

# SR A1A Long Term Improvements Feasibility Study South of S. 28<sup>th</sup> Street to South of Osprey Drive

FLAGLER COUNTY    FPID: 440557-1-22-01



## Welcome

### Public Information Meeting

2:30 pm till 6:30 pm    December 15, 2016

# Title VI and Title VIII



- Title VI, Civil Rights Act of 1964
- Title VIII, Civil Rights Act of 1968  
(as amended)

without regard to...

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Race

Sex

Color

Religion

National origin

Disability

Age

Family status

## District Five

Florida Department of Transportation  
District 5 Title VI Coordinator  
Jennifer Smith  
719 S. Woodland Boulevard  
MS 3-506  
DeLand, FL 32720  
(386) 943-5367  
[Jennifer.smith2@dot.state.fl.us](mailto:Jennifer.smith2@dot.state.fl.us)

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## Tallahassee Office

Florida Department of Transportation  
Statewide Title VI Coordinator  
Jacqueline Paramore  
Equal Opportunity Office  
605 Suwanee Street, MS 65  
Tallahassee, FL 32399-0450  
(850) 414-4753  
[Jacqueline.paramore@dot.state.fl.us](mailto:Jacqueline.paramore@dot.state.fl.us)



# Purpose of the Study



# Purpose of the Study



- Components
  - Engineering requirements
  - Natural, human, and built environments
  - Costs
  - Public and agency input
- Provides a basis for future phases
- Purpose is to identify long term permanent solutions to protect future damage and erosion to SR A1A





# Purpose of this Meeting



- Present the wide range of improvement options under consideration
- Get your input on the improvement options



# Project Limits





# Identification of the Problem



- SR A1A has been damaged by storms events
  - Most recently with Hurricane Matthew
- Impacts
  - Millions of dollars for repairs and maintenance
  - Tourism and commerce
  - Quality of life
- Coordination with other agencies
  - Florida Department of Transportation
  - Federal Highway Administration
  - Florida Department of Environmental Protection
  - US Fish and Wildlife Service
  - Florida Fish and Wildlife Conservation Commission
  - National Marine Fisheries Service
  - US Army Corps of Engineers
  - Flagler County, City of Flagler Beach, and the Town of Beverly Beach



# Identification of the Problem



- SR A1A has been damaged by storms events
  - Most recently with Hurricane Matthew
- Impacts
  - Millions of dollars for repairs and maintenance
  - Tourism and commerce
  - Quality of life
- Coordination with other agencies
  - Future needs
  - Environmental sensitivity
  - Community feedback
  - Costs
  - Engineering





# Status of Temporary Construction



- SR A1A was damaged by Hurricane Matthew on October 7, 2016 causing sections to be closed
- FDOT repaired the road and dunes so that SR A1A could be re-opened to traffic on November 7, 2016
- The new construction is considered a temporary emergency repair
- Additional areas of erosion have been identified and additional temporary repairs will be made in the near future



