

Flagler County Project ID Number: FC-10-R04



Interstate 95 & Matanzas Woods Parkway Interchange
Project Development and
Environment (PD&E) Study
from US 1 to Old Kings Road

Alternatives Meeting

August 11, 2011



Purpose of Meeting / Agenda

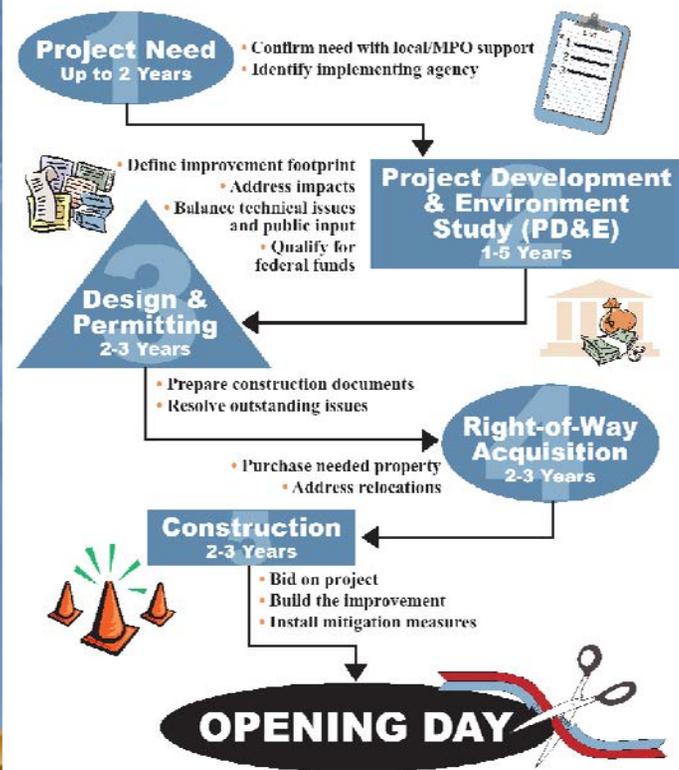
- Transportation Improvement Process
- Project Background
- Alternatives
- Project Schedule

Transportation Improvement Process

- Project Need
 - 0-2 year duration
- Project Development
 - 1-5 year duration
- Design & Permitting
 - 2-3 year duration
- Right-of-Way
 - 2-3 year duration
- Construction
 - 2-3 year duration
- Opening Day

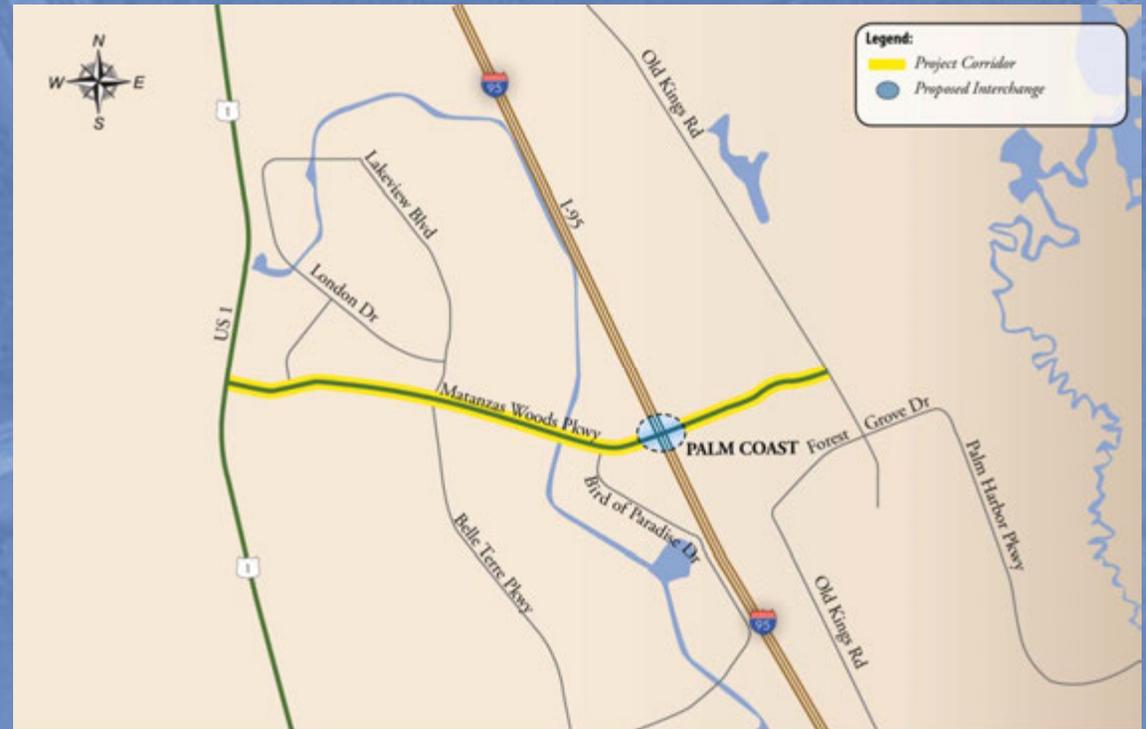
How Do We Get There?

Before a transportation improvement is built, it moves through a series of five steps. It takes many years to complete this process. Here's why.



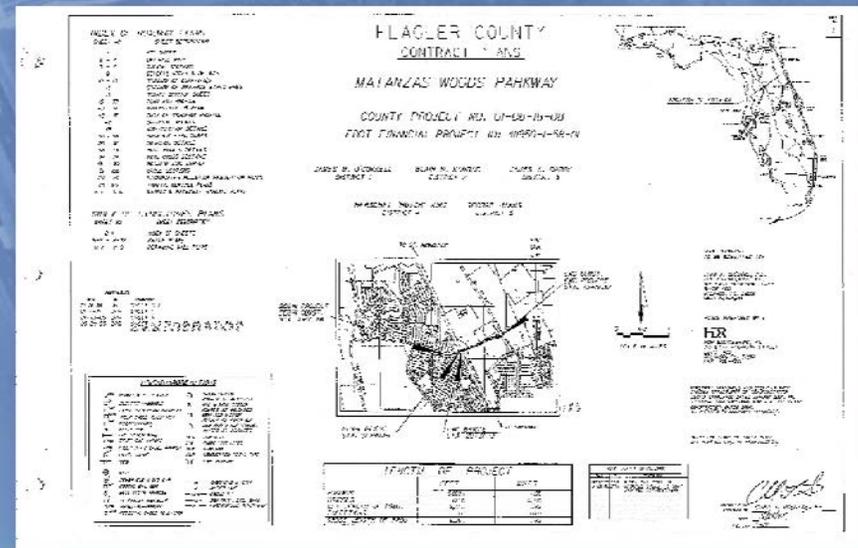
Project Location

- Interchange at Interstate 95
- US 1 to Old Kings Road
- Length: ± 3 Miles



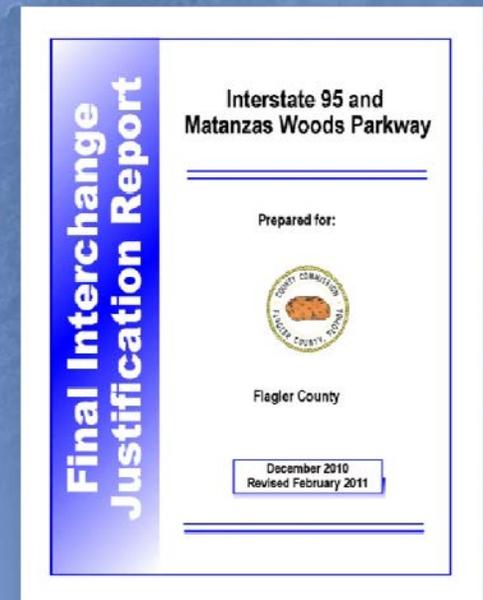
Project History

- Interchange and 4-Lane Roadway included in Original ITT Community Development Corporation Plans
- Matanzas Woods Parkway Extension Completed in 2007



Interchange Justification

- Interchange Justification / Need
- Traffic Analysis Conducted
 - Interchange Operations
 - Cross Street Improvements
- Coordination with Federal Highway Administration (FHWA)
- Approved Interchange Justification Report (Feb. 2011)



Stakeholder Involvement

- Project Coordination
 - Flagler County
 - City of Palm Coast
 - FDOT
 - FHWA
- Two Formal Public Meetings
 - Alternatives Public Meeting (August 11, 2011)
 - Public Hearing (late Fall 2011)



Purpose and Need

- Additional Access to I-95
- Enhance Safety
- Improve Mobility / Evacuation Routes

Traffic Analysis Results

- I-95 Interchange Ramps (NB & SB)
 - Needed in 2015
- Matanzas Woods Parkway 4-Lanes
 - US 1 to SB Interchange Ramps - Needed 2019
 - SB Interchange Ramps to Old Kings Road - Needed 2027

Evaluation Measures

- Satisfies Purpose and Need
- Impacts to:
 - Social Environment
 - Natural Environment
 - Physical Environment
- Project Costs



Project Alternatives

- No Build Alternative
 - “Do Nothing Alternative”
- Build Alternatives
 - 2 Interchange Concepts
 - Existing Alignment
 - Typical Section Alternatives by Segment

