

**Florida Department of Transportation
STATE ENVIRONMENTAL IMPACT REPORT**

1. GENERAL INFORMATION

Project Name: Malabar Road (SR 514) Project Development and Environment Study

Project Limits: From East of Babcock Street (SR 507) to US 1

County: Brevard

ETDM Project Number: 13026

Financial Project ID: 430136-1-22-01

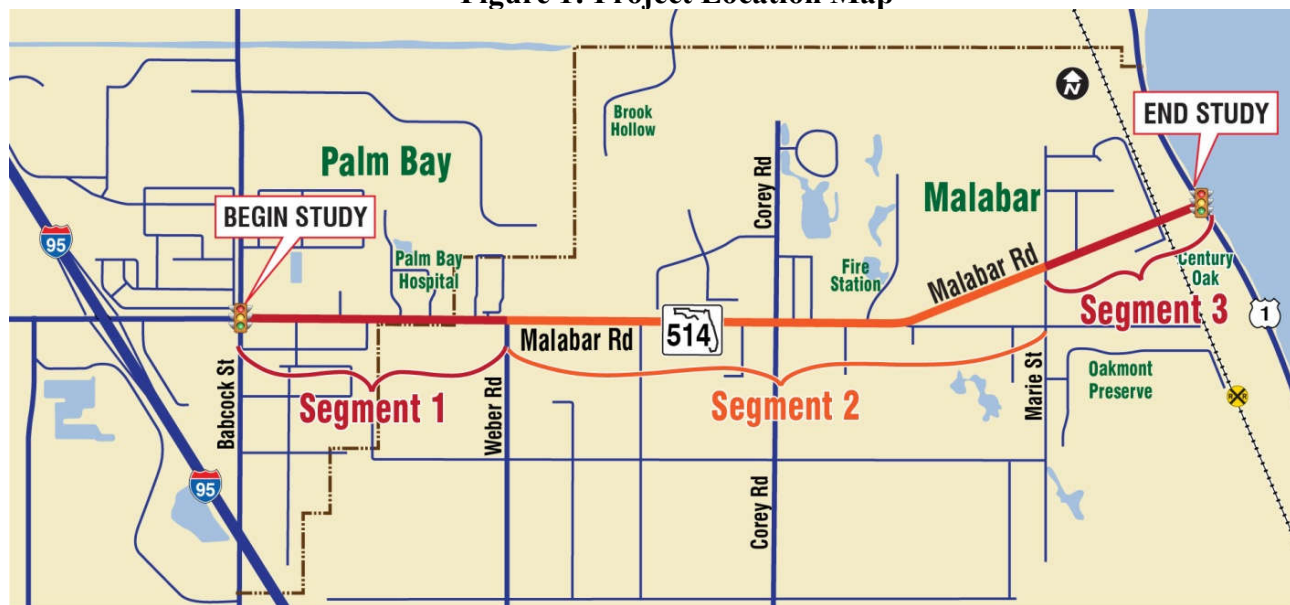
2. PROJECT DESCRIPTION

A. EXISTING

The Florida Department of Transportation (FDOT), District Five, conducted a Project Development and Environment (PD&E) Study to evaluate improvements to Malabar Road [State Road (SR) 514] in Brevard County, Florida. The study limits begin east of Babcock Street (SR 507) [milepost (MP) 3.102] and extend to US 1 (MP 6.742), a distance of 3.64 miles. The purpose of the study was to provide documented environmental and engineering analyses to determine the type, location, and conceptual design of roadway improvements to Malabar Road (SR 514).

Malabar Road (SR 514) is an east-west urban minor arterial located in Brevard County that begins approximately 7.4 miles west of its interchange with I-95 and continues east to US 1, traversing the City of Palm Bay and the Town of Malabar. East of Babcock Street, the Malabar Road is primarily a two-lane, undivided rural roadway. There are two signalized intersections within the project limits: at Babcock Street (SR 507) and at US 1. Land use within the corridor includes commercial, conservation, recreation, and low-density residential development. The Florida Division of Emergency Management has designated Malabar Road (SR 514) as an evacuation route. There is also a Florida East Coast (FEC) rail crossing approximately 600 feet west of US 1. **Figure 1** represents the project location map.

Figure 1: Project Location Map



Three project segments were identified based on land use characteristics so the appropriate context sensitive improvements can be identified and developed.

- Segment 1, from Babcock Street to Weber Road, is urban in nature with commercial land uses including the Life Center of Palm Bay and Palm Bay Hospital.
- Segment 2, from Weber Road to Marie Street, is less developed and more rural in nature, with the Malabar Scrub Sanctuary occupying a large portion of the lands abutting the roadway, some single-family homes on large parcels, the Malabar Disc Golf Park, Fern Creek Crossing Park, and some churches.
- Segment 3, like Segment 1, is more urban in nature, with smaller residential parcels, commercial land uses, downtown Malabar and Town Hall, the FEC railroad, and US 1 intersection.

Malabar Road (SR 514) is four-lanes from between Minton Road and Babcock Street (SR 507), after which it then transitions to a two-lane facility. Speed limits vary along the corridor, beginning at Babcock Street (SR 507) where it is 45 mph miles per hour (mph), transitioning to 55 mph just east of Weber Road, transitioning to 50 mph to east of Corey Road, then transitioning again to 45 mph west of Marie Street, and finally to 30 mph east of Marie Street to US 1. The existing right-of-way (ROW) width in the corridor varies: typically, 116 feet between Babcock Street (SR 507) and Enterprise Avenue, 83 feet from Enterprise Avenue to Weber Road, 66 feet from Weber Road to west of Marie Street feet, and 50 feet from west of Marie Street to US 1.

Roadway improvements to Malabar Road (SR 514) are identified in the *Town of Malabar Comprehensive Plan* and the *City of Palm Bay Comprehensive Plan*, and are part of the Space Coast Transportation Planning Organization’s *2040 Long Range Transportation Plan*. The project

is being considered to accommodate projected future traffic demand (Design Year 2045) along Malabar Road. The No-Build Alternative is also under consideration, and remained a viable alternative through the Public Hearing phase of the project.

Existing Typical Sections

Malabar Road (SR 514), within the project corridor, consists of four existing typical sections (Figure 2).

1. Babcock Street (SR 507) to West of Enterprise Avenue (MP 3.102 to MP 3.303)

The intersection of Malabar Road (SR 514) and Babcock Street (SR 507), located within this segment, recently underwent intersection improvements and now contains four through lanes (two lanes in each direction, eastbound and westbound, respectively) along with turn lanes. The proposed improvements from this PD&E Study will tie into this recently improved intersection. Florida Power & Light Company (FPL) has a distribution pole line on the north side of SR 514 from Babcock Street to Weber Road and continues east to US 1. FPL also has a transmission pole line on south side of SR 514 from Babcock Street to 730 Malabar Road where it crosses over to north side of the roadway.

This typical section (Figure 3) consists of four 12-foot travel lanes separated by a 30-foot grass median. Two-foot curb and gutters exist on the inside and outside of the roadway. The posted speed limit is 45 mph. This is the only section within the study limits that contains sidewalks.

Figure 2: Existing Typical Section Locations

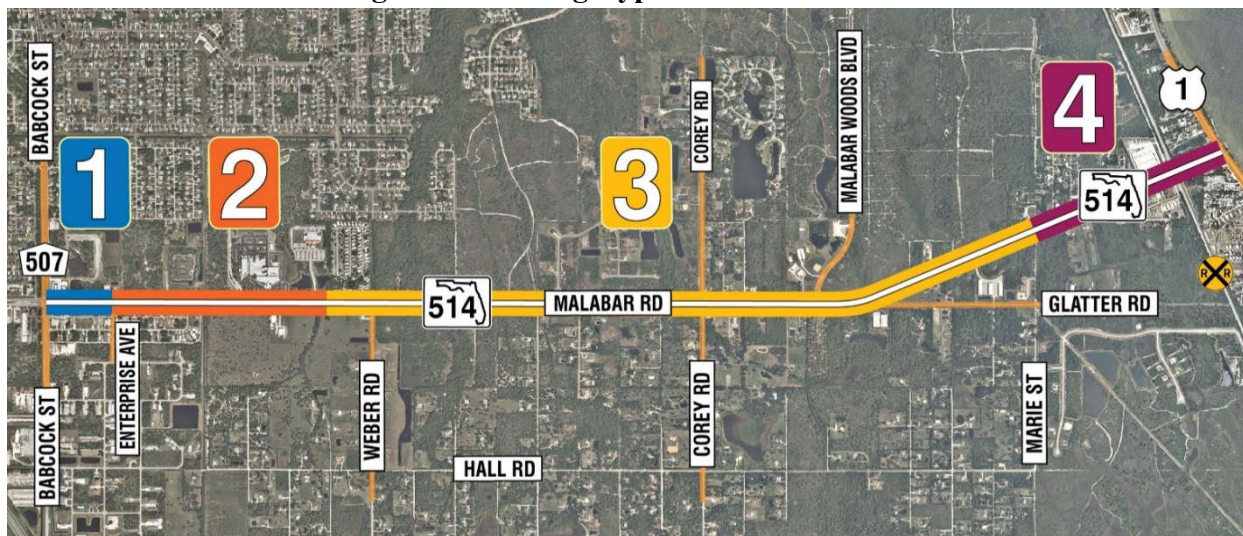
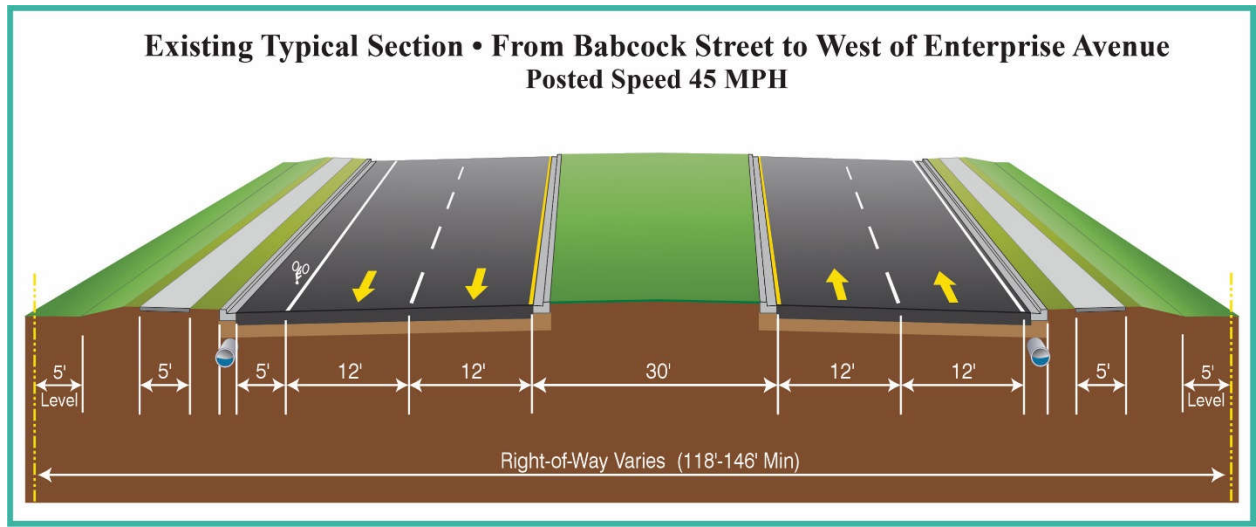


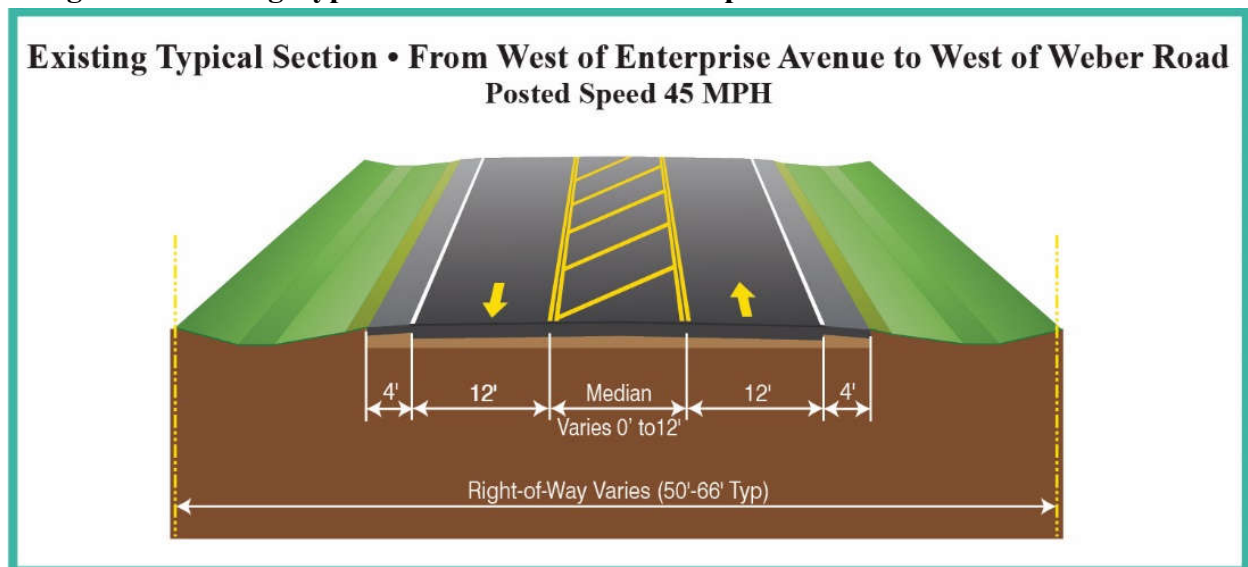
Figure 3: Existing Typical Section – Babcock Street to West of Enterprise Avenue



2. West of Enterprise Avenue to West of Weber Road (MP 3.303 to MP 4.087)

This typical section (**Figure 4**) consists of two 12-foot travel lanes, a variable width painted median, shallow ditches and a 45-mph posted speed limit. This section contains four-foot paved shoulders, two-foot grass shoulders, and ditches on both sides of the road. From west of Enterprise Avenue to west of Weber Road, there are large concrete transmission poles on the south side of the road just inside the ROW. The transmission poles switch to the north side 900 feet west of Weber Road.

Figure 4: Existing Typical Section – West of Enterprise Avenue to West of Weber Road

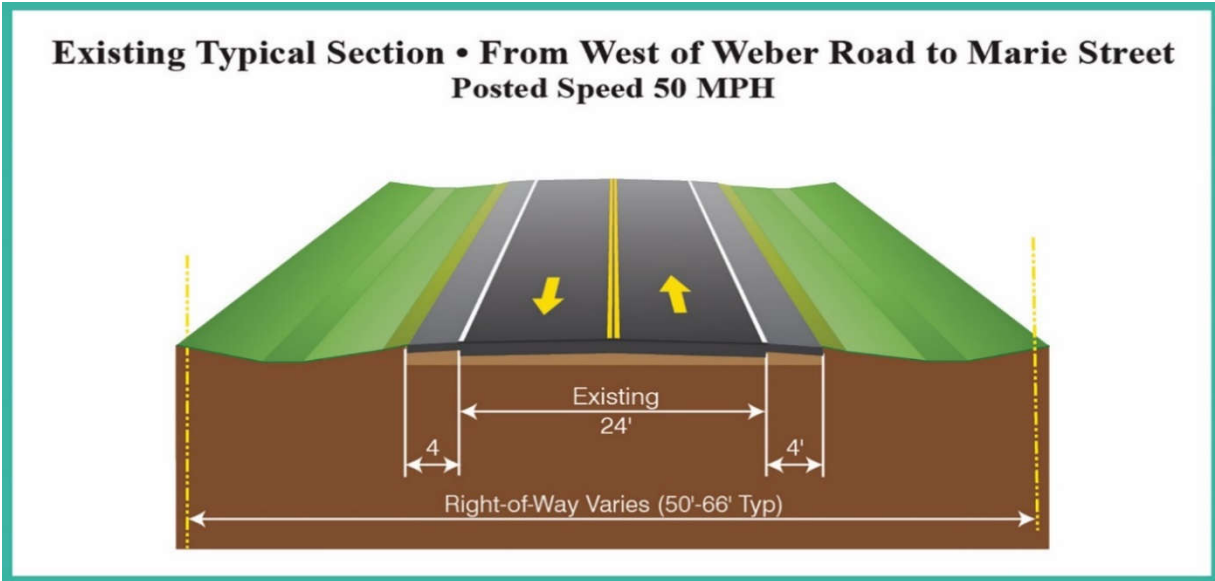


3. West of Weber Road to Marie Street (MP 4.087 to MP 6.129)

Comprising the majority of the corridor (over two miles), this typical section (**Figure 5**) also consists of two 12-foot travel lanes, no median, six-foot shoulders (four-foot paved), shallow ditches and a 50-mph posted speed limit. The large concrete transmission poles are the primary

utility on the north side of the road just inside the ROW from Weber Road to Glatter Road, where they follow Glatter Road on the north side.

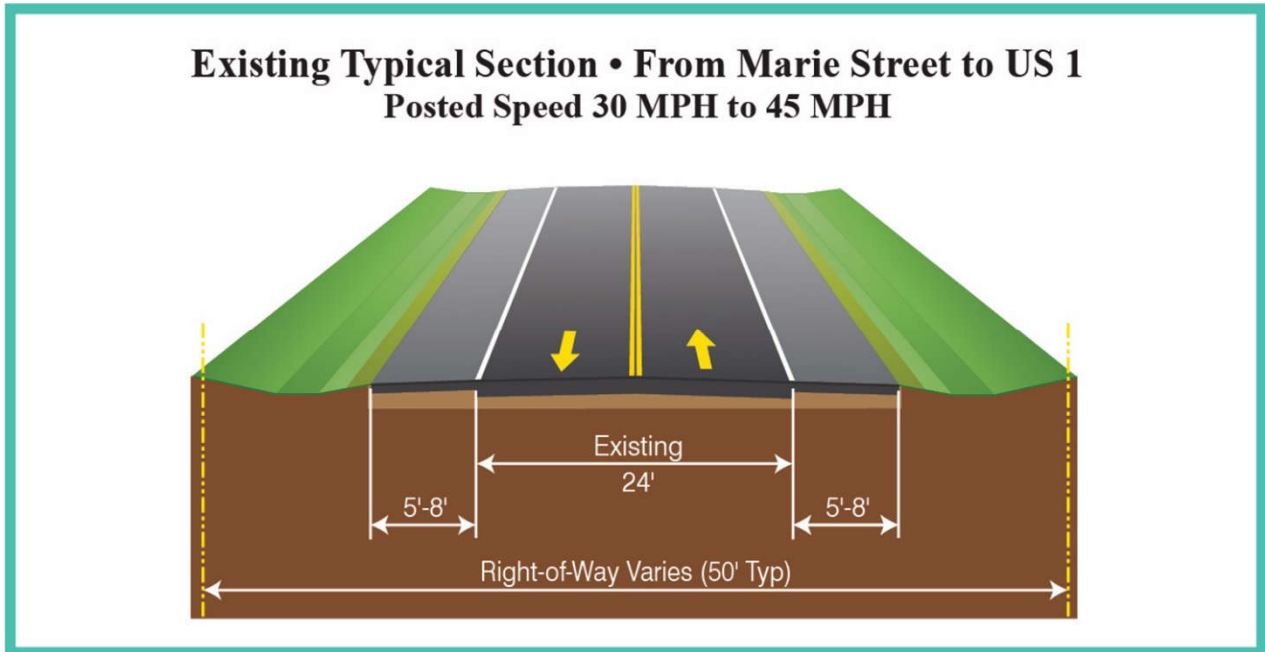
Figure 5: Existing Typical Section – West of Weber Road to Marie Street



4. Marie Street to US 1 (MP 6.129 to MP 6.742)

Similar to the previous typical section, this typical section also consists of two 12-foot undivided travel lanes, but contains paved shoulders that vary between five-feet and eight-feet, gutter inlets on the south side of the road, and a 30 mph to 45 mph posted speed limit. The primary utility in this section of the road are wooden power poles on both sides of the road (Figure 6).

Figure 6: Existing Typical Section – Marie Street to US 1



A full discussion of the existing roadway conditions can be found in Section 2.0 of the *Preliminary Engineering Report* (PER), prepared under separate cover for this project.

B. PURPOSE AND NEED

1. PURPOSE

The purpose of this project is to accommodate increased travel demand, provide for multi-modal (bicycle and pedestrian) facilities and improve safety along Malabar Road (SR 514) from Babcock Street (SR 507) to US 1. The PD&E Study evaluated the widening of Malabar Road (SR 514) from a two-lane to four-lane facility within the project limits.

2. NEED

The project is needed to address roadway capacity deficiencies, to provide for bicycle and pedestrian facilities and to increase safety along the facility. The western portion of Malabar Road (SR 514), from Babcock Street (SR 507) to Corey Road, is forecasted to operate at a deficient level of service (LOS) by 2025 and all segments of the facility within the study area are forecasted to be deficient by 2040. The facility exhibited a high number of crashes and over the period from 2012 to 2016, experienced a crash ratio ranging from two to four times the statewide average for similar facilities. Also, there are no designated pedestrian facilities or bicycle accommodations along the project corridor, except at the western project terminus.

Project Status

This PD&E Study builds upon the *SR 514 Feasibility Study* that was completed by FDOT in December 2008. The Malabar Road (SR 514) widening project is listed in both the Needs Plan and Cost Feasible Plan of the Space Coast Transportation Planning Organization's (TPO) 2040 Long Range Transportation Plan (LRTP) for all phases (Final Design, ROW and Construction) with a year of expenditure total project cost of \$36,567,000. The Malabar Road (SR 514) corridor was identified in the Space Coast LRTP as a corridor with highway capacity, transit capacity, and bicycle and pedestrian and complete streets needs with a goal of balancing livability and environmental preservation.

The Malabar Road (SR 514) PD&E Study is listed in the Space Coast TPO's 2018-2022 Transportation Improvement Program (TIP), as well as the Florida State Transportation Improvement Program (STIP). These documents list the Final Design (PE) phase as having \$4,088,900 funded in Fiscal Year (FY) 2019/2020; however, the project has been deferred and PE is currently shown in the FDOT Five-Year Work Program for Years 2018-2022 in fiscal year 2022 (\$4,088,900). ROW and Construction phases are not currently programmed.

The Space Coast TPO Bicycle and Pedestrian Mobility Plan only evaluates regionally significant corridors and shows Malabar Road (SR 514) as a priority corridor.

Roadway Capacity / Deficiencies

In 2015, a *Design Traffic Technical Memorandum* was prepared for the Malabar Road (SR 514) PD&E Study. As part of this analysis, a future No-Build and Build LOS analysis was conducted to determine the future roadway capacity needs of Malabar Road (SR 514). Summarized in **Table 1**, Malabar Road (SR 514), extending from east of Babcock Street (SR 507) to Corey Road, is forecasted to be deficient in 2025 in the No-Build condition with a LOS E, and all segments are forecasted to be deficient in 2045 in the No-Build condition with a LOS E.

The build alternative includes widening Malabar Road (SR 514) from two to four lanes and adding intersection improvements. The results of this LOS analysis show an acceptable LOS and are summarized in **Table 2**.

**Table 1: Malabar Road (SR 514) Future Arterial Analysis LOS Summary
No-Build Alternative**

Roadway	# of Lanes	FDOT LOS Standard	Maximum Service Volume*	Pk. Hr. Pk. Dir. Volume		LOS	
				2025	2045	2025	2045
East of Babcock Street (SR 507) to Weber Road	2	D	924	1,048	1,166	E	E
Weber Road to Corey Road	2	D	924	934	1,171	E	E
Corey Road to Marie Street	2	D	924	810	1,020	D	E
Marie Street to US 1	2	D	968	832	1,042	D	E

Source: SR 514 Design Traffic Technical Memorandum

*Peak Hour Directional Volume. Maximum service volumes have been adjusted for presence of turn lanes.

**Table 2: Malabar Road (SR 514) Future Arterial Analysis LOS Summary
Build Alternative**

Roadway Segment	AM Design Hour LOS				PM Design Hour LOS			
	Year 2025		Year 2045		Year 2025		Year 2045	
	EB	WB	EB	WB	EB	WB	EB	WB
East of Weber Road to US1	A	A	B	A	A	A	B	A

Source: SR 514 Design Traffic Technical Memorandum

Safety

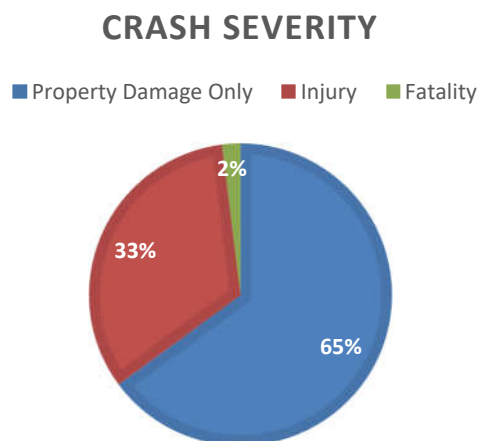
There was a total of 359 crashes for the 5-year period between January 1, 2012 and December 31, 2016 within the project limits (See **Table 3**). Of these crashes, 178 (50%) were rear-end collisions and 43 (12%) were sideswipe crashes. A total of five crashes involved pedestrians and/or bicyclists. In terms of crash severity, there were 119 (33%) crashes involving injuries and seven (2%) crashes that resulted in a fatality (See **Figure 7**).

Table 3: Summary of Crash Types, 2012 – 2016

Crash Type	Number of Crashes	% of Total
Rear End	178	50%
Sideswipe	43	12%
Off Road	35	10%
Other	35	10%
Left Turn	26	7%
Unknown	14	4%
Angle	10	3%
Right Turn	4	1%
Rollover	4	1%
Head On	3	1%
Pedestrian	3	1%
Animal	2	1%
Bicycle	2	1%
Total	359	

Source: Signal 4 Analytics

Figure 7: Summary of Crash Severity



The average crash rate for Malabar Road (SR 514) over the five-year period (2012-2016) was calculated to be 3.67. The statewide average for suburban two-lane undivided facilities is 1.01

meaning the crash rate for Malabar Road (SR 514) is over three times the statewide average. The crash rate for each year within the study period is at least double the statewide average with 2016 exceeding four times the statewide average (See **Table 4**). As rear-end crashes make up half of the total number of crashes, it is predicted that the results of this widening project will help to reduce rear-end crashes by allowing approaching vehicles to bypass left turning vehicles due to the addition of one lane in each direction. Crash Rates by segment are shown in **Table 5**.

Table 4: Malabar Road (SR 514) Crash Rates, 2012-2016

	2012	2013	2014	2015	2016	Average	Statewide Average
Number of Crashes	46	69	75	74	95		
Crash Rate	2.51	3.81	3.71	3.59	4.64	3.67	1.01

Source: Signal 4 Analytics, FDOT

Table 5: Malabar Road (SR 514) Crash Rates, 2012-2016

East of Babcock Street (SR 507) to Weber Road	2012	2013	2014	2015	2016
Number of Crashes	19	36	44	45	57
Crash Rate	3.12	5.44	6.37	6.42	8.09
Weber Road to Corey Road	2012	2013	2014	2015	2016
Number of Crashes	17	13	13	5	12
Crash Rate	3.16	2.45	2.21	.82	2.04
Corey Road to Marie Street	2012	2013	2014	2015	2016
Number of Crashes	5	10	5	10	15
Crash Rate	1.04	2.46	1.01	1.89	3.13
Marie Street to US 1	2012	2013	2014	2015	2016
Number of Crashes	5	10	13	14	11
Crash Rate	1.90	3.81	4.36	4.76	3.53

Source: Signal 4 Analytics, FDOT

Modal Interrelationships

Currently, there are no designated bicycle facilities or sidewalks, except at the western project terminus. The project includes complete street multimodal improvements, including designated bicycle and pedestrian accommodations throughout the corridor. The addition of the shared-use path would improve the connectivity with existing and planned trails in the study area. The improvements will also provide enhanced mobility to residents.

C. PROPOSED IMPROVEMENTS

1. ALTERNATIVES CONSIDERED

No-Build Alternative

The No-Build Alternative does not improve Malabar Road (SR 514) within the project limits. Other planned and programmed roadway projects identified in the Space Coast TPO's LRTP are assumed to be implemented. The absence of construction-related and short-term operational impacts associated with the Build Alternative is a benefit of the No-Build Alternative. Long-term benefits accrued from serving future traffic demands would not be realized with this alternative. Continued traffic growth on Malabar Road (SR 514) will result in traffic volumes in excess of capacity, increasing congestion, as described above.

Transportation System Management and Operations (TSMO) Alternative

The TSMO Alternative evaluated minor upgrades to the existing Malabar Road (SR 514) and adjacent corridors. Potential upgrades could include safety improvements at high crash locations and segments, the addition of turn lanes, improving intersections and signalization, improving signing and pavement markings, and incorporating Intelligent Transportation Systems (ITS) components.

