

SR 152 at Goodbys Executive Drive Midblock Crossing Study

Duval County (72028000; MP 0.377)

Submitted by | Peters and Yaffee, Inc.

Submitted to | FDOT District Two



Professional Engineer Certificate

I, Russell Yaffee, PE 64513, certify that I currently hold an active license in the State of Florida and am competent through education or experience to provide engineering services in the civil discipline contained in this plan, print, specification, or report.

Project

SR 152 at Goodbys Executive Drive Midblock Crossing Study

Location

Duval County, Florida

Client

FDOT District Two

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

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JACKSONVILLE, FL 32246
RUSSELL YAFFEE, P.E. 64513



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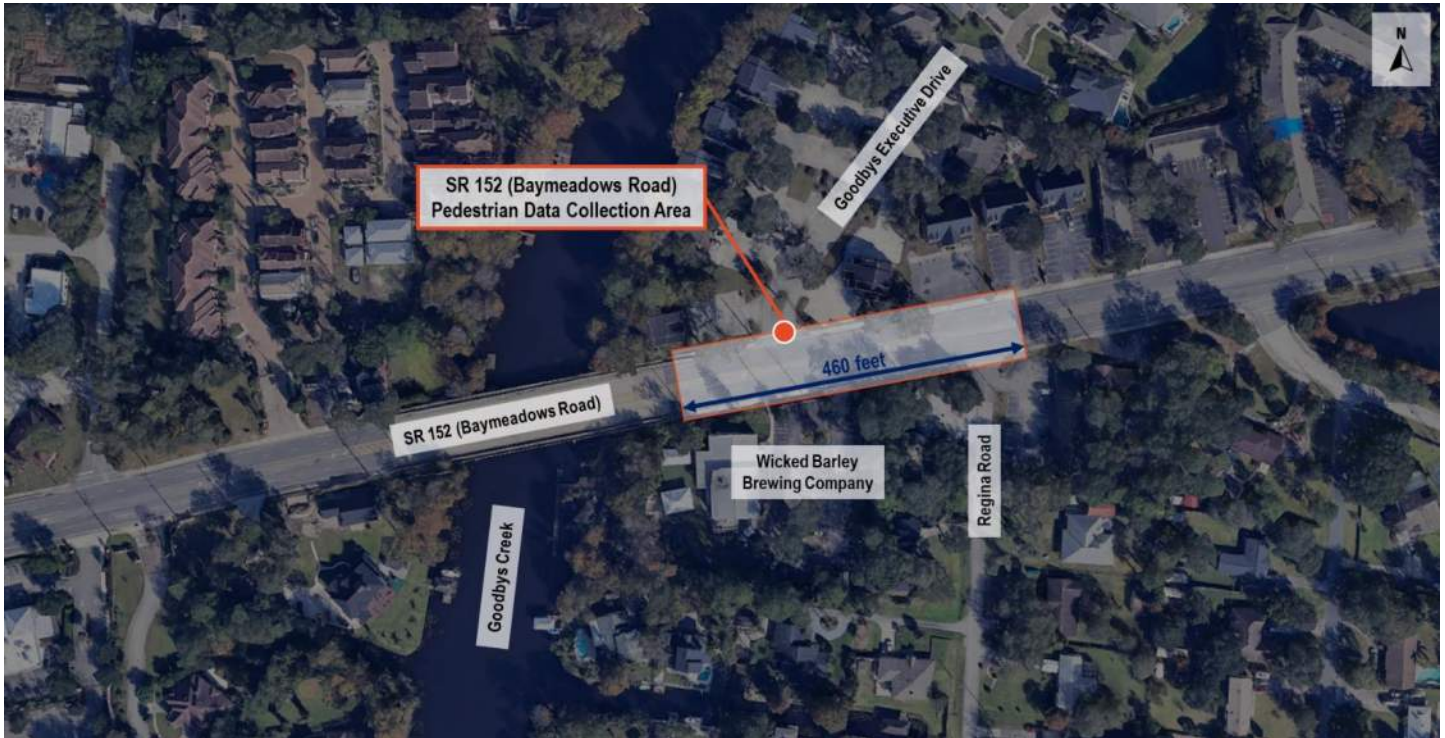
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Introduction

A midblock crossing study has been prepared to determine if a midblock crossing is appropriate on SR 152 (Baymeadows Road) at Goodbys Executive Drive. The purpose of this study is to evaluate current pedestrian activity and identify potential pedestrian safety improvements. Figure 1 shows the location of the studied midblock crossing location.

Figure 1: Location of Midblock Crossing Study



Study Location

Near the study location, SR 152 is a four-lane, undivided urban minor arterial with a two-way left turn lane that runs in an east-west alignment. The posted speed limit is 45 mph in the vicinity of the study location. There are sidewalks on both sides of SR 152 and four-foot paved shoulders marked as bike lanes. The nearest marked pedestrian crosswalks on SR 152 are located approximately 1,940 feet to the west at the Signalized San Jose Boulevard intersection and 3,300 feet to the east at the signalized Craven Road intersection. The study intersection is stop controlled with the south approach providing access to the Wicked Barley Brewing Company restaurant and parking lot and the north approach providing access to the Goodby's Creek Executive Park offices and parking. The context classification of SR 152 in the vicinity of the study location is C3C (Suburban Commercial). Land use in the area surrounding SR 152 at the study area consists primarily of commercial and office spaces, with residential land use accessed via intersecting roads. Goodbys Creek is located approximately 250 feet to the west of the study intersection. The straight-line diagram for this section of SR 152 is contained in Appendix A.

Pedestrian Observations

On Friday, May 30, 2025, Peters and Yaffee conducted a field review from 7:30 PM to 8:30 PM to observe pedestrian activity and identify sight distances. Adequate sight distance was observed along SR 152, though there is a vertical curve on SR 152 on the bridge over Goodbys Creek. The traffic volumes on SR 152 were generally light enough to create gaps in traffic to allow pedestrians to cross SR 152 in one stage without having to wait for long periods of time. The Wicked Barley parking lot remained full during the field review, however, it did not exceed capacity. The Goodbys Executive Park offices and businesses all appeared to be closed at the time of the field review.