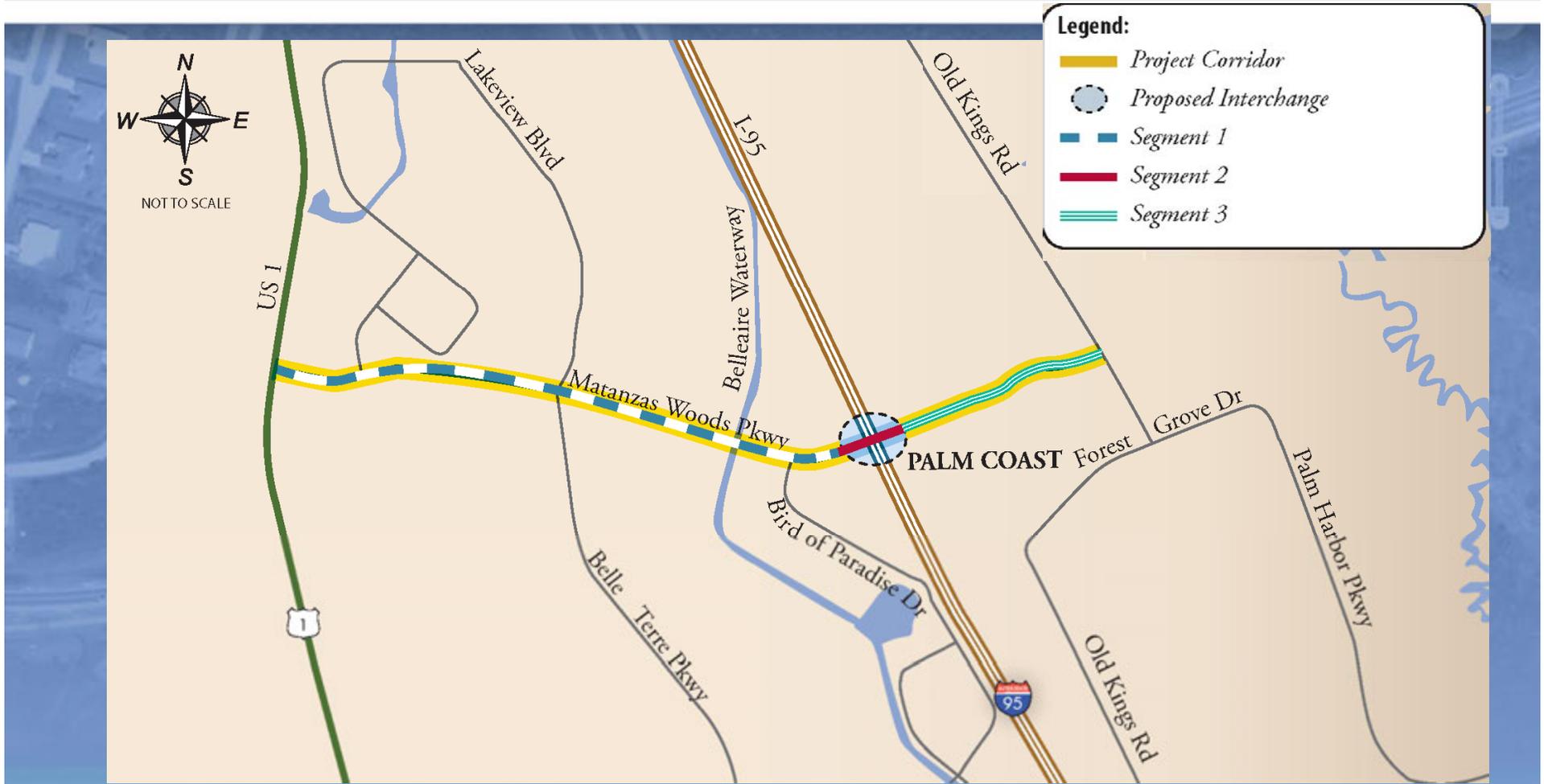


Impacts for the No Build Alternative

- No Additional Access to I-95
- Limited Evacuation Routes
- Increased Congestion
 - Palm Coast Parkway & I-95 Interchange
 - Matanzas Woods Parkway



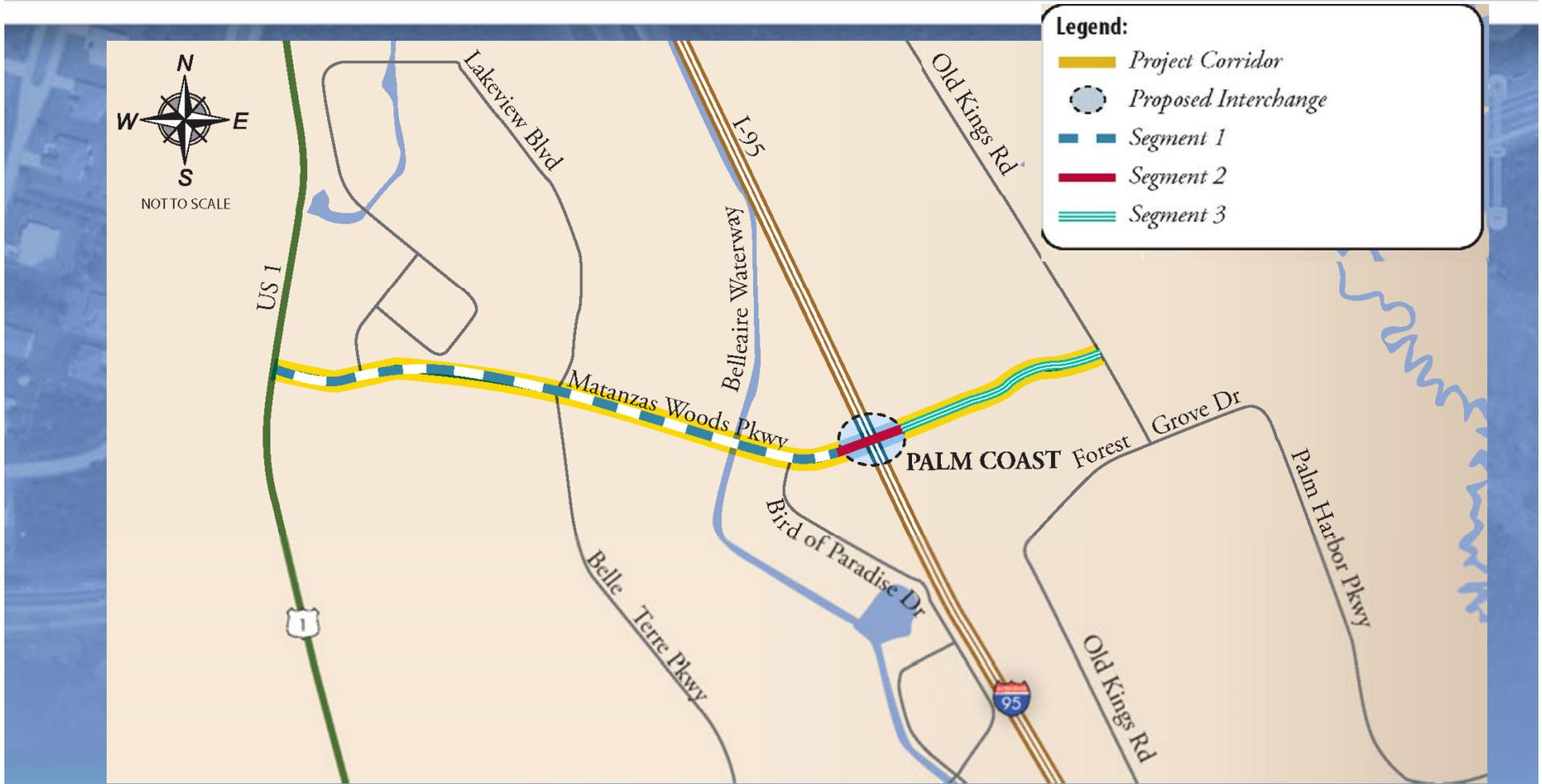
Build Alternatives



Build Alternatives

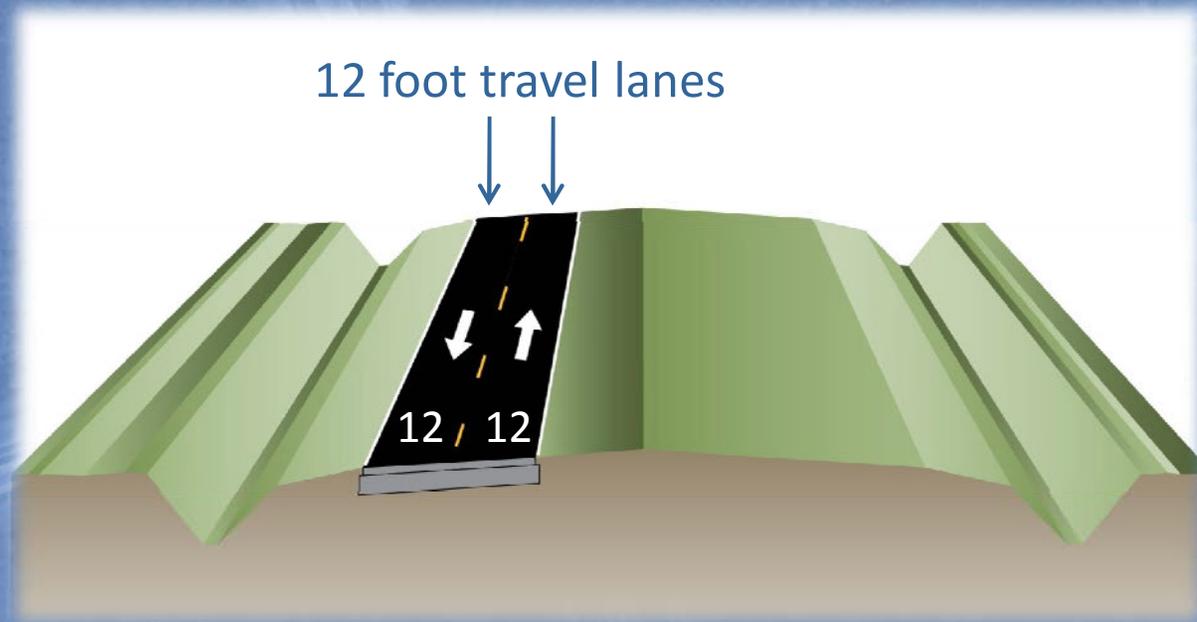
- No Impacts:
 - Land Use
 - Cultural Resources
 - Threatened and Endangered Species
 - Air Quality