The issues with safety and traffic operations along Malabar Road (SR 514) are at the key intersections of Weber Road and Corey Road. There is a FDOT project, currently in final design, (FPID 413761-1-32-01) to add left turn lanes along Malabar Road (SR 514) at these intersections. Additionally, the PD&E Study Build alternatives include roundabouts at these intersections. Although minor TSMO improvements will improve the safety and capacity on Malabar Road (SR 514) in the short term at specific locations, the traffic projections in the *SR 514 Draft Design Traffic Technical Memorandum* show that the LOS along Malabar Road (SR 514) will continue to deteriorate, and more significant improvements are needed to maintain an acceptable LOS throughout the corridor through the design year 2045. As such, the TSMO alternative does not meet the purpose of the project to accommodate increased travel demand, provide for multi-modal (bicycle and pedestrian) facilities and improve safety along the Malabar Road (SR 514) corridor.

Multimodal Alternative

In compliance with 23 United States Code (USC) 109(n), full consideration of alternatives that incorporate bicycle and pedestrian features have been considered. Where applicable, these bicycle and pedestrian facilities will be designed in accordance with the *Florida Bicycle Facilities Planning and Design Handbook* and the American Association of State Highway and Transportation Officials (AASHTO) Standards. The addition of non-motorized means of transportation is another form of mobility improvements. While sidewalks and bicycle lanes rarely

reduce travel time, they do offer an alternative mode of transport, reduce travel costs, and provide health benefits.

Further, the addition of bicycle and pedestrian facilities would improve the connectivity with existing and planned trails in the study area. The improvements will also provide enhanced mobility to residents in this area, providing dedicated bicycle lanes and sidewalks.

The Multimodal Alternative, on its own, will not meet the purpose and need for the project to provide for increased capacity. However, any improvements proposed as part of the Build Alternatives will not preclude Space Coast Area Transit (SCAT) future transit plans. All alternatives included incorporated, to the extent feasible, and where applicable, bicycle and pedestrian accommodations. There are dedicated bike lanes, a shared-use path, and sidewalks proposed as part of the Build Alternatives throughout the corridor to connect residences, businesses, and Malabar park facilities.

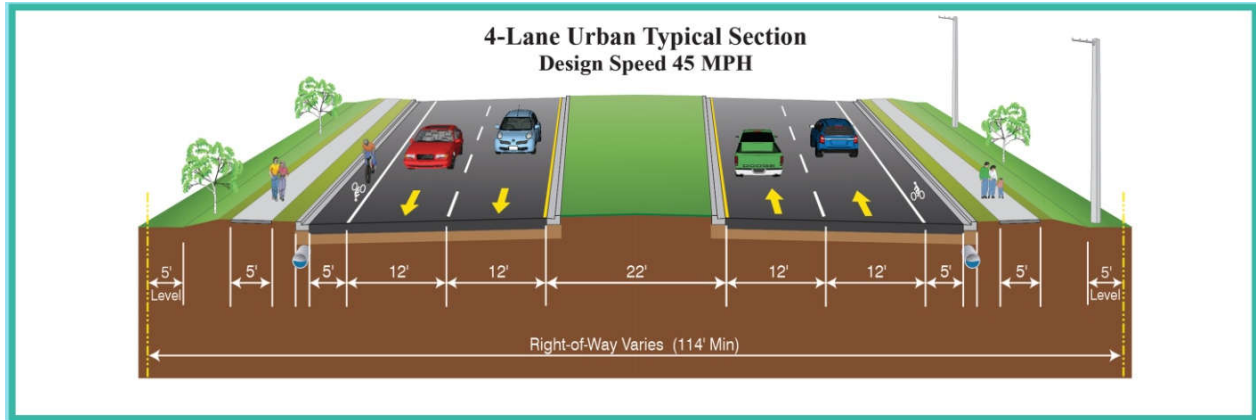
Build Alternatives

The Build Alternatives include capacity and multimodal improvements along Malabar Road (SR 514), including the addition of bike lanes, sidewalks, shared-use trail, and turn lanes.

With the segments defined, the typical sections were analyzed in order to meet the purpose and need. Initially, there were four build alternatives (A, B, C, and D), which consisted of various combinations of typical sections and alignments.

One typical section was evaluated in Segment 1, from Babcock Street (SR 507) to Weber Road. The typical section for this segment matches the current improvement just east of Babcock Street (SR 507), which is a four-lane divided urban typical section. This typical section (**Figure 8**) includes sidewalks and bicycle accommodations, curb and gutter on both sides of the roadway, and will fit within a minimum ROW width of 114 feet. The alignment of this typical section is a best fit alignment that minimizes impacts to the surrounding environment. The best fit alignment shifts to the north from Babcock Street (SR 507) to west of Weber Road to avoid the large concrete FPL transmission poles on the south side of the road. As Malabar Road (SR 514) approaches Weber Road, the alignment shifts to the south as the FPL transmission poles transition to the north side of Malabar Road (SR 514). Some of the existing pavement will be able to be reused for eastbound Malabar Road (SR 514).

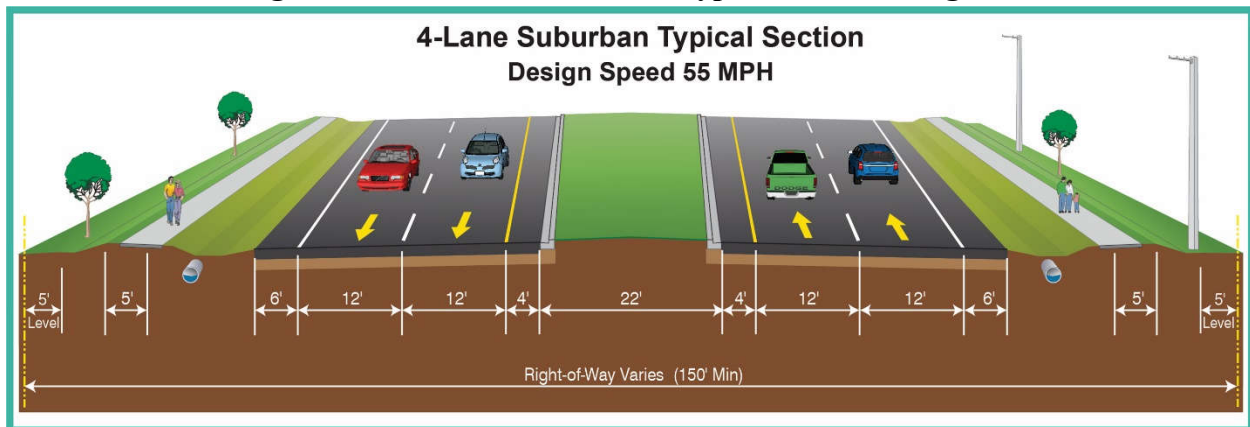
Figure 8: Four-Lane Urban Typical Section - Segment 1



Three distinct typical sections were evaluated in Segment 2, Weber Road to Marie Street. This section of the project is rural in character; therefore, suburban and rural typical sections with design speeds of 55 miles per hour were evaluated. The existing ROW width is 66 feet and ROW acquisition will be necessary to accommodate both typical sections.

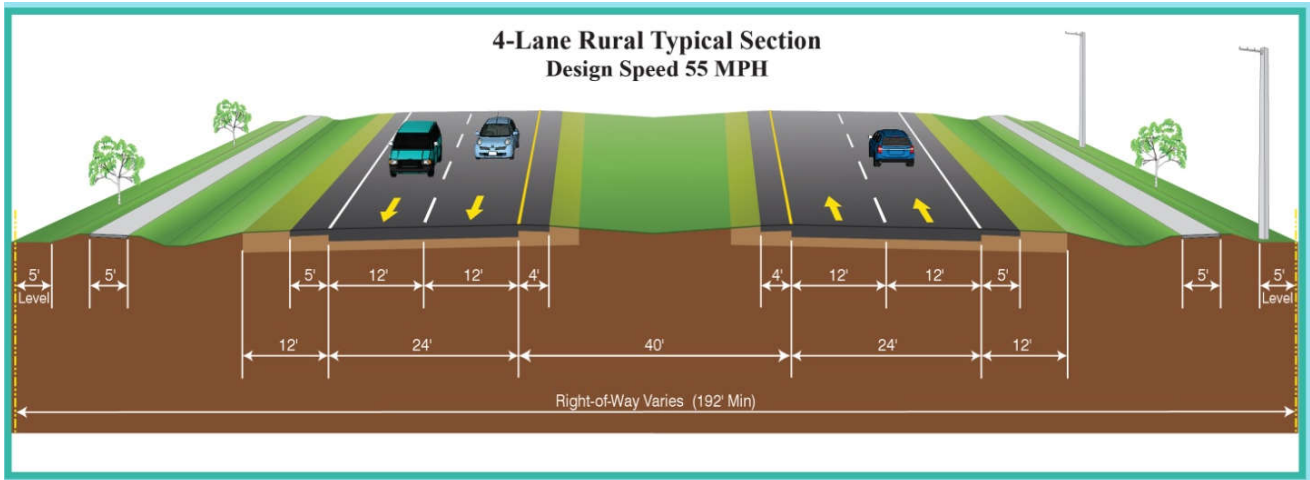
The first typical section (**Figure 9**) within Segment 2, is the four-lane divided suburban typical section, which includes curb and gutter along the median within a minimum ROW width of 150 feet. Accommodations for bicyclists and pedestrians are included. This alignment primarily contains ROW impacts to the south to avoid the large transmission poles on the north side of the road. Additionally, there are sensitive recreational properties on the north side of the road that were avoided where possible. Due to the ROW needed, Segment 2 of the project (except for the No-Build section) will likely be a complete reconstruction of Malabar Road (SR 514).

Figure 9: Four-Lane Suburban Typical Section - Segment 2



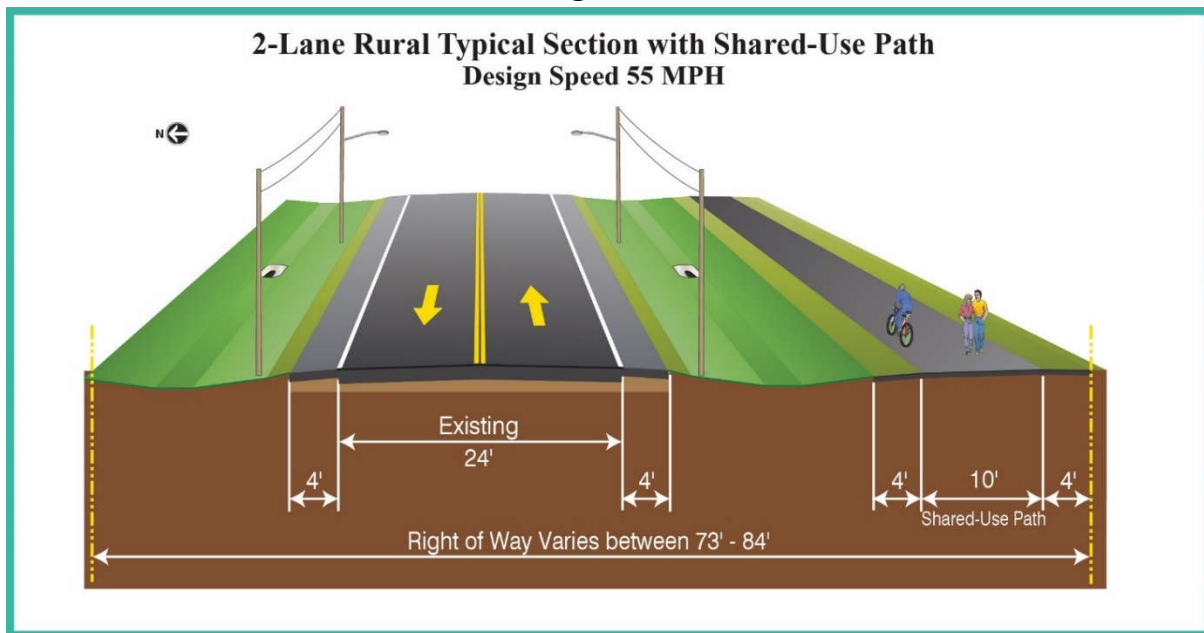
A four-lane rural typical section was also evaluated within Segment 2, consisting of a similar best fit alignment, but containing a four-lane divided rural typical section (**Figure 10**). With a minimum ROW width of 192 feet, this typical section would have 44 more feet of ROW impacts than the suburban typical section described above.

Figure 10: Four-Lane Rural Typical Section - Segment 2



The last typical section evaluated for Segment 2, includes the same alignment and four-lane suburban typical section described above from Weber Road to Corey Road, but would taper to the existing two-lane rural condition east of Corey Road to Marie Street, since future traffic volumes do not warrant capacity improvements. Accommodations for pedestrians and bicycles would still be provided for the two-lane portion of Malabar Road (SR 514) by way of a shared-use path on the south side of the roadway (Figure 11).

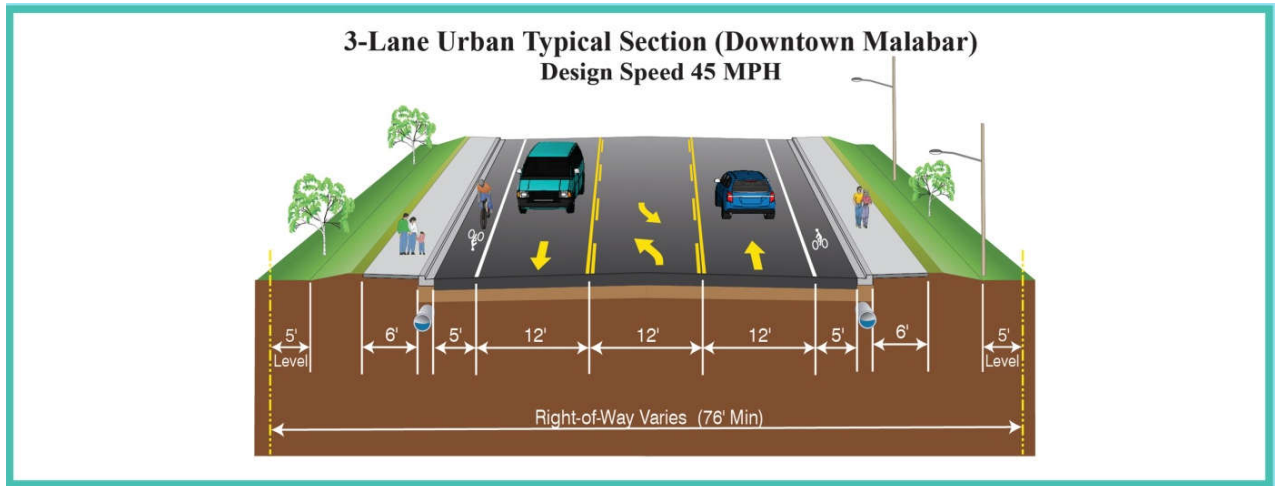
Figure 11: Existing Two-Lane Rural Typical Section with 10-foot Shared-Use Path - Segment 2



Based on projected traffic for the design year 2045, this alternative operates at an acceptable LOS with only two lanes, while avoiding impacts to the sensitive environmental and recreational lands along the corridor.

The last segment of the corridor is Segment 3, from Marie Street to US 1. Initially, four-lane typical sections were considered, but similar to the east end of Segment 2, the design year traffic indicates that four lanes are not necessary for this segment to operate at an acceptable LOS in the future. Therefore, a three-lane urban typical section was evaluated. This typical section (**Figure 12**) includes a center turn lane, bike lanes, and sidewalks within a minimum ROW width of 76 feet. The posted speed limit of 35 mph is proposed in this segment of Malabar Road (SR 514). Much of the existing pavement within Segment 3 will be able to be reused during the construction.

Figure 12: Three Lane Urban Typical Section - Segment 3



Four alternatives were developed using various combinations of the typical sections described above. **Table 6** summarizes Alternatives A, B, C, and D as they relate to typical sections and alignments within each project segment. Preliminary conceptual design plans for the four alternatives can be found in the *Preliminary Engineering Report* and the project files.

Table 6: Alternatives Considered – Typical Sections by Segment

	Alternative A	Alternative B	Alternative C	Alternative D
Segment 1 Babcock Street (SR 507) to Weber Road	4-lane urban (best fit)	4-lane urban (best fit)	4-lane urban (best fit)	4-lane urban (best fit)
Segment 2 Weber Road to Marie Street	4-lane suburban (best fit)	4-lane rural (best fit)	4-lane suburban & 2-lane No-Build*	4-lane suburban & 2-lane No-build*
Segment 3 Marie Street to US 1	3-lane urban (best fit)	3-lane urban (best fit)	No-Build with TSMO improvements	3-lane urban (best fit)

* The four-lane suburban and two-lane No-Build alternative is a four-lane suburban from Weber Road through Corey Road and a No-Build from east of Corey Road to west of Marie Street, meaning the roadway will remain in its existing configuration. This alternative includes a 10-foot shared-use path in the No-Build portion of the roadway.

A summary of Advantages and Disadvantages is included below.

- Alternative A
 - Advantages
 - Satisfies Purpose and Need
 - Projected to operate at acceptable levels of service in design year
 - Decreases traffic congestion in corridor
 - Minimizes ROW impacts
 - Provides improvements to downtown Malabar
 - Disadvantages
 - Impacts to sensitive recreational properties
 - Impacts to a portion of the FPL transmission poles
- Alternative B
 - Advantages
 - Satisfies Purpose and Need
 - Projected to operate at acceptable levels of service in design year
 - Decreases traffic congestion in corridor
 - Maintains rural nature of corridor with rural typical section
 - Provides improvements to downtown Malabar
 - Disadvantages
 - Requires the most ROW of all alternatives
 - Impacts to sensitive recreational properties
 - Highest cost of all alternatives
 - Impacts to portion of FPL transmission poles
- Alternative C
 - Advantages
 - Satisfies Purpose and Need
 - Projected to operate at acceptable levels of service in design year
 - Minimizes impacts to utilities
 - Provides shared-use path for connectivity between Town amenities
 - Minimizes impacts to recreational properties
 - Lowest ROW impacts of all alternatives
 - Lowest cost of all alternatives
 - Disadvantages
 - Minimum impact to Malabar Scrub Sanctuary
 - No road improvement for small section of roadway between Corey Road and Marie Street
 - Does not improve downtown Malabar (no multimodal or improvements to existing roadway)

- Alternative D
 - Advantages
 - Satisfies Purpose and Need
 - Projected to operate at acceptable levels of service in design year
 - Minimizes impacts to utilities
 - Provides shared-use path for connectivity between Town amenities
 - Avoids impacts to recreational properties
 - Provides improvements to downtown Malabar
 - Disadvantages
 - No capacity improvement for small section of roadway between Corey Road and Marie Street

The project team evaluated the Build Alternatives for potential impacts to the natural, physical and social environments and estimated total project costs. **Table 7** presents the evaluation matrix for Alternatives A, B, C, D, and the No-Build Alternative.

Alternatives A, B, C, D, and the No-Build Alternative were presented for public input at a May 6, 2014 alternatives public meeting. Alternative D was the leading alternative since it avoided impacts to the Malabar Scrub Sanctuary and the Fern Creek Crossing Park. This alternative was presented to local agencies and other interested parties. Concerns were voiced over:

- Impacts to private landowners
- Impacts to the Malabar Disc Golf Park

In response to the agency and public input, the section of Malabar Road (SR 514) between Weber Road and Marie Street was further reviewed and additional typical sections and alignments were developed for consideration. Different roadway typical sections were combined with different alignments to meet the purpose and need of the project while minimizing impacts. A total of seven (7) alignments using four (4) different typical sections: three (3) for the segment of Malabar Road (SR 514) from Weber Road to Corey Road, and four (4) for the segment from Corey Road to Marie Street, were evaluated. These alignments included north and south of the existing roadway location, plus best-fit options. A recommended combination was selected for each segment from among these options, Alternative E, which became the Recommended Alternative.

Table 7: Alternatives Evaluation Matrix

EVALUATION CRITERIA		ROADWAY BUILD ALTERNATIVES				NO-BUILD ALTERNATIVE
		A	B	C*	D	
PURPOSE AND NEED	ADDRESSES NEED FOR PROJECT					
	Provides Improved Level-of-Service	YES				NO
	Accommodates Future Traffic Demand	YES				NO
SOCIAL ENVIRONMENT	PRIVATE PROPERTY IMPACTS					
	Number of Parcels Impacted	110	108	66	107	0
	-Residential Parcels	32	33	20	18	0
	-Commercial Parcels	24	23	13	16	0
	-Vacant/Unimproved Parcels	54	52	33	46	0
	Number of Relocations Anticipated	10	14	5	7	0
	TOTAL RIGHT-OF-WAY					
	Number of impacted acres	61.04	67.42	43.56	57.05	0
	COMMUNITY FACILITIES					
	Number of Parcels Impacted	1	1	1	0	0
	BICYCLE AND PEDESTRIAN FACILITY IMPROVEMENTS	ENHANCED				NONE
CULTURAL ENVIRONMENT	PUBLIC PARKS/LANDS					
	Number of Parks Impacted	3	3	1	1	0
	HISTORIC AND ARCHEOLOGICAL SITES					
	Number of Historical Resources Potentially Impacted	0	0	0	0	0
Archeological Site Potential (low/moderate/high)	Medium	Medium	Low	Medium	None	
NATURAL ENVIRONMENT	WETLAND AREAS (acres impacted)	6.00	6.82	4.33	4.33	0
	FLOODPLAINS (acres impacted)	2.94	3.93	2.98	2.98	0
	THREATENED AND ENDANGERED (T&E) SPECIES					
	Low/Moderate/High potential Involvement	Medium	Medium	Medium	Medium	None

EVALUATION CRITERIA		ROADWAY BUILD ALTERNATIVES				NO-BUILD ALTERNATIVE
		A	B	C*	D	
PHYSICAL ENVIRONMENT	POTENTIAL CONTAMINATION SITES					
	-Number of Medium Risk Sites impacted	0	0	0	0	0
	-Number of High Risk Sites Impacted	0	0	0	0	0
	POTENTIAL UTILITY INVOLVEMENT	Moderate	Moderate	Moderate	Moderate	None
PROJECT COSTS (2017 million \$)	DESIGN	\$2.78	\$2.92	\$1.89	\$2.34	\$0.00
	RIGHT-OF-WAY	\$34.18	\$37.75	\$24.40	\$31.95	\$0.00
	CONSTRUCTION	\$22.23	\$23.37	\$15.11	\$18.70	\$0.00
	CEI	\$1.78	\$1.87	\$1.21	\$1.50	\$0.00
	Total Cost	\$60.97	\$65.91	\$42.61	\$54.49	\$0.00

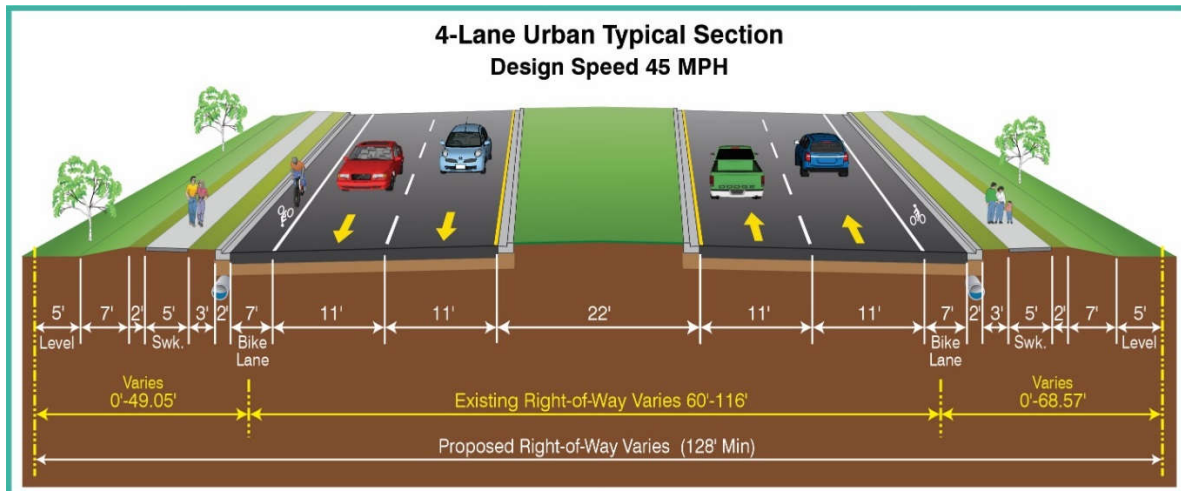
*Bicycle and Pedestrian Improvements are included with the partial No-Build of Alternative C.

2. RECOMMENDED ALTERNATIVE

The Recommended Alternative consists of four different typical sections that vary from west to east, as follows.

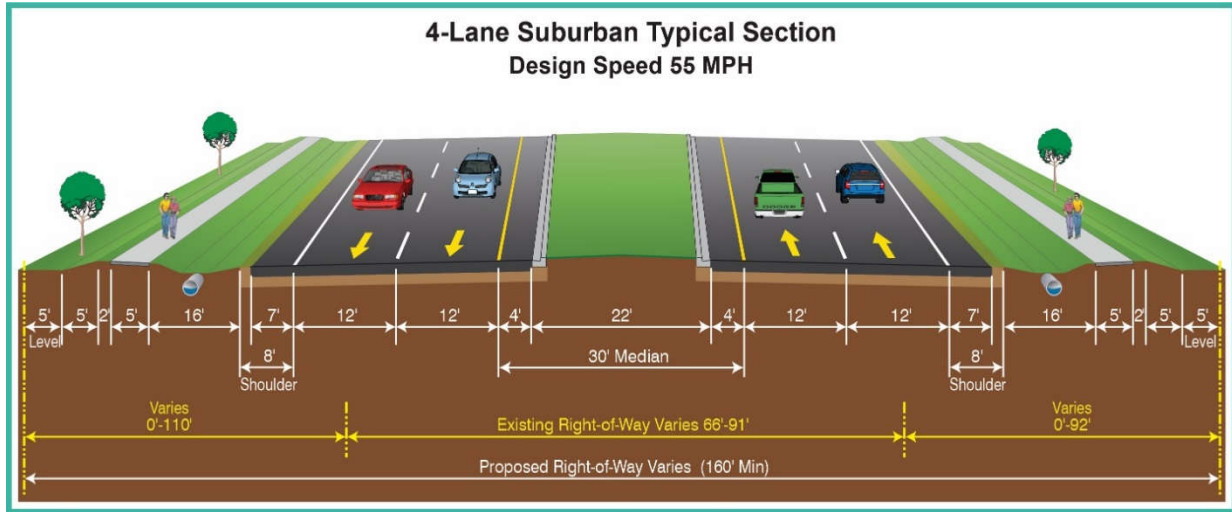
Segment 1: From East of Babcock Street (SR 507) to Weber Road. Beginning east of Babcock Street (SR 507), the Recommended Alternative includes a four-lane urban typical section (**Figure 13**), providing two 11-foot travel lanes, a seven-foot bicycle lane and five-foot sidewalk in each direction with a 45-mph design speed and posted speed limit. Travel lanes are separated by a 22-foot wide raised grass median. Drainage is handled by curb-and-gutter and a closed drainage system to route stormwater runoff to offsite ponds. The alignment is a best-fit approach, starting to the north of the existing alignment and then transitioning south just west of a proposed roundabout at Weber Road. This segment ties into the Babcock Street intersection which was the subject of an improvement project (FPID 237650-3) completed in 2013 to add new turn lanes, improve the existing turn lanes, add mast arm signalization, and install new street lighting.