SR 152 AT GOODBYS EXECUTIVE DRIVE MIDBLOCK CROSSING STUDY

There were nine vehicles parked in the Goodbys Executive Park parking lot. It was unclear if they belonged to patrons of Wicked Barley. Streetlights are located on both sides of SR 152. They were observed to be operational and turned on during the field review at approximately 8:20 PM.

During the field review, one pedestrian was observed crossing SR 152 from Wicked Barley to the Goodbys Executive Drive parking lot. In addition, three pedestrians were observed traveling on the sidewalks along SR 152. Two of these pedestrians were traveling to/from Wicked Barley. A condition diagram and photos from the field review are provided in Appendix B.

Crash Data

Crash data at the SR 152/Goodbys Executive Drive intersection was obtained from Signal Four Analytics reporting system for the five-plus year period of 1/1/2020 through 5/25/2025. The collision summary and collision diagram are provided in Appendix C. The number of crashes in the study area is summarized in Table 1.

As indicated in Table 1, there have been a total of 12 crashes at the study intersection with one fatal crash, two injury crashes, and nine property damage only crashes. Six crashes occurred during the day, and six crashes occurred at night. Eleven crashes occurred with dry pavement conditions, and one crash occurred during wet pavement conditions. There was one bicycle crash and one pedestrian crash. The one pedestrian crash is considered correctable by a midblock crosswalk because the pedestrian was crossing SR 152.

Table 1: Crash Summary of SR 152 at Goodbys Executive Drive

Year	Total Number of Crashes	Total Correctable Crashes	Property Damage Only Crashes	Injury Crashes	Fatal Crashes	Crashes Involving Pedestrian or Bicyclist
2020	1	0	1	0	0	0
2021	3	0	2	1	0	1**
2022	0	0	0	0	0	0
2023	2	0	2	0	0	0
2024	4	0	3	1	0	0
2025*	2	1	1	0	1	1
Total	12	1	9	2	1	2

* 2025 crashes are from 01/01/2025 – 5/25/2025. Crash reports that reveal the identity, home or employment telephone number or home or employment address of, or other personal information concerning the parties involved in the crash and that are held by any agency that regularly receives or prepares information from or concerning the parties to motor vehicle crashes are confidential and exempt from s. 119.07(1) and s. 24(a), Art. I of the State Constitution for a period of 60 days after the date the report is filed. Crash data available at the time of study will be at least 60 days old to comply with the updated F.S. 316.066.

** The bicycle crash involved a bicycle crossing the Wicked Barley Driveway and, therefore, would not have been preventable with the installation of a midblock crossing on SR 152.

Traffic Data

Florida Traffic Online (2024) was used to identify the 2024 Annual Average Daily Traffic (AADT) on SR 152. The AADT is 19,600 per the nearest Portable Traffic Monitoring Site. The historical AADT data on SR 152 is provided in Appendix D. According to the FDOT Transportation Engineering Manual (TEM), the minimum vehicular volume to consider a midblock crossing location is 2,000 ADT along the roadway segment. Thus, the ADT at the study location is greater than the minimum vehicular volume.

Bicycle and Pedestrian Data

The number of bicyclists and pedestrians crossing SR 152 in the vicinity of the Goodbys Executive Drive intersection was counted for 12-hours (11:00 AM – 11:00 PM) each day from Thursday May 22 through Saturday May 24, 2025. The results for each day are summarized in Table 2. The full bicycle and pedestrian counts for the SR 152/Goodbys Executive Drive intersection are contained in

SR 152 AT GOODBYS EXECUTIVE DRIVE MIDBLOCK CROSSING STUDY

Appendix E. The maximum hourly bicycle and pedestrian crossings within the counted timeframe was 24 on Thursday (5:45 PM – 6:45 PM), 24 on Friday (7:30 PM – 8:00 PM), and two on Saturday (7:00 PM – 8:00 PM).

Table 2: Bicycle and Pedestrian Crossing Summary – SR 152 at Goodbys Executive Drive

Total Number of Pedestrians and Bicyclists Crossing SR 152			
Time Period	Thursday, May 22, 2025	Friday, May 23, 2025	Saturday, May 24, 2025
11:00 AM - 12:00 PM	0	0	0
12:00 PM - 1:00 PM	0	0	0
1:00 PM - 2:00 PM	0	0	0
2:00 PM - 3:00 PM	0	0	0
3:00 PM - 4:00 PM	0	2	1
4:00 PM - 5:00 PM	0	0	0
5:00 PM - 6:00 PM	11	0	0
6:00 PM - 7:00 PM	13	6	0
7:00 PM - 8:00 PM	7	21	2
8:00 PM - 9:00 PM	5	15	0
9:00 PM - 10:00 PM	9	7	0
10:00 PM - 11:00 PM	1	8	0
12-Hour Total	46	59	3

Illumination

There is roadway lighting along both sides of SR 152 at the study intersection. If a mid-block crosswalk is installed, the lighting will need to be reviewed to meet crosswalk lighting standards.

Stopping Sight Distances

Per Table 210.11.1 in the 2025 FDOT Design Manual (Minimum Stopping Sight Distance), a stopping sight distance of 360 feet is required for a design speed of 45 mph. The stopping sight distance was measured as greater than the required stopping sight distance for the studied location.

Generators and Attractors

Land use in the area surrounding SR 152 at the study location consists primarily of commercial properties and offices. There are residential properties south of SR 152 in the study area accessed via Regina Road. The Wicked Barley Brewing Company is located on the south side of SR 152 opposite Goodbys Executive Drive and acts as the primary pedestrian attractor. There are parking lots at the Wicked Barley Brewing Company and at the Goodbys Creek Executive Park office complex that act as the primary pedestrian generators.

