

# WHAT ABOUT SEA TURTLES AND OTHER WILDLIFE?

All construction activities will be performed in accordance with local, state, and federal environmental laws and regulations as detailed in permits issued by the U.S. Fish and Wildlife Service, Florida Fish and Wildlife Conservation Service (FWC) and FDEP. During sea turtle nesting season, all work will be done during daylight hours and can only begin after an FWC-approved inspector has surveyed the work location to identify any nesting or hatching activity. No work can occur within 10 feet of a marked nest.



Financial Project Identification (FPID)  
Nos: 452444-1 and 452443-1

# S.R. A1A RESILIENCY PROJECT



## SAFETY DURING CONSTRUCTION

FDOT welcomes interest in the project and community involvement. To keep everyone safe during the project, the public is urged to stay out of the construction zone because there will be large trucks and equipment present. Work can be observed safely from the sidewalk on the west side of S.R. A1A. Visitors to the area may not park on private property or along S.R. A1A.

Additionally, it is important that everyone stays off the dunes and only use open walkovers to access the beach.

## BEACH ACCESS

Construction will require temporary removal of existing dune walkovers. FDOT will replace the affected walkovers in kind after work is complete. The project team will be coordinating closely with the owners of each walkover throughout the project. FDOT is making every effort to reopen walkovers as quickly as possible.

Beach patrons are encouraged to use nearby public walkovers to access the beach. Patrons may not use a private walkover unless given permission by the owner. While individuals must stay out of the work zone for safety, the beach areas below the work zones will be accessible.

## FOR MORE INFORMATION PLEASE CONTACT:

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A video showing how the wall in northern Flagler Beach was constructed can be found on the project website at:

[www.cflroads.com/project/452444-1](http://www.cflroads.com/project/452444-1).



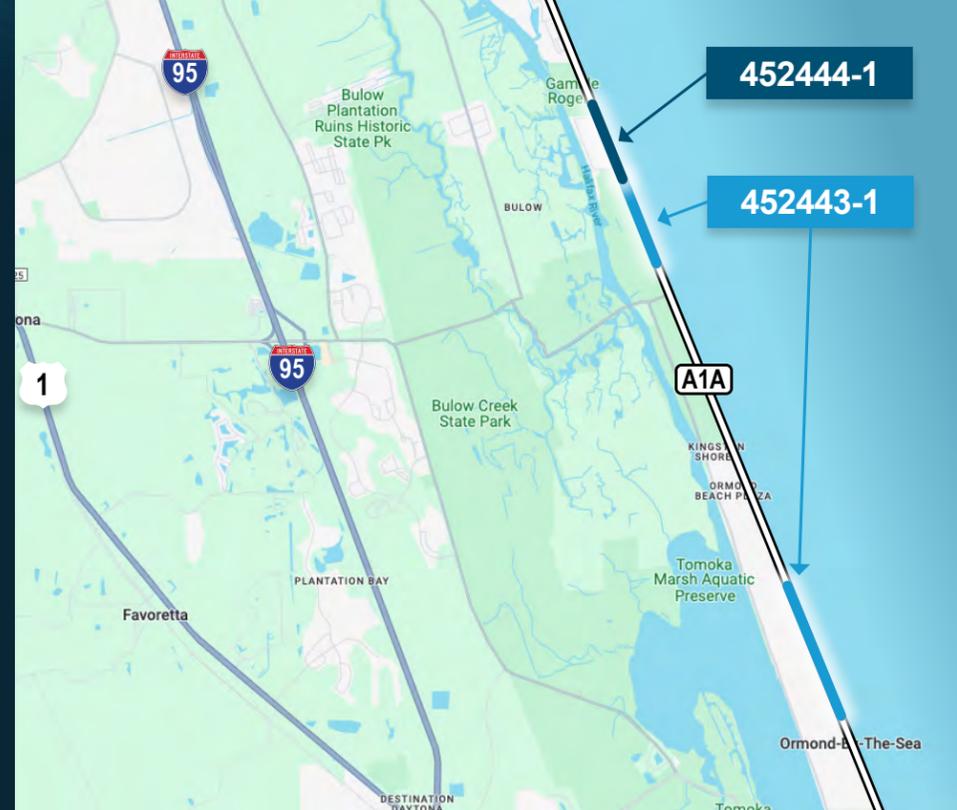
As part of the State Road (S.R.) A1A Resiliency Plan, the Florida Department of Transportation (FDOT) is constructing two buried seawalls to protect vulnerable sections of the oceanside corridor in Volusia and Flagler counties.