Figure 13: Recommended Typical Section – Segment 1



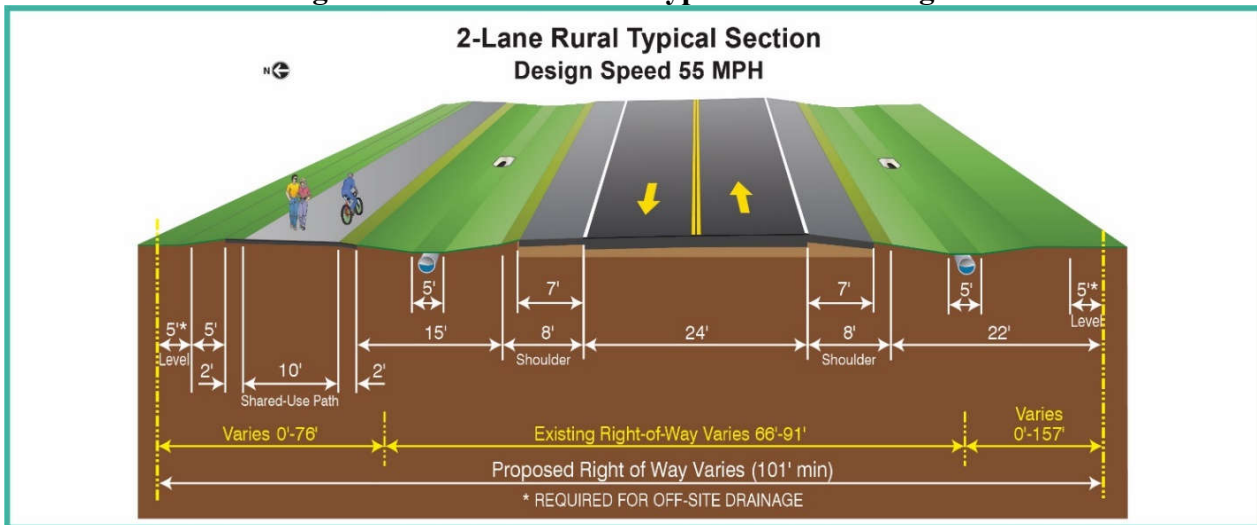
Segment 2a: From Weber Road to Corey Road. Just west of Weber Road, the Recommended Alternative transitions from a four-lane urban typical section to a four-lane suburban typical section (**Figure 14**). The four-lane suburban typical section provides two 12-foot travel lanes, an eight-foot outside shoulder (seven-foot paved), and a five-foot sidewalk in each travel direction. The design speed is 55 mph and the posted speed limit is 50 mph. Travel lanes are separated by a 30-foot wide median which includes a 22-foot raised grass area and two four-foot inside paved shoulders. Drainage swales/ditches are located on both sides of the roadway. Roundabouts are proposed at the Malabar Road (SR 514) intersections at Weber Road and Corey Road. The alignment is a best-fit concept. From west to east after the roundabout at Weber Road, the alignment shifts south then north to align with the proposed Corey Road roundabout. Additional ROW will be required from parcels on both sides of Malabar Road (SR 514) including approximately 0.38 acres from the Malabar Scrub Sanctuary and 0.02 acres from Fern Creek Crossing Park.

Figure 14: Recommended Typical Section – Segment 2a



Segment 2b: From Corey Road to Marie Street. East of the Corey Road intersection, the Recommended Alternative transitions from the four-lane suburban typical section into a two-lane rural roadway (Figure 15) including one 12-foot wide travel lane, an eight-foot shoulder (seven-foot paved in each direction), and a 10-foot shared-use path along the north side of Malabar Road (SR 514), which provides a pedestrian and bicycle facility and connects the trailhead at Marie Street to the Malabar Community Park, the Malabar Scrub Sanctuary, and the Malabar Disc Golf Park. The design speed is 55 mph with a 50-mph posted speed limit. The alignment is a best-fit concept. Between Corey Road and Shiflett Lane, parcels on both sides – with exception of the U.S. Post Office located on the north side – are impacted as the alignment transitions from a four-lane roadway to a two-lane roadway. Between Shiflett Lane and Marie Street the alignment has impacts to both the Malabar Scrub Sanctuary (0.34 acre) and Malabar Disc Golf Park (0.12 acre). The alignment shifts south of the existing roadway on the east side of the Disc Golf Park.

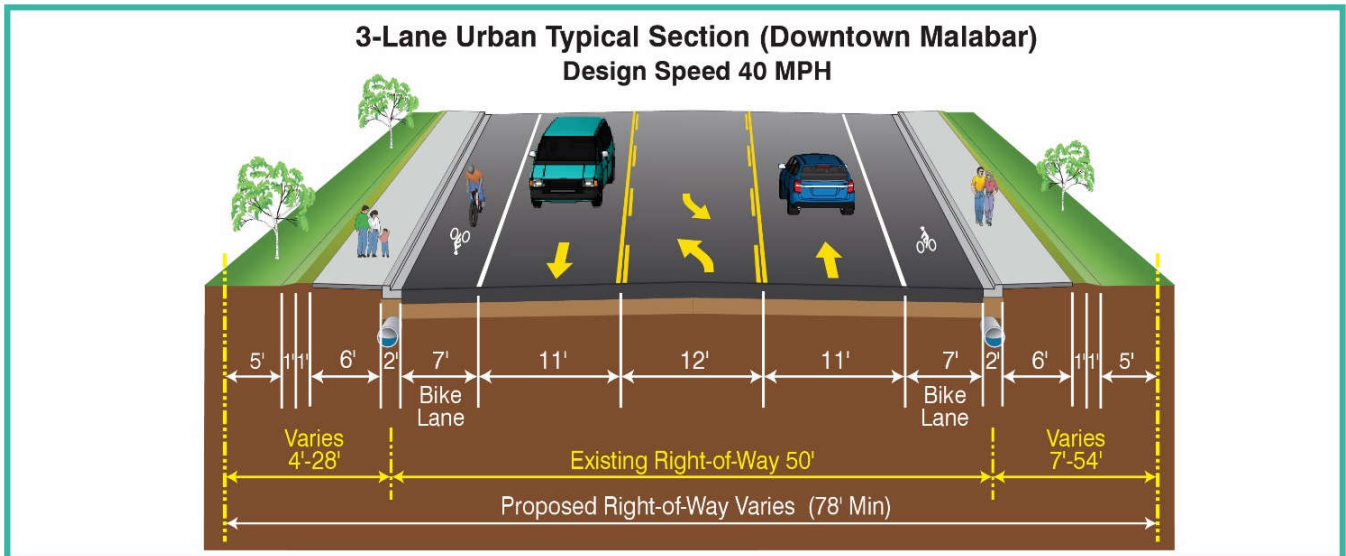
Figure 15: Recommended Typical Section – Segment 2b



Segment 3: Marie Street to US 1. East of Marie Street, the typical section transitions into a three-lane urban typical section (**Figure 16**). The recommended typical section includes one 11-foot travel lane in each direction, a 12-foot center bi-directional left-turn lane, and seven-foot bicycle lanes and six-foot sidewalks in each direction. Drainage is handled by curb-and-gutter and a closed drainage system to route stormwater runoff to offsite ponds. The design speed is 40 mph with a 35-mph posted speed limit. The alignment is centered on the existing roadway location, with ROW acquisition from both sides of the roadway. Additional lanes are proposed at the US 1 intersection as warranted by the traffic forecasts:

- A second northbound left turn lane and a second westbound receiving lane
- A second eastbound left turn lane;
- Two northbound through lanes; the existing northbound signal bypass lane will be removed, and both northbound through lanes will be signal controlled.

Figure 16: Recommended Typical Section – Segment 3



An Evaluation Matrix comparing the impacts of the Recommended Alternative to the No-Build Alternative is provided in **Table 8**.

Table 8: Recommended Alternative Evaluation Matrix

<u>Evaluation Criteria</u>		Recommended Alternative	No-Build Alternative
Purpose and Need	Addresses Need for Project		
	Provides Improved Level-of-Service	YES	NO
	Accommodates Future Traffic Demand	YES	NO
Social Environment	Private Property Impacts		
	Number of Parcels Impacted	122	0
	-Residential Parcels	31	0
	-Commercial Parcels	19	0

	Evaluation Criteria	Recommended Alternative	No-Build Alternative
	-Vacant/Unimproved Parcels	72	0
	Number of Relocations Anticipated	11	0
	Total Right-of-Way		
	Number of impacted acres	26.23	0
	Community Facilities		
	Number of Parcels Impacted	10	0
	Bicycle and Pedestrian Facility Improvements	ENHANCED	NONE
Cultural Environment	Public Parks/Lands		
	Number of Parks Impacted	3	0
	Historic and Archaeological Sites		
	Number of Historical Resources Potentially Impacted	0	0
Natural Environment	Archeological Site Potential (low/moderate/high)	Medium	None
	Wetland Area (acres impacted)	1.11	0
	Floodplains (acres impacted)	2.11	0
	Threatened and Endangered (T&E) Species		
Physical Environment	Low/Moderate/High potential Involvement	Medium	None
	Potential Contamination Sites		
	-Number of medium risk sites impacted	0	0
	-Number of high risk sites impacted	0	0
Project Costs (2017 million \$)	Potential Utility Involvement	Moderate	None
	Design (12.5% of construction)	\$2.83	\$0.00
	Right-of-Way	\$27.31	\$0.00
	Construction	\$22.65	\$0.00
	CEI (8% of construction)	\$1.81	\$0.00
	Total Cost	\$54.60	\$0.00

After the public hearing and once the State Environmental Impact Report (SEIR) is approved by FDOT, the Recommended Alternative becomes the Preferred Alternative.

D. PROJECT PLANNING CONSISTENCY:

Currently Adopted CFP-LRTP	COMMENTS				
Y	<p>This project is shown in both the Needs Plan and Cost Feasible Plan of the Space Coast TPO's 2040 LRTP for all phases (Final Design, ROW and Construction) with a year of expenditure total project cost of \$36,567,000.</p> <p>*The project has been deferred and PE (Final Design) is currently shown in the FDOT Five-Year Work Program for Years 2018-2022 in fiscal year 2022 (\$4,088,900). This will be updated in the next TIP and STIP cycle. ROW and Construction phases are not currently programmed.</p>				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	Y	Y	TIP: \$4.09M STIP: \$4.09M	TIP: 2019/2020* STIP: 2019/2020*	State funds
ROW	N	N			
CST	N	N			

M = Million

Applicable LRTP/TIP/STIP pages are included in **Appendix A**.

3. ENVIRONMENTAL ANALYSIS

Issues/Resources	Substantial Impacts?				**Basis for Decision
	Y e s	N o	E n h a n c e	N o I n v o l v e m e n t	
A. SOCIAL AND ECONOMIC					
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment A.1
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A.2
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment A.3
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A.4
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment A.5
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment A.6
B. CULTURAL					
1. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment B.1
2. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment B.2
3. Recreation Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment B.3
C. NATURAL					
1. Wetlands & Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C.1
2. Aquatic Preserves & Outstanding FL Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C.2
3. Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C.3
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None Present
5. Drainage and Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C.5
6. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None Present
7. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C.7
8. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None Present
D. PHYSICAL					
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D.1
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D.2
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D.3
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D.4
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D.5
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment D.6
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not Applicable

***Topical Categories:** Yes = Substantial Impact; No = No substantial impact; Enhance = Enhancement; NoInv = Issue absent, no involvement.

**Basis of decision is documented in the referenced attachment(s)

4. ANTICIPATED PERMITS

Individual Dredge and Fill Permit - USACE

Nationwide Permit - USACE

Bridge Permit - USCG

Environmental Resource Permit – Saint Johns River Water Management District (SJRWMD)

Other - Florida Fish and Wildlife Conservation Commission (FWC) Gopher Tortoise Relocation Permit

Other - Florida Department of Environmental Protection (FDEP) Generic Permit for Stormwater Discharge from Large and Small Construction Activities

5. ENGINEERING ANALYSIS

See Section 2. C. Proposed Improvements (above). The engineering analysis is documented in the *Final Preliminary Engineering Report* (April 2018), prepared under separate cover.

6. COMMITMENTS

Noise

- A land use review will be performed during the design phase of the project to ensure that all noise-sensitive land uses that have received a building permit prior to the project's Date of Public Knowledge are evaluated.
- The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted location (Enchanted Lakes Mobile Home Park and RV Resort) where a noise barrier has been recommended for further consideration during the final design phase, contingent upon the following conditions:
 - Final recommendations on the construction of abatement measures is determined during the project's final design and through the public involvement process;
 - Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;
 - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
 - Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
 - Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

Contamination

- Level 2 Contamination Impact Assessments are recommended for the Medium and High-risk sites due to the potential for contamination impacts.

Wildlife and Habitat

- During the design and permitting phase of the project, gopher tortoise, Florida sandhill crane, and Florida burrowing owl surveys will be conducted in accordance with applicable state regulatory agency protocols, if required. Permitting will be conducted as necessary to comply with all state laws.
- During the design and permitting phase of the project, Florida scrub-jay, and Audubon's crested caracara surveys will be conducted in accordance with applicable federal regulatory agency protocols, if required. If federally listed species are confirmed within the project limits, US Fish and Wildlife Service (USFWS) consultation will be initiated.
- During the design and permitting phase of the project, a formal gopher tortoise survey will be conducted to determine whether USFWS consultation is required for the Eastern indigo snake, if more than 25 active and inactive burrows are proposed to be impacted. If it is determined that less than 25 gopher tortoise burrows will be impacted, FDOT agrees to follow the *USFWS Standard Protection Measures for the Eastern Indigo Snake* during construction of the project. Technical specifications regarding this commitment will be written into the contractor's bid documents.
- FDOT will ensure that the *Contractor Requirements for Unexpected Interaction with Certain Protected Species During Work Activities* is followed during construction.

Public Lands

- During the design phase, Brevard County Environmentally Endangered Lands Program Selection and Management Committee will be briefed concerning impacts to the Malabar Scrub Sanctuary resulting from the final engineering and design activities.
- During the Design phase, when ROW impacts are more accurately defined, the FDOT will coordinate further with the County and the FDEP Acquisition and Restoration Council (ARC), who has the ultimate approval of land acquisition for the Malabar Scrub Sanctuary.
- During the Design phase, when ROW impacts are more accurately defined, the FDOT will coordinate further with the Town of Malabar and the FDEP Florida Communities Trust (FCT) concerning the Disc Golf Course and Fern Creek Crossing Park.

7. FDOT SELECTED ALTERNATIVE

Alternative E is the Preferred Alternative and the analysis of its environmental effects is described in Attachment A.

8. APPROVED FOR PUBLIC AVAILABILITY (BEFORE PUBLIC HEARING)



District Designee

1/31/18
Date

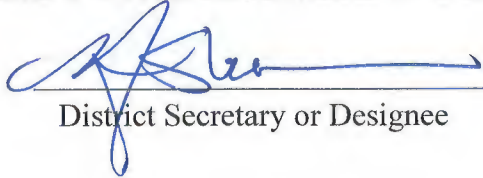
9. A PUBLIC HEARING WAS HELD ON

2/28/18
DATE

10. APPROVAL OF FINAL DOCUMENT (AFTER PUBLIC HEARING)

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The final SEIR reflects consideration of the PD&E study and the public hearing.



District Secretary or Designee

5/8/18
Date

**ATTACHMENT A
SOCIAL AND ECONOMIC IMPACTS**

A.1 Social

Community Cohesion

Within the project limits, Malabar Road (SR 514) consists primarily of commercial, residential, and conservation and recreation parcels. The Recommended Alternative will follow existing alignments, will not split or isolate neighborhoods, and will not alter regional travel patterns. The existing access management classification throughout the project corridor is Access Class 3. However, between I-95 and Weber Road, and between Marie Street and US 1, Malabar Road (SR 514) is an Access Classification 5. A change to Access Classification 5 for these areas requires a Public Hearing which was held as part of the PD&E Public Hearing. The proposed median through Segment 1 and part of Segment 2 would limit left-turn access to either intersections or median openings. Key locations where full median access will be required include the Palm Bay Hospital. The FDOT does not anticipate that the proposed project will result in any disproportionate adverse impacts to any distinct minority, ethnic, elderly or handicapped groups, and/or low-income households.

Community Services

Community services provide a focal point for adjacent neighborhoods and communities, as well as serving the needs of the surrounding areas. For the purpose of this study, community facilities can include daycare/preschools, medical facilities, fire departments, law enforcement, government buildings, libraries, community centers, non-profit facilities, educational facilities, religious institutions/facilities, cemeteries, parks, and recreation areas. **Table 9** lists the community services located within a 500-foot buffer of the study area.

Table 9: Malabar Road (SR 514) Study Area Community Facilities and Services

Facility Type	Facility Name	Location
Daycare/Preschools/Children's Home	Berri Patch Preschool	705 Malabar Road
	Creative Years Day Care	1344 Malabar Road
	Little Impressions Academy	1344 Malabar Road
Medical Facilities	Life Care Center of Palm Bay	175 Villa Nueva Avenue NE
	Brevard Health Alliance	775 Malabar Road
	Motivating Individuals to Marked Achievement (MIMA)	730 Malabar Road

Facility Type	Facility Name	Location
	Palm Bay Hospital	1425 Malabar Road
	City of Palm Bay Medical Clinic	590 Malabar Road, #1 and #2
	4Care Walk-In Clinic	590 Malabar Road, #7
Fire Departments	Malabar Fire Department	1840 Malabar Road
Government Buildings	Town of Malabar Town Hall	2725 Malabar Road
	US Post Office	1720 Malabar Road
Law Enforcement Facilities	Brevard County Sheriff's Office Sub-Station	2725 Malabar Road
Religious Institutions	First Baptist Church of Malabar	1665 Malabar Road
	God's City of Refuge Ministry Apostolic Faith	1384 Malabar Road
	God's Healing Holiness Christian Church	1346 Malabar Road
	Iglesia Christiana Elohim Church	2170 Malabar Road
	New Testament Bethel Ministry	1302 Malabar Road
	The Church of the Holy Bible Apostolic	6050 Babcock Street SE
Community Centers	Easter Seals Florida, Inc.	6050 Babcock Street SE
Non-profit Facilities	Nana's House Thrift Cottage	2540 Malabar Road
Recreation/Trails	Fern Creek Crossing Park	1585 Malabar Road
	First Baptist Church of Malabar Baseball Field	1665 Malabar Road
	Malabar Community Park	1840 Malabar Road
	Malabar Disc Golf Park	1845 Malabar Road
	Malabar Scrub Sanctuary	1501 Malabar Woods Boulevard
	Sand Hill Trail	Marie Street on south side of Malabar Road
	Tom Eschenberg Memorial Park	1800 Weber Road

ROW acquisition will be required from Nana's House Thrift Cottage (non-profit organization) to accommodate the Recommended Alternative. This acquisition may result in relocation. Additional

community services impacted by the proposed improvements would be due to the acquisition of ROW (in the form of corner clips or minor frontage acquisition) from Motivating Individuals to Marked Achievement (MIMA) medical center, First Baptist Church, Malabar Town Hall, Malabar Fire Station along with the Malabar Scrub Sanctuary, Malabar Disc Golf Park, and Fern Creek Crossing Park. Brevard Health Alliance Clinic will have 21 parking spaces impacted and the Berri Patch Preschool will have 13 parking spaces impacted. There is additional space on each of these properties to rebuild replacement parking. Handicapped parking spaces will not be impacted. None of these ROW needs will impact existing structures or require relocation of these facilities, aside from Nana's House Thrift Cottage. Access to community facilities and the project area is discussed under the Community Cohesion section.

Title VI Considerations

This project has been developed in accordance with Title VI of the Civil Rights Act of 1964, Title VIII of the Civil Rights Act of 1968, Executive Order 12898 (Environmental Justice) and in accordance with Executive Order 13166 (Improving Access to Service for Persons with Limited English Proficiency).

Characteristics of the population within Census blocks and tracts lying either partially or wholly within the study area were identified. In order to evaluate any possible disproportionate effects of the project, it was also necessary to identify population characteristics of a larger population (Brevard County), for comparison purposes.

The Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) *Sociocultural Data Report* (SDR) was used for demographic data. The SDR uses the Census 1990, 2000, 2010, and 2015 American Community Survey (ACS) data and reflects the approximation of the population based on area of the 500-foot buffer intersecting the Census Block Groups.

Based on the SDR population, the study area has grown at a fairly stable rate between 1990 and 2000 at 1.8% per year, but decreased between 2000 and 2010 by 0.52% per year. Brevard County has grown at 1.93% per year between 1990 and 2000 and 1.35% between 2000 and 2010. In more recent years, the study area grew at a faster annual rate of 9% between 2010 and 2015 which is greater than the County as a whole with 2.3% annually. In 2015, the total number of households in the study area was 108 with 2.86 persons per household.

Table 10 compares the race composition for the study area and Brevard County. The project area has an equal minority population percentage to Brevard County, (23%). Also, there are 10.9% "Hispanic or Latino of Any Race" ethnicity which is slightly higher percentage than the County with 8.17%.

Within the study area there are 3 people (0.97%) who speak English "not well" and 1 person (0.32%) that speaks English "not at all." Based on US DOT Policy Guidance, the FDOT has

identified four factors to help determine if Limited English Proficiency (LEP) services would be required as listed in the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.1.2.2. Based on a review of these factors and the fact that LEP population accounts for 1.30% of the population for this project, LEP services are not be required.

Table 10: Study Area Demographics

Demographic	500-foot Buffer Area	Brevard County
“White Alone” (Race)	85.98%	83.05%
“Black or African-American Alone” (Race)	7.79%	10.28%
“Other”* (Race)	5.92%	6.67%
“Hispanic or Latino of Any Race” (Ethnic Group)	10.9%	9.06%

Source: US Census Bureau (2015 US Census ACS)

* “Other” includes “Asian Alone”, “American Indian or Alaska Native Alone”, “Native Hawaiian & Other Pacific Islander Alone”, “Claimed Two or More Races” and “Some Other Race Alone”.

The median age for the project area is 44. Persons that are 65 years and over comprise of 18.07% of the population. There are 13 people (6.74%) between the ages of 20 and 64 that are designated as having a disability.

There are 120 homes in the study area that are primarily single-family units. These homes are 75% owner-occupied, 14% renter occupied, and 10% vacant units. This shows a higher amount of owner-occupied units than Brevard County which has 59% owner occupied. The median housing value is \$192,550. This is much higher than the Brevard County median housing value of \$142,200. There is one house (0.93%) that does not have a vehicle.

The median household income for Brevard County is \$48,925. The income in the study area is slightly higher with the median household income of \$55,012. There are 10.19% households below poverty level and 1.85% of households with public assistance.

Many aspects of this project will be enhancements to the standard of living for all residents in the study area, minority or otherwise, and all users of the facility. The project will improve mobility throughout the area for all users. The project is being designed to avoid/minimize potential impacts to the community fabric/social cohesion to the greatest extent practicable.

Therefore, FDOT does not anticipate that the proposed project will result in any disproportionate adverse impacts to any distinct minority, ethnic, elderly or handicapped groups, and/or low-income households.

A proactive public involvement approach has been implemented for the project to ensure that opportunity is given to all residents and businesses along the corridor to provide input into this project. Title VI information was made available at the Public Hearing.

Controversy Potential

The project was screened through the ETDM process on May 18, 2012 to complete the state and federal regulatory agency reviews for the project. Comments from the Environmental Technical Advisory Team (ETAT) were received through July 2, 2012. During the 45-day review, the ETAT provided their comments on the project's purpose and need, and issued their Degree of Effects (DOE) findings by resource area. The highest DOE given for any of the issues identified in the ETDM screening only reached the level of "Moderate" and was identified for the following issues: Contamination, Infrastructure, Special Designations, Water Quality, Wetlands, Wildlife and Habitat, Historic and Archaeological Sites, Recreation Areas, Relocation, and Secondary and Cumulative Effects. Upon completion of the ETDM Programming Screen review, a Programming Screen Summary Report was developed and entered into the EST which provided the FDOT's response to each DOE finding as well as discussion about the overall project. Also, a summary of comments received for each issue is included, by issue, within this report which can be found in **Appendix B**.

Also, simultaneously with the submittal of the project into the ETDM Programming Screen, the FDOT informed numerous Federal, state, and local agencies of the project and its scope through the Advance Notification (AN) process. An AN Package was transmitted to the Florida State Clearinghouse (FSC), Florida Department of Environmental Protection (DEP)/Office of Intergovernmental Programs, on May 18, 2012. The project was found to be consistent with the Florida Coastal Management Program. No controversial comments were received as a result of the review of the project through the AN and EST screening.

A comprehensive Public Involvement Program has been initiated with this project. This program is in compliance with the FDOT PD&E Manual, Section 339.155 Florida Statutes (F.S.); Executive Orders 11990 and 11988; Council on Environmental Quality (CEQ) Regulations for implementing the procedural provisions of the National Environmental Policy Act; and 23 Code of Federal Regulations (CFR) 771.

This project was initially Federally-funded, but during the PD&E Study the funding changed to state-funded and the FDOT was assigned as the lead agency. Since the project is currently state-funded these issues do not apply: Section 4(f), farmlands, coastal barrier resources.

Based on comments from the ETAT and the DOE designations, FDOT accepted the project's Class of Action as a State Environmental Impact Report on December 9, 2015.

Study updates were posted on the study website (www.SR514Malabar.com).

Public Kick-Off Meeting

Before the alternatives were developed, input from the public was obtained and considered. A Public Kick-Off Meeting was held on June 11, 2013, at the Palm Bay Hospital Auditorium, within the project limits. Study information was displayed in an open house format, which provided the

opportunity for the public to review information displayed throughout the meeting as well as to discuss specific items with the study team members. Also, a brief presentation was shown.

There were 64 people that signed in at the meeting. The meeting was advertised in the *Florida Administrative Register* on May 31, 2013 and the local newspaper, *Florida Today*, on May 17, 2013 and June 5, 2013. Notifications (newsletter) to 334 property owners, tenants, and interested parties were mailed on May 22, 2013. There were 95 newsletters hand delivered in the study corridor on June 5, 2013. On May 21 and 23, 2013, notices were e-mailed to elected and appointed officials. Also, in May and June 2013, presentations were made to the Space Coast TPO, Palm Bay City Council, and Malabar Town Council. The meeting was listed on the project and FDOT websites and a News Release was e-mailed to media outlets.

Verbal comments and comment sheets were received at the Kick-Off Meeting and in the weeks following the meeting. There were several comments concerning:

- Malabar Road (SR 514) at the railroad crossing
- Crossing at Marie Street
- Having a Glatter Road alignment
- Concerns over the high speed limit
- Will there be a new crossing over the Indian River
- Construction timeframe
- Typical sections
- Inclusion of sidewalks and bike lanes
- Wildlife crossings
- Right-of-way
- Location of traffic signals

Alternatives Public Meeting

An Alternatives Public Meeting was held on May 6, 2014, at the Palm Bay Hospital Auditorium, within the project limits. Study information was displayed in an open house format, which provided the opportunity for the public to review information displayed throughout the meeting as well as to discuss specific items with the study team members. In addition, a presentation was available for review in a room separate from the project displays. The presentation included: purpose and need; traffic and engineering analysis; alternative concepts; stormwater management; access management; evaluation matrix; environmental impacts; next steps; opportunities for comment and input; and contact information.

A total of 74 people signed in at the meeting. The meeting was advertised in the *Florida Administrative Register* on April 25, 2014 and the local newspaper, *Florida Today*, on April 10, 2014 and April 24, 2014. Notifications (newsletter) to 125 property owners, 178 tenants, and 6 interested parties were mailed on April 14, 2014 and e-mailed to 43 ETDM agencies, elected and appointed officials, and 69 interested parties on the same day. There were 100 newsletters hand

delivered in the study corridor on April 29, 2014. Also, in April 2014, presentations were made to the Space Coast TPO, Palm Bay City Council, and Malabar Town Council. The meeting was listed on the project and FDOT websites and a News Release was sent to media outlets.

Verbal and written comments were received at the Alternatives Public Meeting and in the weeks following the meeting. There were several comments concerning:

- Safety, including the speed limit and need for traffic signals
- Access
- Impacts to properties
- Alternative Concepts
- Design suggestions

Overall, the comments received supported the Build Alternative although there were five comments supporting not widening Malabar Road (SR 514). The input gathered helped guide the study team to select a final “Build Alternative” for further study, along with the “No-Build” Alternative.

Small Group Meetings

A number of small group meetings were held from 2013 – 2018 to update and receive input from local governments, planning agencies, business organizations, and property owners, as shown in **Table 11**.

Brevard County Environmentally Endangered Lands Malabar Scrub Sanctuary Coordination

The FDOT met with the Brevard County Environmentally Endangered Lands (EEL) Malabar Scrub Sanctuary staff on numerous occasions to present the PD&E Alternatives and gather input. The Malabar Scrub Sanctuary staff had numerous concerns about scrub jay impacts, Malabar Scrub Sanctuary property firebreak, rare plant species, maintaining a shared-use trail, and the amount of ROW needed from the Malabar Scrub Sanctuary. Different roadway typical sections and alignments were evaluated in an effort to meet the purpose and need of the project while minimizing impacts to the adjacent parcels. At the end of the analysis, a series of best-fit alignments and a revised Recommended Alternative was selected by the FDOT which reduced the amount of impacts to the Malabar Scrub Sanctuary. The Recommended Alternative will have 0.43-acre impact to the Malabar Scrub Sanctuary between Weber Road and Corey Road and 0.37-acre impact between Corey Road and Marie Street. The FDOT presented the Recommended Alternative to the Brevard County EEL Selection and Management Committee on August 25, 2017. During the Design phase, when ROW impacts are more accurately defined, the FDOT will coordinate further with the County and the FDEP Acquisition and Restoration Council (ARC), who has the ultimate approval of land acquisition.