Midblock Crossing Criteria

Placement of midblock crosswalks should be based on an identified need. As per Section 5.2.5.1 of the TEM, there are three factors that need to be considered when evaluating the need for a midblock crosswalk. These include:

- Proximity to significant generators and attractors
- Pedestrian demand
- Local characteristics

SR 152 AT GOODBYS EXECUTIVE DRIVE MIDBLOCK CROSSING STUDY

To be considered for a marked pedestrian crosswalk, a midblock or uncontrolled approach location shall meet all the following criteria:

1. Proximity to significant pedestrian generators and attractors. Any midblock or unsignalized intersection under consideration for a marked crosswalk should exhibit either of the following:
 - A. A well-defined spatial pattern of pedestrian generators, attractors, and flow (across a roadway) between them; or
 - B. A well-defined pattern of existing pedestrian crossings.
2. Recommended levels of pedestrian demand. Pedestrian data for an average day shall be collected with the method described in Section 5.2.6.:
 - A. The following recommended pedestrian volume demand threshold should be met when considering a new marked crosswalk:
 - 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average day.

A pedestrian volume demand threshold is not needed for crosswalks within a school zone or within the following Context Classifications:

 - C2T Rural Town
 - C3C Suburban Commercial
 - C4 Urban General
 - C5 Urban Center
 - C6 Urban Core
3. Minimum Location Characteristics
 - A. A minimum vehicular volume of 2,000 Average Daily Traffic (ADT) along the roadway segment.
 - B. Minimum distance to nearest alternative crossing location is 300 feet per the FDOT Design Manual (FDM), Chapter 222. A proposed crossing location that falls between 100 and 300 feet from an alternative existing crossing may be considered if it is more practical for non-motorist use; this justification must be documented in the engineering study.
 - C. The proposed location must be outside the influence area of adjacent signalized intersections, including the limits of the auxiliary turn lanes.

Results

Land use in the area surrounding SR 152 at the study location consists primarily of commercial properties and offices. There are residential properties south of SR 152 in the study area accessed via Regina Road. Goodbys Creek is located approximately 250 feet to the west of the study intersection. The Wicked Barley Brewing Company is located on the south side of SR 152 opposite Goodbys Executive Drive and acts as the primary pedestrian attractor. The Wicked Barley Brewing Company and Goodbys Creek Executive Park office complex parking lots act as the primary pedestrian generators.

As noted above, the AADT for SR 152 near Goodbys Executive Drive is 19,600. As such, the minimum demand of 2,000 vehicles per day on SR 152 is met. The nearest marked pedestrian crosswalks on SR 152 are located approximately 1,940 feet to the west at the Signalized San Jose Boulevard intersection and 3,300 feet to the east at the signalized Craven Road intersection. As such, the minimum distance to the nearest alternative crossing location of 300 feet is met at the study location.

As indicated in the Pedestrian Data section of this report and in Appendix E, the maximum number of hourly bicyclists and pedestrians crossing SR 152 at Goodbys Executive Drive was 24 on Thursday (5:45 PM – 6:45 PM), 24 on Friday (7:30 PM – 8:30 PM), and 2 on Saturday (7:00 PM – 8:00 PM). As such, the pedestrian volume meets the recommended volume criteria threshold of 20 pedestrian crossings per hour on two of the three days. It should be noted that pedestrian demand is not required in the C3C context classification.

Using a design speed of 45 mph for SR 152, there is an adequate stopping sight distance if a midblock crossing was to be provided on SR 152 at Goodbys Executive Drive.

Recommendations

The study was conducted to determine if a midblock crosswalk is recommended at the SR 152/Goodbys Executive Drive intersection. This location is proximate to pedestrian generators and attractors, meets the location characteristics, and meets the pedestrian volume demand threshold. As such, a midblock crossing is recommended.