# PROJECT LOCATION

The first seawall will extend from near South Central Avenue in Flagler Beach, Flagler County, to just north of Highbridge Road in Volusia County. The second wall, in Volusia County, will extend from Sunrise Avenue to Marlin Drive in Ormond-by-the-Sea.

Design began in April 2023. Construction started in 2024 and is expected to be finished in late 2025 at a total cost of up to \$117 million.



# BY THE NUMBERS:



LENGTH OF EACH WALL

1.3

MILES



NEW SAND BROUGHT IN FOR PROJECT

123,242

TONS



FIBERGLASS REINFORCEMENT BARS

3.4 M

LINEAR FEET



CONCRETE FOR WALL CAPS

2,400

CUBIC YARDS



AUGER CAST PILES

139,299

LINEAR FEET



INDIVIDUAL PLANTS

142,469

PLANTINGS

# HOW ARE THE WALLS BEING BUILT?

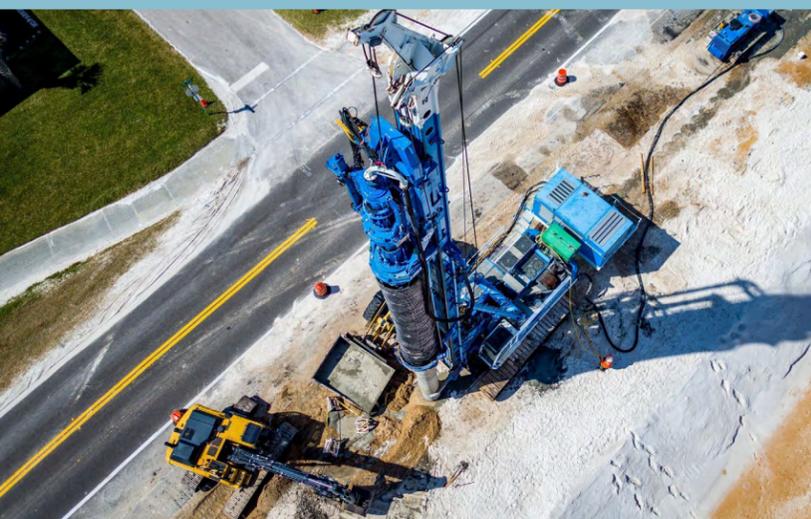
The contractor will bring in a considerable amount of sand to widen the top of the dune and create a platform for work. The next step is to build a temporary guide wall as it creates the concrete piles that will make up the wall. The auger cast drill will follow the guide wall as it creates the concrete piles that will make up the wall. The depth of the piles will alternate between about 18 feet and 36 feet. Fiberglass cages will be used to reinforce the deeper piles. Once all the piles are done, a concrete cap is constructed on top to hold all the piles together. The wall is then covered with sand and new vegetation is planted. FDOT and its contractor must use sand approved by the Florida Department of Environmental Protection (FDEP). The selected sand will be as similar as possible to the existing beach sand.



# WHAT KIND OF WALLS ARE BEING BUILT?

The Resiliency Plan team evaluated various options for dune protection. Based on feasibility and environmental permitting, the preferred option was a buried secant wall design. Advantages of this design include:

- » The secant wall piles can be driven deep into bedrock to provide more stability. Sheet pile cannot be driven effectively into the bedrock.
- » The secant wall provides a high degree of stability and does not require additional stabilizing features, such as tie backs that would extend under the roadway.
- » The secant wall design is less prone to weather damage and is expected to last for more than 50 years without significant maintenance.
- » The secant wall design has a smaller footprint and will not encroach onto the beach as much as rock revetment armoring.



# MAINTAINING THE WALL

It is expected that in large storms, sand may be washed away, exposing the front of the wall. FDOT has committed to placing new sand to cover the wall as needed as part of its maintenance program. This will help to ensure the wall performs as expected well into the future.