

6.0 Corridor Analysis

6.1 Evaluation of Alternative Corridors

In 2000 St. Johns County selected Ayres and Associates to evaluate corridor alternatives for a new North/South link (CR 2209) within the County's northwest sector in order to satisfy requirements of the 1995 Variance Agreement. Several corridor alternatives were evaluated and eliminated based on socioeconomic, environmental, engineering, and safety concerns. The feasible corridor alternatives were divided into North, Central, and South segments. Figure 6.1 shows the corridor alternatives carried forward for detailed analysis and presentation at the final Corridor Public Meeting.

The following are key elements of this study, as described in the Final Alternative Corridors Report and Implementation Plan:

- Spring-Summer, 2000 - Community surveys and workshops regarding Northwest Sector Plan
 - Primary concerns from residents included preserving quality of life, responsible County growth, and maintaining rural character;
- Feb. 5, 2001 – Presentation to St. Johns County Staff
- Feb. 20, 2001 – Presentation to Board of County Commissioners
- March 1, 2001 – Public Workshop #1
 - 33 people in attendance
 - Presentation of corridor alternatives
 - Comments included preserving wildlife habitats and corridors and selection of project termini.
- April 30, 2001 – Presentation to St. Johns County Staff
- May 15, 2001 – Presentation to Board of County Commissioners
- May 31, 2001 – Public Workshop #2
 - 63 people in attendance
 - Comments included concern about SR 13, urban sprawl, environmental impacts, and integration of CR 2209 into the existing roadway network.

The following Corridor Alternatives were examined:

- North Segment
 - Link N1 - Connects 9B, follows north-south JEA / FPL easement; crosses CR 210 between Cimarrone and Southern Grove; connects with Duval County roadway network;
 - Link N2 - Terminates at Racetrack Road via existing Russell Sampson Road; does not connect to future 9B;

- Central Segment
 - Link C1- Follows JEA / FPL easement to SR 16, where it is concurrent with SR 16 to IGP.
 - Link C2 - Diverges from JEA / FPL easement and follows western edge of existing wetland system; minimizes large property severances and provides development boundary to wetlands;
- South Segment
 - Link S1 - Begins at SR 16, follows eastern boundary of Turnbull Creek wetland system to CR 208
 - Link S2 - Concurrent with SR 16 to I-95;
 - Link S3 - Follows western boundary of Turnbull Creek wetland system, requiring a bridge over Six-Mile Creek;

The recommended Corridor Alternative was the combination of N2-C2-S1 for the following reasons:

North Segment

- Provides a direct connection to Racetrack Road
- Supports a future connection to SR 9B when completed
- Avoids crossing of Durbin Creek
- Shortest segment length
- Fewer wetland impacts
- Least construction cost

Central Segment

- Provides wetland buffer and protection by bordering west side of system
- Forces development and access to the west side of the proposed roadway
- Does not co-locate with SR 16
- Creates additional access to International Golf Parkway
- Shortest segment length
- Least construction cost

South Segment

- Supports the intent of the Variance Agreement by providing a connection to SR 208
- Does not co-locate with SR 16
- Least wetland impacts between S1 and S3
- No Six Mile Creek Crossing
- Least construction cost

The recommended typical section from the Final Alternative Corridors Report and Implementation Plan is as follows:

- 4-lane divided with 40'-wide median (Central Segment)
- 2-lane (South Segment)
- Outside shoulders = 8-12'-wide (5' paved) shoulders
- Inside shoulders = 6-8'-wide (0-2' paved) shoulders
- Sidewalk width = 5'

- Posted speed = 55 mph
- Design speed = 60 mph
- Class 3 access management
- Swale section
- Right-of-way width = 200'

The suggested corridor is approximately 15.2 miles long.

In summary, segments N2, C2 and S1 were recommended because they minimize wetland impacts and large parcel severances, are consistent with the Northwest Sector Plan and Variance Agreement, satisfy future traffic demand, and have the least construction cost. As described in the next chapter, the typical section recommendations from the Corridors Report were retained with the exception of the number of lanes, inside shoulder width, sidewalk width, and right-of-way width.