# Previously Completed Studies





# Interests of Government Stakeholders



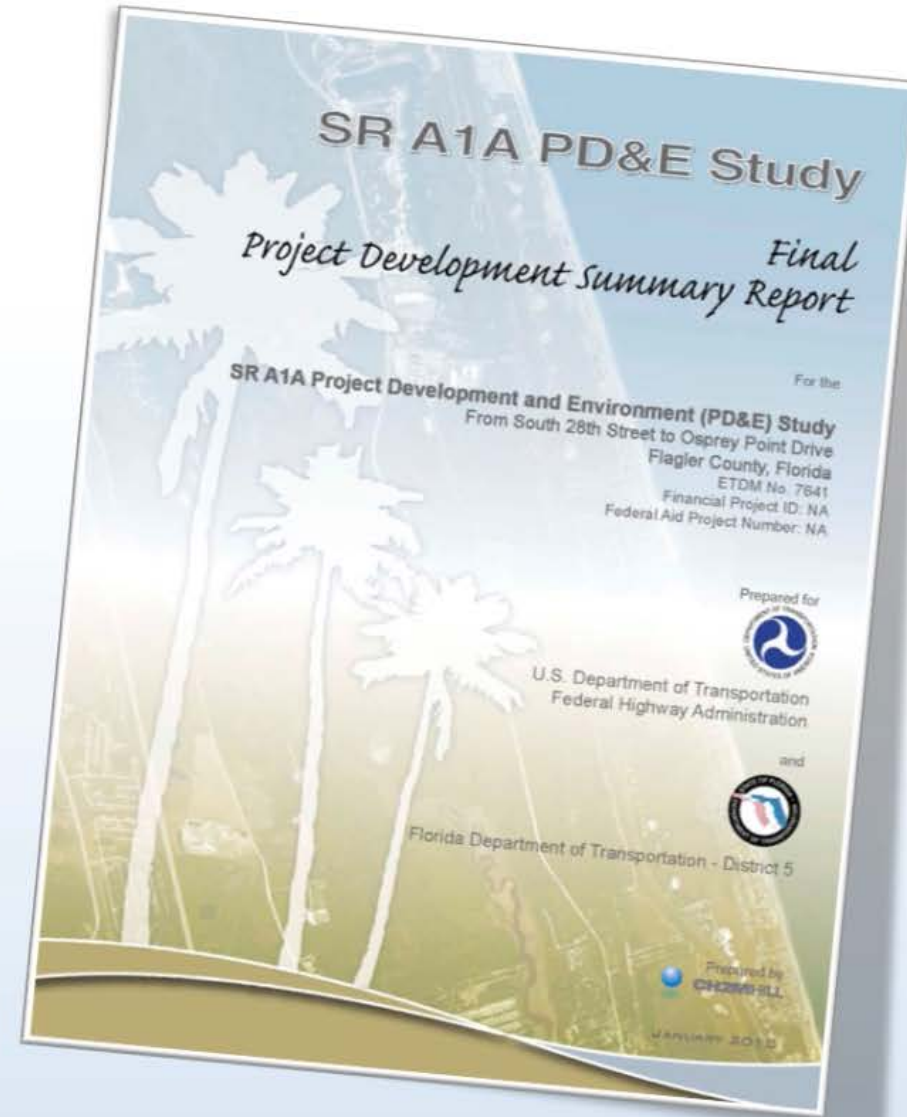
- Environmental agencies
  - Beach and dunes
  - Sea turtle nesting habitat
- Local governments
  - Residents and businesses
  - Maintain viable tourism
  - Safety
  - Parking
- FDOT
  - Protect and maintain SR A1A



# FDOT PD&E Study



- Approved in 2011
- Resulting improvements
  - Two interim
  - One long term
- Interim improvements
  - Revetment using coquina rock
  - Revetment using granite rock
- Long term improvement
  - Retaining wall with sand covering
  - Adding natural vegetation