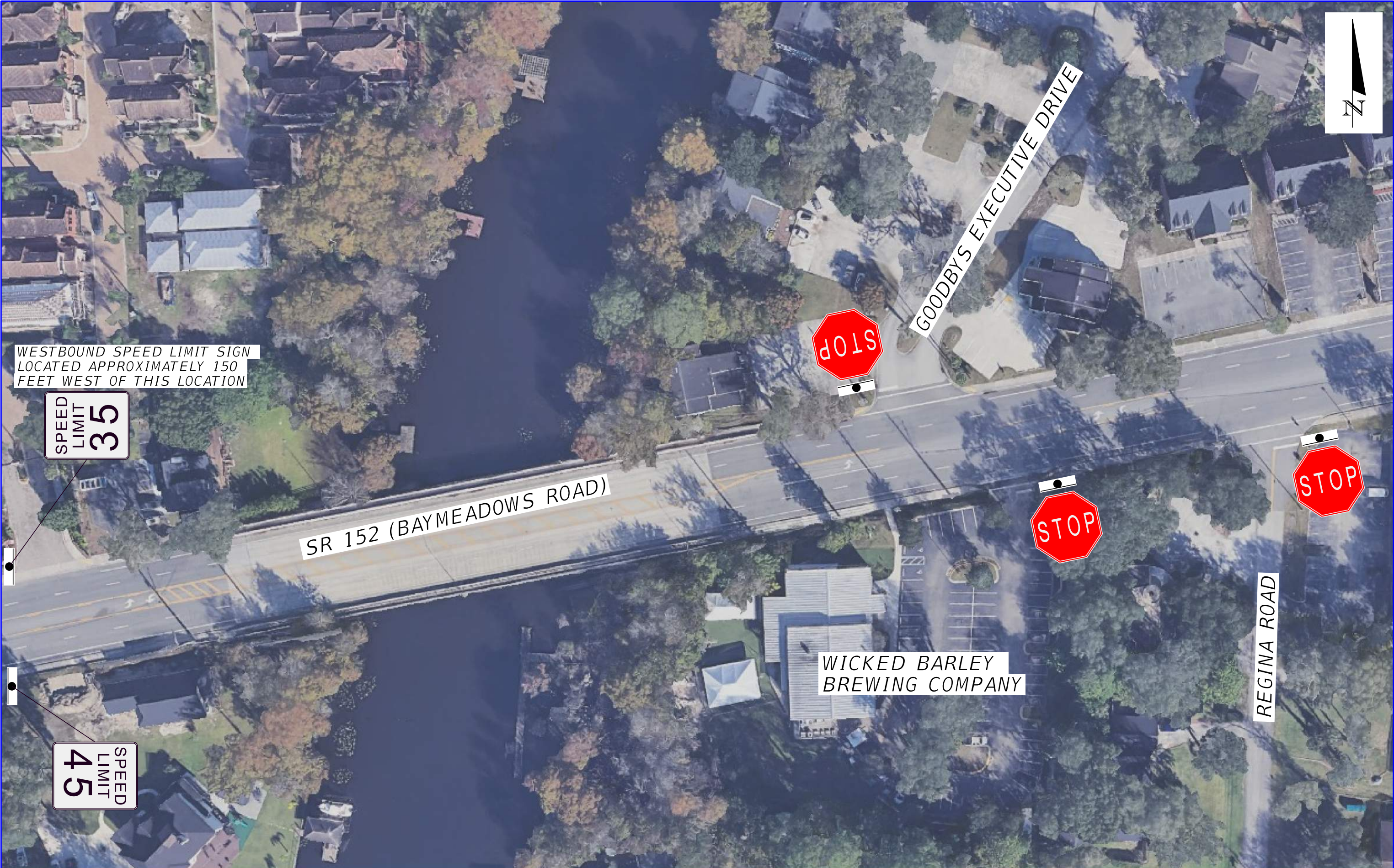
Guidance set forth in Section 5.2.5.2 of the FDOT TEM should be used to determine which type of pedestrian crossing is most appropriate at a specific location. This guidance is based on the vehicular volumes, pedestrian volumes, posted speed and lane configuration. The posted speed on SR 152 in the study area is greater than the speed limit condition for a Rectangular Rapid-Flashing Beacon (RRFB). The location meets the TEM conditions for consideration of a Pedestrian Hybrid Beacon (PHB) and the volume guidance per Chapter 4F of the MUTCD and Figure 5.2-2 in the TEM. The TEM states that a PHB should not be installed within 100 feet of an intersection or driveway. Given the concentration of driveways near the study intersection, it is unlikely that this distance can be attained. As such, additional treatments including but not limited to blank-out signs, static signs, and supplemental pavement markings should be considered to inform drivers on the side street of the PHB. Based on the two cameras that were used to observe pedestrian crossings, a greater number of pedestrians crossed immediately at Goodbys Executive Drive near the path leading from Wicked Barley than did east of the intersection. As such, a midblock crossing installed at the intersection would likely best meet the pedestrian crossing needs. According to FDM 222.2.3.2(2), a refuge island is recommended for midblock crosswalks where the crossing distance exceeds 60 feet. Since the crossing distance on SR 152 is approximately 66 feet, surpassing that threshold, a median should be provided to serve as a pedestrian refuge island. Two preliminary concepts of the proposed midblock crossing are provided in Appendix F.

Appendix A

Straight-Line Diagram

Appendix B

Condition Diagram
Field Review Photos



WESTBOUND SPEED LIMIT SIGN
LOCATED APPROXIMATELY 150
FEET WEST OF THIS LOCATION

SPEED
LIMIT
35

SR 152 (BAYMEADOWS ROAD)

GOODBYS EXECUTIVE DRIVE

STOP

STOP

STOP

REGINA ROAD

WICKED BARLEY
BREWING COMPANY

SPEED
LIMIT
45

REVISIONS				PETERS AND YAFFEE, INC 9822 TAPESTRY PARK CIRCLE, SUITE 205 JACKSONVILLE, FL 32246		CONDITION DIAGRAM SR 152 (BAYMEADOWS ROAD) AT GOODBYS EXECUTIVE DRIVE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION				1
\$USERS\$		\$DATES\$	\$TIMES\$	\$MODELNAME\$			\$FILE\$

