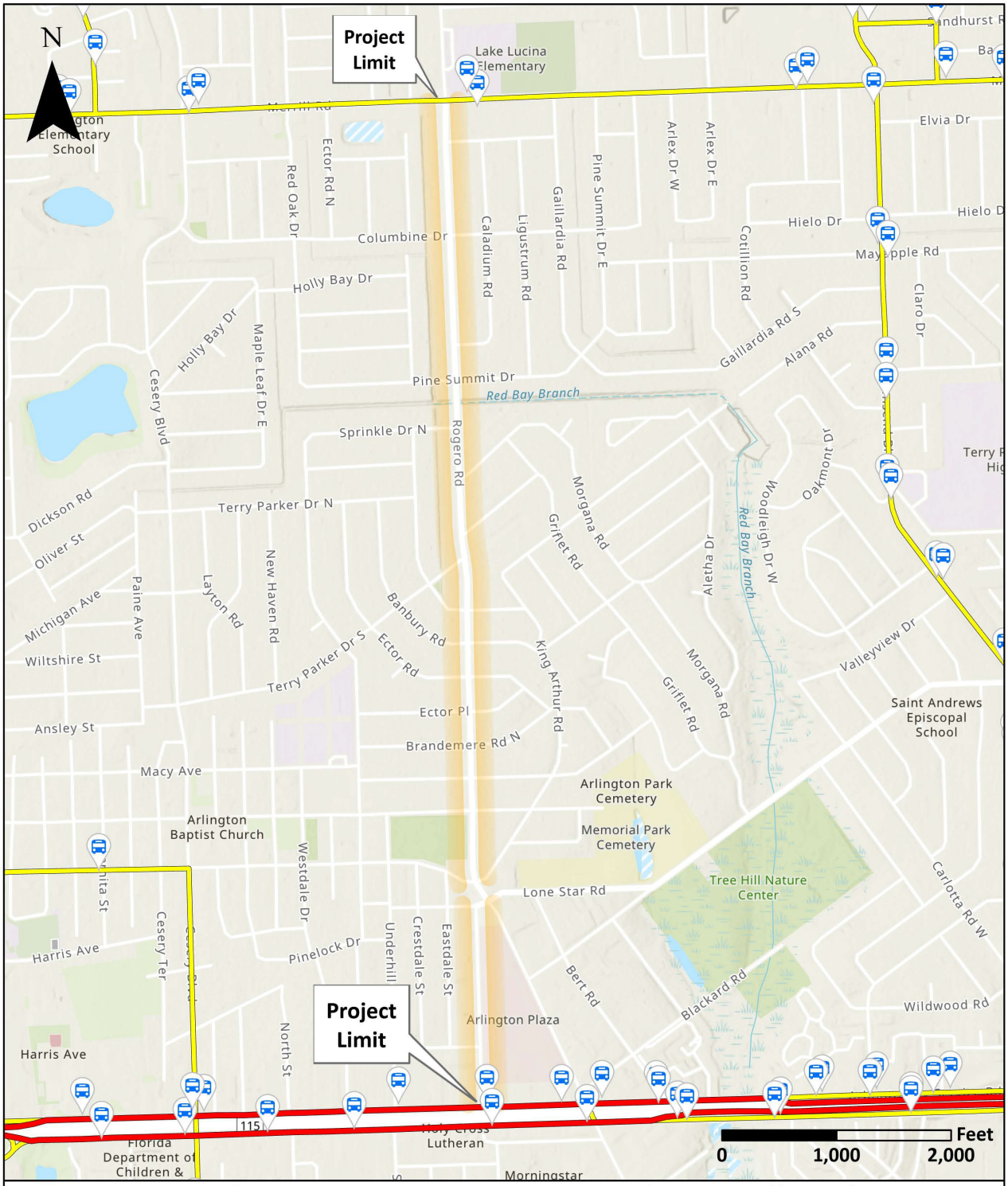


Figure 9 – Transit Routes

1.14 EXISTING TRAFFIC VOLUMES

Historical traffic count volumes on Rogero Road and other area facilities were obtained from FDOT and the City of Jacksonville Planning and Development Department. Counts were available for Segment 2 only as there are no count stations on Segment 1.

FDOT count station 720855 is located 0.1 mile south of Merrill Road. As depicted in Figure 15, historic Annual Average Daily Traffic (AADT) along Segment 2 of the Rogero Road corridor is generally stable over the past nine years. As illustrated in Figure 16, Segment 2 has a higher AADT than the two closest parallel collectors, (Cesery Boulevard and Townsend Boulevard).

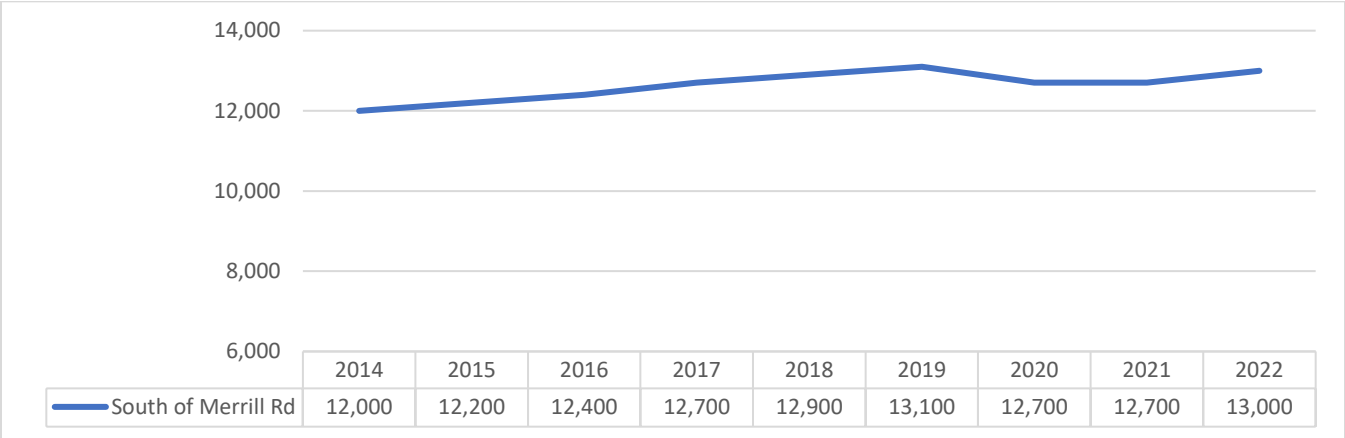


Figure 10 – Historic FDOT AADT Volumes

A planning level analysis of the existing peak hour traffic volumes was conducted using the generalized service volume tables in the FDOT *2023 Multimodal Quality/Level of Service Handbook*. The results are provided in Table 7. At current peak hour traffic volumes, Segment 2 of Rogero Road is operating at 36% of the maximum service volume (MSV) for level of service (LOS) E and has ample capacity for current traffic volumes.

The counts, LOS Tables and supporting documentation are provided at the end of this document.