Build Alternatives – Segment 1



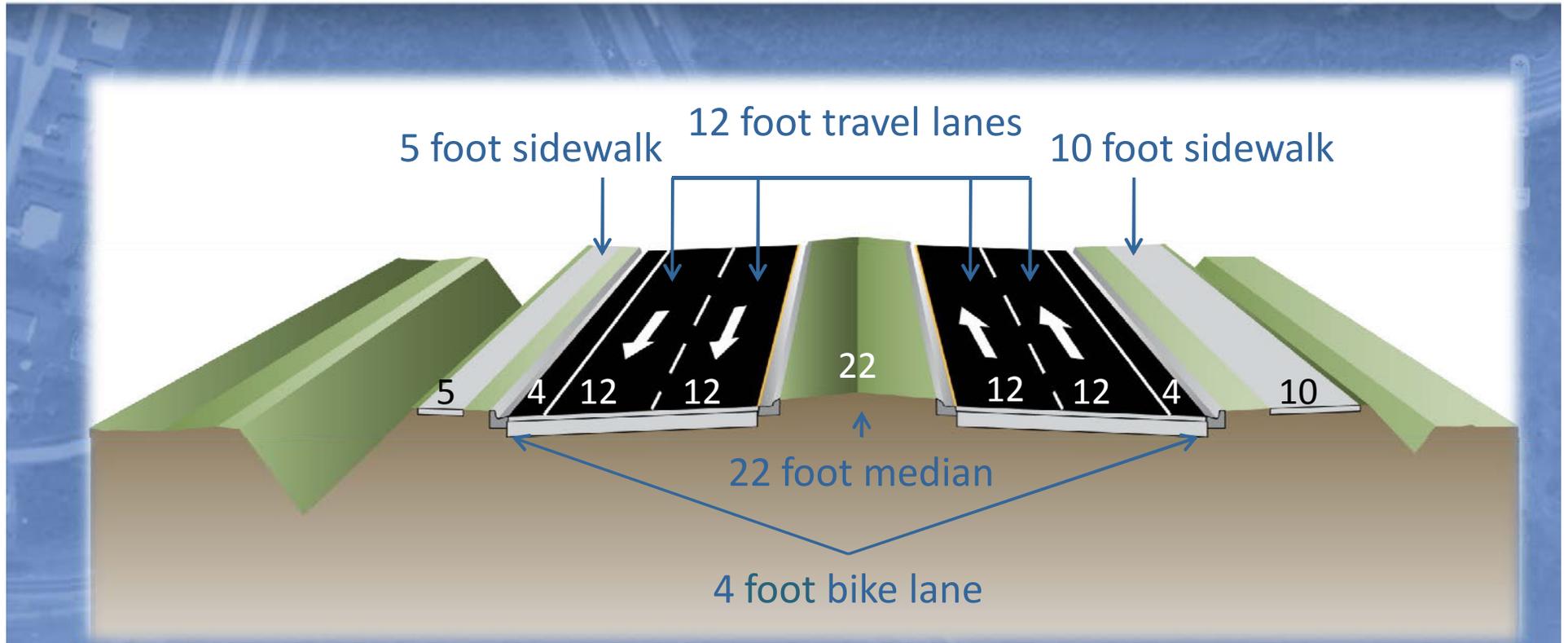
Existing Typical Section

- Segment 1: US 1 to SB Interchange Ramps



Posted Speed = 45 mph

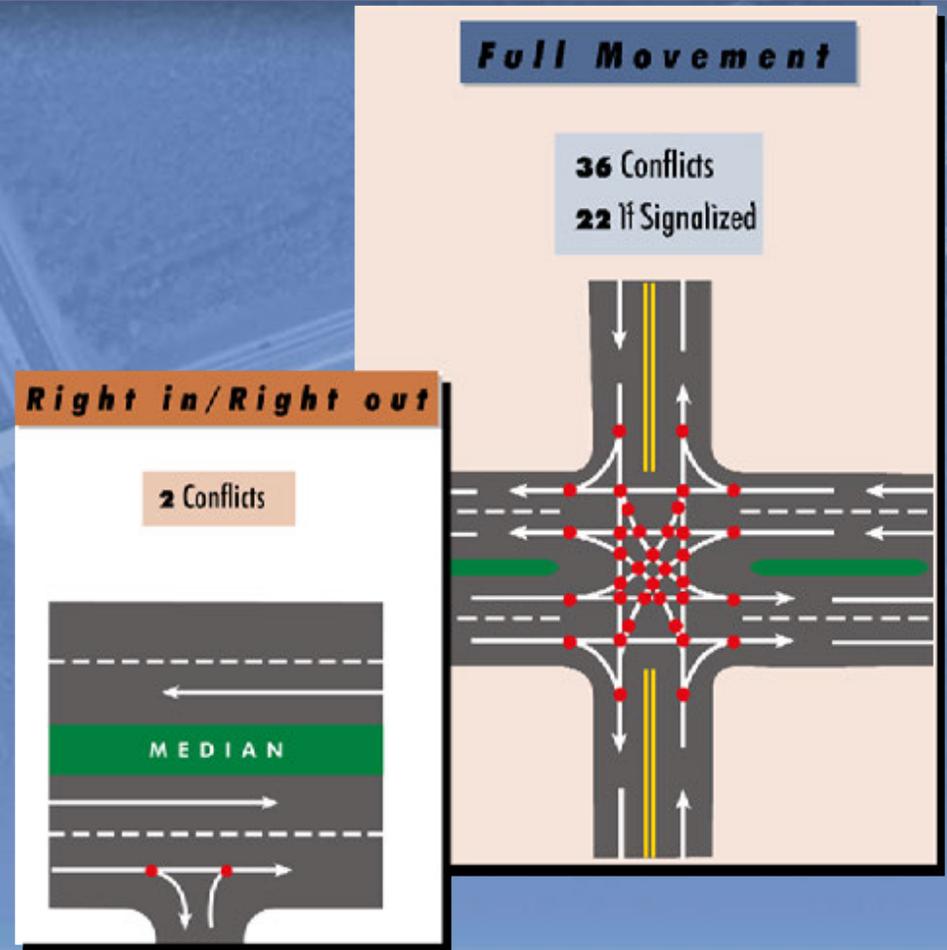
Build Alternatives – Segment 1



Design Speed = 45 mph

Access Management

- Protect Public Safety and General Welfare
- Provide for the Mobility of People and Goods
- Preserve the Functional Integrity of the Roadway Network



Median Access Locations

- Full Access
 - Londonderry Dr.
 - Louisiana Dr.
 - Old Belle Terre Pkwy.
 - Laramie Dr.
 - Bird of Paradise Dr. / Luther Dr. (Proposed)
- Full Access with Signal
 - US 1
 - Belle Terre Pkwy. / Lakeview Blvd.
- Right-in / Right-out
 - Luther Dr.



Bridge over Belleaire Waterway

- Bridge #735502 - Built 1980, Utility Shelf, Proposed Pedestrian Bridge on South
- Alternative 1: Existing plus New Bridge with New Pedestrian Bridge
- Alternative 2: New Single Bridge

