



Flagler County Comprehensive Plan 2010-2035
Flagler County, Florida

Transportation Element

Data and Analysis

October 18, 2010

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I. INTRODUCTION

Section 163.3177(6)(b), Florida Statutes, requires local governments to include a Transportation Element in their adopted comprehensive plans. The Transportation Element shall consist of the types, locations and extent of existing and proposed major thoroughfares and transportation routes, including bicycle and pedestrian ways. This Element must also contain transportation strategies to address reduction in greenhouse gas emissions from the transportation sector. The purpose of this element is to plan for a multimodal transportation system that places emphasis on public transportation systems.

The Transportation Element provides an assessment of the capability of the existing transportation infrastructure to accommodate current and future travel demand. Existing levels of service were determined and no existing roadway capacity deficiencies were identified. Infrastructure improvements, including the promotion of alternative modes of transportation (public transportation, pedestrian and bicycle) along with roadway improvements were analyzed and recommendations for improvements incorporated into the goals, objectives and policies of this element. This analysis will provide local officials and their staff with a guide for the development of an efficient transportation system that will meet the current and future mobility needs of the community.

This Transportation Element is based on a 2035 planning horizon that replaces the Traffic Circulation Element that was adopted as part of the 2000-2010 Comprehensive Plan. Since then, there have been several significant changes that have a tremendous impact on long range transportation planning in Flagler County. These include: the incorporation of the City of Palm Coast; the expansion of the City of Bunnell through large scale annexations; rapid population growth; and the development of the Strategic Intermodal System (SIS) by the Florida Department of Transportation (FDOT).

The changes to the Transportation Element are more than cosmetic; they represent a shift from the sole consideration of speed, congestion and safety on the area roadways to providing additional transportation options which will promote a more integrated transportation system. This focus is typically referred to as multi-modal planning which considers the various modes of transportation (walking, cycling, private auto, transit vehicles along with waterborne and airborne means of travel) and the interface between the various modes. This view will help to develop a safe, efficient and cost effective multi-modal transportation system.

Land uses and transportation systems are highly interdependent. Changes in one often have a corresponding impact on the other. Improvements to the roadway network can serve as an impetus to changes in the adjacent land uses, which in turn can cause the need for additional improvements to the transportation system. The Transportation Element emphasizes mobility and supports the Future Land Use Element, while encouraging the development of compact, multi-modal urban centers to promote energy

efficiency and a decrease of greenhouse gas emissions by reducing the total vehicle miles traveled.

II. EXISTING CONDITIONS

A. Transportation System Improvements

The last major update to the Transportation Element of the Flagler County Comprehensive Plan was based on data and conditions that existed 13 years ago in 1997. Since that time, a number of transportation system improvements have been completed or are underway. This section summarizes the significant improvements to the multi-modal transportation system since the last Plan update.

1. Interstate 95

The entire length of Interstate 95 in Flagler County was widened from a four-lane freeway to a six lane freeway.

2. SR 100

SR 100 was widened from a 2 lane undivided road to a 4 lane divided highway from approximately the eastern Bunnell City limits to CR 201 (John Anderson Highway). In addition, the interchange at SR 100 and Interstate 95 was reconstructed and ramp lanes were added.

3. Old Kings Road (North)

Flagler County completed the realignment and paving of Old Kings Road from U.S. 1 to Forest Grove Road adjacent to Matanzas High School. Old Kings Road is an undivided, two lane roadway providing additional east-west access across Interstate 95 between U.S. 1 and the roadway system in Palm Coast on the east side of Interstate 95.

4. Old Kings Road

The segment of roadway in the City of Palm Coast between SR 100 and Town Center Blvd. was realigned and widened from a two lane undivided road to a four-lane, divided road. The widened roadway segment includes sidewalks and bike lanes on both sides of the road.

5. Town Center Blvd.

This new roadway in the City of Palm Coast was constructed as a two lane roadway between Old Kings Road and Central Avenue and a four-lane, divided roadway between Central Avenue and SR 100 as part of the Town Center DRI.

6. Matanzas Woods Parkway

Matanzas Woods Parkway, in the City of Palm Coast, was extended east from Bird of Paradise Drive over Interstate 95 to Old Kings Road as a two-lane, undivided roadway. This improvement created another important east-west crossing of Interstate 95.

7. Belle Terre Parkway

Belle Terre Parkway in the City of Palm Coast was widened from a two to a four lane divided road between Matanzas Woods Parkway and Braddock Lane (S), and also between Parkview Drive (N) and SR 100.

8. Lehigh Greenway Rail Trail

The Lehigh Greenway Rail Trail is a 12-foot wide, multi-use trail of approximately 6 ½ miles in length from Colbert Lane to US Highway 1. West of Interstate 95, the trail runs south of and parallel to Royal Palms Parkway. A new trailhead facility with parking and restrooms is also planned to be located at Colbert Lane.

B. Summary of Major Issues

There are a number of major issues that have arisen since the last Plan update that have a significant impact on long range transportation planning in Flagler County. This section describes these major issues that must be addressed in order to maintain and improve the quality of life in Flagler County.

1. Incorporation of Palm Coast

On December 31, 1999, the City of Palm Coast was officially incorporated and on October 1, 2000 all services were officially transferred from the former Service District to the City of Palm Coast. As of April 1, 2008, the estimated population of the City of Palm Coast was 74,590 and the estimated population for unincorporated Flagler County was 12,304. The City of Palm Coast recently annexed two large land areas encompassing over 11,500 acres to accommodate two large-scale master planned Developments of Regional Impact (DRI). The Old Brick Township DRI and Neoga Lakes DRI are currently in the review process. At build out, these two DRI's would contain 12,000 new homes and over 3 ½ million square feet of non-residential space.

With the incorporation of the City of Palm Coast, a significant portion of the roadway network is now located in the City. The City of Palm Coast limits are shown on Map B-1 in relation to the roadway network. Given the incorporation and annexations, it is expected that a significant portion of the future growth will occur within the City of Palm Coast limits. This highlights the need for the County and the incorporated

cities to coordinate closely their respective transportation plans, programs and projects.

2. City of Bunnell Annexations

The City of Bunnell has annexed over 87,000 acres in recent years making it the second largest City in land area in the State of Florida. The city limits of Bunnell are shown on Map B-1 in relation to the countywide roadway network, the City of Palm Coast and the unincorporated County. As can be seen, there are a number of roadway segments that are now partially or completely located within the Bunnell city limits.

3. Urbanized Area Designation

Every 10 years the U. S. Bureau of the Census conducts a census of the population and housing of the United States of America. Based on census data, the Bureau of the Census designates urbanized areas throughout the United States. For urbanized areas with a population of more than 50,000 individuals, Federal law requires the Governor and local governments that represent at least 75 percent of the population, including the incorporated city with the largest population, to designate a Metropolitan Planning Organization (MPO), which is sometimes referred to as a Transportation Planning Organization (TPO). An MPO or TPO is a transportation planning body comprised of elected and appointed officials representing local, state and federal governments or agencies having an interest or responsibility in transportation planning and programming. An MPO is responsible for the development of a Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and a Unified Planning Work Program (UPWP) for its metropolitan planning area. The adoption of these documents is a prerequisite for the receipt of both federal transit and federal highway funding. Local government comprehensive plans in turn will need to be consistent with the MPO plans and programs.

With the 2010 Census, Palm Coast and contiguous areas are expected to be designated as an urbanized area with a population over 50,000 unless the population threshold is raised to 100,000 in a reauthorization of the Federal Surface Transportation Act. The MPO boundary would contain the urbanized area plus contiguous areas expected to become urbanized within the next 20 years. The designation of an MPO will create an opportunity to provide a mechanism to ensure intergovernmental coordination of transportation plans and programs.

4. Transit Development Planning

Since the last Plan update, the Board of County Commissioners has assumed the role of Community Transportation Coordinator (CTC) from the Council on Aging. The entity under contract with the Florida Commission for Transportation Disadvantaged providing public transportation services is Flagler County Public

Transportation (FCPT). FCPT is a pre-scheduled, demand-response public transportation system. Fixed route transit service is not currently available in Flagler County; however the County has begun the planning process to study the feasibility of implementing fixed route service. The County is currently in the second phase of a three phase transit needs plan that will result in the adoption of a Transit Development Plan (TDP) in accordance with Rule Chapter 14-73, Florida Administrative Code (FAC). An adopted TDP is necessary to obtain State of Florida Public Transit Block Grant funding for the initiation of fixed route service. As the County continues to grow at a fast pace, the provision of public transit to expand mobility options including fixed route service will increasingly become more important.

5. Rapid Population Growth

In 2005, Flagler County was ranked as the fastest growing county in the United States. Flagler County has experienced unprecedented growth in the past decade with the vast majority of population growth occurring within the City of Palm Coast. According to the Bureau of Economic and Business Research at the University of Florida, the total population of Flagler County nearly doubled from 49,832 persons in 2000 to 95,512 persons in 2008. This rapid population growth has a corresponding increase in traffic congestion throughout the County. This growth creates a need to closely coordinate the plans and programs of the unincorporated County and its municipalities.

C. Major Transportation Systems

1. Jurisdiction and Maintenance Responsibility

a. Federal

The United States Department of Transportation (USDOT) administers the nation's transportation policies. Agencies within the USDOT include the Federal Highway Administration (FHWA), the Federal Railroad Administration (FRA), the National Highway Traffic Safety Administration (NHTSS) and the Federal Transit Administration (FTA). The FHWA reviews and approves federally funded highway projects. These projects include primary, secondary and urban system aid, the federal bridge replacement program and the maintenance and widening of federal facilities. Federal routes are operated and maintained by state departments of transportation including the Florida Department of Transportation (FDOT) in Florida. Federal facilities in Flagler County include Interstate 95 and U.S. Highway 1. The FRA regulates and administers federal polices and requirements related to rail operation, while the FTA administers federal guidelines and funding for mass transit service.

b. State

The Florida Department of Transportation (FDOT) is responsible for the planning, construction, maintenance and operation of the State Highway System, as well as the development and implementation of the State Rail Plan and the Florida Aviation System Plan. The State Highway System is established by Florida Statutes and consists of highways under the jurisdiction and maintenance responsibility of the State. Map B-2 depicts the jurisdiction of the roadway facilities in Flagler County.

c. County

Flagler County is responsible for the maintenance and operating conditions of the County roadway system, which primarily consists of major and minor collector roads, and local roads. The Flagler County Public Works Department is the agency responsible for road construction and maintenance. Map B-2 depicts the jurisdiction of the major roads in Flagler County classified as minor collector and above.

2. Roadway Functional Classification

Roadway functional classification is used for planning, programming, fiscal management and to help meet federal requirements in the preparation of the FDOT Work Program and Metropolitan Planning Organization's (MPO's) Transportation Improvement Plans. Roadways are classified by the way they function relative to the overall roadway network. Roadways are classified as arterial, collector or local. The arterial highway system provides the highest level of mobility at the highest speed for long, uninterrupted travel and constitutes the largest proportion of total travel. The collector road system provides a mix of mobility and land access functions linking major land uses to each other or the arterial highway system. For rural areas, collector roads are classified as either major or minor collectors. Land access is the primary purpose of the local road system, which contributes a much smaller degree to total highway travel due to short trip lengths and low volumes.

Map B-3 depicts the functional classification of roadways; Map B-4 depicts the number of lanes; and Table B-1 lists the functional classification and number of lanes for roadways on the County's Major Road Network. Flagler County contains three (3) principal arterial roadways including U.S. 1, S.R. 100 and Interstate 95, which is also a limited access facility. Minor arterial roadways in Flagler County include S.R. 11 and S.R. A1A. Major collector roads include C.R. 305, C.R. 304 and Colbert Lane. Minor collector roadways include Old Kings Road, C.R. 201 (John Anderson Highway), C.R. 13, C.R. 1422 (Otis Stone Hunter Road), and C.R. 205.

Roadways may also be further classified as to whether or not they are located within an urbanized, transitioning or rural area. This is commonly referred to as a roadway area type. Transitioning areas are fringe areas that exhibit characteristics between

rural and urban areas, are expected to become urbanized within the next twenty years and have a population density of approximately 500 people per square mile. An urbanized area is defined by the U.S. Census Bureau as an area consisting of a central place(s) and adjacent territory with a general population density of at least 1,000 people per square mile. Urbanized areas are initially established by the U.S. Census Bureau with the decennial census. Table B-1 lists the area type for each roadway segment on the County Major Roadway Network.

It is expected that the 2010 Census will designate at least a portion of Flagler County as an urbanized area with a population of 50,000 or greater. For transportation purposes, the urbanized area and contiguous areas expected to become urbanized in the next 20 years will be required to either be designated a new MPO or join one of the two existing and adjacent MPOs - the Volusia TPO or First Coast TPO. It is anticipated that the Bureau of the Census will publish a list of the urbanized areas in mid 2012, and then the MPO designation by local officials and the Governor could occur sometime in 2013.

3. Strategic Intermodal System (SIS) and Florida Intrastate Highway System (FIHS)

Strategic Intermodal System (SIS) facilities are designated in accordance with Section 339.63, Florida Statutes (F.S.). The SIS is a transportation system comprised of facilities and services of statewide and interregional significance, including all appropriate components of modes of travel. The highway component includes all designated SIS Highway Corridors, Emerging SIS Highway Corridors, SIS Intermodal Connectors, and Emerging SIS Highway Intermodal Connectors. In Flagler County, Interstate 95 is an SIS Highway Corridor and S.R. 20/100 from the Putnam County line to Interstate 95 is an Emerging SIS Highway Corridor. The Florida East Coast (FEC) railroad is also a part of the FDOT SIS.

The Florida Intrastate Highway System (FIHS) is an interconnected statewide system of limited and controlled access facilities developed and managed by the Department that allows for high speed and high volume traffic movement within the State of Florida. The primary function of the system is to serve interstate and regional commerce and long distance trips. The FIHS includes the Interstate highways and certain other major interregional principal arterial roads on the State Highway System. In Flagler County, Interstate 95 is the only roadway facility on the FIHS. Pursuant to Section 163.3180(10), F.S., local governments are required to adopt the Level of Service (LOS) standard established by the Florida Department of Transportation (FDOT) for all roadway facilities on the SIS. Map B-5 shows the SIS and FIHS transportation facilities in Flagler County.

**Table B-1
Existing Roadway Characteristics**

Route Number	Roadway	From	To	Length (Miles)	Number Of Lanes	Functional Classification	Maintaining Agency	Existing ROW (Feet)	Area Type
	Colbert Lane	SR 100	South Park Road	2.4	2-U	Major Collector	Flagler County	210-240	Transitioning
		South Park Road	Waterside Parkway	2.0	2-U	Major Collector	Flagler County	130-420	Transitioning
		Waterside Parkway	Palm Coast Parkway (EB)	1.7	2-U	Major Collector	Flagler County	130-270	Urbanized
CR 205		SR 100	Espanola Road	3.8	2-U	Minor Collector	Flagler County	100	Rural
CR 302	Canal Avenue	Water Oak Road	CR 305	3.2	2-U	Minor Collector	Flagler County	60	Transitioning
CR 302		CR 305	SR 100	3.5	2-U	Minor Collector	Flagler County	85	Transitioning
CR 305		Volusia County Line	CR 2009		2-U	Major Collector	Flagler County	100	Rural
		CR 2009	Dupont Road		2-U	Major Collector	Flagler County	100	Rural
		Dupont Road	CR 2006	0.4	2-U	Major Collector	Flagler County	100	Rural
		CR 2006	Tangerine Avenue	1.1	2-U	Major Collector	Flagler County	85-100	Rural
		Tangerine Avenue	CR 302 (Canal Avenue)	2.0	2-U	Major Collector	Flagler County	100	Transitioning
		CR 302 (Canal Avenue)	SR 100	1.0	2-U	Major Collector	Flagler County	100	Transitioning
CR 304	Dupont Road	CR 305	SR 11	2.5	2-U	Major Collector	Flagler County	100-180	Rural
		SR 11	Old Haw Creek Road	4.4	2-U	Major Collector	Flagler County	100-120	Transitioning
		Old Haw Creek Road	US 1	3.5	2-U	Major Collector	Flagler County	100-130	Transitioning
CR 13		CR 205	US 1	3.2	2-U	Minor Collector	Flagler County	70-240	Transitioning
I 95 (SR 9)	Interstate 95	Volusia County Line	SR 100	5.2	6-D	Principal Arterial - LA	State	300+	Urbanized
		SR 100	Palm Coast Parkway	5.8	6-D	Principal Arterial - LA	State	300+	Urbanized
		Palm Coast Parkway	Matanzas Woods Parkway	3.6	6-D	Principal Arterial - LA	State	300+	Urbanized
		Matanzas Woods Parkway	St Johns County Line	4.0	6-D	Principal Arterial - LA	State	300+	Urbanized
CR 201	John Anderson Highway	Volusia County Line	SR 100	4.0	2-U	Minor Collector	Flagler County	85-100	Rural
SR A1A		Volusia County Line	SR 100	4.0	2-U	Minor Arterial	State	75	Urbanized
		SR 100	Flagler Beach City Limits (N)	2.1	2-U	Minor Arterial	State	75-100	Urbanized
SR A1A	N. Ocean Shore Boulevard	Flagler Beach City Limits (N)	Beverly Beach City Limit (N)	1.2	2-U	Minor Arterial	State	85-100	Urbanized
		Beverly Beach City Limit (N)	Mariner Drive	2.6	2-U	Minor Arterial	State	100-130	Transitioning
		Mariner Drive	Palm Coast Parkway	2.0	2-U	Minor Arterial	State	100-215	Transitioning
		Palm Coast Parkway	Malacompra Road	2.7	2-U	Minor Arterial	State	100-215	Urbanized
		Malacompra Road	Marine Land City Limits	3.3	2-U	Minor Arterial	State	95-215	Transitioning
		Marineland City Limits	St Johns County Line	0.7	2-U	Minor Arterial	State	80-95	Transitioning
CR 325	Old Dixie Highway	US 1	Plantation Bay Drive	2.2	2-U	Minor Collector	Flagler County	40-60	Rural Developing
		Plantation Bay Drive	I 95	0.3	2-U	Minor Collector	Flagler County	190+	Rural Developing
CR 2003	Old Haw Creek Road	Dupont Road	SR 11 (Moody Blvd.)	4.9	2-U	Minor Collector	Flagler County	60	Transitioning
CR 2001	Old Kings Road	Volusia County Line	SR 100	4.5	2-U	Minor Collector	Flagler County	100-120	Transitioning
		Forest Grove Drive	US 1	4.6	2-U	Minor Collector	Flagler County	0-200	Transitioning
CR 1422	Otis Stone Hunter Road	Main Street	US 1	2.9	2-U	Minor Collector	Flagler County	50-66	Transitioning
SR 100		Putnam County Line	Water Oak Road	7.7	2-U	Principal Arterial	State	100	Rural Developing
		Water Oak Road	CR 305	3.0	2-U	Principal Arterial	State	100	Rural Developing

Route Number	Roadway	From	To	Length (Miles)	Number Of Lanes	Functional Classification	Maintaining Agency	Existing ROW (Feet)	Area Type
SR 100		CR 305	CR 205	1.5	2-U	Principal Arterial	State	100	Rural Developing
		CR 205	CR 302	2.2	2-U	Principal Arterial	State	100	Rural Developing
		CR 302	Bunnell City Limits (W)	2.7	2-U	Principal Arterial	State	100	Transitioning
		Bunnell City Limits (W)	US 1	0.7	2-U	Principal Arterial	State	100-250	Transitioning
SR 100	Moody Boulevard	US 1	Bunnell City Limits (E)	1.4	2-U	Principal Arterial	State	75-80	Transitioning
SR 100		Bunnell City Limits (E)	Belle Terre Parkway	1.1	4-D	Principal Arterial	State	80-200	Urbanized
		Belle Terre Parkway	Seminole Woods Blvd.	1.7	4-D	Principal Arterial	State	200	Urbanized
		Seminole Woods Blvd.	I 95 West Ramps	0.6	4-D	Principal Arterial	State	200-220	Urbanized
		I 95 West Ramps	I 95 East Ramps	0.1	4-D	Principal Arterial	State	NA	Urbanized
		I 95 East Ramps	Old Kings Road	0.2	4-D	Principal Arterial	State	200	Urbanized
		Old Kings Road	Colbert Lane	1.7	4-D	Principal Arterial	State	200-210	Transitioning
		Colbert Lane	Flagler Beach City Limits	0.1	4-D	Principal Arterial	State	200	Transitioning
		Flagler Beach City Limits	John Anderson Highway	0.4	4-D	Principal Arterial	State	200	Urbanized
		John Anderson Highway	SR A1A	1.2	4-D	Principal Arterial	State	75-200	Urbanized
SR 11	Moody Boulevard	Volusia County Line	Dupont Road	6.0	2-U	Minor Arterial	State	110-190	Rural
		Dupont Road	Bunnell City Limits (S)	8.4	2-U	Minor Arterial	State	200	Rural
		Bunnell City Limits (S)	Old Haw Creek Road	0.6	2-U	Minor Arterial	State	200	Transitioning
		Old Haw Creek Road	US 1	0.5	2-U	Minor Arterial	State	55-200	Transitioning
US 1		Volusia County Line	S. Old Dixie Highway	4.8	4-D	Principal Arterial	State	15-225	Transitioning
		S. Old Dixie Highway	Seminole Woods Boulevard	0.1	4-D	Principal Arterial	State	225-240	Transitioning
		Seminole Woods Boulevard	Dupont Road	0.1	4-D	Principal Arterial	State	140-260	Transitioning
		Dupont Road	Belle Terre Parkway	0.9	4-D	Principal Arterial	State	140-230	Transitioning
		Belle Terre Parkway	Bunnell City Limit (S)	1.4	4-D	Principal Arterial	State	230	Transitioning
		Bunnell City Limit (S)	SR 100 S	1.1	4-D	Principal Arterial	State	100	Transitioning
		SR 100 S	SR 100 N	0.4	4-D	Principal Arterial	State	100	Transitioning
		SR 100 N	Espanola Road	0.6	4-D	Principal Arterial	State	85-165	Transitioning
		Espanola Road	Royal Palm Parkway	1.1	4-D	Principal Arterial	State	150-300	Urbanized
		Royal Palm Parkway	Otis Stone Hunter Road	1.0	4-D	Principal Arterial	State	300	Urbanized
		Otis Stone Hunter Road	White View Parkway	0.8	4-D	Principal Arterial	State	150-300	Urbanized
		White View Parkway	Palm Coast Parkway	2.1	4-D	Principal Arterial	State	150-300	Urbanized
		Palm Coast Parkway	Matanzas Woods Parkway	3.7	4-D	Principal Arterial	State	150-300	Urbanized
		Matanzas Woods Parkway	Old Kings Road	7.0	4-D	Principal Arterial	State	150-220	Urbanized
		Old Kings Road	St Johns County Line	3.4	4-D	Principal Arterial	State	220	Urbanized

Sources: Florida Department of Transportation, 2010.