Table 11: Summary of Small Group Meeting

Date & Time	Group or Organization	Group Contact Information	Meeting Location	Meeting Purpose
May 6, 2013 10:00 am	Space Coast TPO TAC-CAC	Georganna Gillette Space Coast TPO 321-690-6890 georganna.gillette@brevardcounty.us	Building C, Space Coast Room 2725 Judge Fran Jamieson Way Melbourne, FL 32940	Introduced project before Public Kick-Off Meeting
May 9, 2013 9:00 am	Space Coast TPO Board	Georganna Gillette Space Coast TPO 321-690-6890 georganna.gillette@brevardcounty.us	Building C, Florida Room 2725 Judge Fran Jamieson Way Melbourne, FL 32940	Introduced project before Public Kick-Off Meeting; 38 attendees
May 16, 2013 7:00 pm	Palm Bay City Council	Sue Hann, PE, AICP, ICMA-CM City of Palm Bay 321-952-3411 sue.hann@palmbayflorida.org	City Hall – Council Chambers 120 Malabar Road SE Palm Bay, FL 32907	Introduced project before Public Kick-Off Meeting
May 20, 2013 7:30 pm	Malabar Town Council	Debby Franklin Town of Malabar 321-727-7764, x 12 townclerk@townofmalabar.org	Malabar Town Hall 2725 Malabar Road Malabar, FL 32950-4427	Introduced project before Public Kick-Off Meeting
June 11, 2013 5 to 7 pm	Public Kick-Off Meeting	Lisa Goodman Palm Bay Hospital – Health First 321-434-8020 lisa.goodman@health-first.org	Palm Bay (Health First) Hospital Auditorium 1425 Malabar Road NE Palm Bay, FL 32907	Introduced project and received input from public; 64 attendees
June 17, 2013 5:30 pm	Space Coast TPO BPTAC	Georganna Gillette Space Coast TPO 321-690-6890 georganna.gillette@brevardcounty.us	Building B, Magnolia Room 2725 Judge Fran Jamieson Way Melbourne, FL 32940	Introduced project; provided highlights of Public Kick-Off Meeting; 11 attendees
July 30, 2013 2:00 pm	Downtown Malabar Businesses & Property Owners	Debby Franklin Town of Malabar 321-727-7764, x 12 townclerk@townofmalabar.org	Malabar Town Hall 2725 Malabar Road Malabar, FL 32950-4427	Reviewed typical section options in US 1/Railroad area; 19 attendees
January 8, 2014 10:00 am	Town of Malabar	Debby Franklin Town of Malabar 321-727-7763, x 12 townclerk@townofmalabar.org	Malabar Town Hall 2725 Malabar Road Malabar, FL 32950-4427 Malabar Fire Station No. 99 1840 Malabar Road Malabar, FL 32950-4427	Reviewed access management issues at the Fire Station and nearby parks; 3 attendees
February 25, 2014 10:30 am	Town of Malabar and Space Coast TPO	Debby Franklin Town of Malabar 321-727-7763, x 12 townclerk@townofmalabar.org	Malabar Town Hall 2725 Malabar Road Malabar, FL 32950-4427	Reviewed initial 3 alternatives; 4 attendees
April 7, 2014	Space Coast TPO TAC/CAC	Carol Holden Space Coast TPO 321-690-6890	Building C, Space Coast Room	Reviewed project alternatives before

Date & Time	Group or Organization	Group Contact Information	Meeting Location	Meeting Purpose
10:00 am		carol.holden@brevardcounty.us	2725 Judge Fran Jamieson Way Melbourne, FL 32940	Alternatives Public Meeting; 42 attendees
April 17, 2014 7:00 pm	Palm Bay City Council	Terri Lefler City of Palm Bay 321-952-3413 terri.lefler@palmbayflorida.org	City Hall – Council Chambers 120 Malabar Road Palm Bay, FL 32907	Reviewed project alternatives before Alternatives Public Meeting; 40 attendees
April 21, 2014 7:30 pm	Malabar Town Council	Debby Franklin Town of Malabar 321-727-7764, x 12 townclerk@townofmalabar.org	Malabar Town Hall 2725 Malabar Road Malabar, FL 32950-4427	Reviewed project alternatives before Alternatives Public Meeting; 18 attendees
May 6, 2014 5 to 7 pm	Alternatives Public Meeting	Lisa Goodman Palm Bay Hospital – Health First 321-434-8020 lisa.goodman@health-first.org	Palm Bay (Health First) Hospital Auditorium 1425 Malabar Road NE Palm Bay, FL 32907	Shared project alternatives; 74 attendees
May 12, 2014 6 to 8 pm	Malabar Trails and Greenways Committee	Debby Franklin Town of Malabar 321-727-7764, x 12 townclerk@townofmalabar.org	Malabar Town Hall 2725 Malabar Road Malabar, FL 32950-4427	Reviewed potential trail connections between Malabar Park and Marie Street; 6 attendees
June 23, 2014 5:30 pm	Space Coast TPO BPTAC	Carol Holden Space Coast TPO 321-690-6890 carol.holden@brevardcounty.us	Building B, Magnolia Room 2725 Judge Fran Jamieson Way Melbourne, FL 32940	Reviewed project alternatives and input from Alternatives Public Meeting; 15 attendees
July 16, 2014 10:30 am	Town of Malabar and Space Coast TPO	Debby Franklin Town of Malabar 321-727-7764, x 12 townclerk@townofmalabar.org	Malabar Town Hall 2725 Malabar Road Malabar, FL 32950-4427	Reviewed the proposed alternatives and received input; 5 attendees
April 28, 2015 10:00 am	City of Palm Bay	Suzanne Sherman City Manager’s Office 321-952-3411, x3415 Suzanne.sherman@palmbayflorida.org	City Manager’s Conference Room Palm Bay City Hall 120 Malabar Road SE Palm Bay, FL 32907	Reviewed alternatives before Public Hearing; 7 attendees
April 28, 2015 1:00 pm	Town of Malabar and Space Coast TPO	Debby Franklin Town of Malabar 321-727-7764, x 12 townclerk@townofmalabar.org	Malabar Town Hall 2725 Malabar Road Malabar, FL 32950-4427	Reviewed alternatives before Public Hearing; 4 attendees
May 11, 2015 9:30 am	Space Coast TPO – TAC/CAC	Georganna Gillette Space Coast TPO 321-690-6890 georganna.gillette@brevardcounty.us	Building C, Space Coast Room 2725 Judge Fran Jamieson Way Melbourne, FL 32940	Reviewed alternatives before Public Hearing
May 14, 2015 9:00 am	Space Coast TPO Board	Georganna Gillette Space Coast TPO 321-690-6890 georganna.gillette@brevardcounty.us	Building C, Florida Room 2725 Judge Fran Jamieson Way Melbourne, FL 32940	Reviewed alternatives before Public Hearing

Date & Time	Group or Organization	Group Contact Information	Meeting Location	Meeting Purpose
May 18, 2015 5:30 pm	Space Coast TPO - BPTAC	Georganna Gillette Space Coast TPO 321-690-6890 georganna.gillette@brevardcounty.us	Building B, Magnolia Room 2725 Judge Fran Jamieson Way Melbourne, FL 32940	Reviewed alternatives before Public Hearing
April 18, 2016 7:30 pm	Malabar Town Council	Debby Franklin Town of Malabar 321-727-7764, x 12 townclerk@townofmalabar.org	Malabar Town Hall 2725 Malabar Road Malabar, FL 32950-4427	Reviewed revised alternatives within Malabar
March 15, 2017 10:00 am	Brevard EEL Staff	Mike Knight - Program Manager Brevard County EEL Program 321-255-4466 Ext. 28 mike.knight@brevardparks.com	Brevard EEL Program Office 91 East Drive Melbourne, FL 32904	Conducted project briefing and reviewed the alternative refinements in Malabar Scrub Sanctuary area
March 20, 2017 1:30 pm	Malabar Town Administrator, Space Coast TPO Staff, FDOT	Georganna Gillette Space Coast TPO 321-690-6890 georganna.gillette@brevardcounty.us	Space Coast Transportation Planning Organization, 2725 Judge Fran Jamieson Way, Bldg. B. Melbourne FL	Briefed Town Administrator and SCTPO staff on alternative refinements
April 3, 2017 7:30 pm	Malabar Town Council	Debby Franklin Town of Malabar 321-727-7764, x 12 townclerk@townofmalabar.org	Malabar Town Hall 2725 Malabar Road Malabar, FL 32950-4427	Reviewed revised alternatives within Malabar
May 15, 2017 7:30 pm	Malabar Town Council	Debby Franklin Town of Malabar 321-727-7764, x 12 townclerk@townofmalabar.org	Malabar Town Hall 2725 Malabar Road Malabar, FL 32950-4427	Reviewed revised alternatives within Malabar
July 17, 2017 7:30 pm	Malabar Town Council	Debby Franklin Town of Malabar 321-727-7764, x 12 townclerk@townofmalabar.org	Malabar Town Hall 2725 Malabar Road Malabar, FL 32950-4427	Reviewed revised alternatives within Malabar
August 25, 2017 1:00 pm	Brevard County EEL Selection and Management Committee	Mike Knight - Program Manager Brevard County EEL Program 321-255-4466 Ext. 28 mike.knight@brevardparks.com	Brevard EEL Program Office 91 East Drive Melbourne, FL 32904	Conducted project briefing and reviewed the alternative refinements in Malabar Scrub Sanctuary area
October 2, 2017 7:30 p.m.	Malabar Town Council	Debby Franklin Town of Malabar 321-727-7764, x 12 townclerk@townofmalabar.org	Malabar Town Hall 2725 Malabar Road Malabar, FL 32950-4427	Provided support to Town Resolution discussion
January 22, 2018 5:30 p.m.	Space Coast TPO Bicycle/Pedestrian Technical Advisory Committee	Georganna Gillette Space Coast TPO 321-690-6890 georganna.gillette@brevardcounty.us	Building C, Space Coast Room at the Viera Government Center: 2725 Judge Fran Jamieson Way, Viera, FL 32940.	Pre-Public Hearing briefing regarding Recommended Alternative
February 5, 2018	Space Coast TPO Technical	Georganna Gillette Space Coast TPO	Building C, Space Coast Room at the Viera	Pre-Public Hearing briefing regarding

Date & Time	Group or Organization	Group Contact Information	Meeting Location	Meeting Purpose
9:30 a.m.	Advisory / Citizens Advisory Committees	321-690-6890 georganna.gillette@brevardcounty.us	Government Center, 2725 Judge Fran Jamieson Way, Viera, FL 32940	Recommended Alternative
February 5, 2018 7:30 p.m.	Malabar Town Council	Debby Franklin Town of Malabar 321-727-7764, x 12 townclerk@townofmalabar.org	Malabar Town Hall 2725 Malabar Road Malabar, FL 32950-4427	Pre-Public Hearing briefing regarding Recommended Alternative
February 8, 2018 3:00 p.m.	Space Coast TPO Board	Georganna Gillette Space Coast TPO 321-690-6890 georganna.gillette@brevardcounty.us	Building C, Florida Room at the Viera Government Center, 2725 Judge Fran Jamieson Way, Viera, FL 32940	Pre-Public Hearing briefing regarding Recommended Alternative
February 15, 2018 7:00 p.m.	City of Palm Bay Council	Suzanne Sherman City Manager's Office 321-952-3411, x3415 Suzanne.sherman@palmbayflorida.org	Council Chamber Palm Bay City Hall 120 Malabar Road SE Palm Bay, FL 32907	Pre-Public Hearing briefing regarding Recommended Alternative

Table Abbreviation Key

BPTAC = Bicycle, Pedestrian and Trails Advisory Committee

EEL = Environmentally Endangered Lands

CAC = Citizens Advisory Committee

TPO = Transportation Planning Organization

Town of Malabar Disc Golf Park Coordination

The FDOT also met with the Town of Malabar concerning how the project would impact the Disc Golf Park. The Town of Malabar provided a Statement of Significance for the Disc Golf Park; stating that significant ROW impacts would leave the course unplayable as an 18-hole course without enough land to redesign in its current location. The FDOT incorporated the Town's comments into their analysis and the Recommended Alternative will have 0.10 acre of impacts to the Malabar Disc Golf Course. These impacts will be to the parking area and will not affect the course. The Malabar Disc Golf Course has a Grant Award Agreement on the property. The property was purchased with grant money from the FDEP. During the Design phase, when ROW impacts are more accurately defined, the FDOT will coordinate further with the Town and the FDEP Florida Communities Trust (FCT).

Public Hearing

The FDOT, District Five, held a formal public hearing on Wednesday, February 28, 2018, at 6:00 p.m. at the City of Palm Bay Council Chambers, 120 Malabar Road SE, Palm Bay, Florida. FDOT held the public hearing to inform the public of the results of the PD&E study and to provide the opportunity to express their views regarding the specific location, design, social, economic, and environmental effects associated with the Recommended Build Alternative and the No-Build Alternative. The hearing was also conducted for the proposed access management classification change from Class 3 to Class 5 between I-95 and Weber Road.

Lorena Cucek, FDOT project manager, presided at the hearing. FDOT staff and the consultant team were present for one hour prior to the formal proceedings to informally discuss the project

with the general public. Aerial photographs with the Recommended Alternative and poster boards were displayed. A project handout, an alternatives matrix, and a comment sheet were offered to the public.

A total of 55 persons registered at the public hearing. Following introductory remarks by Ms. Cucek, FDOT presented a PowerPoint show about the study. The show included a summary of the need for the facility and advantages and disadvantages of the Recommended Alternative and the No-Build Alternative. Social, economic, and environmental effects and estimated costs were presented.

Specific questions and comments raised at the public hearing were discussed during informal discussions with concerned individuals during the open house portion of the hearing or responded to by FDOT following the hearing. Seven persons spoke for the public record at the hearing with 10 comment sheets received at the hearing. Nine comments received in the 13-day period following the hearing were submitted in the form of comments sheets, comments submitted on the study website, and e-mails. Substantive comments made at and subsequent to the public hearing focused primarily on impacts and access to specific properties by owners and the number of lanes proposed by the Recommended Alternative. FDOT responded that the comments will be reviewed and further evaluated during subsequent phases of the project.

The signed Public Hearing Transcript Package can be found in **Appendix C**.

The Recommended Alternative is expected to result in **no** substantial social impacts.

A.2 Economic

The Geographic Information Systems (GIS) analysis did not identify any Planned Unit Developments (PUDs) or Developments of Regional Impacts (DRI) within the study area.

The top ten employers in Brevard County based on information from the Economic Development Commission of Florida's Space Coast include:

1. Brevard County School Board
2. Health First, Inc.
3. Harris Corporation
4. United Space Alliance
5. Brevard County Board of Commissioners
6. Department of Defense
7. Health Management Associates
8. National Aeronautics and Space Administration (NASA)
9. Brevard Community College
10. Raytheon

These employers are located outside of the study area, but this project will make it easier to access I-95, which provide a connection to the Malabar area with these employers and other areas around the County. This project should also provide improved regional accessibility to area tourist and recreational destinations and major employment/activity centers, and improve transportation for commuters and other work-related travel.

This project is consistent with future land use designations in the Town of Malabar and supports the commercial and business land uses proposed. Therefore, the proposed project will **enhance** the economics in the area.

A.3 Land Use Changes

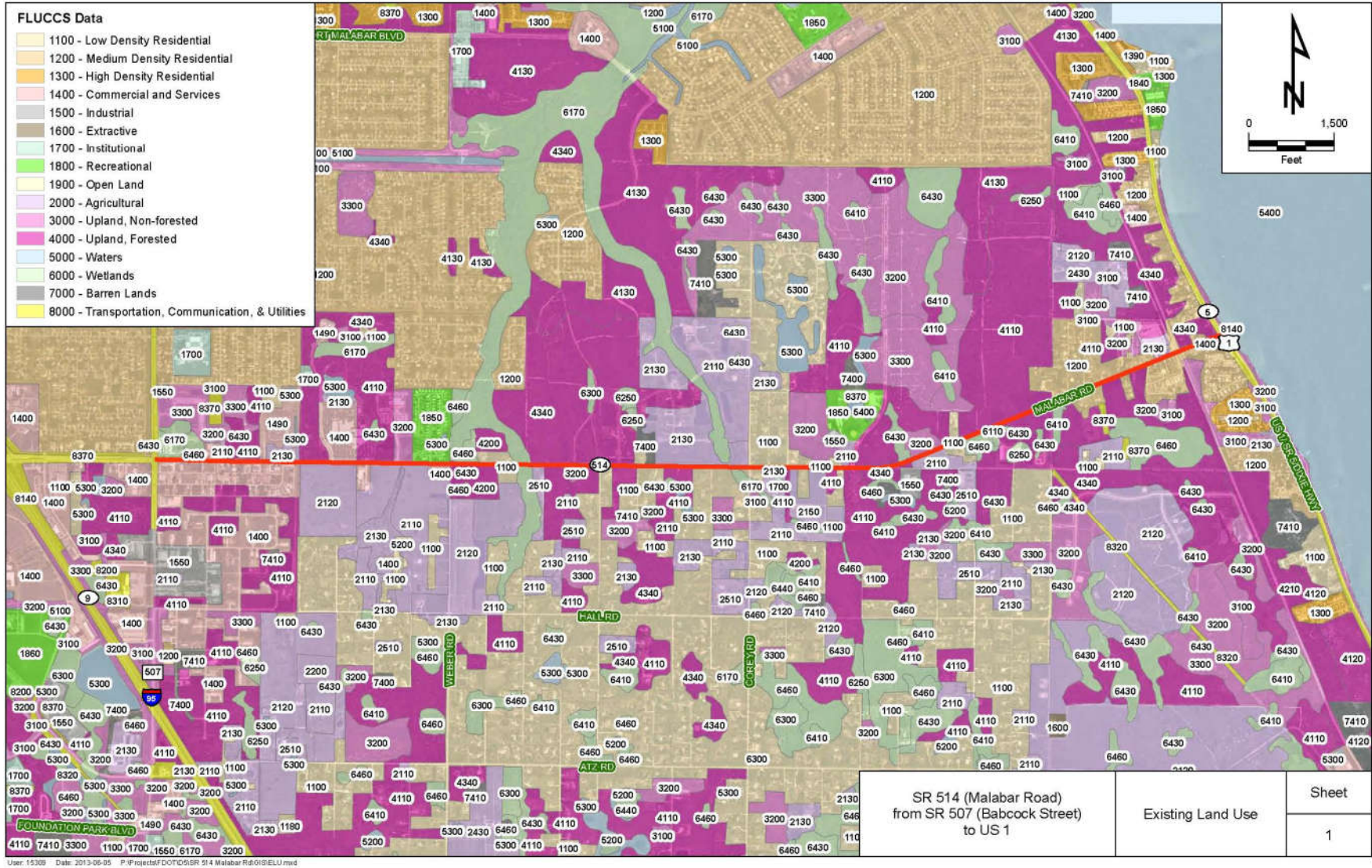
Existing Land Use

Malabar Road (SR 514) traverses the City of Palm Bay and the Town of Malabar in Brevard County. Existing and future land uses within the project area were obtained from field reviews, Florida Land Use and Cover Classification System (FLUCCS), City of Palm Bay Compass Interactive Maps, and the *Town of Malabar Comprehensive Plan*.

Malabar Road (SR 514) is surrounded by the City of Palm Bay to the north and west. I-95 is also just west of the Malabar Road (SR 514) PD&E study limits. The Town of Malabar surrounds the remainder and majority of Malabar Road (SR 514). Within Brevard County, south of the Town of Malabar are large areas of Low Density Residential, Agricultural, and Upland Forested land uses. North of the Town of Malabar is Medium Density Residential and along US 1 is Medium Density Residential, High Density Residential, and Commercial and Services land uses. Based on the FLUCCS data as shown in **Figure 17**, along with additional information from field reviews, the existing land use along Malabar Road (SR 514) is as follows:

- Land uses in Segment 1, between Babcock Street (SR 507) and Weber Road on the north side of the road are Commercial and Services, Wetlands, Agricultural, Upland Forested, Upland Non-forested, and Recreational land uses. This segment includes a gas station on the corner of Babcock Street (SR 507), Palm Bay Moose Lodge, Life Care Center of Palm Bay, Palm Bay Hospital, and Health First Medical Group. The Enchanted Lakes Mobile Home Park is shown as Recreational on the FLUCCS map. On the south side are Commercial and Services and Agricultural land uses including Little Impressions Academy, Berri Patch Preschool, and Pediatric Family Practice.
- In Segment 2, from Weber Road to Corey Road, the land uses are Low Density Residential, Agricultural, Barren Lands, Wetlands, and Upland Forested which includes the Malabar Scrub Sanctuary on the north side of the road and Low Density Residential, Wetlands, Agricultural, and Upland Forested including Fern Creek Crossing Park on the south side of the road.

Figure 17: FLUCCS Existing Land Use



- Moving eastward in Segment 2, between Corey Road and Marie Street, land uses are Low Density Residential along with Wetlands, Uplands Forested and Non-forested land uses. Within this area are the U.S. Post Office, Malabar Fire Department, the entrance to Malabar Park, and a large tract of the Malabar Scrub Sanctuary on the north side of the road. On the south side are Institutional (First Baptist Church of Malabar), Low Density Residential, Wetlands, Agriculture, and Upland Forested land uses. The Town of Malabar Disc Golf Course is on the south side of the road directly across from the entrance to Malabar Park.
- In Segment 3, at the east end of the study area between Marie Street and US 1, land uses on the north side are Medium Density Residential, Agricultural, Upland Forested, and Commercial and Services land uses. Land uses on the south side of the road are Medium Density Residential, Upland Forested, Wetlands, and Commercial and Services land uses. The Malabar Town Hall is in this area and there is a gas station at the southwest corner of US 1. The FEC railroad crossing is also located in this segment, just west of US 1.

Future Land Use

The study area encompasses portions of two jurisdictions which have different future land use designations: The City of Palm Bay from Babcock Street (SR 507) to west of Weber Road and the Town of Malabar from west of Weber Road to US 1. The majority of the project is within the Town of Malabar.

As shown in **Figure 18**, the study area between Babcock Street (SR 507) and west of Weber Road are designated Commercial (COM), Public/Semi Public (PSP), with a small portion of Multi-Family Residential (MFR) on the City of Palm Bay Future Land Use Map (updated February 2013) viewed on the City's interactive Compass website.

Future Land Use designations in the Town of Malabar that are currently shown in Figure 18 on the Future Land Use Map (FLUM) (June 2010) that are within the study area include Residential/Limited Commercial (R/LC), High Density Residential (HDR), Medium Density Residential (MDR), Rural Residential (RR), Commercial General (CG), Commercial Limited (CL), Office Institutional (OI), and Open Space and Recreation (OSR). The Town of Malabar FLUM (**Figure 19**) shows that the primary future land use designations directly along Malabar Road (SR 514) are as follows:

- West of Weber Road and Weber Road are Office Institutional (OI) and High Density Residential (HDR).
- Between Weber Road and Corey Road is RR with a few OI designations. The Malabar Scrub Sanctuary is designated as MDR.

Figure 18: Palm Bay Future Land Use Map

Malabar Road Future Land Use

City of Palm Bay

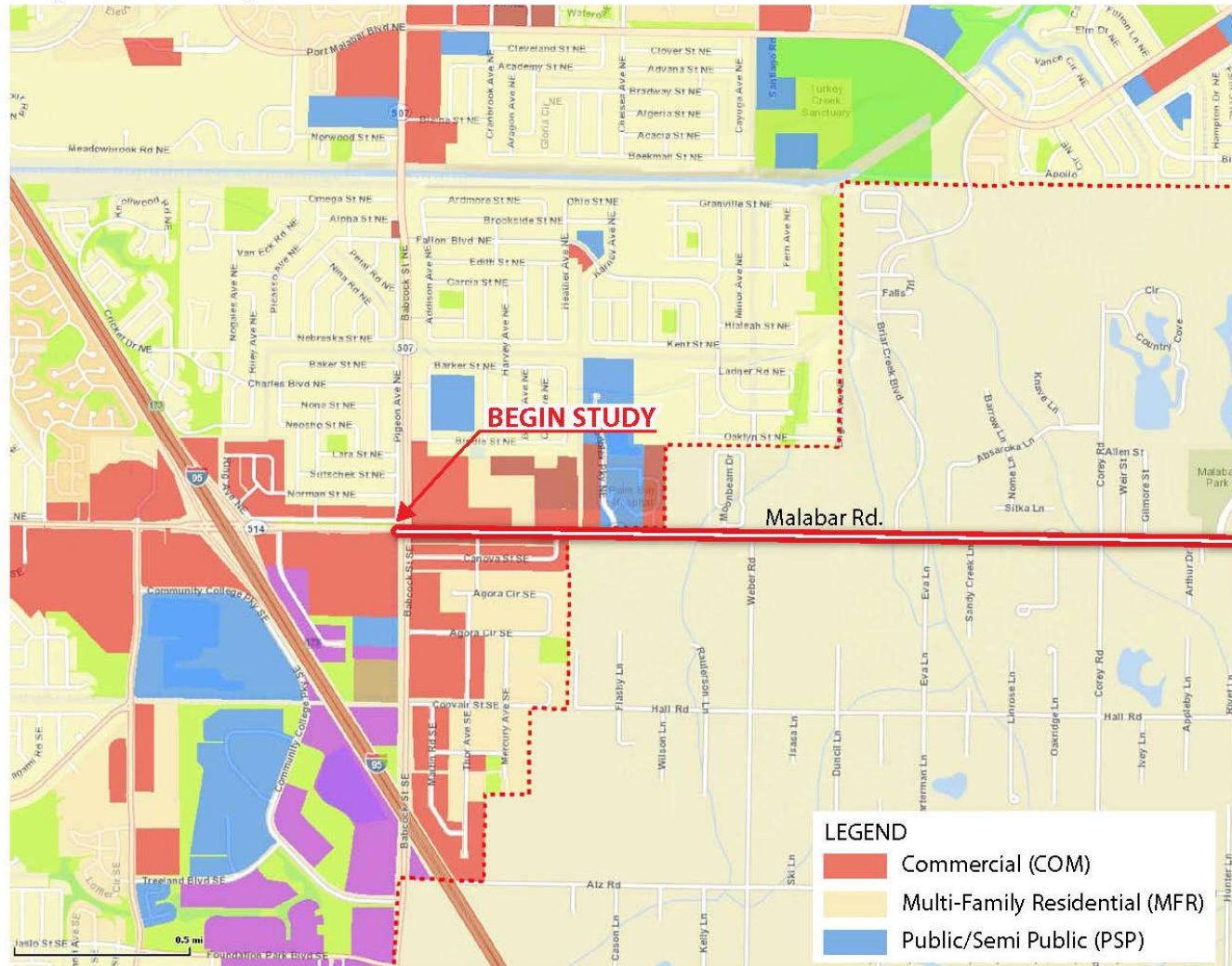
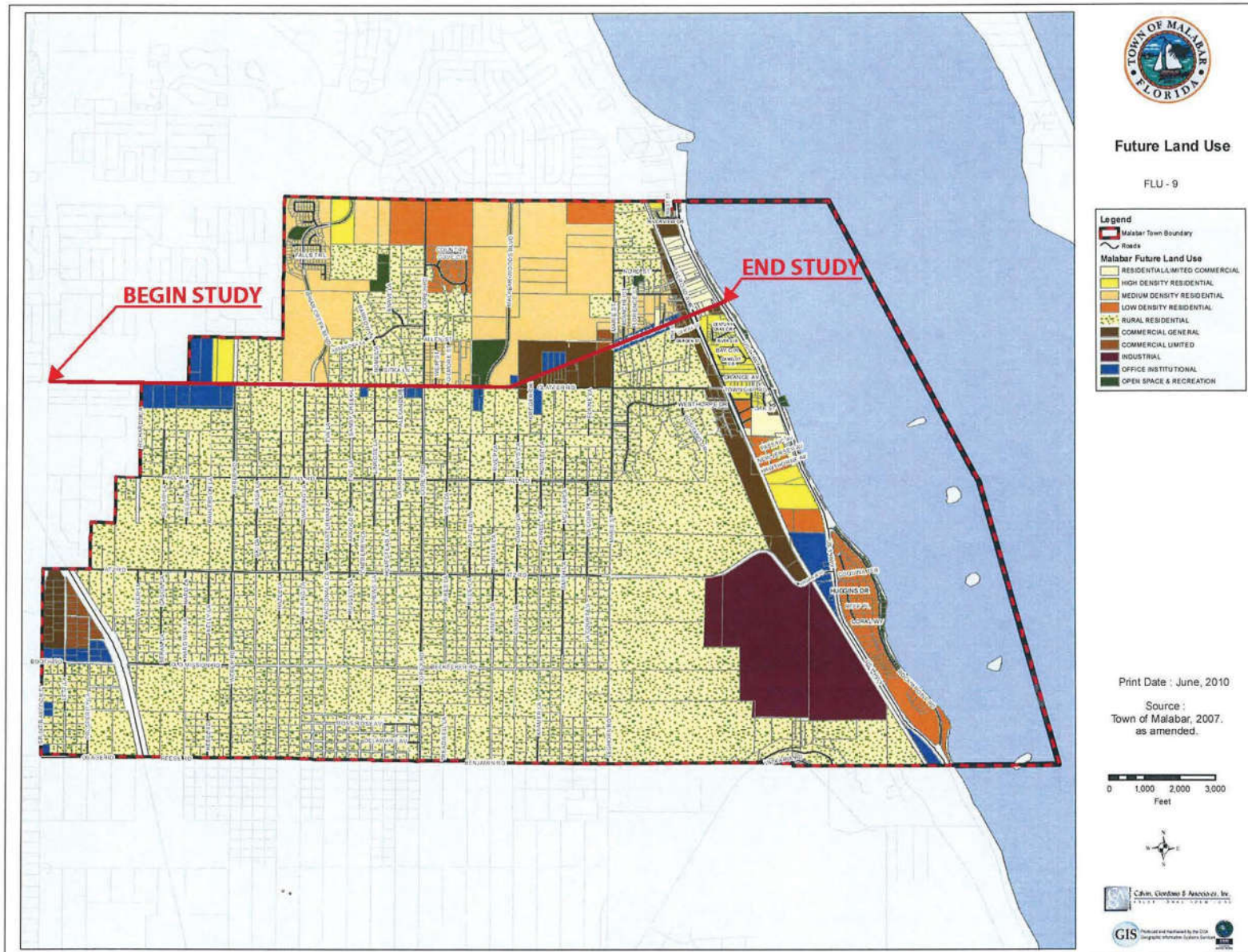


Figure 19: Town of Malabar Future Land Use Map



- The designations between Corey Road and Marie Street are mainly RR with some MDR, CL, and OI. The area where the Malabar Disc Golf Course is located is shown as OI and the Malabar Scrub Sanctuary is shown as CG, OI, and MDR. Malabar Community Park is designated as OSR.
- The easternmost segment from Marie Street to US 1 has the designations directly abutting Malabar Road (SR 514) as OI, with some CG and R/LC closer to US 1.