Table 7 – Traffic Volumes

Location	Year	LOS Std	MSV [1, 2]		AADT	Daily LOS	Peak Volume		LOS	
			Daily	Peak Hour			AM	PM	AM	PM
Rogero Road, S/O Pine Summit Drive	2021	E	34,884	3,137	12,577	C	822	1,180	C	C

[1] *FDOT 2023 Multimodal Quality/Level of Service Handbook, Generalized Service Volume Tables*

[2] Maximum Service Volume

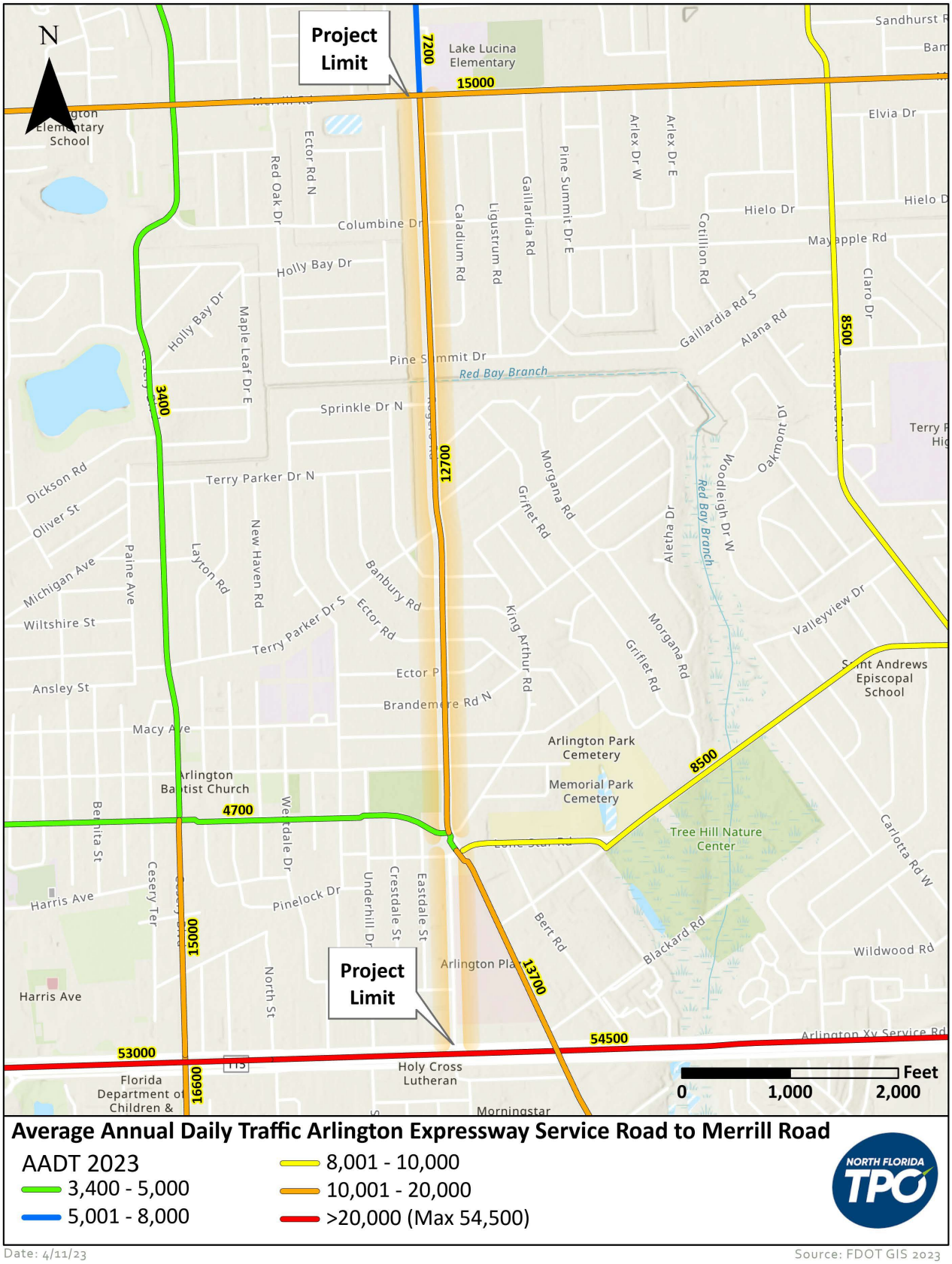


Figure 11 – Average Annual Daily Traffic

Benesch also reviewed 24-hour volume counts, from December 2021, that were provided by the City. The count was collected south of Pine Summit Drive . The 15-minute directional volumes, hourly directional volumes and hourly two-way volumes are illustrated in Figure 17 through Figure 19.

The 15-minute traffic counts show that the southbound movement in the a.m. peak is highest in the 6:30 a.m. to 6:45 a.m. timeframe with 163 vehicles. The northbound movement is highest in the afternoon and evening hours with a p.m. peak of 167 vehicles in both the 4:45 p.m. to 5:00 p.m. and 5:00 p.m. to 5:15 p.m. timeframes. The directional hourly counts show that southbound movement is the heavier movement in the a.m. and that the northbound movement is the highest in the p.m. The two-way hourly traffic counts show the a.m. and p.m. peaks, but also show that traffic begins to steadily increase in the afternoon beginning in the 1:00 p.m. hour through the 5:00 p.m. hour, before decreasing into the evening and nighttime hours.