Flagler County Transportation Element Update and Technical Support Document, Final Report September 28, 2007.

England-Thims & Miller, Inc., 2010.

2-U: 2 lanes, undivided

6-D: 6 lanes, divided

LA: Limited Access

4. Description of Major Roadway Network

The following is a brief summary of the existing conditions of the roadways on the County's Major Roadway Network. Table 1 lists each of the roadway segments and their length in miles, number of lanes, functional classification, existing right of way width and area type. Map B-3 shows the roadway functional classification for each road and Map B-4 shows the number of roadway lanes. As shown on Map B-6, all roadway segments on the Major Roadway Network are currently operating at or above their adopted level of service.

Interstate 95/State Road 9: Interstate 95 (I-95) is a principal arterial, limited access freeway that runs north-south through Flagler County. Interstate 95 is designated as an SIS Highway Corridor and is part of the FHHS. Interstate 95 was recently widened to a six-lane freeway. There are three (3) interstate interchanges in Flagler County: (i) CR 325 (Old Dixie Highway) near the Volusia County line; (ii) State Road 100; and (iii) Palm Coast Parkway. Another interchange is proposed at Matanzas Woods Parkway within the planning horizon.

US Highway 1/State Road 5: US Highway 1 is a principal arterial roadway on the State Highway System that runs in a north-south direction just west of and generally parallel to Interstate 95. Most of US Highway 1 in Flagler County is located within the city limits of Bunnell and Palm Coast. In unincorporated Flagler County, US 1 is a four-lane, divided highway.

State Road 20/100: SR 20/100 is a principal arterial roadway that generally runs east-west from the Putnam County line to US Highway 1 in Bunnell. SR 100 continues east from US Highway 1 to SR A1A. SR 20/100 is designated as an Emerging SIS Highway Corridor between the Putnam County line and Interstate 95. SR 100 east of Interstate 95 is not part of the SIS. SR 20/100 is a two-lane, undivided roadway. SR 100 is a four-lane, divided roadway from the eastern city limits of Bunnell to SR A1A. Almost the entire length of SR 100 in Flagler County is now either completely within or adjacent to the city limits of Bunnell, Palm Coast or Flagler Beach.

State Road 11: SR 11 is a minor arterial roadway that runs from US Highway 1 in Bunnell southwest to the Volusia County line, and then continues on to the City of Deland where it connects to US Highway 17/92. SR 11 is a two-lane, undivided roadway on the State Highway System that is mostly within or adjacent to the city limits of Bunnell.

State Road A1A: SR A1A is a minor arterial that runs north-south along the coastline and Coastal Area of Flagler County. SR A1A is a two-lane, undivided roadway on the State Highway System. The southern end of SR A1A in Flagler County travels through the City of Flagler Beach and City of Beverly Beach. SR A1A in Flagler County has been designated as a Florida Scenic Highway and an America Scenic Byway, known as the State Road A1A River and Sea Trail Scenic Highway.

Flagler County has adopted an overlay district containing specific design standards to protect and preserve the historic and scenic value of the highway. Flagler County has also designated SR A1A as a constrained facility, which will preclude SR A1A from future roadway widening projects.

Colbert Lane: Colbert Lane is a two-lane, undivided County road that provides an important connection between State Road 100 and Palm Coast Parkway. A significant portion of Colbert Lane is located within the City of Palm Coast. Colbert Lane is a major collector roadway with the segment between Waterside Parkway (N) and Palm Coast Parkway designated as urbanized and the balance of the roadway designated as transitioning.

County Road 305: CR 305 is a two-lane, undivided major collector roadway providing access between SR 20/100 and CR 302 in Flagler County, and US Highway 17 in Volusia County. CR 305 is within or adjacent to the city limits of Bunnell between SR 20/100 and Tangerine Avenue.

County Road 304 (Dupont Rd.): CR 304 is a two-lane, undivided roadway providing access between US Highway 1, SR 11 and CR 305. Similar to SR 11, much of this roadway is within the city limits of Bunnell.

County Road 302 (Canal Ave.): CR 302 is a two-lane, undivided minor collector roadway providing a connection between SR 100 on the east, CR 305 and Water Oak Rd. to the west. CR 302 provides access from Bunnell and points east to the Daytona North community located south of SR 20/100 and west of CR 305. Most of CR 302 is either adjacent to or within the City of Bunnell.

County Road 325 (Old Dixie Highway): CR 325 is a two-lane, undivided minor collector roadway providing a connection in Flagler County between US Highway 1 and Interstate 95. CR 325 continues into Volusia County. CR 325 currently has an area type designation of rural, however it provides access to an urbanizing area including the Plantation Bay community.

County Road 13: CR 13 is a two-lane, undivided minor collector roadway providing a connection between US Highway 1 and CR 205 in the community of Espanola. CR 13 also provides access across the FEC railroad to the County Fairgrounds and a regional recreational complex. CR 13 (Old Brick Road) continues north to St. Johns County as a dirt road in and adjacent to the City of Palm Coast.

County Road 201 (John Anderson Highway): John Anderson Highway is a two-lane, undivided minor collector roadway providing localized access in southeastern Flagler County and into Volusia County.

County Road 205: CR 205 is a two-lane, undivided minor collector roadway providing a connection between CR 13 in the community of Espanola and SR 20/100.

County Road 2001 (Old Kings Road): Old Kings Road is a two-lane, undivided minor collector roadway. Two segments are considered to be on the Major County Road Network: the segment from SR 100 south to Volusia County and the segment from Forest Grove Drive to US 1. Old Kings Road provides an important parallel route to Interstate 95.

County Road 2003 (Old Haw Creek Road): Old Haw Creek Road is now almost entirely located within the city limits of Bunnell. Old Haw Creek Road is a two-lane, undivided minor collector roadway providing a connection between SR 11 to the north and CR 304 (Dupont Road) to the south.

County Road 1422 (Otis Stone Hunter Rd.): Otis Stone Hunter Road is a two-lane, unpaved minor collector road providing a connection between US 1 and CR 13 in Espanola to the west. A majority of Otis Stone Hunter Road is located within the city limits of Bunnell and Palm Coast.

5. Level of Service

According to the 2009 FDOT Q/LOS Handbook, Quality of Service (QOS) is a traveler-based perception of how well a transportation service or facility operates. Level of Service (LOS) is a quantitative stratification of quality of service into six letter grade levels A through F: A is the best and F the worst. LOS provides a planning and preliminary engineering technique to address multimodal service. Capacity conceptually relates to the maximum number of vehicles or persons that can pass a point on a roadway in a given amount of time under prevailing conditions.

According to the Highway Capacity Manual published by the Transportation Research Board, roadway LOS is a quality measure describing operational conditions within a traffic stream in terms of such service measures as speed, travel time, traffic interruptions, freedom to maneuver, driver comfort, and convenience. Safety is not included in these service level measures. LOS standards have been established in order to measure roadway performance, designated by letters A through F. The LOS categories are defined as follows:

LOS A: drivers are able to drive at their desired speed with the ability to change lanes as desired on multi-lane roadways;

LOS B: reasonably unimpeded operations with negligible restrictions to change lanes and maintain desired travel speeds;

LOS C: stable operations at lower operating speeds with the ability to maneuver somewhat restricted;

LOS D: decreases in average travel speed and substantial increase in intersection delay may result from small increases in flow;

LOS E: significant delays and low travel speeds; and

LOS F: extremely low speeds with long delays and queuing at intersections.

Rule 9J-5.005(3), Florida Administrative Code (FAC) requires level of service standards to be established for ensuring that adequate facility capacity will be provided for future development and for purposes of issuing development orders or development permits. Each local government must establish a level of service standard for each public facility located within the boundary for which the local government has authority to issue development orders or development permits. Flagler County has established a concurrency management system in the land development regulations to evaluate the impacts of new development on roadway levels of service. Transportation concurrency is intended to ensure that transportation facilities and services are available "concurrent" with or at the same time as the impacts of development. To implement concurrency, Flagler County must define what constitutes an adequate level of service for the transportation system, and then measure whether a proposed new development will create more demand than the existing transportation system can handle. If the development will create excess demand, the local government must schedule transportation improvements to be made as the development is built. If the roads or other portions of the transportation system have inadequate capacity at the adopted level of service, then the developer must either provide the necessary improvements, contribute money to pay for the improvements, or wait until government or another private entity provides the necessary improvements. New development in Flagler County is likely to have inter-jurisdictional traffic impacts. For example, a new development in unincorporated Flagler County is likely to impact one or more of the County's municipalities and vice versa. Flagler County should coordinate with the municipalities to develop a common, professionally acceptable methodology for measuring the impacts of new development on transportation facilities for the purpose of implementing their respective concurrency management systems. This approach will ensure a complete and balanced evaluation of the traffic impacts of new development without unnecessarily burdening roadway facilities in other local governmental jurisdictions.

Local governments are required to adopt the Level of Service (LOS) standards established by the Florida Department of Transportation (FDOT) for all roadway facilities on the SIS. Local governments are also required to review new development to ensure that transportation facilities needed to serve new development are in place or scheduled to be under construction within three (3) years of approval of a building permit or its functional equivalent that results in traffic generation. Table B-2 lists the recommended roadway levels of service for Flagler County based on the functional classification and area type of the roadway facility.

Table B-2

Roadway Level of Service Standards

Facility Type	Urbanized LOS Standard	Rural LOS Standard	Transitioning LOS Standard
Principal Arterials (Limited Access I-95)	C	B	C
Principal Arterials (Other Roadways)	D	C	D
Minor Arterials	D	C	D
Major Collectors	D	C	D
Minor Collectors	D	C	D
Local Roadways	D	C	D

Table B-3 lists the adopted level of service standard, the corresponding maximum service volume (capacity), the 2010 estimated annual average daily traffic (AADT), and the 2010 level of service for each roadway segment. Map B-6 depicts the existing levels of service for each roadway segment on the County Major Road Network. As can be seen, all roadway segments on the County Major Road Network are currently operating at or above the adopted level of service.

6. Right of Way

An inventory of the existing right of way width was conducted utilizing Flagler County Property Appraiser data. Table B-1 lists the existing right of way width of roadway segments on the County’s Major Road Network. Most of the State and County roadways have adequate right of way to serve the existing facilities. However, portions of CR 325 (Old Dixie Highway), CR 1422 (Otis Stone Hunter Road), and CR 2001 (Old Kings Road) currently need additional right of way. In Section III. Future Conditions, the existing right of way is compared to the 2035 lane requirements and corresponding recommended right of way width to determine additional needed right of way.

7. Traffic Accident Data

Traffic safety is an important aspect of evaluating roadway operating conditions and identifying the need for roadway improvements. One’s sense of community is rooted in the quality of life and the feeling of safety and security experienced daily. Safety on an area’s roadway network promotes the protection of life and property. Traffic crashes are an indicator of the need for safety-enhancing measures such as improved access management standards, intersection and interchange improvements, bike lanes, multi use paths, sidewalks and signalization. Table B-4

**Table B-3
Existing Level of Service**

Flagler County Comprehensive Plan 2010-2035

Route Number	Roadway	From	To	Level of Service (LOS) Standard	Maximum Service Volume	2010	
						AADT (vpd)	LOS
	Colbert Lane	SR 100	South Park Road	D	12,330	5,055	C
		South Park Road	Waterside Parkway	D	12,330	5,302	C
		Waterside Parkway	Palm Coast Parkway (EB)	D	13,680	7,476	C
CR 205		SR 100	Espanola Road	C	8,100	462	B
CR 302	Canal Avenue	Water Oak Road	CR 305	D	12,330	410	C
CR 302		CR 305	SR 100	D	12,330	2,100	C
CR 305		Volusia County Line	CR 2009	C	8,100	1,160	B
		CR 2009	Dupont Road	C	8,100	1,470	B
		Dupont Road	CR 2006	C	8,100	1,050	B
		CR 2006	Tangerine Avenue	C	8,100	1,050	B
		Tangerine Avenue	CR 302 (Canal Avenue)	D	12,330	1,680	C
		CR 302 (Canal Avenue)	SR 100	D	12,330	1,260	C
CR 304	Dupont Road	CR 305	SR 11	C	8,100	1,260	B
		SR 11	Old Haw Creek Road	D	12,330	1,050	C
		Old Haw Creek Road	US 1	D	12,330	1,260	C
CR 13		CR 205	US 1	D	12,300	3,260	B
I 95 (SR 9)	Interstate 95	Volusia County Line	SR 100	C	90,500	64,550	B
		SR 100	Palm Coast Parkway	C	90,500	60,860	B
		Palm Coast Parkway	Matanzas Woods Parkway	C	90,500	53,570	B
		Matanzas Woods Parkway	St Johns County Line	C	90,500	53,570	B
CR 201	John Anderson Highway	Volusia County Line	SR 100	C	8,100	1,380	B
SR A1A		Volusia County Line	SR 100	D	16,500	9,290	B
		SR 100	Flagler Beach City Limits (N)	D	16,500	6,460	B
SR A1A	N. Ocean Shore Boulevard	Flagler Beach City Limits (N)	Beverly Beach City Limit (N)	D	16,500	6,060	B
		Beverly Beach City Limit (N)	Mariner Drive	D	15,200	5,340	B
		Mariner Drive	Palm Coast Parkway	D	15,200	5,450	B
		Palm Coast Parkway	Malacompra Road	D	16,500	9,580	B
		Malacompra Road	Marine Land City Limits	D	15,200	5,880	B
		Marine Land City Limits	St Johns County Line	D	15,200	5,880	B
CR 325	Old Dixie Highway	US 1	Plantation Bay Drive	C	8,100	3,290	B
		Plantation Bay Drive	I 95	C	8,100	3,430	B
CR 2003	Old Haw Creek Road	Dupont Road	SR 11 (Moody Blvd.)	D	21,000	1,090	B
CR 2001	Old Kings Road	Volusia County Line	SR 100	D	21,000	4,420	B
		Forest Grove Drive	US 1	D	21,000	1,570	B
CR 1422	Otis Stone Hunter Road	Main Street	US 1	D	21,000	3,200	B
SR 100		Putnam County Line	Water Oak Road	C	14,200	4,810	B
		Water Oak Road	CR 305	C	14,200	3,030	B
		CR 305	CR 205	C	14,200	3,010	B
		CR 205	CR 302	C	14,200	3,010	B
		CR 302	Bunnell City Limits (W)	D	15,200	5,600	B
		Bunnell City Limits (W)	US 1	D	15,200	9,100	C
SR 100	Moody Boulevard	US 1	Bunnell City Limits (E)	D	15,200	12,710	C
SR 100		Bunnell City Limits (E)	Belle Terre Parkway	D	36,700	14,140	B
		Belle Terre Parkway	Seminole Woods Parkway	D	36,700	21,920	B
		Seminole Woods Parkway	I 95 West Ramps	D	36,700	22,500	B
		I 95 West Ramps	I 95 East Ramps	D	36,700	23,290	B
		I 95 East Ramps	Old Kings Road	D	36,700	21,210	B
		Old Kings Road	Colbert Lane	D	33,800	16,890	B
		Colbert Lane	Flagler Beach City Limits	D	33,800	17,460	B
		Flagler Beach City Limits	John Anderson Highway	D	33,200	17,570	C
		John Anderson Highway	SR A1A	D	33,200	14,080	C
SR 11	Moody Boulevard	Volusia County Line	Dupont Road	C	8,100	2,420	B
		Dupont Road	Bunnell City Limits (S)	C	8,100	3,470	B

illustrates the number of vehicular crashes for all of Flagler County including the unincorporated area for the period between January 2006 and September 2009. As

shown, there were very few crashes and no fatalities in the unincorporated areas of the County. The vast majority of the crashes within Flagler County occurred within the incorporated areas of Beverly Beach, Bunnell, Flagler Beach and the City of Palm Coast.

**Table B-4
Accident Data**

Year	Automobile Crashes			
	Countywide	Unincorporated Areas		
	Total	Total	Fatalities	Severe Injury
2006	826	22	0	9
2007	793	19	0	4
2008	846	16	0	0
2009	593	14	0	2

Source: Florida Department of Highway Safety & Motor Vehicles, Office of Research Statistics, 2010.

Providing for proper repair and adequate roadway maintenance are also important to ensuring a safe transportation system. The Flagler County Department of Public Works, Division of Paved and Unpaved Road Maintenance is responsible for the repair, maintenance, and reconstruction of the County's road network, including 91.47 miles of paved roads, 132.6 miles of unpaved roads, and 37 bridge structures. The Division implements a pavement management program, a bridge inspection and maintenance program, and installs and maintains all regulatory signage. Other maintenance activities include grading, repair of roadside drainage structures, mowing and vegetation control and guardrail maintenance.

The County is currently working with the FDOT to widen travel lanes and replace deteriorating bridge structures on CR 305, a major collector roadway that provides a connection between the important emergency evacuation routes of SR 20/100, SR 11 and US Highway 17 in Volusia County. Approximately 9 ½ miles of CR 305 is only 18 feet wide making the roadway unsafe for the anticipated increase in traffic. Due to the narrow pavement and an unpaved shoulder, there have been numerous incidents where the outside rear view mirrors of trucks and school buses have contacted as they pass in opposite directions. This widening project is currently in the FDOT Five Year Work Program as Item Numbers 407463-3 and 407463-5. The County has completed the replacement of four bridges; however three deteriorating and substandard bridges remain to be replaced. The CR 305 road widening and bridge replacements are currently within the FDOT Five Year Work Program. The County has also identified the realignment of CR 302 between CR 305 and CR 15 as an important safety project due to a large, deep drainage ditch that exists adjacent to the north edge of pavement of CR 302. CR 302 provides access from SR 20/100 in Bunnell to the Daytona North community located just west of CR 305.

D. Public Transportation Services

The Flagler County Board of County Commissioners is the designated Community Transportation Coordinator (CTC) that provides all of the County's transportation disadvantaged trips. Chapter 427 of the Florida Statutes defines transportation disadvantaged. The entity under contract with the Florida Commission for Transportation Disadvantaged providing public transportation services is Flagler County Public Transportation (FCPT). The FCPT is responsible for the coordination and delivery of all public transportation services in Flagler County. FCPT is a pre-scheduled, demand-response public transportation system. Fixed route transit service is not currently available in Flagler County. The FCPT currently employs 32 people and operates 29 vehicles of which 23 of these vehicles are wheelchair accessible. There are a total of 28 drivers, 3 dispatcher/schedulers and one transportation coordinator to support operations. In 2009, the FCPT provided approximately 72,669 trips serving 4,521 passengers. The majority of passengers (72%) are Hammock/Palm Coast residents followed by passengers from the Bunnell/Daytona North/Espanola areas. For Fiscal Year 2010, federal grants administered by FDOT accounted for approximately 58 percent of FCPT funding while the County's general fund accounted for approximately 26 percent.

Preliminary planning for fixed route transit service to address FDOT Transit Development Plan (TDP) requirements is underway. Federal transit funds are available to urbanized areas based on population and population density. In order to receive State of Florida Public Transit Block Grant funding, public transit providers must develop and adopt a TDP as required by FDOT. A TDP is a 10-year plan intended to be the transit provider's planning, development and operational guidance document. A TDP includes: an evaluation of existing services; a review of demographic and travel behavior characteristics; a summary of local transit policies; the development of proposed transit improvements; and the preparation of a 10-year implementation plan. Major updates are required every three years and minor updates are required in the interim years. The TDP must be consistent with the local government's comprehensive plan and the applicable Metropolitan Planning Organization's (MPO's) Long Range Transportation Plan.

The first phase Flagler Countywide Transit Needs Assessment was completed by the Center for Urban Transportation Research (CUTR) at the University of South Florida in November 2007. The assessment established that there is a potential need for deviated fixed route service in the near future. The second phase of the transit needs assessment is currently being performed by CUTR and is expected to be completed in early 2011. The third phase will involve completion of a Transit Development Plan (TDP) in accordance with Rule Chapter 14-73, Florida Administrative Code (FAC).

E. Bicycle/Pedestrian Facilities

Flagler County works in partnership with the FDOT and municipal governments in the County to plan and implement sidewalk and bicycle facilities on the major roadway

network. The intent of the coordinated efforts is to upgrade, expand and enhance multimodal connections to improve the quality of life for County residents, promote public health and economic development and improve access to a wide variety of destinations and community activities. The coordination is essential as roads under the jurisdiction of the County exist in incorporated areas, some roads under the jurisdiction of municipalities abut unincorporated areas and roads under state jurisdiction are in all parts of the County. (Map B-2 indicates the jurisdictions for the major roadway network.) Success in developing and maintaining the multimodal network will promote safe and convenient travel by all modes and provide needed connectivity between residential neighborhoods, commercial districts, employment centers, parks and recreational amenities. Flagler County will also emphasize access to transit in the bicycle and pedestrian facility planning process when specific fixed route alignments have been determined.

The multimodal facilities serve all non-motorized modes of transportation. User groups include all residents, workers and visitors. However, the multimodal network is vitally important to the very young, the elderly, persons with disabilities and those who do not own a car or drive. The types of facilities that exist include various kinds of bicycle facilities, sidewalks and multi-use trails. There are two types of bicycle facilities: bicycle lanes and signed bicycle routes. Bicycle lanes are designated, striped lanes on the roadway shoulder. Signed bicycle routes create a shared travel lane for bicycles and motor vehicles with no striping or pavement markings. A multi-use trail is a paved facility that serves both bicycle and pedestrian traffic. They generally have their own rights-of-way, independent of the roadway right of way or have significant separation from vehicular traffic.

