

Sociocultural Effects Evaluation

Florida Department of Transportation

District 2

SR 16 PD&E Study

From International Golf Parkway to I-95

St. Johns County, Florida

Financial Management Number: 210447-5

ETDM Number: 14535

July 2025

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by Federal Highway Administration and FDOT.

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## 1.0 Project Summary

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### 1.1 Project Description

This Project Development and Environment (PD&E) Study involves a 5.9-mile segment of SR 16 from International Golf Parkway (IGP) to I-95 in St. Johns County, Florida, near the City of St. Augustine. A map of the project limits is shown in Figure 1.1.1. Within the study limits, SR 16 is functionally classified as an urban principal arterial – other from IGP to South Francis Road and rural principal arterial-other from South Francis Road to I-95. Between IGP and the St. Augustine Outlet Mall, approximately 5.1 miles, SR 16 is a two-lane undivided roadway with sporadic turn lanes and no pedestrian or bicycle features. From the St. Augustine Outlet Mall to I-95, approximately 0.8 miles, SR 16 is generally a four-lane divided roadway with a sidewalk located on both sides of the road; however, there is a 0.3-mile stretch with no sidewalk from the start of the four-lane section to the southern entrance of the St. Augustine Outlet Mall.

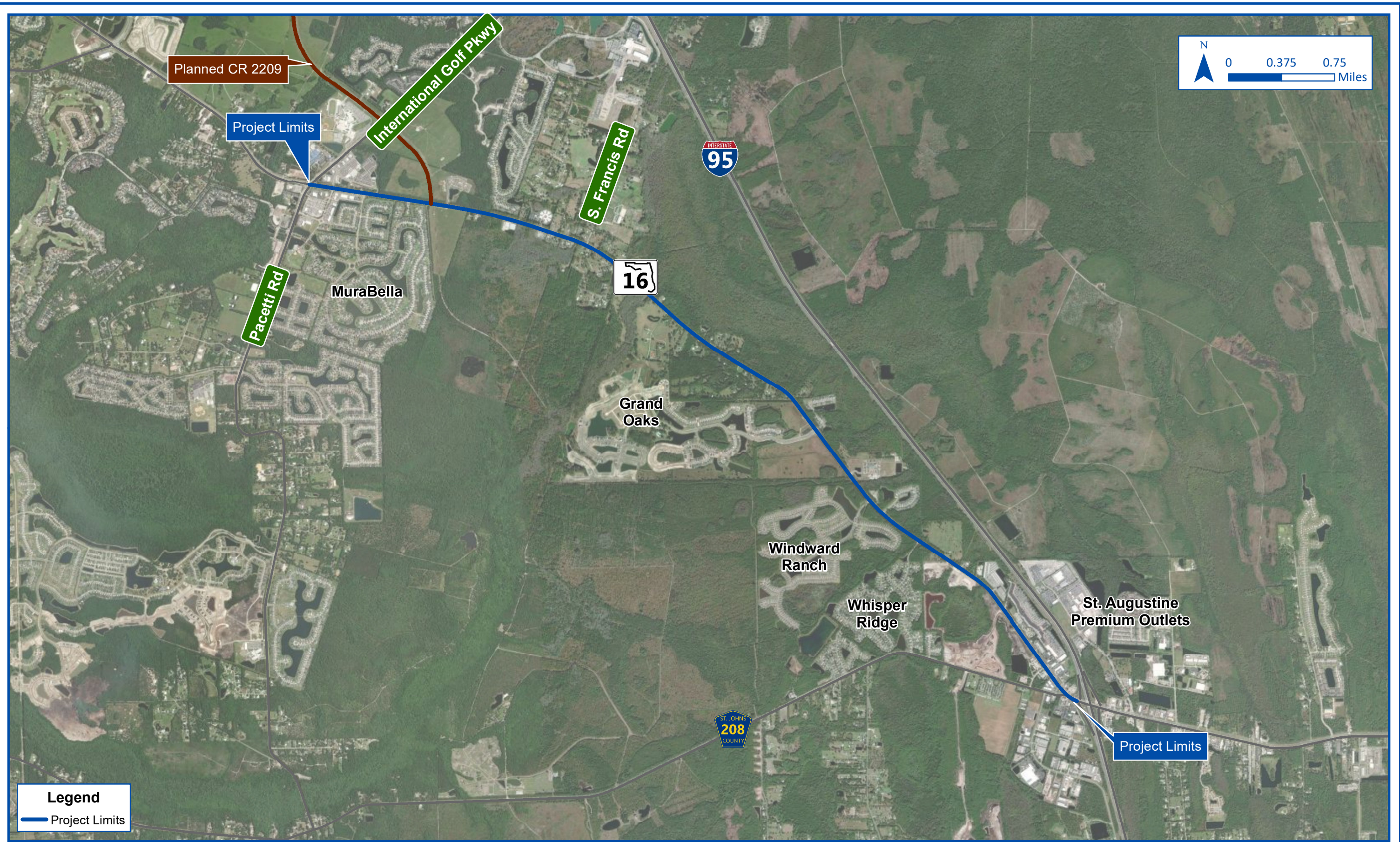
This PD&E study will evaluate widening the existing two-lane undivided roadway to a four-lane divided roadway. In addition, multi-modal transportation improvements including continuous bicycle and pedestrian facilities will be evaluated. SR 16 has one existing bridge (bridge number 780064) over Turnbull Creek, in which the structural integrity and functionality of this bridge will be evaluated.

### 1.2 Purpose & Need

The purpose of this project is to improve traffic mobility, reduce congestion, and address safety on SR 16 from IGP to I-95.

The project is needed to address traffic congestion and safety concerns. A secondary need for the project is to accommodate planned developments.







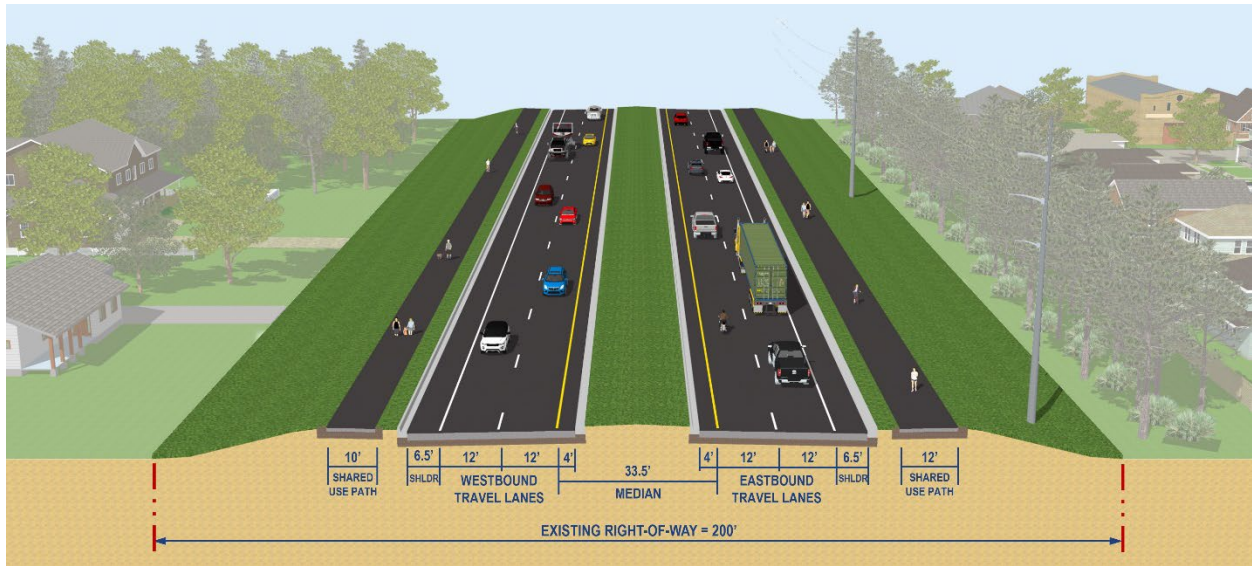
### 1.3 Conceptual Alternatives

As part of the PD&E Study, a No-Build Alternative and Build Alternative were evaluated against the purpose and need of the project. Both alternatives were presented at the Alternatives Public Meeting in February 2024. The Preferred Alternative is described in Section 1.4.

The No-Build Alternative retains the existing roadway and intersections. Under this scenario, the existing SR 16 would not be improved, but would be maintained in its current configuration. This alternative demonstrates conditions in the project's Design Year (2050) if the project is not implemented but other transportation improvements that are planned and programmed are completed. Due to the existing and future traffic demands of SR 16, the No-Build Alternative does not meet the project's purpose and need and is considered neither a viable nor a practical alternative, but it will be fully considered throughout the PD&E Study.

The Build Alternative for SR 16 is divided into two segments: Segment 1: IGP to the St. Augustine Outlet Mall, and Segment 2: St. Augustine Outlet Mall to I-95. St. Johns County is upgrading the portion of SR 16 between IGP and the proposed CR 2209, approximately 0.75 miles, to include a four-lane divided urban arterial along with intersection improvements. The proposed improvements described below will tie into the County's project.

The proposed typical section for Segment 1 features a four-lane divided high-speed arterial with curb and gutter. The roadway consists of two 12-foot-wide lanes in each direction with a four-foot-wide paved inside shoulder and a 6.5-foot-wide paved outside shoulder. The opposing lanes are separated by a 33.5-foot-wide raised grassed median (including the inside four-foot-wide shoulder width). A 12-foot-wide shared use path is proposed in the eastbound direction and a 10-foot-wide shared use path is proposed in the westbound direction. The proposed design speed is 45 miles per hour (mph) from IGP to CR 2209, 55 mph from east of CR 2209 to west of the St. Augustine Outlet Mall, then from St. Augustine Outlet Mall to I-95 is 45 mph. The existing right-of-way is approximately 200 feet, and no additional right-of-way is required to accommodate the proposed typical section. Figure 1.3.1 shows the proposed typical section for Segment 1, as shown at the Alternatives Public Meeting.

**Figure 1.3.1: Proposed Typical Section**

SR 16 is currently a two-lane undivided roadway which would be classified as non-restrictive, meaning there are no median openings. Upgrading Segment 1 to a four-lane divided facility will require the implementation of access management. The proposed access management classification is Class 3, which states directional median openings may be spaced at 1,320 feet and full median openings or signals may be spaced every 2,640 feet.

Segment 2 is already four lanes in the existing condition. Segment 2 is anticipated to meet the target LOS of D with proposed intersection improvements, so no additional capacity is recommended within this segment. The shared use paths from Segment 1 will be extended and will tie into the existing sidewalk. Safety and operational improvements were evaluated within this segment of SR 16, including the improvements to the Toms Road intersection and crosswalks. The Toms Road intersection features a thru-cut intersection to better direct vehicles through the intersection and reduce the risk of head-on and left-turn crashes. Segment 2 will maintain its access management classification of Class 3.

The estimated cost of the Build Alternative is approximately \$172.3 million.

A hybrid Alternative's Public Meeting was held on February 20, 2024 and February 22, 2024. The meeting was conducted both virtually via GoToWebinar and in-person. The virtual meeting was held on Tuesday, February 20, 2024 starting at 5:30 p.m. and the in-person meeting was held on Thursday, February 22, 2024 starting at 4:30 p.m. at the World Golf Village Renaissance. The public meeting included exhibit boards describing and showing the Build Alternative as well as a presentation.

The comments received were generally in support of the project and the most common comments included specific requests for lowering the speed limit and installing signals at the major neighborhood entrances. Other comments included request to begin project as soon as possible, construction timeline, request for additional turn lanes, and request for a noise wall.

Following the Alternatives Public Meeting, changes were made to reduce project costs, address public feedback, and incorporate the Value Engineering (VE) Study recommendations. These changes include:

- Reusing the existing roadway for the future eastbound lanes;
- Converting from an urban typical section to a rural typical section to have an open drainage system;
- Adding traffic signals to the following development entrances:
  - Turnbull Creek Road;
  - Whisper Ridge Road / Downs Corner;
  - Windward Ranch Boulevard; and
- Updating bicycle / pedestrian facilities to 12-foot-wide shared use paths on both sides of SR 16 throughout the project limits.

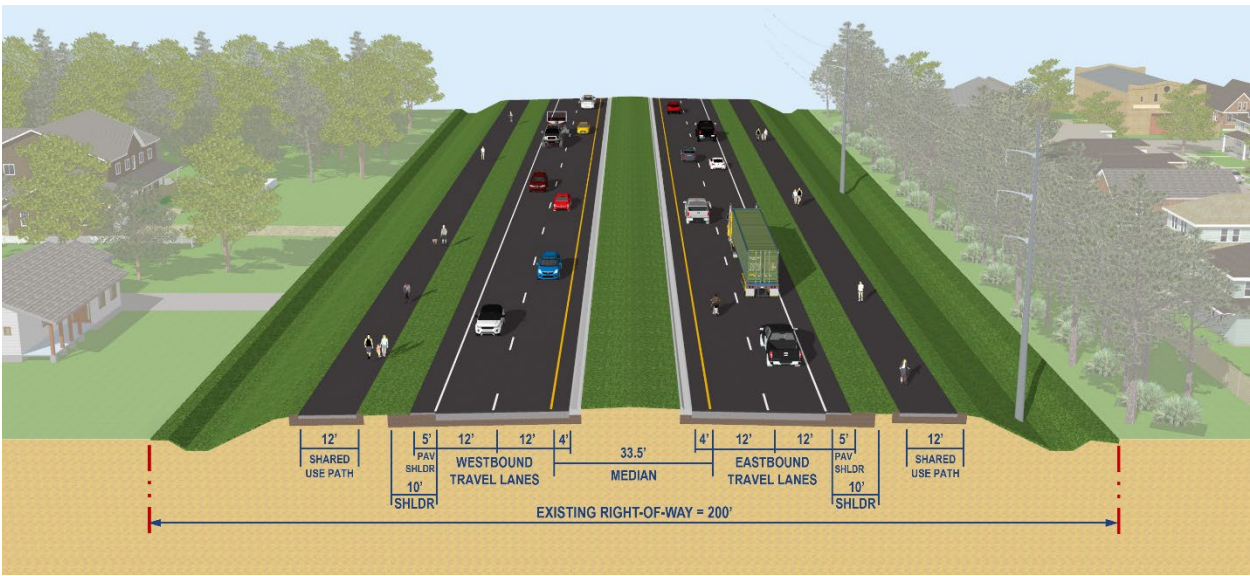
#### **1.4 Preferred Alternative**

The Preferred Alternative will be presented at the Public Hearing in August 2025. The Preferred Alternative is shown in Appendix A and further described in the Preliminary Engineering Report, under a separate cover.

The Preferred Alternative for SR 16 is divided into two segments: Segment 1: IGP to the St. Augustine Outlet Mall, and Segment 2: St. Augustine Outlet Mall to I-95. St. Johns County is upgrading the portion of SR 16 between IGP and the proposed CR 2209, approximately 0.75 miles. The proposed improvements described below will tie into the County's project.

The Preferred Alternative will require milling, resurfacing, and widening of the existing SR 16 lanes (future eastbound lanes), along with constructing additional westbound lanes. The Preferred Alternative features a four-lane divided high-speed arterial with curb and gutter in the median and flush outside shoulders. The roadway consists of two 12-foot-wide lanes in each direction with a four-foot-wide paved inside shoulder and a 10-foot-wide outside shoulder (five-foot paved). The opposing lanes are separated by a 33.5-foot-wide raised grassed median (including the inside four-foot paved shoulders). A 12-foot-wide shared use path is proposed 15 feet from the edge of the travel lane on both sides of the road. The existing right-of-way is approximately 200 feet, and no additional right-of-way is required to accommodate the proposed typical section. However, in areas with high fill, shoulder gutter will be required on the shared use paths and concrete gravity walls will be located outside of the shared use paths. Figure 1.4.1 shows the proposed typical section.

**Figure 1.4.1: Preferred Alternative Typical Section**



Segment 2 is already four lanes in the existing condition and no additional capacity is recommended within this segment. The shared use paths from Segment 1 will be extended and will tie into the existing sidewalk.

The Preferred Alternative improvements include 14 signals at 10 intersections along SR 16 as described below:

- IGP / Pacetti Road (existing signal);
- CR 2209 Extension (proposed in St. Johns County SR 16 Improvements project) (signalized partial median U-turn (MUT) – two signals);
- South Francis Road (signalized hybrid MUT/thru-cut – two signals);
- Turnbull Creek Road / Grand Oaks (proposed signalized thru-cut – one signal);
- Windward Ranch Boulevard / Windward Ranch (proposed signal);
- Downs Corner Road / Park Place (proposed signal);
- Whisper Ridge Drive / Whisper Ridge (proposed signal);
- CR 208 Realignment (proposed in St. Johns County CR 208 Realignment project – one signal);
- Toms Road (existing signal) (signalized hybrid MUT/thru-cut – three signals); and
- I-95 Southbound Ramp (existing signal).

The Preferred Alternative improvements include the reconstruction of the bridge over Turnbull Creek. The length of the bridge is 140 feet, and the width is 59.5 feet. The bridges will be spaced 20 feet apart. The final configuration will be determined during the final design phase when the Bridge Development Report (BDR) is finalized.

The Preferred Alternative improvements include four pond sites, Ponds 2C, 3C, 4C, and 5C. These ponds were selected due to the minimal environmental impacts and cost savings.

The Preferred Alternative roadway improvements do not impact any right-of-way or require any relocations; however, the preferred pond sites impact four parcels for a total of 37.8 acres. A



temporary construction easement is also required for the roadway and pond improvements and is anticipated to impact 5.9 acres. No relocations are anticipated as a result of this project. Three design variations are anticipated as a result of this project for base clearance, roadway slopes outside of the clear zone, and maintenance buffers.

## 2.0 Community Characteristics Summary

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A Sociocultural Effects (SCE) evaluation assesses social, economic, land use changes, mobility, aesthetic effects, and relocations. Project benefits and effects on communities are assessed in the SCE evaluation with special consideration for distinct communities. The SCE evaluation is a process used to evaluate and address the effects of a transportation action on a community and its quality of life.