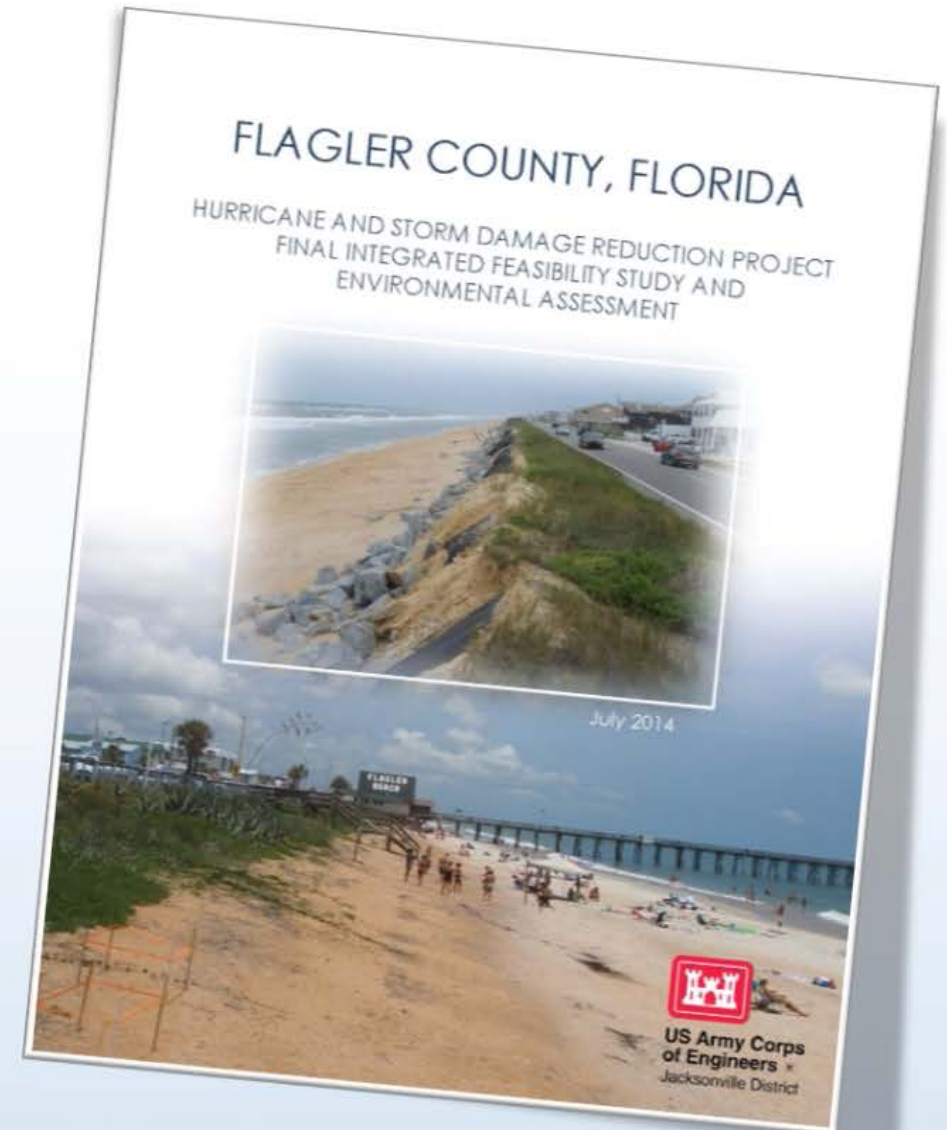




# US Army Corps of Engineers Study



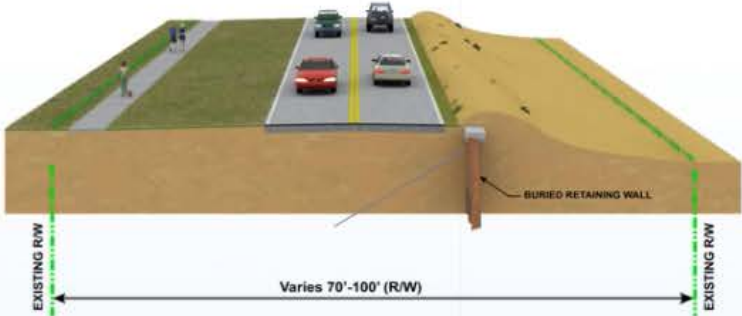
- Conducted in 2014
- Included
  - Engineering
  - Environmental
  - Economic
- Goal to protect Flagler Beach and infrastructure
- Recommended option
  - Rebuilding the dune
  - Beach re-nourishment every 11 years
  - 50-year life cycle cost of \$42 million
- Does not protect SR A1A from major storm damage



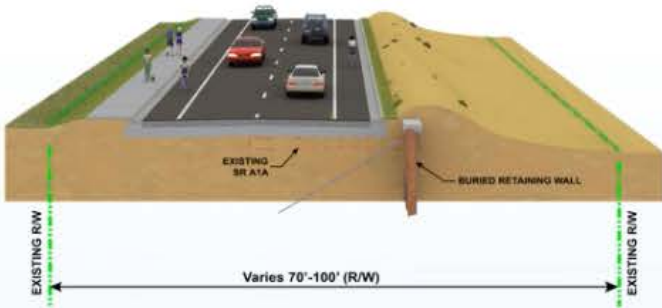
# Roadway Improvement Options



**OPTION 1**  
Utilize Existing SR A1A  
and Construct Buried Retaining Wall



**OPTION 2**  
Reconstruct SR A1A to the West within the Existing Right of Way  
and Construct Buried Retaining Wall



**OPTION 3**  
Relocate SR A1A to Central Avenue



**OPTION 4**  
One-Way Pair with SR A1A and Central Avenue  
and Construct Buried Retaining Wall



CENTRAL AVE. (SOUTHBOUND)



SR A1A (NORTHBOUND)

**OPTION 5**  
One-Way Pair with Central Avenue and Daytona Avenue



DAYTONA AVE. (SOUTHBOUND)