The existing bicycle and pedestrian facility network is depicted in Map B-7. Facilities are in place along A1A in the City of Flagler Beach, the City of Beverly Beach and within unincorporated Flagler County. The City of Palm Coast maintains an inventory of bicycle and pedestrian facilities that includes state and local roads. Many of the major roads include facilities, but some developed and growing areas do not, including sections of US 1, Old Kings Road and Seminole Woods Boulevard. The City of Bunnell has very little sidewalk bicycle facility coverage with facilities limited to the major roadways and local streets within the area of downtown. Most of the roads in the unincorporated area of Flagler County and most of the roads under County jurisdiction in incorporated areas lack bicycle and pedestrian facilities. Most of these areas are not urbanized. As the County continues to grow and certain areas develop, the County has in place land development regulations and interagency partnerships that will ensure the area covered by the multimodal network is expanded and gaps in the existing network are filled.

F. Aviation Facilities

1. Introduction

The data and analysis provided in this section was obtained primarily from three sources: Flagler County Airport Master Plan Update; interview with the Airport Director; and the Palm Coast/Flagler County Airport Area Master Plan. The Flagler County Airport (FCA) is a public use, general aviation (GA) airport. Operation and maintenance are under the direction of the Flagler County Board of County Commissioners (BCC). The Airport's operation and maintenance are the responsibility of the Airport Director, who reports to the County Administrator and the Assistant County Administrator. There is an Airport Advisory Committee but all policy and budget decisions are the responsibility of the BCC. Except for control tower staff and vendor staffs, the employees at the airport report to the Airport Director.

FCA primarily serves corporate and general aviation activities. There are currently no scheduled airlines providing service at the airport. According to the Federal Aviation Administration (FAA) data, the airport ranks as the fourth busiest general aviation airport in Florida with 190,000 take off and landings per year.

The Flagler County Airport Master Plan Update was approved by the FAA in 2006, but most of the data and analysis contained therein was collected in 2002-2004. Since there have been some significant changes in operations at the airport since that time, it is anticipated that a master plan update would be started in the not too distant future.

2. Location

FCA is located on the south side of SR 100, less than 1 mile west of I-95. The airport property consists of approximately 1,145 acres and is completely within the unincorporated area of Flagler County. However, most of the land around the airport is within the City of Palm Coast. To the west is land within the City of Bunnell. Location is shown on Map B-1. The airport is approximately 30 miles north of the City of Daytona Beach and 60 miles south of the City of Jacksonville.

3. Nearest Airports

According to the master plan, there are five public use airports within a 30 mile radius of the Flagler County Airport, as follows:

- Daytona Beach International
- Deland Municipal
- Bob Lee Flight Strip
- Ormond Beach Municipal
- Pierson Municipal

Map B-8 shows the location of these airports with respect to FCA. Daytona Beach International is the nearest commercial airport and has runways up to 10,500 feet. Ormond Beach Municipal Airport is the nearest general aviation facility, located approximately 13 miles from the Flagler Airport. The Deland Municipal Airport

focuses on flight training and support, and aviation/recreational flying. Bob Lee Flight Strip is utilized primarily for private and recreational use. The Pierson Municipal Airport is funded by the City of Pierson. It is also a general aviation facility including flight training and sports aviation/recreational flying. The runway is turf and measures 2,600 feet.

4. Access

Map B-9 shows the existing airport layout and nearest public roads. FCA is strategically located just 1 mile from the interchange of SR 100 and I-95. This location provides good regional access to the markets of Flagler County, Volusia County and St. Johns County. SR 100 is a four lane divided highway located just north of the FCA boundary. There are two access roads from SR 100 – Aviation Drive and Airport Road. However, there is currently no access from the south or from the two collector roads just east and west of the airport – Belle Terre Parkway and Seminole Woods Blvd. There is a plan to construct an access road from Belle Terre Parkway to the south end of the airport with a potential extension to the east to Seminole Woods Blvd.

Flagler County is currently in the second phase of a transit feasibility study being prepared by the Center for Urban Transportation (CUTR) at the University of South Florida. If a fixed route bus service is recommended, it is important that the airport be included so that general aviation customers can access other destinations in this region.

5. Facilities

A schematic of the existing airport facilities is included as Map B-9. The airfield consists of two lighted asphalt runways measuring 5,000 feet long, with associated lighted taxiways and ramps. There is also a 3,000 foot seaplane runway on Lake Gore. The specifications for the runways are included in Table B-5.

**Table B-5
Existing Runway Specifications**

Runway	11/29	6/24	18/36
Length (ft)	4,999	5,000	3,020
Width (ft)	100	100	500
Surface	Asphalt	Asphalt	Water
Approach Aids			
PAPI-2	Yes	Yes	No
Lighting	MIRL	MIRL	No
MIRL	Non-Precision	Non-Precision	None

Source: Flagler County Airport Master Plan Update, 2006

Notes:

PAPI = Precision Approach Path Indicator

MIRL = Medium Intensity Runway Lights

The first air traffic control tower to be located at the airport was opened in October 2009. The staff at the tower is employed by a contractor funded by FAA. The aircraft parking apron is located on the north side of the airfield between Taxiways A and B. The original apron pavement is over 50 years old but was determined to be in generally good condition as of the last master plan update. Runways 11/29 and 6/24 have precision approach path indicators. Electronic navigational aids are also available.

The airport provides tie down space for approximately 42 aircraft using the apron north of runway 11/29. There are currently 36 t-hangar units and six conventional hangars located at the north edge of the aircraft parking apron. There are also 3 storage/maintenance hangars. The terminal building is approximately 3,200 square feet and includes the airport director's office, counter space, pilot's lounge area and restrooms. Tenants at the airport include several general aviation companies that provide air services and flight training. There is also an aircraft salvage and sales business. Non-aviation tenants include a rental car company and restaurant. Other businesses renting space include the Flagler County Chamber of Commerce and the Flagler County EMS station. FCA offers full service 100LL and jet A fuel as well as a self service 100LL fueling station. Airport revenues are derived from fuel sales, hangar and tie down rentals, and tenant rentals.

G. Rail and Freight Facilities

The Florida East Coast (FEC) Railroad has a line that generally runs parallel to and west of U.S. 1 as shown on Map B-5. There is currently no passenger service on this line. Only freight service is offered. Amtrak passenger service between New York and Miami passes through Jacksonville and Orlando but there currently is no passenger service along the east coast of Florida. However, there is a proposal to offer passenger service on the FEC line with 8 stations initially designated. FDOT has submitted an application for funding assistance to the Federal Railroad Administration (FRA) and should find out if the application is approved in a few months. The plan proposes to offer passenger service between Jacksonville and Miami with 8 stops in between. The service will pass through Flagler County and Bunnell. Bunnell has requested to be considered for a station but has not made the initial list.

H. Emergency Evacuation

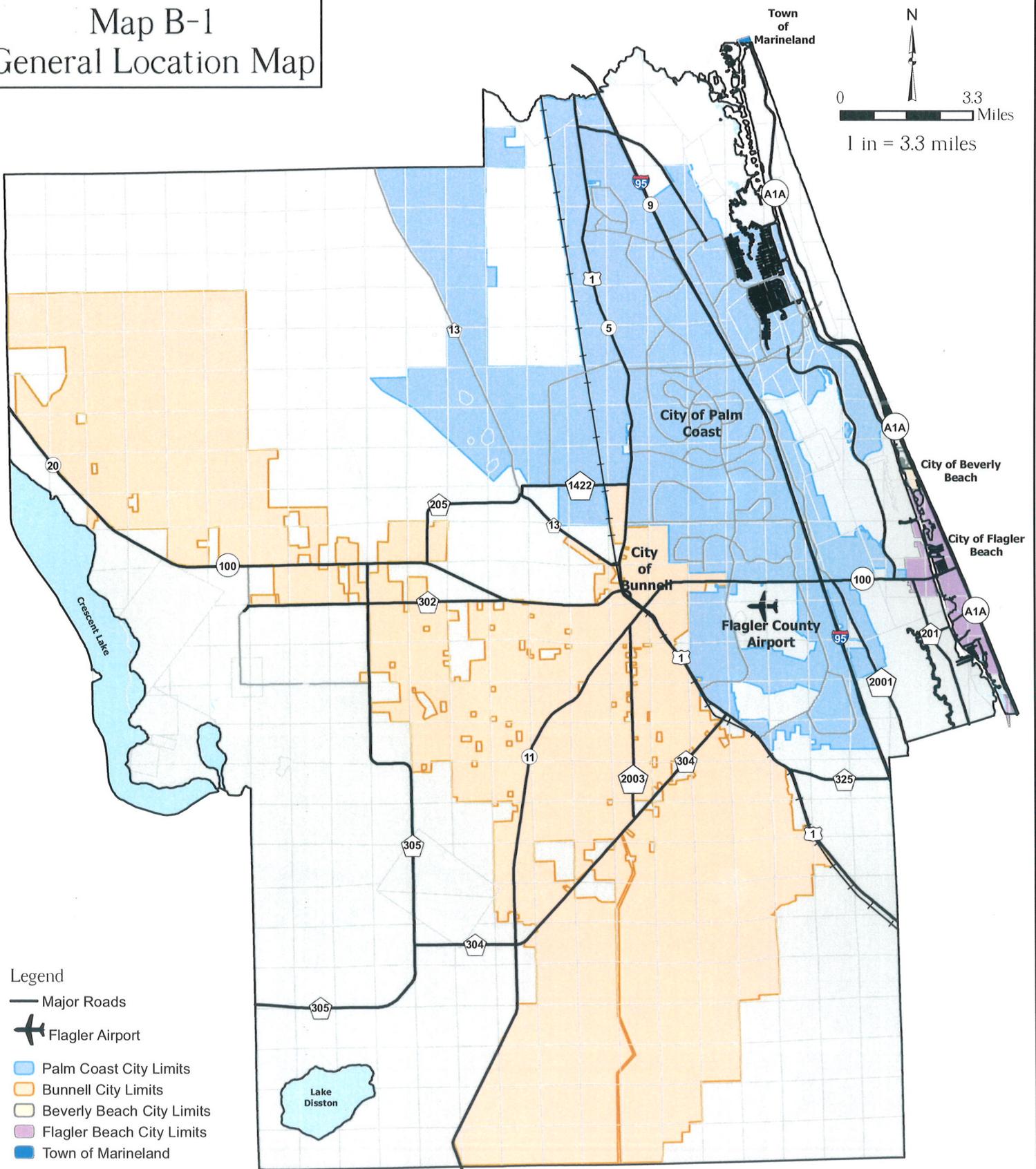
The County experienced a county-wide evacuation during the wild fires of 1998, which in large part led to Flagler County completing a review of emergency evacuation routes to implement Transportation Element Policy 2.3.9 of the 2000-2010 Comprehensive Plan. The findings of this review are included in the Flagler County Preparedness Guide, which was completed in 2005. The Flagler County emergency evacuation routes are also designated by the Florida Division of Emergency Management and are depicted on Map B-10. The emergency evacuation routes currently include SR A1A, SR 100, Palm Coast Parkway, Interstate 95, US 1, and SR 11. The County, FDOT and

City of Palm Coast have also identified a new interchange at Matanzas Woods Parkway and Interstate 95 as an important future improvement to better facilitate emergency evacuation and to reduce traffic congestion, particularly on Palm Coast Parkway. FDOT conducted a study in 2000 titled Transportation Planning Analysis for Potential I-95 Interchange in Flagler County, which included as one of its study alternatives an interchange at this location. That study documented the congestion that could result within Flagler County if evacuation was required due to an imminent Category 3, 4 or 5 hurricane. The study further concluded that the Matanzas Woods Parkway overpass be completed at a minimum, which has since been constructed. FDOT subsequently conducted a second study in 2006 titled Final Matanzas Woods Parkway Interchange Feasibility Study as part of the System Operations Analysis Report (SOAR), which concluded that would in fact benefit the operations of other area roadways including Palm Coast Parkway to the south. An Interchange Justification Report (IJR) is currently being evaluated and the next step will be the preparation of a Project Development and Environmental (PD&E) Study. Most, if not all of the necessary right of way is already controlled by Flagler County or the City of Palm Coast. Flagler County has identified this interchange as a priority project and it is identified in the Capital Improvements Element of the City of Palm Coast's 2035 Comprehensive Plan.

The Northeast Florida Regional Council is in the process of updating the Regional Hurricane Evacuation Study including updating the storm surge maps that will in turn have an effect on the evacuating population for various hurricane storm events. It is anticipated the Study will be completed near the end of 2010. Once the Study is completed, the County will review and incorporate any applicable findings and standards.

EXISTING TRANSPORTATION MAP SERIES
MAPS B-1 THROUGH B-10

Map B-1 General Location Map



Legend

- Major Roads
- Flagler Airport
- Palm Coast City Limits
- Bunnell City Limits
- Beverly Beach City Limits
- Flagler Beach City Limits
- Town of Marineland



RENAISSANCE
PLANNING
GROUP

Flagler County Comprehensive Plan 2010-2035 Transportation Element



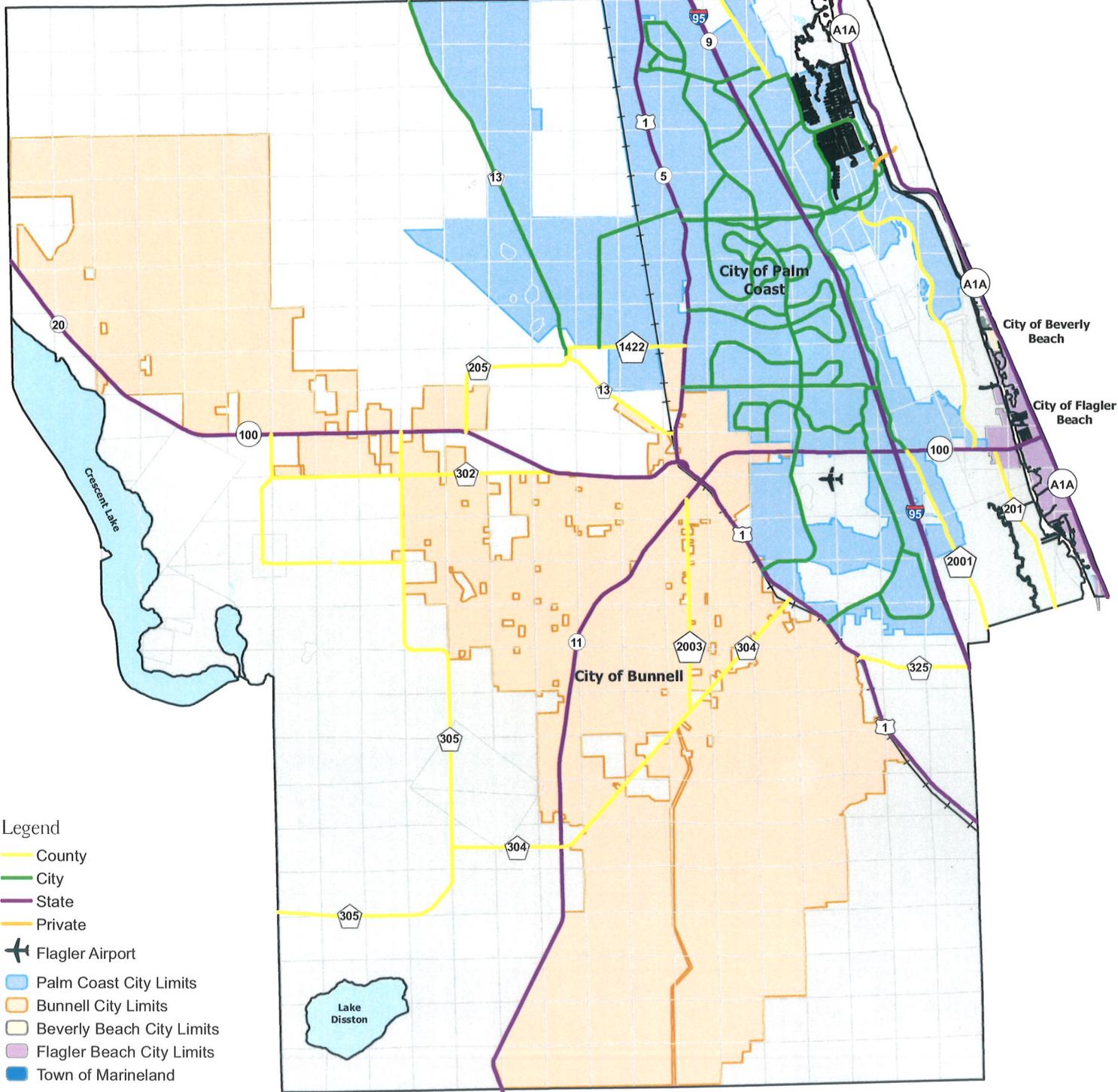
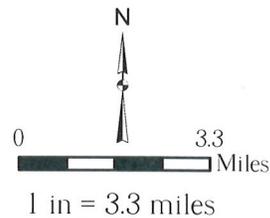
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Map B-2 Roadway Jurisdiction



- Legend**
- County
 - City
 - State
 - Private
 - Flagler Airport
 - Palm Coast City Limits
 - Bunnell City Limits
 - Beverly Beach City Limits
 - Flagler Beach City Limits
 - Town of Marineland



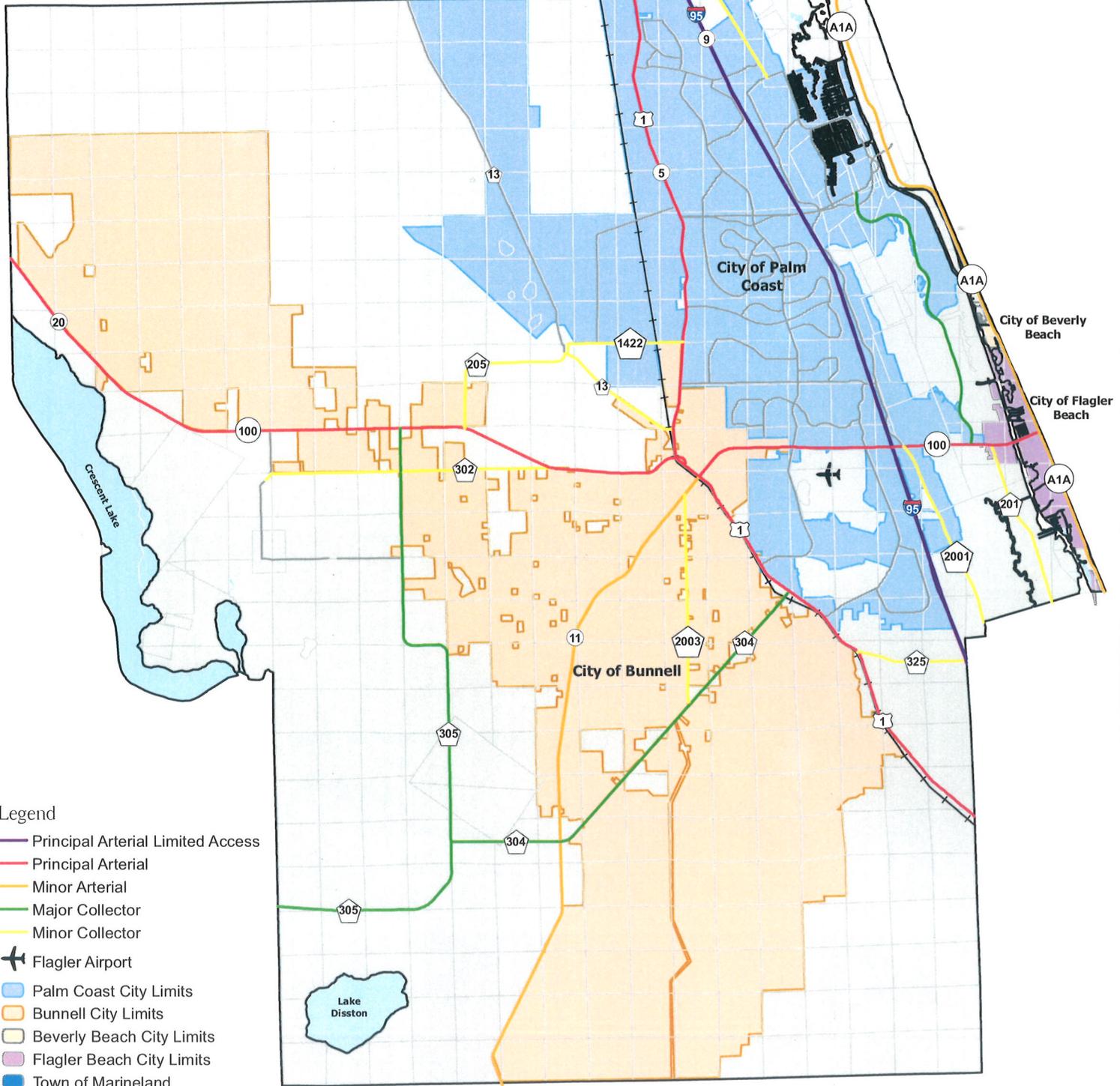
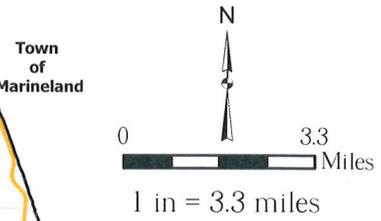
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Map B-3 2010 Roadway Functional Classification



- Legend**
- Principal Arterial Limited Access
 - Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Flagler Airport
 - Palm Coast City Limits
 - Bunnell City Limits
 - Beverly Beach City Limits
 - Flagler Beach City Limits
 - Town of Marineland

Sources: Florida Department of Transportation, 2010.
England-Thims & Miller, Inc., 2010