SR 152 AT GOODBYS EXECUTIVE DRIVE MIDBLOCK CROSSING STUDY

Wicked Barley Sidewalk Looking North Across SR 152



Wicked Barley Sidewalk Looking West Along SR 152



SR 152 AT GOODBYS EXECUTIVE DRIVE MIDBLOCK CROSSING STUDY

Wicked Barley Sidewalk Looking East Along SR 152



Goodbys Executive Drive Sidewalk Looking South Across SR 152



SR 152 AT GOODBYS EXECUTIVE DRIVE MIDBLOCK CROSSING STUDY

Goodbys Executive Drive Sidewalk Looking East Along SR 152



Goodbys Executive Drive Sidewalk Looking West Along SR 152



SR 152 AT GOODBYS EXECUTIVE DRIVE MIDBLOCK CROSSING STUDY

SR 152 Looking East Towards Goodbys Executive Drive Intersection



SR 152 Looking West Towards Goodbys Executive Drive Intersection



SR 152 AT GOODBYS EXECUTIVE DRIVE MIDBLOCK CROSSING STUDY

SR 152 Looking West Towards Goodbys Creek Bridge and Vertical Curve



Wicked Barley Driveway Stop Sign




Appendix C


Collision Summary
Collision Diagram


Collision Summary


Location: SR 152 (Baymeadows Road)															AR 2025.0124	
Intersecting Route: Goodbys Executive Drive/Wicked Barley Driveway															Analyst: Lauren Folk	
From: 1/1/2020												To: 05/25/2025			City/County: Jacksonville/Duval County	
No.	Date	Day	Time	Type	Correctable?	Fatalities	Incapacitating Injuries	Non-Incapacitating Injuries	Possible Injuries	Property Damage	Day/ Night	Wet/ Dry	Contributing Cause	Driver D1 Age 65+	Alcohol /Drugs	Notes
1	7/11/2020	Sa	19:15	Angle	No	0	0	0	0	\$ 6,000	Day	Dry	Failed to Yield ROW	No	No	NB Regina Road left-turning vehicle struck EB SR 152 vehicle.
2	1/6/2021	W	11:57	Angle	No	0	0	0	2	\$ 19,000	Day	Dry	Failed to Yield ROW	No	No	Goodbys Executive Drive left-turning vehicle struck WB SR 152 vehicle.
3	5/17/2021	M	15:47	Bicycle	No	0	0	0	0	\$ 300	Day	Dry	Failed to Yield ROW	No	No	WB SR 152 left-turning vehicle struck WB bicyclist traveling in south sidewalk crossing Wicked Barley Driveway.
4	5/30/2021	Su	15:44	Angle	No	0	0	0	0	\$ 8,000	Day	Dry	Failed to Yield ROW	Yes	No	NB Wicked Barley Driveway vehicle struck EB SR 152 vehicle.
5	4/1/2023	Sa	19:23	Angle	No	0	0	0	0	\$ 27,000	Night	Dry	Failed to Yield ROW	No	No	NB Wicked Barley Driveway left-turning vehicle struck WB SR 152 vehicle.
6	12/20/2023	W	21:21	Right Turn	No	0	0	0	0	\$ 3,000	Night	Dry	Failed to Yield ROW	No	No	NB Wicked Barley Driveway right-turning vehicle struck EB SR 152 vehicle.
7	1/26/2024	F	19:20	Rear End	No	0	0	0	0	\$ 4,000	Night	Dry	Careless Driving	No	No	EB SR 152 vehicle struck EB SR 152 vehicle east of Goodbys Executive Drive.
8	2/20/2024	Tu	16:00	Angle	No	0	0	0	0	\$ 5,000	Day	Dry	Failed to Yield ROW	Yes	No	NB Wicked Barley Driveway left-turning vehicle struck EB SR 152 vehicle.
9	3/9/2024	Sa	20:06	Angle	No	0	0	0	2	\$ 10,000	Night	Wet	Failed to Yield ROW	No	No	NB Wicked Barley Driveway left-turning vehicle struck EB SR 152 vehicle.
10	9/11/2024	W	18:05	Angle	No	0	0	0	0	\$ 49,000	Night	Dry	Failed to Yield ROW	Yes	No	NB Wicked Barley Driveway vehicle struck WB SR 152 vehicle.
11	3/19/2025	W	11:50	Left Turn	No	0	0	0	0	\$ 4,200	Day	Dry	Failed to Yield ROW	Yes	No	WB SR 152 left-turning vehicle struck EB SR 152 vehicle at Wicked Barley Driveway.
12	5/16/2025	F	20:28	Pedestrian	Yes	2	0	1	0	\$ 10,000	Night	Dry	Failed to Yield ROW	No	Unk	EB SR 152 vehicle struck NB pedestrians crossing SR 152 at Wicked Barley Driveway.
Total					1	2	0	1	4	\$ 145,500				4	0	
Total No.		Fatal Crashes		Injury Crashes				DUI			Angle		Bicycle		AADT Information SR 152: 19,600 vehicles per day (D=54.9%; T=1.4%; 2024 AADT from Florida Traffic Online, SR 152 East of Craven Road)	
12		1		2				0			7		1			
100%		8%		17%				0%			58%		8%			
Careless Driving		Failed to Yield ROW		Day				Night			Wet		Dry			
1		11		6				6			1		11			
8%		92%		50%				50%			8%		92%			



LEGEND:


-  OFF-ROAD


 ROLLOVER


 REAR-END COLLISION


 LEFT-TURN COLLISION


 RIGHT-TURN COLLISION
-  HEAD-ON COLLISION


 SIDESWIPE COLLISION


 ANGLE COLLISION


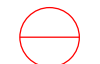
 COLLISION W/ANIMAL


 COLLISION W/BICYCLE

 COLLISION W/PEDESTRIAN

 OTHER

 BACKING

 WORK ZONE COLLISION
-  FATALITY


- EXTENT OF INJURY

1- NO INJURY

2- POSSIBLE INJURY

3- NON-INCAPACITATING INJURY

4- INCAPACITATING INJURY

5- FATALITY

SR 152 (BAYMEADOWS ROAD) AT
GOODBYS EXECUTIVE DRIVE
ANALYSIS YEARS 1/1/2020 - 5/25/2025
DUVAL COUNTY, FLORIDA
ROAD NUMBER 72028000
MP 0.344 - 0.431

TOTAL CRASHES GRAPHED ON THIS PAGE 12
TOTAL INJURY CRASHES 2
TOTAL FATAL CRASHES 1
TOTAL PDO CRASHES 9

SR 152 (BAYMEADOWS ROAD)

GOODBYS EXECUTIVE DRIVE

REGINA ROAD

WICKED BARLEY
BREWING COMPANY

REVISIONS				PETERS AND YAFFEE, INC 9822 TAPESTRY PARK CIRCLE, SUITE 205 JACKSONVILLE, FL 32246		COLLISION DIAGRAM SR 152 (BAYMEADOWS ROAD) AT GOODBYS EXECUTIVE DRIVE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION				1
\$USERS\$		\$DATES\$	\$TIMES\$	\$MODELNAME\$		\$FILES\$	

Appendix D

AADT Data

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 72 - DUVAL

SITE: 0974 - SR 152 E. OF CRAVEN RD.

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	19600	C	E 10000		W 9600	9.00	54.90	1.40
2023	21500	C	E 11000		W 10500	9.00	55.40	1.70
2022	19900	C	E 10000		W 9900	9.00	54.30	1.70
2021	20000	C	E 10000		W 10000	9.00	54.50	1.50
2020	17400	C	E 8700		W 8700	9.00	55.40	1.40
2019	23000	C	E 11500		W 11500	9.00	55.90	1.40
2018	21000	C	E 10500		W 10500	9.00	55.80	1.20
2017	21500	C	E 10500		W 11000	9.00	56.10	1.30
2016	21000	C	E 10500		W 10500	9.00	56.20	1.50
2015	21000	C	E 10500		W 10500	9.00	56.30	1.50
2014	19300	C	E 9300		W 10000	9.00	56.40	1.50
2013	20000	C	E 10000		W 10000	9.00	57.10	1.40
2012	19900	C	E 10000		W 9900	9.00	57.80	1.50
2011	20000	C	E 10000		W 10000	9.00	56.60	1.50
2010	21000	C	E 10500		W 10500	9.75	56.38	1.40
2009	20000	C	E 10000		W 10000	9.48	57.48	1.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix E