Changes in Land Use Patterns

Based on a review of the existing and future land use designations along the project corridor, it is anticipated that the project will not alter future land uses and any land use changes within the project area would not be significant. Improvements to Malabar Road (SR 514) will enhance access to the businesses within the Town of Malabar through access to and from I-95, Babcock Street (SR 507) and US 1. Overall, the project is expected to enhance economic resources and regional connectivity within Brevard County and support the future land uses identified.

The Recommended Alternative is **not** expected to result in substantial changes in land use.

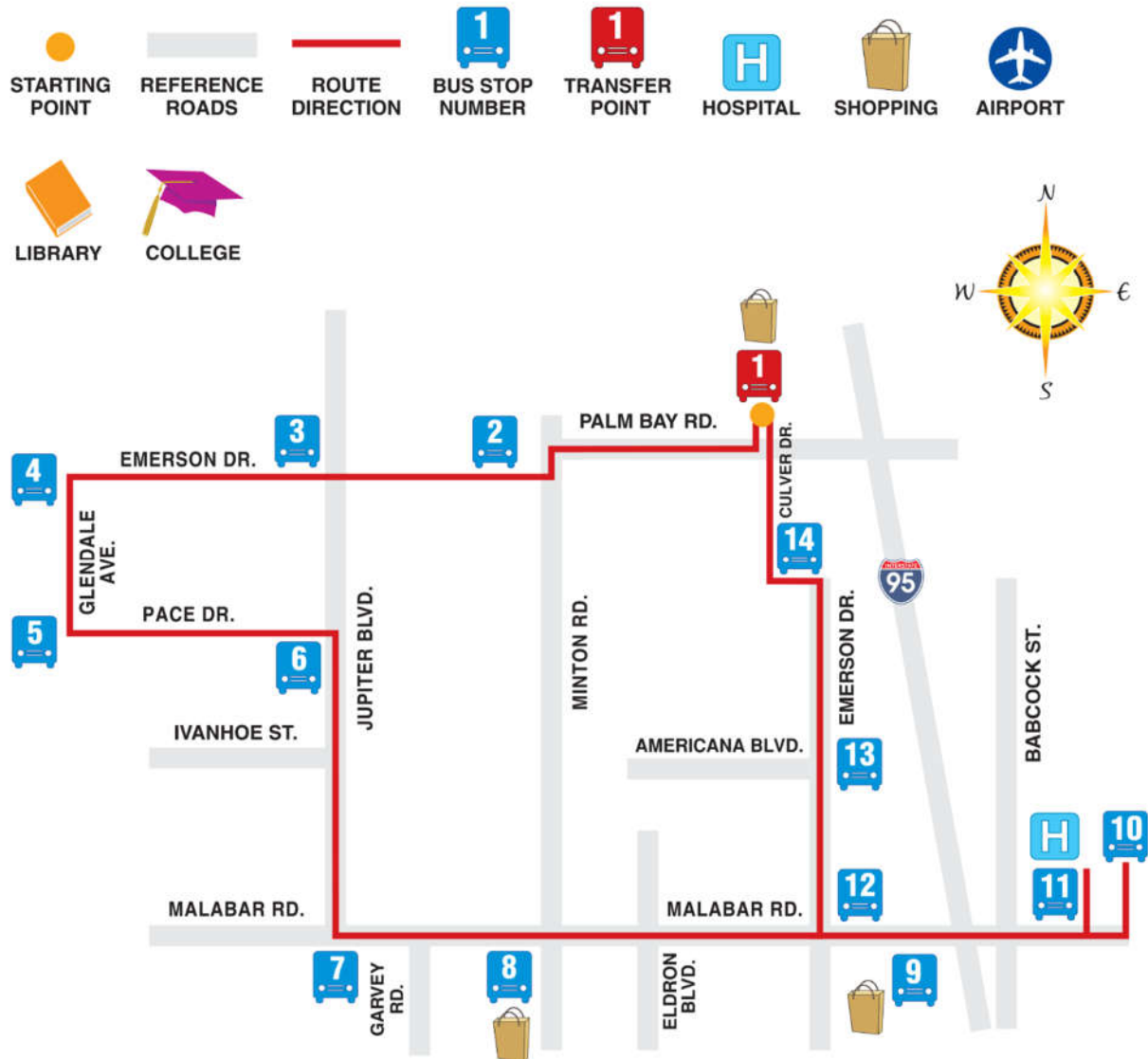
A.4 Mobility

Currently, there are no designated bicycle facilities or sidewalks, except at the western project terminus. The Recommended Alternative includes seven-foot bicycle lanes or paved shoulders throughout the corridor. A 10-foot shared-use path is included on the north side of Malabar Road (SR 514) from Corey Road to Marie Street. The addition of the shared-use path would improve the connectivity with existing and planned trails in the study area. Sidewalks, six-foot wide, are included in Segment 3 on both sides of Malabar Road (SR 514), and five-foot sidewalks are included everywhere else.

Space Coast Area Transit (SCAT) operates one fixed route within the project limits (Route 23 – West Palm Bay) that extends east from Babcock Street (SR 507) to the Palm Bay Hospital (See **Figure 20**). Route 23 services MIMA and Palm Bay Hospital, but does not utilize Malabar Road (SR 514) east of the Hospital. The *Space Coast LRTP* identifies the corridor as needing new fixed transit routes. However, the *Space Coast Area Transit 2013-2022 Transit Development Plan* (August 2012) does not identify any other existing or planned routes along this corridor, nor does the *LRTP Cost Feasible Plan*.

Since the improvements will also provide enhanced mobility to residents in this area, a net **enhancement** to mobility is expected.

Figure 20: SCAT Route 23



A.5 Aesthetic Effects

Although commercial and services land uses are on the eastern and western segments of the project, a majority of land within is residential with individual residences adjacent to Malabar Road (SR 514). Additionally, portions of the project corridor are adjacent to the Malabar Scrub Sanctuary, which provides a viewshed to the community.

The project has the opportunity to improve aesthetics along the corridor as the new roadway will meet all current design standards for clear zones, access management, improved sight distances and provisions for pedestrian and bicycle users, as well as landscaping, will be included.

The Recommended Alternative is **not** expected to result in substantial impacts to aesthetics.

A.6. Relocation Potential

The FDOT has evaluated the ROW impacts associated with the proposed project, and has developed a *Conceptual Stage Relocation Plan* (CSRP) to document these impacts.

The decision to relocate and/or make improvements to residences or businesses has been based on the transportation need and resultant impacts for Malabar Road (SR 514). **Table 12** summarizes the residential, business, non-profit and sign displacements for the proposed project.

Table 12: Residential and Business Displacements

Type of Displacement	Number of Displacements
Residential Relocations	
Owners of the Lot	1
Tenants on the Lot	7
Total Residential	8
Business Relocations	2
Non-profit Relocations	1
Sign Impacts (On Premise Signs Only)	17
Total Overall Relocations	28

Details for each relocation property are shown in **Tables 13** and **14**.

Table 13: Residential Relocations

Parcel #	Tax ID #	Street Address	Property Use	Owner/ Tenant	Year Built
14	2845879	750 Malabar Road	Manufactured Housing Park	Unknown	1952-2006
23	2846139	1300 Malabar Road	Duplex (<i>Two Households</i>)	Tenants	1958
33	2846406	1610 Corey Road	Single Family Residence	Tenant	1960
58	2851114	2530 Malabar Road	Single Family Residence	Owner	1945
73	2851105	2770 Malabar Road	Res/ 3-4 Units Not Attached	Tenant	1941
74A	2851106	2800 Malabar Road	Single Family Residence	Tenant	1926
127	2846322	2165 Malabar Road	Single Family Residence	Tenant	1983

Table 14: Business and Non-profit Relocations

Parcel #	Tax ID#	Street Address	Property Use	Year Built
59	2851117	2540 Malabar Road	Non-profit Retail Store	1930
69	2851043	2728 Malabar Road	Kemfer's Feed & Seed Retail Store	1950
144	2851081	2695 Malabar Road	Retail Store	1920

Eleven (11) potential relocations were identified; the impacts are related to ROW acquisition. These potential relocations are shown on the Plan Sheets located in **Appendix D**.

While no publicly owned facilities are displaced by the proposed project, the project is impacting publicly owned parcels. **Table 15** identifies the facility and the acreage needed from each parcel.

Table 15: Publicly Owned Facilities Impacted

Parcel #	Tax #	Owner	Property Use	Total Property Area (Ac)	Recommended Alternative Impact (Ac)	Percent Impact
19	2846128	FDEP* - Division of State Lands	Malabar Scrub Sanctuary	92.54	0.08	0.09%
20	2846128	FDEP - Division of State Lands	Malabar Scrub Sanctuary	92.54	0.29	0.32%
44	2846300	Town of Malabar	Fire Station	20.49	0.08	0.38%
45	2846290	FDEP - Division of State Lands	Malabar Scrub Sanctuary	93.67	0.28	0.30%
46	2846294	Brevard County	Malabar Scrub Sanctuary	1.30	0.05	3.80%
47A	2846307	FDEP - Division of State Lands	Malabar Scrub Sanctuary	30.53	0.00	0.01%
47B	2846307	FDEP - Division of State Lands	Malabar Scrub Sanctuary	30.53	0.01	0.02%
114	2922472	Town of Malabar	Fern Creek Crossing Park	1.24	0.02	1.71%
120	2922165	Town of Malabar	Disc Golf Park	8.20	0.12	1.42%
146	2851083	Town of Malabar	Malabar Town Hall	0.09	0.01	7.54%

* FDEP - Florida Department of Environmental Protection

The total ROW cost estimated for the Preferred Alternative is approximately \$27,308,500 (2017 dollars), which includes costs for ROW acquisition, administration and support, improvements, severance and business damages, expert and attorney fees, and relocation.

In order to minimize the unavoidable effects of the ROW acquisition and displacement of residents, the FDOT will carry out a ROW and Relocation Program in accordance with FS, Ch. 339.09, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646, as amended by Public Law 100-17).

The FDOT provides advance notification of impending ROW acquisition. Before acquiring ROW, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is made available. “Made available” means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the FDOT has offered the relocatee decent, safe and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the Relocation Assistance and Payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant relocatees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; and (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project.
- Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe and sanitary dwelling available on the private market, as determined by the department.
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.
- Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$31,000 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$7,200, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling.

The brochures that describe in detail the FDOT’s Relocation Assistance Program and ROW acquisition program are shown in Appendix B of the CSRP. The brochures include “Residential Relocation Under the Florida Relocation Assistance Program”, “Relocation Assistance Business, Farms and Non-profit Organizations”, “Sign Relocation Under the Florida Relocation Assistance Program”, “Mobile Home Relocation Assistance”, and “Relocation Assistance Program Personal

Property Moves.” All these brochures are distributed at all public hearings and made available upon request to any interested persons.

The Recommended Alternative is **not** expected to result in substantial impacts related to relocations.

ATTACHMENT B CULTURAL IMPACTS

B.1 Historic Sites/Districts

A *Cultural Resource Assessment Survey (CRAS)* (March 2014) of the proposed improvements, including background research and field survey, has been performed (Florida Master Site File [FMSF] Survey No. 20798). The purpose of the survey was to locate, identify, and bound any archaeological resources, historic structures, and potential districts within the project's area of potential effect (APE) and assess their potential for listing in the National Register of Historic Places (NRHP). This study was conducted to comply with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended. The study also meets the regulations for implementing NHPA Section 106 found in 36 CFR Part 800 (*Protection of Historic Properties*). This study also complies with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code. All work was performed in accordance with Part 2, Chapter 8 of the FDOT's PD&E Manual as well as the Florida Division of Historical Resources' (FDHR) recommendations for such projects as stipulated in the FDHR's *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716-42).

The architectural survey for the project utilized standard procedures for the location, investigation, and recording of historic properties. FMSF data from October 2013 were reviewed to identify any previously recorded cultural resources within one mile of the project APE. Historic maps and aerial photographs were examined in order to identify past land use in the vicinity of the Malabar Road (SR 514) APE. The field survey inventoried existing buildings, structures, and other aspects of the built environment within the project APE.

The architectural survey resulted in the identification and evaluation of one previously recorded structure (8BR01925), three previously recorded linear resources (8BR01870, 8BR02697, and 8BR03045) and 45 newly recorded historic resources (8BR03078–8BR03122), including one resource group and 44 structures. No potential NRHP districts were identified. The 45 newly recorded resources (8BR03078–8BR03122) along with 8BR02697 (US 1/Dixie Highway) and 8BR03045 (Melbourne-Tillman Canal System – C-78 and C-81) are recommended ineligible for listing in the NRHP. The Florida State Historic Preservation Officer (SHPO) has previously determined that the FEC Railroad (8BR01870) is NRHP eligible, and the portion of this resource within the Malabar Road (SR 514) APE is in overall good condition and retains sufficient integrity to be a contributing segment. The FDOT also recommends the Old Malabar Elementary School (8BR01925) be eligible for the NRHP. The remaining 47 historic resources identified within the SR 514/Malabar Road (SR 514) APE are recommended not eligible for NRHP listing. The FDOT

decided that after the alternatives public workshop was held, it would be determined whether the project has the potential to affect NRHP-listed or -eligible historic property.

The *CRAS*, documenting the findings above, was sent to the SHPO for approval on March 19, 2014. SHPO concurrence with this evaluation was provided on April 25, 2014.

The *Technical Memorandum CRAS of Eight Proposed Ponds along SR 514* (September 2014/Updated March 2015), prepared under separate cover, was completed to provide analysis results from the survey of eight proposed stormwater ponds (FMSF Survey No. 22435). No historic structures were identified within any of the eight pond APEs. No NRHP-eligible or listed resources were identified within the Malabar Road (SR 514) Ponds APEs, and no further work is recommended for these locations.

The *Technical Memorandum CRAS of Eight Proposed Ponds* was sent to the SHPO for approval on March 10, 2015. SHPO concurrence with this evaluation was provided on April 3, 2015.

The *Technical Memorandum Effects Evaluation for Cultural Resources Identified along Malabar Road (SR 514)* (October 2014), prepared under separate cover, was completed to provide an effects evaluation for two resources identified during the Phase I corridor and pond surveys that were determined eligible for listing on the NRHP: 8BR01870, the FEC Railroad, and 8BR01925, the old Malabar Elementary School (FMSF Survey No. 22436). The FDOT determined that widening SR 514 will have no effect on either 8BR01870 or 8BR01925.

The *Effects Evaluation* was sent to the SHPO for approval on November 16, 2014. SHPO provided their concurrence with this evaluation on April 9, 2015.

The *Technical Memorandum CRAS of the Proposed VE Pond* (September 2015) was prepared under a separate cover to provide analysis results from the survey of one proposed stormwater pond (FMSF Survey No. 22433). The architectural survey encountered four previously recorded structures (8BR03079, 8BR03081, 8BR03083, and 8BR03083) within the current APE. These structures were determined ineligible by SHPO during the Phase I CRAS (See SHPO concurrence letter dated April 25, 2014). FDOT determined that the construction of the VE Pond would have no effect on resources listed or eligible for listing in the NRHP.

The *Technical Memorandum CRAS Report of the Proposed VE Pond* was sent to the SHPO for approval on September 15, 2015. SHPO provided their concurrence with this evaluation on December 9, 2015.

The Recommended Alternative includes Pond Site N which was previously not evaluated for cultural resources. The *Technical Memorandum Cultural Resource Assessment Survey of Proposed Pond N of Basin 7* (March 2018) was prepared under separate cover to present the findings of a cultural resource assessment survey conducted for Pond Site N. This technical

memorandum was sent to SHPO on March 22, 2018. SHPO found on April 4, 2018, that the memo was sufficient and concurred with its findings that the proposed undertaking will have no effect on NHRP-listed or NRHP-eligible historic properties. In addition, SHPO concurred that the one new archaeological site that was recorded, the foundation remains of a historic residential structure, is not NRHP-eligible.

The SHPO concurrence letters can be found in **Appendix E**.

The Recommended Alternative is **not** expected to result in substantial impacts to historical resources.

B.2 Archaeological Sites

As discussed in the previous section, the study team prepared a *CRAS* as part of the PD&E Study in March 2014. As part of these efforts, surveys were performed to locate and identify any prehistoric and historic period archaeological sites occurring within the project APE and to assess their significance in terms of their potential eligibility for listing in the NRHP. The Phase I field survey consisted of systematic subsurface shovel testing according to the potential for containing buried archaeological sites. In areas of high archaeological potential (i.e., east of the intersection of SR 514/Malabar Road and the FEC Railroad near 8BR00053), shovel tests were excavated at 25-meter intervals.

One previously recorded archaeological site (8BR00053) and one archaeological occurrence (AO 1) were identified during archaeological field investigations. AO 1 consists of a single sherd of historic/modern whiteware identified within the boundary of Fern Creek Park. AO 1 is not considered eligible for listing in the NRHP. No further work is recommended for AO 1. Intact archaeological deposits associated with the previously recorded Malabar Site, 8BR00053, were identified. Due to the presence of intact shell midden yielding diagnostic cultural material and the lack of controlled, stratigraphic excavation at 8BR00053, it was recommended that Phase II NRHP testing should be conducted if plans develop such that ground-disturbing construction will take place in the vicinity of site 8BR00053. The goal of the Phase II site assessment was to gather data sufficient to develop a recommendation regarding the NRHP eligibility of site 8BR00053.

The *CRAS* was sent to the SHPO for approval on March 19, 2014. SHPO concurrence with this evaluation was provided on April 25, 2014.

The *Technical Memorandum CRAS of Eight Proposed Ponds along SR 514* (September 2014/Updated March 2015), prepared under separate cover, was completed to provide analysis results from the survey of eight proposed ponds. The archaeological survey included the excavation of 13 shovel tests within the proposed pond footprints. No artifacts were recovered by any of the 13 shovel tests, and no archaeological sites or occurrences were identified within the

SR 514 Ponds APEs. No NRHP-eligible or listed resources were identified within the SR 514 Ponds APEs, and no further work is recommended for these locations.

The *CRAS Technical Memorandum* was sent to the SHPO for approval on March 10, 2015. SHPO concurrence with this evaluation was provided on April 3, 2015.

Another *CRAS Technical Memorandum Effects Evaluation for Cultural Resources Identified along SR 514* (October 2014), prepared under separate cover, was completed to provide an effects evaluation for one archeological site (8BR00053) that was identified during the Phase I corridor and pond surveys. The FDOT maintained the determination that a Phase II site assessment, as described in the *CRAS Technical Memorandum*, should be conducted on site 8BR00053 in order to gather data sufficient to develop an eligibility determination for this site.

The *CRAS Technical Memorandum* was sent to the SHPO for approval on November 16, 2014. SHPO provided their concurrence with this evaluation on April 9, 2015.

As recommended by SHPO, a *Phase II National Register Testing at 8BR00053* (October 2015) report was prepared under a separate cover to present the findings of Phase II archaeological testing and evaluation of the previously recorded site (FMSF Survey No. 22432). The intent of the work was to document the condition of a prehistoric midden and determine if the resource, as expressed within the existing and proposed ROW, was eligible or not eligible for inclusion in the NRHP. The FDOT determined that 8BR00053, as expressed within the existing and proposed ROW, did not meet the Secretary of Interior's criteria for eligibility, and that the proposed road widening would have no effect on resources listed or eligible for listing in the NRHP.

The *Phase II National Register Testing at 8BR00053* report was sent to the SHPO for approval on October 22, 2015. SHPO provided their concurrence with this evaluation on December 9, 2015.

A *Technical Memorandum CRAS of the Proposed VE Pond* (September 2015) was prepared under a separate cover to provide analysis results from the survey of one proposed stormwater pond (FMSF Survey No. 22433). The archaeological survey resulted in the identification of one archaeological site (8BR03293). The FDOT determined that 8BR03293 did not meet the Secretary of Interior's criteria for eligibility.

The *Technical Memorandum CRAS Report of the Proposed VE Pond* was sent to the SHPO for approval on September 15, 2015. SHPO provided their concurrence with this evaluation on December 9, 2015.

The Recommended Alternative includes Pond Site N which was previously not evaluated for cultural resources. The *Technical Memorandum Cultural Resource Assessment Survey of Proposed Pond N of Basin 7* (March 2018) was prepared under separate cover to present the findings of a cultural resource assessment survey conducted for Pond Site N. This technical

memorandum was sent to SHPO on March 22, 2018. SHPO found on April 4, 2018, that the memo was sufficient and concurred with its findings that the proposed undertaking will have no effect on NHRP-listed or NRHP-eligible historic properties. In addition, SHPO concurred that the one new archaeological site that was recorded, the foundation remains of a historic residential structure, is not NRHP-eligible.

The SHPO concurrence letters can be found in **Appendix E**.

The Recommended Alternative is **not** expected to result in substantial impacts to archaeological resources.

B.3 Recreation Areas

There are six recreational facilities within the project corridor as described in **Table 16** and shown in **Figure 21**.

The Recommended Alternative will avoid the Malabar Community Park. The project will impact the Malabar Scrub Sanctuary, Malabar Disc Golf Park, Fern Creek Crossing Park, and First Baptist Church of Malabar's baseball field in the form of corner clips or minor frontage acquisition. The project will not impact their recreational uses. The project will also acquire ROW from the Sand Hill Trail, but this will be a trail enhancement because a bicycle and pedestrian crossing is proposed at Marie Street, which will help connect the Sand Hill Trail to its trailhead just north on Marie Street as shown in **Figure 21**. Table 15, in Section A.6., shows the amount and percentage of impacts to each of these recreational facilities.

As discussed in Section A.1., the FDOT coordinated with the Brevard County EELs staff concerning the Malabar Scrub Sanctuary and the Town of Malabar concerning the Malabar Disc Golf Park to help select a best fit alternative in this segment. During the Design phase, when ROW impacts are more accurately defined, the FDOT will coordinate further with the County and the FDEP ARC, who has the ultimate approval of land acquisition for the Malabar Scrub Sanctuary; as well as the Town of Malabar and the FDEP FCT concerning the Disc Golf Course and Fern Creek Crossing Park.

The Recommended Alternative is **not** expected to result in substantial impacts to recreation areas.

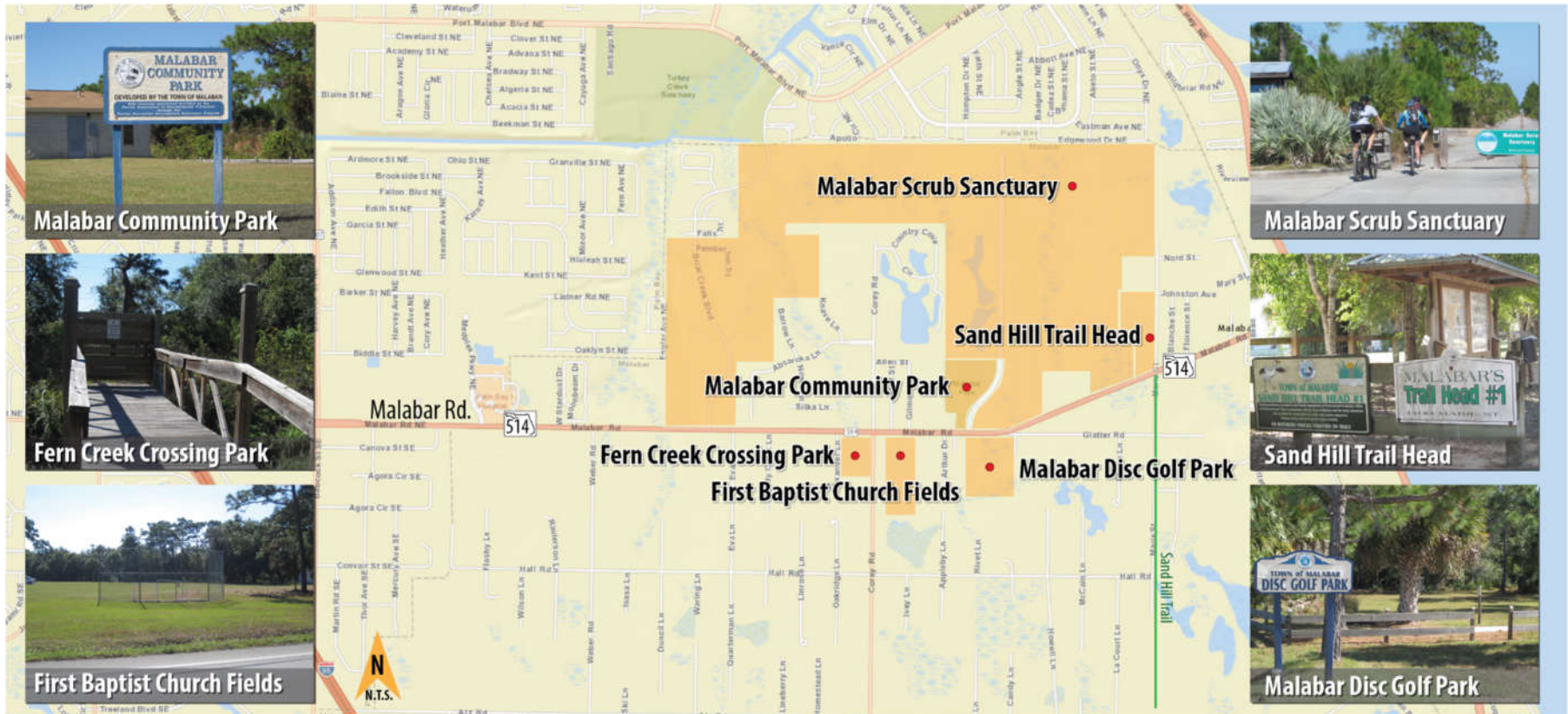
Table 16: Recreational Facilities

Name	Owner	Address	Activities and Features
Fern Creek Crossing Park	Town of Malabar*	1585 Malabar Road	Bike rack, bridge over creek
First Baptist Church of Malabar Baseball Field	First Baptist Church of Malabar (private ownership)	1665 Malabar Road	Baseball cage, general sports
Malabar Community Park	Town of Malabar	1850 Malabar Road	Picnicking, playground, baseball, tennis, soccer, fishing pond with bridge, basketball court, and volleyball court.
Malabar Disc Golf Park	Town of Malabar*	1845 Malabar Road	Disc golf and gazebo
Malabar Scrub Sanctuary	Brevard County/FDEP**	1501 Malabar Woods Boulevard	hiking, biking, wildlife viewing, horseback riding, and geocaching
Sand Hill Trail	Town of Malabar	1400 Marie Street	Multi-use-use trail, hiking, jogging, biking, equestrian. Portions of the trail to the north of the project also allow for roller blading and access for the physically challenged because it is paved to the north.