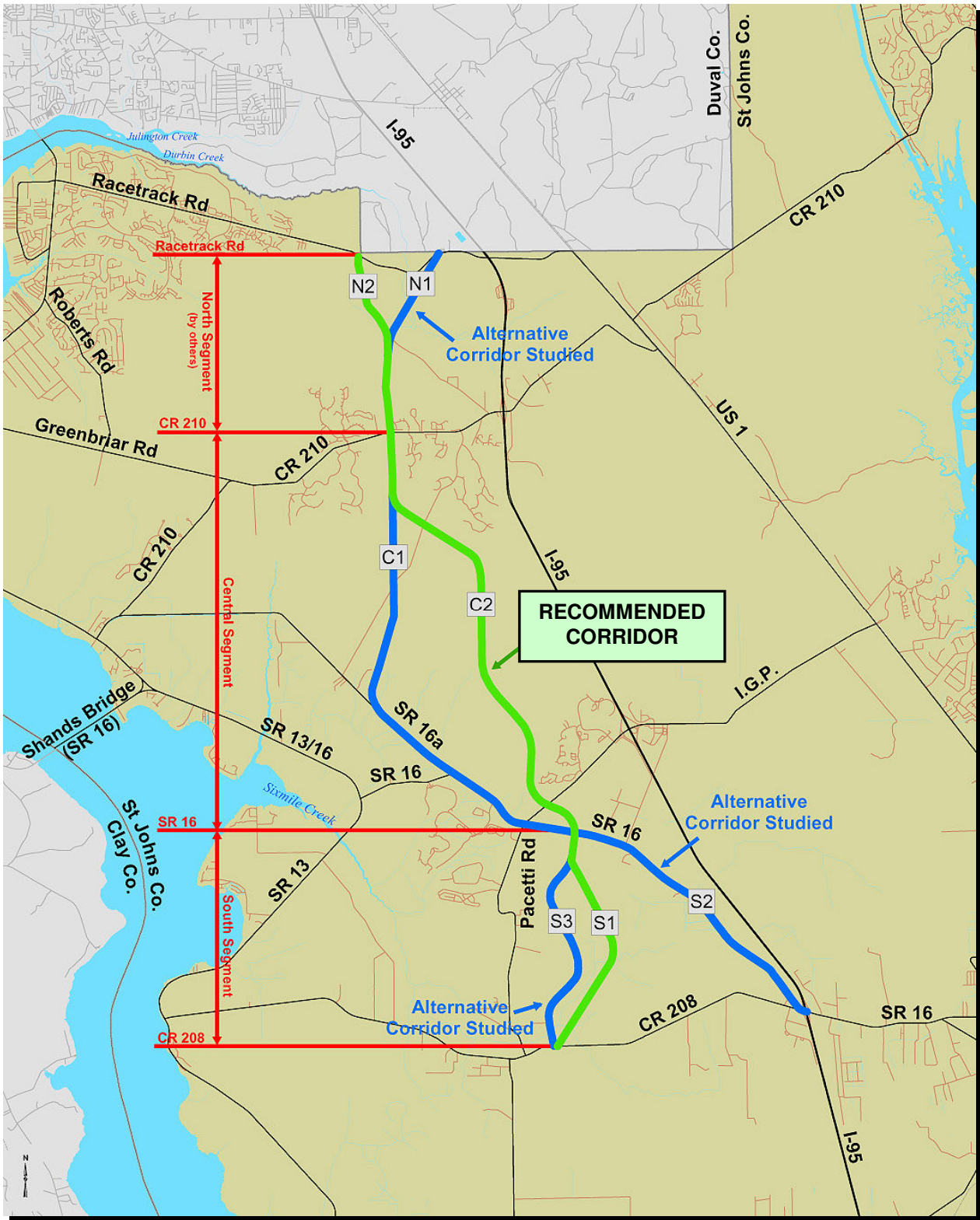


Figure 6.1 – Corridor Study