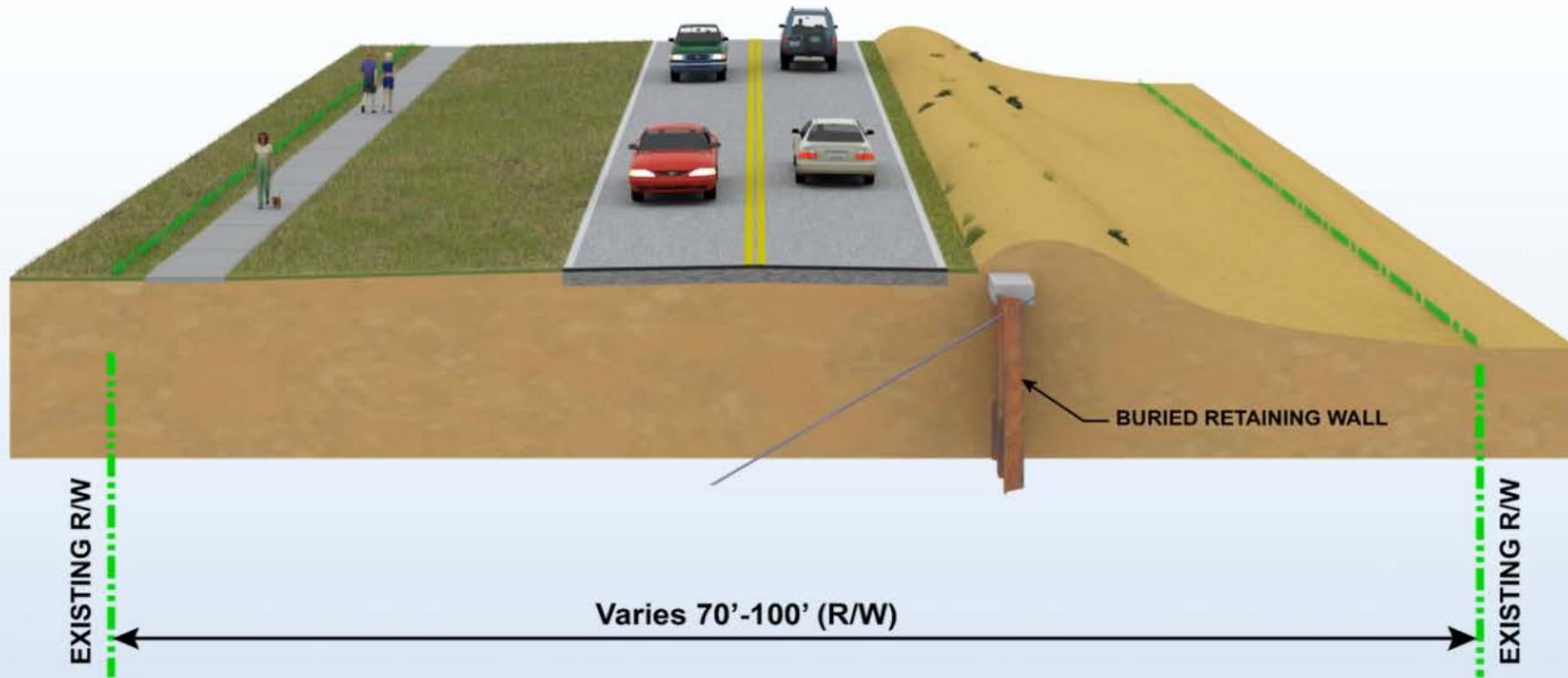
CENTRAL AVE. (NORTHBOUND)