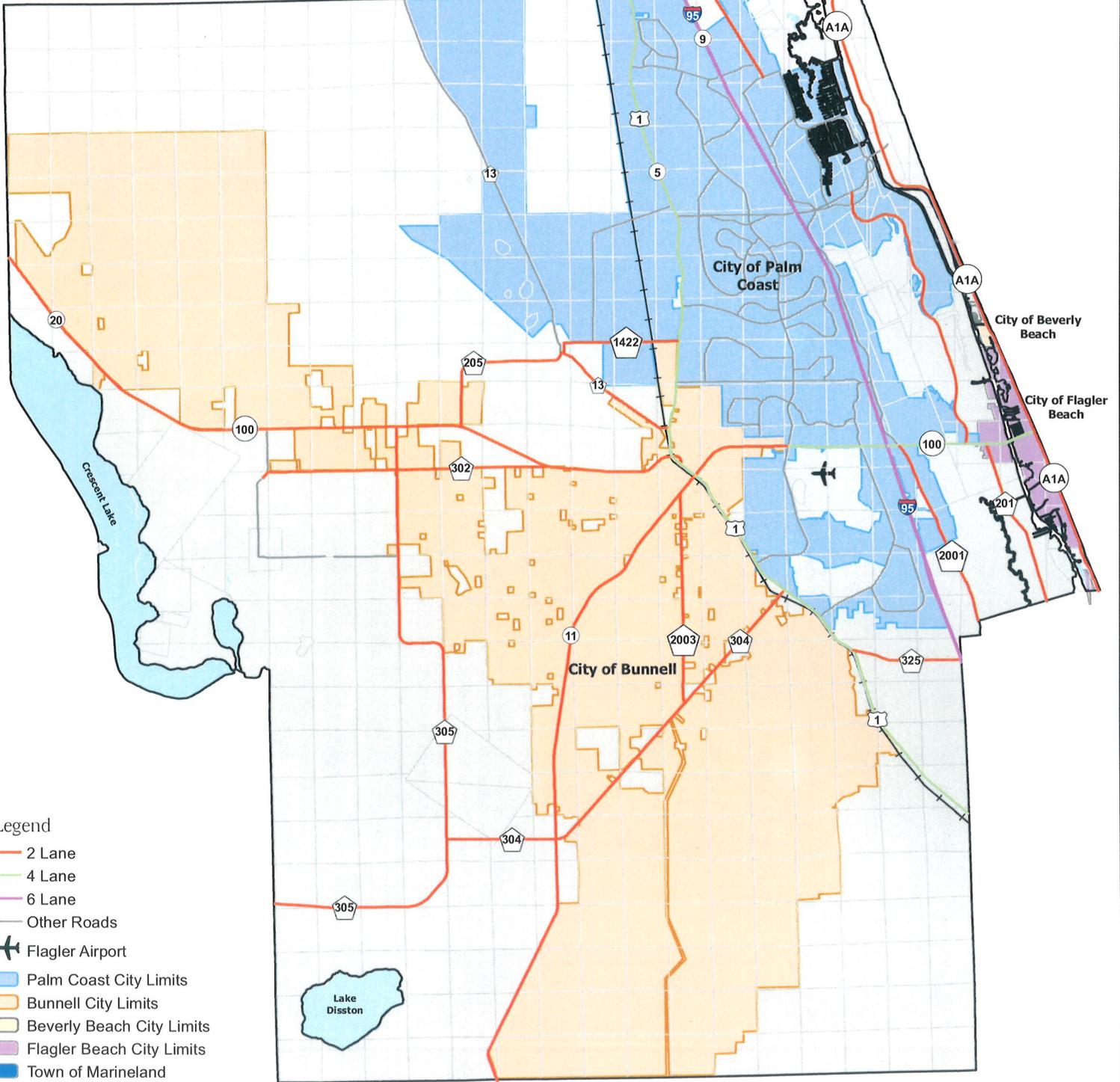
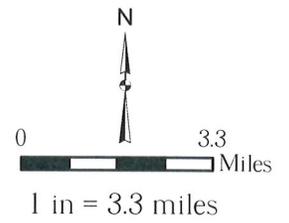


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Map B-4 2010 Roadway Number of Lanes



- Legend**
- 2 Lane
 - 4 Lane
 - 6 Lane
 - Other Roads
 - Flagler Airport
 - Palm Coast City Limits
 - Bunnell City Limits
 - Beverly Beach City Limits
 - Flagler Beach City Limits
 - Town of Marineland

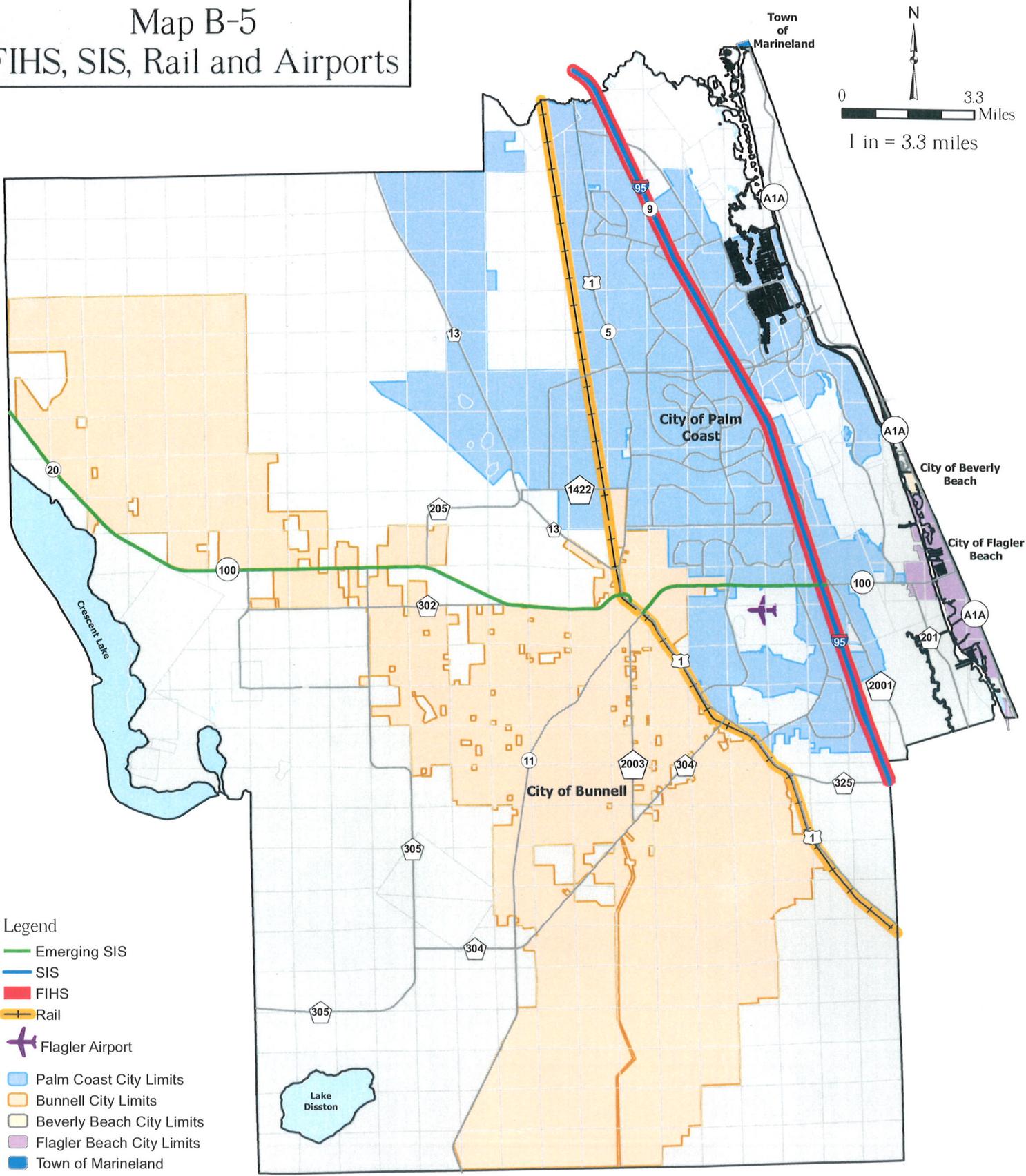


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Map B-5 FIHS, SIS, Rail and Airports



Sources: Florida Department of Transportation, 2010.



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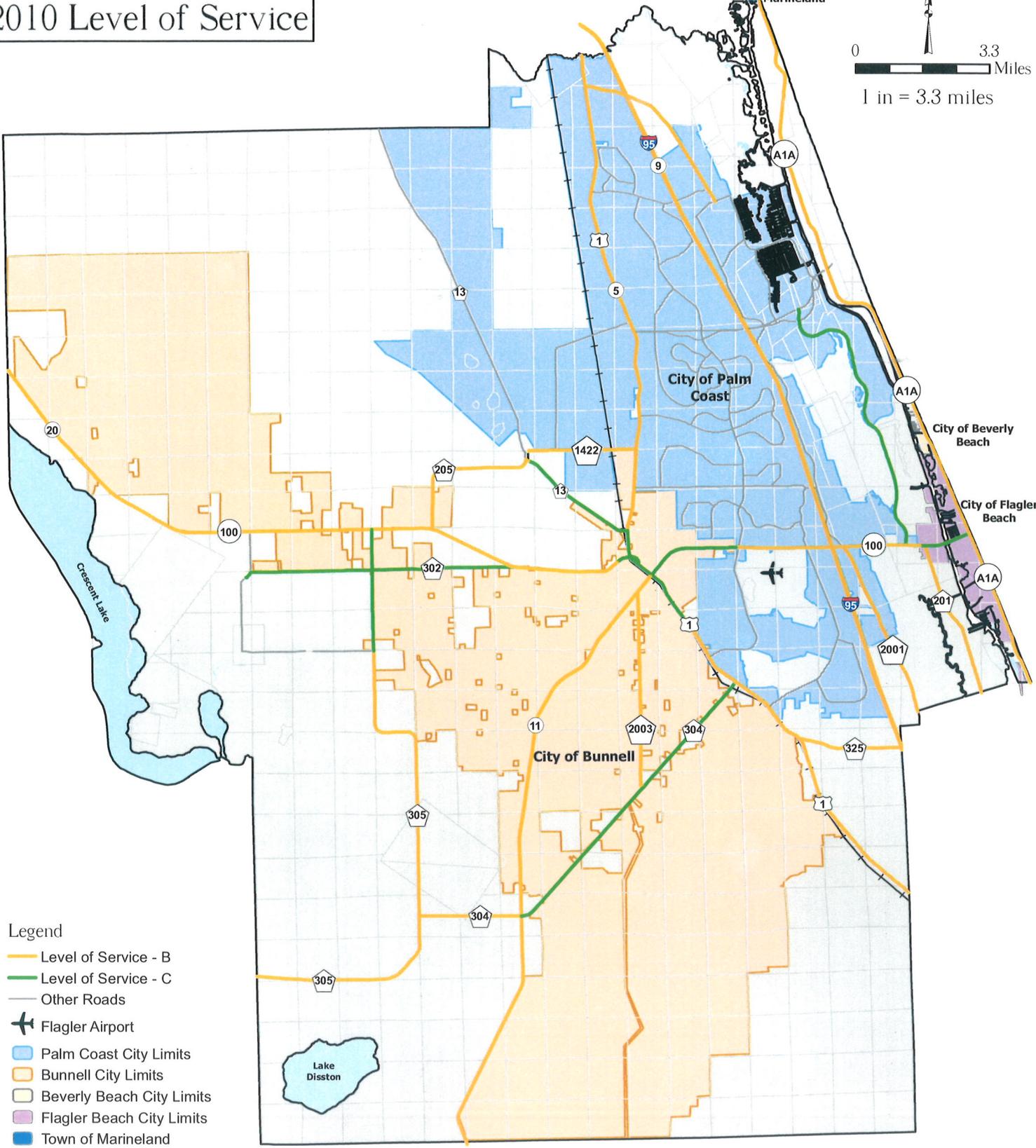
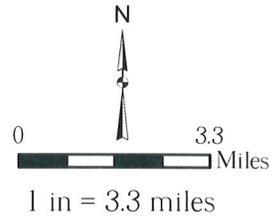


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Map B-6 2010 Level of Service

Town of
Marineland



- Legend**
- Level of Service - B
 - Level of Service - C
 - Other Roads
 - Flagler Airport
 - Palm Coast City Limits
 - Bunnell City Limits
 - Beverly Beach City Limits
 - Flagler Beach City Limits
 - Town of Marineland

Sources: Florida Department of Transportation, 2010.
England-Thims & Miller, Inc., 2010



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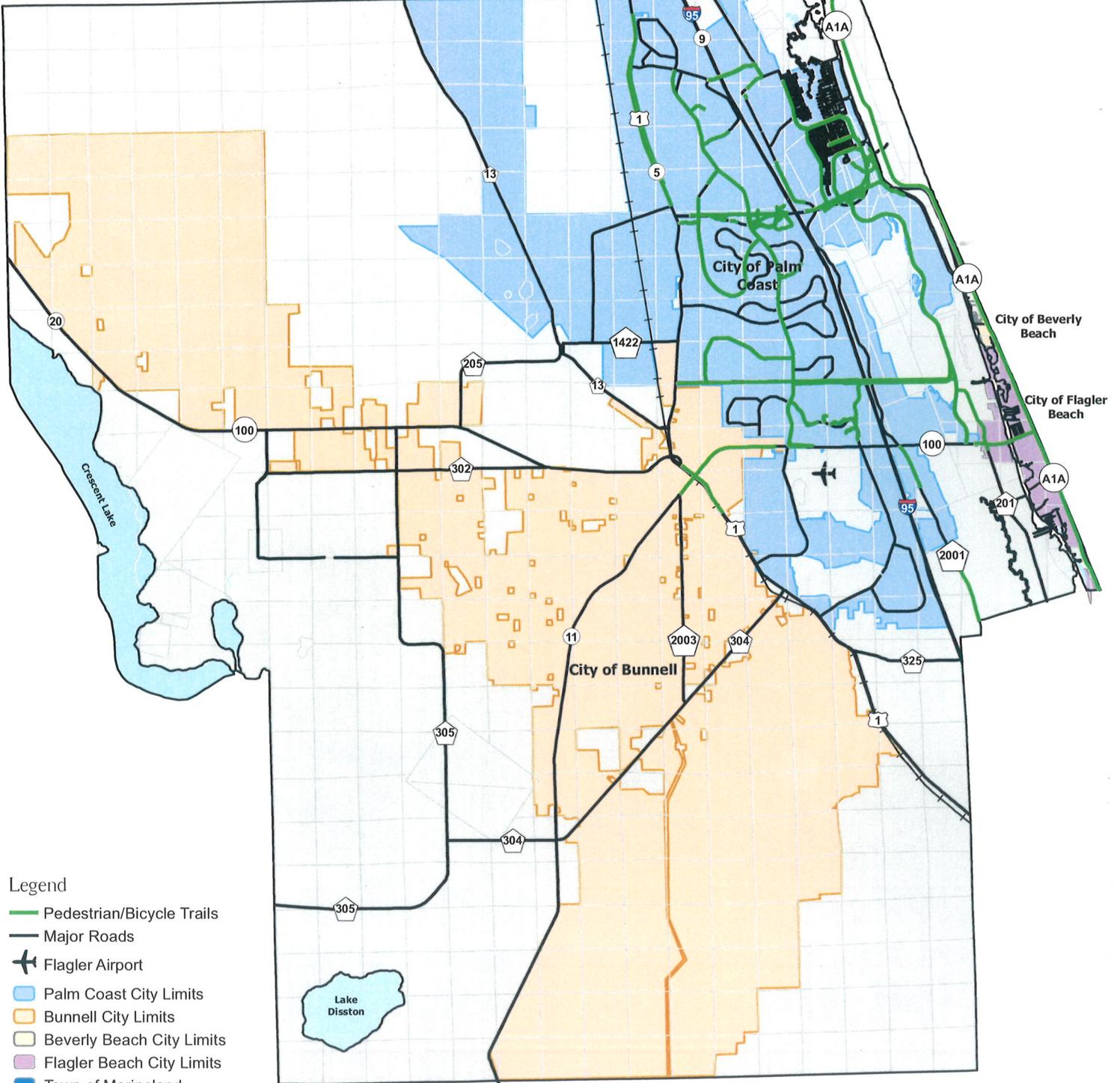
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Map B-7

Existing Pedestrian/Bicycle Facilities

Town of Marineland

N



- Legend**
- Pedestrian/Bicycle Trails
 - Major Roads
 - Flagler Airport
 - Palm Coast City Limits
 - Bunnell City Limits
 - Beverly Beach City Limits
 - Flagler Beach City Limits
 - Town of Marineland

Sources: City of Palm Coast 2035 Comprehensive Plan
England-Thims & Miller, Inc., 2010



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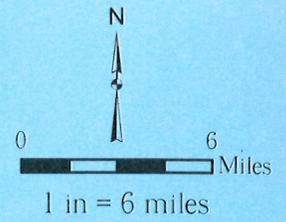
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Map B-8 Nearest Public Use Airports

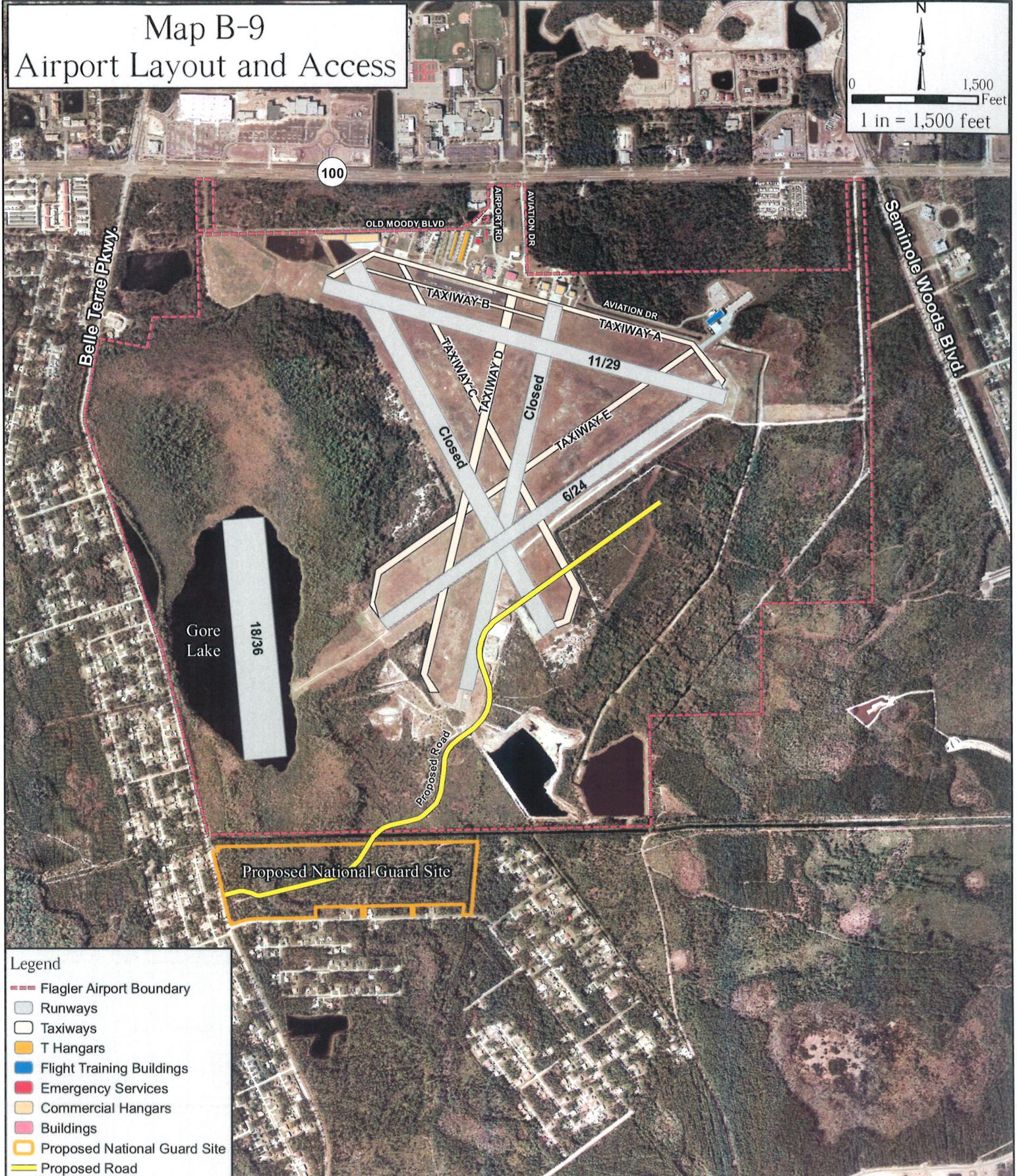
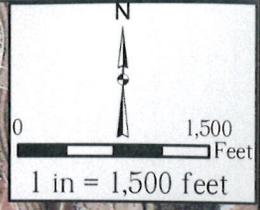


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Map B-9 Airport Layout and Access



- Legend**
- Flagler Airport Boundary
 - Runways
 - Taxiways
 - T Hangars
 - Flight Training Buildings
 - Emergency Services
 - Commercial Hangars
 - Buildings
 - Proposed National Guard Site
 - Proposed Road