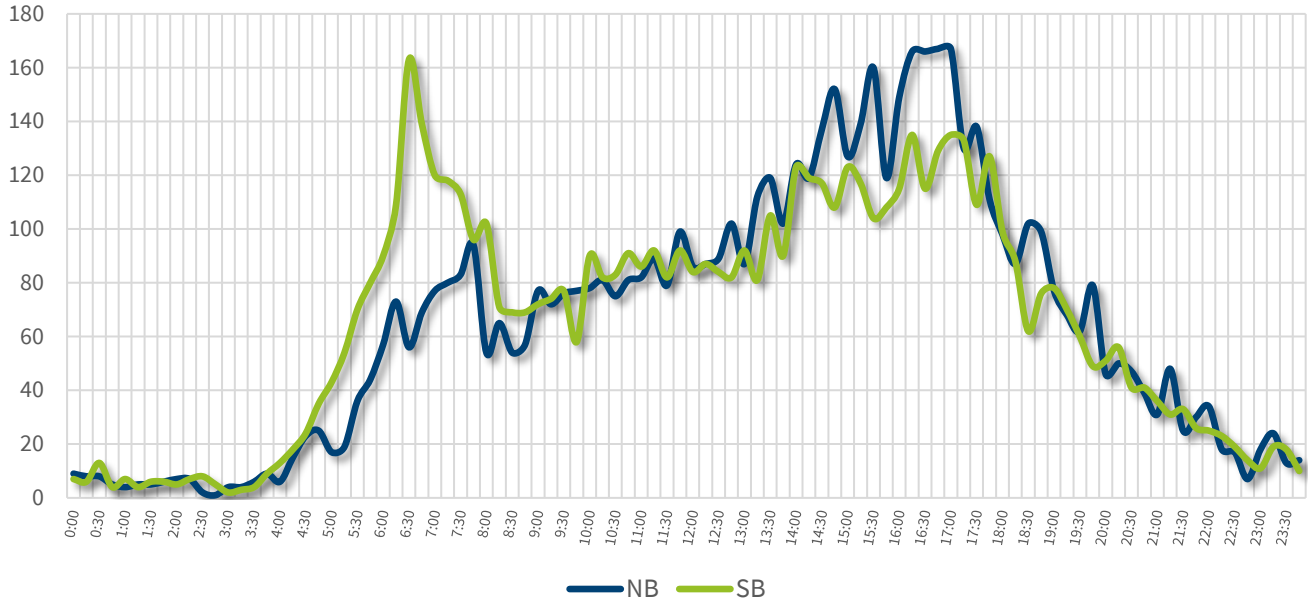


Figure 12 – 15-Minute Directional Traffic Volumes, S. of Pine Summit Drive

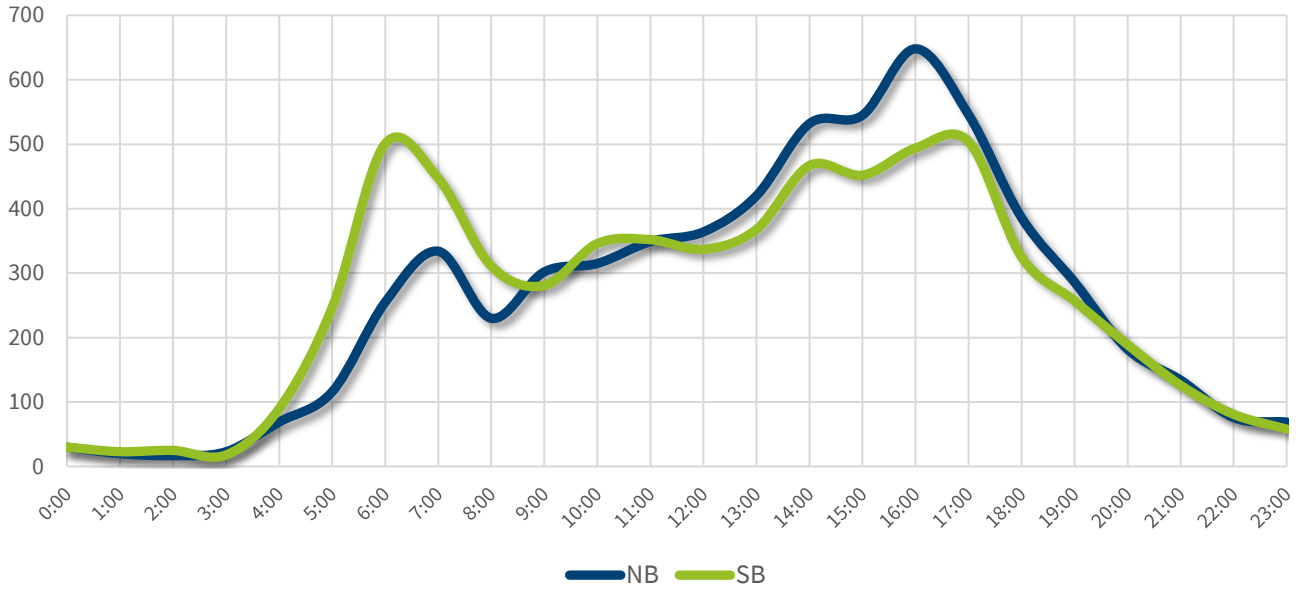


Figure 13 – Hourly Directional Traffic Volumes, S. of Pine Summit Drive

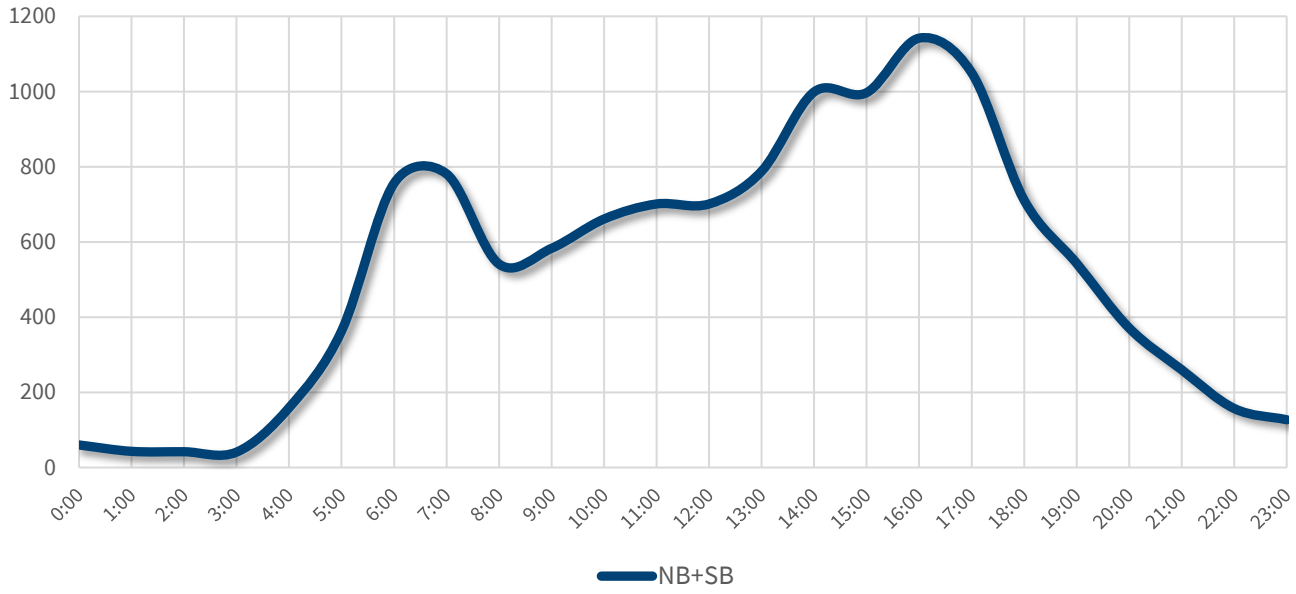


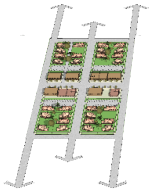
Figure 14 – Hourly Two-Way Traffic Volumes, S. of Pine Summit Drive

Traffic Count Data

Q/LOS Tables

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**

(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

x0.90 x 0.95 = 3,137

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

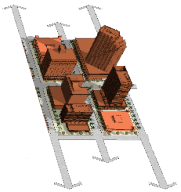
x0.90 x 0.95 = 34,884

(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 12/9/2021

Station #: SE412 File: SE412.prn
Site ID: 000000010769 Info: 21-308 KF/BE MIN
Loc: Rogero Rd S/o Pine Summit GPS: 30.34459,-81.58934
Direction: NORTH

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	9 am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15							8	87							8	87	8	87
00:30							8	89							8	89	8	89
00:45							5	102							5	102	5	102
01:00							4	87							4	87	4	87
01:15							5	112							5	112	5	112
01:30							5	119							5	119	5	119
01:45							6	102							6	102	6	102
02:00							7	124							7	124	7	124
02:15							7	119							7	119	7	119
02:30							2	137							2	137	2	137
02:45							1	152							1	152	1	152
03:00							4	127							4	127	4	127
03:15							4	139							4	139	4	139
03:30							6	160							6	160	6	160
03:45							9	119							9	119	9	119
04:00							6	149							6	149	6	149
04:15							15	166							15	166	15	166
04:30							23	166							23	166	23	166
04:45							25	167							25	167	25	167
05:00							17	167							17	167	17	167
05:15							19	130							19	130	19	130
05:30							36	138							36	138	36	138
05:45							44	111							44	111	44	111
06:00							57	98							57	98	57	98
06:15							73	87							73	87	73	87
06:30							56	102							56	102	56	102
06:45							69	99							69	99	69	99
07:00							77	77							77	77	77	77
07:15							80	68							80	68	80	68
07:30							83	62							83	62	83	62
07:45							94	79							94	79	94	79
08:00							54	46							54	46	54	46
08:15							65	50							65	50	65	50
08:30							54	47							54	47	54	47
08:45							57	39							57	39	57	39
09:00							77	31							77	31	77	31
09:15							72	48							72	48	72	48
09:30							76	25							76	25	76	25
09:45							77	30							77	30	77	30
10:00							78	34							78	34	78	34
10:15							81	18							81	18	81	18
10:30							75	17							75	17	75	17
10:45							81	7							81	7	81	7
11:00							82	18							82	18	82	18
11:15							89	24							89	24	89	24
11:30							79	13							79	13	79	13
11:45							99	14							99	14	99	14
12:00							86	9							86	9	86	9
TOTALS							6248								6248		6248	
AM Times							11:15								11:15		11:15	
AM Peaks							353								353		353	
AM PHF							0.89								0.89		0.89	
PM Times							16:15								16:15		16:15	
PM Peaks							666								666		666	
PM PHF							1.00								1.00		1.00	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2 Page: 2
Starting: 12/9/2021

Station #: SE412 File: SE412.prn
Site ID: 000000010769 Info: 21-308 KF/BE MIN
Loc: Rogero Rd S/o Pine Summit GPS: 30.34459,-81.58934
Direction: SOUTH