Bicycle and Pedestrian Data

	A	B	C	D	E	F	G	H	I	J
1	Project: 34741 - TWO#79 PED-STUDY - SR 152 at Goodby's Executive Drive									
2	Start Date: 5/22/2025									
3	Start Time: 11:00:00 AM									
4	Site Code: 1									
5	Station ID:									
6	Location 1: BAYMEADOWS ROAD FACING EAST									
7										
8			NORTHBOUND		SOUTHBOUND					
9	Date	Time	PED	BIKE	PED	BIKE				
10	5/22/2025	11:00 AM	0	0	0	0				
11	5/22/2025	11:15 AM	0	0	0	0				
12	5/22/2025	11:30 AM	0	0	0	0				
13	5/22/2025	11:45 AM	0	0	0	0				
14	5/22/2025	12:00 PM	0	0	0	0				
15	5/22/2025	12:15 PM	0	0	0	0				
16	5/22/2025	12:30 PM	0	0	0	0				
17	5/22/2025	12:45 PM	0	0	0	0				
18	5/22/2025	01:00 PM	0	0	0	0				
19	5/22/2025	01:15 PM	0	0	0	0				
20	5/22/2025	01:30 PM	0	0	0	0				
21	5/22/2025	01:45 PM	0	0	0	0				
22	5/22/2025	02:00 PM	0	0	0	0				
23	5/22/2025	02:15 PM	0	0	0	0				
24	5/22/2025	02:30 PM	0	0	0	0				
25	5/22/2025	02:45 PM	0	0	0	0				
26	5/22/2025	03:00 PM	0	0	0	0				
27	5/22/2025	03:15 PM	0	0	0	0				
28	5/22/2025	03:30 PM	0	0	0	0				
29	5/22/2025	03:45 PM	0	0	0	0				
30	5/22/2025	04:00 PM	0	0	0	0				
31	5/22/2025	04:15 PM	0	0	0	0				
32	5/22/2025	04:30 PM	0	0	0	0				
33	5/22/2025	04:45 PM	0	0	0	0				
34	5/22/2025	05:00 PM	0	0	0	0				
35	5/22/2025	05:15 PM	0	0	0	0				
36	5/22/2025	05:30 PM	0	0	0	0				
37	5/22/2025	05:45 PM	0	0	11	0				
38	5/22/2025	06:00 PM	0	0	4	0				
39	5/22/2025	06:15 PM	0	0	8	0				
40	5/22/2025	06:30 PM	0	0	1	0				
41	5/22/2025	06:45 PM	0	0	0	0				
42	5/22/2025	07:00 PM	0	0	0	0				
43	5/22/2025	07:15 PM	1	0	0	0				
44	5/22/2025	07:30 PM	0	0	0	0				
45	5/22/2025	07:45 PM	6	0	0	0				
46	5/22/2025	08:00 PM	3	0	0	0				
47	5/22/2025	08:15 PM	1	0	0	0				
48	5/22/2025	08:30 PM	1	0	0	0				
49	5/22/2025	08:45 PM	0	0	0	0				
50	5/22/2025	09:00 PM	0	0	0	0				
51	5/22/2025	09:15 PM	0	0	0	0				
52	5/22/2025	09:30 PM	1	0	0	0				



	A	B	C	D	E	F	G	H	I	J
53	5/22/2025	09:45 PM	8	0	0	0				
54	5/22/2025	10:00 PM	0	0	0	0				
55	5/22/2025	10:15 PM	0	0	0	0				
56	5/22/2025	10:30 PM	0	0	0	0				
57	5/22/2025	10:45 PM	0	0	0	0				

	A	B	C	D	E	F	G	H	I	J
1	Project: 34741 - TWO#79 PED-STUDY - SR 152 at Goodby's Executive Drive									
2	Start Date: 5/23/2025									
3	Start Time: 11:00:00 AM									
4	Site Code: 1									
5	Station ID:									
6	Location 1: BAYMEADOWS ROAD FACING EAST									
7										
8			NORTHBOUND		SOUTHBOUND					
9	Date	Time	PED	BIKE	PED	BIKE				
10	5/23/2025	11:00 AM	0	0	0	0				
11	5/23/2025	11:15 AM	0	0	0	0				
12	5/23/2025	11:30 AM	0	0	0	0				
13	5/23/2025	11:45 AM	0	0	0	0				
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23	5/23/2025	02:15 PM	0	0	0	0				
24	5/23/2025	02:30 PM	0	0	0	0				
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42	5/23/2025	07:00 PM	2	0	5	0				
43	5/23/2025	07:15 PM	1	0	1	0				
44	5/23/2025	07:30 PM	1	0	5	0				
45	5/23/2025	07:45 PM	1	0	4	0				
46	5/23/2025	08:00 PM	3	0	4	0				
47	5/23/2025	08:15 PM	4	0	1	0				
48	5/23/2025	08:30 PM	1	0	0	0				
49	5/23/2025	08:45 PM	2	0	0	0				
50	5/23/2025	09:00 PM	2	0	0	0				
51	5/23/2025	09:15 PM	0	0	0	0				
52	5/23/2025	09:30 PM	4	0	0	0				



	A	B	C	D	E	F	G	H	I	J
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54	5/23/2025	10:00 PM	2	0	0	0				
55	5/23/2025	10:15 PM	6	0	0	0				
56	5/23/2025	10:30 PM	0	0	0	0				
57	5/23/2025	10:45 PM	0	0	0	0				