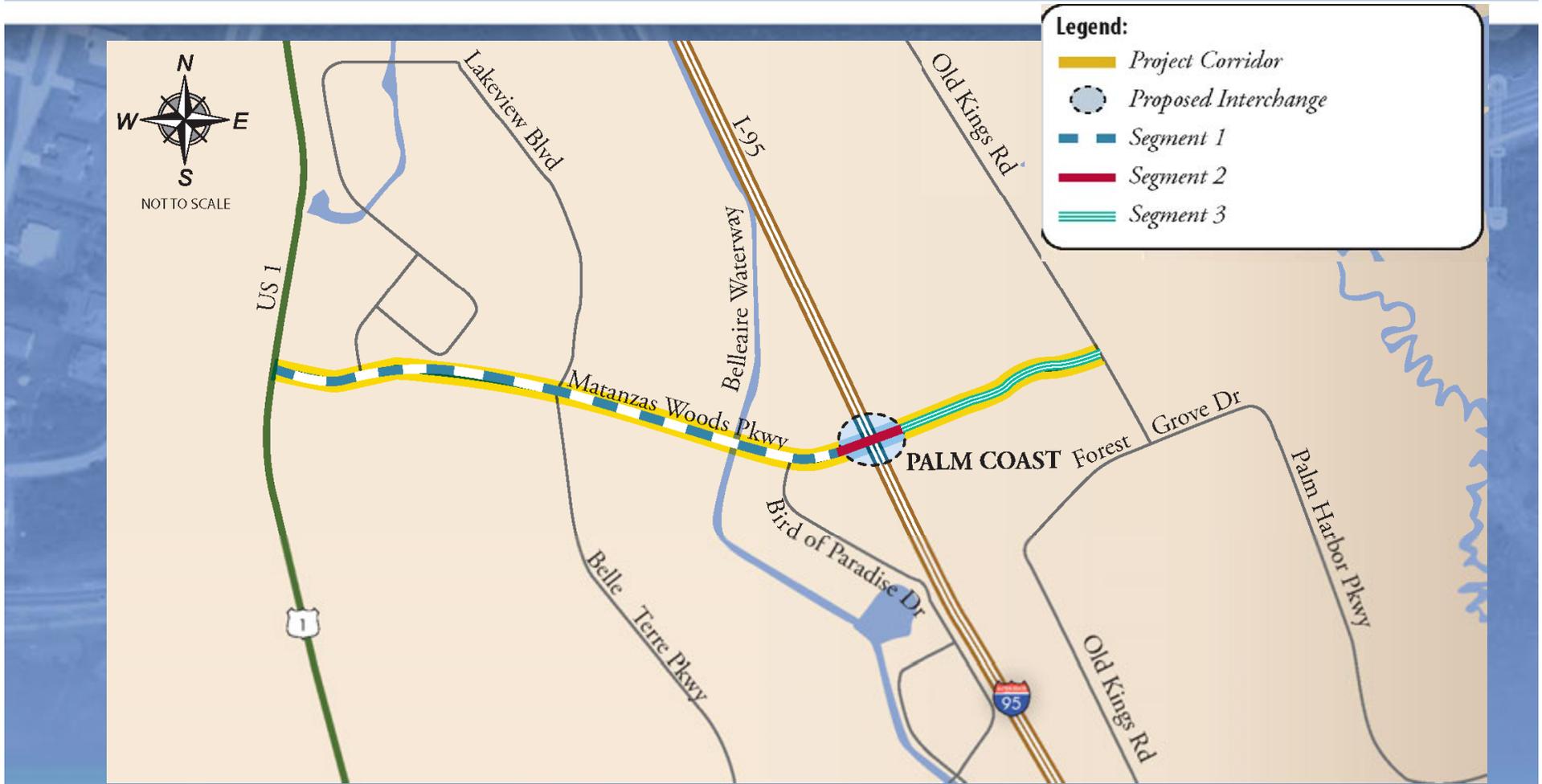


Right-of-Way Requirements

- Intersections
 - Belle Terre Parkway/Lakeview Boulevard
 - Luther Drive (Proposed)