* FDEP Grant Award Agreement (FCT)

** Part of the Environmentally Endangered Lands (EEL) Program and Florida Forever Lands.

Figure 21: Recreational Facilities Map



ATTACHMENT C NATURAL ENVIRONMENT

C.1 Wetlands and Other Surface Waters

In accordance with Executive Order 11990, “Protection of Wetlands”, a wetland evaluation was conducted for the project and documented in the *Final Natural Resources Evaluation Report* (April 2018). Pursuant to the U.S. Department of Transportation (USDOT) Order 5660.1A (Preservation of the Nation’s Wetlands, dated August 1978) and Part 2, Chapter 9 Wetlands of the FDOT PD&E Manual, an assessment to identify and document habitat type and function of each wetland and other surface water (OSW) features existing within the project study area was conducted by environmental scientists. Sixteen (16) jurisdictional wetlands and 56 OSW features were identified within the study area. Wetland community types were documented and Uniform Mitigation Assessment Method (UMAM) forms completed for each wetland identified during the field reviews conducted in November 2013.

Land use within the study corridor was assessed using GIS aerial photography, SJRWMD Land Use shapefiles. Field reviews to confirm the mapped land use were conducted in November 2013.

The proposed project was evaluated for potential impacts to jurisdictional wetlands. A literature review, GIS analysis, Brevard County Property Appraiser database and field assessments were conducted to identify all jurisdictional wetlands that may potentially occur within the project area. A total of five Build Alternative Alignments were evaluated and UMAM evaluations were prepared for each of the potentially impacted wetlands.

In accordance with both state and federal permitting requirements, as well as measures identified in FDOT’s *Standard Specifications for Road and Bridge Construction* and *Order 5660.1A*, avoidance and minimization measures have been taken to provide the best fit alternative alignment to satisfy the project’s needs. Multiple alternative roadway alignments were reviewed based on engineering design and impacts to wetlands and OSWs existing within the project study area. Attempts have been made to avoid and reduce impacts to wetlands and OSWs given the existing environmental issues, public utilization, safety and costs. Additional avoidance and minimization measures will be evaluated during the final design and permitting phases of the project. Further avoidance and minimization efforts will be provided through the implementation of Best Management Practices that will help minimize the potential of additional impacts during construction.

Given the engineering analysis, minimization of environmental impacts, safety concerns, and public input; a Recommended Alternative was developed. Impacts to jurisdictional wetlands for the Recommended Alternative, including pond sites, are estimated at approximately 2.65 acres of direct and 1.30 acres of secondary wetland impacts resulting in a total functional loss (FL) of 1.22 units. Impacts to wetlands and OSWs by the Recommended Alternative can be found in **Table 17**.

Table 17: Wetland Acreage Impacts and UMAM Functional Loss for Recommended Alternative Alignment

	Stream 2	Stream 80	WL6	WL8	WL12	WL15	WL39	WL46	WL74	WL75	WL79	TOTAL
FLUCCS	510	510	619	619/ 630	630	643	618	618	630	630	630	
Roadway (Direct)	0.03	0.01	0.11	0.47	0.04	0.13	0.45	0.44	0.04	0.10	0.37	2.19
Pond Sites (Direct)	0.00	0.00	0.00	0.00	0.00	0.46 (J)	0.00	0.00	0.00	0.00	0.00	0.46
Roadway (*Secondary)	0.04	0.03	0.17	0.30	0.00	0.00	0.00	0.36	0.00	0.20	0.20	1.30
Total Acreage Impacted	0.07	0.04	0.28	0.77	0.04	0.59	0.45	0.80	0.04	0.30	0.57	3.95
Total UMAM FL Units	0.01	0.01	0.04	0.24	0.02	0.18	0.20	0.21	0.01	0.07	0.23	1.22

* Secondary impacts were calculated assuming a 50-foot secondary impact area beyond the limits of direct impact

Purchase of wetland mitigation credits at an approved wetland mitigation bank has been researched and reasonable mitigation options are available. The proposed project is within the service area of three mitigation banks: Mary A. Mitigation Bank, CGW Mitigation Bank, and Basin 22 Mitigation Bank (FKA Corrigan Ranch Mitigation Bank). However, Mary A. Mitigation Bank is located in a different mitigation basin (Southern St. John’s River Basin) than the proposed project impacts. As such, cumulative impacts could be assessed and a cumulative impact analysis may be required if this bank is utilized. In addition, credits purchased at CGW Mitigation Bank only offset tidal/salt marsh impacts, thus this bank would not be an option as the project impacts are all freshwater impacts. Therefore, the Mary A. Mitigation Bank and Basin 22 Mitigation Bank (FKA Corrigan Ranch Mitigation Bank) are the two mitigation banks that could be utilized to offset the unavoidable direct and secondary impacts incurred by the proposed project.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. §1344.

The Recommended Alternative is **not** expected to result in substantial impacts to wetlands or surface waters.

C.2 Aquatic Preserves and Outstanding Florida Waters

The Indian River is located east of US 1 and is an Outstanding Florida Water (OFW) and Aquatic Preserve. Thus, it has higher treatment criteria that has been considered as part of the drainage analysis. The project will not directly impact the Indian River.

The Recommended Alternative is **not** expected to result in substantial impacts to aquatic preserves and OFWs.

C.3 Water Quality

A *Water Quality Impact Evaluation (WQIE)* (April 2015) has been completed for this project, under separate cover. The existing drainage boundaries and local drainage patterns will be maintained in the proposed condition. Water quality treatment will be achieved with new stormwater ponds. The stormwater runoff from Malabar Road (SR 514) will be conveyed to the proposed ponds by closed storm sewer systems before discharging to the outfall points. There are locations where drainage from adjacent properties will be collected along with the roadway runoff and conveyed through the proposed ponds. However, according to House Bill 599, no additional treatment is required for these offsite areas.

The proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the SJRWMD in Chapter 62-330.301 F.A.C. All stormwater designs will be in compliance with the goals of the *Clean Water Act*, as amended and ground water evaluations will be carried out consistent with the *Safe Drinking Water Act*, as amended.

The Recommended Alternative is **not** expected to result in substantial impacts to water quality.

C.5 Drainage and Floodplains

A *Final Location Hydraulics Report* (April 2018), under separate cover, was prepared in accordance with 23 CFR 650 Subpart A, Section 650.111, FDOT's PD&E Manual, Part 2, Chapter 13 including the Minimal Encroachment Checklist for the Federal Emergency Management Agency (FEMA) Maps. Detailed information regarding floodplains and potential impacts can be found in the *Final Location Hydraulics Report*.

Malabar Road (SR 514) traverses five branches of Turkey Creek, each with established flood profiles immediately downstream, i.e., north of the roadway. Malabar Road (SR 514) also traverses Melbourne-Tillman Water Control District (MTWCD) C-78 Canal, which connects to the floodplain at its confluence with the C-76 canal.

The Flood Insurance Rate Maps (FIRM) for Brevard County dated August 18, 1992, with Map Numbers 12009C0540F and 12009C0605E, cover the project limits and are located in Appendix A of the *Final Location Hydraulics Report*. These maps show a defined floodway that begins at the mouth of Turkey Creek and ends just downstream of Malabar Road (SR 514). The maps also show “Flood Zone A – No Base Flood Elevations Determined” generally confined to the area around the creek banks. The creek crossings under Malabar Road (SR 514) are not in the floodway.

There was a recent revision to the FEMA Flood Insurance Study (FIS) for Brevard County. For the Turkey Creek Basin, the notable change with this revision was the conversion to North American Vertical Datum (NAVD)88 datum for the listed flood stages. The update was considered “Preliminary” at the beginning of this study, but the new maps have recently been adopted with an effective date of March 17, 2014. Excerpts of the new FIS for Brevard County covering the project area, along with FIRM Maps (Numbers 12009C0613G, 12009C0614G, 12009C0677G, and 12009C0680G) are included in the *Final Location Hydraulics Report*.

The proposed culverts will not increase flood stages. The FDOT drainage design standards as well as SJRWMD procedures will be applied during the design phase to prevent increasing flood elevations or changing floodplain limits. The widened roadway, with extended or replaced cross drains, will result in transverse impacts with minimal floodplain encroachments. As such, all anticipated floodplain encroachments are expected to be minimal.

There is no change in flood “Risk” associated with this project. The proposed floodplain encroachments are classified as “minimal”.

The structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

It has been determined, through consultation with local, state, and federal water resources and floodplain management agencies that there is no regulatory floodway involvement on the proposed project and that the project will not support base floodplain development that is incompatible with existing floodplain management programs.

The Recommended Alternative is **not** expected to result in substantial impacts to existing drainage patterns or floodplains.

C.7 Protected Species and Habitat

This project was evaluated for potential impacts to wildlife and habitat resources, including protected species in accordance with 50 CFR Part 402 of the Endangered Species Act of 1973, as amended; 50 CFR 17 (federal animal list); 379.2291 F.S., Endangered and Threatened Species Act; Chapter 68A-27.003 F.A.C. (Endangered and Threatened species list); 68A-27.005 F.A.C. (Species of Special Concern list); and Part 2, Chapter 16 of the FDOT’s PD&E Manual, Protected Species and Habitat.

A literature review, GIS analysis, discussions with regulatory agency staff, and field assessments were conducted to identify those listed species that may potentially occur within the project area. Listed species with the potential to occur with the project area are listed in **Table 18**. Site visits by qualified biologists for the species habitat assessment occurred in November 2013. The species-specific surveys for Florida scrub jay and crested caracara were conducted in 2015. There was also an eastern indigo snake refugia/gopher tortoise burrow survey done in 2014. Additional field surveys were conducted in early 2017 to assess potential for scrub jay habitat in an area where the alignment shifted north into the other Malabar Scrub Sanctuary EEL property to the west.

Table 18: Listed Species Potential Occurrence and Federal Effect Determinations

Common Name	Scientific Name	Protected Status	Potential Occurrence	Effect Determination
Florida scrub jay	<i>Aphelocoma coerulescens</i>	FT	High	May Affect Not Likely to Adversely Affect
Florida burrowing owl	<i>Athene cunicularia</i>	SSC	Low	N/A
Eastern indigo snake	<i>Drymarchon couperi</i>	FT	Moderate	May Affect Not Likely to Adversely Affect
Gopher tortoise	<i>Gopherus polyphemus</i>	ST/FCS	Confirmed	May Affect Not Likely to Adversely Affect (Relocation likely required)
Florida sandhill crane	<i>Grus canadensis pratensis</i>	ST	High	May Affect Not Likely to Adversely Affect
Bald eagle	<i>Haliaeetus leucocephalus</i>	BGEPA	Low	May Affect Not Likely to Adversely Affect
Wood stork	<i>Mycteria americana</i>	FT	High	May Affect Not Likely to Adversely Affect
Red-cockaded woodpecker	<i>Picoides borealis</i>	FE	Low	No Effect
Florida pine snake	<i>Pituophis melanoleucus mugitus</i>	SSC	Low	N/A
Audubon’s crested caracara	<i>Polyborus plancus audubonii</i>	FE	Moderate	May Affect Not Likely to Adversely Affect

Table Abbreviation Key

BGEPA = Bald and Golden Eagle Protection Act
 FE = Federally-designated Endangered
 SSC= Species of Special Concern

FCS = Federally-designated Candidate Species
 FT = Federally-designated Threatened
 ST = State-designated Threatened

Federally protected species that may be directly impacted as a result of the Recommended Alternative, including pond sites, include the Florida scrub jay and gopher tortoise. No state listed species, other than the gopher tortoise, are expected to be directly impacted by the Recommended Alternative. Indirect impacts to protected species may occur as a result of increased noise levels and increased opportunities for species-vehicle interaction.

The full details of all observations for federal and state species within and adjacent to the project can be found in the *Final Natural Resource Evaluation (NRE)*, dated April 2018, prepared under separate cover for this study.

Based upon the findings of the protected species and habitat evaluations completed, the FDOT will adhere to the following commitments below.

- During the design and permitting phase of the project, gopher tortoise, Florida sandhill crane, and Florida burrowing owl surveys will be conducted in accordance with applicable state regulatory agency protocols if required. Permitting will be conducted as necessary to comply with all state laws.
- During the design and permitting phase of the project, Florida scrub jay and Audubon's crested caracara surveys will be conducted in accordance with applicable federal regulatory agency protocols, if required. If federally listed species are confirmed within the project limits, USFWS consultation will be initiated.
- During the design and permitting phase of the project, a formal gopher tortoise survey will be conducted to determine whether USFWS consultation is required for the Eastern indigo snake, if more than 25 active and inactive burrows are proposed to be impacted. If it is determined that less than 25 gopher tortoise burrows will be impacted, FDOT agrees to follow the *USFWS Standard Protection Measures for the Eastern Indigo Snake* during construction of the project. Technical specifications regarding this commitment will be written into the contractor's bid documents.
- FDOT will ensure that the *Contractor Requirements for Unexpected Interaction with Certain Protected Species During Work Activities* is followed during construction.

During the PD&E Study preliminary coordination occurred with USFWS regarding the federally-listed species having the potential to occur in the project area. The FDOT transmitted the NRE, which included project commitments, to the USFWS on April 18, 2017. USFWS consultation will occur through the US Army Corps of Engineers (USACE) permitting process during the design phase. USFWS coordination letters can be found in **Appendix F**.

Through adherence to these commitments, the Recommended Alternative is **not** expected to result in substantial impacts to protected species or their habitats.

ATTACHMENT D PHYSICAL ENVIRONMENT

D.1 Highway Traffic Noise

A traffic noise study was performed in accordance with the CFR Title 23 Part 772 (23 CFR 772), *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, following methodology and policy established by FDOT in the PD&E Manual, Part 2, Chapter 18. The purpose of the noise study is to identify noise sensitive sites that would be impacted with the proposed project and evaluate abatement measures at impacted noise sensitive sites, if applicable. As part of the PD&E study a *Final Noise Study Report* (NSR) (April 2018) was prepared under separate cover for this project.

As required by 23 CFR 772, predicted noise levels were produced using the FHWA Traffic Noise Model (TNM), version 2.5.

Noise Analysis Results

For the existing, Design Year (2045) No-Build and Design Year (2045) build conditions, noise levels are predicted at 78 receptor points representing 57 residences, six recreational uses (community swimming pool at Enchanted Lakes Estates, Malabar Park baseball facilities, Little Impressions Academy playground, Berri Patch Preschool playground, First Baptist Church baseball field and Town of Malabar Disc Golf Park), eight institutional uses (Old Malabar School House, New Testament Bethel Ministries, Hope Ministries, Church For All Nations, Little Impressions Academy, Berri Patch Preschool, First Baptist Church of Malabar, and Iglesia Christiana Elohim Church), three medical facilities (Palm Bay Hospital, Internal Medicine and Brevard Health Alliance Inc.), picnic tables at the Moose Lodge and outdoor dining at one restaurant (Malabar Mo's Bar and Grill).

Exterior noise levels are predicted to approach or exceed the Noise Abatement Criteria for Design Year (2045) build conditions at 15 residences, the Little Impressions Academy playground, the First Baptist Church of Malabar baseball field, and the Town of Malabar Disc Golf Course. Compared to existing conditions, traffic noise levels for Design Year (2045) build conditions are predicted to increase 6.0 dB(A) or less. Therefore, traffic noise levels are not predicted to substantially increase at any noise sensitive site as a direct result of the transportation improvement project.

Noise Abatement Considerations

Noise abatement measures are considered at all noise sensitive sites with predicted noise levels that approach or exceed the Noise Abatement Criteria for Design Year (2045) build conditions. Traffic management and alignment modifications are not viable abatement measures. For currently

undeveloped land, consideration of buffer zones during planning of future development is identified as a viable abatement measure that can be implemented by local officials responsible for land use planning.

Noise abatement is determined to be feasible and reasonable for Enchanted Lakes Mobile Home Park and RV Resort on the north side of Malabar Road.

The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted location (Enchanted Lakes Mobile Home Park and RV Resort) where a noise barrier has been recommended for further consideration during the final design phase, contingent upon the following conditions:

- Final recommendations on the construction of abatement measures is determined during the project's final design and through the public involvement process;
- Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

Noise barriers are not feasible or cost reasonable at nine impacted residences primarily because the impact is at an isolated residence, the impacted residences are in an area where the density of residential development is low, or required gaps in a noise barrier to accommodate driveways/roads accessing Malabar Road limit the amount of noise reduction to less than 5 dB(A). Noise barriers are not feasible or cost reasonable at impacted non-residential sites (Little Impressions Preschool playground, First Baptist Church of Malabar baseball field, and the Town of Malabar Disc Golf Course) because the minimum noise reduction of 5 dB(A) could not be achieved or the noise sensitive site would not generate the person-hours of use on an average day required to meet the cost reasonable limit.

Date of Public Knowledge

Some properties adjacent to Malabar Road are undeveloped. A land use review will be performed during the design phase of the project to ensure that all noise-sensitive land uses that have received a building permit prior to the project's Date of Public Knowledge are evaluated. Notably, there was no ongoing construction observed during the field review performed when establishing existing land use (July 23, 2013).

The Recommended Alternative is **not** expected to result in substantial impacts associated with highway traffic noise.

D.2 Air Quality

The United States Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six pollutants: ozone, nitrogen dioxide, particulate matter, sulfur dioxide, carbon monoxide and lead. The vast majority of Florida, including Brevard County, is designated as in attainment of the NAAQS for these six pollutants. An air quality analysis, specifically an analysis of carbon monoxide (CO) concentrations, was performed using methodology established in the FDOT PD&E Manual, Part 2, Chapter 19. CO levels were predicted using FDOT's screening model *CO Florida 2012* (January 2012). This analysis is documented in a *Final Air Quality Report* (April 2018) prepared under separate cover.

The predicted CO concentrations are provided in the *Final Air Quality Report*. The highest predicted CO concentrations at the Malabar Road (SR 514)/US 1 intersection are 5.0 parts per million (ppm) for a 1-hour averaging time and 3.0 ppm for an 8-hour averaging time. All predicted CO concentrations for the No-Build and Build conditions in the opening year and design year are below the NAAQS of 35 ppm for a 1-hour averaging time and the NAAQS of nine ppm for an 8-hour averaging time. The predicted 1-hour and 8-hour concentrations include a background CO level of 3.3 ppm and 2.0 ppm, respectively. Output sheets from *CO Florida 2012* are provided in Appendix A of the *Final Air Quality Report*.

The project is located in an area that has been designated as attainment for all of the NAAQS under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project.

The project is expected to improve traffic flow by improving traffic operational improvements, which should reduce operational greenhouse gas emissions.

The Recommended Alternative is **not** expected to result in substantial impacts associated with air quality.

D.3 Contamination

A contamination assessment was conducted and a *Final Contamination Screening Evaluation Report (CSER)* (January 2014) was prepared in accordance with the PD&E Manual, Part 2, Chapter 20.

The purpose of this contamination screening evaluation was to evaluate the risk of encountering petroleum or hazardous substance contamination of soil, groundwater, surface water, or sediment that could adversely affect property acquisition, permitting, and construction of this project. The *CSER* data collection activities included a review of publicly available regulatory files, a review of available historical data sources, and site reconnaissance of the project study area.

In general accordance with the applicable definitions provided in the FDOT PD&E Manual, the 43 sites of concern that were identified were assigned **Low**, **Medium**, and **High** contamination risk potential ratings. **Table 19** presents the contamination risk potential ratings assigned to each facility.

Level 2 Contamination Impact Assessments are recommended for the following **Medium** and **High**-risk sites due to the potential for contamination impacts.

Site No. 19 Vacant Commercial Property, 1892 Canova Street. A discharge of approximately 100-gallons of an unknown product was reported for this facility in September 2009. No documented contamination assessments have been performed for this facility. A Level 2 Contamination Impact Assessment is recommended to evaluate the potential petroleum and/or hazardous material impacts to soil and groundwater along the southern and northern portion of this site.

Site No. 26 Pond Alternative Q. Multiple abandoned automobiles, multiple perforated 55- gallon drums, multiple used tires, metal and household debris were observed throughout the pond alternative site during the site reconnaissance. A Level 2 Contamination Impact Assessment is recommended to evaluate the presence of contaminants in soil and/or groundwater throughout the pond alternative site.

Site No. 29 Florida East Coast Line Railroad. This site appears to have operated as a railroad in aerial photographs from 1943 through 2013. A Level 2 Contamination Impact Assessment is recommended to evaluate the potential presence of herbicides, pesticides, and arsenic within the railroad corridor.

Site No. 30 Pond Alternative S, 1300 US 1. This pond alternative site is located in the western portion of the former Lang's Service facility. The site appears to have operated as an automotive junkyard in aerial photographs from 1951 through 1983. No documented contamination assessments have been performed for this facility. A Level 2 Contamination Impact Assessment is recommended to evaluate potential petroleum and/or hazardous material impacts to soil and groundwater throughout the pond alternative site.

Site No. 32 Citgo, 1360/1440 US 1. This site was identified in aerial photographs from 1951 through 2013 and appears to have historically operated as a gas station. Three 10,000-gallon unleaded gasoline USTs were removed from this facility in 1994. No documented contamination assessments have been performed for this facility. A Level 2 Contamination Impact Assessment is recommended to evaluate potential petroleum impacts to soil and groundwater along the northern and eastern portions of this site.

Table 19: Contamination Risk Potential Ratings Assigned

Site No.	Facility	Risk Potential Rating
1	SMART Brownfield Area	Low
2	Valvoline Instant Oil Change	Low
3	Racetrac #239	Low
4	Print Shop	Low
5	Bonaiuto Roofing	Low
6	Former Scooters Plus Sales and Service	Low
7	Malabar Mowers	Low
8	Ameri-Pest Pest Control-Lawn Care	Low
9	Southland Painting, Done Right Contracting	Low
10	Former Cast Away Marine	Low
11	Marshalls Body Masters	Low
12	Dempsey Automotive, Inc.	Low
13	Haynes ATV & Motorcycle	Low
14	Sod Depot	Low
15	Canova Pump Station	Low
16	Reasonable Auto Repair, Malabar Auto Electric	Low
17	Space Coast Laser	Low
18	Abbot's Auto Detailing	Low
19	Vacant Commercial Property	High
20	Missile Used & New Tires	Low
21	Pond Alternative C	Medium
22	Pond Alternative D	Medium
23	Pond Alternative E	Medium
24	Pond Alternative F	Medium
25	Pond Alternative M	Medium
26	Pond Alternative Q	Medium
27	The Palm House	Low
28	City of Malabar Public Works Complex	Low
29	Florida East Coast Line Railroad	Medium
30	Citgo	Medium
31	U-Haul	Low
32	Former Lang's Service	High
33	Pond Alternative S	High
34	Sunoco #0613-4571	Low
35	All Star Equipment	Low
36	Kangaroo Express	Low
37	Sir Wiz Auto, Inc	Low
38	Mi-Tee Wrench	Low
39	Armstrong's Cleaning and Restoration	Low
40	Life Care Center of Palm Bay	Low
41	Palm Bay Hospital	Low
42	Health First Physicians	Low
43	Cell Tower	Low

Site No. 33 Former Lang's Service, 1300 US 1. This site appears to have operated as an automotive repair facility and junkyard in aerial photographs from 1951 through 1983. No documented contamination assessments have been performed for this facility. A Level 2 Contamination Impact Assessment is recommended to evaluate potential petroleum and/or hazardous material impacts to soil and groundwater along the southern and western portions of this site.

The FDOT recommends Level 2 Contamination Impact Assessments for Pond Alternatives C, D, E, F, and M (Site No. 21, 22, 23, 24, and 25) due to historical agricultural land uses.

Details of individual site investigations, conclusions, and specific recommendations for each site are included in the *CSEER*.

This proposed project contains no known significant contamination. The Recommended Alternative is **not** expected to result in substantial impacts associated with contamination.

D.4 Utilities and Railroads

Utilities

A *Utility Assessment Report* (March 2014) was prepared to evaluate the potential impacts to utilities within the study area. Preliminary utility coordination was initiated with the utility agency owners (UAOs) through written communication to the listed utility contacts. The letters informed the UAOs of the PD&E study and requested that they mark up the conceptual plans provided and provide information regarding the location, type and size of their existing and proposed facilities within the project limits. The UAOs were requested to note if their facilities were located within the FDOT ROW or within easements and to provide an order-of-magnitude estimate for relocating any facilities affected by the proposed project. Maps and other details on the location and type of utilities is included in the *Utility Assessment Report*. A description of the existing facilities is summarized in **Table 20**. AT&T Distribution and FPL own easements within the project limits, and should be avoided whenever possible.

Utility impacts were avoided where possible, but some utility impacts will be unavoidable. The primary impact will be to a portion of the FPL concrete transmission poles near the intersection of Malabar Road (SR 514) with Corey Road. However, by impacting these transmission poles, the AT&T housing near the intersection at Corey Road, which costs approximately \$450,000 to replace, was avoided. In order to avoid impacts to the Fern Creek Crossing Park property, the FPL transmission poles will need to be relocated to accommodate both suburban and rural typical sections. A total of 28 transmission poles are expected to be impacted: 10 in Segment 1, 9 in Segment 2a, and 9 in Segment 2b. The *Utility Assessment Report* estimates the cost to relocate these poles at \$5.1 million. Additionally, Palm Bay maintains the Town of Malabar's utilities, therefore, coordination will be needed as design and construction move forward. Most of the UAOs have the capability to adjust their services without causing major inconvenience to their

customers. Mitigation measures should include minimizing service disruptions, allowing service disruptions only during periods of minimum usage, and/or installing alternative or new services before disconnecting the existing service. Particular emphasis should be placed on mitigating impacts to AT&T and FPL facilities within their easements to avoid relocation costs.

Table 20: Malabar Road (SR 514) Utilities

Utility Agency Owner	Description
AT&T Distribution	AT&T Distribution has multiple aerial and buried fiber-optic and copper cables within the project limits. An aerial pole line on south side of Malabar Road (SR 514) with fiber and copper cables extends east to Blanche Street. There are major fiber-optic conduits crossings at Babcock Street (SR 507), Corey Road, and US 1. AT&T has a 30-foot x 30-foot easement housing Pair Gain Equipment at the southeast corner of Corey Road and Malabar Road (SR 514).
AT&T Transmission	AT&T Transmission has a high-capacity fiber-optic cable running north and south within the FEC Railroad ROW.
Bright House Networks	Bright House has overhead fiber-optic and coaxial cables on the north side of Malabar Road (SR 514) beginning at the FPL pole at the intersection of Babcock Street (SR 507) and Malabar Road (SR 514) and extending to Enterprise Road. There is also buried fiber-optic and coaxial cables on north side of the roadway from Enterprise Road to Palm Bay Hospital and on south side from Alexander Lane to Corey Road; overhead fiber and coaxial cables on north side of road from Corey Road to Malabar Woods Boulevard, and from Marie Street to US 1. There is an underground crossing at the railroad and aerial cables extend north-south on US 1.
CenturyLink/Qwest	CenturyLink (2) 2-inch conduits containing fiber-optic cables running north-south on the west side of the tracks within the FEC railroad ROW.
City of Palm Bay Utilities	The City of Palm Bay utilities has a 12-inch water main on the south side of Malabar Road (SR 514) from Babcock Street (SR 507) to Corey Road; an 8-inch force main extends west from the lift station at Palm Bay Hospital to Babcock Street (SR 507), and a 4-inch force main from Weber Road, which connects to the 8-inch force main. The City has a lift station at 730 Malabar Road (SR 514).
Florida City Gas	Florida City Gas has a 6-inch PE gas main that crosses to the north side of Malabar Road (SR 514) from Enterprise Road and extends east to west of Canova Street, where it crosses to the south side and continues east to Palm Bay Hospital, then crosses to the north side of Malabar Road (SR 514) and enters the hospital property.

Utility Agency Owner	Description
Florida Power & Light - Distribution	FPL has a distribution pole line on the north side of Malabar Road (SR 514) from Babcock Street (SR 507) to Weber Road, where it is under-built on the transmission poles and continues east to US 1. The estimated relocation cost is estimated at \$1,000,000 (See <i>Utility Assessment Report</i>).
Florida Power & Light - Transmission	FPL has a transmission pole line on south side of Malabar Road (SR 514) from Babcock Street (SR 507) to 730 Malabar Road, where it crosses over to the north side of the roadway. It continues east to Glatter Road and exits the ROW south to a 15-foot easement adjacent to the ROW. The estimated relocation cost is estimated at \$5,100,000 (See <i>Utility Assessment Report</i>).
Level 3 Communications	Level 3 has fiber-optic cables running north-south on west side of the FEC railroad ROW crossing at Malabar Road (SR 514).
MCI	MCI has fiber-optic cables running north-south on west side of the FEC railroad ROW crossing at Malabar Road (SR 514).
Sprint/Nextel	No response from Utility Authorized Owner (UAO)
TW Telecom	TW Telecom has cable extending on the north side of Malabar Road (SR 514) from Babcock Street to Enterprise Road, where it crosses the road and ends. They also have cable on the south side of Malabar Road (SR 514) from east of Canova Street to Medplex Parkway; from Medplex Parkway to Weber Road; and on the north side of the road from Marie Street to US 1.

