

Welcome!!



Flagler County, in consultation with the Florida Department of Transportation (FDOT), has performed environmental and engineering evaluations on the proposed Interstate 95 (I-95) / Matanzas Woods Parkway Interchange and related improvements to Matanzas Woods Parkway. The project location is shown in Figure 1. The evaluations have been completed through the Project Development and Environment (PD&E) study. The PD&E study, funded by FDOT, looked at future traffic conditions (year 2035) on this corridor and includes coordination with the City of Palm Coast, FDOT and other stakeholders to determine the most appropriate way to accommodate the future needs of this area. The project was built upon the work done as part of the I-95 / Matanzas Woods Parkway Interchange Justification Report (IJR). This PD&E study identified future traffic needs associated with an interchange at Matanzas Woods Parkway and included evaluation of potential alternative roadway configurations. The evaluation considered the social and environmental impacts associated with the needed improvements. These Alternatives were presented at a previous public meeting in August 2011. Based on feedback from the previous meeting, coordination with local agencies, and evaluation of future traffic volumes and the impacts of the alternatives, including a no-build alternative, a preferred alternative has been developed to meet the project goals.

Background and goals: In 1985, a fire spread through Bunnell, Palm Coast and Korona, destroying 131 homes and damaging another 200 homes. During 1998, wildfire swept through Flagler County and the entire County population had to be evacuated. This 1998 fire destroyed 71 homes, damaged another 175, and burned over 84,000 acres. Significant congestion and delay occurred during these wildfire evacuations, posing significant safety concerns for residents during evacuation events. The current population could be at risk if a similar incident occurred today and would require evacuation. Since 1998, Flagler County officials have focused on evacuation planning, including new access to I-95 at Matanzas Woods Parkway.

The goal of the PD&E study is to evaluate the social and environmental impacts associated with adding an interchange at I-95 and Matanzas Woods Parkway associated capacity needs in the Matanzas Woods Parkway corridor. This work builds upon the previously completed IJR which looked at traffic, congestion, and available capacity at the nearest interchanges north and south of the proposed new interchange. This goal is being accomplished through a systematic process that included evaluating reasonable alternatives, developing a preferred alternative that considered benefits and impacts (including social, natural environmental and physical) of the alternative, and input from the general public and stakeholders through a public involvement program.

Figure 1 Project Location

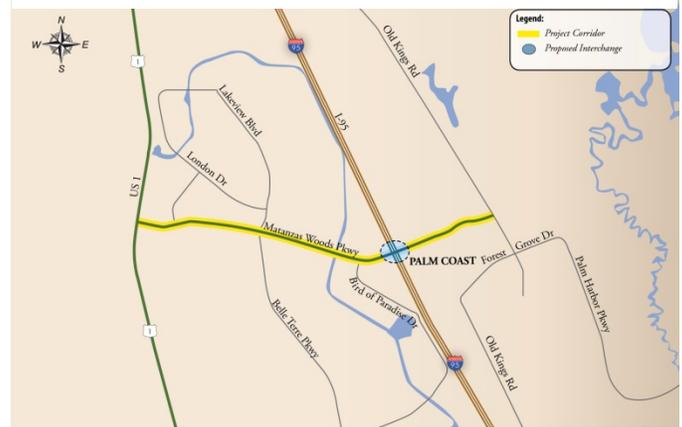
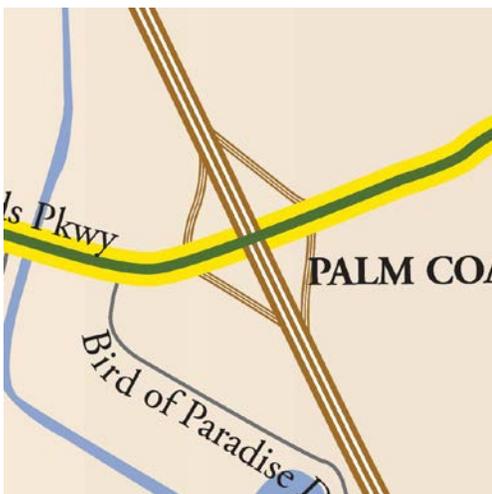


Figure 2 Diamond Interchange



Interchange Based on an evaluation of impacts, the preferred alternative for the interchange is the diamond configuration, illustrated in Figure 2.. The Preferred Alternative meets the need for additional evacuation routing, additional access / capacity to I-95, when compared to the No-Build Alternative and minimizes right of way impacts when compared to the other Build Alternative. Based on the traffic projections prepared for the IJR and updated for this study, this portion of the project is needed by 2015 to provide capacity and accessibility to I-95

The improvements being considered on I-95 will only include the acceleration and deceleration lanes for the interchange ramps.