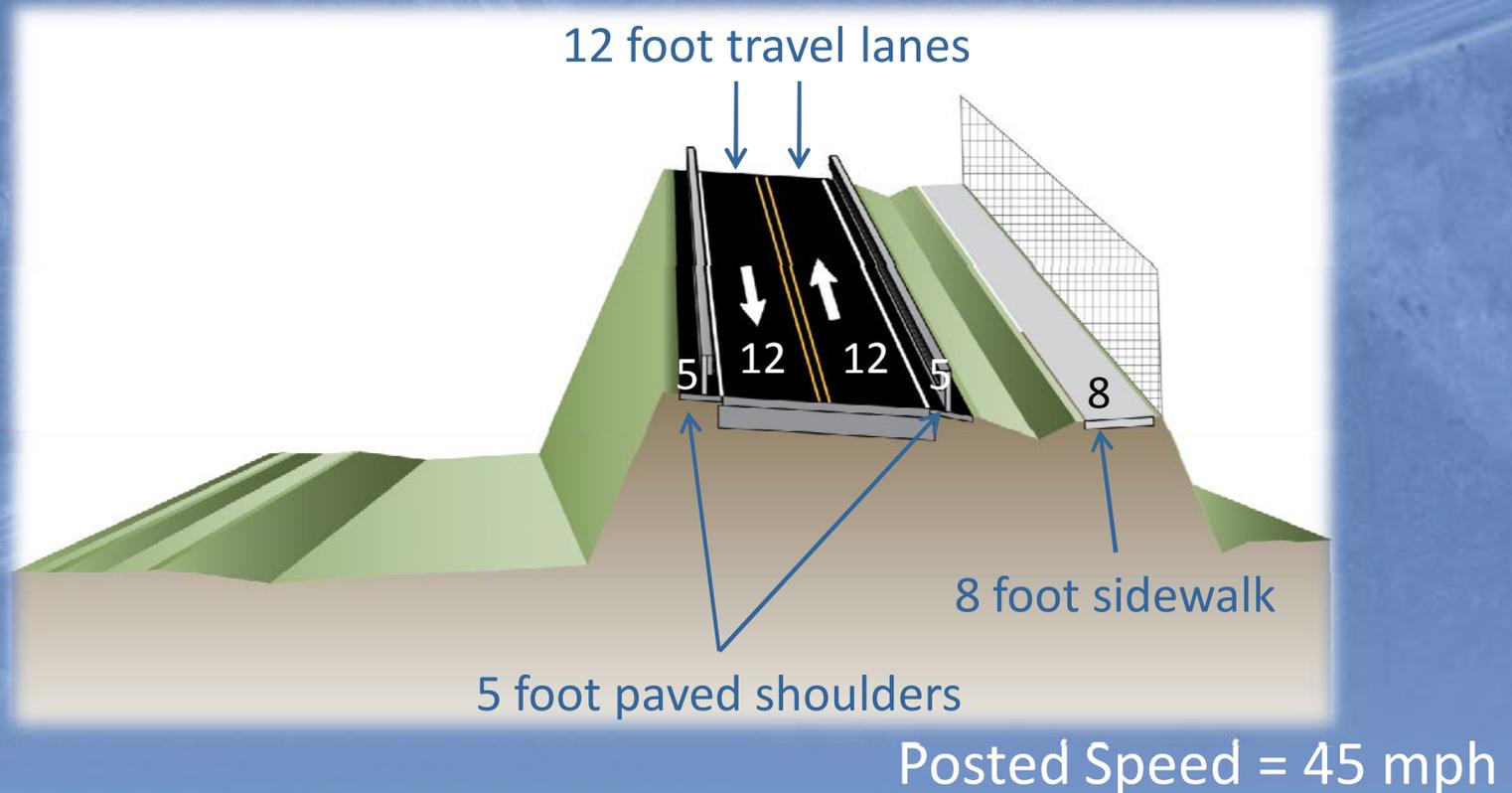


Build Alternatives – Segment 2

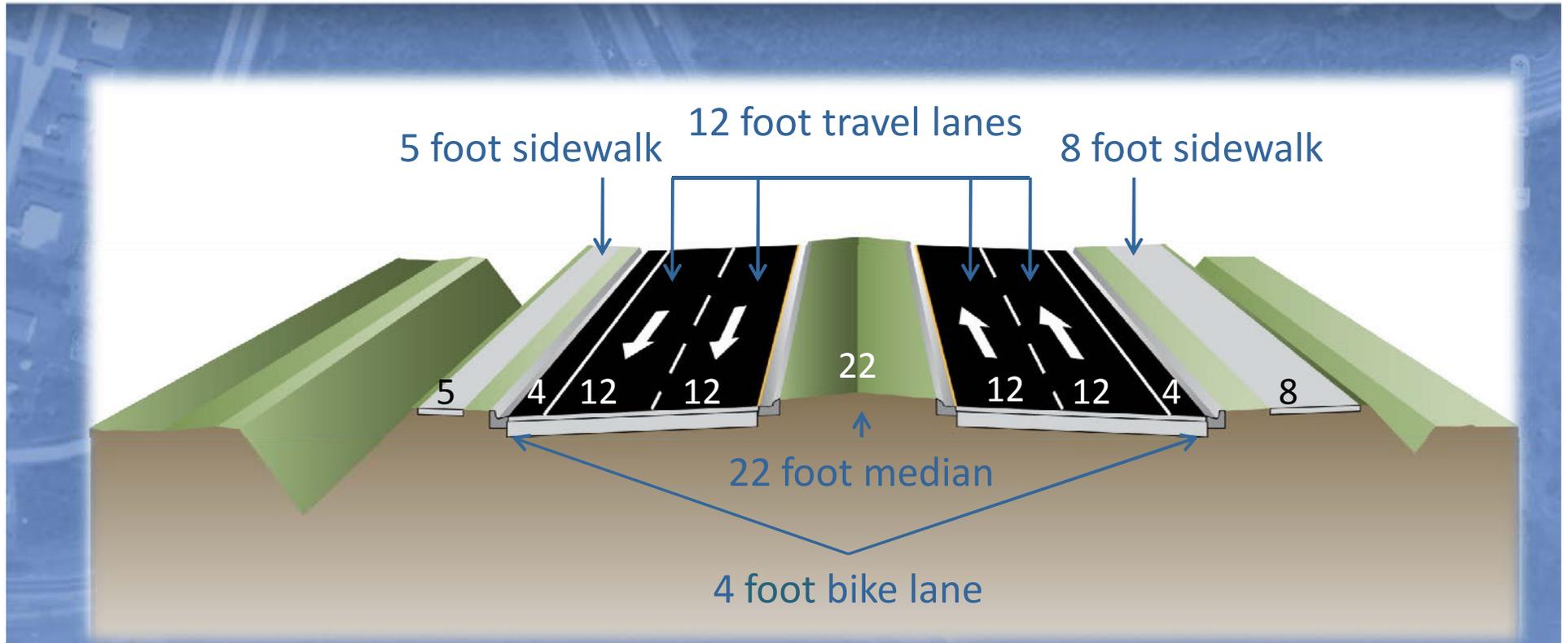


Existing Typical Section

- Segment 2: SB Interchange Ramps to NB Interchange Ramps



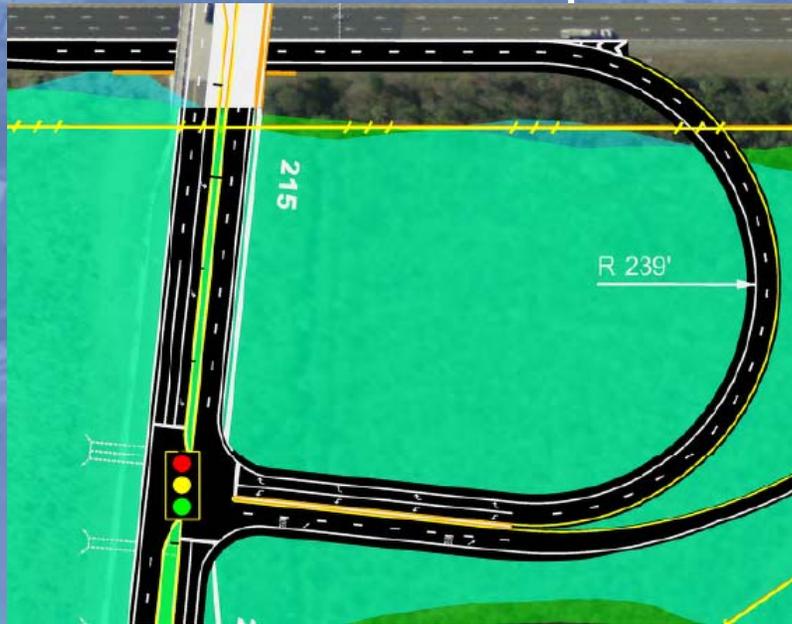
Build Alternatives – Segment 2



Design Speed = 45 mph

Median Access Locations

- Full Access with Signal
 - Southbound Ramps
 - Northbound Ramps



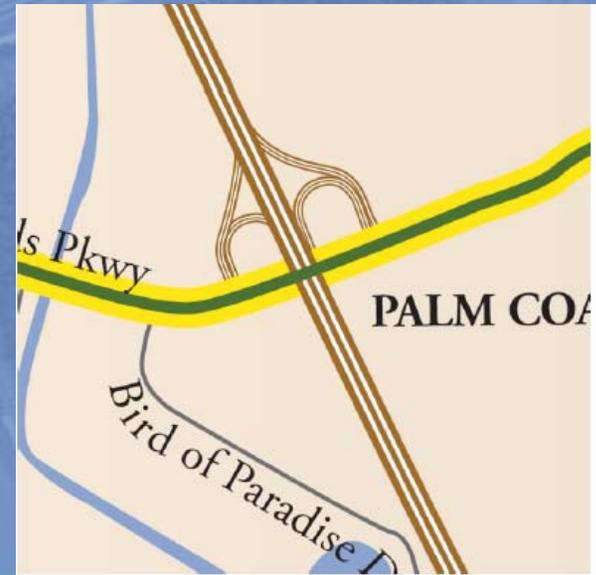
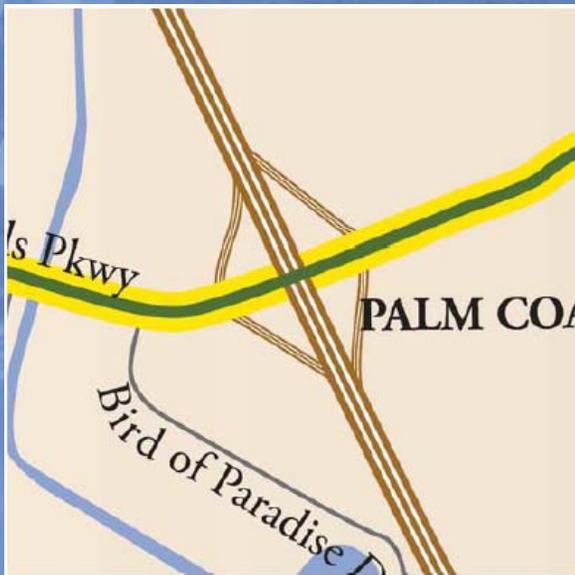
Bridge Over I-95

- Bridge #734080 – Built in 2006
- Alternative 1 – Single Bridge Widening
- Alternative 2 – Two Bridges: Existing and New
- Alternative 3 – Two Bridges: Existing Widened plus New



Interchange Alternatives

- Interchange Justification Report
 - Diamond Interchange
 - Partial Cloverleaf Interchange