TIME	MON		TUE		WED		THU 9		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15							6	87							6	87	6	87
00:30							13	84							13	84	13	84
00:45							4	82							4	82	4	82
01:00							7	92							7	92	7	92
01:15							4	81							4	81	4	81
01:30							6	105							6	105	6	105
01:45							6	90							6	90	6	90
02:00							5	123							5	123	5	123
02:15							7	119							7	119	7	119
02:30							8	117							8	117	8	117
02:45							5	108							5	108	5	108
03:00							2	123							2	123	2	123
03:15							3	117							3	117	3	117
03:30							4	104							4	104	4	104
03:45							9	108							9	108	9	108
04:00							13	115							13	115	13	115
04:15							18	135							18	135	18	135
04:30							24	115							24	115	24	115
04:45							35	129							35	129	35	129
05:00							43	135							43	135	43	135
05:15							54	133							54	133	54	133
05:30							70	109							70	109	70	109
05:45							80	127							80	127	80	127
06:00							90	99							90	99	90	99
06:15							109	88							109	88	109	88
06:30							163	62							163	62	163	62
06:45							139	76							139	76	139	76
07:00							120	78							120	78	120	78
07:15							118	70							118	70	118	70
07:30							113	60							113	60	113	60
07:45							96	49							96	49	96	49
08:00							102	51							102	51	102	51
08:15							71	56							71	56	71	56
08:30							69	41							69	41	69	41
08:45							69	41							69	41	69	41
09:00							72	36							72	36	72	36
09:15							74	31							74	31	74	31
09:30							77	33							77	33	77	33
09:45							58	26							58	26	58	26
10:00							90	25							90	25	90	25
10:15							82	23							82	23	82	23
10:30							83	19							83	19	83	19
10:45							91	14							91	14	91	14
11:00							86	11							86	11	86	11
11:15							92	19							92	19	92	19
11:30							82	18							82	18	82	18
11:45							92	10							92	10	92	10
12:00							84	7							84	7	84	7
TOTALS							6329								6329		6329	
AM Times							06:30								06:30		06:30	
AM Peaks							540								540		540	
AM PHF							0.83								0.83		0.83	
PM Times							16:15								16:15		16:15	
PM Peaks							514								514		514	
PM PHF							0.95								0.95		0.95	

APPENDIX F

Safety Review

1 SAFETY ASSESSMENT

Benesch obtained five years of crash records (01/01/2018 to 12/31/2022) from the University of Florida's Signal Four Analytics for the study corridor. As part of the analysis, we thoroughly reviewed all crashes involving pedestrians, bicyclists, fatal and incapacitating crashes to confirm crash type, location, road surface and lighting conditions. We also reviewed the description of the crash events to determine if a crash pattern could be identified on the study corridor.

Figure 1 depicts the location and frequency of crashes along the corridor. As evident, the highest frequency crash locations are located at or near the intersection of Merrill Road and Arlington Road, it should be noted that the intersection of Rogero Road and Arlington Road was converted from a signalized intersection to a roundabout in 2020-2021, so three years of crash data reflect the prior intersection configuration. Other locations with higher crashes frequencies include Commerce Street, Banbury Road, Terry Parker Drive, Pine Summit Drive and Columbine Drive.

The crash review and analysis were conducted separately for the two segments of Rogero Road. Our analysis is intended to give a more detailed look at the trends and factors for all crashes, bicycle and pedestrian crashes and fatal and serious injury crashes.

1.1 SEGMENT 1 (ARLINGTON EXPRESSWAY TO GROVELAND DRIVE)

Table 1 summarizes the total crashes by type, injury severity, lighting conditions and surface conditions. Crash statistics are summarized in Figure 2.

On segment 1, six crashes occurred over the study period, with two rear-end crashes, two left turn crashes, one off road crash and one sideswipe crash. Benesch identified the following crash trends:

- 1 fatality injury crash (off road)
- Half the crashes resulted in no injuries (property damage only (PDO))
- 1 crash occurred on wet pavement (17%)
- All crashes occurred during daylight hours
- No crashes occurred on this segment from 2018 to 2020

Examining crashes by time of day in Figure 2 shows that crashes generally correspond to morning, mid-day and evening peak hours. The crashes can also be categorized into several Florida Strategic Highway Safety Plan (SHSP) emphasis areas:

- Roadways – Lane Departure (3) and Intersection Related (2)
- Road Users – Aging Road User (1), Teen Driver (2)
- User Behavior – Occupant Protection (no restraint) (1), Aggressive Driving (1)

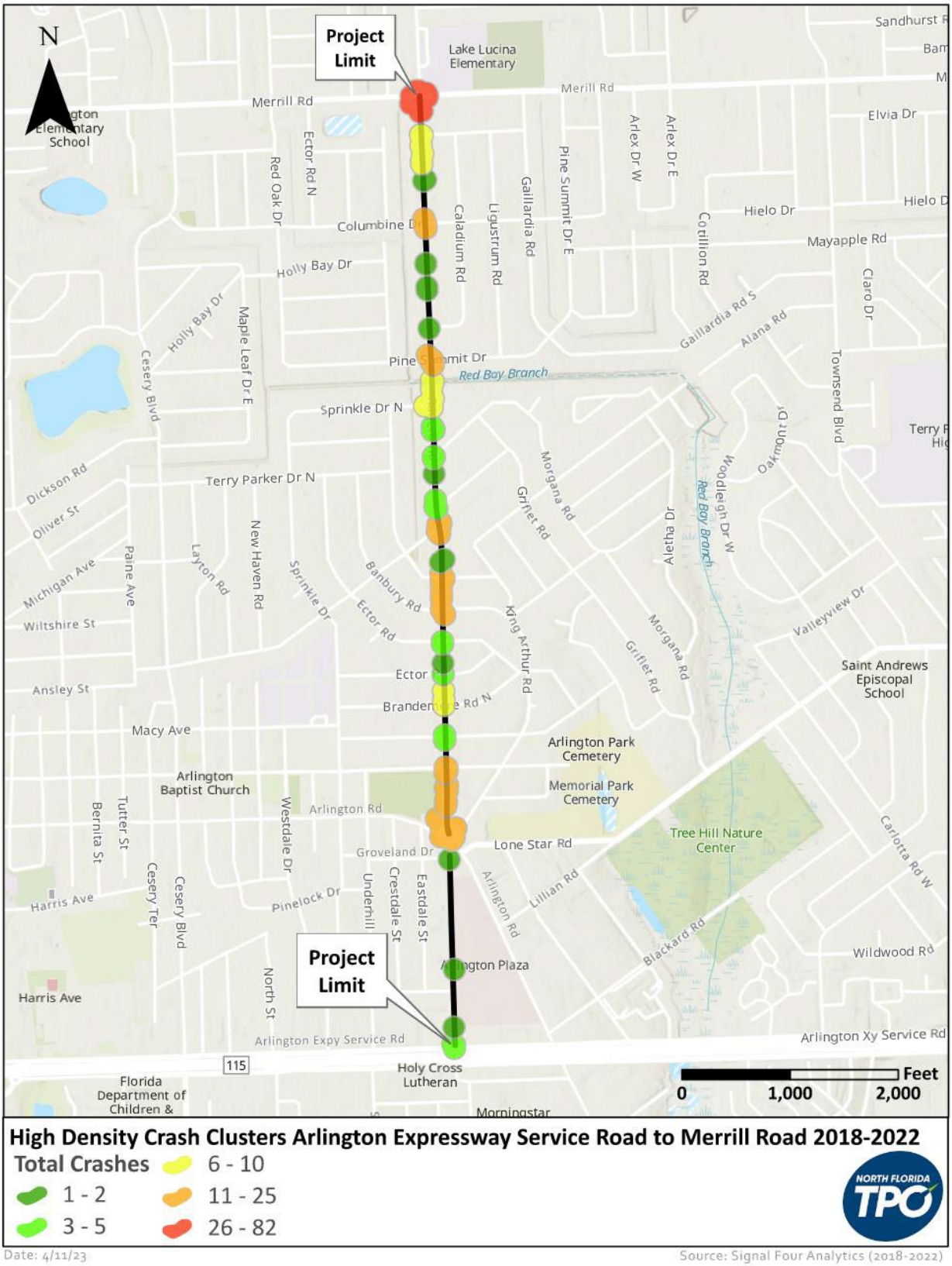


Figure 1 – Crash Location and Frequency

Table 1 – Crash Summary by Year (Segment 1)