Railroads

Florida East Coast (FEC) Railway is a 351-mile freight rail system located along the east coast of Florida. According to the <http://www.fecrwy.com/> website, it is the sole rail provider that operates along the east coast of Florida with direct rail access to South Florida's ports, and it connects with other railway systems to move freight throughout the country. Currently there is a single track throughout the rail corridor. Malabar Road (SR 514) crosses the FEC Railroad at grade approximately 600 feet west of US 1. Coordination with the FEC railroad has occurred, and will continue in the design phase to ensure adequate safety devices, gates, flashing warning lights, etc., are provided at the crossing.

Currently the number of freight trains per day in the Brevard County corridor is 16; however, All Aboard Florida, now known as Brightline, has plans for a private, higher speed train service to run from Miami to Orlando with stops in Fort Lauderdale and West Palm Beach. Brightline service in

South Florida will begin first, with service to Orlando following later. Development includes updates to the existing FEC railway that runs from Miami to Cocoa Beach, as well as new construction of a 40-mile track between Cocoa Beach and Orlando that runs along SR 528. The trains will run at approximately one-hour intervals with 12–14 trains per day.

The Recommended Alternative is **not** expected to result in substantial impacts to utilities or railroads.

D.5 Construction

Construction activities for the Recommended Alternative will have minimal, temporary, yet unavoidable, air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

The air quality effects will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from construction activities. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other control materials in accordance with FDOT's *Standard Specifications for Road and Bridge Construction*.

Construction activities will cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. The impacts will be minimized by adherence to all applicable State and local regulations and to the *FDOT Standard Specifications for Road and Bridge Construction*.

Noise and vibration effects could result from the heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT's *Standard Specifications for Road and Bridge Construction*. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required, where applicable.

Water quality effects resulting from erosion and sedimentation during construction will be controlled in accordance with FDOT's *Standard Specifications for Road and Bridge Construction*, implementation of regulatory permit conditions and through the use of industry-standard Best Management Practices (BMPs).

Short term construction-related wetland impacts will be minimized during project construction by adherence to FDOT's *Standard Specifications for Road and Bridge Construction* Measures and applicable agency permit conditions. These specifications include, but are not limited to the use of siltation barriers, dewatering structures, and containment devices that will be implemented for controlling turbid water discharges outside of construction limits.

Maintenance of Traffic (MOT) and sequencing of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of construction-related activities so that motorists, residents, and business persons can make accommodations. All provisions of FDOT's *Standard Specifications for Road and Bridge Construction* will be followed.

Construction of the project may require excavation of unsuitable material (muck), placement of embankments, and use of materials, such as limerock, asphaltic concrete, and Portland cement concrete. Demucking, if needed, will be controlled by Section 120 of FDOT's *Standard Specifications for Road and Bridge Construction*. The removal of structures and debris will be in accordance with state regulatory agencies permitting this operation. The contractor is responsible for his methods of controlling pollution on haul roads and in areas used for disposal of waste materials from the project. Temporary erosion control features, as specified in FDOT's *Standard Specifications for Road and Bridge Construction*, could consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

For the residents living in the project area, some of the materials stored for the project may be displeasing visually; however, this will be a temporary condition and should pose no substantial, long term problem.

A sign providing the name, address, and telephone number of a County contact person and a FDOT representative will be displayed on-site to assist the public in obtaining immediate answers to questions and for logging complaints about project activity.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time.

Therefore, construction impacts are **not** expected to be substantial.

D.6 Bicycles and Pedestrians

Existing bicycle and pedestrian facilities include a sidewalk on both sides of the street in the western portion of the corridor between Babcock Street (SR 507) and Enterprise Road and unmarked paved shoulders on both sides of the street east of Enterprise Avenue. The LRTP identifies this corridor in the Bicycle & Pedestrian Needs for an alternative commuter bike route; however, no funding is specifically allocated in the CFP. The *Space Coast TPO's 2013 Bicycle and Pedestrian Mobility Plan* (December 2013) Project List includes an off-road shared-use path for the length of the corridor and an on-street designated bike lane from Babcock Street (SR 507)

to 600 feet east of Babcock Street (SR 507). The shared-use path is listed as a Priority Project in the *Mobility Plan*.

There are several multi-use trails in the Town of Malabar that are used for hiking, jogging, bicycling, and equestrian recreation as shown in **Figures 22 through 24**.

Malabar Scrub Sanctuary has numerous trails throughout that connect to the recently constructed Sand Hill Trailhead and paved Al Tuttle Trail that is within the Malabar Scrub Sanctuary, but runs parallel to Marie Street just north of Malabar Road (SR 514) and connects to the City of Palm Bay's Boundary Canal Trail to the north. Between the Sand Hill Trailhead and Malabar Road (SR 514) there are currently no designated trails. South of Malabar Road (SR 514) on Marie Street is the unpaved Sand Hill Trail which has also been referred to as the South Brevard Linear Trail.

From Malabar Road (SR 514), southward, the trail runs along the west side on an easement that the God's Healing Holiness Church granted the Town of Malabar. After crossing Glatter Road the trail moves to the east side of the road. There is a mulched trail that the community there built and granted the easement to the Town. The Town maintains these easements. From here, there is an easement that Brevard County owns through a vegetation area that leads to a recently constructed trailhead outside of Jordan Scrub Sanctuary. These trails will link the communities of Malabar, Palm Bay, Valkaria, Grant, and Micco to existing parks, conservation areas, and community destinations.

Bicycles and pedestrians would be accommodated with seven-foot designated bike lanes in the urban portions of Malabar Road (SR 514), within Segments 1 and 3. Segments 2a and 2b include seven-foot and eight-foot designated bike lanes and paved shoulders, respectively. Sidewalks within Segments 1 and 2a are proposed to be five feet, and six-foot sidewalks are included in Segment 3. A 10-foot shared-use path is included along the north side in Segment 2b to connect the Sand Hill Trail with the Malabar Park and the Disc Golf Park.

In compliance with 23 USC 109(n), full consideration of bicycle alternatives has been considered in the development of the proposed project. These bicycle facilities will be designed in accordance with the *Florida Bicycle Facilities Planning and Design Handbook* and the AASHTO Standards.

The addition of non-motorized means of transportation is another form of mobility improvement. While sidewalks and bicycle lanes rarely reduce travel time, they do offer an alternative mode of transport, reduce travel costs, and provide health benefits.

Further, the addition of bicycle and pedestrian facilities would improve the connectivity with existing and planned trails in the study area. The improvements will also provide enhanced mobility to residents in this area, providing dedicated bicycle lanes and sidewalks.

Figure 22: Town of Malabar Trail Map

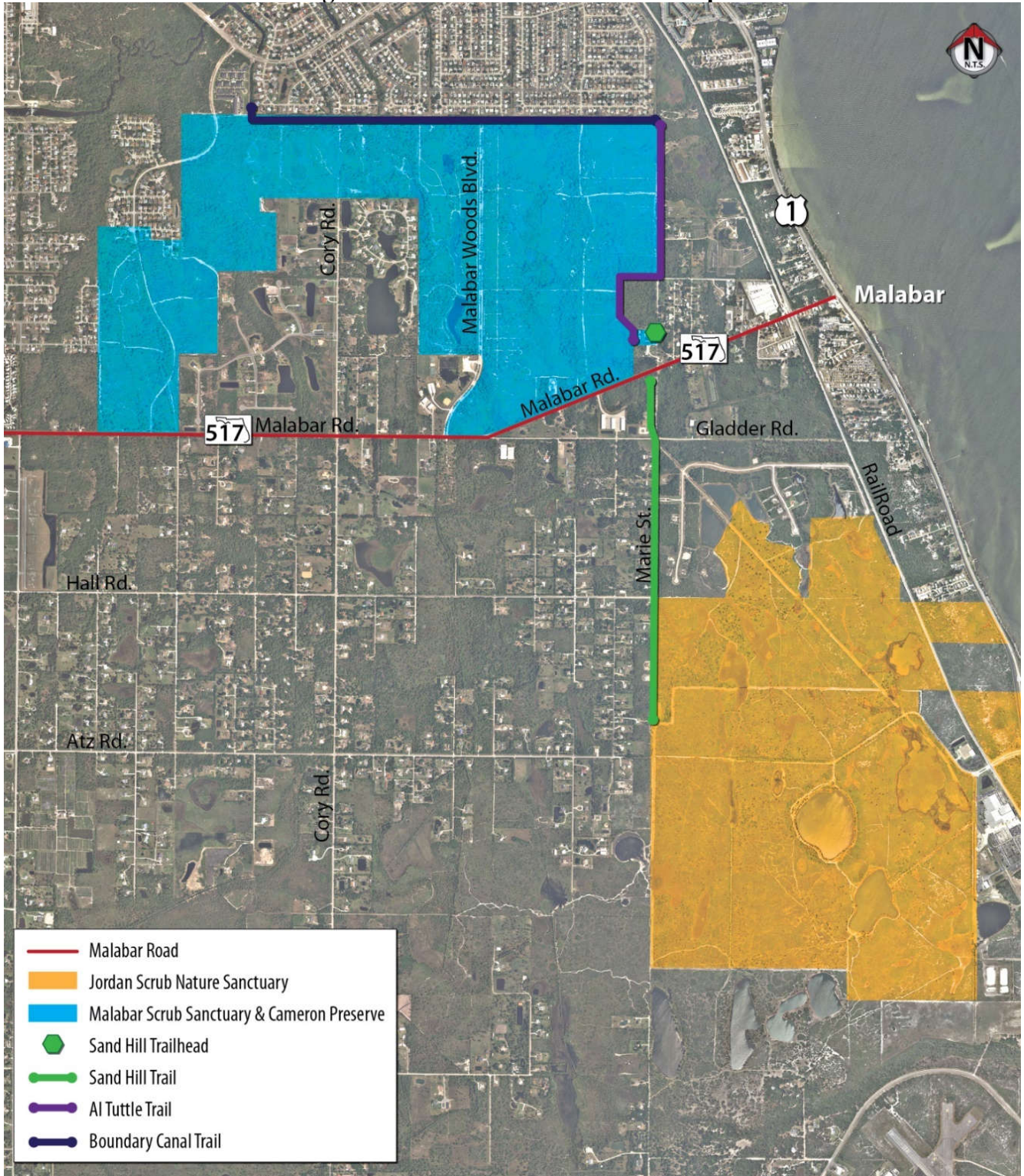


Figure 23: Malabar Scrub Sanctuary Trail Map

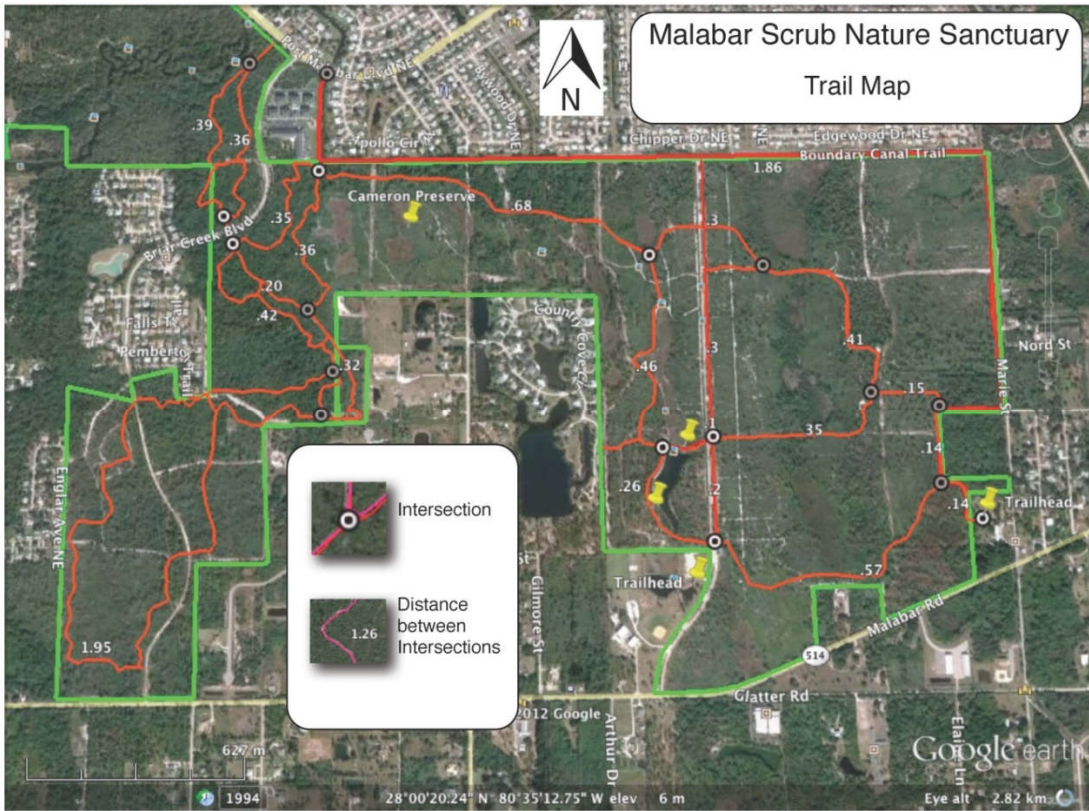
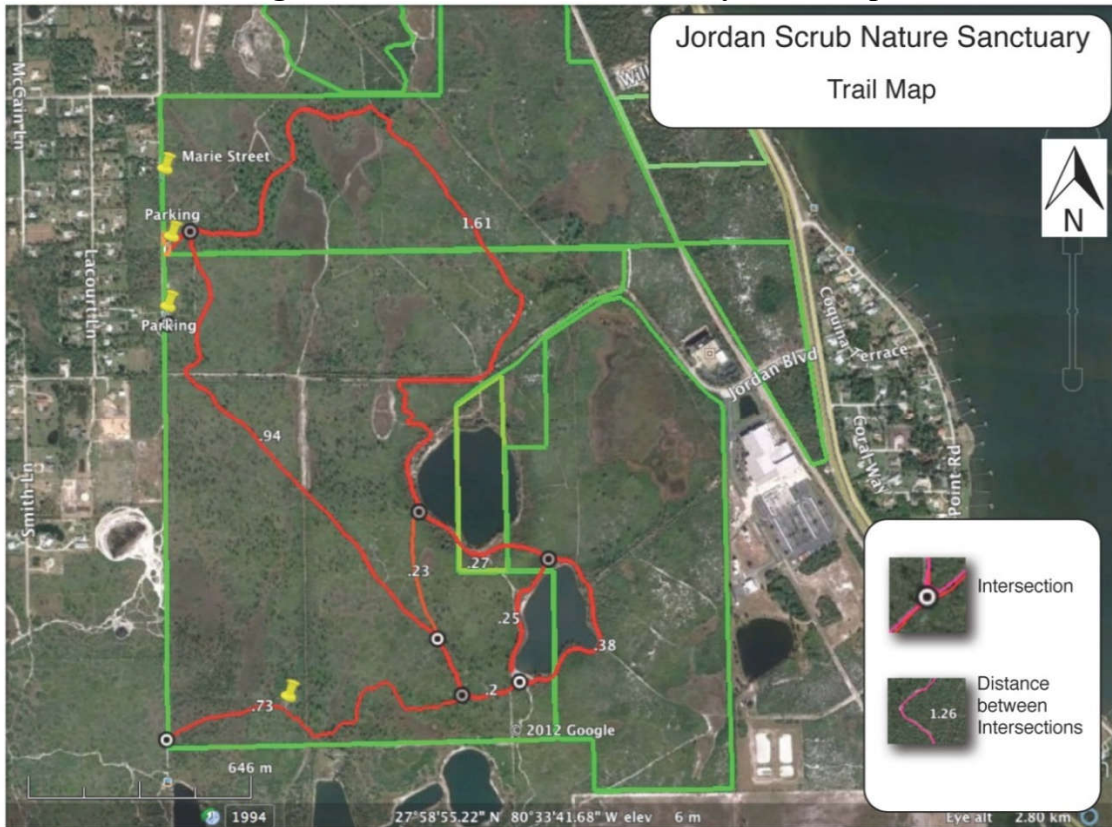


Figure 24: Jordan Scrub Sanctuary Trail Map



All project alternatives included complete street multimodal improvements including designated bicycle and pedestrian accommodations throughout the corridor. There are bike lanes and sidewalks proposed as part of this project throughout the corridor connecting residences, businesses, and Malabar park facilities.

Unsignalized striped pedestrian crosswalks are proposed for the approaches to the roundabouts at Weber Road and Corey Road, as well as at Marie Street, directly south of the Post Office, and at US 1.

Therefore, a net **enhancement** for bicycle and pedestrian facilities is expected.

APPENDIX A

**LRTP/TIP/STIP PLANNING
CONSISTENCY EXCERPTS**

MALABAR ROAD

From: St. Johns Heritage Parkway	Functional Classification: Urban Principal Arterial/Minor Arterial
To: US-1	Corridor Length: 10.7 miles
Community: Palm Bay/Malabar	

CORRIDOR PROJECTS

Period	Project Type	Facility	From	To	Description	Net Cost*
2026-2030	Highway Capacity	Malabar Rd	Babcock St	US 1	Widen to 4 lanes	\$36,567
2031-2035		Malabar Rd	St. Johns Heritage Pkwy	Minton Rd	Widen to 4 lanes	\$49,086
Total: \$85,653						
ITS Program	ITS	Malabar Rd	St. Johns Heritage Pkwy	West of San Filippo Dr	ITS improvements	\$1,680
Multimodal Program	Bike/Ped	Malabar Rd	Babcock St	600' east of Babcock St	Designated Bike Lane	\$13
		Malabar Rd	2900' west of Snapdragon Dr	750' east of San Filippo Dr SE	Designated Bike Lane	\$861
		Malabar Rd	Babcock St	US 1	Off Road Shared Use Path	\$1,298
		Malabar Rd	Malabar Rd	Parallel to Jupiter Rd	Off Road Shared Use Path	\$270
		Malabar Rd	W Malabar Rd	2900' west of Snapdragon Dr	Off Road Shared Use Path	\$275
		600' parallel east of W Malabar Rd	Malabar Rd	5700' south of Malabar Rd	Off Road Shared Use Path	\$384
Unfunded	Transit	US 1/Heritage Corridor via Malabar			New fixed route service	\$300
		Palm Bay Circulator			New fixed route service	\$600
		Heritage High School			New fixed route service	\$300

*Cost estimates reflect publicly funded capital costs in \$000's YOY. Estimated costs for Program and Unfunded projects are represented in present day dollars.

REFERENCE DOCUMENTS

- Space Coast Bicycle and Pedestrian Mobility Plan (2013)
- Space Coast TPO ITS Master Plan (2014)
- Space Coast Area Transit Development Plan (2012)

CORRIDOR LOCATION MAP



FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
STIP REPORT
=====

DATE RUN: 07/05/2017
TIME RUN: 13.11.15
MBSRSTIP-1

HIGHWAYS
=====

ITEM NUMBER: 430136 1 PROJECT DESCRIPTION: SR 514 (MALABAR RD) FROM BABCOCK ST TO US 1 TYPE OF WORK: PD&E/EMO STUDY *NON-SIS*
DISTRICT: 05 COUNTY: BREVARD PROJECT LENGTH: 3.698MI

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	GREATER THAN 2021	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT

DDR	1,257,310	90,948	0	0	0	0	1,348,258
DIH	144,225	4,258	0	0	0	0	148,483

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

DDR	0	0	5,000	4,088,900	0	0	4,088,900
DIH	0	0	0	0	0	0	5,000

PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT

DDR	0	0	0	1,000,000	0	0	1,000,000
TOTAL <N/A>	1,401,535	95,206	5,000	5,088,900	0	0	6,590,641
TOTAL 430136 1	1,401,535	95,206	5,000	5,088,900	0	0	6,590,641
TOTAL Project:	1,401,535	95,206	5,000	5,088,900	0	0	6,590,641

ITEM NUMBER: 430202 3 PROJECT DESCRIPTION: SR A1A MULTI-MODAL FROM SOUTH OF SR 520 TO N OF GEORGE KING BLVD TYPE OF WORK: SPECIAL SURVEYS *NON-SIS*
DISTRICT: 05 COUNTY: BREVARD PROJECT LENGTH: 4.114MI

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	GREATER THAN 2021	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

DIH	60,484	9,191	0	0	0	0	69,675
TOTAL <N/A>	60,484	9,191	0	0	0	0	69,675

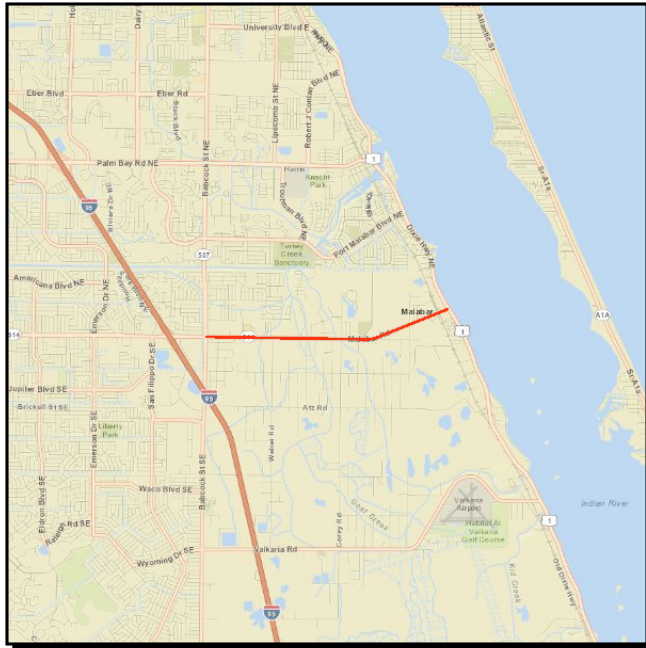
FEDERAL PROJECT NUMBER: 4932 043 P

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

ACSU	1	0	0	0	0	0	1
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4301361

SR 514 (MALABAR RD) FROM BABCOCK ST TO US 1



Project Description:

Work Summary: PD&E/EMO STUDY **From:**

To:

Lead Agency: MANAGED BY FDOT **Length:** 3.698

Phase	Fund Source	2018	2019	2020	2021	2022	Total
PE	DIH	0	5,000	0	0	0	5,000
PE	DDR	0	0	4,088,900	0	0	4,088,900
ENV	DDR	0	0	1,000,000	0	0	1,000,000
Total		0	5,000	5,088,900	0	0	5,093,900

Prior Year Cost: 1,496,741
Future Year Cost:
Total Project Cost: 6,590,641
LRTP: Page 171 & 188

APPENDIX B

**ETDM PROGRAMMING SCREEN
SUMMARY REPORT**



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

ETDM Summary Report

Project #13026 - Widen Malabar Road (SR 514)

Final Programming Screen - Published on 12/15/2015

Generated by Richard Fowler (on behalf of FDOT District 5)

Printed on: 12/15/2015

Table of Contents

Chapter 1 Overview	2
Chapter 2 Project Details	3
2.1. Purpose and Need	3
Chapter 3 Alternative #1	6
3.1. Alternative Description	6
3.2. Segment Description(s)	6
Chapter 4 Eliminated Alternative Information	29
4.1. Eliminated Alternatives	29
Chapter 5 Project Scope	30
5.1. General Project Recommendations	30
5.2. Required Permits	30
5.3. Required Technical Studies	30
5.4. Class of Action	30
5.5. Dispute Resolution Activity Log	31
Appendices	32
6.1. Preliminary Environmental Discussion Comments	32
6.2. Advance Notification Comments	32
6.3. GIS Analyses	32
6.4. Project Attachments	32
6.5. Degree of Effect Legend	32

Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project recommendations resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

#13026 Widen Malabar Road (SR 514)

District: District 5

County: Brevard

Planning Organization: FDOT District 5

Plan ID: Not Available

Federal Involvement: No federal involvement has been identified.

Phase: Programming Screen

From: Babcock Street

To: US 1

Financial Management No.: 43013612101

Contact Information: Brian Stanger (386) 943-5391 brian.stanger@dot.state.fl.us

Snapshot Data From: Programming Screen Summary Report Re-published on 12/15/2015 by Richard Fowler
Issues and Categories are reflective of what was in place at the time of the screening event.

	Natural										Cultural			Community					Secondary and Cumulative Effects		
	Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility		Relocation	Social
Alternative #1 - Malabar Rd. From: Babcock Street To: US 1 <i>Re-Published: 12/15/2015 Reviewed from 05/18/2012 to 07/02/2012)</i>	2	2	3	2	2	3	N/A	3	3	3	3	3	3	3	1	1	0	1	3	2	3

Purpose and Need

Purpose and Need

PURPOSE

The purpose of this project is to provide for increased capacity along the two lane section of Malabar Road from Babcock Street east to US 1, a distance of 3.64 miles. Malabar Road is a four lane divided facility from the I-95 Interchange east to Babcock St. but then transitions back to a two lane facility east of Babcock St. The Project Development and Environmental Study will analyze alternatives for widening Malabar Rd. from a two lane to a four lane facility in order to accommodate projected increases in traffic volume.

NEED

The four lane divided section of Malabar Rd. from I-95 to Babcock St. had a traffic volume of 38,500 AADT in 2011. East of Babcock St. the roadway transitions back to a two lane facility and carries 17,200 AADT between Babcock and Weber Rd. Between Weber Rd. and Cory Rd. traffic volume is 11,400 AADT, and between Cory Rd. and US 1 the volume is 11,800 AADT. The traffic volume between Babcock and Weber results in a Level of Service F with the other two sections currently providing a LOS C. Although these eastern two segments currently provide an acceptable Level of Service, all three segments are projected to have a LOS F by the mid-design year of 2025. The projected traffic volumes for the above three segments by the Design Year of 2035 will be 27,500, 18,200 and 18,900 AADT, respectively. These projected traffic volumes demonstrate a need for capacity improvement on Malabar Rd. east of Babcock St.

A Feasibility Study conducted in 2008 analyzed crash data from the years of 2003 to 2007. There were 116 crashes during this time period resulting in 3 fatalities. The analysis determined that the crash ratio was 1.17 per million vehicle miles. The statewide average for this type of roadway facility is 2.726/mvm indicating that safety is not a particular issue.

Project Description

DESCRIPTION

State Road 514, Malabar Rd., between Babcock Street (MP 3.060) and US 1 (MP 6.698) is a two lane roadway classified as a Urban Minor Arterial facility and is a designated hurricane evacuation route as it connects to Interstate 95 west of this project's limits. The posted speed limit is 55 mph. Malabar Road is not part of the Florida Intrastate Highway System nor is it part of the State's Strategic Intermodal System. Malabar Road is four lanes from the I-95 Interchange east to Babcock Street where it then transitions back to a two lane facility. The two lane section consists of 12 foot lanes with four foot paved shoulders, open swale drainage and no sidewalks. The existing right of way width is about 25 feet from the edge of paved shoulder to the right of way line. Additional right of way will be required to accommodate a four lane divided facility.

The horizontal clearance from the edge of travel lanes to fixed objects within the cleared right of way do not meet safety standards under existing conditions and will need to be adjusted to meet clear zone requirements for a four lane facility. Florida Power and Light transmission line poles along the corridor will be a consideration along with the crossing of the Florida East Coast railroad line located about 700 feet west of US 1. The City owned Fern Creek Crossing Park at the SW corner of Corey Rd., Malabar Park, and the Malabar Scrub Sanctuary located on the north side of Malabar between Weber and Marie Streets will also be constraints to be considered during the study.

Summary of Public Comments

Summary of Public Comments is not available at this time.

Federal Consistency Determination

Date: 07/13/2012

Determination: CONSISTENT with Coastal Zone Management Program.

Additional Consistency Information

- Consistency with Air Quality Conformity is unknown.
- Consistency with Local Government Comp Plan is unknown.
- Consistent with MPO Goals and Objectives.

Lead Agency

FL Department of Transportation

Participating and Cooperating Agencies

Participating and Cooperating agencies are not applicable for this class of action.

Exempted Agencies

Agency Name	Justification	Date
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	04/13/2011

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

User Defined Communities Within 500 Feet

No user defined communities were found within a 500 ft. buffer distance for this project.

Census Places Within 500 Feet

- Malabar
- Palm Bay

Purpose and Need Reviews

FL Department of Economic Opportunity

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	06/28/2012	Jeannette Hallock-Solomon (jeannette.hallock-solomon@deo.myflorida.com)	No Purpose and Need comments found.

FL Department of Environmental Protection

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	06/28/2012	Lauren Milligan (lauren.milligan@dep.state.fl.us)	No Purpose and Need comments found.

FL Department of State

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	05/31/2012	Ginny Jones (ginny.jones@dos.myflorida.com)	No Purpose and Need comments found.