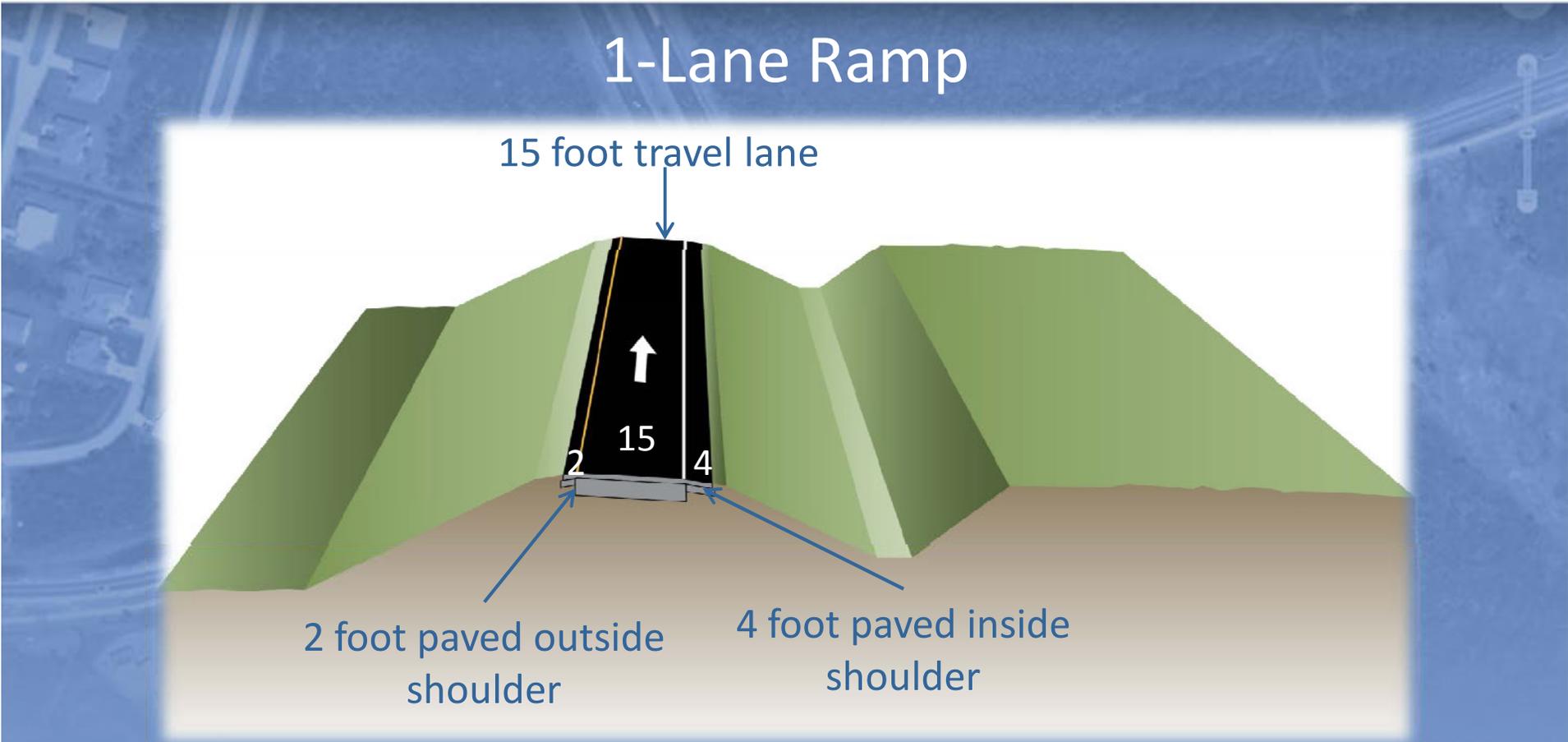


Interchange Alternatives

Diamond Interchange

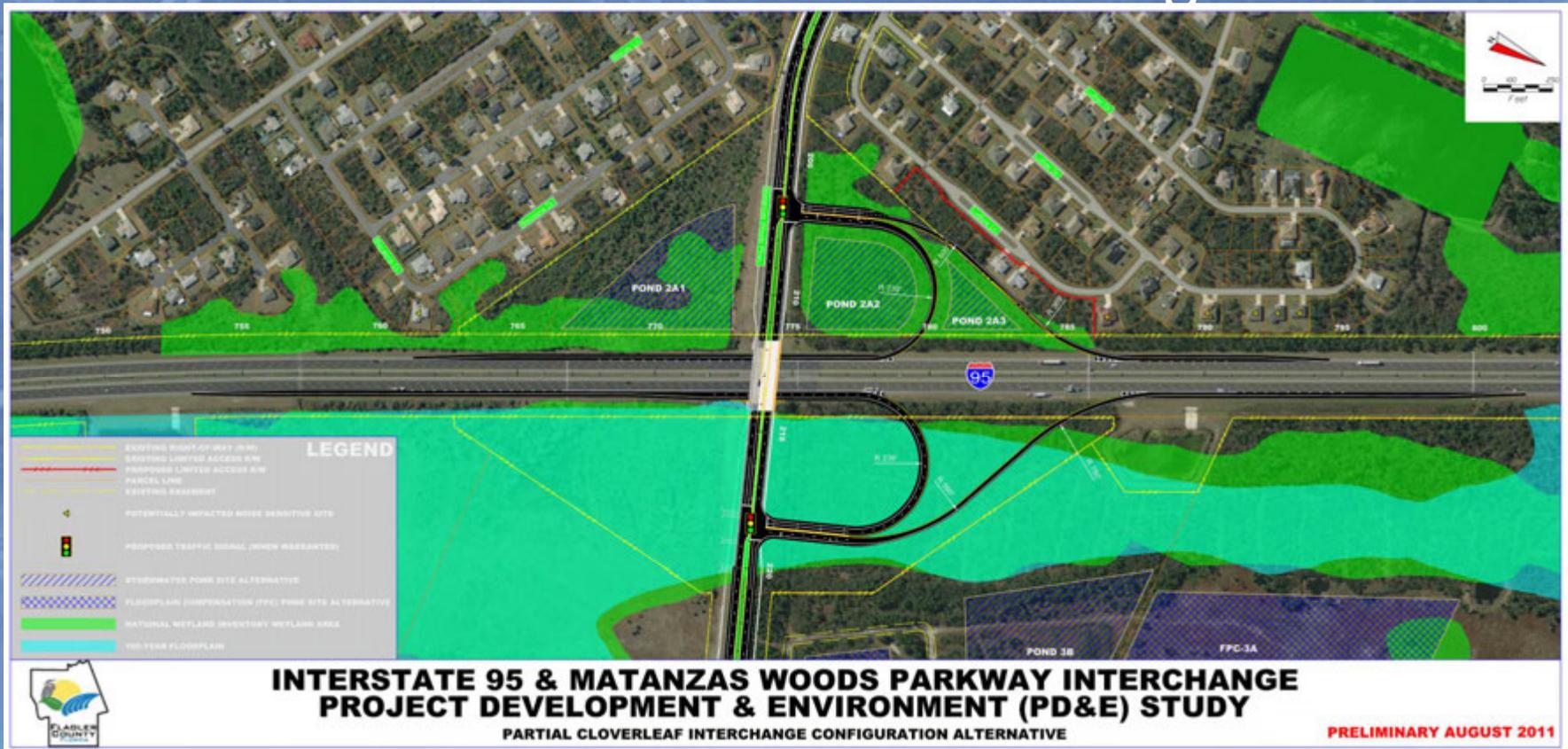


Interchange Alternatives



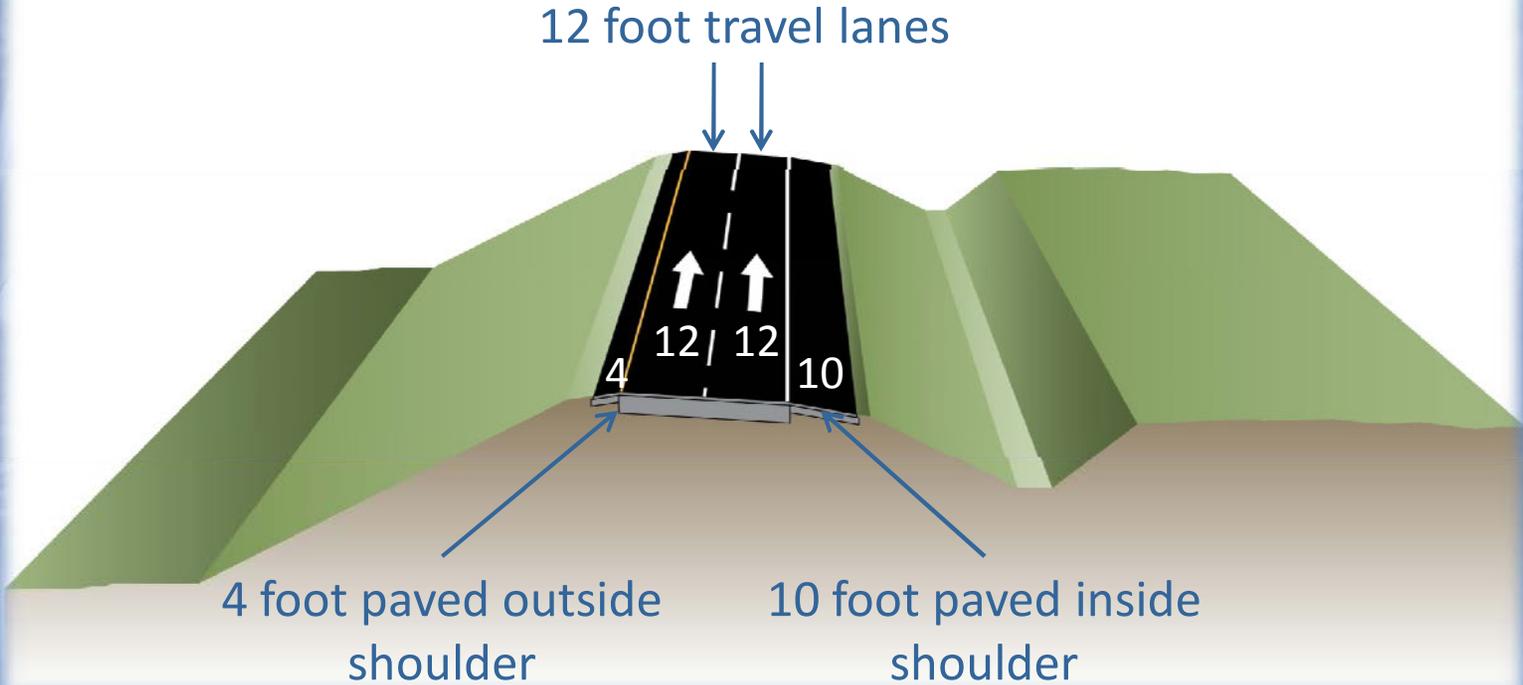
Interchange Alternatives

Partial Cloverleaf Interchange



Interchange Alternatives

2-Lane Ramp

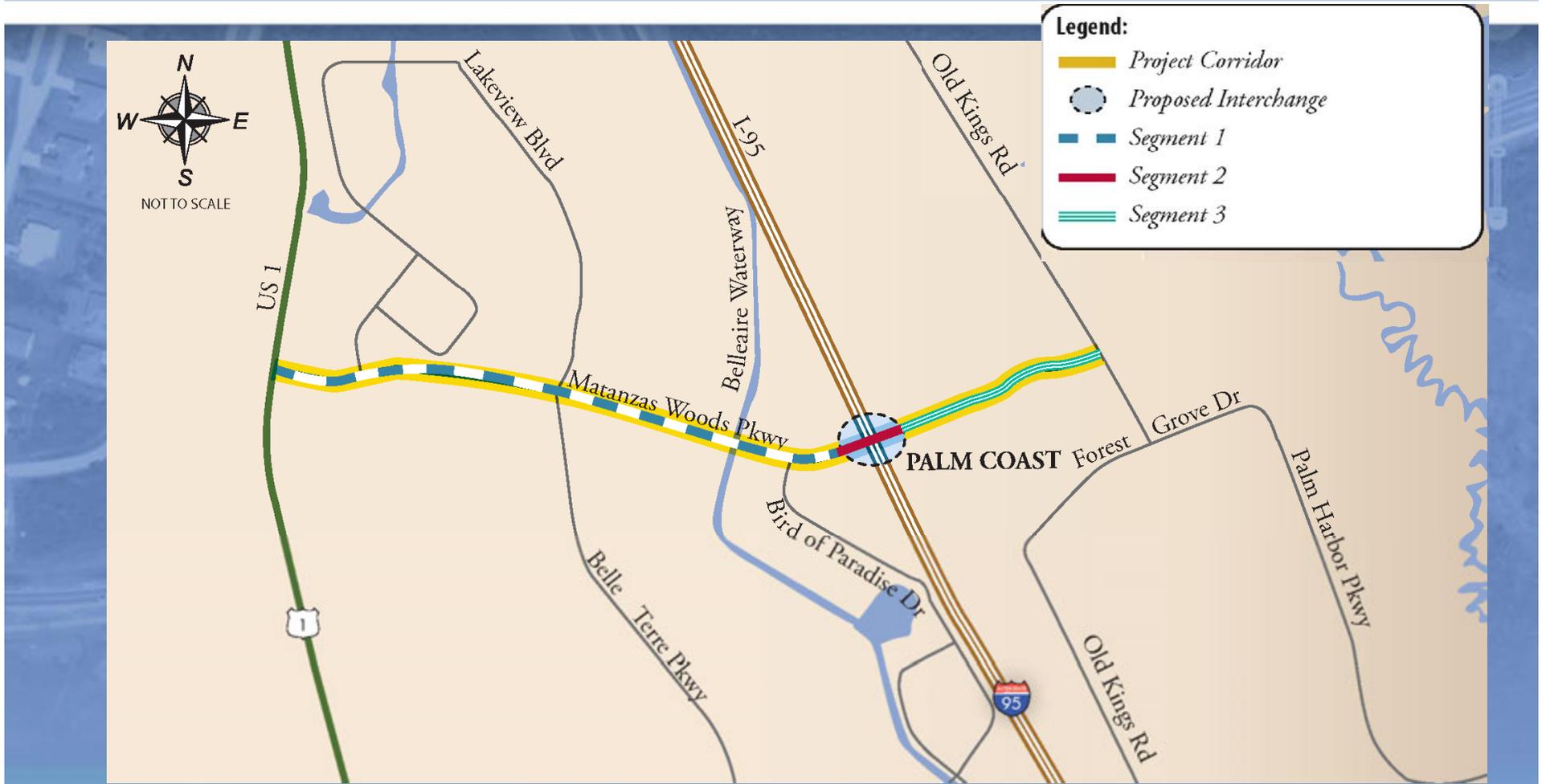


Right-of-Way Requirements

- Diamond Interchange
 - No Right-of-Way Required
- Partial Cloverleaf Interchange
 - 2.4 acres
 - 9 Parcels
 - 2 Residential Relocations