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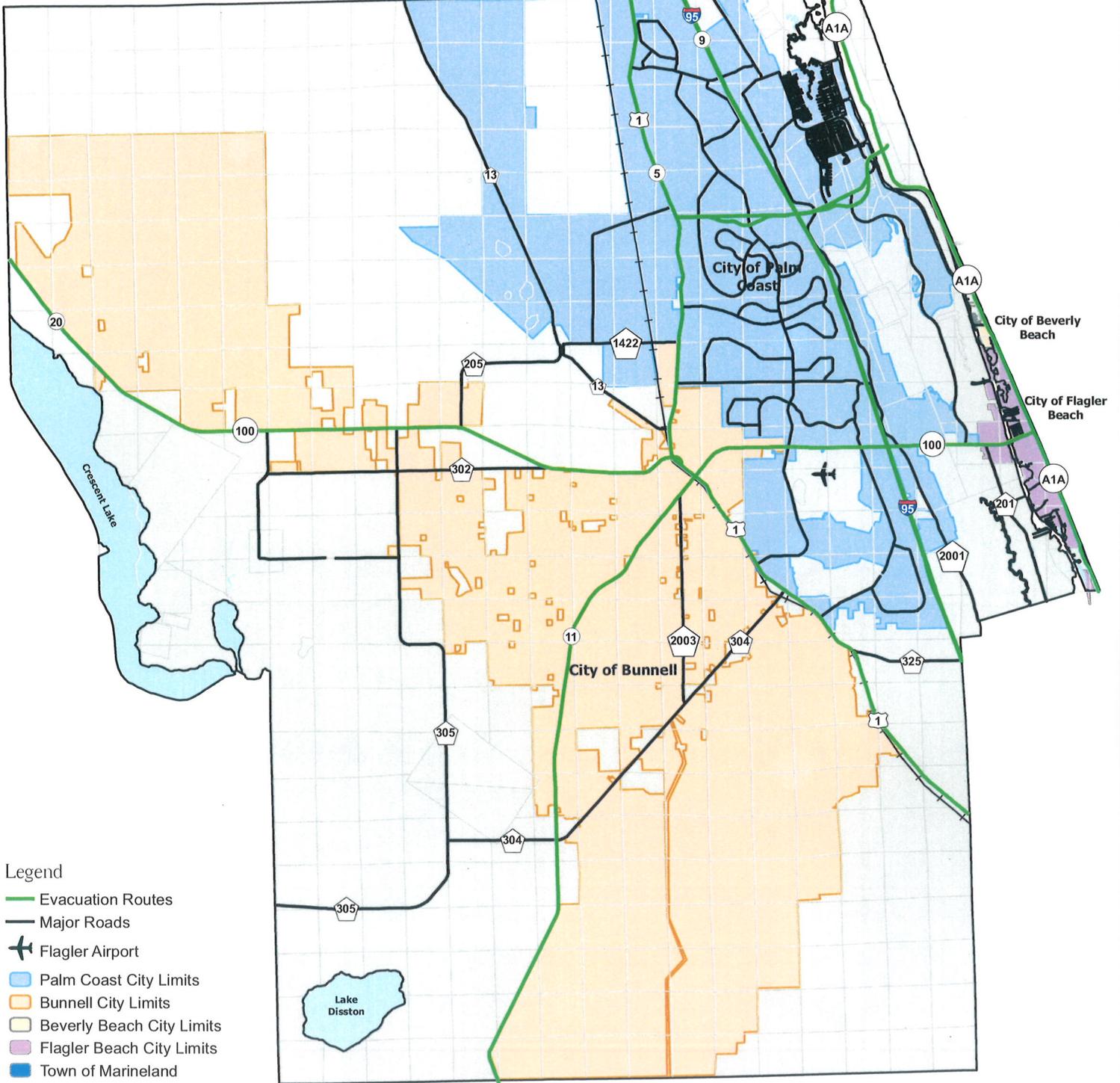
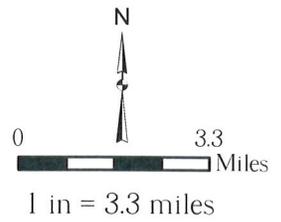
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Flagler County Comprehensive Plan 2010-2035 Transportation Element



Map B-10 Emergency Evacuation Routes



- Legend**
- Evacuation Routes
 - Major Roads
 - Flagler Airport
 - Palm Coast City Limits
 - Bunnell City Limits
 - Beverly Beach City Limits
 - Flagler Beach City Limits
 - Town of Marineland

Sources: Florida Division of Emergency Management, 2010



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III. FUTURE CONDITIONS

A. Major Roadway Network

1. Planned and Programmed Improvements

Mobility and quality of traffic flow is impacted to various degrees by enhancements to the regional roadway network. Transportation improvements outside Flagler County including those in Volusia County, along with those within the incorporated portions of the County have a significant impact on the flow of traffic in the unincorporated areas. Most of the transportation network of Flagler County is currently not included within the boundary of either the Volusia County Transportation Planning Organization (TPO) or the North Florida TPO. Therefore, an independent comprehensive transportation needs analysis and a corresponding Long Range Transportation Plan (LRTP) has not been conducted for this area. As part of their comprehensive planning efforts, the Cities of Beverly Beach, Bunnell, Flagler Beach and Palm Coast along with Flagler County have developed Transportation Improvement Programs. Table B-6 lists the planned and programmed improvements within Flagler County and the responsible agency as included in the regional transportation model.

**Table B-6
Planned and Programmed Improvements**

Route Number	Roadway Name	From	To	Improvement	Responsible Agency	Year
	Belle Terre Parkway	Palm Coast Parkway	Pine Lakes Parkway	Widen to 6-Lanes	City of Palm Coast	2013
	Palm Coast Parkway	Cypress Point Parkway	Florida Park Drive	Widen to 6-Lanes	City of Palm Coast	2011
	Belle Terre Parkway	Palm Coast Parkway	Matanzas Woods Parkway	Widen to 4-Lanes	City of Palm Coast	2010
	Old Kings Road	SR 100	Palm Coast Parkway	Widen to 4-Lanes	City of Palm Coast	2011
CR-305		7.16 miles S of SR-100	2.5 miles S of SR-100	Widen and Resurface	FDOT	2013

The next section will generally describe the transportation modeling used to determine the projected roadway operating conditions relative to level of service through 2035. It should be noted that there are a number of roadway improvements proposed within two separate DRIs located in the City of Palm Coast. At the time of this analysis, the DRIs have not been approved, so the extensive improvements proposed by these DRIs are not included in the regional transportation model.

2. Transportation Modeling

District 5 of the Florida Department of Transportation is currently finalizing the development of version 5.0 of the Central Florida Regional Planning Model (CFRPM) to provide information on current and future transportation system operations. The CFRPM includes the Counties of Brevard, Flagler, Lake, Marion, Orange, Osceola, Polk (northeast portion), Seminole, Sumter and Volusia. The transportation modeling and planning community in Florida relies heavily on travel survey data to develop, calibrate and validate travel demand forecasting models, to evaluate alternatives, assess impacts of policies and multimodal plans, and quantify travel demand by purpose, time, location and mode. The Florida Department of Transportation has spent considerable resources collecting detailed travel survey data to serve as a basis for the development of accurate travel demand models. The demand models use socioeconomic data, contained in ZDATA files as the basis for estimating traffic volumes. The socioeconomic data is segregated into small geographic units called traffic analysis zones (TAZs). The sizes of the TAZs vary, and typically are sub-sets of the census blocks divided along natural and man-made boundaries. The data sets for the TAZs typically include: the number of residential units and population, autos per household, employment, school enrollment and other data. This data is used in the estimation of trip productions and attractions for each of the TAZs in the model. The CFRPM 5.0 includes socio-economic data sets for 2005 (Base Year), 2013, and 2035 (Plan Year). ZDATA files for 2010, 2015, 2020, 2025 and 2030 were developed based on linear interpolation between the 2005 and 2035 data sets.

The CFRPM also included three roadway network files for the same years. The 2005 network file represents the existing road network and transit routes. The 2013 network adds the improvements contained in the FDOT 5-Year Work Program and the Capital Improvement Plans of the local governments to the existing highway and transit networks to form an existing plus committed (E+C) network. The model developers are currently developing a roadway network for 2035 that contains roadway and transit improvements to accommodate future traffic that can be funded through existing revenue streams. The E+C roadway and transit networks were used for the development of the future traffic volumes used in this analysis, with two additional improvements. The E+C network included the widening of Belle Terre Parkway from Palm Coast Parkway to Matanzas Woods Parkway and Old Kings Road from Palm Coast Parkway to Forest Grove Drive. Both of these improvements are within the City of Palm Coast. Two additional improvements were added to the E+C network for the years after 2020. These improvements included the widening of Matanzas Woods Parkway from US-1 to Old Kings Road and the construction of an interchange at Matanzas Woods Parkway and Interstate 95.

The model volumes for the years 2005 and 2010 were compared to existing traffic count data from the Florida Department of Transportation and the Tindale-Oliver & Associates study completed in 2007. Where the model volumes reasonably approximated the counted volumes, the model volumes were used to estimate future

traffic. Where the model volumes differed significantly from the counted volumes, the existing traffic counts were used as a base count which was expanded based on a growth rate extracted from the model. A lower limit of one percent per year and upper limit of seven percent per year was established for the application of the growth rate. Future traffic estimates were then projected in five year increments between 2010 and the planning horizon year of 2035.

3. Projected Roadway Conditions

All roadway segments within the unincorporated portions of Flagler County will operate at an acceptable level of service over the next five years as listed in Table B-7 and shown on Map B-11. Therefore, no capacity related roadway improvements have been included in the Five Year Schedule of Capital Improvements. The majority of the roadway network within Flagler County is anticipated to operate at an acceptable level of service through the plan horizon of 2035. Table B-7 lists the anticipated daily traffic and associated level of service of all roadway segments on the County Major Roadway Network within the unincorporated portions of the County, and for all State maintained roadways. As shown on Map B-12 and listed in Table B-7, two County maintained roadway segments are projected to fail before 2035. In addition, nine segments of State maintained roadways are projected to exceed their maximum service volume prior to the plan horizon.

Table B-8 lists the roadway segment, the necessary improvement and the year required. As shown, there are two improvements under Flagler County jurisdiction. The first of these is on CR 13 (Espanola Road). This improvement is associated with the additional traffic generated by the two Developments of Regional Impact proposed within the City of Palm Coast in the north central portion of the County. As these DRIs have not been approved, the mitigation plans have not been finalized and therefore not included in this analysis. The proposed mitigation plans for these DRIs included a loop road connecting to US 1 near Palm Coast Parkway, then turning north to parallel Old Brick Road and then to the east to connect to US 1 at Matanzas Woods Parkway. This loop should divert the traffic from CR 13 and eliminate the need to 4 lane this facility. The second improvement required on a County maintained facility is on John Anderson Highway. This segment is currently listed as rural with the associated level of service standard of LOS C. The northern portion of the roadway is currently in an area designated as transitioning. It is believed that the whole segment will be designated as within a transitioning or urbanized area following the 2010 Census, therefore causing the level of service standard to drop to LOS D. If this occurs the segment will operate at an acceptable level of service. The balance of the improvements are located on state maintained facilities and are the responsibility of the Florida Department of Transportation.

**Table B-7
Projected Level of Service Deficiencies 2015-2035**

Route Number	Roadway	From	To	Level of Service (LOS) Standard	Maximum Service Volume	2015		2020		2025		2030		2035	
						AADT (vpd)	LOS								
	Colbert Lane	SR 100	South Park Road	D	12,330	6,390	C	8,150	C	9,100	D	10,650	D	11,300	D
		South Park Road	Waterside Parkway	D	12,330	6,290	C	7,750	C	9,020	D	10,800	D	11,110	D
		Waterside Parkway	Palm Coast Parkway (EB)	D	13,680	8,090	C	8,150	C	8,800	C	9,310	C	10,600	D
CR 205		SR 100	Espanola Road	C	8,100	620	B	900	B	1,070	B	1,560	B	2,000	B
CR 302	Canal Avenue	Water Oak Road	CR 305	D	12,330	580	C	790	C	980	C	1,170	C	1,180	C
CR 302		CR 305	SR 100	D	12,330	3,780	C	4,600	C	5,910	C	7,550	C	9,440	D
CR 305		Volusia County Line	CR 2009	C	8,100	1,560	B	2,350	B	2,720	B	4,540	C	7,080	C
		CR 2009	Dupont Road	C	8,100	1,990	B	2,970	B	3,470	B	5,590	C	7,350	C
		Dupont Road	CR 2006	C	8,100	1,540	B	2,260	B	2,930	B	4,140	B	5,550	C
		CR 2006	Tangerine Avenue	C	8,100	1,540	B	2,230	B	2,770	B	4,000	B	5,200	C
		Tangerine Avenue	CR 302 (Canal Avenue)	D	12,330	2,380	C	2,700	C	2,610	C	2,980	C	4,550	C
		CR 302 (Canal Avenue)	SR 100	D	12,330	1,400	C	1,290	C	1,470	C	1,510	C	1,930	C
CR 304	Dupont Road	CR 305	SR 11	C	8,100	1,570	B	1,990	B	2,470	B	2,460	B	3,970	B
		SR 11	Old Haw Creek Road	D	12,330	1,490	C	1,940	C	1,710	C	2,120	C	2,660	C
		Old Haw Creek Road	US 1	D	12,330	1,770	C	2,290	C	2,060	C	2,530	C	3,130	C
CR 13		CR 205	US 1	D	12,300	4,520	C	6,160	C	8,050	C	9,080	D	10,820	D
I 95 (SR 9)	Interstate 95	Volusia County Line	SR 100	C	90,500	73,680	C	80,260	C	93,910	D	102,140	D	122,320	E
		SR 100	Palm Coast Parkway	C	90,500	69,120	C	66,550	C	91,660	D	98,920	D	114,520	E
		Palm Coast Parkway	Matanzas Woods Parkway	C	90,500	60,630	B	67,700	C	77,800	C	85,670	C	98,930	D
		Matanzas Woods Parkway	St Johns County Line	C	90,500	60,630	B	67,700	C	74,760	C	81,830	C	88,890	C
CR 201	John Anderson Highway	Volusia County Line	SR 100	C	8,100	2,010	B	4,970	C	8,000	C	10,280	D	12,360	D
SR A1A		Volusia County Line	SR 100	D	16,500	9,900	C	10,540	C	11,170	C	12,070	C	13,940	C
		SR 100	Flagler Beach City Limits (N)	D	16,500	8,170	B	10,230	C	12,430	C	14,380	C	15,500	D
SR A1A	N. Ocean Shore Boulevard	Flagler Beach City Limits (N)	Beverly Beach City Limit (N)	D	16,500	8,050	B	10,010	C	12,600	C	14,860	C	17,080	F
		Beverly Beach City Limit (N)	Mariner Drive	D	15,200	7,090	B	9,140	C	11,240	C	13,060	C	15,480	F
		Mariner Drive	Palm Coast Parkway	D	15,200	7,170	B	9,000	C	10,800	C	12,450	C	14,070	C
		Palm Coast Parkway	Malacompra Road	D	16,500	11,130	C	12,730	C	14,290	C	15,630	D	16,980	F
		Malacompra Road	Marineland City Limits	D	15,200	6,940	B	8,020	B	9,060	C	9,980	C	11,220	C
		Marineland City Limits	St Johns County Line	D	15,200	6,890	B	7,900	B	8,910	C	9,920	C	10,930	C
CR 325	Old Dixie Highway	US 1	Plantation Bay Drive	C	8,100	6,690	B	8,100	C	8,930	C	9,630	C	13,700	C
		Plantation Bay Drive	I 95	C	8,100	6,730	B	8,160	C	8,830	C	9,180	C	12,800	C
CR 2003	Old Haw Creek Road	Dupont Road	SR 11 (Moody Blvd.)	D	21,000	1,400	B	1,630	B	1,950	B	2,150	B	2,670	B
CR 2001	Old Kings Road	Volusia County Line	SR 100	D	21,000	5,580	B	6,300	B	7,240	B	8,350	C	9,240	C
		Forest Grove Drive	US 1	D	21,000	2,170	B	3,510	B	8,020	C	10,030	C	10,620	C
CR 1422	Otis Stone Hunter Road	Main Street	US 1	D	21,000	5,180	B	7,050	B	9,540	C	13,480	C	11,930	C
SR 100		Putnam County Line	Water Oak Road	C	14,200	5,210	B	5,620	B	6,030	B	6,450	B	6,860	B
		Water Oak Road	CR 305	C	14,200	3,730	B	4,380	B	5,050	B	5,720	B	6,300	B

Route Number	Roadway	From	To	Level of Service (LOS) Standard	Maximum Service Volume	2015		2020		2025		2030		2035	
						AADT (vpd)	LOS								
		CR 305	CR 205	C	14,200	3,400	B	3,360	B	3,660	B	3,910	B	4,320	B
		CR 205	CR 302	C	14,200	3,330	B	2,990	B	3,110	B	2,630	B	2,210	B
		CR 302	Bunnell City Limits (W)	D	15,200	7,210	B	8,540	B	9,580	C	9,880	C	9,810	C
		Bunnell City Limits (W)	US 1	D	15,200	11,720	C	13,890	C	15,580	F	16,080	F	15,960	F
SR 100	Moody Boulevard	US 1	Bunnell City Limits (E)	D	15,200	14,800	D	17,820	F	18,580	F	19,810	F	20,710	F
SR 100		Bunnell City Limits (E)	Belle Terre Parkway	D	36,700	15,580	B	16,410	B	19,330	B	22,220	B	23,360	B
		Belle Terre Parkway	Seminole Woods Blvd.	D	36,700	24,880	B	28,880	B	31,030	C	33,730	C	35,890	D
		Seminole Woods Blvd.	I 95 West Ramps	D	36,700	26,200	B	30,230	C	30,580	C	32,890	C	34,980	C
		I 95 West Ramps	I 95 East Ramps	D	36,700	25,380	B	27,610	B	27,910	B	29,670	C	31,630	C
		I 95 East Ramps	Old Kings Road	D	36,700	23,920	B	25,440	B	27,750	B	30,630	C	29,600	C
		Old Kings Road	Colbert Lane	D	33,800	19,860	B	21,660	B	23,440	B	25,200	B	24,140	B
		Colbert Lane	Flagler Beach City Limits	D	33,800	20,540	B	22,640	B	24,120	B	25,970	B	26,470	B
		Flagler Beach City Limits	John Anderson Highway	D	33,200	20,260	C	22,230	C	24,290	C	26,130	D	25,990	D
		John Anderson Highway	SR A1A	D	33,200	16,300	C	18,440	C	20,530	C	22,220	C	20,060	C
SR 11	Moody Boulevard	Volusia County Line	Dupont Road	C	8,100	3,000	B	3,480	B	3,600	B	3,850	B	4,680	C
		Dupont Road	Bunnell City Limits (S)	C	8,100	3,890	B	4,250	B	4,650	C	5,270	C	6,820	C
		Bunnell City Limits (S)	Old Haw Creek Road	D	15,200	2,960	B	3,230	B	3,540	B	4,010	B	5,130	B
		Old Haw Creek Road	US 1	D	15,200	6,460	B	7,060	B	7,750	B	8,770	B	11,110	C
US 1		Volusia County Line	S. Old Dixie Highway	D	33,800	14,140	B	16,900	B	17,930	B	20,690	B	25,030	B
		S. Old Dixie Highway	Seminole Woods Boulevard	D	33,800	24,480	B	30,090	C	32,120	D	34,390	F	36,350	F
		Seminole Woods Boulevard	Dupont Road	D	33,800	23,490	B	26,710	B	28,080	C	29,410	C	32,970	D
		Dupont Road	Belle Terre Parkway	D	33,800	19,850	B	24,010	B	26,020	B	28,030	C	32,770	D
		Belle Terre Parkway	Bunnell City Limit (S)	D	33,800	15,890	B	18,970	B	19,530	B	21,520	B	27,390	C
		Bunnell City Limit (S)	SR 100 S	D	30,000	15,670	C	18,720	C	19,220	C	21,150	C	27,050	D
		SR 100 S	SR 100 N	D	30,000	16,990	C	20,550	C	21,430	C	23,670	D	27,830	D
		SR 100 N	Espanola Road	D	30,000	18,350	C	21,670	C	23,310	D	25,400	D	29,620	D
		Espanola Road	Royal Palm Parkway	D	36,700	21,320	B	24,470	B	25,140	B	26,860	B	30,210	C
		Royal Palm Parkway	Otis Stone Hunter Road	D	36,700	17,340	B	19,650	B	20,340	B	21,720	B	24,840	B
		Otis Stone Hunter Road	White View Parkway	D	36,700	17,940	B	20,820	B	22,560	B	25,270	B	26,440	B
		White View Parkway	Palm Coast Parkway	D	36,700	17,990	B	21,180	B	22,480	B	25,530	B	25,300	B
		Palm Coast Parkway	Matanzas Woods Parkway	D	36,700	12,340	B	15,310	B	16,070	B	18,760	B	20,420	B
		Matanzas Woods Parkway	Old Kings Road	D	36,700	13,460	B	16,820	B	18,170	B	21,150	B	25,130	B
		Old Kings Road	St Johns County Line	D	36,700	14,380	B	17,850	B	21,320	B	24,790	B	28,260	B

Sources: Florida Department of Transportation, 2010.

England-Thims & Miller, Inc., 2010.

Projected roadway deficiency

**Table B-8
Roadway Capital Projects 2020-2035**

Route Number	Roadway Name	From	To	Number Of Lanes	Required Right of Way Width	Maintaining Agency	Area Type	Level of Service Standard	Year Required
CR 13	Espanola Road	CR 205	US 1	Widen to 4-Lanes	150	Flagler County	Rural	C	2030
I 95 (SR 9)	Interstate 95	Volusia County Line	SR 100	Widen to 8-Lanes	300	State	Urbanized	C	2025
		SR 100	Palm Coast Parkway	Widen to 8-Lanes	300	State	Urbanized	C	2025
		Palm Coast Parkway	Matanzas Woods Parkway	Widen to 8-Lanes	300	State	Urbanized	C	2035
CR 201	John Anderson Highway	Volusia County Line	SR 100	Widen to 4-Lanes	150	Flagler County	Rural	C	2030
SR A1A ¹	N. Ocean Shore Boulevard	Flagler Beach City Limits (N)	Beverly Beach City Limit (N)	Widen to 4-Lanes	150	State	Urbanized	D	2035
		Beverly Beach City Limit (N)	Mariner Drive	Widen to 4-Lanes	150	State	Transitioning	D	2035
		Palm Coast Parkway	Malacompra Road	Widen to 4-Lanes	150	State	Urbanized	D	2035
SR 20/100		Bunnell City Limits (W)	US 1	Widen to 4-Lanes	200	State	Transitioning	D	2025
SR 100	Moody Boulevard	US 1	Bunnell City Limits (E)	Widen to 4-Lanes	200	State	Transitioning	D	2020
US 1		S. Old Dixie Highway	Seminole Woods Boulevard	Widen to 6-Lanes	200	State	Transitioning	D	2030

¹ SR A1A is a constrained roadway facility due to existing policy and physical limitations. All of SR A1A in Flagler County is a Scenic Highway and current policy will preclude widening to 4 lanes.