Rogero Road Arlington Expressway to Groveland Drive		Years					Total	Severe Crashes	Yearly Mean Crashes	%
		2018	2019	2020	2021	2022				
Crash Type	Left Turn	0	0	0	1	1	2	0	0.4	33.3%
	Off Road	0	0	0	0	1	1	1	0.2	16.7%
	Pedestrian	0	0	0	0	0	0	0	0.0	16.7%
	Rear End	0	0	0	1	1	2	0	0.4	33.3%
	Sideswipe	0	0	0	0	1	1	0	0.2	16.7%
	Total	***0***	***0***	***0***	***2***	***4***	***6***	***1***	***1.2***	***100%***
Injury Severity	Fatal (Within 30 Days)	0	0	0	0	1	1	-	0.2	16.7%
	Non-Incapacitating Injury	0	0	0	1	0	1	-	0.2	16.7%
	Possible Injury	0	0	0	0	1	1	-	0.2	16.7%
	No Injury	0	0	0	1	2	3	-	0.6	50%
	Total	***0***	***0***	***0***	***2***	***4***	***6***	***-***	***1.2***	***100%***
Lighting Condition	Daylight	0	0	0	2	4	6	-	1.2	100%
	Total	***0***	***0***	***0***	***2***	***4***	***6***	***-***	***1.2***	***100%***
Surface Condition	Dry	0	0	0	1	4	5	1	1	83.3%
	Wet	0	0	0	1	0	1	0	0.2	16.7%
	Total	***0***	***0***	***0***	***2***	***4***	***6***	***1***	***1.2***	***100%***

***2020, 2021 and 2022 crash data is still being processed, may not be complete, and is subject to change. Therefore, caution should be exercised when using recent crash data. In addition, it is still unclear if or how the COVID-19 pandemic may affect crash data when conducting analyses.*

TOTAL CRASHES

Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	Non-Traffic Fatality	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0
2021	0	0	1	0	0	1	2
2022	1	0	0	1	0	2	4
TOTAL	1	0	1	1	0	3	6
% of Total	16.7%	0.0%	16.7%	16.7%	0.0%	50.0%	

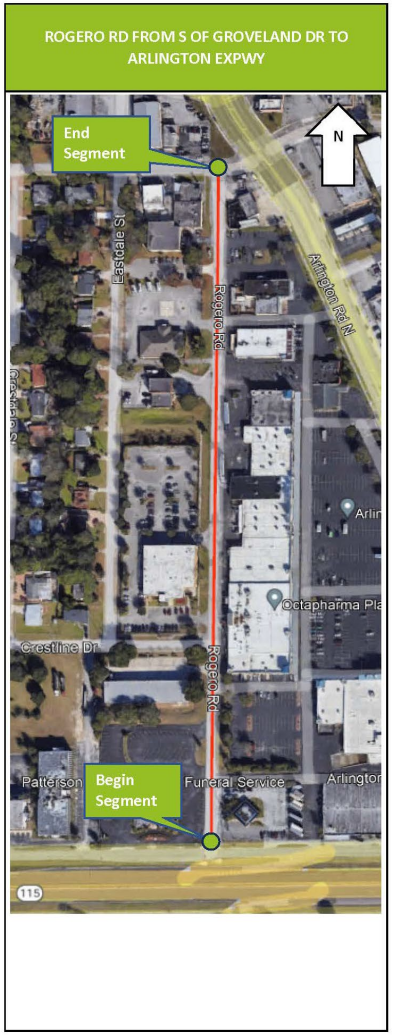


Figure 2 – Crash Statistics (Segment 1)

1.2 SEGMENT 2 (MERRILL ROAD TO ARLINGTON ROAD)

Table 2 summarizes the total crashes by type, injury severity, lighting conditions and surface conditions. Crash statistics are summarized in Figure 3.

On segment 2, there were 254 crashes over the study period, with a predominance of rear-end crashes (68; 26.8%), left turn crashes (44; 17.3%), angle crashes(40; 15.7%) and off road crashes (37;14.6%). Benesch identified the following crash trends:

- 1 bike crash
- 1 pedestrian crash
- 2 fatal injury crashes
- 6 incapacitating injury crashes
- 33 crashes occurred on wet pavement (13%)
- 86 crashes occurred at night/dusk/dawn (33.9%).

Approximately 150 (59%) of the total crashes were reported as PDO crashes that resulted in no injuries, 95 (37%) of the crashes resulted in possible or minor injuries, six crashes resulting in a serious or incapacitating injury, and two crashes resulting in a fatality.

Examining crashes by time of day in Figure 3 shows that the greatest number of crashes occur from 3 p.m. to 6 pm. Approximately 34% of crashes occur in non-daylight hours, which is slightly higher than the statewide average (~30%).

The crashes can also be categorized into several Florida Strategic Highway Safety Plan (SHSP) emphasis areas:

- Roadways – Lane Departure (57) and Intersection Related (133)
- Road Users – Aging Road User (38), Teen Driver (23)
- User Behavior – Distracted (19), Occupant Protection (no restraint) (8), Aggressive Driving (4)

Table 2 – Crash Summary by Year (Segment 2)[1]

Rogero Road Merrill Road To Arlington Road		Years					Total	Severe Crashes	Yearly Mean Crashes	%
		2018	2019	2020	2021	2022				
Crash Type	Angle	7	11	10	10	2	40	4	7.5	15.7%
	Bicycle	0	0	0	1	1	2	0	0.4	0.8%
	Head On	0	1	1	0	0	2	0	0.4	0.8%
	Left Turn	5	8	10	7	14	44	1	8.2	17.3%
	Off Road	2	6	7	9	13	37	3	6.9	14.6%
	Other	9	2	2	7	6	26	0	4.9	10.2%
	Pedestrian	0	0	0	0	0	0	0	0	0.0%
	Rear End	13	16	12	12	15	68	0	12.7	26.8%
	Right Turn	2	0	0	2	2	6	0	1.1	2.4%
	Sideswipe	3	3	8	3	3	20	0	3.7	7.9%
	Unknown	3	3	2	0	1	9	0	1.7	3.5%
	Total	***44***	***50***	***52***	***51***	***57***	***254***	***8***	***47.5***	***100%***
Injury Severity	Fatal (Within 30 Days)	1	1	0	0	0	2	-	0.4	0.8%
	Incapacitating Injury	1	2	2	0	1	6	-	1.1	2.4%
	Non-Incapacitating Injury	2	1	4	8	9	24	-	4.5	9.4%
	Possible Injury	16	17	10	12	16	71	-	13.3	28.0%
	No Injury	24	29	35	31	31	150	-	28	59.1%
	Non-Traffic Fatality	0	0	1	0	0	1	-	0.2	0.4%
	Total	***44***	***50***	***52***	***51***	***57***	***254***	***-***	***47.5***	***100%***
Lighting Condition	Daylight	29	38	34	36	31	168	2	31.4	66.1%
	Dawn	0	0	2	1	1	4	0	0.7	1.6%
	Dusk	1	1	1	4	2	9	0	1.7	3.5%

Rogero Road Merrill Road To Arlington Road		Years					Total	Severe Crashes	Yearly Mean Crashes	%
		2018	2019	2020	2021	2022				
	Dark - Lighted	14	10	13	9	23	69	5	12.9	27.2%
	Dark - Not Lighted	0	1	2	1	0	4	1	0.7	1.6%
	Total	***44***	***50***	***52***	***51***	***57***	***254***	***8***	***47.5***	***100%***
Surface Condition	Dry	35	44	43	45	53	220	6	41.1	86.6%
	Wet	9	6	9	6	3	33	2	6.2	13.0%
	Unknown	0	0	0	0	1	1	0	0.2	0.4%
	Total	***44***	***50***	***52***	***51***	***57***	***254***	***8***	***47.5***	***100%***