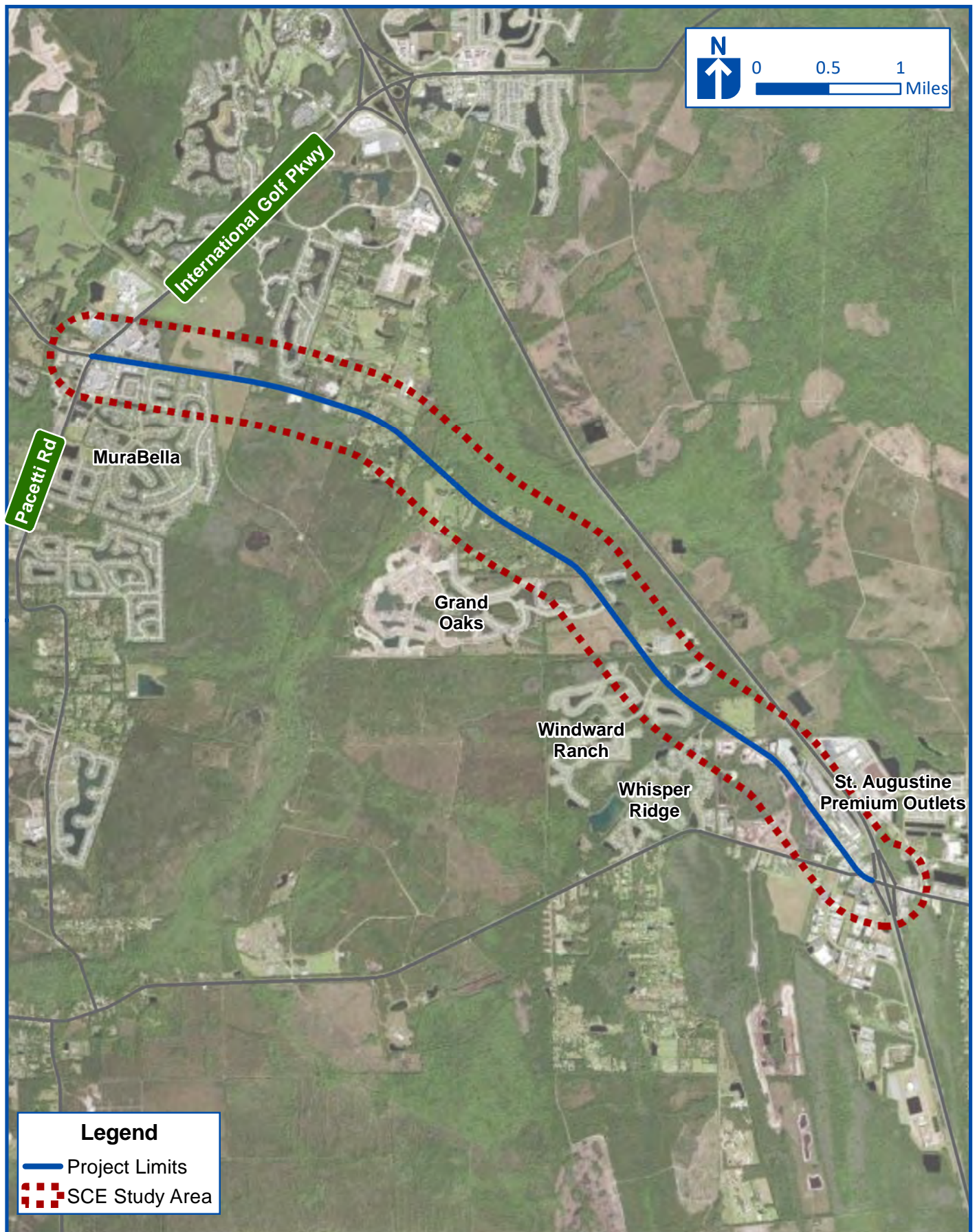
There are six major steps in an SCE evaluation process:

1. Review Project Information;
2. Define the Study Area;
3. Prepare Community Information;
4. Evaluate Sociocultural Effects;
5. Identify Solutions to Project Impacts; and
6. Document Results.

The data used for the community information and sociocultural effects evaluation is downloaded from the Florida Geographic Data Library (FGDL) and other sources as listed in this document.

### 2.1 SCE Evaluation Study Area

The project is located in St. Johns County between IGP and I-95, a distance of approximately 5.9 miles. The SCE evaluation study area was defined to extend in a ¼-mile radius around the centerline of the project limits due to the suburban nature of the corridor. This ¼-mile study area is used to assess the demographics as well as the community focal points in the vicinity of the project. Figure 2.1.1 depicts the ¼-mile SCE study area.



## 2.2 Community Focal Points and Potential Effects

Community focal points are public or private locations, facilities, or organizations that are important to local residents and communities. Community focal points include schools, worship centers, community centers, parks, cemeteries, fire stations, law enforcement facilities, government buildings, healthcare facilities, and social service facilities. Table 2.2.1 lists the community focal points and their addresses, and the sections below summarize the community focal points in the area.

**Table 2.2.1: Community Focal Points in the Study Area**

<b>Community Focal Point</b>	<b>Address</b>
<b>Schools</b>	
Mill Creek Academy	3750 International Golf Parkway
Turning Point at Calvary Academy	3500 FL-16
Tadpole Prep Preschool	2980 FL-16
Florida Autism Center	124 Capulet Dr #102
Tocoi Creek High School	11200 St Johns Parkway
<b>Worship Centers</b>	
Village Church	4229 Pacetti Road
Kingdom Hall of Jehovah's Witnesses	2924 FL-16
Turning Point at Calvary Church	3500 FL-16
<b>Parks</b>	
Mill Creek Park	4881 FL-16
<b>Cemeteries</b>	
Our Lady of Good Counsel Cemetery	5400 FL-16
<b>Fire Stations</b>	
St. Johns County Fire Rescue Station 16	235 Murabella Parkway
<b>Healthcare Facilities</b>	
O'Connell Health Center	3740 International Golf Pkwy #100
Flagler Health Village at Murabella (UF Health)	70 Turin Terrace
First Coast Heart and Vascular Center	70 Turin Terrace
CareFast+ Urgent Care	70 Turin Terrace #110
OB-GYN Associates of St. Augustine	70 Turin Terrace
<b>Social Service Facilities</b>	
Clyde E. Lassen State Veterans' Nursing Home	4650 FL-16

### 2.2.1 Schools

Five schools are located within the SCE study area and are listed below:

- Mill Creek Academy;
- Turning Point at Calvary Academy;
- Tadpole Prep Preschool;
- Florida Autism Center; and
- Toco Creek High School.

Figure 2.2.1 depicts the schools within the SCE study area.

Mill Creek Academy, Turning Point at Calvary Academy, Tadpole Prep Preschool, and Florida Autism Academy are adjacent to SR 16. No direct impacts to the schools are anticipated as a result of this project. Access to Mill Creek Academy and Toco Creek High School are not impacted, as their access is located on IGP. Access to the Florida Autism Center, Tadpole Prep Preschool, and Turning Point Calvary Academy is located on SR 16. Converting SR 16 to a divided four-lane facility results in the implementation of access management and median openings which control access points along the corridor. Murabella Parkway and Verona Way provide access to the Florida Autism Center. SR 16 will have a westbound directional median opening to Murabella Parkway to allow westbound traffic to turn left into the facility. However, Murabella Parkway will not allow traffic to turn left onto SR 16; traffic leaving the Florida Autism Center will turn right and travel eastbound to perform a U-turn or use the Murabella connection to IGP. No median opening is proposed at Verona Way. Access to Turning Point Calvary Academy and Tadpole Prep Preschool will be provided by an eastbound directional median opening. Those exiting the schools wishing to travel eastbound will turn right out of the facility and then do a U-turn west of the school. Right-in and right-out movements are allowed at all locations.

In order to minimize disruptions to school bus and route operations and ensure safety and access concerns are addressed during construction, coordination with St. Johns County will continue



throughout the project. After the project is completed, access to schools in the study area will be improved by reduced congestion on SR 16.

### **2.2.2 Worship Centers**

Three worship centers are located within the SCE study area and are listed below:

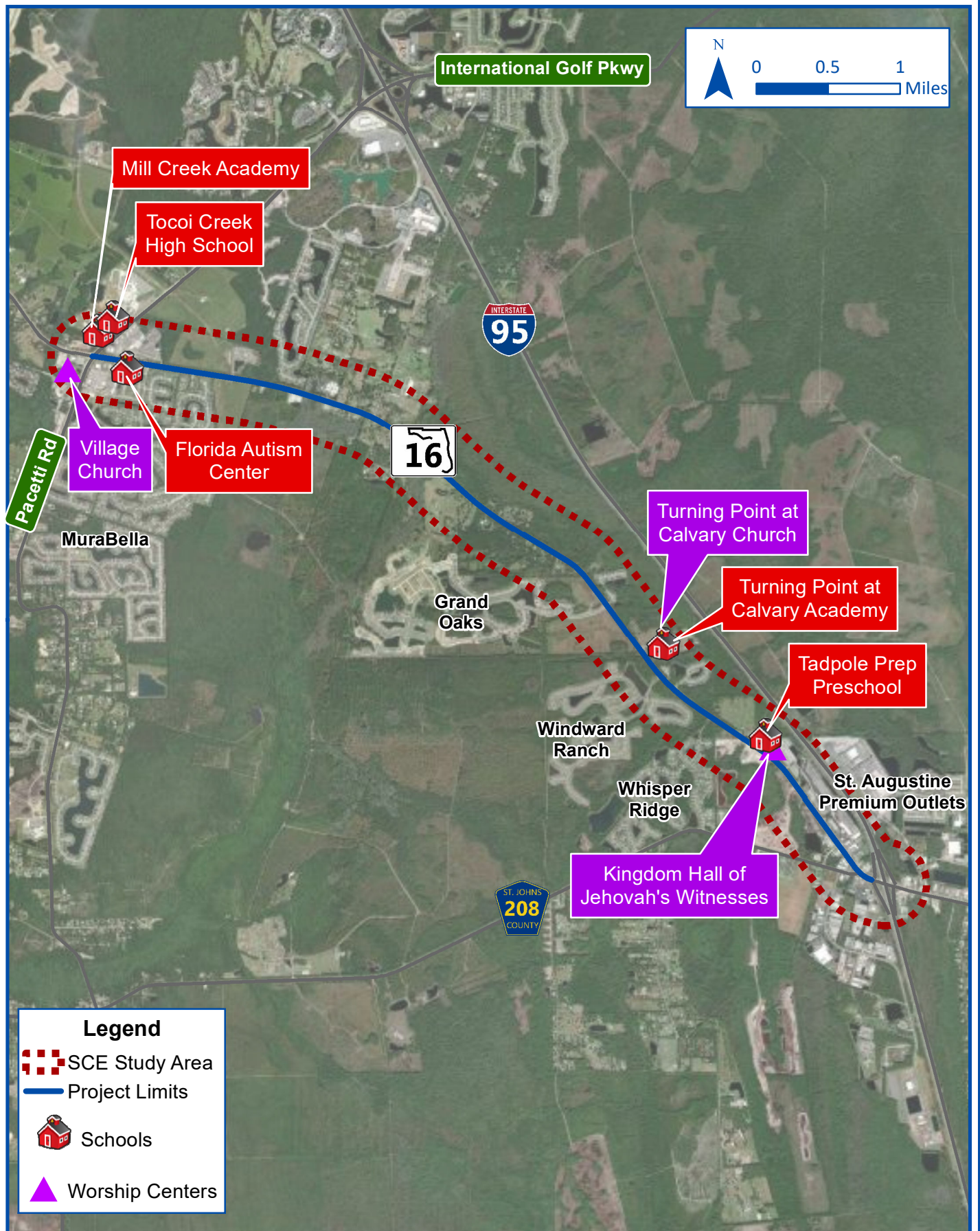
- Village Church;
- Kingdom Hall of Jehovah's Witnesses; and
- Turning Point at Calvary Church.

Figure 2.2.1 depicts the worship centers within the SCE study area.

Kingdom Hall of Jehovah's Witnesses and Turning Point at Calvary Church are adjacent to SR 16. No direct impacts to worship centers are anticipated as a result of this project. Access to Turning Point at Calvary Church and Kingdom Hall of Jehovah's Witnesses is from SR 16 and therefore, access to the properties will be modified as a result of the proposed improvements. Access to the Turning Point Calvary Church is identical to the Turning Point Academy discussed in *Section 2.2.1 Schools*. Kingdom Hall of Jehovah's Witness will have right-in and right-out access to westbound SR 16, no median opening is provided at this location. Those wishing to enter the facility from the eastbound direction will perform a U-turn at the signalized CR 208 re-aligned intersection. Those who exit Kingdom Hall of Jehovah's Witness wishing to travel eastbound will travel westbound to the median opening near Tadpole Prep or to the signal at Whisper Ridge Drive and perform a U-turn.

### **2.2.3 Community Centers**

No community centers are located within the SCE study area.

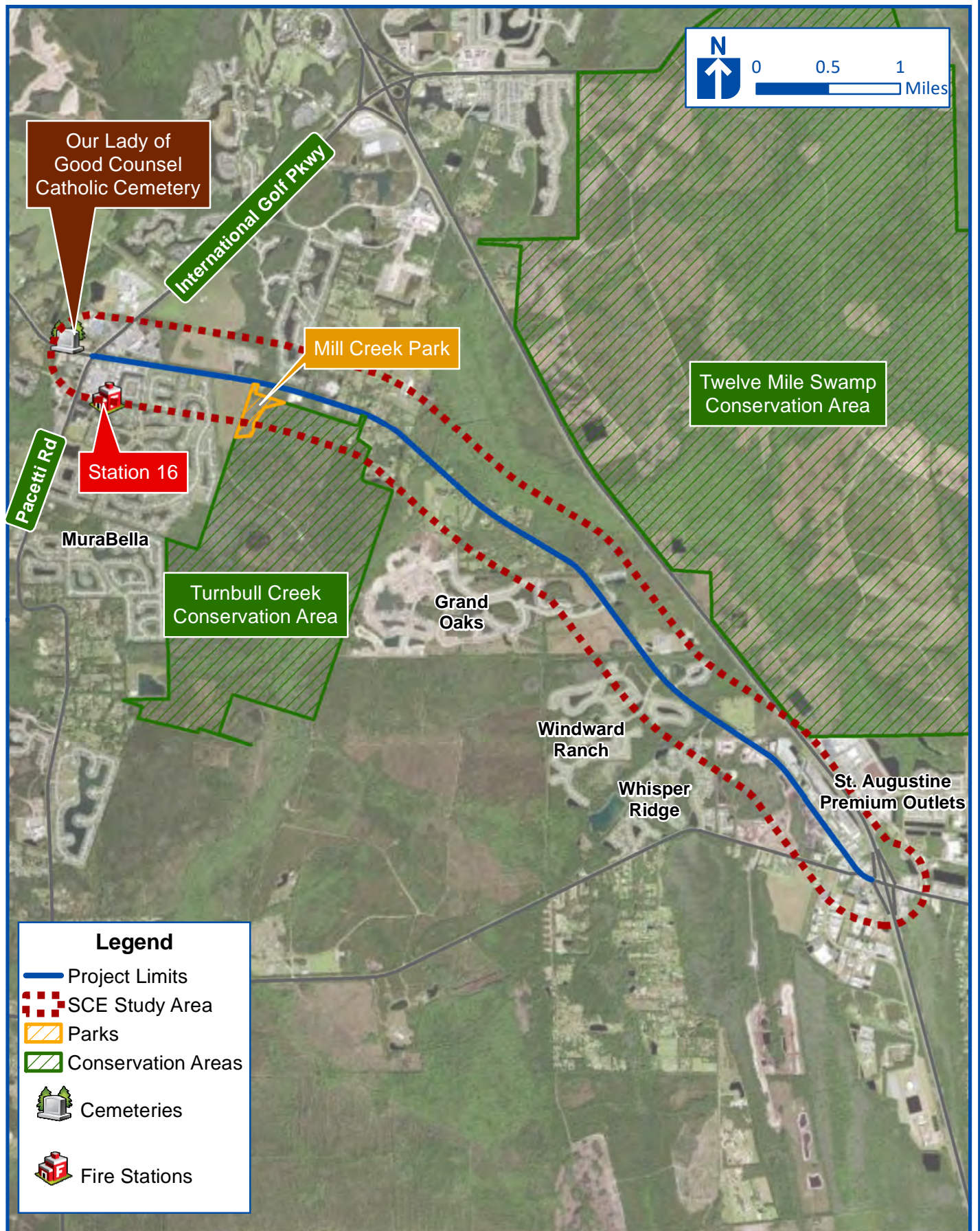


### 2.2.4 Parks

Mill Creek Park is the only public park located within the SCE study area. Although access to Mill Creek Park is directly from SR 16, the actual park property and park features are not adjacent to SR 16. Mill Creek Park features a multipurpose field, two baseball fields, two softball fields, four batting cages, concessions, and restrooms. Mill Creek Park is a Section 4(f) resource but is not expected to be directly impacted as a result of this project. A Determination of Applicability (DOA) was completed for Mill Creek Park and the Office of Environmental Management at FDOT concurred with the No Use determination on May 23, 2024. Access to Mill Creek Park will be maintained, including an eastbound right-turn lane into the park property, and a westbound directional median opening, as well as right-in and right-out movements. Those wishing to exit Mill Creek Park to travel westbound on SR 16 will travel eastbound to the directional median opening at Clyde E. Lassen Veterans Nursing Home and perform a U-turn. Figure 2.2.2 shows the park within the SCE study area.

There are two conservation areas located within the SCE study area: Turnbull Creek Conservation Area and Twelve Mile Swamp Conservation Area. Turnbull Creek Conservation Area is a 700-acre property owned by St. Johns County and is located adjacent to SR 16 on the south side, next to Mill Creek Park. Turnbull Creek Conservation Area is part of a major wetland restoration, enhancement, and creation initiative by St. Johns County that includes removal of roads, ditches, berms, installation of ditch blocks and low water crossings, and creation of wetlands and native planting. This property is not open to the public and is not considered a Section 4(f) property. Twelve Mile Swamp Conservation Area is comprised of large swamps, planted pine forest and several small cypress domes totaling more than 2,000 acres. This site is located east of I-95 and is substantially set back from SR 16 but crosses the SCE study area near the St. Augustine Outlet Malls. This property includes 378 acres designated as a recreation area that is open to the public. This recreation area includes 2.2 miles of trails that are accessible for hiking, biking, and equestrian use. Twelve Mile Swamp Recreation Area is a Section 4(f) property however, it will not be directly, indirectly, or temporarily impacted by this project as the Section 4(f) property is located almost ¼-mile from the project corridor.





### **2.2.5 Cemeteries**

Our Lady of Good Counsel Catholic Cemetery is located adjacent to SR 16 west of IGP as shown in Figure 2.2.2. No impacts to the cemetery are anticipated as a result of this project.

### **2.2.6 Fire Stations**

St. Johns County Fire Rescue Station 16 is located east of Pacetti Road approximately ¼-mile south of SR 16, as shown in Figure 2.2.2. No impacts to the fire station are anticipated as a result of this project. The primary access to the fire station is from Pacetti Road via Turin Terrace. The fire station also has access from SR 16 via a westbound directional median opening at Murabella Parkway.

### **2.2.7 Law Enforcement Facilities**

No law enforcement facilities are located within the SCE study area.

### **2.2.8 Government Buildings**

No government buildings are located within the SCE study area.