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1	Project: 34741 - TWO#79 PED-STUDY - SR 152 at Goodby's Executive Drive									
2	Start Date: 5/24/2025									
3	Start Time: 11:00:00 AM									
4	Site Code: 1									
5	Station ID:									
6	Location 1: BAYMEADOWS ROAD FACING EAST									
7										
8			NORTHBOUND		SOUTHBOUND					
9	Date	Time	PED	BIKE	PED	BIKE				
10	5/24/2025	11:00 AM	0	0	0	0				
11	5/24/2025	11:15 AM	0	0	0	0				
12	5/24/2025	11:30 AM	0	0	0	0				
13	5/24/2025	11:45 AM	0	0	0	0				
14	5/24/2025	12:00 PM	0	0	0	0				
15	5/24/2025	12:15 PM	0	0	0	0				
16	5/24/2025	12:30 PM	0	0	0	0				
17	5/24/2025	12:45 PM	0	0	0	0				
18	5/24/2025	01:00 PM	0	0	0	0				
19	5/24/2025	01:15 PM	0	0	0	0				
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22	5/24/2025	02:00 PM	0	0	0	0				
23	5/24/2025	02:15 PM	0	0	0	0				
24	5/24/2025	02:30 PM	0	0	0	0				
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49	5/24/2025	08:45 PM	0	0	0	0				
50	5/24/2025	09:00 PM	0	0	0	0				
51	5/24/2025	09:15 PM	0	0	0	0				
52	5/24/2025	09:30 PM	0	0	0	0				



	A	B	C	D	E	F	G	H	I	J
53	5/24/2025	09:45 PM	0	0	0	0				
54	5/24/2025	10:00 PM	0	0	0	0				
55	5/24/2025	10:15 PM	0	0	0	0				
56	5/24/2025	10:30 PM	0	0	0	0				
57	5/24/2025	10:45 PM	0	0	0	0				

	A	B	C	D	E	F	G	H	I	J
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2	Start Date: 5/22/2025									
3	Start Time: 11:00:00 AM									
4	Site Code: 2									
5	Station ID:									
6	Location 1: BAYMEADOWS ROAD FACING WEST									
7										
8			NORTHBOUND		SOUTHBOUND					
9	Date	Time	PED	BIKE	PED	BIKE				
10	5/22/2025	11:00 AM	0	0	0	0				
11	5/22/2025	11:15 AM	0	0	0	0				
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13	5/22/2025	11:45 AM	0	0	0	0				
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49	5/22/2025	08:45 PM	0	0	0	0				
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55	5/22/2025	10:15 PM	0	0	0	0				
56	5/22/2025	10:30 PM	0	0	0	0				
57	5/22/2025	10:45 PM	0	1	0	0				

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1	Project: 34741 - TWO#79 PED-STUDY - SR 152 at Goodby's Executive Drive									
2	Start Date: 5/23/2025									
3	Start Time: 11:00:00 AM									
4	Site Code: 2									
5	Station ID:									
6	Location 1: BAYMEADOWS ROAD FACING WEST									
7										
8			NORTHBOUND		SOUTHBOUND					
9	Date	Time	PED	BIKE	PED	BIKE				
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11	5/23/2025	11:15 AM	0	0	0	0				
12	5/23/2025	11:30 AM	0	0	0	0				
13	5/23/2025	11:45 AM	0	0	0	0				
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49	5/23/2025	08:45 PM	0	0	0	0				
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51	5/23/2025	09:15 PM	0	0	0	0				
52	5/23/2025	09:30 PM	0	0	0	0				



	A	B	C	D	E	F	G	H	I	J
53	5/23/2025	09:45 PM	0	0	0	0				
54	5/23/2025	10:00 PM	0	0	0	0				
55	5/23/2025	10:15 PM	0	0	0	0				
56	5/23/2025	10:30 PM	0	0	0	0				
57	5/23/2025	10:45 PM	0	0	0	0				

	A	B	C	D	E	F	G	H	I	J
1	Project: 34741 - TWO#79 PED-STUDY - SR 152 at Goodby's Executive Drive									
2	Start Date: 5/24/2025									
3	Start Time: 11:00:00 AM									
4	Site Code: 2									
5	Station ID:									
6	Location 1: BAYMEADOWS ROAD FACING WEST									
7										
8			NORTHBOUND		SOUTHBOUND					
9	Date	Time	PED	BIKE	PED	BIKE				
10	5/24/2025	11:00 AM	0	0	0	0				
11	5/24/2025	11:15 AM	0	0	0	0				
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49	5/24/2025	08:45 PM	0	0	0	0				
50	5/24/2025	09:00 PM	0	0	0	0				
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52	5/24/2025	09:30 PM	0	0	0	0				