# Roadway Improvement Options



## **OPTION 1** **Utilize Existing SR A1A** **and Construct Buried Retaining Wall**

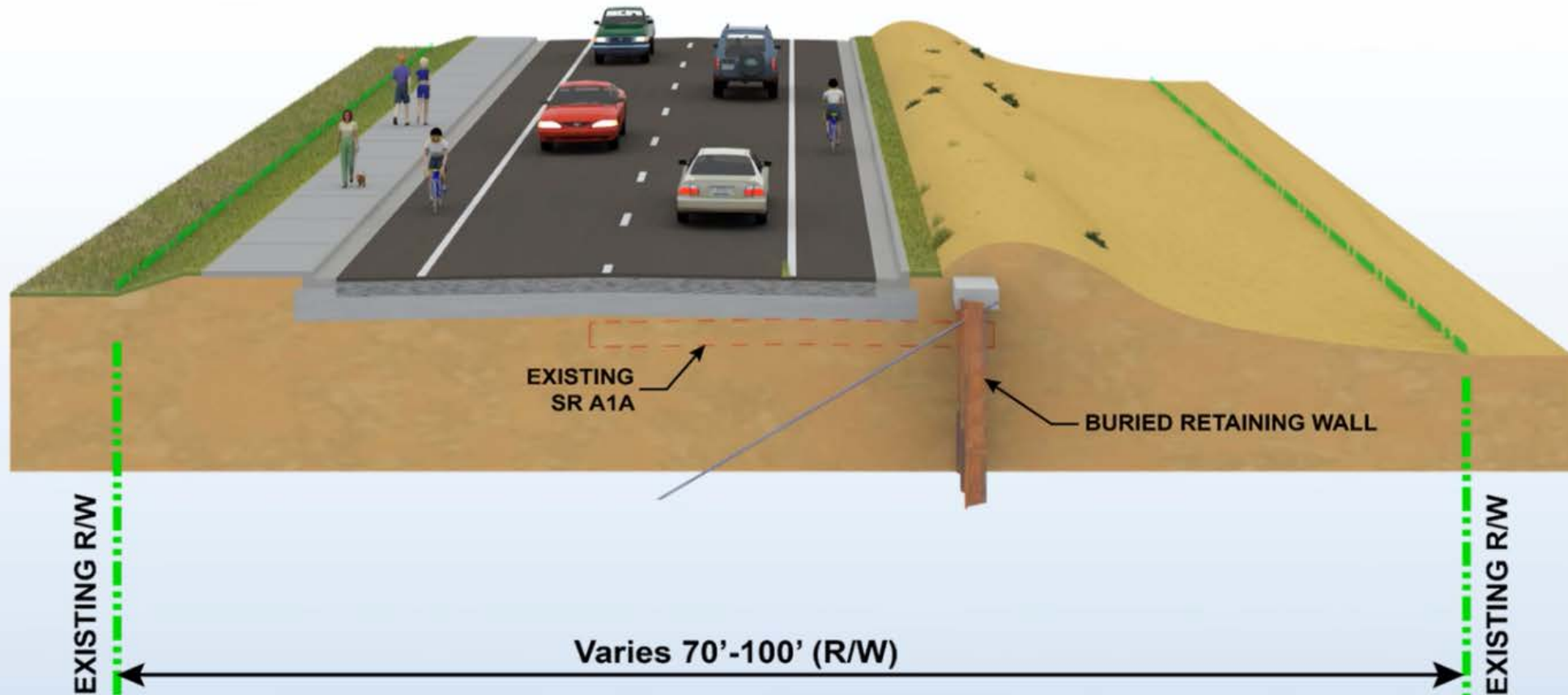


# Roadway Improvement Options



## OPTION 2

**Reconstruct SR A1A to the West