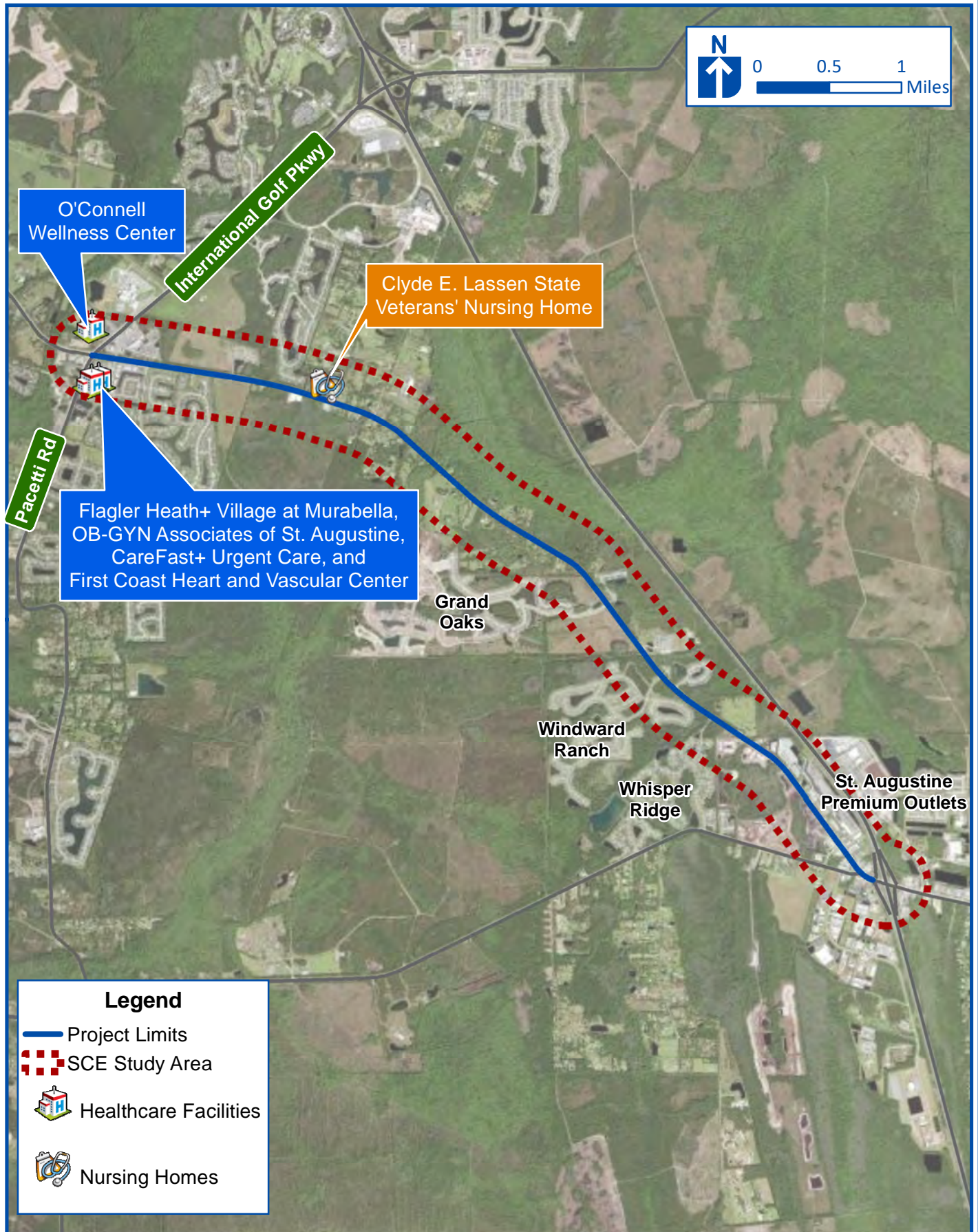
### **2.2.9 Healthcare Facilities**

Five healthcare facilities are located within the SCE study area and are listed below:

- O'Connell Wellness Center;
- Flagler Health+ Village at Murabella (UF Health);
- First Coast Heart and Vascular Center
- CareFast+ Urgent Care; and
- OB-GYN Associates of St. Augustine.

Figure 2.2.3 shows the healthcare facilities within the SCE study area.





Located approximately 1,800 feet southeast of the IGP / Pacetti Road and SR 16 intersection are four healthcare facilities located at one property at 70 Turin Terrace and includes: Flagler Health+ Village at Murabella, CareFast+ Urgent Care, First Coast Heart and Vascular Center, and OB-GYN Associates of St. Augustine. These facilities are accessed from Pacetti Road and no direct or indirect impacts are anticipated as a result of the project. The O'Connell Wellness Center is located on IGP approximately 1,000 feet northwest of the SR 16 and IGP intersection. No impact to this facility is anticipated.

#### **2.2.10 Cultural Facilities**

No cultural facilities are located within the SCE study area.

#### **2.2.11 Civic Centers**

No civic centers are located within the SCE study area.

#### **2.2.12 Social Service Facilities**

The Clyde E. Lassen State Veterans' Nursing Home is located adjacent to and north of SR 16 as shown in Figure 2.2.3. No direct impacts to the nursing home are anticipated as a result of this project. An eastbound directional median opening is provided at this location. Those exiting the nursing home wishing to travel eastbound will turn right out of the facility and then perform a U-turn west of the facility, near AAA Storage. Right-in and right-out movements are allowed.

#### **2.2.13 Historic Places**

No significant historical buildings, districts, or community features are located within the SCE study area. For more information on historic resources, refer to the Cultural Resources Assessment Survey (CRAS), under separate cover.

## 3.0 Existing Features and Potential Effects

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### 3.1 Social

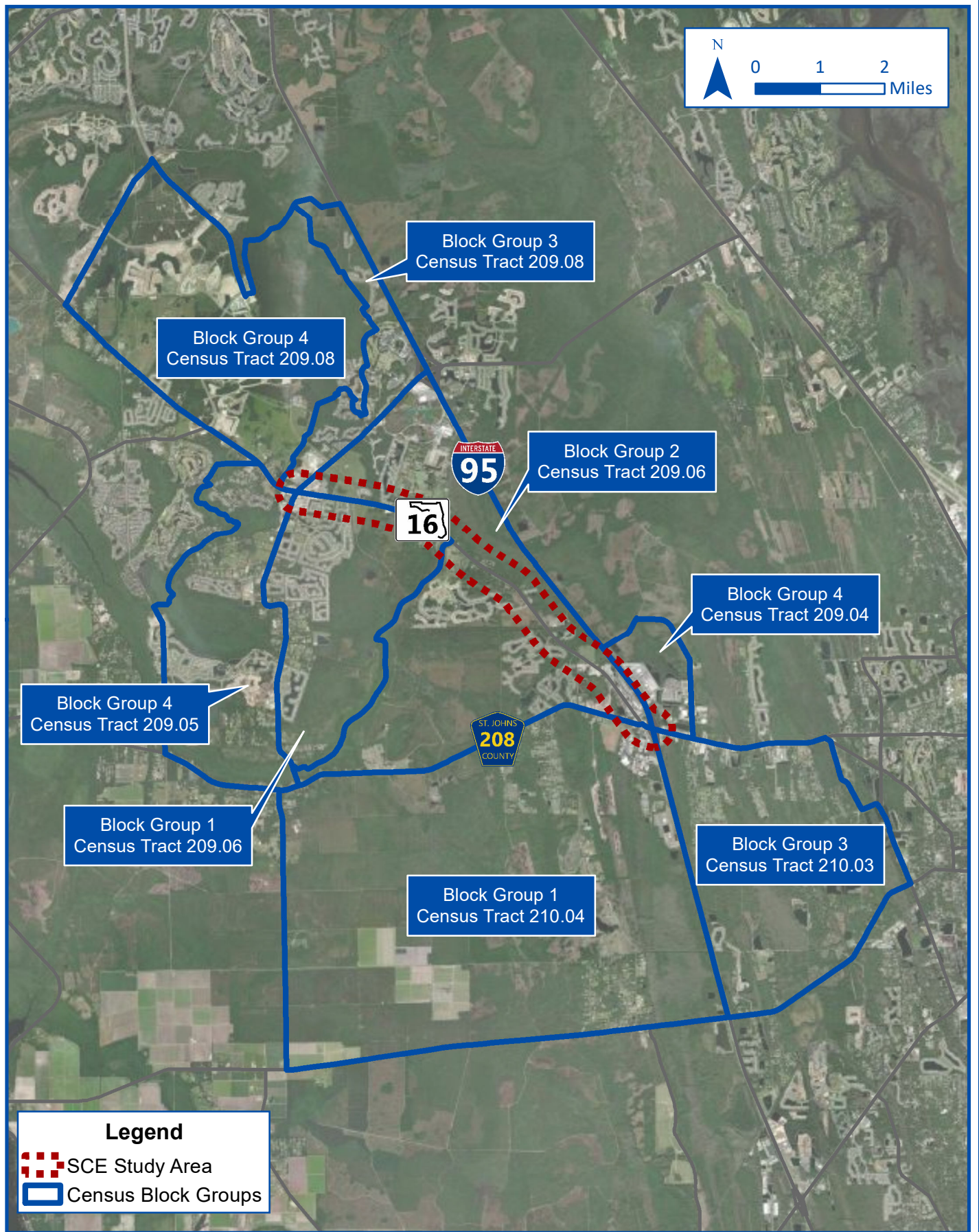
#### 3.1.1 Demographics

Demographic data describes a community's structure and is primarily collected by local, state, or federal agencies such as the Census Bureau and other local government departments. Demographic data covers a range of topics about communities, including population size, age composition, ethnic backgrounds, household characteristics, and geographic distribution. This data assists in designing public participation, outreach, and education strategies that reflect the age, education, and economic backgrounds of the community.

The 2021 American Community Survey (ACS) was used to complete the demographic comparison and analysis contained in this document. Block groups are defined by the United States Census Bureau as “statistical divisions of census tracts and are generally defined to contain between 600 and 3,000 people.” Census blocks are statistical areas bounded by visible features, such as streets, roads, streams, and railroad tracks, and by nonvisible boundaries, such as selected property lines and city, township, school district, and county limits.

The ¼-mile SCE study area buffer overlaps with eight census block groups in St. Johns County as shown in Figure 3.1.1. Tables 3.1.1 to 3.1.6 use the average from those eight census block groups to compare specific demographic information related to the SCE study area to all of St. Johns County.





**Table 3.1.1: Demographic Comparison: Population**

<b>Evaluation Criteria</b>	<b>St. Johns County</b>	<b>SCE Study Area</b>
Total population	265,724	18,845
Percent of the population that is White	77.2%	82.1%
Percent of the population that is Black	5.4%	2.0%
Percent of the population that is Hispanic	7.6%	9.6%
Percent of the population that is Asian	3.0%	0.4%
Percent of the population that is Other <sup>1</sup>	6.8%	5.9%
Percent of the population that is considered 'Minority'	22.8%	17.9%
Median population age	47.0	49.0
Percent of the population that is above 65 years old	20.1%	23.0%

<sup>1</sup>Other nationalities include: American Indian or Alaska native, Native Hawaiian or other Pacific Islander, or 2 or more races.

**Table 3.1.2: Demographic Comparison: Density**

<b>Evaluation Criteria</b>	<b>St. Johns County</b>	<b>SCE Study Area</b>
Total acres	525,782	41,191
Population density (persons per acre)	0.5	0.5
Household density (houses per acre)	0.2	0.2
Percent of housing units occupied	82.8%	89.3%
Percent of housing units vacant	17.2%	10.7%
Average family size	3.1	3.1
Average household size	2.6	2.7

**Table 3.1.3: Demographic Comparison: Income**

<b>Evaluation Criteria</b>	<b>St. Johns County</b>	<b>SCE Study Area</b>
Median Household Income (\$)	\$84,542	\$76,296
Median Family Income (\$)	\$99,415	\$77,581
Percent of households below the poverty line <sup>2</sup>	2.7%	1.3%
Percent of the population below the poverty line <sup>2</sup>	7.6%	6.1%

<sup>2</sup>The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty.

**Table 3.1.4: Demographic Comparison: Transportation**

<b>Evaluation Criteria</b>	<b>St. Johns County</b>	<b>SCE Study Area</b>
Percent of the population that commute to / from work via a car, truck or van	80.0%	88.1%
Percent of the population that does not commute to/from work	16.7%	11.2%
Percent of the population that bikes, walks, or takes public transportation to /from work	1.7%	0.0%
Percent of the population that travels to / from work via a motorcycle	0.2%	0.0%
Percent of the population that travels to work / from via "other" means	1.1%	0.7%
Percent of occupied housing units that do not have a vehicle	2.3%	6.6%

**Table 3.1.5: Demographic Comparison: Language**

<b>Evaluation Criteria</b>	<b>St. Johns County</b>	<b>SCE Study Area</b>
Percent of the population that speaks only English	90.6%	90.7%
Percent of the population that speaks a language other than English and also speaks English "very well"	6.7%	7.7%
Percent of the population that is considered to be Limited English Proficient	2.7%	1.6%

Note: People with Limited English Proficiency speak English "less than very well" or "not at all." These people have a limited ability to read, write, speak or understand English.

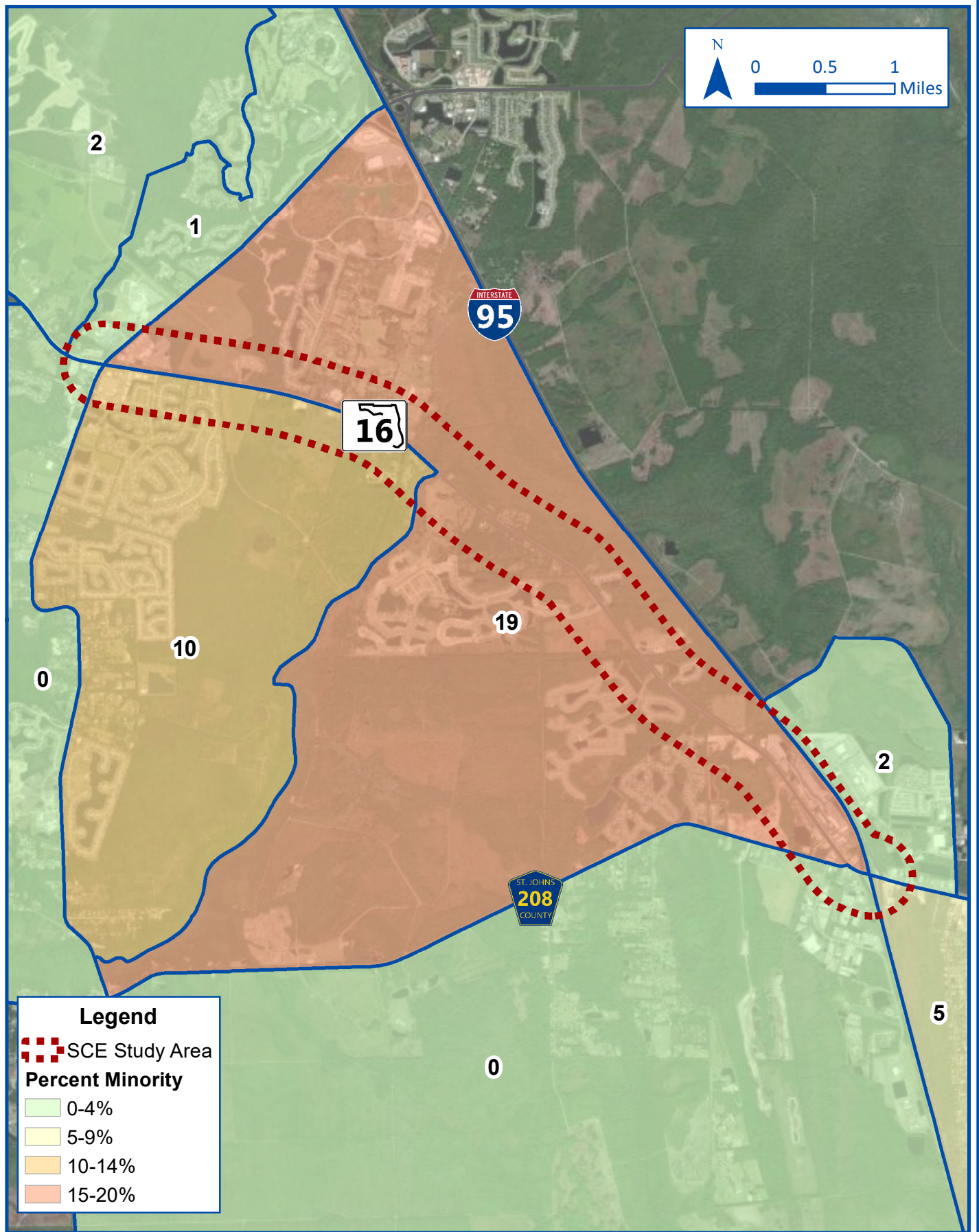
**Table 3.1.6: Demographic Comparison: Education**

<b>Evaluation Criteria</b>	<b>St. Johns County</b>	<b>SCE Study Area</b>
Percent of the population that is over 25 years old and has less than a 9 <sup>th</sup> grade education	1.6%	0.1%
Percent of the population that is over 25 years old and has completed more than 9 <sup>th</sup> grade but does not have a high school diploma	3.7%	3.4%
Percent of the population that is over 25 years old and has a high school diploma	94.7%	96.5%
Percent of the population that has some college or an associates degree	27.0%	29.2%
Percent of the population that has a bachelor's, master's, doctorate or professional degree	46.0%	41.3%

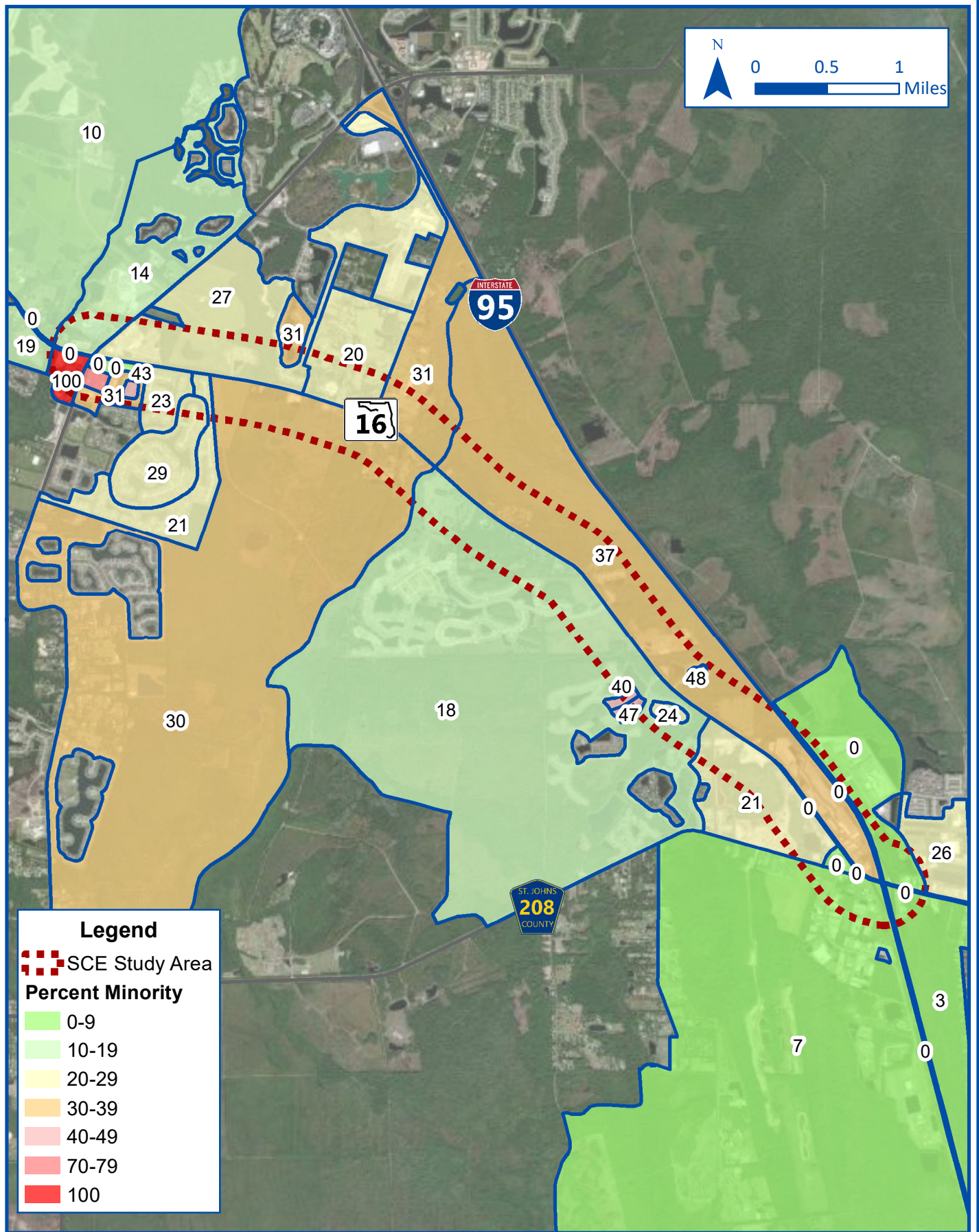


The percent of population considered Hispanic is 2.0% higher in the SCE study area compared to St. Johns County at 9.6% and 7.6%, respectively. The percentage of population considered White is approximately 4.9% higher in the SCE study area compared to St. Johns County at 82.1% and 77.2%, respectively. As a result, the percentage of population that is considered "minority" is approximately 4.9% higher in St. Johns County compared at the SCE study area at 22.8% and 17.9%, respectively. Figure 3.1.2 shows the percent of population that is considered "minority" in the SCE study area. As you can see from the figure, most census block groups have a minority percentage less than 5%, however, the two census block groups directly adjacent to SR 16 have a higher percentage of minority populations at 10% and 19%, respectively. Figure 3.1.3 shows the minority information at a more granular level, i.e., census blocks, compared to block groups to identify the highest minority pockets along SR 16. The census block data shows minority populations ranging primarily from 21% to 37% adjacent to SR 16 in the study area. One census block west of IGP has 100% minority persons, as shown on Figure 3.1.3, but this is outside the project limits. The median population age is 47 in St. Johns County and 49 in the SCE study area and the population above the age of 65 years old is 20.1% in St. Johns County and 23.0% in the SCE study area. Figure 3.1.4 depicts the percentage of population above the age of 65 years old in the SCE study area. The two census block groups northeast of IGP have a high percentage of the population over age 65, 61% and 71%, respectively. The rest of the corridor ranges from 12% to 24%.