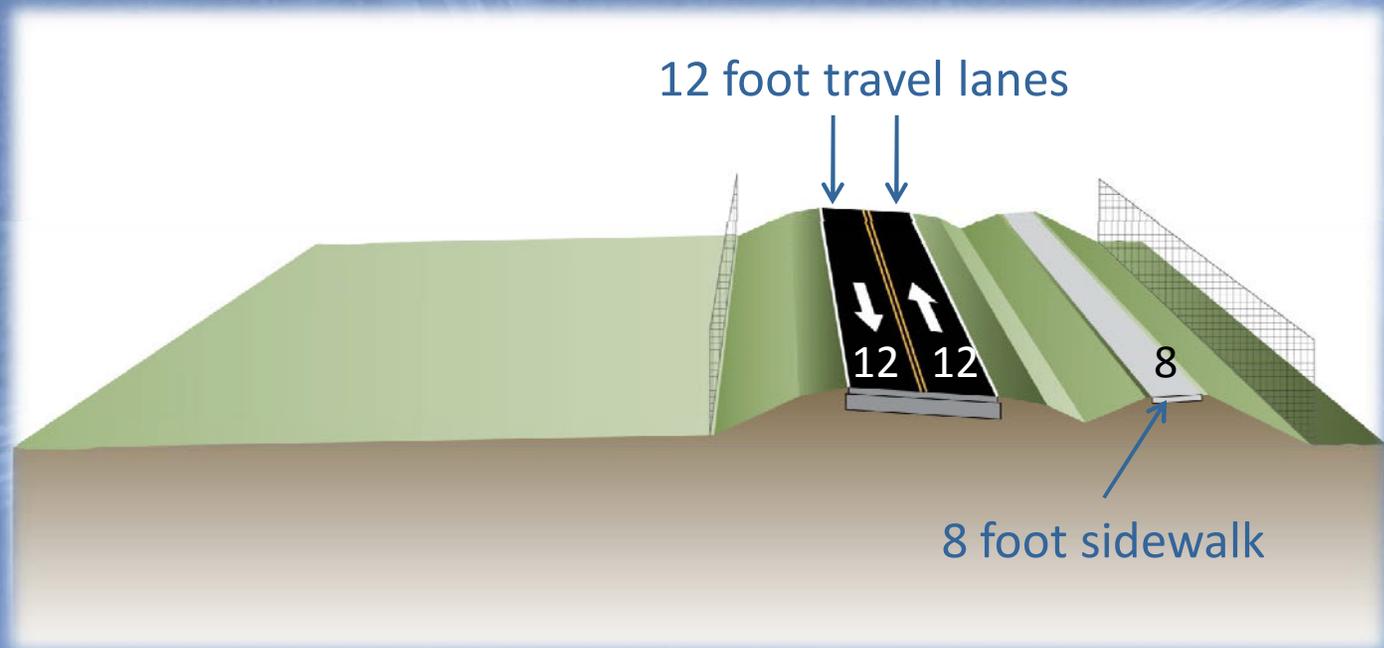


Build Alternatives – Segment 3



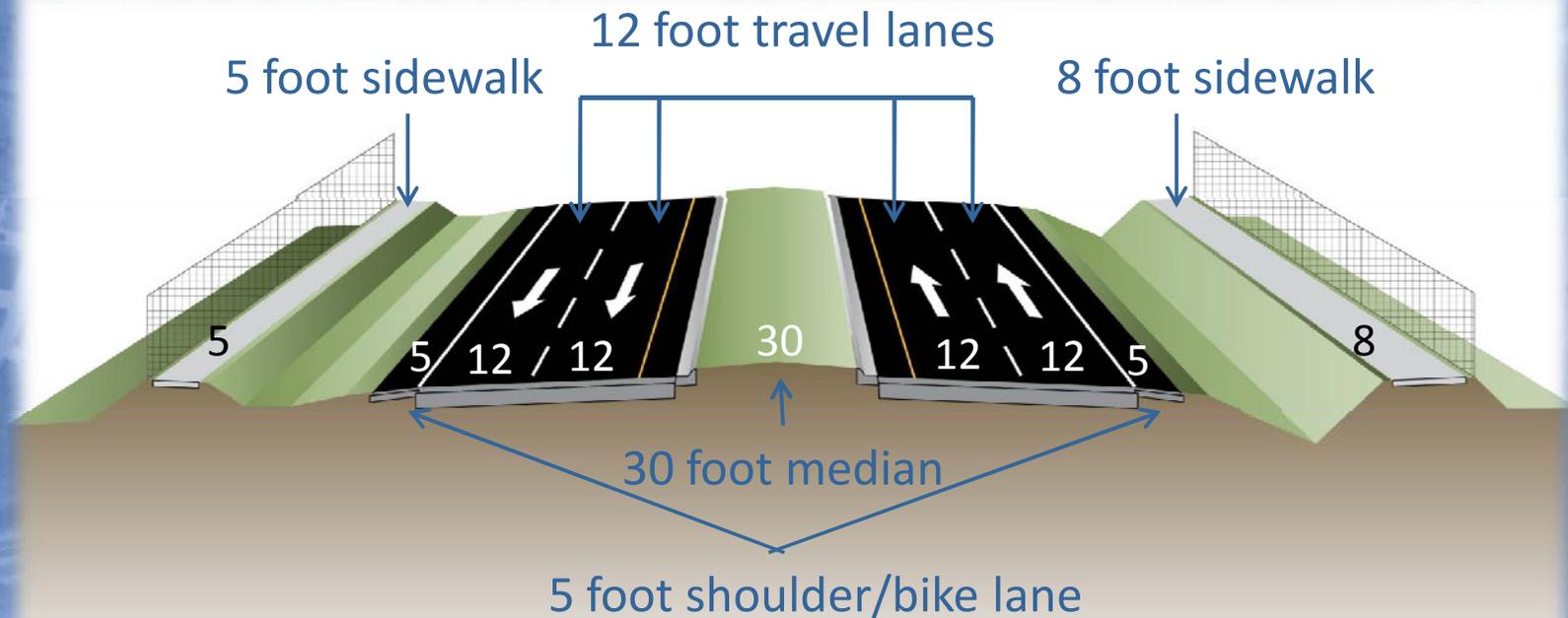
Existing Typical Section

- Segment 3: NB Interchange Ramps to Old Kings Road



Posted Speed = 45 & 35 mph

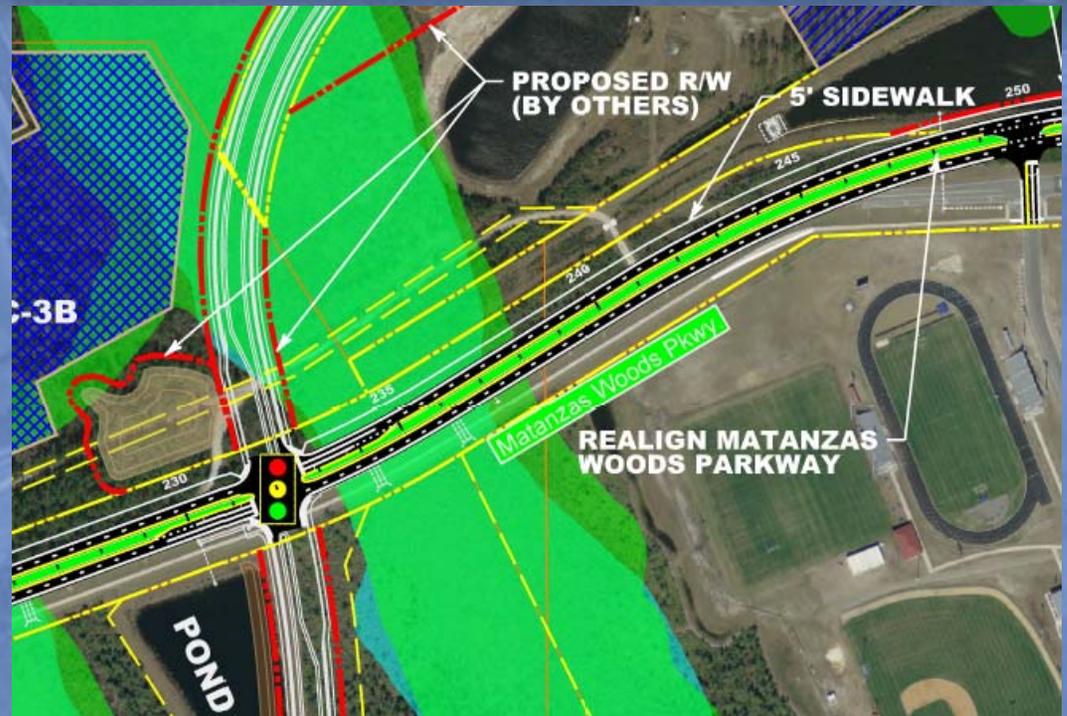
Build Alternatives – Segment 3



Design Speed = 50 mph

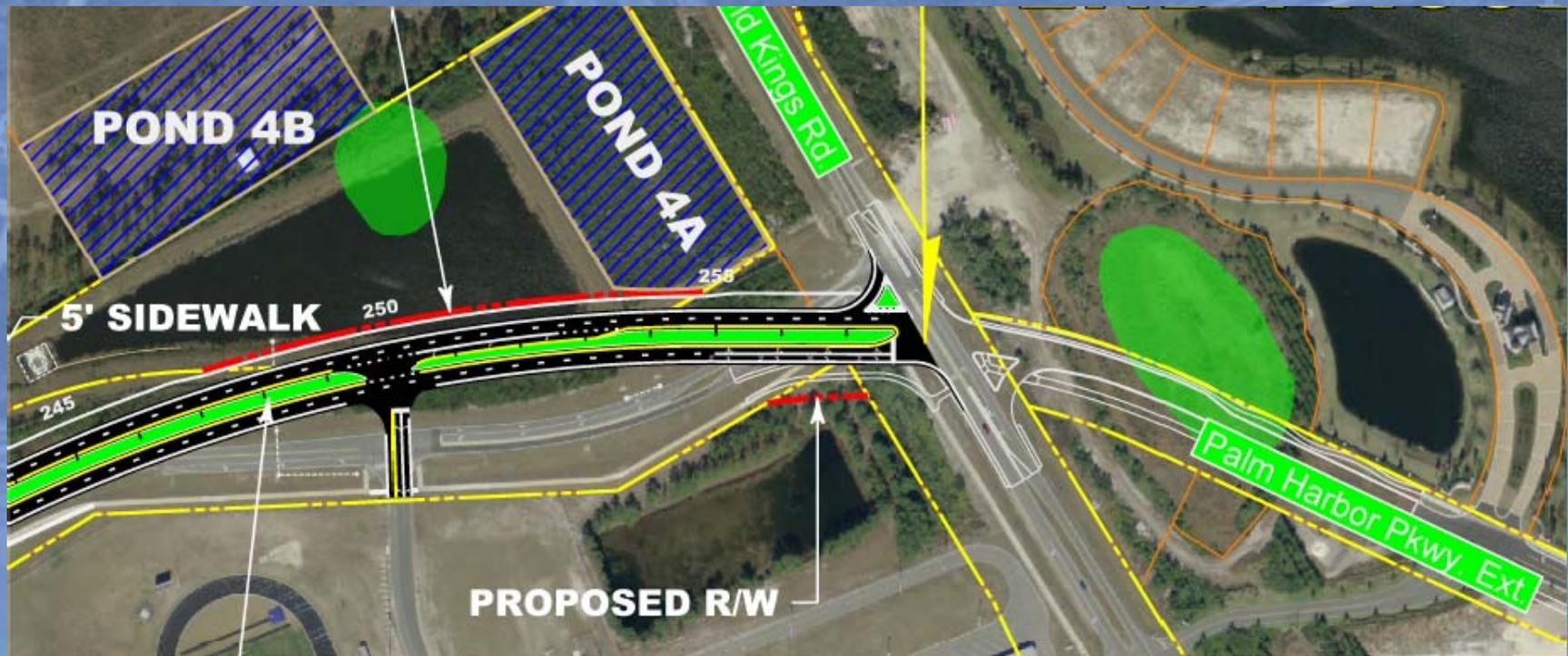
Median Access Locations

- Full Access
 - School Bus Loop Driveway
- Full Access with Signal
 - Old Kings Road (Extension)



Right-of-Way Requirements

- Intersection
 - Old Kings Road (Existing)



Preliminary Drainage Analysis

- Multiple Pond Alternatives per Drainage Basin
- Floodplain Compensation Required
- Pond Location Evaluation Measures
 - Constructability
 - Maintainability
 - Environmental
 - Cultural
 - Contamination
 - Right-of-Way Costs
 - Utility
- No Preferred Alternatives Selected

Preliminary Pond Locations

- 4 Drainage Basins
 - Basin 1 – 3 Alternatives



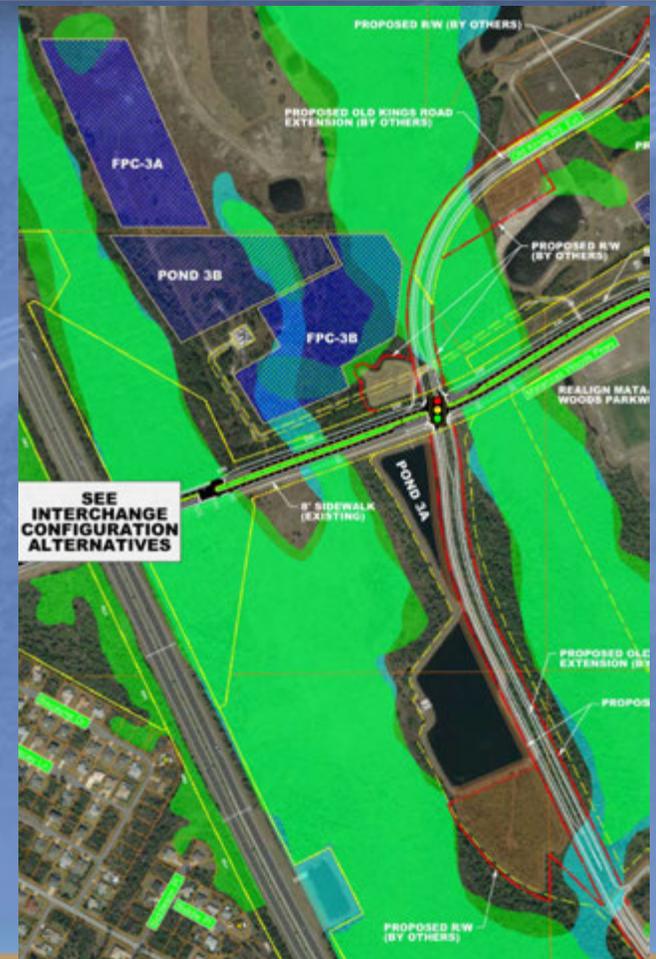
Preliminary Pond Locations

- 4 Drainage Basins
 - Basin 1 – 3 Alternatives
 - Basin 2 – 2 Pond Sites Needed



Preliminary Pond Locations

- 4 Drainage Basins
 - Basin 1 – 3 Alternatives
 - Basin 2 – 2 Pond Sites Needed
 - Basin 3 – 2 Alternatives



Preliminary Pond Locations

- 4 Drainage Basins
 - Basin 1 – 3 Alternatives
 - Basin 2 – 2 Pond Sites Needed