within the Existing Right of Way and Construct Buried Retaining Wall**

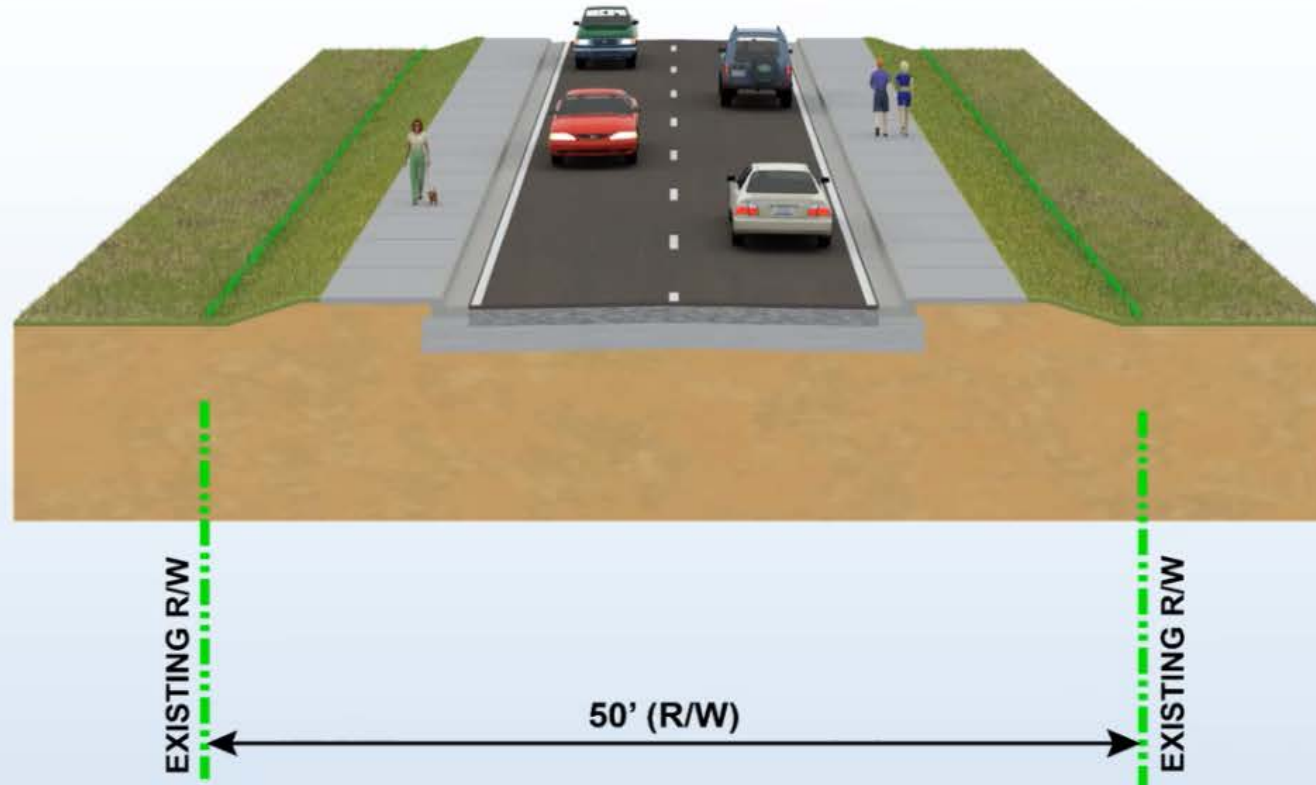




# Roadway Improvement Options



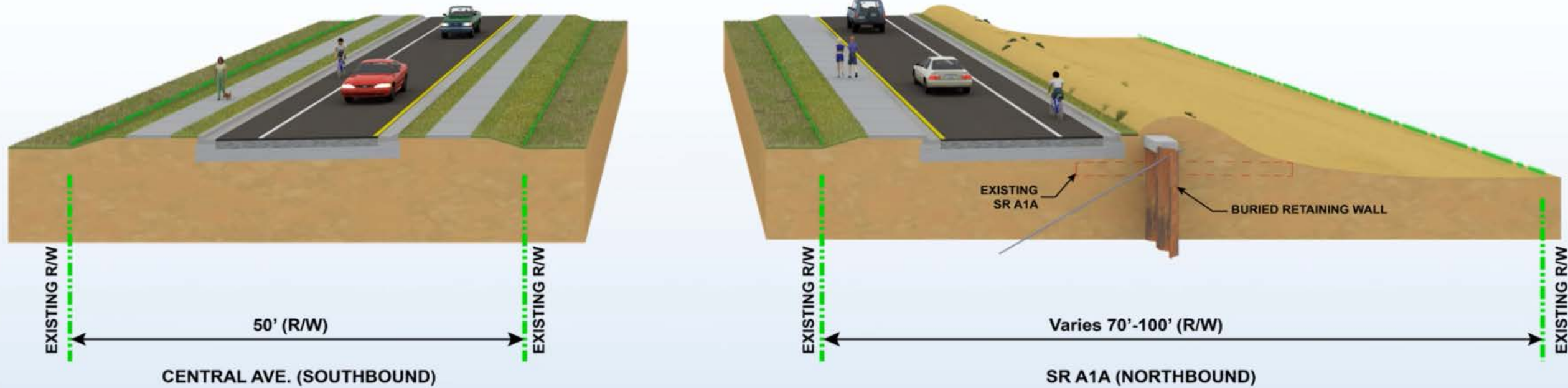
## OPTION 3 Relocate SR A1A to Central Avenue