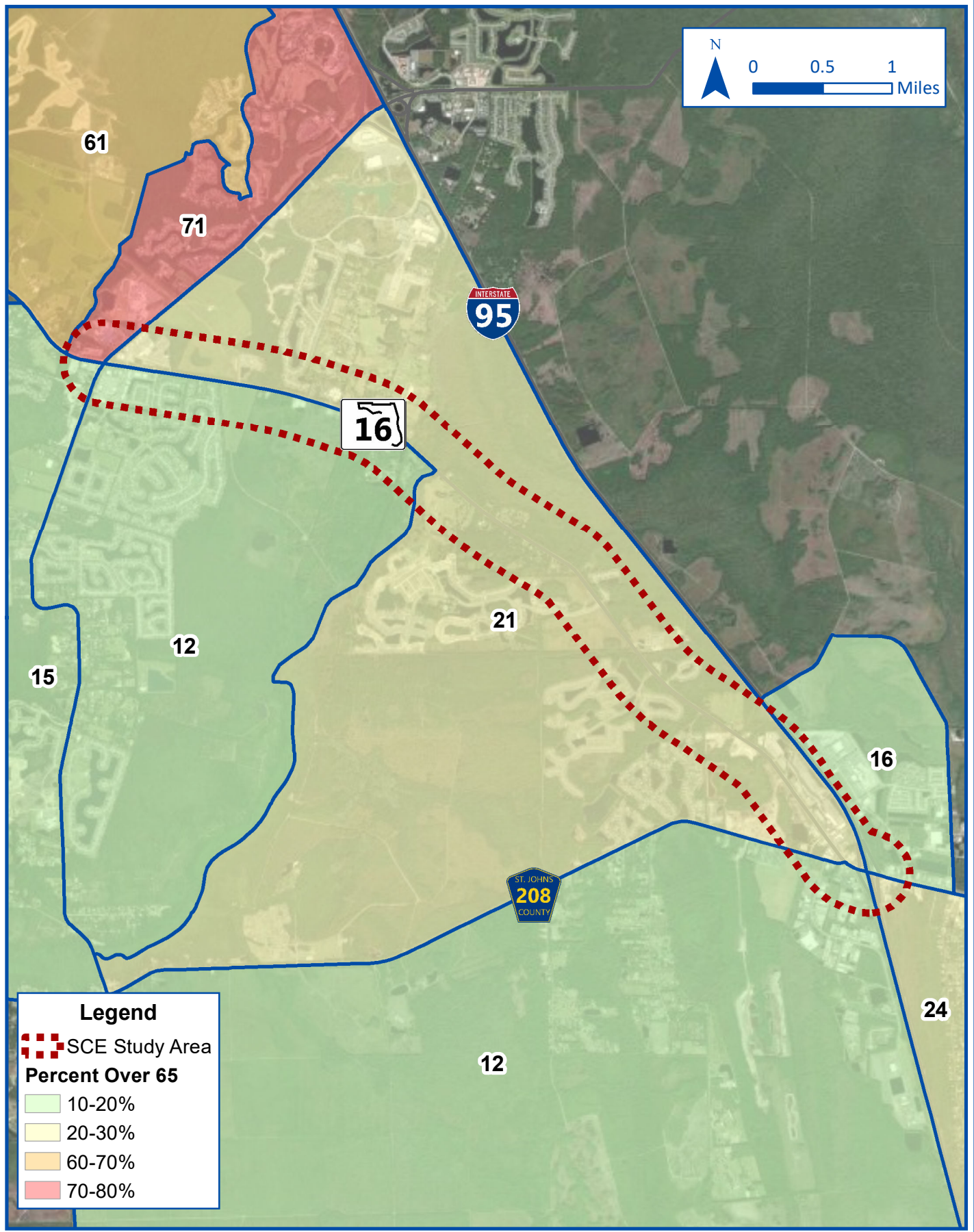
The population and household density in the SCE study area and St. Johns County are the same at 0.5 and 0.2 per acre, respectively. The percentage of housing units occupied is 6.5% higher in the SCE study area compared to St. Johns County. The average family size is the same in the SCE study area and St. Johns County at 3.1, and the average household size is 2.6 in St. Johns County and 2.7 in the SCE study area.











The median household income is \$84,542 in St. Johns County and \$76,296 in the SCE study area. Similarly, the median family income is \$99,415 in St. Johns County and \$77,581 in the SCE study area. However, the percentage of households and individuals below the poverty line in St. Johns County is 2.7% and 7.6%, respectively, compared to 1.3% and 6.1%, respectively, in the SCE study area. Figure 3.1.5 shows the percentage of households below the poverty line. As you can see from the figure, the majority of the census block groups have less than 3% of households below the poverty line. The two census block groups southeast of the project limits are slightly higher at 5% and 6%.

The percentage of the population that commute to and from work using a car, truck, or van is 8.1% higher in the SCE study area compared to St. Johns County; however, the SCE study area has a higher percentage (4.3%) of people that do not have a vehicle compared to the St. Johns County.

St. Johns County has a larger percentage of the population that is over 25 years old that have not completed 9<sup>th</sup> grade and have completed 9<sup>th</sup> grade but do not have a high school diploma compared to the SCE study area. The SCE study area has a slightly larger percentage of people that completed high school and have some college or an associate's degree compared to St. Johns County. The percent of population that has at least a bachelor's degree is higher in St. Johns County compared to the SCE study area.

The percentage of the population that is considered Limited English Proficient (LEP) is lower in the SCE study area compared to St. Johns County – 1.6% compared to 2.7%. Figure 3.1.6 shows the percentage of population that is considered LEP. Most of the census block groups have no reported LEP populations. The two census block groups directly adjacent to SR 16 have an LEP percentage of 2% and 3%. Four factors are reviewed when assessing whether services are needed on case-by-case basis. These factors are:

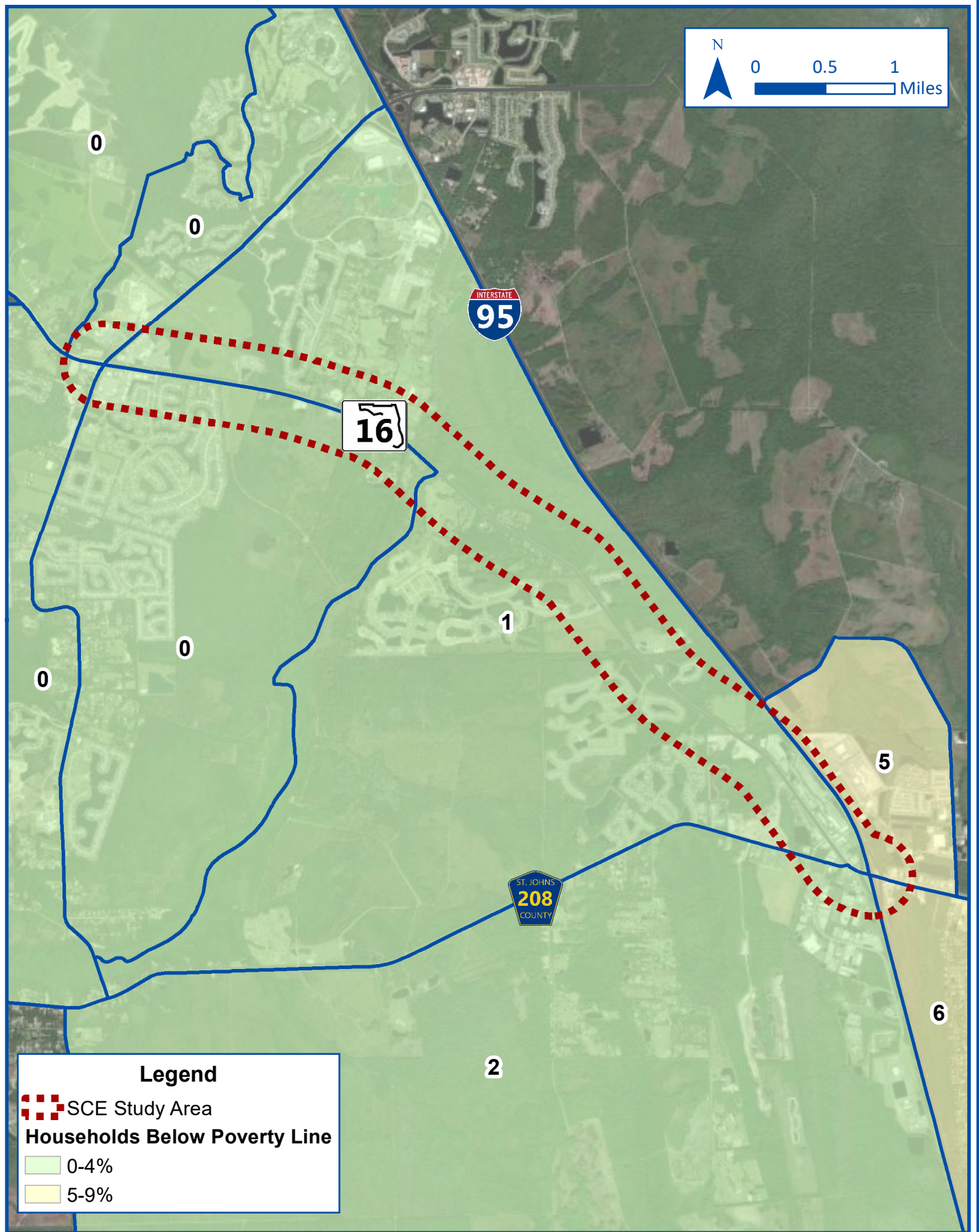
1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee;
2. The frequency with which LEP persons come in contact with the program;

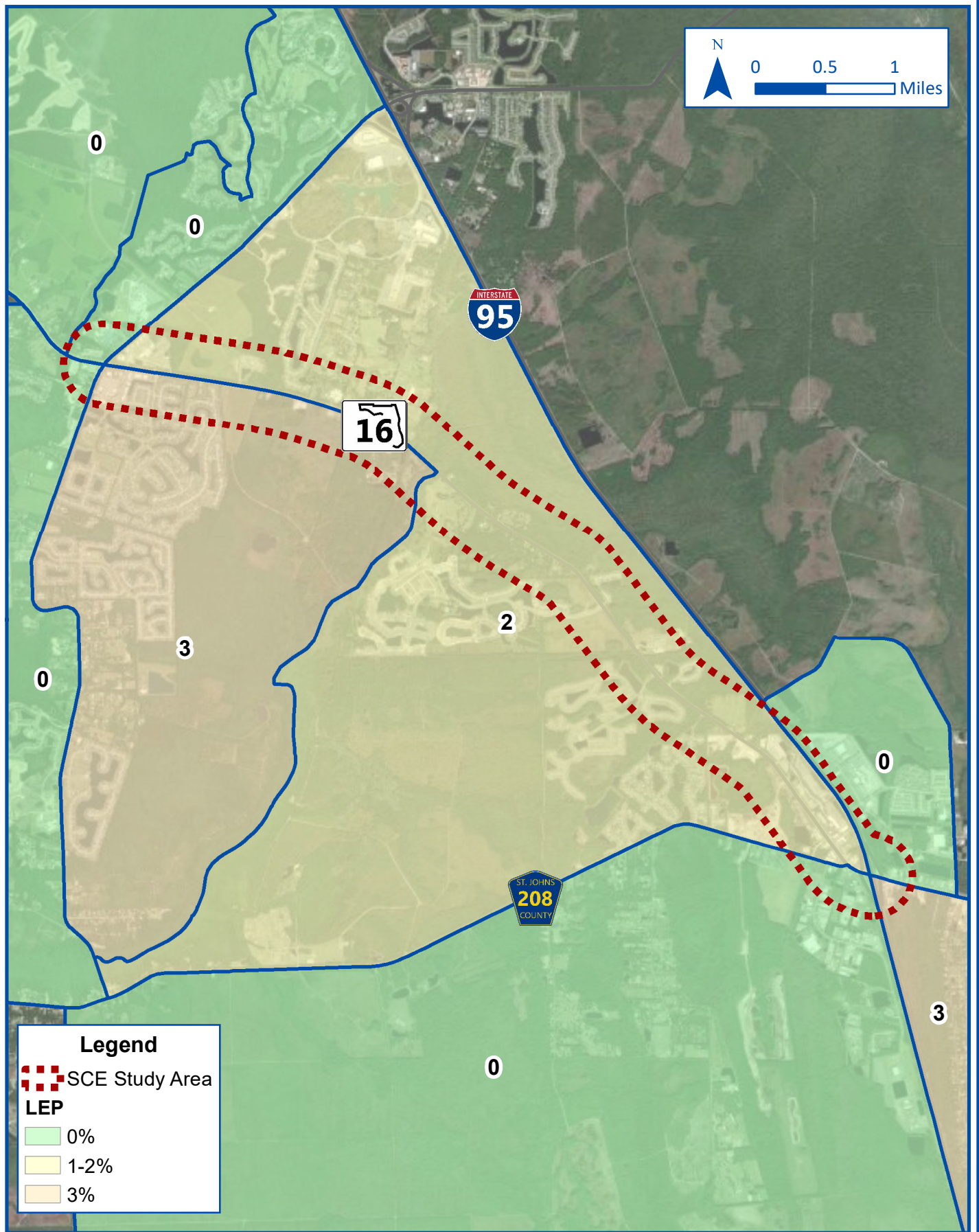
3. The nature and importance of the program, activity, or service provided by the recipient to people's lives; and
4. The resources available to the recipient and costs.

Based on the LEP percentages, translation services are not needed at the Alternatives Public Meeting or the Public Hearing but will be available upon request.

No changes to the population or demographic characteristics of the study area block groups are anticipated to result from the project, as residential relocations are not anticipated.









### **3.1.2 Community Cohesion**

A community is made up of residences, businesses, and institutions within a defined geographic area. The people who comprise a community often share similar social, cultural, ethnic, economic, political, and / or religious characteristics and they may attend the same schools, worship centers, or social clubs, and often have similar values. According to the 2022 parcel data, "Residential" is the largest land use in the project corridor comprising 31% of the corridor (note – the corridor is rapidly developing, and parcels classified as vacant or agricultural in 2022 may now be developed). The commercial properties are primarily located on the two end points near IGP and I-95 and the middle of the corridor is primarily residential. SR 16 provides a connection between residential properties and businesses and offers discontinuous accommodations for multiple modes of transportation including vehicles, pedestrians, and bicyclists. The project provides the opportunity to enhance community cohesion with the addition of shared use paths on both sides of the road from IGP to Toms Road, where the shared use path will tie into the existing sidewalk until I-95. The addition of the shared use path is a major improvement for multimodal transportation in the corridor and will benefit transportation disadvantaged populations. Existing SR 16 does not have sidewalk or bicycle lanes for the majority of the study area. As SR 16 is an existing roadway, there will be no division or isolation of communities as a result of this project.

### **3.1.3 Safety**

Historical crash data for the project study area was obtained from Florida's Signal Four Analytics and FDOT's State Safety Office Geographical Information System (SSOGis) tool. Crash data collected in the study area from 2018 to 2022 included the number of crashes for each year, number of vehicles involved, type of crashes, number of injuries and/or fatalities, contributing cause, and economic loss.

The crash analysis results indicate that there were a total of 735 crashes within the study area (2018 to 2022). The highest frequency of crashes were reported around the IGP and I-95 southbound off ramps. Rear end crashes were the predominant crash type in the study area accounting for 384 (52.2%) of the total crashes followed by left turn (13.9%) and sideswipe crashes

(11.7%). Five bicycle crashes (0.7%) and no pedestrians crashes occurred from 2018 to 2022. There were three fatal crashes resulting in four fatalities as well as 176 injury crashes within the study area. The crash rate analysis results indicate that 10 of the 12 intersections and one of the six segments are high crash locations.

The AASHTO Highway Safety Manual (HSM) methodology was used to compare the predicted crashes of the No-Build Alternative and Preferred Alternative to determine the safety benefit of the improvements proposed as part of the Preferred Alternative. The primary difference between the No-Build Alternative and Preferred Alternative is the widening of SR 16 from a two-lane undivided roadway to a four-lane divided roadway. Major geometric changes were also incorporated in the Preferred Alternative at South Francis Road and Toms Road. The Preferred Alternative is expected to provide a 35.7% reduction in predicted crashes per year over the No-Build Alternative. Ingress and egress to many of the community focal points and communities will require U-turns due to the proposed median configuration and implementation of access management. The Preferred Alternative will provide safe traffic movements at the U-turns by providing left turn lanes, proper deceleration distance, and bulb-outs to accommodate the U-turn movement. The backup documentation for this analysis is available in the Project Traffic Analysis Report (PTAR), available under separate cover.

SR 16 connects with major evacuation routes such as I-95 and the First Coast Expressway, providing an interconnected network of evacuation routes. Improvements to SR 16 will consider Intelligent Transportation System (ITS) and Incident Management System applications to provide public safety agencies the ability to communicate and coordinate operations in real time. Travelers could receive critical information on road conditions and/or closures during emergencies and divert to other facilities during major incidents, special events, or evacuations. The Preferred Alternative will provide enhanced hurricane evacuation time and response time for police, fire, and emergency services, and will not impact the St. Johns County Fire Rescue Station 16.

### **3.1.4 Community Goals / Quality of Life**

The North Florida Transportation Planning Organization (TPO) fiscal year 2025 to 2029 Transportation Improvement Program (TIP) includes funding for preliminary engineering in year fiscal year 2025 and right-of-way in fiscal years 2025 and 2026 for SR 16 from IGP to I-95. The project is also documented in the North Florida TPO's 2050 Long Range Transportation Plan (LRTP) as an adopted need and a cost feasible project. The 2050 Adopted Needs Plan includes SR 16 from St. Johns Parkway (County Road (CR) 2209) to the St. Augustine Outlet Mall Entrance. The segments from IGP to CR 2209 and the St. Augustine Outlet Mall to I-95 are not included as these sections of SR 16 are under construction to be four lanes or are already four lanes, respectively. The FDOT State Transportation Improvement Program (STIP) includes funding for the PD&E phase and the preliminary engineering phase prior to fiscal year 2025 and in 2025 and right-of-way in fiscal years 2025 and 2026.

The addition of new planned developments will continue to increase traffic congestion. The widening of SR 16 will enhance the transportation network in St. Johns County by improving traffic flow, level of service, and safety. Improvements to the roadway and infrastructure will improve access to community facilities, residences, businesses, and employment centers along the project corridor and in the surrounding communities. These improvements will enhance the quality of life of those living in the project area as well as commuters driving through the area.

### **3.1.5 Special Community Designations**

There are no special community designations in the project study area.

## **3.2 Economic**

### **3.2.1 Business and Employment**

During the last two decades, St. Johns County was one of the fastest growing counties in the State of Florida and the United States. According to the University of Florida Bureau of Economic and Business Research (BEBR), St. Johns County's population doubled between 2000 and 2020 and is projected to almost double again in the next 25 years. This population growth has resulted in the

construction of several large subdivisions along SR 16 with an additional 2,500 homes planned, including the Grand Oaks development which is currently under construction.