Source: England-Thims & Miller, Inc.

a. Constrained Roadways

Constrained roadways are those roads that have been determined will not be expanded by the addition of two or more lanes because of physical, environmental, or policy constraints. Physical constraints occur when existing intensive development is located immediately adjacent to roads making any roadway expansion cost prohibitive. Environmental or policy constraints occur when a decision not to expand a road is based on environmental, historical, archaeological, aesthetic or social impact considerations. Constrained roadways in Flagler County include all of SR A1A as a scenic highway and part of State Road 100 within the City limits of Bunnell, which is physically constrained. As a result of the constrained designation, even though some of the segments of these roadways are projected to be deficient, capital projects to widen these segments are not proposed.

b. Recommended Right of Way

Table B-8 lists the minimum recommended right of way widths for each of the roadways on the County Major Road Network that are projected to need widening within the planning horizon. Map B-14 depicts the roadway segments for which additional right of way will be needed in order to add lanes as projected through 2035. In addition to road widening that is projected to be needed by 2035, the County should continue to implement right of way protection policies for roads that may need to be widened beyond 2035.

4. Transportation Demand Management (TDM) Strategies

In addition to physical traffic capacity improvements, traffic operation improvements and transportation demand management are important strategies to address deficiencies in the transportation network. Transportation Demand Management (TDM), also referred to as mobility management, is a general term for strategies that result in more efficient resources and facilities. TDM includes strategies to promote alternatives to the automobile, encourage more efficient use of automobiles and roads, and discourage use of automobiles by making their use more costly or more difficult. Traffic operations management or supply side actions can also help achieve LOS standards. Traffic operations management would include roadway improvements to maximize capacity such as turn lanes, improving traffic signalization and intersection improvements.

5. Proportionate Fair Share Mitigation

Proportionate fair share mitigation allows a development to proceed under certain conditions even though it otherwise fails to meet transportation concurrency, if the developer contributes a fair share of the cost of improving the transportation facility. Proportionate fair share mitigation is also known as a “pay and go” approach to transportation concurrency. As required by law, Flagler County adopted land

development regulations containing a methodology for assessing proportionate fair share mitigation options based on the Florida Department of Transportation's model ordinance. According to Chapter 163.3180(16)(b)1., F.S., a developer may choose to satisfy all transportation concurrency requirements by contributing or paying proportionate fair-share mitigation if transportation facilities or facility segments identified as mitigation for traffic impacts are specifically identified for funding in the 5-year schedule of capital improvements in the capital improvements element of the local plan or the long-term concurrency management system or if such contributions or payments to such facilities or segments are reflected in the 5-year schedule of capital improvements in the next regularly scheduled update of the capital improvements element. Proportionate fair-share mitigation may be directed toward one or more specific transportation improvements reasonably related to the mobility demands created by the development and such improvements may address one or more modes of travel. It is recommended the County allow developer provision of beneficial multimodal improvements to be credited toward proportionate fair share mitigation.

6. Parking Facilities

There are currently no significant public parking facilities or structures in unincorporated Flagler County. Parking facilities are provided by individual land owners and developers to meet the parking standards of the County's land development regulations.

B. Integrated Alternative Modes of Transportation

1. Public Transportation Services

Flagler County is in the process of determining the best course of action for providing future transit service. It is anticipated that the Flagler County Board of County Commissioners will continue to be the designated Community Transportation Coordinator (CTC) that provides all of the County's transportation disadvantaged trips. With respect to new fixed route service, the first phase of the Flagler Countywide Transit Needs Assessment was completed in November 2007. The assessment established there is a potential need for deviated fixed route service in the near future. The methods included identifying origins and destinations, trip generators, transit dependent populations and areas of existing and anticipated population and employment. The Needs Assessment also included an assessment of future land use and its relationship to supporting future transit service. A conceptual fixed route service network was developed. The network included four lines: two serving Palm Coast and Bunnell, connecting Palm Coast Town Center and downtown Bunnell via different north-south alignments, one connecting the Mantanzas Woods area to Palm Coast Town Center, and one connecting downtown Bunnell to Flagler Beach. The phase one Needs Assessment also contained recommendations for how to implement and fund the fixed route system.

The second phase of the Needs Assessment is anticipated to be completed in early 2011 and will refine the recommendations of the first phase to identify the viable locations for fixed route service. After the area of Palm Coast is designated as an urbanized area as a result of the 2010 Census, Flagler County will complete a Transit Development Plan (TDP) in accordance with Rule Chapter 14-73, Florida Administrative Code (FAC). The TDP will be based on the work conducted in 2010 and 2011 and will establish the business plan for the service provider, financial plan and schedule of implementation for specific routes and services. At that time, the TDP recommendations will be considered for consistency with the Comprehensive Plan and relevant elements will be incorporated.

2. Bicycle/Pedestrian/Multi-Use Trail Facilities

Flagler County will continue to work across jurisdictions to plan and implement multimodal facilities in the County. New facilities will be constructed as stand-alone projects, as part of roadway widening and resurfacing projects or as part of a private development. Recognizing there is a need to identify the areas that have the most demand for bicycle and pedestrian travel, the County will develop an integrated County-wide Pedestrian, Bicycle, and Multi-Use Trail Master Plan (Master Plan). The Master Plan will be coordinated with the plans of the incorporated municipalities within Flagler County and will lay out a coordinated and connected system of facilities. The coordination of bicycle facilities and multi-use trails is particularly important in terms of continuity and fit of individual facilities within the system as a whole. The purpose of the Master Plan will be to increase and enhance travel options in the County to allow residents and visitors to access key destinations without using an automobile. The Master Plan will identify areas where new facilities are needed and places where it is important to fill gaps in the existing multimodal transportation network. It will also address barriers to accessing destinations by transit or non-motorized modes and specify ways to improve the overall safety of the transportation system. Additionally, the Master Plan will provide specific recommendations that can be incorporated and referenced in policy documents that guide capital improvements funding and long range transportation decision-making in the County and region. There are various local, state and federal funding options that may be used for different multimodal projects. The County will take advantage of all of these as it continues to enhance the bicycle and pedestrian network.

In advance of the development of the Master Plan, the County has identified the need for bicycle and pedestrian facilities in the County by 2035. These facilities are depicted on Map B-15. This future needs network was developed based on identifying deficiencies within existing areas of the County and anticipating adequate facilities for those areas anticipated to grow within the 2035 planning horizon for the Comprehensive Plan. Within this framework of needs and the needs of municipalities in the County, the Flagler County Board of County Commissioners worked with other local governments within the County to compile, build consensus for and adopted priorities for bicycle and pedestrian facilities eligible for federal and state funding. The following priorities for multimodal facilities were adopted in

September, 2010. These were adopted with other transportation-related enhancements, which are not shown:

1. US 1 Trailhead for Lehigh Rail Trail
2. Old Kings Road North Sidewalk – Mantanzas Woods Parkway to I-95 overpass
3. Seminole Woods Boulevard Pedestrian/Bicycle Path
4. Connector Sidewalks (within the City of Bunnell)
5. Malacompra Oceanfront Park Trails
6. US 1 Trail – Royal Palms to Wellfield Grade
7. John Anderson Highway Multi-use Trail

3. Aviation Facilities

Rule 9J-5.019(3)(d), FAC requires an analysis of the growth trends and travel patterns and interactions between land use and transportation, and the compatibility between the future land use and transportation elements, including land use compatibility around airports. The following sections address the planned improvements as identified in the Flagler County Airport Master Plan.

a. Planned Improvements

Following an evaluation of projected facility requirements, included in the airport master plan are proposed improvements to provide better services to existing and future customers, and specifically to allow the airport to attract larger jets. Five development alternatives were evaluated including a no-build scenario. The alternative recommended is a relocation and extension of runway 11/29. The principal recommendation is to keep the current orientation for runway 11/29 but relocate it 400 feet to the south and ultimately extend the runway to 7,000 feet. The relocation would allow construction of the new runway to take place while the existing runway is still in operation. Relocating to the south would avoid wetland and off-site impacts versus the current location. The relocation will also provide more space to the north for airside facilities. This alternative also preserves most of the existing facilities including tie down spaces.

Within the planning horizon of 2015, the Flagler County Airport is projected to have 142 based aircraft and an annual volume of over 250,000 operations. Itinerant, or non-local, operations at the airport are projected to increase and account for 60% of the total operations. Based on these forecasts, the Flagler County Airport has developed a long range development plan to accommodate the projected growth. Major development items planned during the long range time period include the following:

1. Relocate and extend runway 11/29 and associated taxiways.
2. Construct south entrance road off Belle Terre Parkway
3. Construct 48 T-hangar units
4. Land Acquisition to the east to accommodate runway extensions

The proposed new south entrance from Belle Terre Parkway is also shown on Map B-9. The road would provide several benefits to Flagler County. The Florida Air National Guard plans to lease land from Flagler County just south of the airport boundary for the construction of a new air defense facility. This new road would provide access to this facility. Currently the only access to the Airport is from SR 100. It is important that a new access location be established to facilitate access into the airport as well as provide alternate routes in emergency situations.

Currently 130 acres at the south end of the airport property are planned for industrial development. The new road would provide access to that development. Ultimately, there is consideration for extension of this road east to Seminole Woods Blvd. which would provide a new east-west connection between Belle Terre Parkway and Seminole Woods Blvd.

b. Finance

The Flagler County Airport operates as an enterprise fund. All operations of the airport, including salaries, operating expenses, repairs and major projects are funded by internally generated revenues for sales of fuel, land leases and hangar rentals. The airport does not receive funding from the County's general fund. In addition the revenues obtained from the airport operations, the airport receives grant funding for capital improvements, operational and safety related projects and economic development opportunities from the Florida Department of Transportation (FDOT) and the Federal Aviation Administration (FAA). The runway extensions will allow departing aircraft to carry more fuel, which will result in increased fuel sales at FCA.

c. Existing and Planned Uses in Vicinity of Airport

Map B-16 shows the existing and planned uses in the vicinity of the airport. Most of the land immediately adjacent to the airport boundary is currently vacant. Between the northern boundary of the airport and SR100, there is some limited office, commercial and residential. North of SR 100, the uses include a high school and school administration building, commercial, office, single family and multi family. The Town Center DRI is a planned mixed use development that will include civic, commercial and residential uses. Belle Terre Parkway is west of the airport. There is residential development on the west side of the road and no development on the east side. Seminole Woods Blvd. is located east of the airport. There is no development yet between the airport and this road. However, the Airport Commerce Park is planned for this location. The east side of the road has been developed as office, institutional and residential. On the south side, there is some residential development between Centurion Blvd. and the airport boundary. A new Florida National Guard facility is planned on the County parcel just south of the airport boundary.

d. Future Land Use Proximate to Airport

The future land use for properties near the airport is shown on Map B-17. Between the airport north boundary and SR 100, land uses are Agriculture & Timberlands, Mixed Use High Intensity and Commercial High Intensity. Land uses north of SR 100 consist of Institutional, Mixed Use, DRI Urban Core, and Greenbelt. Between Belle Terre and the Airport, the uses are Mixed Use, Agriculture & Timberland, and Water Bodies. West of Belle Terre, uses are predominantly residential. To the east, between the airport and Seminole Woods Blvd., land uses are mostly Mixed Use. To the south, land uses are Agriculture & Timberlands and Residential.

e. Zoning Proximate to Airport

Map B-18 depicts the zoning of properties in the vicinity of FCA. Between the northern boundary of the airport and SR 100, most of the land is zoned commercial. North of SR 100 properties are zoned commercial, office, public special purpose (PSP). The Town Center DRI is zoned MPD (Mixed Use Planned Development). Land between the airport and Belle Terre Parkway is zoned Agricultural (AG). West of Belle Terre, the zoning is predominantly single family residential. Land east of the airport and west of Seminole Woods Blvd. is zoned commercial and industrial. Properties east of the road are zoned for residential, office and industrial. To the south, land is zoned PUD, Residential/Limited Commercial Use District and residential.

f. Airport Overlay Zones

According to the 2006 Airport Master Plan, the 65 DNL noise exposure contours for the recommended option of extending runway 11/29 is almost completely within the airport boundary. There will be no noise impact to adjacent residential uses, the high school, or other sensitive land uses. There are no incompatible land uses in close proximity to FCA.

The Palm Coast/Flagler County Airport Area Master Plan recommended the establishment of an Airport Approach Hazard Overlay District. The intent was to establish a zoning overlay that would implement use restrictions on lands near the airport. These restrictions would address criteria such as height of structure, lights; reducing hazardous wildlife attractants. As of this date, the proposed overlay district is no longer being considered. However, there is a need to incorporate the adopted master plan into the comprehensive plans for Flagler County, Palm Coast and Bunnell. Map B-19 depicts the existing and planned expansion of airport facilities at FCA.

g. Economic Development Areas

In their Flagler County Airport Area Master Plan, the City of Palm Coast identified three economic development target areas in the vicinity of the airport. An Airport Economic Development Overlay District was formally established by City Ordinance 2009-17. The ordinance sets uses and standards to encourage development of targeted businesses at these locations. Development incentives include increased densities, reduced parking, increased impervious surface ratios and reduced open space requirements. The three areas target uses as follows: industrial and office (EDA #1); compatible mixed use development (EDA #2); and large corporate office development (EDA #3).

C. 2035 Future Transportation Plan

Map B-20, Future Traffic Circulation Map, depicts the County and State-maintained roadway improvements projected to be needed by 2035 as well as new roadways currently proposed by the two DRI's in the City of Palm Coast. The constrained roadway segments of SR A1A and SR 100 identified above are not included on Map B-20.

The Future Traffic Circulation Map shows the widening of Interstate 95 from 6 to 8 lanes from the Volusia County line to Matanzas Woods Parkway, with a new interchange at Matanzas Woods Parkway. An Interchange Justification Report (IJR) is currently being evaluated and a Planning, Development and Environmental (PD&E) study is about to be initiated. The new interchange will improve emergency evacuation and reduce traffic congestion, particularly on Palm Coast Parkway. Interstate 95 is depicted as needing widening from 6 to 8 lanes at its current LOS of C. Even if the LOS was lowered to LOS D, two of these segments are projected to be at LOS E in 2035.

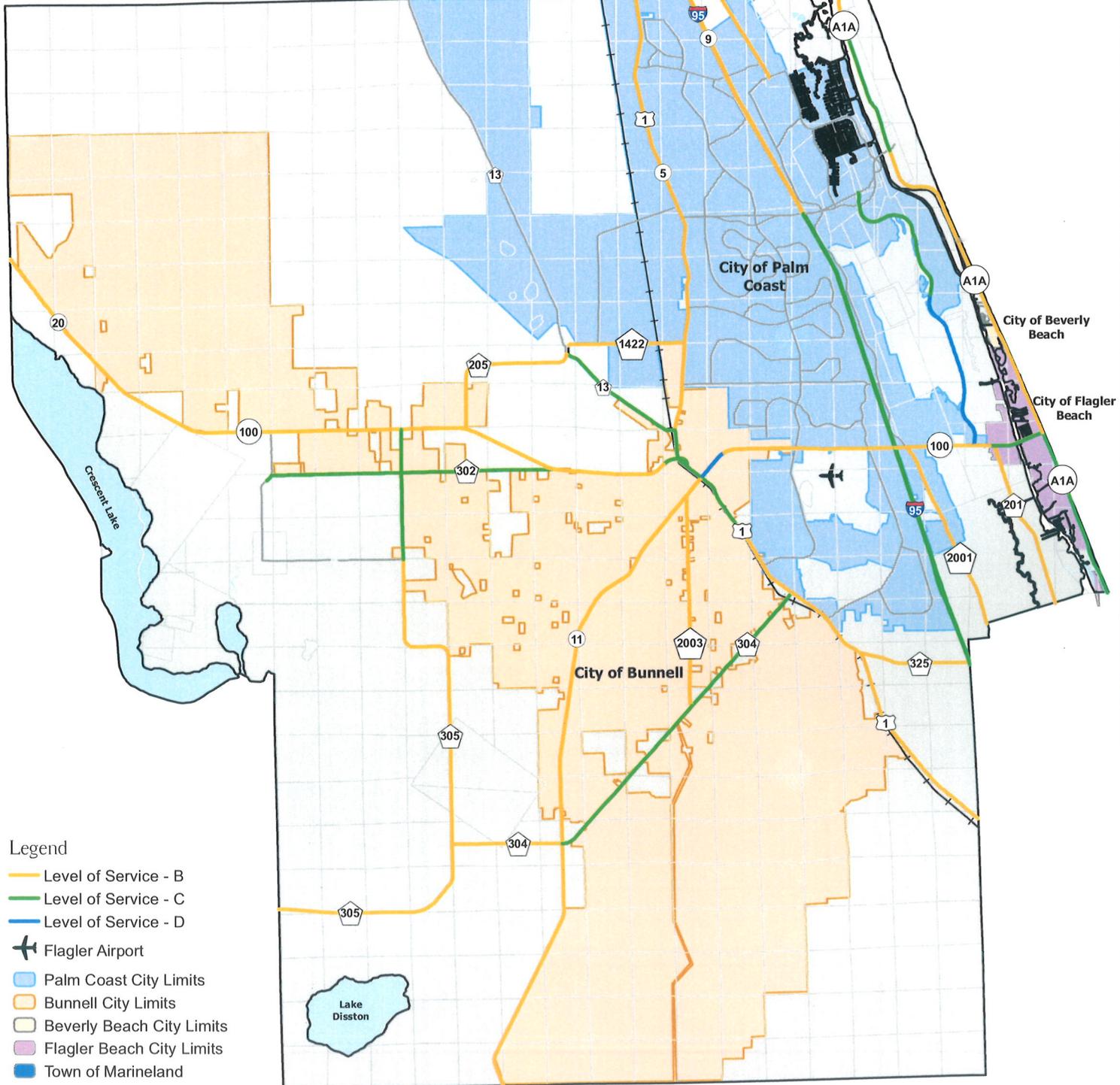
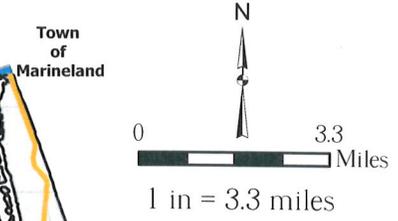
The segment of SR 100 from US 1 to the western limits of Bunnell will also need to be widened from 2 to 4 lanes. This roadway segment currently includes an overpass over US 1 and the railroad, which would be costly to expand. The Neoga Lakes DRI is proposing to contribute funds as mitigation for a transportation needs study of SR 100 and US 1 in Bunnell. The purpose of the study is to identify transportation improvements that can relieve congestion on US 1 and SR 100 in Bunnell. The DRI would then be responsible for contributing additional proportionate share funds toward the planning, design, engineering, permitting and construction of improvements identified in the Bunnell transportation study. This study and the DRI contribution, together with a SR 100/US1 Connector PD&E study currently scheduled for 2011 in the FDOT Five Year Work Program, may result in the identification of an alternative improvement to the SR 100 improvement.

Two County maintained roadway segments are shown on the Future Traffic Circulation Map as needing to be widened from 2 to 4 lanes. The need to widen CR 13 (Espanola Road) is a result of the land uses assigned in the traffic model to the area of Neoga Lakes DRI and Old Brick Township DRI. However, the model did not include the traffic mitigation plans for these DRI's, so it is anticipated that only a portion of CR 13 from the

extension of Hargrove Grade Road to US 1 would need to be widened. The traffic mitigation plan for Neoga Lakes DRI involves either widening to 4-lanes a portion of CR 13 or reconstructing and widening the existing 2 travel lanes from the extension of Hargrove Grade Road to US 1. The second projected LOS failure on a County maintained facility is on CR 201 (John Anderson Highway). This segment is currently designated as a rural area type with the associated level of service standard of LOS C. However, the northern portion of the roadway is currently in an area designated as transitioning by FDOT. It is believed that the whole segment will be designated within a transitioning or urbanized area type following the 2010 Census, which would change the level of service standard from LOS C to LOS D. If this occurs, CR 201 (John Anderson Highway) will operate at an acceptable level of service through 2035.

