



District Two

## University Blvd. (S.R. 109) at Merrill Rd. Roundabout



### PUBLIC HEARING

Monday, September 18, 2017  
Hearing 4:30 p.m. to 6:30 p.m.

**Presentation at 6:30 p.m.**

Jacksonville University  
Gooding Auditorium  
2800 University Boulevard North  
Jacksonville, Florida 32211

**Purpose of the Public Hearing:** As part of the Arlington Community Redevelopment Area (CRA), University Blvd and Merrill Rd have been chosen as corridors that could benefit from this intersection improvement. Slowing traffic and providing aesthetic improvements are the focus of this project.

**Project Summary:** This project concept was developed as part of the JTA Mobility Works initiative. This is a \$100 million program approved by City Council and funded by the extension of the Local Option Gas Tax to complete 13 roadway and 14 Mobility Corridor projects throughout Jacksonville over the next five years.

Identified as one of the key corridors within JTA's mobility works program, University and Merrill both have high ridership numbers for transit use. Through the CRA's work over the past few years this intersection was identified as a keystone project and as a catalyst project for future changes on University Blvd. and Merrill Road that will improve travel safety and reduce speeds at this intersection.

**Comments:** We welcome any oral or written comments you might have that will help us make this important decision. At the conclusion of the formal presentation that begins at 6:30 p.m. our personnel will distribute speaker cards to those in the audience who would like to make a statement. A court reporter will record your statement and a verbatim transcript will be made of all oral proceedings at this hearing. If you do not wish to speak at the microphone, you may present your comments in writing or directly to the court reporter at the comment table. Written comments received or postmarked no later than ten days following the date of this public hearing, September 18, 2017 will become a part of the public record for this public hearing. All written comments should be mailed to: **Aaron Kaster**, FDOT District Two, 1109 South Marion Avenue, Lake City, Florida 32025.

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability or family status as FDOT complies with Title VI of the Civil Rights Act of 1964.





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### Project FAQ's

#### **What is the accident/fatality history at University/Merrill intersection?**

Crash data was obtained and reviewed for the vicinity of the intersection. For the 3-year period between January 1st 2011 and December 31st, 2013 there were 89 crashes. Most of these were rear end crashes (53%) with right angle and left turn crashes accounting for 13%. No pedestrian or bicycle crashes were recorded at the intersection from 2006-2013 (8 years). In addition, no fatal crashes were recorded at the intersection during that time period.

#### **What are the projected reductions in accidents/fatalities post roundabout?**

Roundabouts are recognized by the US Department of Transportation as a proven safety countermeasure due to their ability to reduce speeds and crashes at intersections. The design of the roundabout limits circulating speeds to a maximum of 15-20 mph. Turbo Roundabouts are similar in their ability to lower speeds and reduce the number of conflict points in an intersection and are anticipated to have similar safety benefits as traditional roundabouts. We have not done the projections on crash reductions for this area. Overall, roundabouts have fewer conflict points than signalized intersections.

#### **How do you use the roundabout?**

When approaching and traveling through a roundabout slow down. Observe the lane signs and choose the correct entry lane. Wait for a gap in traffic before entering the roundabout. Remember to yield to traffic in the roundabout because drivers in the roundabout always have the right-of-way. Do not pass other vehicles in the roundabout and give large vehicles extra space because they might use both lanes.

#### **Quick List of things to Remember:**

- Slow down.
- Look and plan ahead.
- Pedestrians go first. When entering or exiting a roundabout, yield to pedestrians at the crosswalk.
- Look to the left, yield to all traffic in the roundabout, find a safe gap, and then go.
- Don't pass vehicles in a roundabout.
- Signal.

#### **How long will construction take and what are alternate routes during construction?**

Construction will last 9-12 months and traffic will be maintained through the intersection during construction. There are numerous alternatives for persons on Merrill that desire to go south on University to take prior to getting to University if they want to avoid construction. Same goes for NB traffic on University desiring to access Merrill Road. There are also other access points to JU if public does not want to travel through the work zone.

#### **How will the roundabout accommodate first responders and semi trucks?**

The roundabout will accommodate vehicles as large as a semi-tractor trailer and therefore can accommodate large fire trucks and ambulances as well as school buses. These vehicles will utilize all lanes of the roundabout as well as the concrete apron without damaging the structure of the roundabout.

#### **How will the new roundabout differ from the Arlington Expressway/University roundabout?**

The Arlington Expressway/University Blvd roundabout is a single lane hybrid roundabout that serves more of the ramp movement through movements. The University Blvd/Merrill Road roundabout is a multi-lane roundabout with separated lanes to direct traffic and eliminate lane shifts.