SR 16 also connects the regional workforce to a 700,000 square foot commercial development known as the World Commerce Innovation Hub (Hub), which is located at I-95 and IGP, approximately 2.0 miles northeast of the western project limit. The Hub is expected to generate more than 1,200 jobs between the recently constructed businesses (Costco and Buc-ee's) and the planned developments (Bass Pro Shops, Home Depot, and Field Motorcars).

The Preferred Alternative will require additional right-of-way, but no relocations are anticipated.

### **3.2.2 Tax Base**

Minor tax base impacts are anticipated since the project will require right-of-way acquisition for stormwater ponds. The Preferred Alternative impacts a total of four parcels equaling 37.8 acres. No relocations are anticipated as a result of this project. The tax base impacts were estimated using St. Johns County property appraiser. A relocation assumed the parcel value (taxable value) would be changed to zero and an impact assumed the percentage of the parcel being acquired would correlate to the percentage of value the parcel is worth. It is estimated that this project will impact \$2.4 million of the tax base as a result of this project.

Therefore, minor adverse, but not significant tax base impacts are expected as a result of the property acquisition for this project.

### **3.2.3 Traffic Patterns**

The proposed improvements include widening the road from a two-lane to a four-lane divided roadway with a raised median. The presence of the raised median will convert the road to a restrictive facility, meaning vehicles can only cross at specified locations (median openings and intersections). This will minimize the number of potential conflict points, thereby reducing the potential for crashes. Current safety and design standards allow directional median openings

every ¼-mile and full median openings and traffic signals every ½-mile for this type of roadway facility.

The intersection of SR 16 at South Francis Road will be changed from a traditional two-way stop-control intersection to a hybrid Median U-Turn (MUT)/thru-cut, that restricts the SR 16 left turns and Francis Road through movements. The eastbound left-turn movement from SR 16 will travel through the existing intersection and perform a U-turn approximately 720 feet downstream. The eastbound U-turn will initially be unsignalized but will be signalized by Design Year 2050. The movements from Francis Road and the eastbound/westbound through movements of SR 16 will be controlled by a traffic signal.

A signalized thru-cut intersection will be added to Turnbull Creek Road, Windward Ranch Boulevard, Downs Corner Road, and Whisper Ridge Drive. The intersections will allow access to and from eastbound and westbound SR 16 but will not allow for through movements from the side roads. Windward Ranch Boulevard, Downs Corner Road, and Whisper Ridge Drive are all currently three-leg intersections, and the thru-cut operates as a normal signalized intersection. Turnbull Creek Road does have a neighborhood on either side of SR 16. Those wishing to cross SR 16 will turn right and perform a U-turn to access the other neighborhood.

The intersection of SR 16 at Toms Road will be converted from a traditional signalized intersection to a signalized hybrid MUT/thru cut that restricts the SR 16 left turns and the Toms Road/Factory Outlet Drive through movements. The eastbound and westbound left turns from SR 16 will travel through the existing intersection and perform a U-turn approximately 540 feet downstream for the eastbound U-turn and 360 feet for the westbound U-turn. In addition, the through traffic from Toms Road and Factory Outlet Drive will use the U-turn intersection on SR 16. For Opening Year 2030, the main intersection with Toms Road and the westbound U-turn will be signalized; the eastbound U-turn will be signalized by Design Year 2050.

Although the project incorporates median openings and some changes to the existing intersections along the corridor, no major traffic pattern changes are anticipated as a result of this project.

For more information about the Preferred Alternative design, including a list signals and median opening locations, refer to the PER, under a separate cover.

### **3.2.4 Business Access**

There will be no major changes to business access, other than those previously described in *Section 3.2.3 Traffic Patterns*.

## **3.3 Land Use Changes**

### **3.3.1 Existing Land Use**

The project study area is located within unincorporated St. Johns County. According to the 2022 parcel data, Residential is the largest land use type within the study area (31.2%). Agricultural (25.3%), Acreage Not Zoned for Agriculture (22.6%), and Public/Semi-Public (9.3%) make up the next largest land use types. Figure 3.3.1 shows the existing land use map for the project corridor. The corridor is rapidly developing, and parcels classified as vacant or agricultural in 2022 may now be developed or under construction. For example, in the southeast quadrant of IGP and SR 16, the land use is classified as vacant, this property has been developed into a large mixed-use development.

### **3.3.2 Future Land Use**

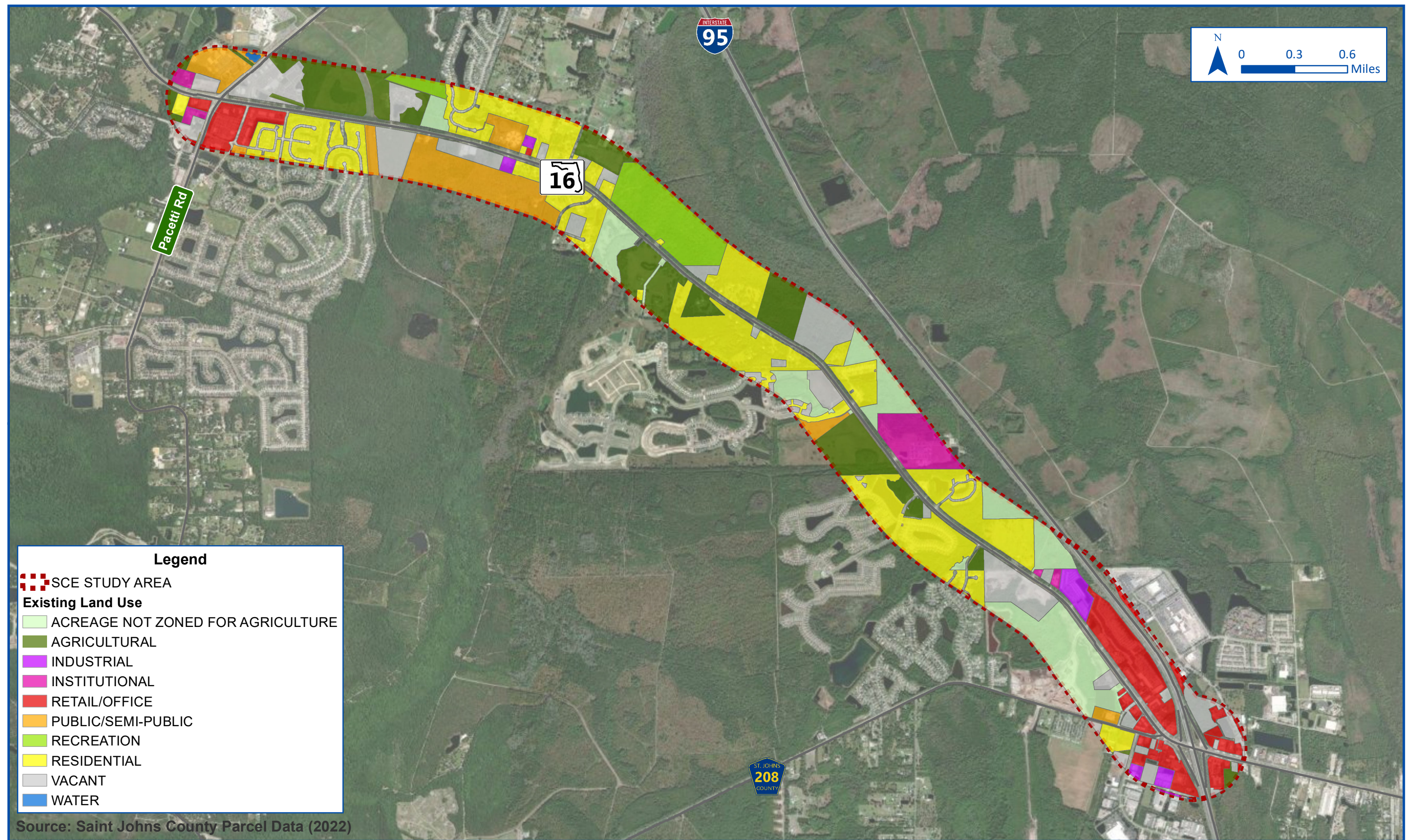
Figure 3.3.2 shows the future land use map for the project corridor based on the data from the St. Johns County GIS data center (last updated in 2017). The primary land use for the study area is mixed use district (34.9%) followed by rural / silviculture (29.9%), and residential (21.1%). Property indicated as rural / silviculture in the middle of the corridor are actively being developed into residential communities. The future land use is not anticipated to be impacted as a result of this project.



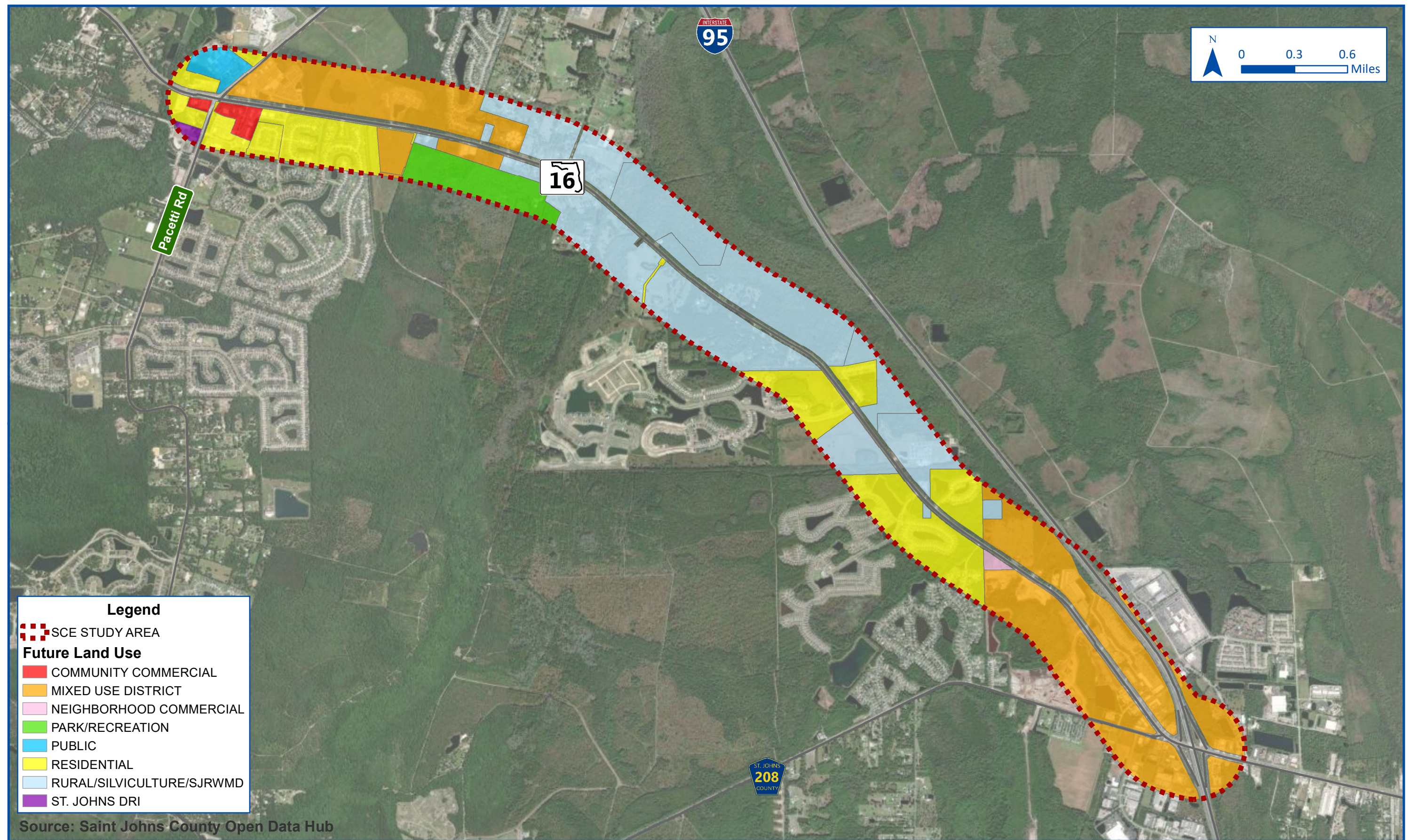
### **3.3.3 Farmlands**

The Preferred Alternative requires right-of-way for pond sites and results in approximately 13.3 acres of prime and unique farmland impacts. Following the Farmland Protection Policy Act (FPPA) of 1981, FDOT coordinated with Natural Resources Conservation Service (NRCS) to ensure impacts to farmlands are minimized. A total of 70.9 out of 260 points were given to the farmland impacts as a result of this project. This falls below the 160-point threshold, so no additional coordination with NRCS is necessary.











### **3.3.4 Growth Trends and Issues**

The development of growth rates for the study area involved analyzing historical traffic data, population projections, and travel demand model projections. Historical Annual Average Daily Traffic (AADT) growth trends in the study area indicate linear growth rates between 2.8% and 5.0%.

Population projections were gathered using the BEBR for St. Johns County and ranged from 1% to 4% annual growth. The Northeast Regional Planning Model (NERPM) is the regional travel demand model developed and maintained by FDOT District 2. The NERPM is the primary travel demand forecasting tool used to support the Long-Range Transportation Plan updates of the North Florida TPO. The NERPM was used to produce volume projections provided traffic growth rates ranging from 2.8% to 5.0%. After review, NERPM growth rates were deemed most suitable, with 3% used for SR 16 segments east of CR 2209 and 2% for segments west of CR 2209.

Traffic analysis revealed that without improvements, by 2050, intersections along SR 16 would experience unacceptable delays and level of service (LOS), with most operating at LOS E or F during peak hours. The entire SR 16 corridor was projected to operate at LOS E or F in the AM and PM peak periods without any widening or improvements, leading to worsening congestion beyond normal peak periods within the project limits.

### **3.3.5 Focal Points**

As mentioned in *Section 2.2 Community Focal Points*, no community focal point impacts are anticipated as a result of this project.

## **3.4 Mobility**

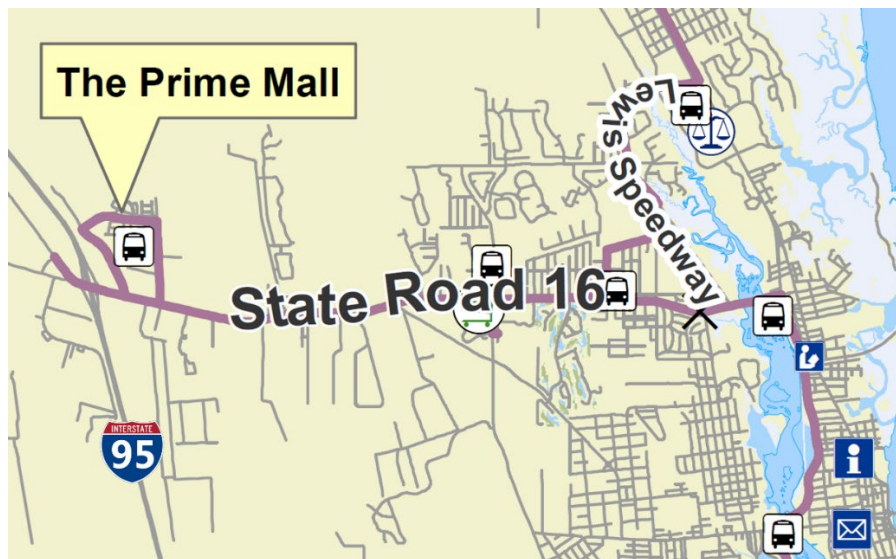
### **3.4.1 Mobility Choices**

The proposed SR 16 improvements will provide enhanced pedestrian / bicycle mobility. A 12-foot-wide shared use path is proposed on both sides of SR 16 that will tie into the existing sidewalk to accommodate bicyclists and pedestrians. A 6.5-foot-wide outside shoulder is also

typical throughout the project limits and can be used as a bicycle lane, although it will not be designated as such.

The Sunshine Bus Company operates the transit service for St. Johns County. There is one bus route, the purple line, that runs along SR 16 from the St. Augustine Outlet Mall east into downtown St. Augustine and then north to Jacksonville. There are no bus stops located within the study limits. The closest bus stop is at the St. Augustine Outlet Mall (labeled as “The Prime Mall”) east of I-95 as shown in Figure 3.4.1. No impacts are expected to this transit service.

**Figure 3.4.1: Purple Line Transit Map**



Source: The Sunshine Bus Company Transit System

### 3.4.2 Accessibility

Non-motorized access to businesses and community focal points will improve as a result of the pedestrian and bicycle improvements associated with this project. Access for transportation disadvantaged persons will also be improved with the addition of Americans with Disabilities Act-compliant (ADA) shared use paths along SR 16.

### **3.4.3 Connectivity**

The project will result in improved connectivity. The addition of the continuous shared use paths will facilitate the movement of pedestrians and bicyclists from the residential areas to the non-residential areas within the study area.

The existing traffic congestion along SR 16 results in user delays that will continue to worsen if no improvements are implemented. The proposed project will enhance mobility, alleviate congestion, and promote regional connectivity by adding an additional lane in each direction on SR 16 and adding median openings to control access throughout the study area. The restrictive access, mentioned in *Section 3.2.3 Traffic Patterns*, will result in vehicles traveling further downstream on SR 16 before making a U-turn, driving upstream, and then turning right into their final destination. Properties with access to SR 16 today will retain access with the proposed improvements. Driveway connections will be refined during the final design phase of the project.

## **3.5 Aesthetic Effects**

### **3.5.1 Noise / Vibration**

The noise analysis was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement. The analysis recommends 18 to 22-foot noise walls in front of the following neighborhoods:

- Sevilla Community;
- Tomoka Pines Subdivision; and
- Soluna Apartments.

Noise wall locations are shown in the Preferred Alternative concept plan sheets in Appendix A. More information about the noise analysis and recommendations is located in the Noise Study Report (NSR), available in the project file.



### 3.5.2 Viewshed

The SR 16 corridor is a typical rural roadway with minimal aesthetic features inside the existing right-of-way. However, there are sections of trees within the existing right-of-way that provide some viewshed buffer between the road and the existing neighborhoods on the south side of SR 16. Figure 3.5.1 shows an example of the trees within the corridor.

**Figure 3.5.1: SR 16 Viewshed**



SR 16 Looking West



SR 16 Looking West

The trees that are located in the existing right-of-way will be removed. However, noise walls will be evaluated and may provide a similar visual buffer between the roadway and the neighborhoods along the corridor.

### 3.5.3 Compatibility

The project is compatible with the character of the community. The existing roadway currently has limited aesthetic features as described in *Section 3.5.2 Viewshed*. The proposed project will provide shared use paths and incorporate median landscaping, where feasible. As described in *Section 2.2 Community Focal Points*, no direct impacts to any community focal points are anticipated and impacts to traffic circulation are minor.

It is anticipated that the project will be perceived by the community as consistent with the character and aesthetic values of the community. At the Alternatives Public Meeting in February 2024, the most common concern from the public regarding this project was the proposed design

speed and the lack of proposed traffic signals. The proposed design speed of 55 mph matches the existing posted speed in the corridor and is appropriate based on the speed warrant study that was performed. After considering input from the public, traffic signal warrants were performed for the three largest residential neighborhoods that have direct access to SR 16 and it was determined that all locations warrant a traffic signal: Turnbull Creek Road, Windward Ranch Boulevard / Downs Corner Road, and Whisper Ridge Road. Traffic signals were added to the Preferred Alternative at those locations.

### **3.6 Relocation Potential**

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, a Right-of-Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The Preferred Alternative roadway improvements do not impact any right-of-way or require any relocations, however, the preferred pond sites impact four parcels for a total of 37.8 acres. Temporary construction easements are also required for the roadway and pond improvements and are anticipated to impact 5.9 acres. No relocations are anticipated as a result of this project. Appendix A shows the Preferred Alternative including the preferred pond sites.