FUTURE TRANSPORTATION MAP SERIES
MAPS B-11 THROUGH B-20

Map B-11 2015 Peak Hour Level of Service



- Legend**
- Level of Service - B
 - Level of Service - C
 - Level of Service - D
 - Flagler Airport
 - Palm Coast City Limits
 - Bunnell City Limits
 - Beverly Beach City Limits
 - Flagler Beach City Limits
 - Town of Marineland

Sources: Florida Department of Transportation, 2010.
England-Thims & Miller, Inc., 2010

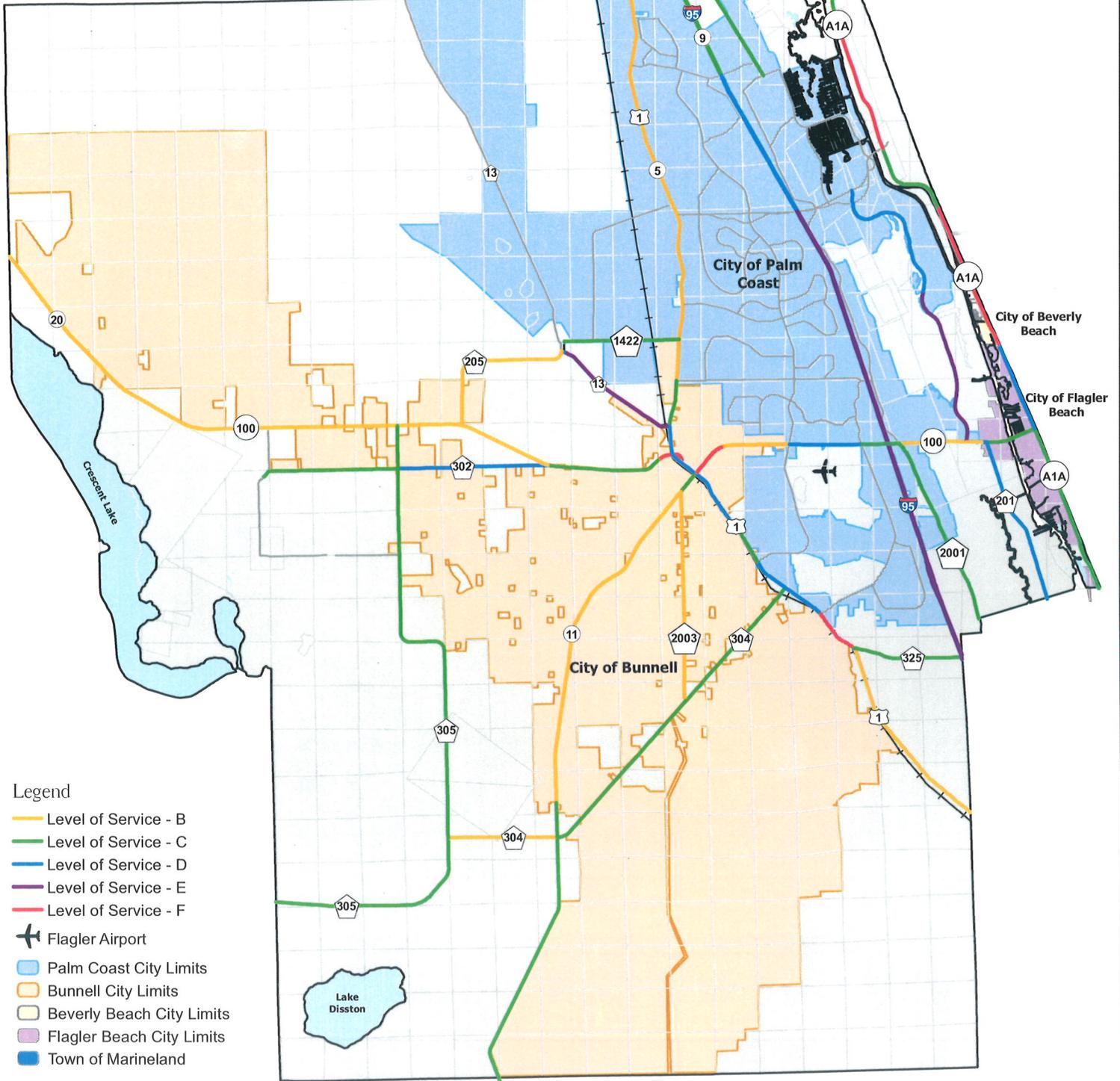
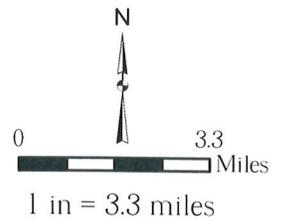


Flagler County Comprehensive Plan 2010-2035 Transportation Element



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Map B-12 2035 Peak Hour Level of Service



Sources: Florida Department of Transportation, 2010.
England-Thims & Miller, Inc., 2010



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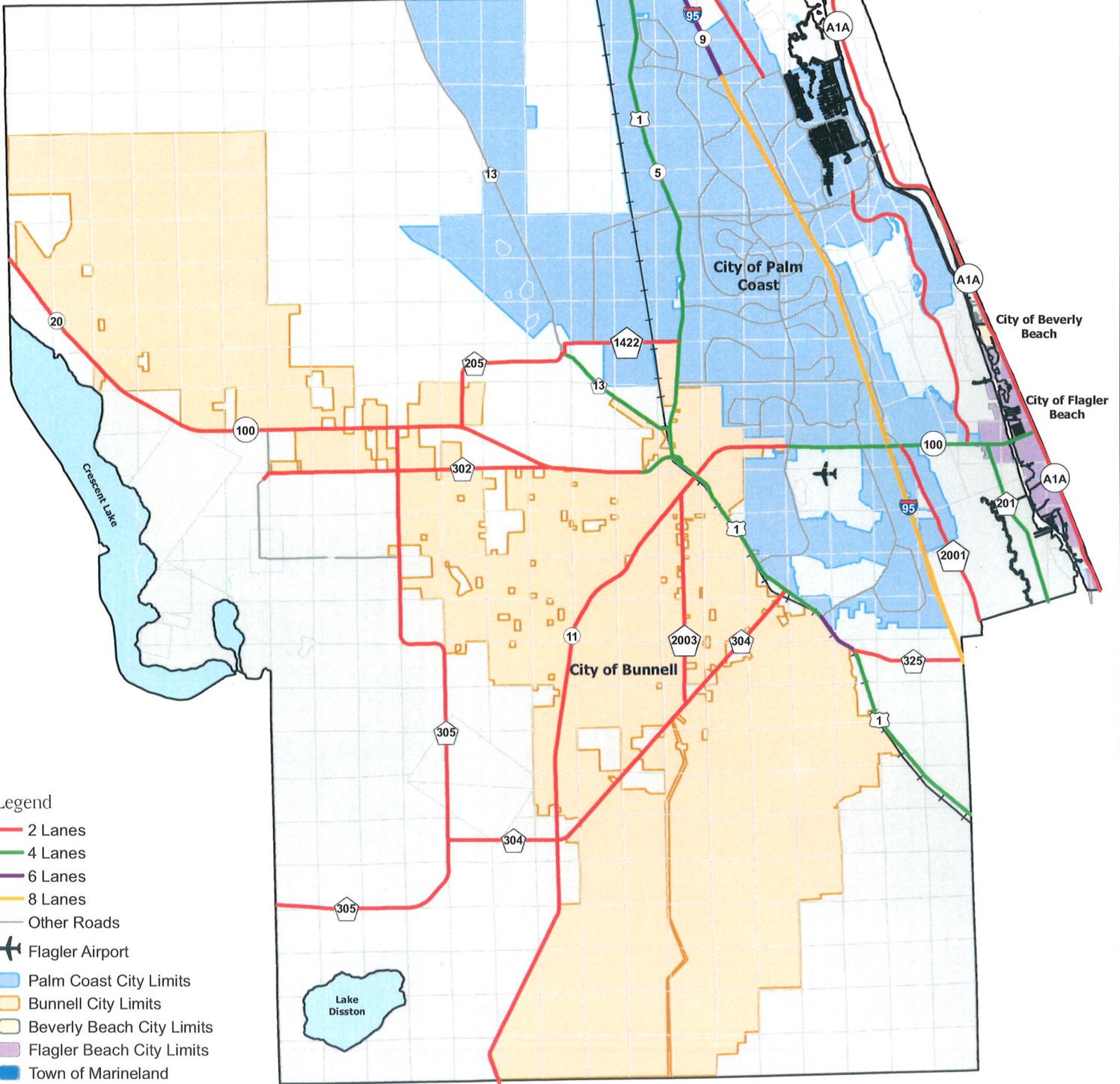
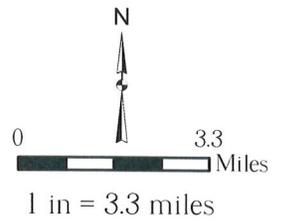
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Flagler County Comprehensive Plan 2010-2035 Transportation Element



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Map B-13 2035 Roadway Number of Lanes



- Legend**
- 2 Lanes
 - 4 Lanes
 - 6 Lanes
 - 8 Lanes
 - Other Roads
 - Flagler Airport
 - Palm Coast City Limits
 - Bunnell City Limits
 - Beverly Beach City Limits
 - Flagler Beach City Limits
 - Town of Marineland

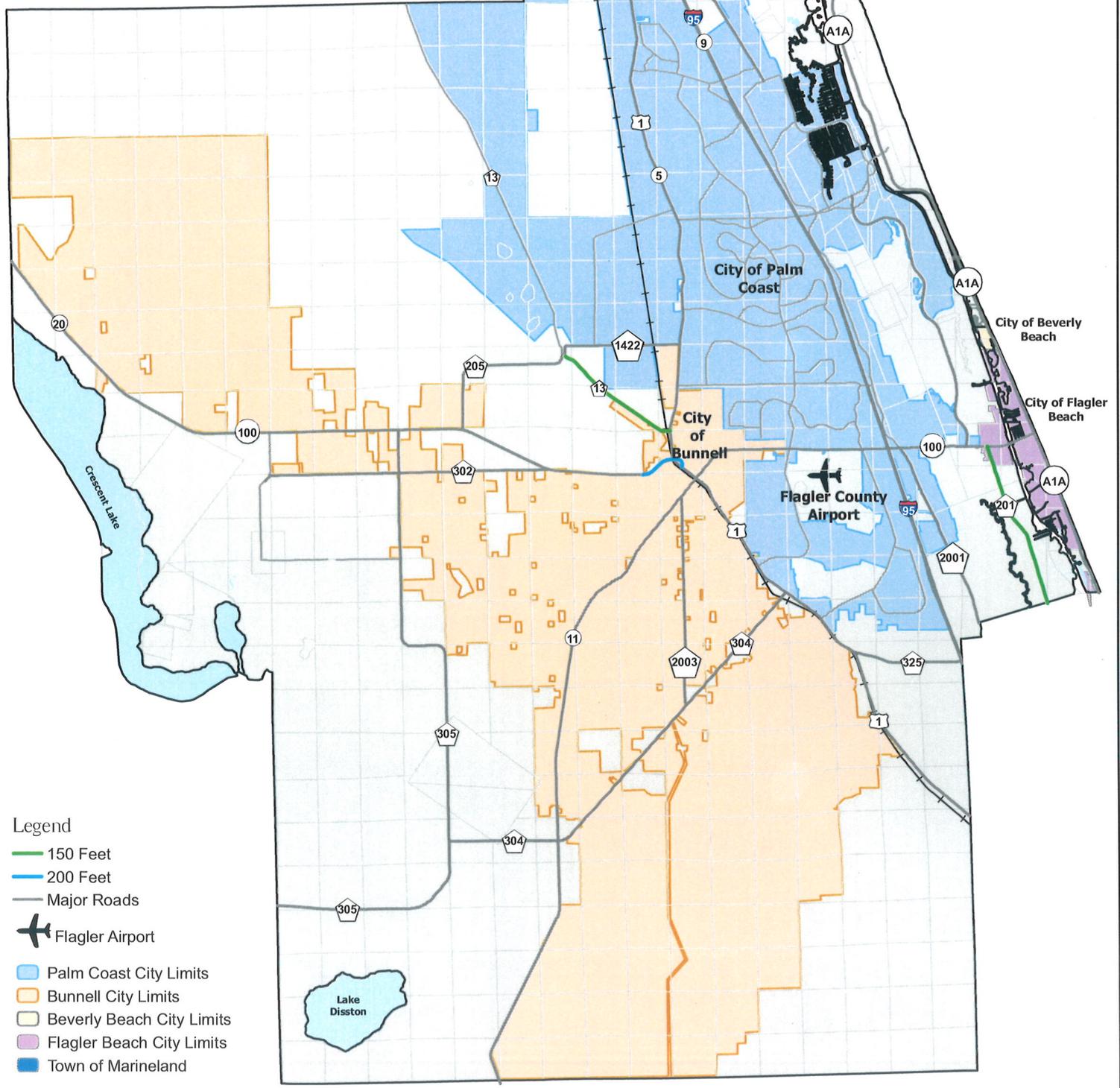
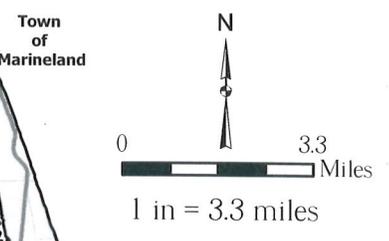


Flagler County Comprehensive Plan 2010-2035 Transportation Element



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Map B-14 2035 Right of Way Needs Map



- Legend**
- 150 Feet
 - 200 Feet
 - Major Roads
 - Flagler Airport
 - Palm Coast City Limits
 - Bunnell City Limits
 - Beverly Beach City Limits
 - Flagler Beach City Limits
 - Town of Marineland



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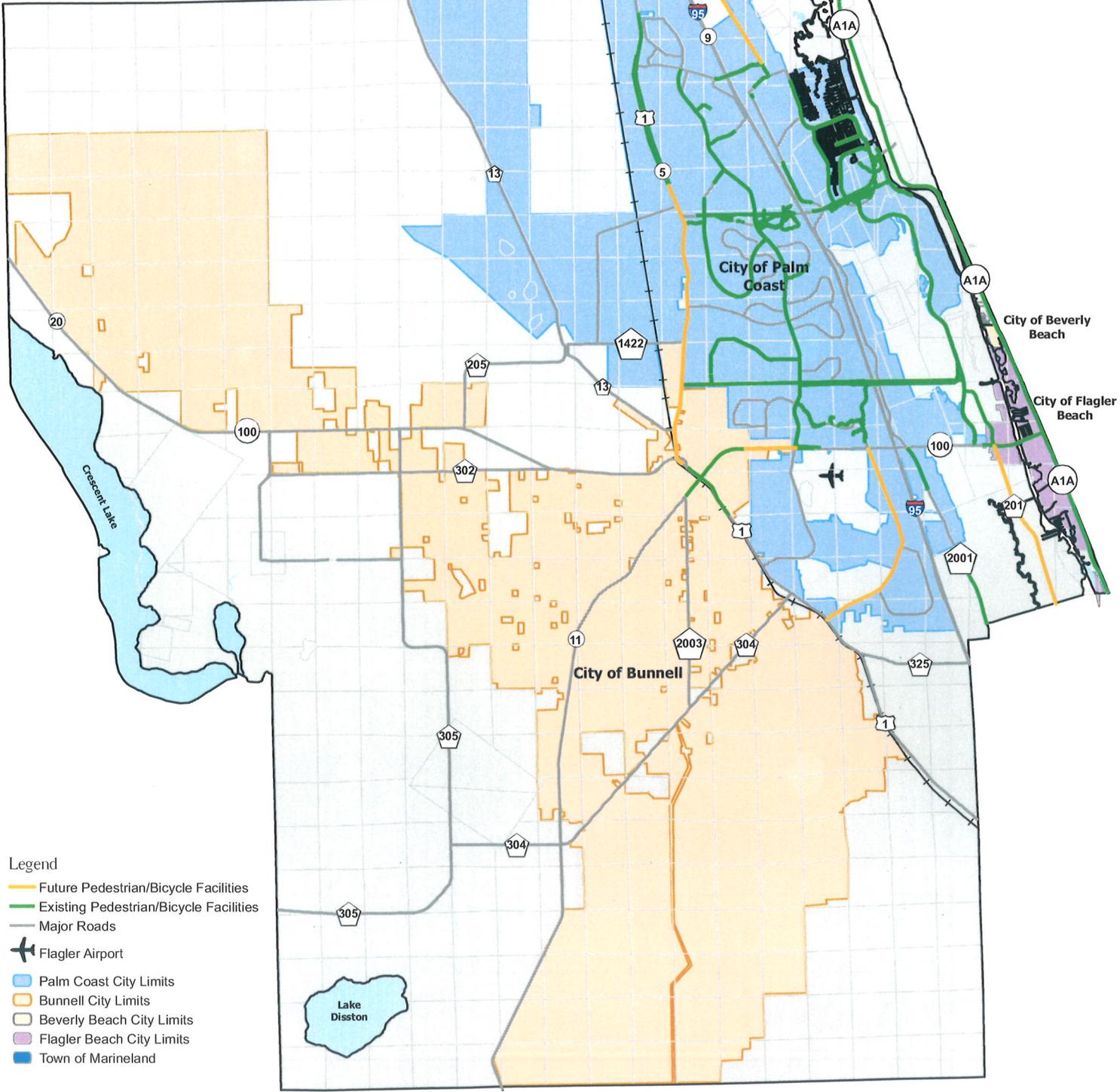
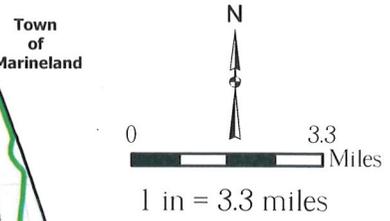
Flagler County Comprehensive Plan 2010-2035 Transportation Element

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Map B-15 2035 Pedestrian/Bicycle Facilities



- Legend**
- Future Pedestrian/Bicycle Facilities
 - Existing Pedestrian/Bicycle Facilities
 - Major Roads
 - Flagler Airport
 - Palm Coast City Limits
 - Bunnell City Limits
 - Beverly Beach City Limits
 - Flagler Beach City Limits
 - Town of Marineland

Sources: City of Palm Coast 2035 Comprehensive Plan
England-Thims & Miller, Inc., 2010

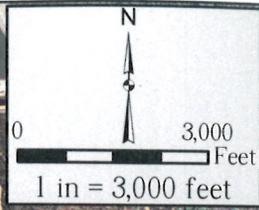


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THESE PLANS AND INFORMATION ARE PRELIMINARY AND SUBJECT TO CHANGE WITHOUT NOTICE. THE CONSULTING ENGINEER, ENGINEER-IN-CHARGE, ARCHITECT, AND SURVEYOR SHALL BE RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION PROVIDED HEREIN. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES AND AGENCIES OF GOVERNMENT. THE CONSULTING ENGINEER, ENGINEER-IN-CHARGE, ARCHITECT, AND SURVEYOR SHALL NOT BE RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION PROVIDED BY OTHER SOURCES.

Map B-16 Uses in Vicinity of Airport



- Legend**
- Flagler Airport Boundary
 - Proposed National Guard Site
 - Surrounding Uses



**RENAISSANCE
PLANNING
GROUP**



England-Thimby & Miller, Inc.
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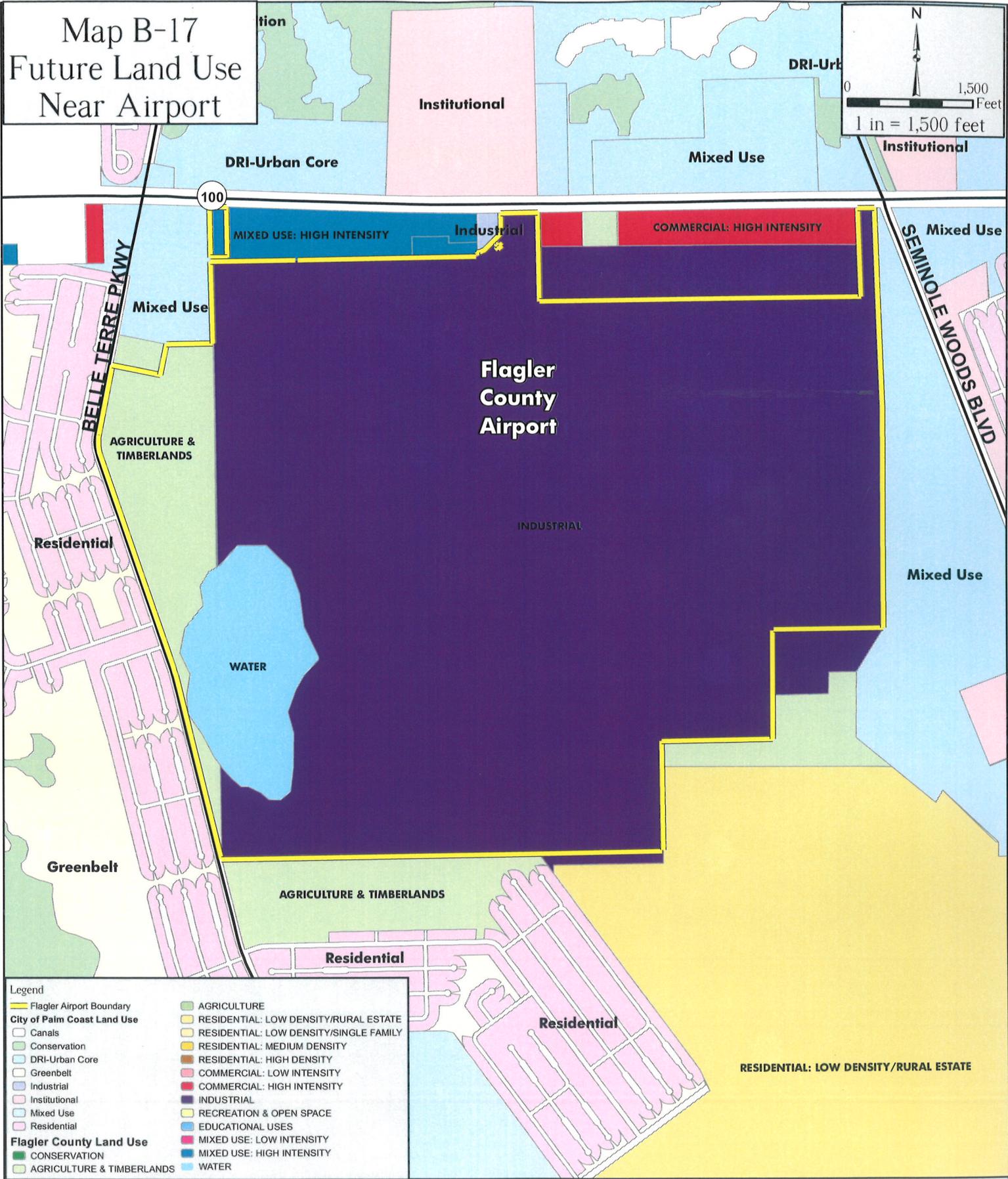
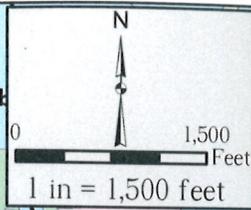
Flagler County Comprehensive Plan 2010-2035 Transportation Element



**FLAGLER
COUNTY
FLORIDA**

FLAGLER COUNTY COMPREHENSIVE PLAN 2010-2035 TRANSPORTATION ELEMENT. THIS MAP IS A PRODUCT OF THE COUNTY'S COMPREHENSIVE PLAN PROCESS AND IS NOT A LEGAL INSTRUMENT. THE COUNTY DOES NOT WARRANT THE ACCURACY OF THIS MAP OR ANY INFORMATION DERIVED FROM THIS MAP. THE COUNTY DOES NOT WARRANT THE ACCURACY OF THIS MAP OR ANY INFORMATION DERIVED FROM THIS MAP. THE COUNTY DOES NOT WARRANT THE ACCURACY OF THIS MAP OR ANY INFORMATION DERIVED FROM THIS MAP.