# Roadway Improvement Options



## **OPTION 4** **One-Way Pair with SR A1A and Central Avenue** **and Construct Buried Retaining Wall**

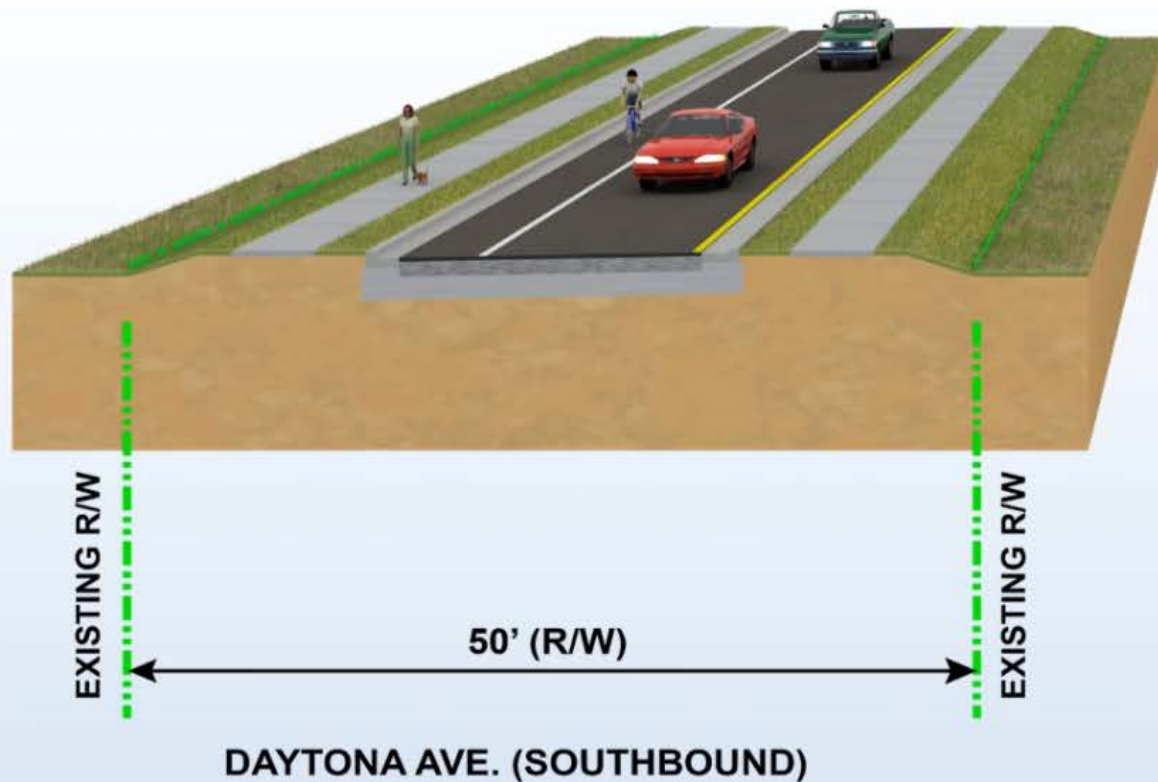




# Roadway Improvement Options



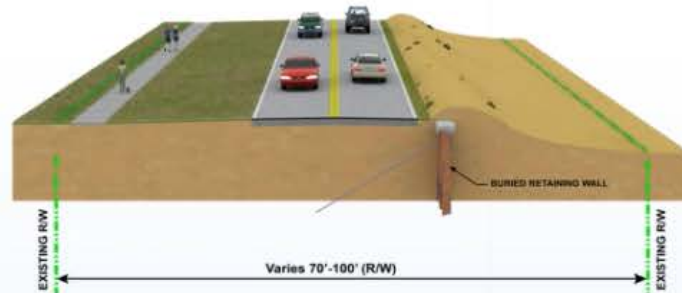
## OPTION 5 One-Way Pair with Central Avenue and Daytona Avenue



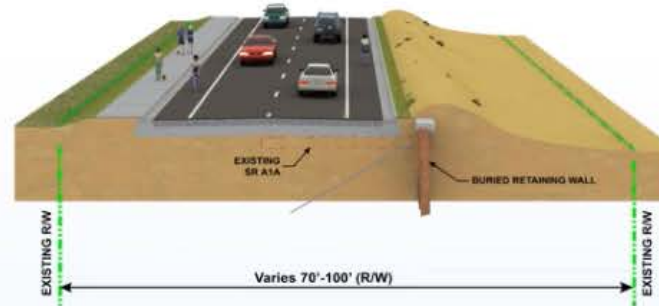
# Roadway Improvement Options



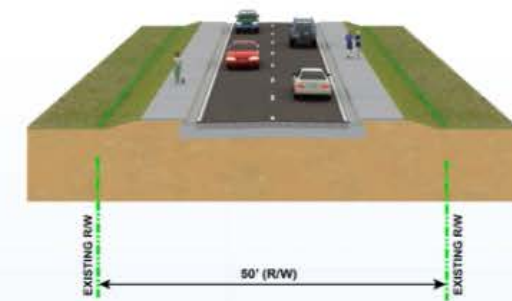
**OPTION 1**  
Utilize Existing SR A1A  
and Construct Buried Retaining Wall



**OPTION 2**  
Reconstruct SR A1A to the West within the Existing Right of Way  
and Construct Buried Retaining Wall



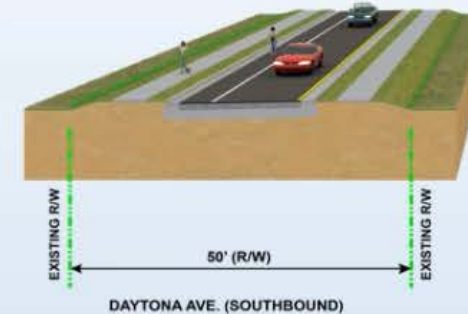
**OPTION 3**  
Relocate SR A1A to Central Avenue



**OPTION 4**  
One-Way Pair with SR A1A and Central Avenue  
and Construct Buried Retaining Wall



**OPTION 5**  
One-Way Pair with Central Avenue and Daytona Avenue





# The “No-Build” Alternative



- No-Build is a viable alternative
- Leaves SR A1A in its current condition
- Requires reconstruction of repaired section damaged during Hurricane Matthew
- Repairs and maintenance as required