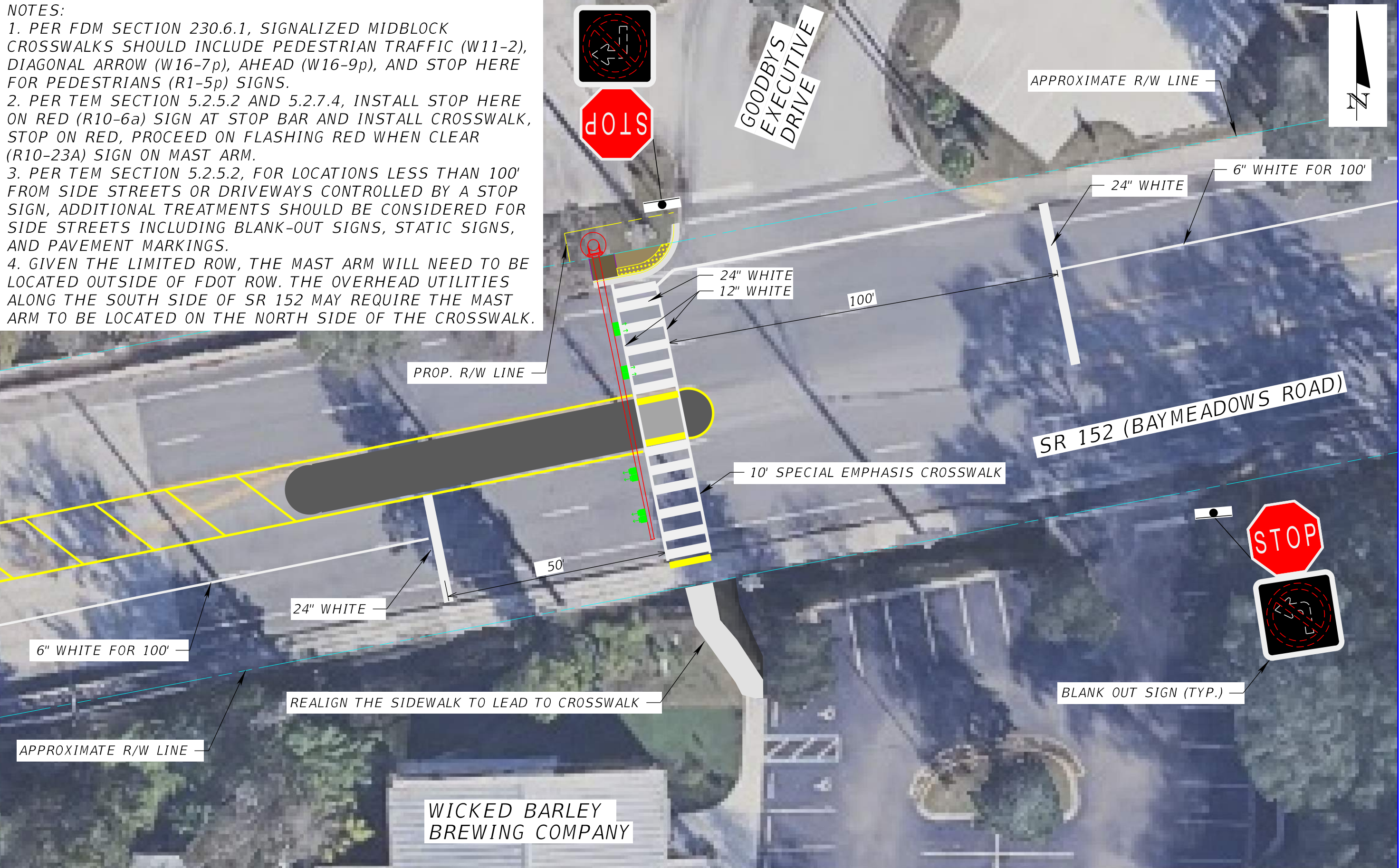


	A	B	C	D	E	F	G	H	I	J
53	5/24/2025	09:45 PM	0	0	0	0				
54	5/24/2025	10:00 PM	0	0	0	0				
55	5/24/2025	10:15 PM	0	0	0	0				
56	5/24/2025	10:30 PM	0	0	0	0				
57	5/24/2025	10:45 PM	0	0	0	0				

Appendix F

Midblock Crosswalk Preliminary Concepts

- NOTES:
1. PER FDM SECTION 230.6.1, SIGNALIZED MIDBLOCK CROSSWALKS SHOULD INCLUDE PEDESTRIAN TRAFFIC (W11-2), DIAGONAL ARROW (W16-7p), AHEAD (W16-9p), AND STOP HERE FOR PEDESTRIANS (R1-5p) SIGNS.
 2. PER TEM SECTION 5.2.5.2 AND 5.2.7.4, INSTALL STOP HERE ON RED (R10-6a) SIGN AT STOP BAR AND INSTALL CROSSWALK, STOP ON RED, PROCEED ON FLASHING RED WHEN CLEAR (R10-23A) SIGN ON MAST ARM.
 3. PER TEM SECTION 5.2.5.2, FOR LOCATIONS LESS THAN 100' FROM SIDE STREETS OR DRIVEWAYS CONTROLLED BY A STOP SIGN, ADDITIONAL TREATMENTS SHOULD BE CONSIDERED FOR SIDE STREETS INCLUDING BLANK-OUT SIGNS, STATIC SIGNS, AND PAVEMENT MARKINGS.
 4. GIVEN THE LIMITED ROW, THE MAST ARM WILL NEED TO BE LOCATED OUTSIDE OF FDOT ROW. THE OVERHEAD UTILITIES ALONG THE SOUTH SIDE OF SR 152 MAY REQUIRE THE MAST ARM TO BE LOCATED ON THE NORTH SIDE OF THE CROSSWALK.



REVISIONS				PETERS AND YAFFEE, INC 9822 TAPESTRY PARK CIRCLE, SUITE 205 JACKSONVILLE, FL 32246	CONCEPT DIAGRAM 1 SR 152 (BAYMEADOWS ROAD) AT GOODBYS EXECUTIVE DRIVE	SHEET NO. 1
DATE	DESCRIPTION	DATE	DESCRIPTION			

spesha

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Default

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NOTES:
1. PER FDM SECTION 230.6.1, SIGNALIZED MIDBLOCK CROSSWALKS SHOULD INCLUDE PEDESTRIAN TRAFFIC (W11-2), DIAGONAL ARROW (W16-7p), AHEAD (W16-9p), AND STOP HERE FOR PEDESTRIANS (R1-5p) SIGNS.
2. PER TEM SECTION 5.2.5.2 AND 5.2.7.4, INSTALL STOP HERE ON RED (R10-6a) SIGN AT STOP BAR AND INSTALL CROSSWALK, STOP ON RED, PROCEED ON FLASHING RED WHEN CLEAR (R10-23A) SIGN ON MAST ARM.
3. PER TEM SECTION 5.2.5.2, FOR LOCATIONS LESS THAN 100' FROM SIDE STREETS OR DRIVEWAYS CONTROLLED BY A STOP SIGN, ADDITIONAL TREATMENTS SHOULD BE CONSIDERED FOR SIDE STREETS INCLUDING BLANK-OUT SIGNS, STATIC SIGNS, AND PAVEMENT MARKINGS.
4. GIVEN THE LIMITED ROW, THE MAST ARM WILL NEED TO BE LOCATED OUTSIDE OF FDOT ROW. THE OVERHEAD UTILITIES ALONG THE SOUTH SIDE OF SR 152 MAY REQUIRE THE MAST ARM TO BE LOCATED ON THE NORTH SIDE OF THE CROSSWALK.



REVISIONS				PETERS AND YAFFEE, INC 9822 TAPESTRY PARK CIRCLE, SUITE 205 JACKSONVILLE, FL 32246	CONCEPT DIAGRAM 2 SR 152 (BAYMEADOWS ROAD) AT GOODBYS EXECUTIVE DRIVE	SHEET NO. 2
DATE	DESCRIPTION	DATE	DESCRIPTION			

spesha

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