In conjunction with the interchange and the associated increase in traffic on Matanzas Woods Parkway, a need has been identified to widen Matanzas Woods Parkway to 4 lanes. Based on the traffic analysis, this need for 4 lanes will extend from US 1 to the intersection with Old Kings Road. For the purposes of this analysis, the corridor has been divided into three segments: Segment 1 from US 1 to the southbound interchange ramps, Segment 2 from the southbound ramps over I-95 to the northbound ramps, and Segment 3 from the northbound ramps to Old Kings Road (existing).

The Preferred Alternative for Segment 1 (from US 1 to the southbound ramps) is illustrated in Figure 3 and includes four 12 foot travel lanes with curb and gutter, 4 foot bicycle lanes, a 17.5 foot median, a 10 sidewalk on the south side and a 5 foot sidewalk on the north side of the roadway. Based on the evaluation, the roadway will need to be totally reconstructed when it is widened. The traffic analysis indicates the additional capacity would be needed in 2019. The preferred alternative meets the projected future need and provides additional evacuation capacity.

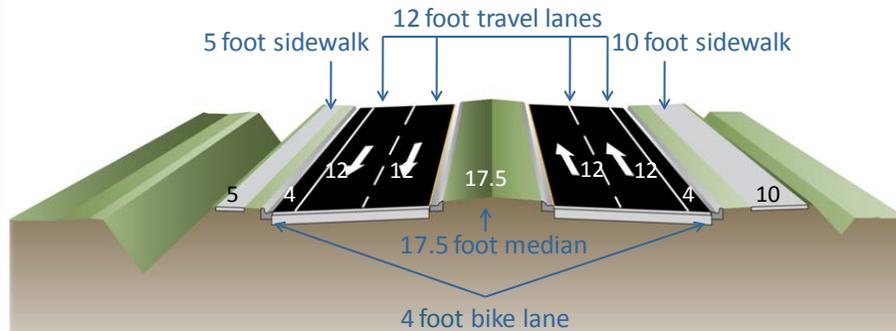


Figure 2 Segment 1 Preferred Alternative

Segment 2, generally consists of the bridge over I-95, between the proposed ramps. The preferred alternative includes expansion of the bridge to create a single larger bridge, with bicycle lanes on both sides, the existing 8 foot sidewalk on the southside, and a new 5 foot sidewalk on the north side. The traffic analysis indicates the additional capacity would be needed in 2027

The Preferred Alternative for Segment 3 (from the northbound ramps to Old Kings Road) is illustrated in Figure 4 and includes four 12 foot travel lanes with curb and gutter on the inside lanes and flush 5 foot shoulders/bicycle lanes on the outside, a 30 foot median, an 8 foot existing sidewalk on the south side and a 5 foot sidewalk on the north side of the roadway. Based on the evaluation, portions of the existing roadway infrastructure will be reused. The traffic analysis indicates the additional capacity would be needed in 2027. The preferred alternative meets the projected future need and provides additional evacuation capacity.

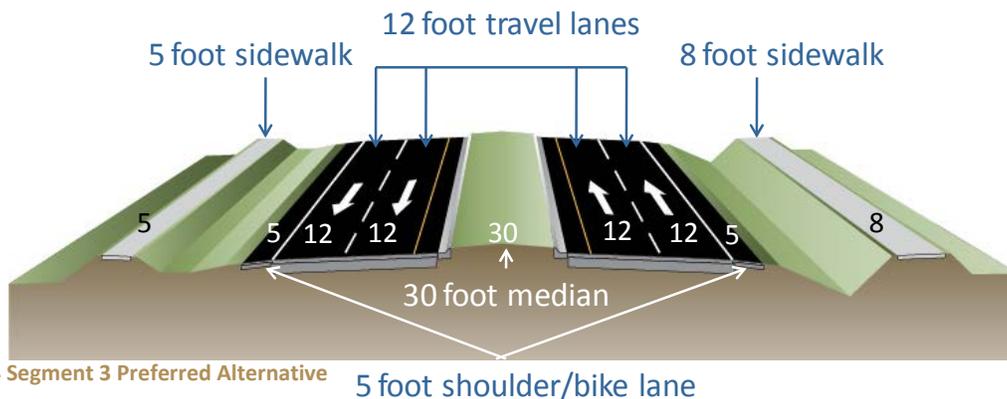


Figure 4 Segment 3 Preferred Alternative

The purpose of the Public Hearing is to provide the opportunity for interested persons to express their views concerning the location, conceptual design; and social, economic and environmental effects of the proposed improvements. This study has identified potential access changes in the corridor. If the Preferred Alternative is selected, Matanzas Woods Parkway will change from an unrestricted undivided 2-lane roadway to a 4-lane divided roadway. This divided roadway will have a raised median and openings at appropriate spacing and locations. Public participation at the hearing is encouraged and solicited without regard to race, color, creed, religion, sex, age, national origin, disability or family status. For additional information about the meeting, please contact Mindy Heath at mindy.heath@hdrinc.com or 407.420.4245.