Map B-17 Future Land Use Near Airport



- Legend**
- Flagler Airport Boundary
 - City of Palm Coast Land Use**
 - Canals
 - Conservation
 - DRI-Urban Core
 - Greenbelt
 - Industrial
 - Institutional
 - Mixed Use
 - Residential
 - Flagler County Land Use**
 - CONSERVATION
 - AGRICULTURE & TIMBERLANDS
 - AGRICULTURE
 - RESIDENTIAL: LOW DENSITY/RURAL ESTATE
 - RESIDENTIAL: LOW DENSITY/SINGLE FAMILY
 - RESIDENTIAL: MEDIUM DENSITY
 - RESIDENTIAL: HIGH DENSITY
 - COMMERCIAL: LOW INTENSITY
 - COMMERCIAL: HIGH INTENSITY
 - INDUSTRIAL
 - RECREATION & OPEN SPACE
 - EDUCATIONAL USES
 - MIXED USE: LOW INTENSITY
 - MIXED USE: HIGH INTENSITY
 - WATER



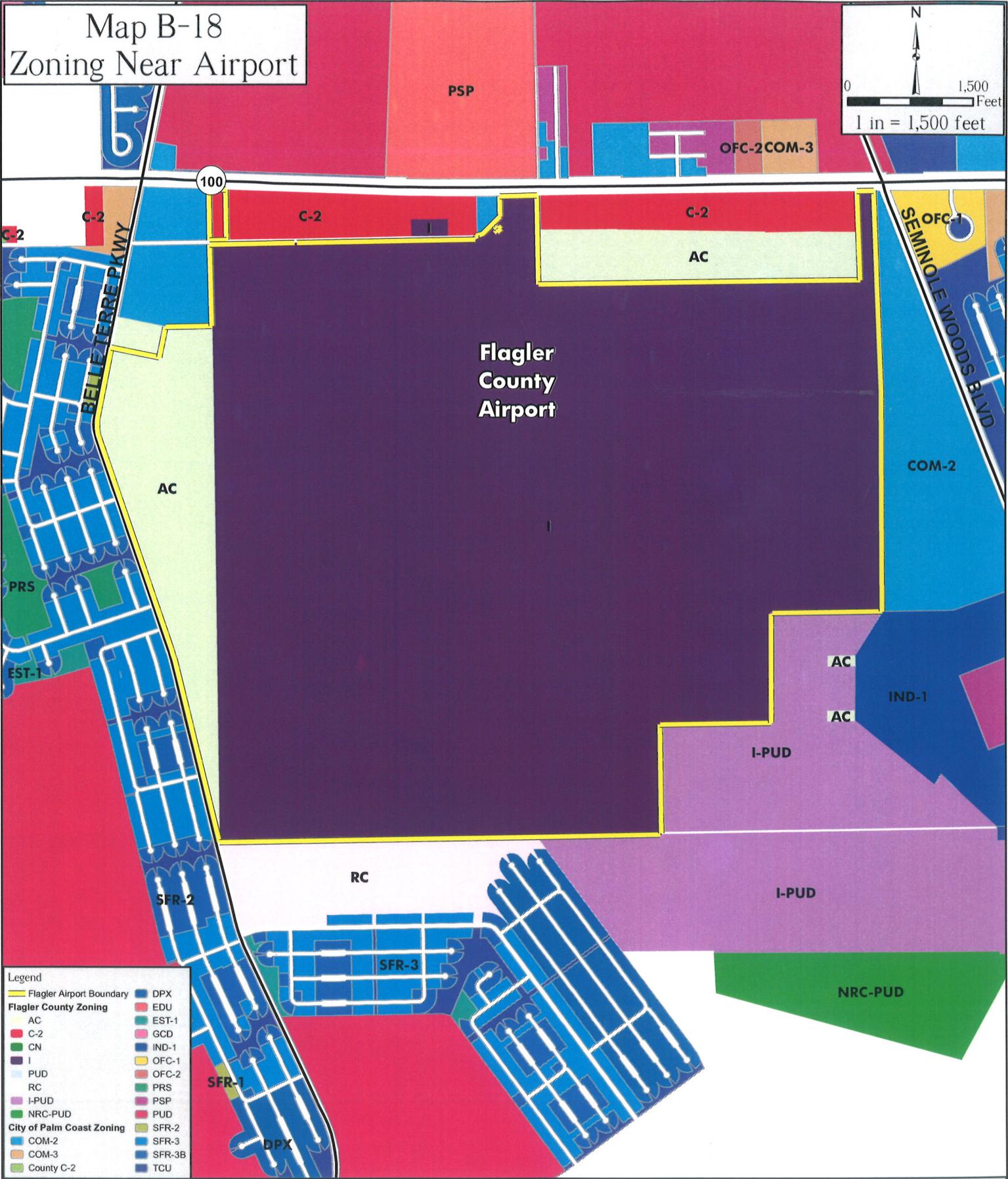
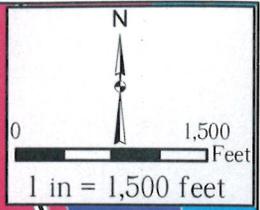
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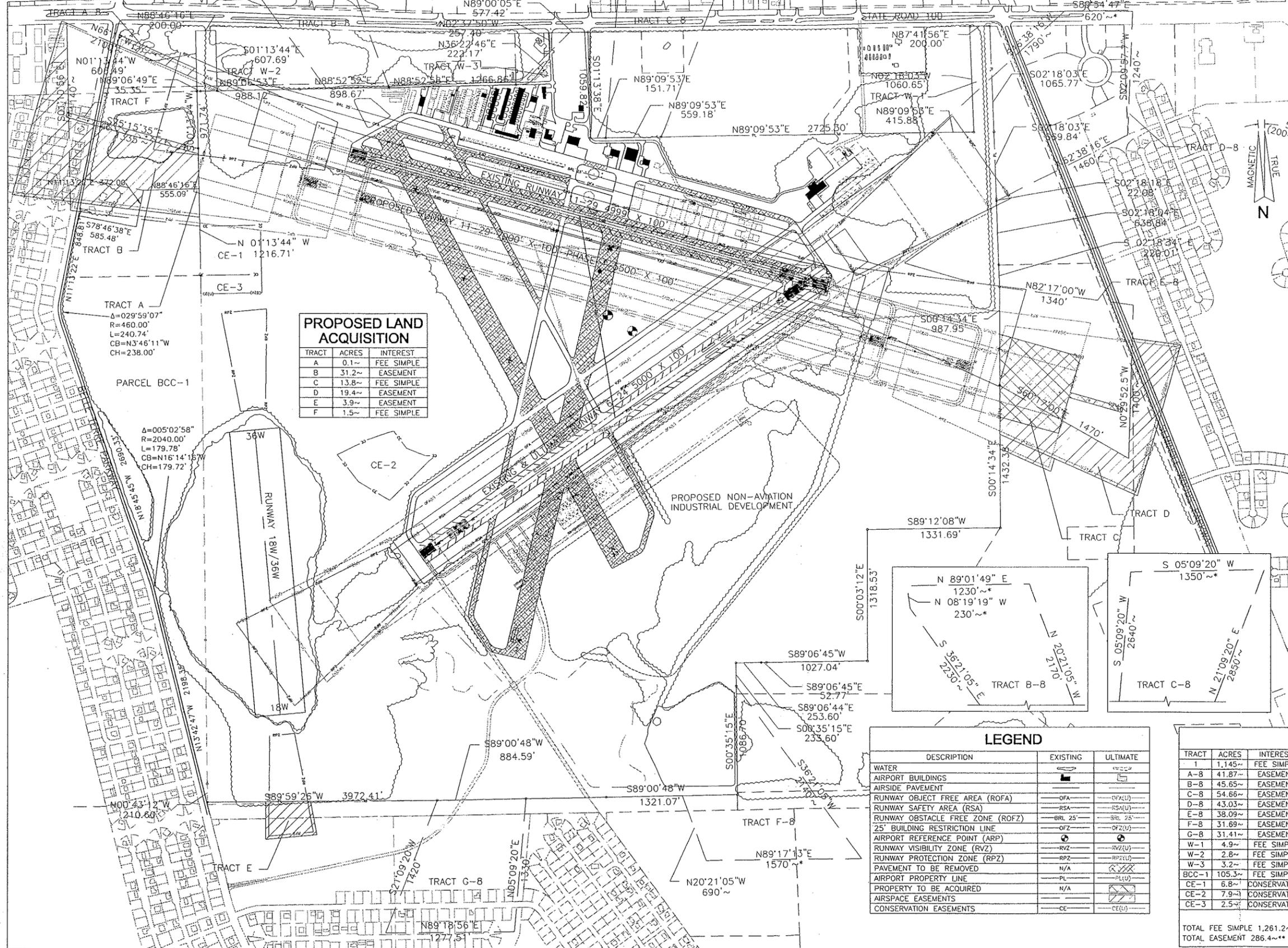


FLAGLER COUNTY
FLORIDA

Map B-18 Zoning Near Airport



- Legend**
- Flagler Airport Boundary
 - Flagler County Zoning**
 - AC
 - C-2
 - CN
 - I
 - PUD
 - RC
 - I-PUD
 - NRC-PUD
 - City of Palm Coast Zoning**
 - COM-2
 - COM-3
 - County C-2
 - DPX
 - EDU
 - EST-1
 - GCD
 - IND-1
 - OFC-1
 - OFC-2
 - PRS
 - PSP
 - PUD
 - SFR-2
 - SFR-3
 - SFR-3B
 - TCU



- ### NOTES
- EASEMENT RIGHTS:
 - THE CONTINUING RIGHT TO CLEAR, CUT REMOVE AND TAKE TITLE TO ANY AND ALL TIMBER, STUMPS, BRUSH, BUILDINGS AND OTHER AERIAL OBSTRUCTIONS, NATURAL OR ARTIFICIAL, EXTENDING INTO OR ABOVE THE GROUND LEVEL, LOCATED IN THOSE PORTIONS OF THE LANDS WHICH LIE WITHIN 1,000 FEET FROM THE OUTER END OF THE NOW EXISTING RUNWAYS CONSTRUCTED ON THE ADJACENT BUNNELL AUXILIARY AIRFIELD.
 - THE CONTINUING RIGHT TO CLEAR, CUT REMOVE AND TAKE TITLE TO ANY AND ALL TIMBER, STUMPS, BRUSH, BUILDINGS AND OTHER AERIAL OBSTRUCTIONS EXTENDING INTO OR ABOVE A GUIDE ANGLE PLANE OF 1 ON 40 (ONE FEET VERTICALLY FOR EVERY FORTY FEET HORIZONTALLY) LOCATED IN THOSE PORTIONS OF THE LANDS WHICH LIE BEYOND 1,000 FEET FROM THE OUTER END OF THE NOW EXISTING RUNWAYS CONSTRUCTED ON THE ADJACENT BUNNELL AUXILIARY AIRFIELD. THE PROJECTION OF SAID GUIDE ANGLE PLANE HAS A POINT OF BEGINNING STARTING AT THE OUTER END OF SAID RUNWAYS, THUS CREATING AN INITIAL PERMISSIVE HEIGHT OF 25 FEET FOR OBSTRUCTIONS AT A POINT 1,000 FEET DISTANT FROM THE OUTER END OF EACH RUNWAY.
 - SOURCE: UNITED STATES OF AMERICA VS. 286.4 ACRES OF LAND MORE OR LESS IN FLAGLER COUNTY, FLORIDA, G.F.C. ALLEN, ET AL NO. 799-J-CIVIL, NOV. 21, 1946.
 - EASEMENT LEGAL DESCRIPTIONS FROM DRAWING #319.417 RELATING TO CIVIL CASE NO. 799-J-CIVIL.
 - BOUNDARY INFORMATION SOURCE, ITT COMMUNITY CORP. MAP PREPARED BY PHILLIPS, WINE AND PHILLIPS, INC. SURVEYORS, CONSULTING ENGINEERS, DATED NOV. 29, 1972
 - SOURCE: DEPARTMENT OF COMMERCE, CIVIL AERONAUTICS ADMINISTRATION ITT COMMUNITY DEVELOPMENT
 - * NO METES INFORMATION GIVEN IN LEGAL DOCUMENTS ONLY DISTANCES NOTED.

PROPOSED LAND ACQUISITION

TRACT	ACRES	INTEREST
A	0.1~	FEE SIMPLE
B	31.2~	EASEMENT
C	13.8~	FEE SIMPLE
D	19.4~	EASEMENT
E	3.9~	EASEMENT
F	1.5~	FEE SIMPLE

LEGAL DESCRIPTION

A PARCEL OF LAND LYING AND BEING SITUATED IN FLAGLER COUNTY, FLORIDA, BEING PORTIONS OF SECTIONS 7, 8, 17 AND 18, TOWNSHIP 12 SOUTH, RANGE 31 EAST, TALLAHASSEE MERIDIAN, FLORIDA, CONTAINING 1145 ACRES, MORE OR LESS, AND BEING PARTICULARLY DESCRIBED AS FOLLOWS:

THE EAST HALF (E 1/2) OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION 7, TOWNSHIP 12 SOUTH, RANGE 31 EAST, SOUTH OF THE SOUTHERLY RIGHT-OF-WAY LINE OF FLORIDA STATE ROAD 72.

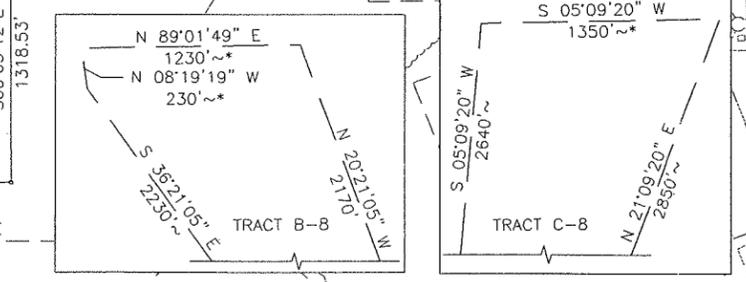
THE SOUTHEAST QUARTER (SE 1/4) OF SECTION 7, TOWNSHIP 12 SOUTH, RANGE 31 EAST, SOUTH OF THE SOUTHERLY RIGHT-OF-WAY LINE OF FLORIDA STATE ROAD 72.

THE SOUTH HALF (S 1/2) OF THE SOUTHWEST QUARTER (SW 1/4) AND THE SOUTHWEST QUARTER (SW 1/4) OF THE SOUTHEAST QUARTER (SE 1/4) OF SECTION 8, TOWNSHIP 12 SOUTH, RANGE 31 EAST.

THE WEST HALF (W 1/2) OF THE NORTHEAST QUARTER (NE 1/4); ALL OF THE NORTHWEST QUARTER (NW 1/4); THE NORTH HALF (N 1/2) OF THE SOUTHWEST QUARTER (SW 1/4) AND THE SOUTHWEST QUARTER (SW 1/4) OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION 17, TOWNSHIP 12 SOUTH, RANGE 31 EAST.

ALL OF THE NORTHEAST QUARTER (NE 1/4); THE EAST HALF (E 1/2) OF THE NORTHWEST QUARTER (NW 1/4); AND ALL OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 31 EAST.

AS DELINEATED ON THAT CERTAIN MAP ENTITLED "U.S. NAVAL AIR STATION, JACKSONVILLE, FLORIDA, MAP OF LANDS TO BE ACQUIRED FOR BULOW FIELD, FLAGLER COUNTY, FLORIDA", NAS DRAWING NO. 53-1-1 APPROVED MARCH 9, 1942.



LEGEND

DESCRIPTION	EXISTING	ULTIMATE
WATER		
AIRPORT BUILDINGS		
AIRSIDE PAVEMENT		
RUNWAY OBJECT FREE AREA (ROFA)		
RUNWAY SAFETY AREA (RSA)		
RUNWAY OBSTACLE FREE ZONE (ROFZ)		
25' BUILDING RESTRICTION LINE		
AIRPORT REFERENCE POINT (ARP)		
RUNWAY VISIBILITY ZONE (RVZ)		
RUNWAY PROTECTION ZONE (RPZ)		
PAVEMENT TO BE REMOVED		
AIRPORT PROPERTY LINE		
PROPERTY TO BE ACQUIRED		
AIRSPACE EASEMENTS		
CONSERVATION EASEMENTS		

PROPERTY DATA

TRACT	ACRES	INTEREST	ACQUIRED FROM/GRANTED TO	DATE	FED. GRANT #
1	1.145~	FEE SIMPLE	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
A-8	41.87~	EASEMENT	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
B-8	45.65~	EASEMENT	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
C-8	54.66~	EASEMENT	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
D-8	43.03~	EASEMENT	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
E-8	38.09~	EASEMENT	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
F-8	31.89~	EASEMENT	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
G-8	31.41~	EASEMENT	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
W-1	4.9~	FEE SIMPLE	WADSWORTH LAND CO.	OCT. 7, 1970	N/A
W-2	2.8~	FEE SIMPLE	WADSWORTH LAND CO.	OCT. 7, 1970	N/A
W-3	3.2~	FEE SIMPLE	WADSWORTH LAND CO.	OCT. 7, 1970	N/A
BCC-1	105.3~	FEE SIMPLE	FCBCC	JAN 22, 2008	N/A
CE-1	6.8~	CONSERVATION	SJWMD	JUL 22, 2003	N/A
CE-2	7.9~	CONSERVATION	SJWMD	MAY 13, 2005	N/A
CE-3	2.5~	CONSERVATION	SJWMD	JUL 17, 2006	N/A

TOTAL FEE SIMPLE 1,261.2~**
TOTAL EASEMENT 286.4~**

** QUIT CLAIM DEED BETWEEN THE UNITED STATES OF AMERICA AND THE COUNTY OF FLAGLER, APRIL 21, 1947, BOOK 28, PAGE 35, A.3.

REVISIONS:

REV. NO.	DATE	DESCRIPTION OF REVISION
1	3/14/08	ADDED PARCEL BCC-1

0 500 1000 1500 2000

DESIGNED BY **DACKGAL** DATE **AUG 06**
 DRAWN BY **DACKKCL** DATE **AUG 06**
 CHECKED BY **MSSGAL** DATE **AUG 06**

FLAGLER COUNTY, FLORIDA

PLANS PREPARED BY

Wilbur Smith Associates

PLANS PREPARED FOR

FLAGLER COUNTY AIRPORT
PALM COAST, FLORIDA

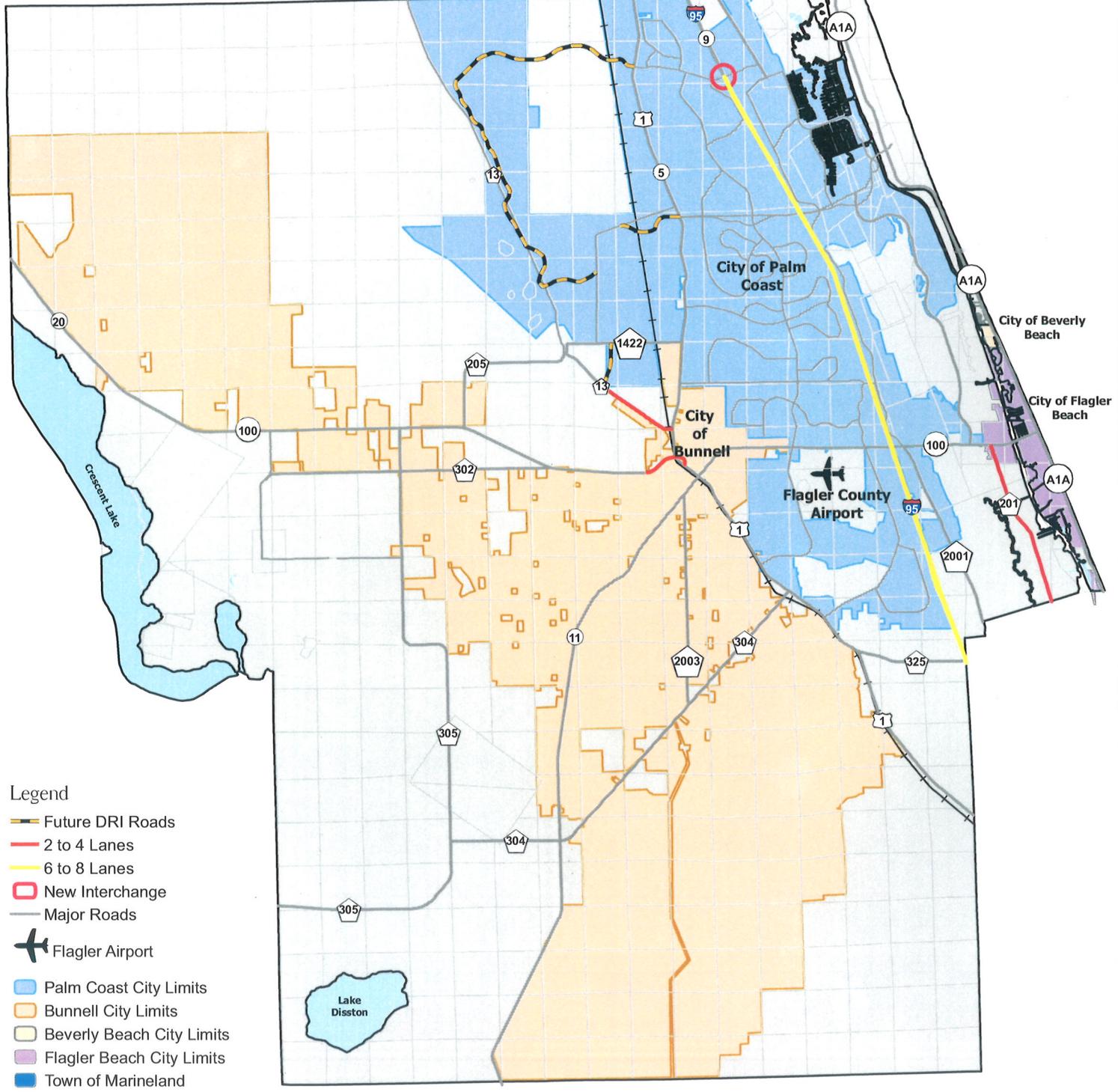
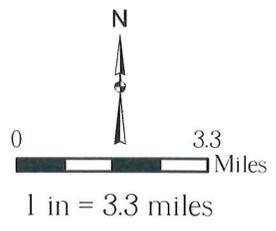
PROJECT NO. (CLIENT) PROJECT NO. (WSA)
387360

AIRPORT PROPERTY MAP

FINAL NO. 11

Map B-20 Future Traffic Circulation Map

Town of Marineland



- Legend
- Future DRI Roads
 - 2 to 4 Lanes
 - 6 to 8 Lanes
 - New Interchange
 - Major Roads
 - Flagler Airport
 - Palm Coast City Limits
 - Bunnell City Limits
 - Beverly Beach City Limits
 - Flagler Beach City Limits
 - Town of Marineland



Flagler County Comprehensive Plan 2010-2035 Transportation Element



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