[1] *2020, 2021 and 2022 crash data is still being processed, may not be complete, and is subject to change. Therefore, caution should be exercised when using recent crash data. In addition, it is still unclear if or how the COVID-19 pandemic may affect crash data when conducting analyses.*

TOTAL CRASHES

Crash History by Year	Fatal (K)	Incapaciating (A)	Non-Incapaciating (B)	Possible Injury (C)	Non-Traffic Fatality	No Reported Injury (O)	Total Crashes
2018	1	1	2	16	0	24	44
2019	1	2	1	17	0	29	50
2020	0	2	4	10	1	35	52
2021	0	0	8	12	0	31	51
2022	0	1	9	16	0	31	57
TOTAL	2	6	24	71	1	150	254
% of Total	0.8%	2.4%	9.4%	28.0%	0.4%	59.1%	

Figure 3 – Crash Statistics (Segment 2)

1.3 FATAL AND INCAPACITATING INJURY CRASHES

Benesch separately reviewed the circumstances of the crashes that resulted in serious injury or death (KSI crashes). There were three fatal and six incapacitating injury crashes) throughout the study corridor, as depicted in Figure 4. A detailed summary is presented in Table 3.

The following trends were identified with the fatal injury crashes.

- One angle and two off-road fatality crashes.
- Two of three fatal crashes occurred under dark-lighted conditions.
- One of three fatal crashes occurred in wet conditions.
- One of three fatal crashes involved speeding.

The following trends were identified with the incapacitating injury crashes.

- Three angle, two off-road, and one left-turn incapacitating crashes.
- Five of six incapacitating crashes occurred in dry pavement conditions and one crash occurred in wet pavement conditions.
- Three of six incapacitating crashes occurred during daylight while the remaining three crashes occurred in nighttime.
- All four angle crashes (one fatal and three incapacitating) involved southbound vehicles.
- One off-road crash involved an unknown NB vehicle hitting concrete barricades.
- One off-road crash involved an unknown SB vehicle that went off-road and struck a tree.
- One left turn crash involved WB vehicle failing to yield the right-of-way when making a left turn and struck EB V2.

FHWA has developed a list of 28 countermeasures and strategies that are proven effective in reducing roadway fatalities and serious injuries. Table 3 also includes a recommendation of potential countermeasures that may address the KSI crashes, based on a review of the crash reports. Recommendations include a road diet (lane reconfiguration) to address speeds and reduce the number of crossing lanes for minor street vehicles; review intersection lighting levels; and a road safety audit to review intersection sight triangles.

Table 3 – Fatal and Incapacitating Crash Summary

Date	Crash Type	Injury Severity	Day, Time, Lighting, Road Conditions	Brief Summary	Potential Countermeasure[1]
1/1/2018	Angle	Fatal	Monday, 1:00 a.m., Dark-Lighted, Wet	SB V1 struck WB V2. V1 was moving at high speed. V2 was crossing the roadway and failed to yield the right of way. D1 was found to be under the influence of alcohol and drugs. A passenger in V2 died.	Road diet (lane reconfiguration) to address speed Lighting: Review intersection lighting levels
12/23/2018	Left Turn	Incapacitating Injury	Sunday, 10:20 p.m., Dark-Lighted, Dry	WB V1 made a left turn at a signalized intersection and struck EB V2. V1 failed to yield the ROW when making a left turn directly across the path of EB V2.	Flashing Yellow Permissive Left-Turn Indications[2] Lighting: Review intersection lighting levels
9/27/2019	Angle	Incapacitating Injury	Friday, 5:30 p.m., Daylight, Dry	EB V1 made a left turn and struck SB V2.Post-collision SB V2 veered off and struck NB V3.	Road diet (lane reconfiguration) to reduce number of crossing lanes
6/19/2019	Off Road	Fatal	Wednesday, 3:00 a.m., Dark Lighted, Dry	SB V1 (motorcycle) ran off road and hit a wooden pole. D1 went airborne from the motorcycle and D1 died at the scene. The driver was found to be under the influence of alcohol and drugs.	Road diet (lane reconfiguration) to address speed
12/10/2019	Angle	Incapacitating Injury	Tuesday, 5:47 p.m., Dark-Lighted, Dry	EB V1 failed to yield right-of-way and struck SB V2.	Road diet (lane reconfiguration) to reduce number of crossing lanes Lighting: Review intersection lighting levels Road safety audit: Review intersection sight triangle (on street parking)

Date	Crash Type	Injury Severity	Day, Time, Lighting, Road Conditions	Brief Summary	Potential Countermeasure[1]
11/11/2020	Off Road	Incapacitating Injury	Wednesday, 7:55 p.m., Dark-Not Lighted, Wet	SB V1. D1 lost control and V1 ran off road and hit concrete barricades.	Lighting: Review intersection lighting levels
1/18/2020	Angle	Incapacitating Injury	Saturday, 12:10 p.m., Daylight, Dry	WB V1 failed to yield right-of-way and struck SB V2.	Road diet (lane reconfiguration) to reduce number of crossing lanes
8/10/2022	Off Road	Fatal	Wednesday, 2:20 p.m., Daylight, Dry	SB V1 ran off road, hit a pole, rolled over and hit parked vehicles.	Road diet (lane reconfiguration) to address speed
11/20/2022	Off Road	Incapacitating Injury	Sunday, 1:15 a.m., Dark-Lighted, Dry	NB V1 ran off road and struck a tree. Related to earlier hit and run collision.	Road diet (lane reconfiguration) to address speed