## 4.0 Recommendations and Commitments

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### 4.1 Recommendations for Resolving Issues

The purpose of this project is to improve traffic mobility, reduce congestion, and address safety on SR 16 from IGP to I-95. SR 16 is currently a two-lane undivided facility within the project limits. The two-lane portion of SR 16 (IGP to St. Augustine Outlet Mall) experiences significant congestion, as current traffic demands exceed capacity. This condition will only worsen with no improvements. By 2050, the entire corridor (IGP to I-95) is expected to exceed capacity as well as the signalized intersections of IGP / Pacetti Road and Toms Road. In addition, during the AM peak, seven of eight unsignalized intersections are expected to operate at LOS E or F. Similarly, during the PM peak, six of the unsignalized intersections are expected to operate at LOS E or F.

Widening SR 16 will provide a range of benefits including:

- Improved operation and safety;
- Improved travel time reliability;
- Improved system linkage;
- Accommodations for projected growth and planned development; and
- Enhanced hurricane evacuation time and response time for police, fire, and emergency services.

Although the project has a number mobility benefits, the proposed project may negatively impact the surrounding community from a social perspective. There are four general methods for addressing project impacts and compatibility preferences: avoidance, minimization, mitigation, and enhancement.

Avoidance measures are alterations to the project so that an impact does not occur. If no feasible or prudent avoidance alternatives exist to resolve a project effect, minimization measures are explored. Minimization measures involve modifications to the project to reduce the severity of the effect. Typically, after all minimization efforts have been explored for their ability to resolve a project effect, mitigation and enhancement measures are pursued. Mitigation measures alleviate

or offset a project effect that cannot be avoided through replacement or compensation. Enhancement measures are project features intended to increase the project's compatibility with the community context.

The proposed roadway typical section fits within the existing right-of-way and no additional avoidance measures are needed. The proposed pond sites do require additional right-of-way. A drainage swale to accommodate treatment and attenuation does not fit within the existing right-of-way and there would be extensive impacts along SR 16 if a swale were used in place of ponds. No residential or commercial displacements are anticipated as a result of the minor right-of-way needed to accommodate proposed pond sites.

Mitigation and enhancements associated with the proposed project include:

- 12-foot-wide shared use paths will be constructed on both sides of SR 16 to safely accommodate pedestrian and bicyclists;
- 18 to 22-foot noise walls in qualifying areas; and
- Landscaping will be added in the median, where feasible, and will be coordinated with St. Johns County during future phases.

## 4.2 Sociocultural Commitments

There are currently no sociocultural commitments for this project.



## 5.0 Civil Rights and Related Issues

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### 5.1 Protected Populations in the Study Area

This project is being conducted without regard to race, color, national origin, age, sex, religion, disability, or family status. Title VI of the Civil Rights Act provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, or family composition be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of federal, state, or local government.

No distinct populations have been identified that would be adversely impacted by the proposed project, as documented in *Section 3.1.1 Demographics*.

### 5.2 Coordination and Participation

A public involvement program was developed and implemented for the SR 16 PD&E Study. The program is documented in the Public Involvement Plan (PIP), available under separate cover. The purpose of the program is to outline the public involvement approach to be taken with the project, provide and share project information with people living and working in the area, listen to ideas and concerns and to solicit and incorporate input received during the study process. For this project, the PIP focused on elected and appointed officials, agency meetings, a series of public informational meetings and several community outreach techniques including a project website. Two public meetings are scheduled to take place during the study, an Alternatives Public Meeting and a Public Hearing.

#### 5.2.1 Alternatives Public Meeting

A hybrid Alternative's Public Meeting was held on February 20, 2024 and February 22, 2024. The meeting was conducted both virtually via GoToWebinar and in-person. The virtual meeting was held on Tuesday, February 20, 2024 starting at 5:30 p.m. and the in-person meeting was held on Thursday, February 22, 2024 starting at 4:30 p.m. at the World Golf Village Renaissance.

The virtual public meeting began at 5:30 p.m. as an open house where attendees were encouraged to submit comments via the GoToWebinar chat feature. At 6:00 p.m., attendees were briefly welcomed and elected officials were given the opportunity to be recognized. Then, the pre-recorded presentation was played. Thirty-six people attended the virtual meeting and the project team addressed 25 chat questions and five verbal comments during the meeting. The most common comment/question was regarding the location of proposed traffic signals, with the majority of the public wanting additional signals at the major neighborhood entrances. Other comments included, questions on the proposed speed limit, turn lane locations, impacts to neighborhood entrances, timeline for construction, adjacent projects, and project cost.

The in-person public meeting was held at the World Golf Village Renaissance and began as an open house from 4:30 – 6:30 p.m. during which time attendees could review the project boards and engage with the project team to have their questions answered. At 6:30 p.m., a pre-recorded presentation was played and the public had an opportunity to ask questions or state comments into a microphone for FDOT to answer. Eighty-four people attended the in-person public meeting, 13 comment forms were received at the meeting, and 13 people spoke during the verbal comment period. The comments were generally in support of the project and the most common comments included specific requests for lowering the speed limit and installing signals at the major neighborhood entrances. Other comments included, construction timeline, access management (additional median openings and U-turn locations), request for bicycle lanes and shared use path, and request for smaller scale project.

Two comment forms, 32 emails, and one website comment were received during the 10-day comment period following the meeting. The comments were generally in support of the project and the most common comments included specific requests for lowering the speed limit and installing signals at the major neighborhood entrances. Other comments included request to begin project as soon as possible, construction timeline, request for additional turn lanes, and request for a noise wall.

Following the Alternative's Public Meeting the following decisions about the Preferred Alternative occurred:

- The design speed will remain at 55 mph;
- Traffic signals will be added to the following development entrances:
  - Turnbull Creek Road;
  - Whisper Ridge Road / Downs Corner;
  - Windward Ranch Boulevard; and
- Update bicycle / pedestrian facilities to 12-foot-wide shared use paths on both sides of SR 16 throughout the project limits.

### **5.2.2 Public Hearing**

This section will be completed after the Public Hearing is held.

## **5.3 Summary of Project Effects**

The SCE Evaluation is intended to be a proactive planning tool that ensures that community values, quality of life, and socioeconomic impacts are adequately considered and addressed in the formulation of transportation plans. Potential social, economic, land use, mobility, aesthetic, and relocation impacts that may result from transportation projects are identified and evaluated. As documented in this evaluation, the widening of SR 16 will have minimal long-term negative impacts on the study area, and upon completion, is projected to increase the quality of life through improved access and mobility, increased public safety, enhanced emergency response times, and reduced congestion.

The FDOT Efficient Transportation Decision Making (ETDM) Screening Summary evaluated the potential effects of the project and published a report on May 3, 2024. The ETDM degree of effect was as follows:

- Social – Minimal;
- Economic – Enhanced;
- Land Use Changes – Minimal;

- Mobility – Enhanced;
- Aesthetic Features – Minimal; and
- Relocation Potential – Minimal.

The degree of effect for Social, Economic, Land Use Changes, Mobility, and Aesthetic Effects remain unchanged. The degree of effect for Relocation Potential has been downgraded from "Minimal" to "None". No additional right-of-way is required for the roadway improvements and the proposed pond sites are located where no relocations are required. Therefore, no relocations are anticipated for this project.

Impacts on the six key areas are documented in Table 5.3.1.



**Table 5.3.1: Project Effect Overview Summary**

Issue	Impact	Degree of Effect
Social	<ul style="list-style-type: none"> <li>• Temporary disruptions during construction</li> <li>• Right-of-way acquisition (4 parcel impacts resulting in 0 relocations)</li> <li>• Long term quality of life improvements</li> <li>• Enhanced mobility options for motorists and non-motorists</li> <li>• Improved traffic flow on SR 16</li> <li>• No impact to community cohesion</li> <li>• Reduced congestion</li> <li>• Improved public safety (motorist and pedestrian/bicyclist)</li> <li>• Improved emergency response times</li> <li>• Enhanced pedestrian and bicycle accommodations</li> </ul>	Minimal
Economic	<ul style="list-style-type: none"> <li>• Temporary disruptions during construction</li> <li>• No business relocations</li> <li>• Facilitate completion of planned developments that are on hold pending the widening of SR 16</li> <li>• Potentially attract new development and create additional employment opportunities in the long-term</li> </ul>	Enhanced
Land Use Changes	<ul style="list-style-type: none"> <li>• No changes in land use or growth patterns in the study area or surrounding communities</li> <li>• Consistent with St. Johns County land use plans</li> <li>• No relocation of community focal points</li> <li>• 4 parcels impacted</li> </ul>	Minimal
Mobility	<ul style="list-style-type: none"> <li>• Temporary disruptions for traffic patterns</li> <li>• Long-term improved traffic flow</li> <li>• Meets future traffic demand</li> <li>• Improved mobility, connectivity, and accessibility</li> <li>• Improved safety associated with access management changes</li> <li>• Enhanced pedestrian and bicycle accommodation</li> </ul>	Enhanced
Aesthetic Features	<ul style="list-style-type: none"> <li>• Noise and vibration impacts during construction</li> <li>• A median with landscape opportunities</li> </ul>	Minimal
Relocation Potential	<ul style="list-style-type: none"> <li>• No relocations anticipated</li> </ul>	None

As addressed in this report, impacts will be mitigated, managed, and addressed as appropriate before, during, and after the project in accordance with FDOT and other agency policies, programs, and procedures.

#### **5.4 Mitigation and Enhancement Actions**

Potential mitigation and enhancements associated with the proposed project include:

- 12-foot-wide shared use paths will be constructed on both sides of SR 16 to safely accommodate pedestrian and bicyclists;
- A Noise Study Report will be prepared for the Preferred Alternative to identify traffic noise impacts and determine if noise walls are reasonable and feasible, and recommended for further evaluation during the project's final design phase; and
- Landscaping will be added in the median, where feasible, and will be coordinated with St. Johns County during future phases.

#### **5.5 Findings Regarding Disproportionate Adverse Effects**

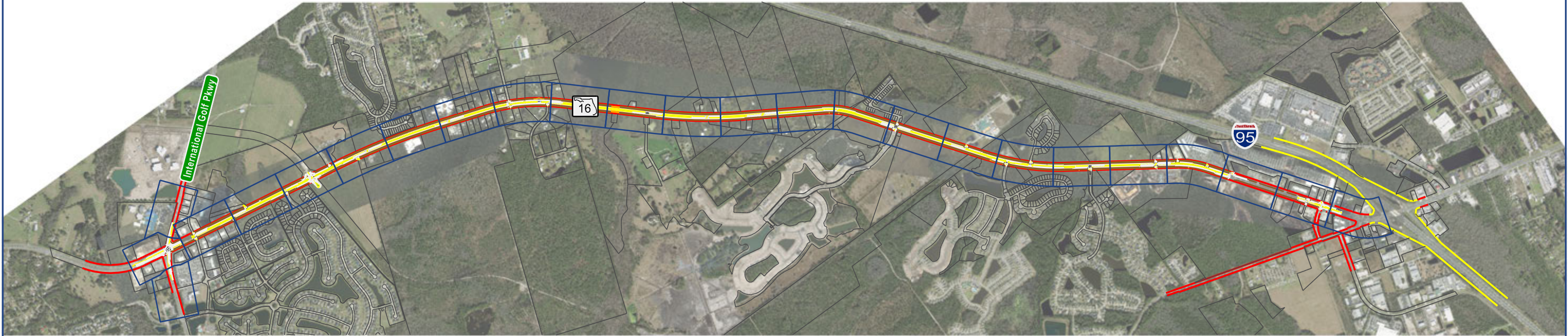
Based on the above discussion and analysis, the Preferred Alternative will not cause disproportionately high or adverse effects on any distinct populations.

# **Appendix A:**

## **Preferred Alternative Concept Plan Sheets**



# Appendix A: Preferred Alternative Plan Sheets



## Index of Drawings

Sheet Number	Sheet Description
1-25	Concept Plan Sheets
26	Preferred Pond Overview Sheet



SR 16 Project Development and Environment (PD&E) Study  
from International Golf Parkway to I-95  
FM Number: 210447-5 | ETDM Number: 14535

Appendix A:  
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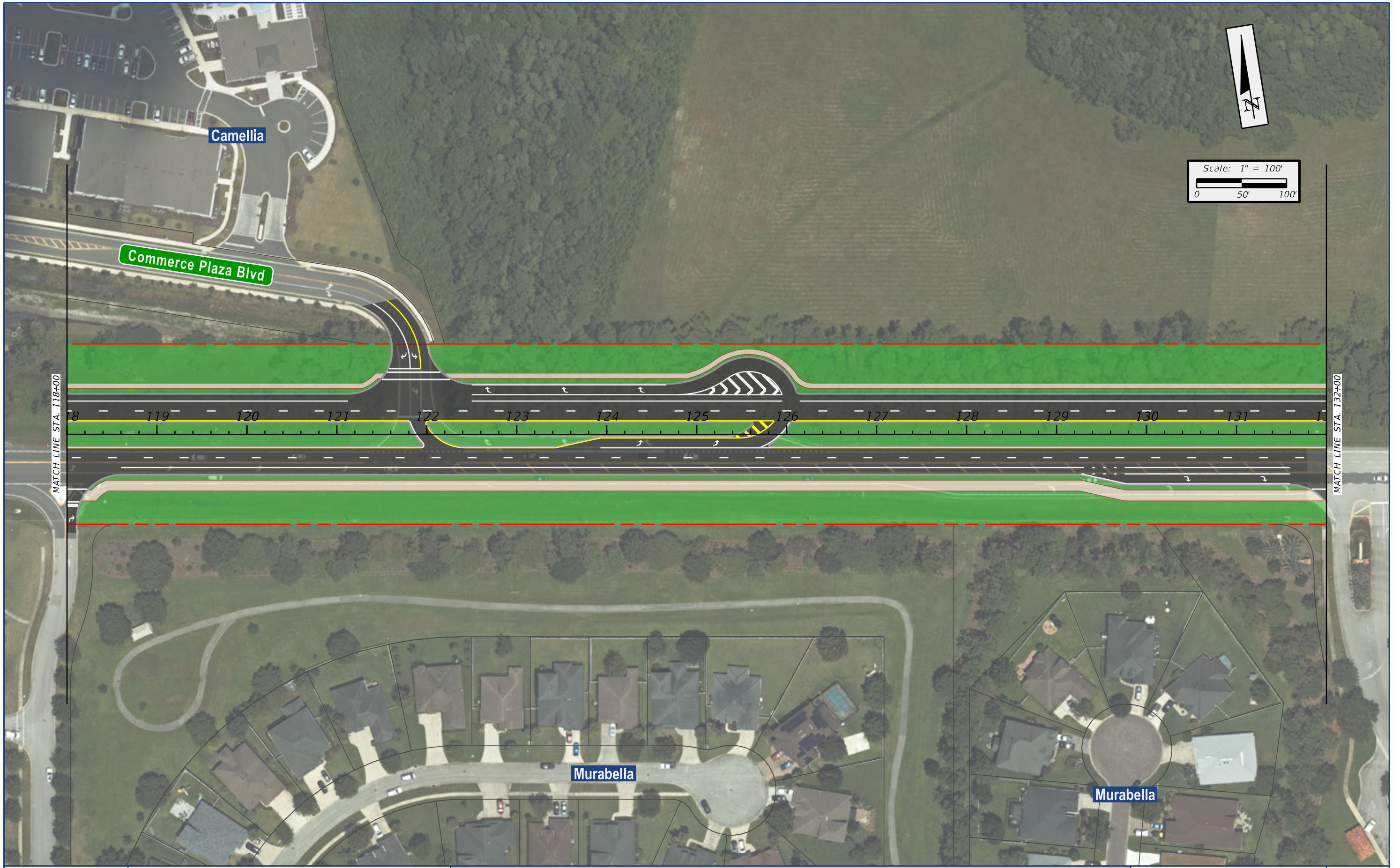
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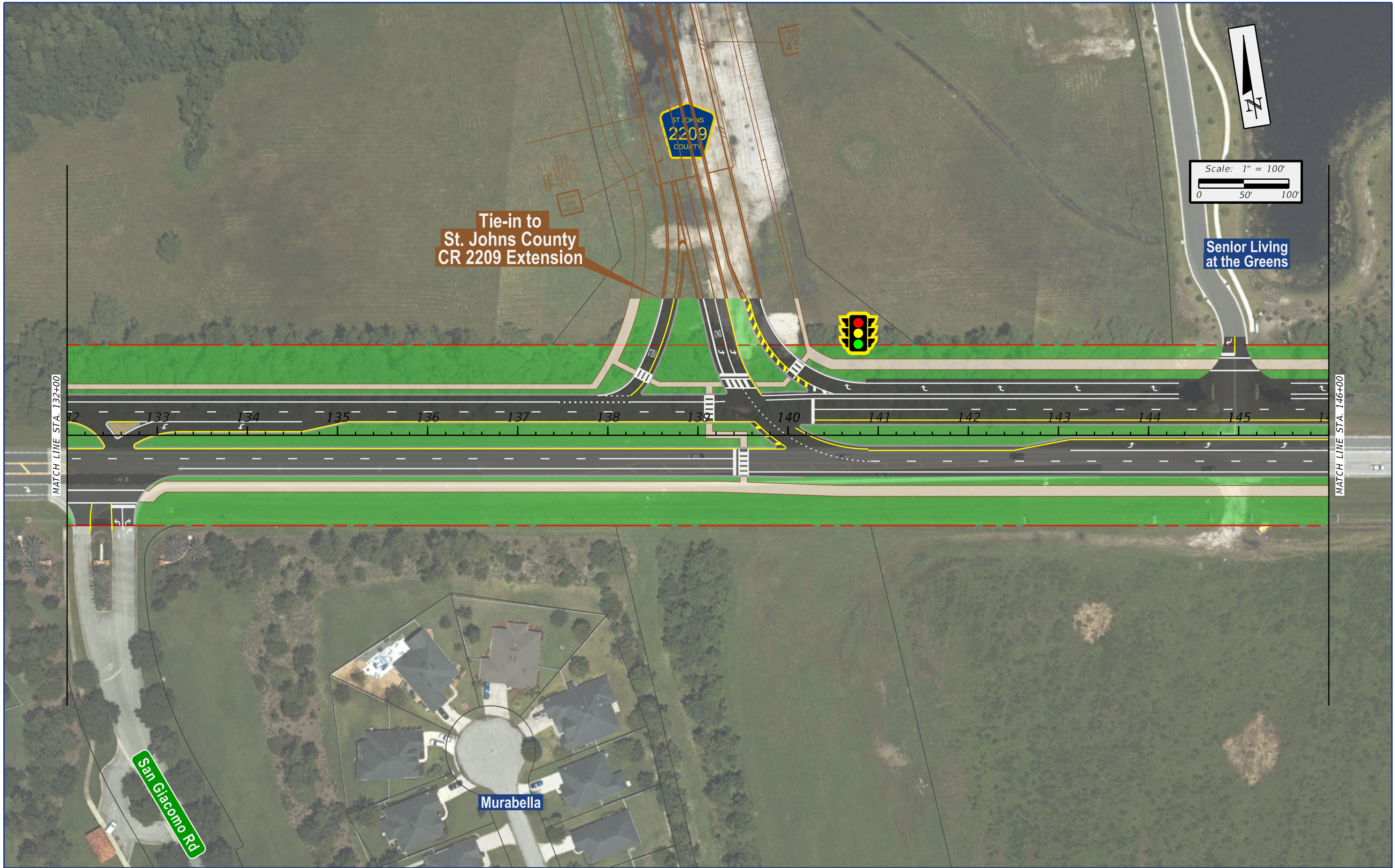
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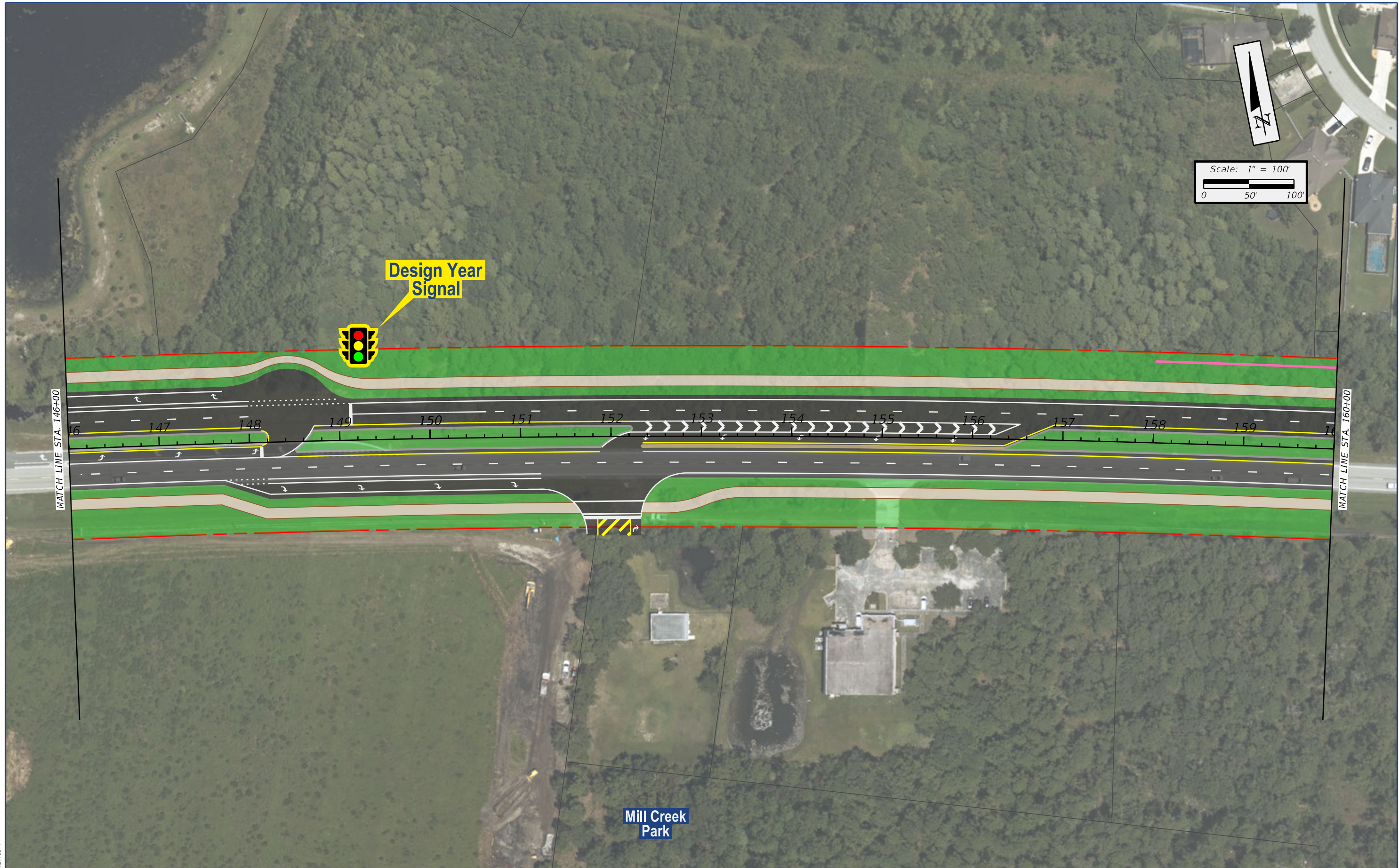
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Potential Noise Wall