 - Basin 3 – 2 Alternatives
 - Basin 4 – 2 Alternatives



Summary of Impacts

Factors	Interchange		Matanzas Woods Parkway			Total	No Build
	Diamond	Partial Cloverleaf	Segment 1	Segment 2	Segment 3		
Total Area of Right-of-Way Required (acres)	0	2.4	4.8 - 5.0	0	0.1 – 19.5	4.9 – 24.3	0
No. of Property (Parcels) Impacted	0	9	3	0	1 – 3	4 – 6	0
No. of Relocations	0	2	0	0	0	0	0
Potential Noise Sensitive Sites	7	6	31	0	0	31	39
Wetland Impacts (acres)	22.1	20.8	0.1	1.2	0.8	2.1	0
Floodplain Impacts (acres)	5.3	4.0	1.1	1.0	1.1	3.2	0

Summary of Costs

Costs (\$Millions)	Interchange		Matanzas Woods Parkway				No Build
	Diamond	Partial Cloverleaf	Segment 1	Segment 2	Segment 3	Total	
Construction Costs	\$2.9	\$4.8	\$12.5	\$5.1	\$4.7	\$22.3	\$0
CE&I (10% Const.)	\$0.3	\$0.5	\$1.2	\$0.5	\$0.5	\$2.2	\$0
Engineering Costs (15% Const.)	\$0.4	\$0.7	\$1.9	\$0.8	\$0.7	\$3.4	\$0
Environmental Mitigation	\$2.3	\$2.2	\$0.01	\$0.1	\$0.1	\$0.2	\$0
Right-of-Way (Min. / Max.)	\$0	\$3.2	\$0.6	\$0	\$0.1 - \$0.4	\$0.7 - \$1.0	\$0
Total (Min. / Max.)	\$5.9	\$11.4	\$16.2	\$6.5	\$5.4 - \$5.7	\$28.8 – \$29.1	\$0

Future Phases

PROJECT ELEMENT	2011	2012	2013	...
PD&E Study				
Design				
Right-of-way				TBD 
Construction				TBD 

We Need Your Input

Turn Your Comment Forms In Tonight or by August 22



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