[1] *FHWA Proven Safety Countermeasures*

[2] *Not one of the 28 Proven Safety Countermeasures*

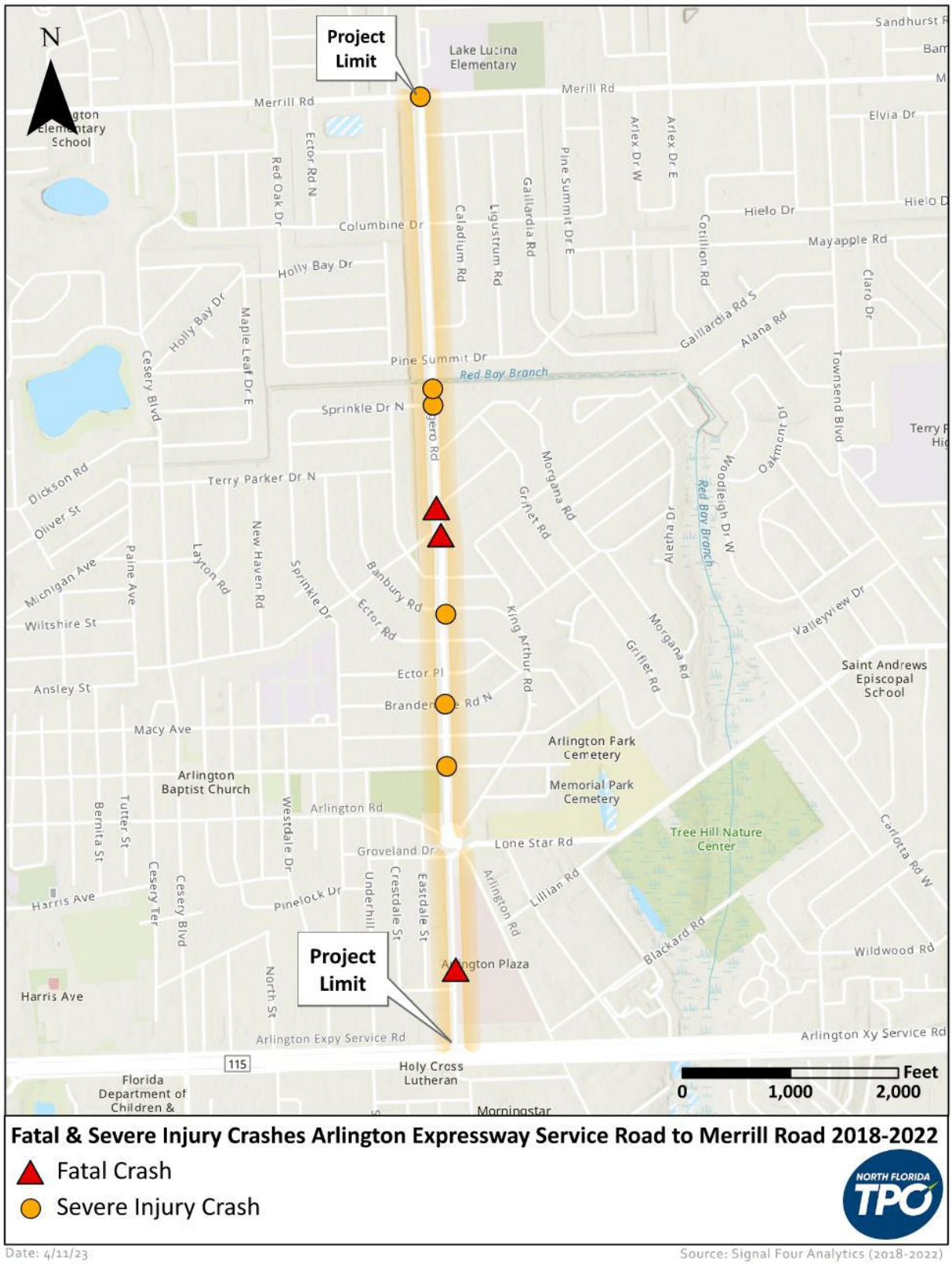


Figure 4 – KSI Crashes

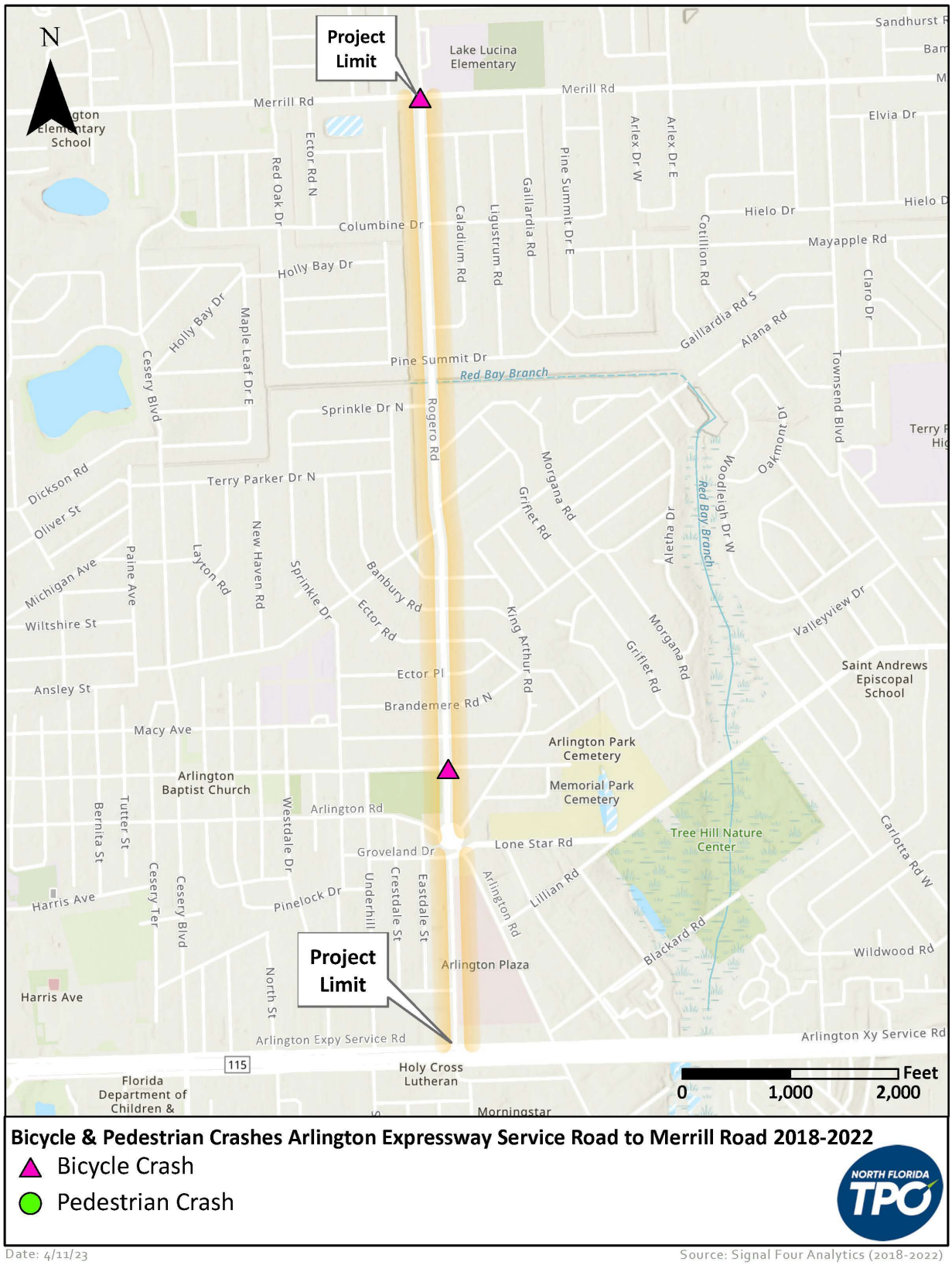
1.4 PEDESTRIAN AND BICYCLIST CRASHES

As users are especially vulnerable to impacts from heavy, fast-moving vehicles, Benesch separately reviewed non-motorist crashes to identify any potential trends and the appropriate countermeasures. As depicted in Figure 5, there were two bicycle crashes during the study period (2018-2022). There were no pedestrian crashes.

The bicycle crashes are described in Table 4. One crash resulted in possible injuries and one in property damage.

Table 4 – Non-Motorist Crashes

Date	Crash Type	Injury Severity	Day, Time, Lighting , Road Conditions	Brief Summary
5/29/2021	Bicycle	Possible Injury	Saturday, 11:36 p.m., Dark-Lighted, Dry	EB bike made an improper merge in front of EB V1 and the front bumper of V1 struck bike.
10/20/2022	Bicycle	Non-Incapacitating Injury	Thursday, 6:18 p.m., Daylight, Dry	NB bike attempted to turn left outside of the crosswalk and was struck by NB V1.