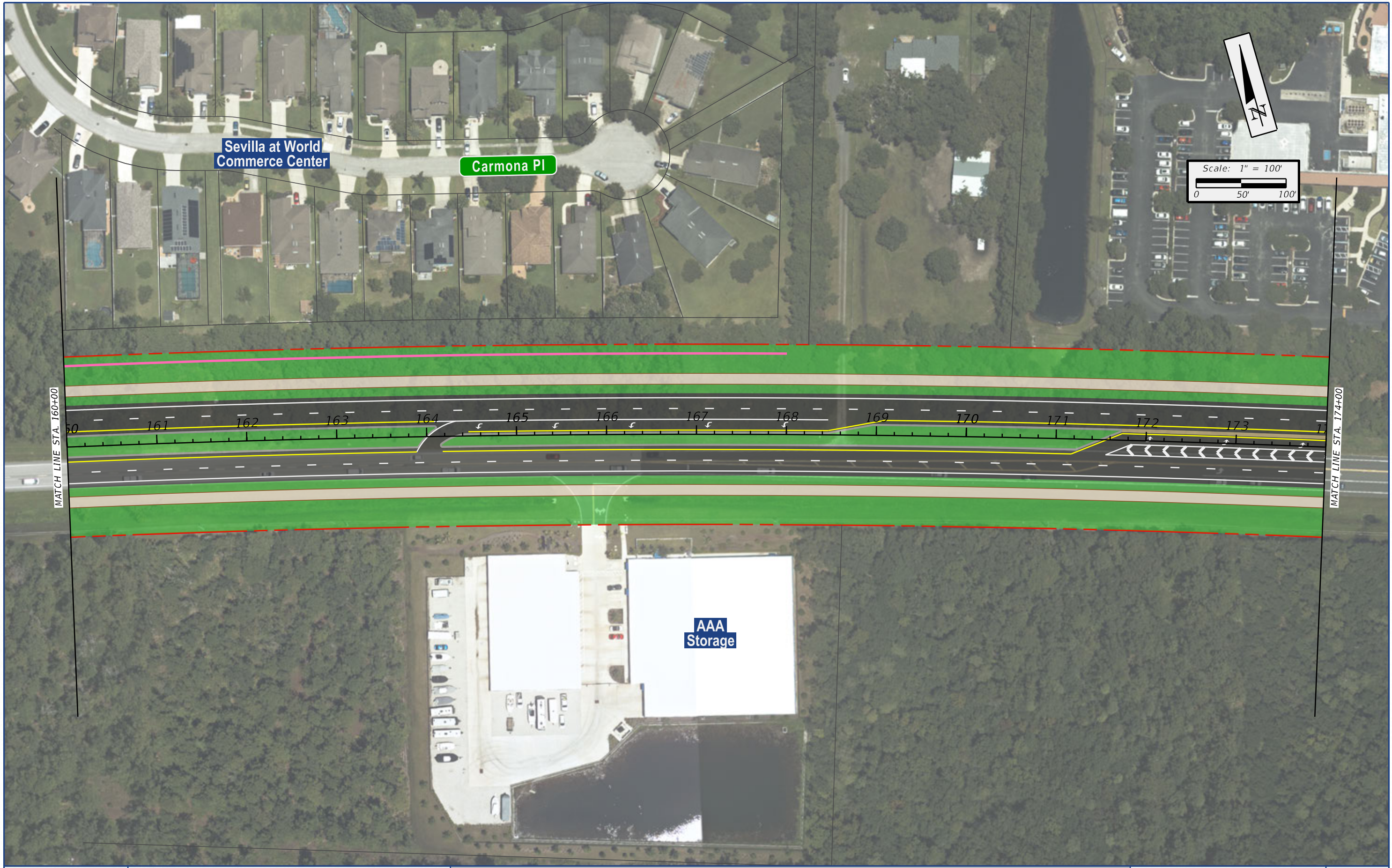
Existing Transmission Poles

Existing Traffic Signal

Proposed Traffic Signal



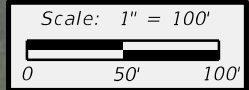
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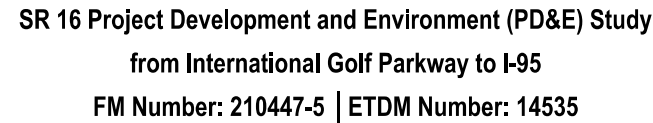
Clyde E. Lassen  
Veterans Nursing Home





This aerial view shows a multi-lane highway with lane numbers 174 to 187. A dashed line indicates a lane shift or construction area between stations 176 and 181. The road is flanked by green grass and a red dashed line on the left.

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-  Proposed Retaining Wall  
 Proposed Shared Use Path  
 Proposed Sod  
 Proposed Traffic Separator  
 Preferred Pond

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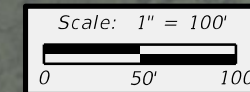
Existing Transmission Poles

Existing Traffic Signal

Proposed Traffic Signal

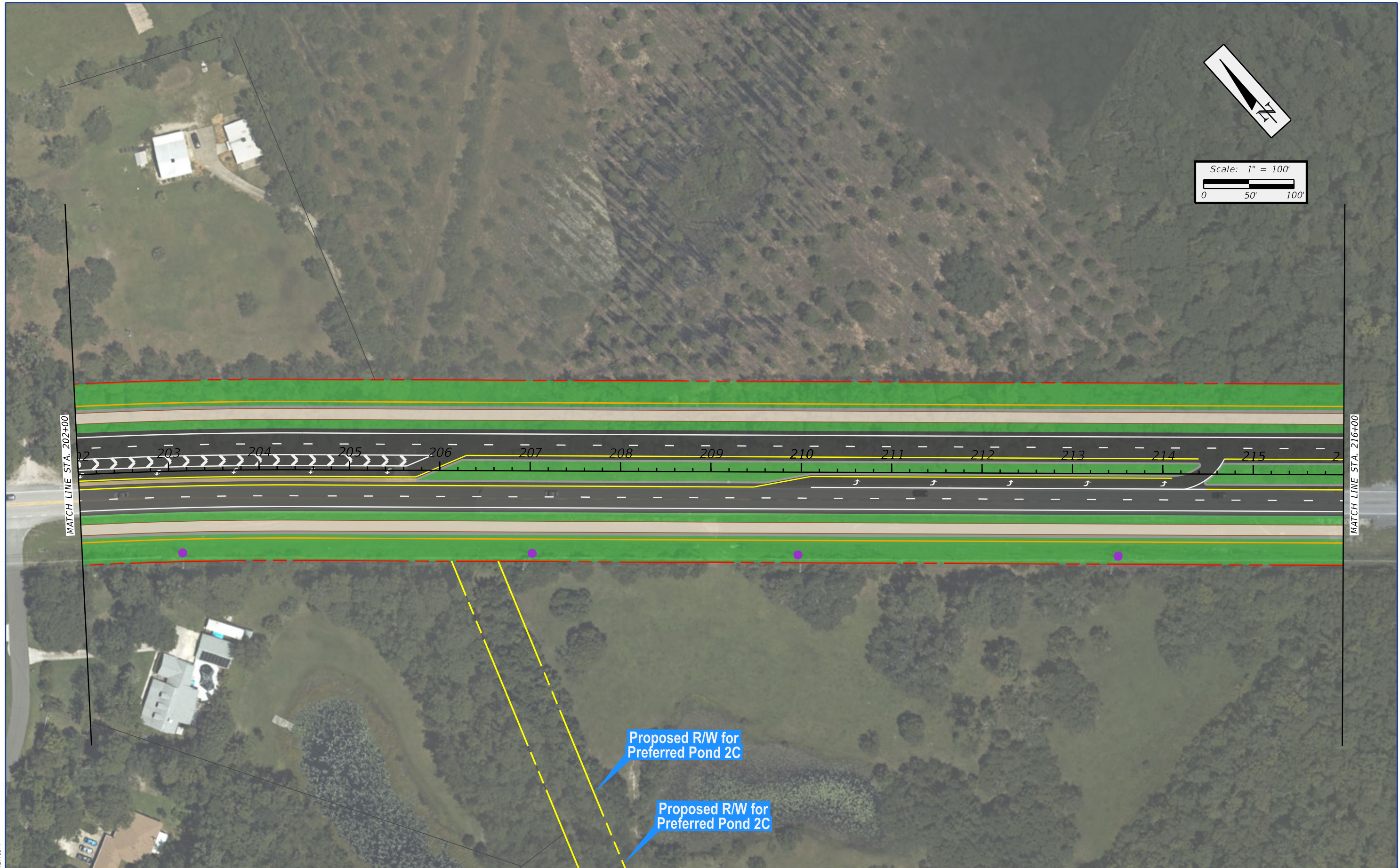


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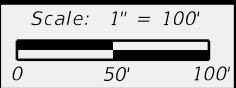
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SR 16 Project Development and Environment (PD&E) Study  
from International Golf Parkway to I-95  
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- Existing Right-of-Way
- Proposed Right-of-Way
- Proposed Roadway
- Proposed Bridge

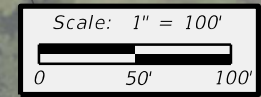
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- Proposed Shared Use Path
- Proposed Sod
- Proposed Traffic Separator
- Preferred Pond

- Potential Noise Wall
- Existing Transmission Poles
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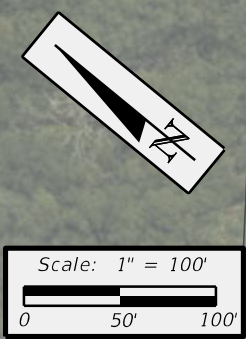
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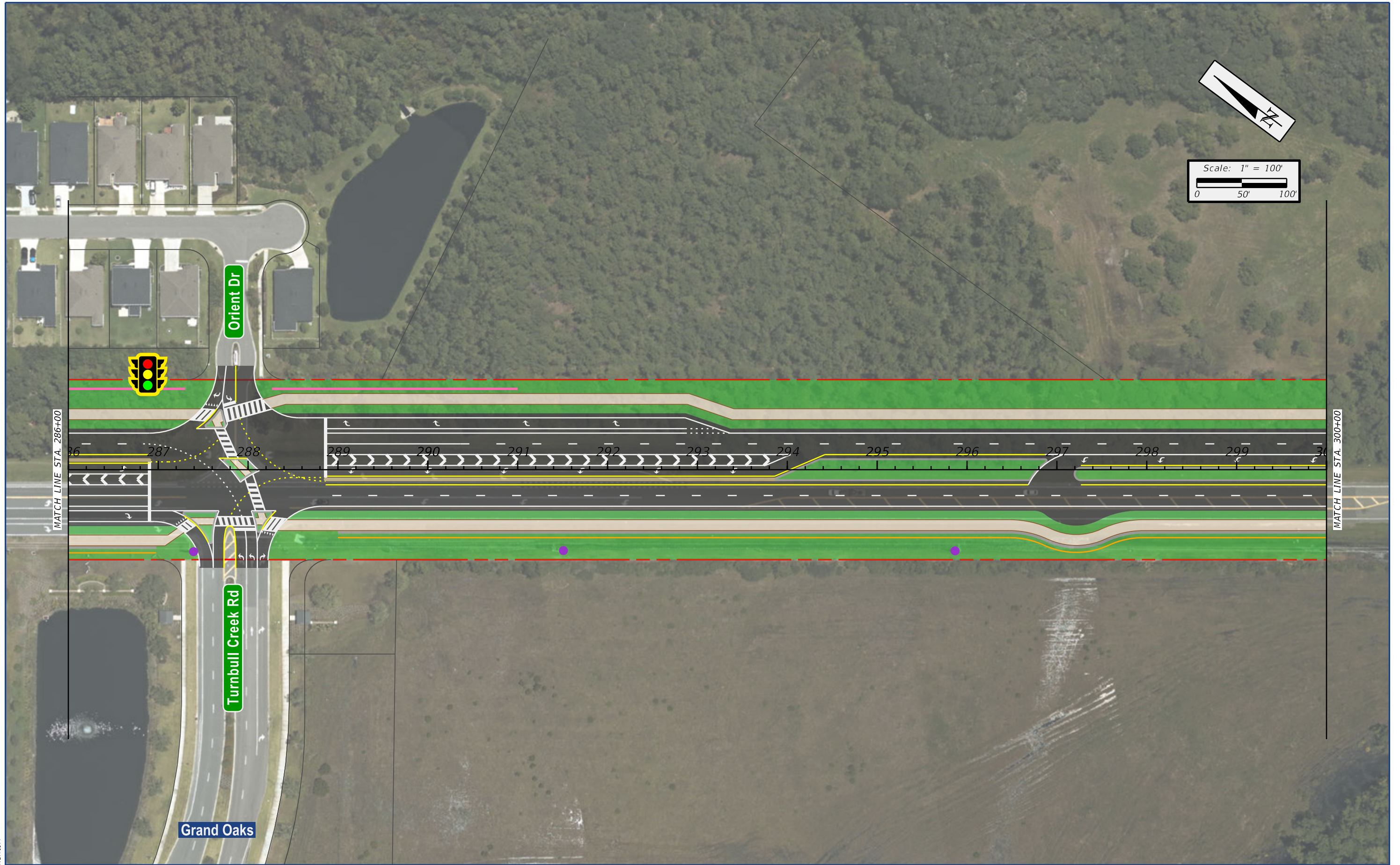