# Comparative Matrix



- Preliminary analysis
  - Costs
  - Environmental permitting
  - Engineering elements
  - Local support

**FDOT DISTRICT 5 FLAGLER COUNTY FPD: 48857-1-32-01**

**SR A1A FEASIBILITY STUDY** from south of S. 28th Street to south of Osprey Drive

Option	Description	Estimated Right-of-Way Building Cost	Construction Cost (\$Million)	ATW Costs (\$Million)	Resisting Costs	Emergency Repair Costs	Weak Resisting Costs	Project SR A1A	Advantages	Disadvantages
No Action	No construction of SR A1A back to its original location	No	\$50.1	\$0	High	High	Medium	Low	<ul style="list-style-type: none"> <li>Lowest cost option</li> <li>No reduction of building impacts</li> <li>No right-of-way acquisition</li> <li>No right-of-way easement</li> <li>No right-of-way easement</li> <li>No right-of-way easement</li> </ul>	<ul style="list-style-type: none"> <li>Does not protect SR A1A from future storm damage</li> <li>Continued emergency repair costs</li> <li>Continued long-term maintenance costs</li> </ul>
1	Utility existing SR A1A and build raised existing wall	No	\$140.3 (\$26.1 per mile)	\$0	Low	Low	High	High	<ul style="list-style-type: none"> <li>Protects SR A1A from future storm damage</li> <li>No reduction of building impacts</li> <li>No right-of-way acquisition</li> <li>Continued emergency repair costs</li> <li>Continued long-term maintenance costs</li> </ul>	<ul style="list-style-type: none"> <li>May affect SR A1A project</li> </ul>
2	Reconstruct SR A1A to the west side existing SR A1A	No	\$171.2 (\$32.2 per mile)	\$0	Low	Low	High	High	<ul style="list-style-type: none"> <li>Protects SR A1A from future storm damage</li> <li>No reduction of building impacts</li> <li>No right-of-way acquisition</li> <li>Continued emergency repair costs</li> <li>Continued long-term maintenance costs</li> </ul>	<ul style="list-style-type: none"> <li>May affect SR A1A project</li> </ul>
3	Relocate SR A1A to Central Avenue	No	\$24.4 (\$4.7 per mile)	\$56.4	Low	Medium	Medium	High	<ul style="list-style-type: none"> <li>Continued emergency repair costs</li> <li>Continued long-term maintenance costs</li> <li>May affect SR A1A project</li> <li>Does not require additional existing wall</li> <li>Does not affect SR A1A project</li> </ul>	<ul style="list-style-type: none"> <li>Continued emergency repair costs</li> </ul>
4	Overpass per SR A1A and Central Avenue	No	\$333.1 (\$64.2 per mile)	\$4.4	Low	Low	High	High	<ul style="list-style-type: none"> <li>Protects SR A1A from future storm damage</li> <li>Minimize right-of-way acquisition</li> <li>Continued emergency repair costs</li> <li>Continued long-term maintenance costs</li> <li>May affect SR A1A project</li> <li>Does not require additional existing wall</li> <li>Does not affect SR A1A project</li> </ul>	<ul style="list-style-type: none"> <li>Highway cost option</li> <li>Continued emergency repair costs</li> <li>Continued long-term maintenance costs</li> </ul>
5	Overpass per Central Avenue and Osprey Avenue	No	\$39.0 (\$7.8 per mile)	\$71.8	Low	Medium	Medium	High	<ul style="list-style-type: none"> <li>Protects SR A1A from future storm damage</li> <li>Minimize right-of-way acquisition</li> <li>Continued emergency repair costs</li> <li>Continued long-term maintenance costs</li> <li>May affect SR A1A project</li> <li>Does not require additional existing wall</li> <li>Does not affect SR A1A project</li> </ul>	<ul style="list-style-type: none"> <li>Highway cost option for right-of-way</li> <li>Continued emergency repair costs</li> </ul>

**SR A1A Long-Term Improvement Options Comparison**





# How you can help



Please provide your comments by:  
**December 19, 2016**



# SR A1A Long Term Improvements Feasibility Study South of S. 28<sup>th</sup> Street to South of Osprey Drive

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Thank You.

**Public Information Meeting**



December 15, 2016



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For more information, questions,  
or comments, please feel free to  
contact the FDOT project manger.

Ms. Amy Sirmans, PE

FDOT Project Manager

719 South Woodland Boulevard, MS 1-501

DeLand, Florida 32720

386-943-5404

*Amy.Sirmans@dot.state.fl.us*

The video presentation will replay shortly...



## Thank You.

## Public Information Meeting

December 15, 2016