Date: 4/11/23

Source: Signal Four Analytics (2018-2022)

Figure 5 – Pedestrian and Bicycle Crashes Frequency and Location

APPENDIX G

Cost Estimates

ENGINEER'S ESTIMATE

NORTH FLORIDA TPO - SEGMENT 1

FINANCIAL PROJECT ID # :	
PROJECT DESCRIPTION:	Rogero Road Corridor Concept - Arlington Expressway to Arlington Road N.
PAY ITEM SPEC YEAR:	2022
SUBMITTAL TYPE:	Engineers Estimate (Initial)
COUNTY:	Duval
DATE:	October 26, 2023
ENGINEERING CONSULTANT FIRM:	Benesch
CONTACT NAME:	Martha L. Moore, PE, PTOE, RSP1
PHONE NUMBER:	904-491-2637
FILE VERSION:	EE_09/23
PAGE NUMBER:	1 of 4

COMPONENT GROUPS

200 - ROADWAY		$393,492.75
300 - SIGNING & PAVEMENT MARKINGS		$23,657.89
400 - LIGHTING		$217,192.86
COMPONENT SUB-TOTAL		$634,343.50
(102-1) MOT (Maintenance of Traffic)	10%	$63,434.35
SUB-TOTAL		$697,777.85
(101-1) MOB (Mobilization)	10%	$63,434.35
SUB-TOTAL		$761,212.20
Contingency	10%	$76,121.22
SUB-TOTAL		$837,333.42
CEI	15%	$114,181.83
SUB-TOTAL		$951,515.25
PROJECT GRAND TOTAL		**$951,515.25**

NOTES:

Costs based on FDOT Area 5 (Duval County) 12 Month Moving Market Area Averages, 08/01/2022 thru 07/31/2023

ENGINEER'S ESTIMATE
NORTH FLORIDA TPO - SEGMENT 1

FINANCIAL PROJECT ID:	
FILE VERSION:	EE_09/23
PAGE NUMBER:	2 of 4

Roadway

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0104 18	INLET PROTECTION SYSTEM	EA	4	$193.00	$ 772.00
0327 70 1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	8142	$2.45	$ 19,947.90
0425 5	MANHOLE, ADJUST	EA	4	$1,455.24	$ 5,820.96
0425 6	VALVE BOXES, ADJUST	EA	4	$1,171.99	$ 4,687.96
0520 2 4	CONCRETE CURB	LF	523	$83.50	$ 299,514.50
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	1951	$143.63	$ 60,448.24
0570 1 2	PERFORMANCE TURF, SOD	SY	359	$6.41	$ 2,301.19
Roadway		**COMPONENT TOTAL**			**$ 393,492.75**

ENGINEER'S ESTIMATE
NORTH FLORIDA TPO - SEGMENT 1

FINANCIAL PROJECT ID:	
FILE VERSION:	EE_09/23
PAGE NUMBER:	3 of 4

Signing & Pavement Markings

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0920 714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE	SF	1215	$10.41	$ 12,648.15
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	194	$3.75	$ 727.50
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	70	$7.75	$ 542.50
0711 11 170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	2	$90.43	$ 180.86
0711 11224	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON	LF	49	$6.16	$ 301.84
0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	127	$16.18	$ 2,054.86
0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE SOLID 6"	GM	0.667	$4,859.30	$ 3,241.15
0711 16102	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 8"	GM	0.03	$6,145.45	$ 184.36
0711 16201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW SOLID 6"	GM	0.748	$4,729.76	$ 3,537.86
0711 16231	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"	GM		$2,059.05	$ 238.80
Signing & Pavement Markings		**COMPONENT TOTAL**			**$ 23,657.89**

ENGINEER'S ESTIMATE
NORTH FLORIDA TPO - SEGMENT 1

FINANCIAL PROJECT ID:	
FILE VERSION:	EE_09/23
PAGE NUMBER:	4 of 4

Lighting

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0715 61211	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 35' MOUNTING HEIGHT, 8' ARM LENGTH	EA	18	$12,066.27	$217,192.86
Lighting		**COMPONENT TOTAL**			**$217,192.86**

ENGINEER'S ESTIMATE

NORTH FLORIDA TPO - SEGMENT 2

FINANCIAL PROJECT ID # :	
PROJECT DESCRIPTION:	Rogero Road Corridor Concept - Arlington Road to Merrill Road
PAY ITEM SPEC YEAR:	2022
SUBMITTAL TYPE:	Engineers Estimate (Initial)
COUNTY:	Duval
DATE:	October 26, 2023
ENGINEERING CONSULTANT FIRM:	Benesch
CONTACT NAME:	Martha L. Moore, PE, PTOE, RSP1
PHONE NUMBER:	904-491-2637
FILE VERSION:	EE_09/23
PAGE NUMBER:	1 of 4

COMPONENT GROUPS

200 - ROADWAY		$2,872,378.31
300 - SIGNING & PAVEMENT MARKINGS		$289,685.64
400 - LIGHTING		$917,036.52
COMPONENT SUB-TOTAL		$4,079,100.47
(102-1) MOT (Maintenance of Traffic)	10%	$407,910.05
SUB-TOTAL		$4,487,010.51
(101-1) MOB (Mobilization)	10%	$407,910.05
SUB-TOTAL		$4,894,920.56
Contingency	10%	$489,492.06
SUB-TOTAL		$5,384,412.62
CEI	15%	$734,238.08
SUB-TOTAL		$6,118,650.70
PROJECT GRAND TOTAL		**$6,118,650.70**

NOTES:

Costs based on FDOT Area 5 (Duval County) 12 Month Moving Market Area Averages, 08/01/2022 thru 07/31/2023

ENGINEER'S ESTIMATE

NORTH FLORIDA TPO - SEGMENT 2

FINANCIAL PROJECT ID:	
FILE VERSION:	EE_09/23
PAGE NUMBER:	2 of 4

Roadway

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0104 18	INLET PROTECTION SYSTEM	EA	6	$193.00	$ 1,158.00
0327 70 1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	51644	$2.45	$ 126,527.80
0425 5	MANHOLE, ADJUST	EA	11	$1,455.24	$ 16,007.64
0425 6	VALVE BOXES, ADJUST	EA	11	$1,171.99	$ 12,891.89
0520 1 10	CONCRETE CURB & GUTTER	LF	19757	$68.96	$ 1,362,442.72
0520 70	CONCRETE TRAFFIC SEPARATOR, SPECIAL- VARIABLE WIDTH	SY	812	$333.54	$ 315,067.32
0523 3	PATTERNED PAVEMENT, VEHICULAR AREAS - STAMPED PAVEMENT	SY	1672	$400.00	$ 996,400.00
0570 1 2	PERFORMANCE TURF, SOD	SY	6534	$6.41	$ 41,882.94
Roadway		**COMPONENT TOTAL**			**$ 2,872,378.31**

ENGINEER'S ESTIMATE
NORTH FLORIDA TPO - SEGMENT 2

FINANCIAL PROJECT ID:	
FILE VERSION:	EE_09/23
PAGE NUMBER:	3 of 4

Signing & Pavement Markings

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0920 714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE	SF	8586	$10.41	$ 89,380.26
0654 211	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- AC, COMPLETE SIGN ASSEMBLY- SINGLE DIRECTION	AS	2	$9,914.00	$ 34,602.84
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	3275	$3.75	$ 12,281.25
0711 11124	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONALS AND CHEVRONS	LF	204	$5.59	$ 5,647.32
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	368	$7.75	$ 2,852.00
0711 11141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"	GM	1.0765	$2,805.24	$ 3,019.84
0711 11 170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	67	$90.43	$ 6,058.81
0711 11224	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON	LF	1633	$6.16	$ 10,059.28
0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	1023	$16.18	$ 16,552.14
0711 14160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	63	$548.68	$ 34,566.84
0711 14170	THERMOPLASTIC, PREFORMED, WHITE, ARROWS	EA	69	$153.16	$ 10,568.04
0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE SOLID 6"	GM	3	$4,859.30	$ 14,577.90
0711 16102	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 8"	GM	0.0294	$6,145.45	$ 180.68
0711 16201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW SOLID 6"	GM	10.381	$4,729.76	$ 49,099.64
0711 16231	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"	GM	1.738	$2,059.05	$ 238.80
Signing & Pavement Markings		**COMPONENT TOTAL**			**$ 289,685.64**

ENGINEER'S ESTIMATE
NORTH FLORIDA TPO - SEGMENT 2

FINANCIAL PROJECT ID:	
FILE VERSION:	EE_09/23
PAGE NUMBER:	4 of 4

Lighting

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0715 61211	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 35' MOUNTING HEIGHT, 8' ARM LENGTH	EA	76	$12,066.27	$917,036.52
Lighting		**COMPONENT TOTAL**			**$917,036.52**

NORTH FLORIDA TPO

benesch