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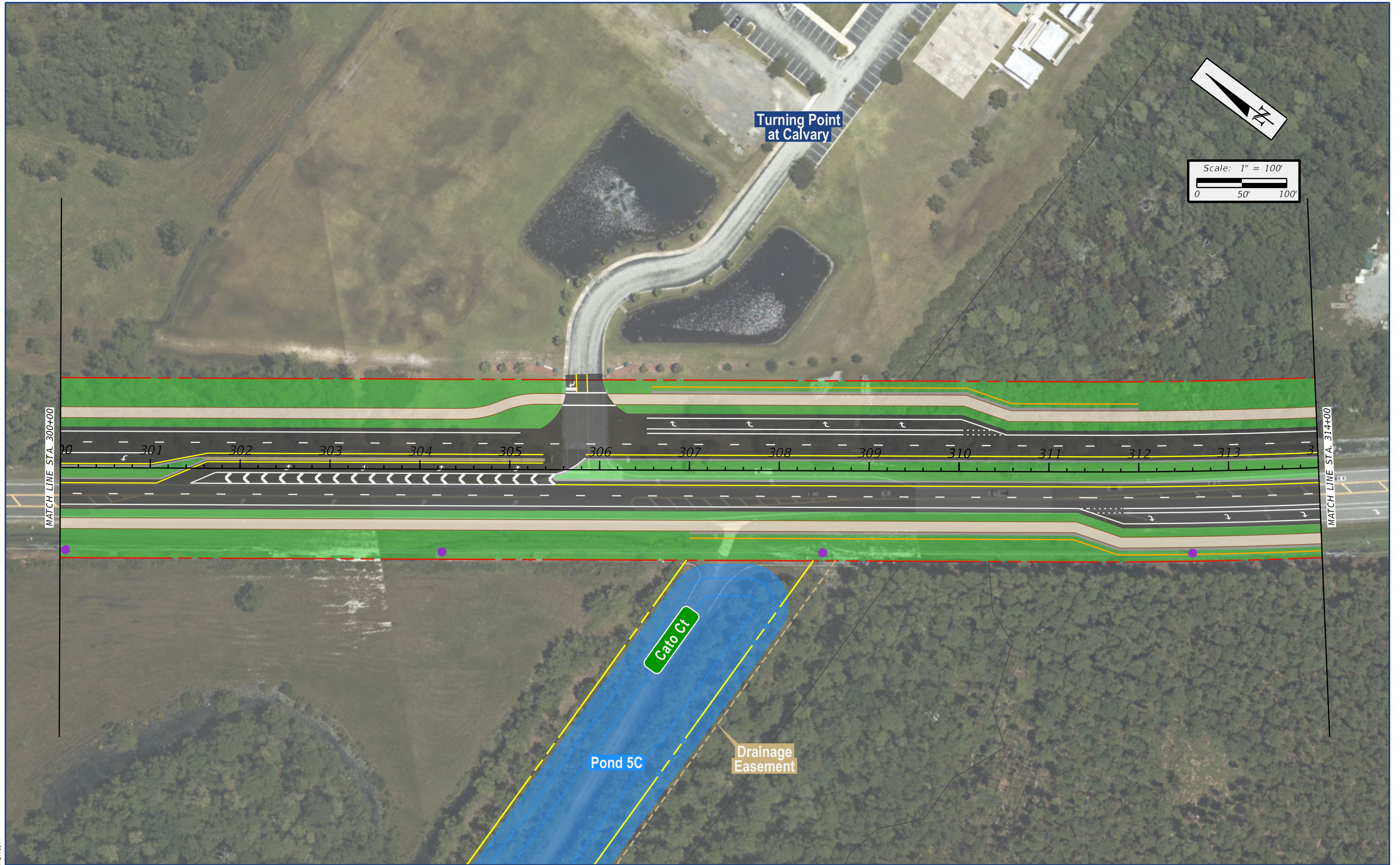
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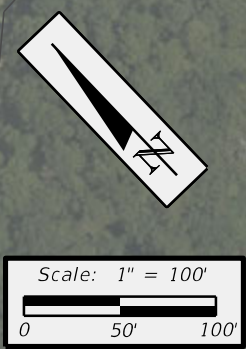
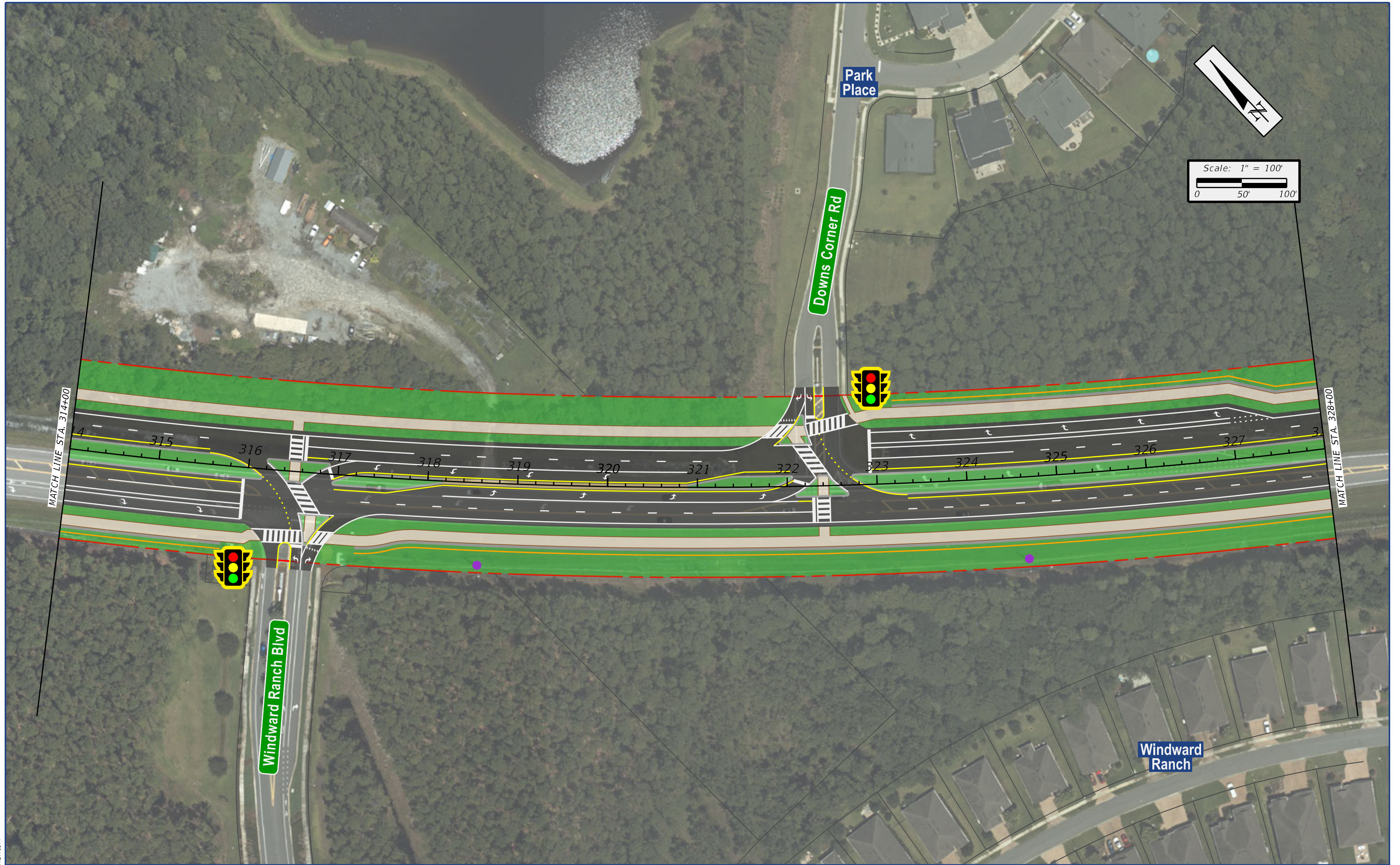
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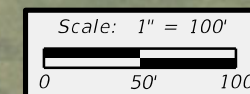


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Windward  
Ranch

Whisper Ridge Dr



SR 16 Project Development and Environment (PD&E) Study  
from International Golf Parkway to I-95  
FM Number: 210447-5 | ETDM Number: 14535

Property Lines  
Existing Right-of-Way  
Proposed Right-of-Way  
Proposed Roadway  
Proposed Bridge

Proposed Retaining Wall  
Proposed Shared Use Path  
Proposed Sod  
Proposed Traffic Separator  
Preferred Pond



Potential Noise Wall  
Existing Transmission Poles  
Existing Traffic Signal  
Proposed Traffic Signal

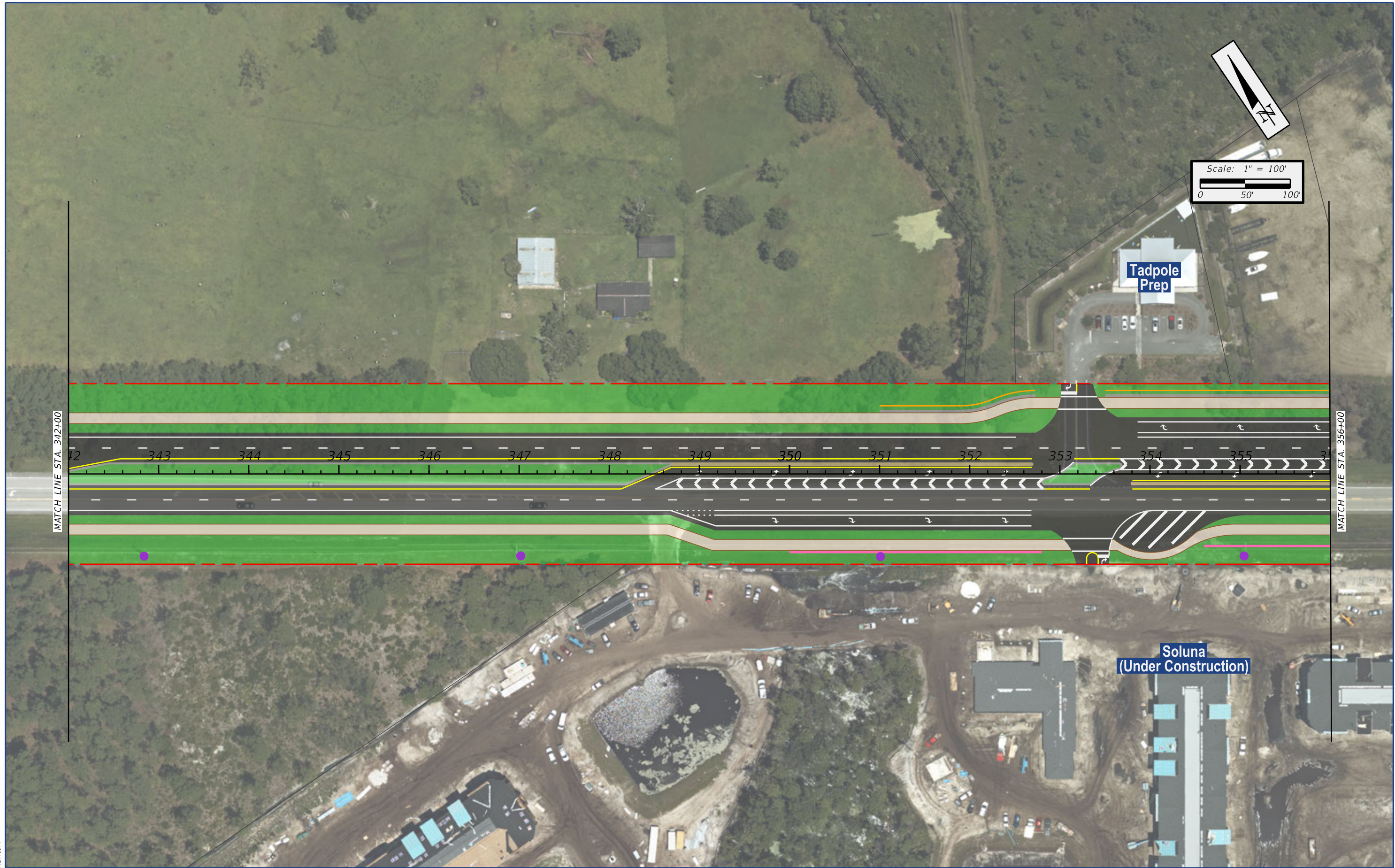
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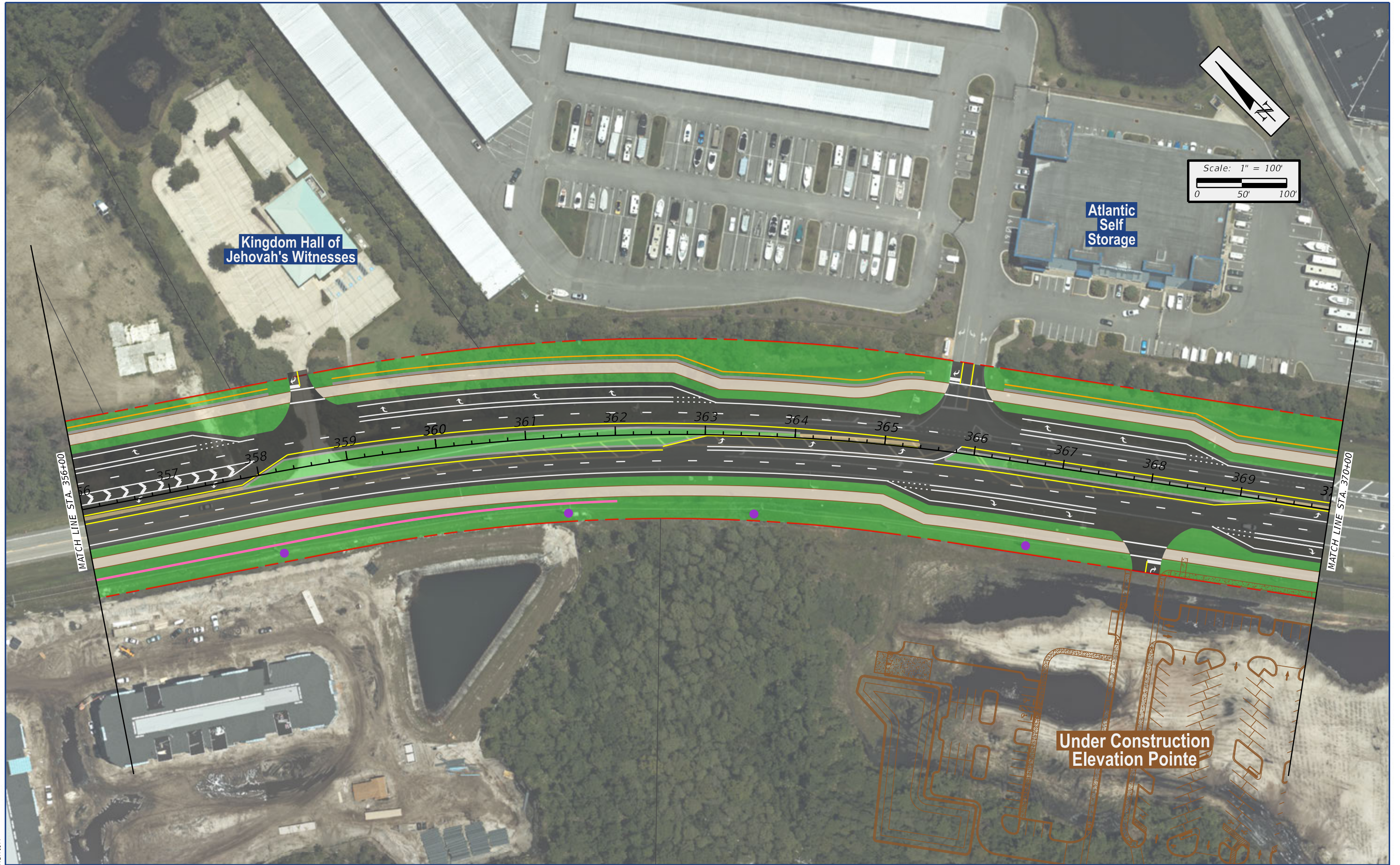
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	SR 16 Project Development and Environment (PD&E) Study from International Golf Parkway to I-95 FM Number: 210447-5   ETDM Number: 14535	<div><div><div>Property Lines</div><div>Existing Right-of-Way</div><div>Proposed Right-of-Way</div><div>Proposed Roadway</div><div>Proposed Bridge</div></div><div><div>Proposed Retaining Wall</div><div>Proposed Shared Use Path</div><div>Proposed Sod</div><div>Proposed Traffic Separator</div><div>Preferred Pond</div></div><div><div>Potential Noise Wall</div><div>Existing Transmission Poles</div><div>Existing Traffic Signal</div><div>Proposed Traffic Signal</div></div></div>	Appendix A: Preferred Alternative Plan Sheets	SHEET NO.
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SR 16 Project Development and Environment (PD&E) Study  
from International Golf Parkway to I-95  
FM Number: 210447-5 | ETDM Number: 14535

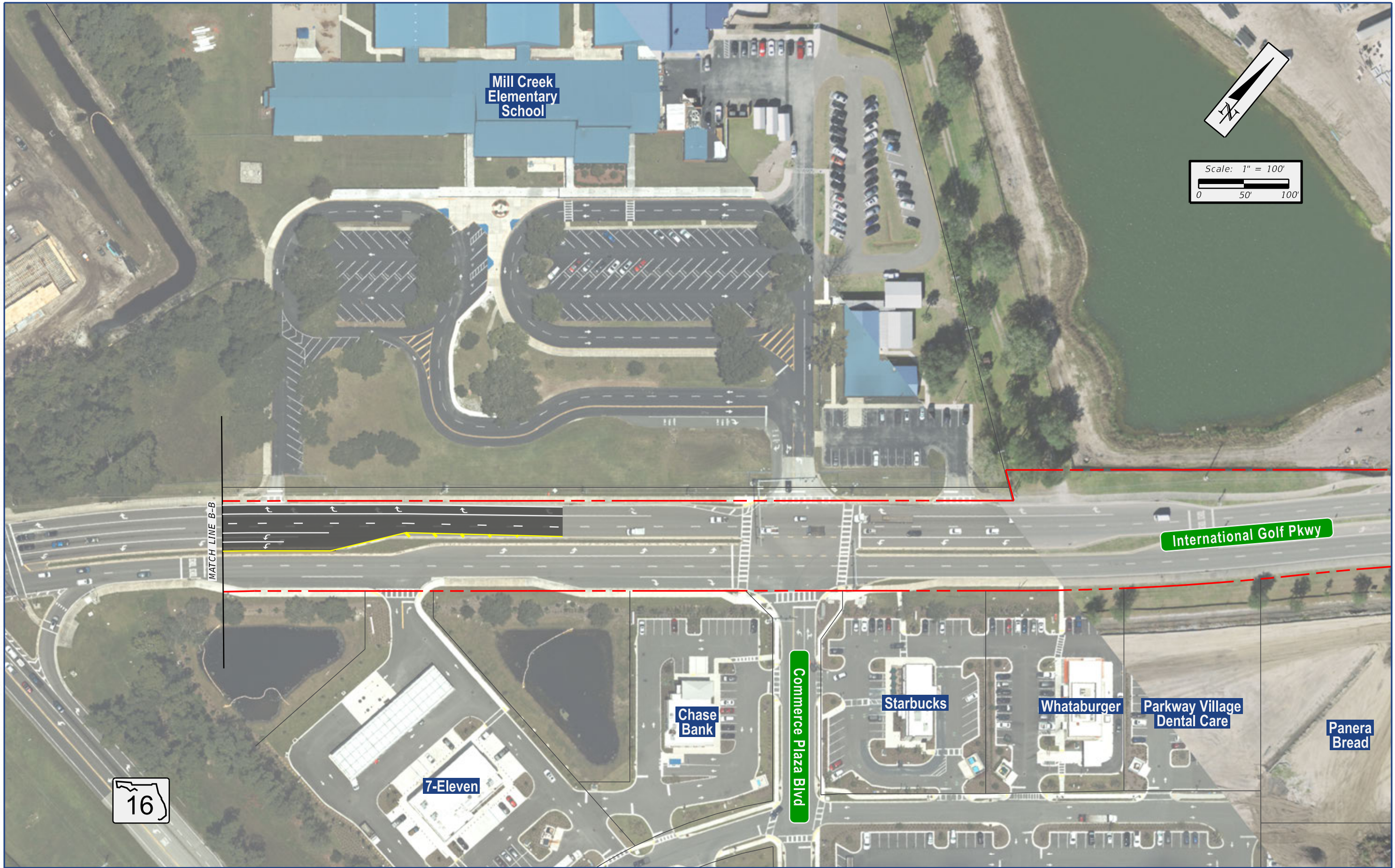
	Property Lines		Proposed Retaining Wall		Potential Noise Wall
	Existing Right-of-Way		Proposed Shared Use Path		Existing Transmission Poles
	Proposed Right-of-Way		Proposed Sod		Existing Traffic Signal
	Proposed Roadway		Proposed Traffic Separator		Proposed Traffic Signal
	Proposed Bridge		Preferred Pond		

Appendix A: Preferred Alternative Plan Sheets	SHEET NO.
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	SR 16 Project Development and Environment (PD&E) Study from International Golf Parkway to I-95 FM Number: 210447-5   ETDM Number: 14535	<div><div>Property Lines</div><div>Existing Right-of-Way</div><div>Proposed Right-of-Way</div><div>Proposed Roadway</div><div>Proposed Bridge</div></div> <div><div>Proposed Retaining Wall</div><div>Proposed Shared Use Path</div><div>Proposed Sod</div><div>Proposed Traffic Separator</div><div>Preferred Pond</div></div>	<div><div>Potential Noise Wall</div><div>Existing Transmission Poles</div><div>Existing Traffic Signal</div><div>Proposed Traffic Signal</div></div>	Appendix A: Preferred Alternative Plan Sheets	SHEET NO.
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	SR 16 Project Development and Environment (PD&E) Study from International Golf Parkway to I-95 FM Number: 210447-5   ETDM Number: 14535	 Property Lines  Existing Right-of-Way  Proposed Right-of-Way  Proposed Roadway  Proposed Bridge	 Proposed Retaining Wall  Proposed Shared Use Path  Proposed Sod  Proposed Traffic Separator  Preferred Pond	 Potential Noise Wall  Existing Transmission Poles  Existing Traffic Signal  Proposed Traffic Signal	Appendix A: Preferred Alternative Plan Sheets	SHEET NO.
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