FL Fish and Wildlife Conservation Commission

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	06/19/2012	Scott Sanders (scott.sanders@myfwc.com)	No Purpose and Need comments found.

Federal Highway Administration

Acknowledgment	Date Reviewed	Reviewer	Comments
Accepted	06/18/2012	Cathy Kendall (cathy.kendall@dot.gov)	No Purpose and Need comments found.

National Marine Fisheries Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	07/02/2012	Brandon Howard (Brandon.Howard@noaa.gov)	None.

National Park Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	05/25/2012	Anita Barnett (anita_barnett@nps.gov)	No Purpose and Need comments found.

Natural Resources Conservation Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	05/29/2012	Rick Robbins (rick.a.robbins@fl.usda.gov)	No Purpose and Need comments found.

US Army Corps of Engineers

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	06/08/2012	Andrew Phillips	No Purpose and Need comments found.

(andrew.w.Phillips@us
ace.army.mil)

US Coast Guard

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	06/26/2012	Evelyn Smart (evelyn.smart@uscg.mil)	No Purpose and Need comments found.

US Environmental Protection Agency

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	06/29/2012	Madolyn Sanchez (sanchez.madolyn@epa.gov)	No Purpose and Need comments found.

US Fish and Wildlife Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	06/18/2012	Jane Monaghan (Jane_Monaghan@fws.gov)	No Purpose and Need comments found.

The following organizations were notified but did not submit a review of the Purpose and Need:

- FL Department of Agriculture and Consumer Services
- Saint Johns River Water Management District
- Seminole Tribe of Florida

Alternative #1 - Malabar Rd.

Alternative Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
Malabar Rd.	Babcock Street	US 1	Widening	ETAT Review Complete	3.64 mi.	\$49,651,000.00	Roadway	N

Segment Description(s)

Location and Length

Segment Record	Segment Name	Facility Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
S-001	70180000 (MP 3.06 to 6.698)	70180000 (MP 3.06 to 6.698)	Babcock St.	US 1	3.654	70180000		

Jurisdiction and Class

Segment Record	Segment Name	Jurisdiction	Urban Service Area	Functional Class
S-001	70180000 (MP 3.06 to 6.698)	FDOT	In/Out	URBAN: Minor Arterial

Base Conditions

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	70180000 (MP 3.06 to 6.698)	2011	17200	2	Lanes Undivided

Interim Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	70180000 (MP 3.06 to 6.698)				

Needs Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	70180000 (MP 3.06 to 6.698)	2035	27500	4	Lanes Divided

Cost Feasible Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	70180000 (MP 3.06 to 6.698)	2035			

Funding Sources

Segment Record	Segment Name	FDOT	Unknown
S-001	70180000 (MP 3.06 to 6.698)	\$1,111,667.00	

Project Effects Overview for Alternative #1 - Malabar Rd.

Issue	Degree of Effect	Organization	Date Reviewed
Natural			
Air Quality	2 Minimal	US Environmental Protection Agency	07/02/2012
Coastal and Marine	2 Minimal	National Marine Fisheries Service	07/02/2012
Contaminated Sites	3 Moderate	US Environmental Protection Agency	07/02/2012
Contaminated Sites	3 Moderate	FL Department of Environmental Protection	06/28/2012
Farmlands	2 Minimal	Natural Resources Conservation Service	05/29/2012
Floodplains	2 Minimal	US Environmental Protection Agency	07/02/2012
Navigation	N/A N/A / No Involvement	US Coast Guard	06/26/2012
Navigation	0 None	US Army Corps of Engineers	06/08/2012

Special Designations	3	Moderate	US Environmental Protection Agency	07/02/2012
Water Quality and Quantity	3	Moderate	US Environmental Protection Agency	07/02/2012
Water Quality and Quantity	3	Moderate	FL Department of Environmental Protection	06/28/2012
Wetlands	3	Moderate	US Environmental Protection Agency	07/02/2012
Wetlands	3	Moderate	National Marine Fisheries Service	07/02/2012
Wetlands	3	Moderate	US Fish and Wildlife Service	06/29/2012
Wetlands	3	Moderate	FL Department of Environmental Protection	06/28/2012
Wetlands	3	Moderate	US Army Corps of Engineers	06/11/2012
Wildlife and Habitat	3	Moderate	US Fish and Wildlife Service	06/29/2012
Wildlife and Habitat	3	Moderate	FL Fish and Wildlife Conservation Commission	06/19/2012
Wildlife and Habitat	3	Moderate	Federal Highway Administration	06/18/2012
Cultural				
Historic and Archaeological Sites	3	Moderate	Seminole Tribe of Florida	06/26/2012
Historic and Archaeological Sites	3	Moderate	Federal Highway Administration	06/18/2012
Historic and Archaeological Sites	3	Moderate	FL Department of State	05/31/2012
Recreation Areas	3	Moderate	US Environmental Protection Agency	07/02/2012
Recreation Areas	3	Moderate	FL Department of Environmental Protection	06/28/2012
Recreation Areas	3	Moderate	Federal Highway Administration	06/18/2012
Recreation Areas	0	None	National Park Service	05/25/2012
Section 4(f) Potential	3	Moderate	Federal Highway Administration	06/18/2012
Community				
Land Use	0	None	FL Department of Economic Opportunity	06/28/2012
Relocation	3	Moderate	Federal Highway Administration	06/18/2012
Social	2	Minimal	US Environmental Protection Agency	07/02/2012
Social	0	None	FL Department of Economic Opportunity	06/28/2012
Secondary and Cumulative				

ETAT Reviews and Coordinator Summary: Natural

Air Quality

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 08/09/2012 by FDOT District 5

Comments:

An Air Quality Screening Analysis will be conducted during the PD&E study phase. This area is not within a non-attainment area for ozone and we believe the project would have minimal effect on air quality. We are assigning a Minimal degree of effect for this issue.

Degree of Effect: 2 Minimal assigned 07/02/2012 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: No Selection

Coordination Document Comments:As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

Direct Effects

Identified Resources and Level of Importance:

Resources: Air Quality

Level of Importance: Low, due to minimal degree of effect. A minimal degree of effect is being assigned to the air quality issue for the proposed project (ETDM #13026, Widen Malabar Road (SR 514)).

Comments on Effects to Resources:

Brevard County has not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. There are no violations of National Ambient Air Quality Standards (NAAQS). Nevertheless, it is recommended that the environmental review phase of this project consider the need for additional air impact analyses. These types of analyses would include documenting the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. It is also recommended that environmental reviews of the project include hot spot analyses at the points in time and places where congestion are expected to be greatest or in areas of sensitive receptors. Air quality modeling using an approved software program could be used as a means to determine whether any conformity issues or violations of air quality standards are anticipated within the project area and/or counties. Current and proposed air quality requirements and standards should be used in modeling software programs.

Additional Comments (optional):

As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

CLC Recommendations:

FDOT District 5 Feedback to US Environmental Protection Agency's Review (08/09/2012): Thank you for your review and comments. An Air Quality Screening Analysis will be conducted during the PD&E study phase. This area is not within a non-attainment area for ozone and we believe the project would have minimal effect on air quality. We are assigning a Minimal degree of effect for this issue.

The following organization(s) were expected to but did not submit a review of the Air Quality issue for this alternative: Federal Highway Administration

Coastal and Marine

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 07/18/2012 by FDOT District 5

Comments:

One agency provided comments on coastal and marine issues citing the potential impact to moderate to low quality wetlands and assigned a minimal degree of effect. We will attempt to avoid wetlands and take measures to minimize impacts if they cannot feasibly be avoided. We are assigning a Minimal degree of effect.

Degree of Effect: 2 *Minimal* assigned 07/02/2012 by Brandon Howard, National Marine Fisheries Service

Coordination Document: No Involvement

Coordination Document Comments:Magnuson-Stevens Act: Based on the project location, the site inspection, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes that essential fish habitat (EFH) would not be impacted by the proposed road modifications; accordingly, we offer no comments pursuant to the EFH provisions of the Magnuson-Stevens Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

Endangered Species Act: We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Fish and Wildlife Coordination Act: The comments NMFS provided regarding sequential mitigation are in accordance with the Fish and Wildlife Coordination Act.

Direct Effects

Identified Resources and Level of Importance:

Based on our review of the information provided on the EST website, a site inspection on June 29, 2012, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's National Marine Fisheries Service (NMFS) has determined that emergent wetlands, mixed wetland hardwoods, creeks, and ditches are located within the project corridor. These wetlands range from low to moderate in quality. Two creeks intersect Malabar Road within the project area; one just east of Weber Road and the other, just west of Corey Road. The primary purpose of the site inspection was to determine if these creeks are tidal. Neither creek

had a definitive tidal signature.

Comments on Effects to Resources:

The wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place.

In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

Additional Comments (optional):

Magnuson-Stevens Act: Based on the project location, the site inspection, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes that essential fish habitat (EFH) would not be impacted by the proposed road modifications; accordingly, we offer no comments pursuant to the EFH provisions of the Magnuson-Stevens Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

Endangered Species Act: We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Fish and Wildlife Coordination Act: The comments NMFS provided regarding sequential mitigation are in accordance with the Fish and Wildlife Coordination Act.

CLC Recommendations:

FDOT District 5 Feedback to National Marine Fisheries Service's Review (07/18/2012): Thank you for your review and determination that EFH will not be impacted by the project and an EFH Assessment will not be required. We will coordinate with the U.S. Fish and Wildlife Service for potential effects to other listed species.

The following organization(s) were expected to but did not submit a review of the Coastal and Marine issue for this alternative:
Federal Highway Administration, Saint Johns River Water Management District

Contaminated Sites

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 08/09/2012 by FDOT District 5

Comments:

Both the FDEP and the USEPA assigned a Moderate degree of effect for contamination issues, citing existing hazardous waste facilities and underground storage tank contamination monitoring sites. We concur with a Moderate degree of effect for this issue.

Degree of Effect: 3 Moderate assigned 07/02/2012 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Resources: Soils, groundwater, surface water which have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial/commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, etc.

Level of Importance: These resources are of a high level of importance in the State of Florida. A moderate degree of effect is being assigned to the contaminated sites issue for the proposed project.

Comments on Effects to Resources:

There are contaminated sites features (within the 500-foot buffer distance) listed in the GIS analysis data at the programming screen phase of the project, including 1 Brownfield Location Boundary site (Central Interchange S.M.A.R.T.), 3 Hazardous Waste Facilities, and 6 USEPA RCRA Facilities.

Brownfield projects are defined as abandoned, idled or under-utilized property where expansion or redevelopment is complicated by the presence or potential presence of environmental contamination. Previous thriving areas of economic activity are listed as Brownfield if the area is abandoned by contamination from past uses. Areas being unused or under-utilized are impediments to economic development in rural and urban communities. Redeveloped, these Brownfield areas can be catalysts for community revitalization. The Brownfield program brings together federal agencies to address cleanup and redevelopment in a more coordinated approach. Often times, federal grant programs and public/private organizations assist in the cleanup and redevelopment of Brownfield areas. The environmental review phase of the project should evaluate whether the classification of an area as a Brownfield Site will impact the transit project.

The PD&E phase of the project should include a Phase I and possibly a Phase II environmental contamination screening audit. This would include a survey of the area be conducted to confirm the location of current listed contaminated site features, along with other

contaminated site features which may have been previously located in the area. Some of the potential issues relating to contaminated sites include leaking underground storage tanks, leaking above ground storage tanks, improper storage and/or disposal of hazardous material, spills and/or leaks from transportation vehicles (trucks, trains, etc.). Direct and indirect impacts resulting from these issues include contamination of soils, groundwater, and surface water. This type of survey should focus on identifying the contaminated sites areas which may be potentially impacted and what type of additional analyses or remediation may be needed. If any contaminated sites features are to be impacted or removed during the construction phase of the project, sampling and analysis should be conducted to determine if pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation may be required prior to commencement of construction of the project. The project should be designed such that negative impact to/from contaminated sites is avoided or minimized to the best extent practicable.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to US Environmental Protection Agency's Review (08/20/2012): Thank you for your comments. A contamination screening evaluation will take place during the study phase. Any needed remediation within the project corridor will be conducted either prior to or during construction activities.

Degree of Effect: 3 *Moderate* assigned 06/28/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

GIS data indicates that there are three hazardous waste facilities, seven storage tank contamination monitoring sites and six RCRA regulated facilities within the 500-ft. project buffer zone.

Comments on Effects to Resources:

A Contamination Screening Evaluation (similar to Phase I and Phase II Audits) will need to be conducted along the project right-of-way in considering the proximity to potential petroleum and hazardous material handling facilities. The Contamination Screening Evaluation should outline specific procedures that would be followed by the applicant in the event drums, wastes, tanks or potentially contaminated soils are encountered during construction. Special attention should be made in the screening evaluation to historical land uses (such as solid waste disposal) that may have an affect on the proposed project, including stormwater retention and treatment areas.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to FL Department of Environmental Protection's Review (08/09/2012): Thank you for your review. A Contamination Screening Evaluation will be conducted along the project corridor during the study phase. This evaluation will include potential stormwater management sites.

The following organization(s) were expected to but did not submit a review of the Contaminated Sites issue for this alternative:
Federal Highway Administration, Saint Johns River Water Management District

Farmlands

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 08/09/2012 by FDOT District 5

Comments:

The National Resource Conservation Service provided comments on this issue and assigned a Minimal Degree of Effect as the project will not negatively affect existing croplands. We concur with this assessment and are assigning a Minimal degree of effect.

Degree of Effect: 2 *Minimal* assigned 05/29/2012 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils with important soil properties and have significant acreages that are used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to be considered as Farmlands of Unique Importance or Farmlands of Local Importance. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities.

There are 2 soil map units identified as Farmlands of Unique Importance. These are the EauGallie sand and Myakka sand map units.

Comments on Effects to Resources:

Conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important Farmland Analysis (using 2008 SJRWMD data and 2010 SSURGO data) has resulted in the determination that there are Farmland Soils of Unique Importance at all buffer widths.

The amount within the scope of this project is 50.6 acres at the 100' buffer width. The amount expands to 232.6 acres at the 500' buffer width, which will be outside of the scope of this project. In addition, there is between 9.2 acres (100' buffer) and 44.8 acres (500' buffer) of cropland and pasture within the project area. However, most of the farmland within the project area is classified as Improved Pasture. It is recommended that the project design be designed to minimize impacts to the soils classified as Farmlands of Unique Importance. Since this project (expanded right-of-way) will not negatively affect existing cropland (citrus, vegetable, etc.) , we are assigning a Minimal Degree of Effect to Important Farmlands.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to Natural Resources Conservation Service's Review (08/09/2012): Thank you for your review. The project is located within the greater Palm Bay-Melbourne Urban Area but existing land uses do include agricultural lands immediately adjacent to the project. A farmlands evaluation will be conducted during the study phase.

The following organization(s) were expected to but did not submit a review of the Farmlands issue for this alternative: Federal Highway Administration

Floodplains

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 08/09/2012 by FDOT District 5

Comments:

The U.S. EPA commented that there are 100 year floodplains adjacent to the project but that impacts could be minimal. We are assigning a Minimal degree of effect.

Degree of Effect: 2 Minimal assigned 07/02/2012 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Resources: Floodplains

Level of Importance: Development within the 100-year floodplain is of a high level of importance. Construction of roadways within the floodplain should not impede, obstruct or divert the flow of water or debris in the floodplain which would alter the roadway's discharge capacity or otherwise adversely affect public health, safety and welfare, or cause damage to public or private property in the event of a flood. A minimal degree of effect is being assigned for the proposed project (ETDM #13026, Widen Malabar Road (SR 514)).

Comments on Effects to Resources:

A review of GIS analysis data (Special Flood Hazard Areas) in the EST at the programming screen phase of the project indicates acreage within the 100-year floodplain, as designated by Zones A and AE of the flood hazard zone designation (FEMA Special Flood Hazard Areas).

Approximately 5 acres of 100-year floodplain are identified within the 100 foot buffer distance, 10 acres of 100-year floodplain are identified within the 200 foot buffer distance, and 36 acres of 100-year floodplain are identified within the 500 foot buffer distance of the proposed interchange project. This project has the potential to impact floodplains and their functions in the area.

General comments relating to floodplains include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development (such as roadways, housing developments, strip malls and other commercial facilities) within floodplains increases the potential for flooding by limiting flood storage capacity and exposing people and property to flood hazards. Development also reduces vegetated buffers that protect water quality and destroys important habitats for fish and wildlife.

The PD&E phase of the project should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions. Engineering design features and hydrological drainage structures should be such that stormwater transport, flow, and discharge meet or exceed flood control requirements. Consultation and coordination with appropriate flood management agencies should occur relating to regulatory requirements, avoidance, minimization and/or mitigation strategies.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to US Environmental Protection Agency's Review (08/09/2012): Thank you for your review and comments. A Location Hydraulic Report will be prepared during the PD&E Study which will identify 100 year floodplain limits, the adequacy of existing hydrologic structures and potential impacts to the floodplain. The project will seek to minimize impacts to the 100 year floodplain.

The following organization(s) were expected to but did not submit a review of the Floodplains issue for this alternative: FL Department of Environmental Protection, Federal Highway Administration, Saint Johns River Water Management District

Infrastructure

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 08/20/2012 by FDOT District 5

Comments:

No agencies provided comments on Infrastructure issues. There are 9 different utilities located along the corridor either above or below ground. It is likely that some of these utilities will be impacted by reconstruction of the roadway and installation of stormsewer lines. Most notably is the presence of an overhead transmission line within the right of way. Utility impacts are part of the alternatives evaluation matrix and are considered in the selection of the preferred alternative. We are assigning a Moderate degree of effect for infrastructure due to the presence of numerous utilities.

None found

The following organization(s) were expected to but did not submit a review of the Infrastructure issue for this alternative: Federal Highway Administration

Navigation

Project Effects

Coordinator Summary Degree of Effect: N/A *N/A / No Involvement* assigned 08/09/2012 by FDOT District 5

Comments:

Both the Corps of Engineers and the US Coast Guard commented that there are no navigable waters of the US involvement with this project. We are assigning a No Involvement degree of effect for this issue.

Degree of Effect: N/A *N/A / No Involvement* assigned 06/26/2012 by Evelyn Smart, US Coast Guard

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Turkey Creek - the waterway at the SR 514 crossing is non-navigable waters of the United States. No Coast Guard permit will be required.

Comments on Effects to Resources:

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to US Coast Guard's Review (08/09/2012): Thank you.

Degree of Effect: 0 *None* assigned 06/08/2012 by Andrew Phillips, US Army Corps of Engineers

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

A review of the EST and USACE Tools did not reveal the presence of any navigable waterways within the project limits. No impacts are anticipated. No further involvement is required.

Comments on Effects to Resources:

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to US Army Corps of Engineers's Review (08/09/2012): Thank you.

The following organization(s) were expected to but did not submit a review of the Navigation issue for this alternative: Federal Highway Administration

Special Designations

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 08/20/2012 by FDOT District 5

Comments:

The USEPA commented on the numerous special designations in the vicinity of this project, urging avoidance of impacts to these resources. We concur with EPS's assignment of Moderate degree of effect for special designations.

Degree of Effect: 3 *Moderate* assigned 07/02/2012 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Resources: Features classified as Special Designations - Brownfield Location Boundaries, Special Flood Hazard Areas, Florida Forever BOT Projects, Florida Scenic Highways and Byways, Aquatic Preserves, Public Lands, Outstanding Florida Waters, Farmland of Unique Importance

Level of Importance: These special designation features are of a high level of importance in the State of Florida and in the project area. A moderate degree of effect is being assigned to this issue for the proposed project (ETDM #13026, Widen Malabar Rd (SR514)).

Comments on Effects to Resources:

A review of GIS analysis data at the programming screen phase of the project indicates that the following features identified as Special Designations are located within proximity of the project:

Brownfield Location Boundaries - See Comments under Contaminated Sites issue regarding Brownfields impacts.

Special Flood Hazard Areas - See Comments under Floodplains issue regarding potential floodplain impacts.

Florida Forever BOT Projects - See Comments under Recreation Areas issue regarding potential impacts to public lands and sensitive recreational/natural resource areas such as the Brevard Coastal Scrub Ecosystem Florida Forever BOT Project.

Florida Scenic Highways and Byways - INDIAN RIVER LAGOON SCENIC HIGHWAY

Aquatic Preserve - INDIAN RIVER - MALABAR TO VERO BEACH AQUATIC PRESERVE

The Indian River - Malabar to Vero Beach Aquatic Preserve is located in Brevard and Indian River Counties. It encompasses 28,000 acres of sovereign submerged lands. Turkey Creek and the St. Sebastian River are the main freshwater tributaries of the aquatic preserve. This aquatic preserve is characterized by the overlap of temperate and subtropical zones along with the convergence of fresh and brackish water systems that create a highly diverse ecosystem. The Indian River Lagoon is America's most diverse estuary with over 400 species of fish, 260 species of mollusks and 479 species of shrimp and crabs. Public uses include boating, swimming, fishing, clamming, sail boarding, kayaking, and manatee, dolphin, and bird watching.

Public Lands - See Comments under Recreation Areas issue regarding potential impacts to public lands and sensitive recreational/natural resource areas such as the Sand Hill Trailhead and the Malabar Scrub Sanctuary.

Outstanding Florida Waters - Indian River - Malabar to Vero Beach Aquatic Preserve

The Indian River - Malabar to Vero Beach Aquatic Preserve is listed as an Outstanding Florida Waters (OFWs). OFWs are provided the highest level of protection under the Florida Administrative Code (F.A.C.). Degradation of water quality in an OFW is prohibited except under certain circumstances. Pollutant discharges must not lower existing ambient water quality. Any activity within an OFW requiring a Florida Department of Environmental Protection (FDEP) Environmental Resource Permit (ERP) must be deemed to be clearly in the public interest. Additional stormwater retention and treatment requirements may be required. FDOT will need to coordinate and consult with FDEP and the Water Management District regarding specific permitting requirements relating to this OFW.

Farmland of Unique Importance - There are between 50 and 235 acres of land classified as "Farmland of Unique Importance" within the 100- to 500-foot buffer distances.

EPA is assigning a moderate degree of effect to this issue due to the fact that there are sensitive environmental and natural resource areas located in the project area. These areas could be impacted by the project. Also, any subsequent development in the area would have significant indirect and cumulative impacts on these types of resources.

FDOT should evaluate direct, indirect, and cumulative impacts to special designation features such as the ones listed above. Opportunities to avoid and or minimize impacts and fragmentation to these types of resources should be evaluated and considered to the greatest extent practicable.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to US Environmental Protection Agency's Review (08/20/2012): Thank you for your review and comments noting the many special designations adjacent to this project. We will attempt to minimize impacts to these resources to the greatest extent practicable if those resources cannot be avoided.

The following organization(s) were expected to but did not submit a review of the Special Designations issue for this alternative: FL Department of Agriculture and Consumer Services, Federal Highway Administration, Saint Johns River Water Management District

Water Quality and Quantity

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 08/09/2012 by FDOT District 5

Comments:

Both the FDEP and USEPA provided comments on water quality issues. Both noted that the receiving waters are impaired waterbodies and that the Indian River Lagoon in this area is an aquatic preserve and as such is considered an Outstanding Florida Water. Both agencies assigned Moderate degrees of effect for this issue. We concur with this assessment and are assigning a Moderate degree of effect.

Degree of Effect: 3 Moderate assigned 07/02/2012 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Resources: Surface water, ground water

Level of Importance: These resources are of a high level of importance in the State of Florida. A moderate degree of effect is being assigned to this issue for the proposed project (ETDM #13026, Widen Malabar Rd (SR 514)).

Comments on Effects to Resources:

Both the Indian River Above Sebastian Inlet and Turkey Creek are listed as impaired waters for failure to meet water quality standards. Indian River Above Sebastian Inlet is listed on the 303(d) list of impaired waters for dissolved action silver, lead, cadmium, selenium, thallium, nutrients, and mercury. Turkey Creek is listed for dissolved oxygen and nutrients. Water quality in the watershed, as reported in the Clean Water Act Section 305(b) report, is listed as "Fair" and "Good".

The Indian River - Malabar to Vero Beach Aquatic Preserve is listed as an Outstanding Florida Waters (OFWs). OFWs are provided the highest level of protection under the Florida Administrative Code (F.A.C.). Degradation of water quality in an OFW is prohibited except under certain circumstances. Pollutant discharges must not lower existing ambient water quality. Any activity within an OFW requiring a Florida Department of Environmental Protection (FDEP) Environmental Resource Permit (ERP) must be deemed to be clearly in the public interest. Additional stormwater retention and treatment requirements may be required. FDOT will need to coordinate and consult with FDEP and the Water Management District regarding specific permitting requirements relating to this OFW.

The PD&E study should include a review of water quality standards in the above listed water bodies, sources of water quality impairments, and any associated TDML requirements and how these regulations and/or requirements may affect the proposed project and environmental resource permits.

Potential pollutant sources to surface water quality include stormwater runoff into nearby surface water bodies via drainage ditches or other conveyance systems. Stormwater runoff from urban sources, including roadways, carries pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Engineering design features and hydrological drainage structures should be such that stormwater transport, flow, and discharge meet or exceed requirements.

Increase in traffic volumes as a result of the roadway project could potentially have both direct and indirect impacts to water quality in surface water bodies, including Turkey Creek and Indian River - Malabar to Vero each Aquatic Preserve.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to US Environmental Protection Agency's Review (08/09/2012): Thank you for your comments. We will coordinate with the St. Johns River Water Management District to determine if TMDLs have been established for Turkey Creek or other criteria for discharge to the impaired water.

Degree of Effect: 3 Moderate assigned 06/28/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

Stormwater runoff from the highway may alter adjacent surface waters through increased pollutant loading. If widened, additional runoff carrying oils, greases, metals, sediment, and other pollutants from the increased impervious surface would be of concern. Natural resource impacts within and adjacent to the proposed road right-of-way may include alteration of the existing surface water hydrology and natural drainage patterns, and reduction in flood attenuation capacity of area creeks, ditches, and sloughs as a result of increased impervious surface within the watershed.

Comments on Effects to Resources:

Every effort should be made to maximize the treatment of stormwater runoff from the proposed roadway construction project, as area stormwater discharges to the Indian River-Malabar to Vero Beach Aquatic Preserve - designated Outstanding Florida Waters (OFW) under section 62-302.700(9), F.A.C., and afforded a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C. Pursuant to section 373.414(1), F.S., direct impacts to these waterbodies and associated wetlands must be demonstrated to be "clearly in the public interest" as part of the ERP permitting process. We recommend that the PD&E study include an evaluation of existing area stormwater treatment adequacy and details on the future stormwater treatment facilities. The permit applicant may be required to demonstrate that the proposed stormwater system meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs, pursuant to rule 40C-4, F.A.C., and the SJRWMD Basis of Review for ERP Applications.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to FL Department of Environmental Protection's Review (08/09/2012): Thank you for your review and comments. Future stormwater treatment facilities will discharge to tributaries of Turkey Creek and ultimately the Indian River-Malabar to Vero Beach Aquatic Preserve, an Outstanding Florida Water. We will coordinate with the SJRWMD as the project progresses to determine treatment criteria.

The following organization(s) were expected to but did not submit a review of the Water Quality and Quantity issue for this alternative: Federal Highway Administration, Saint Johns River Water Management District

Wetlands

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 08/09/2012 by FDOT District 5

Comments:

Five agencies provided comments in the environmental screening tool on wetland issues citing the presence of various wetland types, proximity of the Aquatic Preserve and OFW and the need to avoid or at least minimize impacts to wetlands. All agencies assigned a Moderate degree of effect for wetland issues. We concur and are assigning a Moderate summary degree of effect.

Degree of Effect: 3 Moderate assigned 07/02/2012 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Resources: Wetlands, wetlands habitat, water quality

Level of Importance: These resources are of a high level of importance in the State of Florida and within the project corridor. Due to the importance of wetlands for water quality enhancement, flood storage capacity, drainage, and wildlife habitat, EPA is assigning a moderate degree of effect to the wetlands issue.

Comments on Effects to Resources:

A review of GIS analysis data (National Wetlands Inventory) in the EST for wetlands indicates that there are wetlands present along the roadway corridor within the 100, 200, and 500 foot buffer distances.

100 foot buffer distance:

Estuarine - < 1 acre

Palustrine - 6 acres

200 foot buffer distance:

Estuarine - < 1 acre

Palustrine - 14 acres

500 foot buffer distance:

Estuarine - 7 acres

Palustrine - 41 acres

The Wetlands 2009 data in the EST classifies the wetlands as bay swamps, mixed scrub-shrub wetland, mixed wetland hardwoods, and wet prairies.

The project will have potential impacts on wetland resources, including wetlands associated with Turkey Creek and associated tributaries. There are several other surface water bodies (such as Little Turkey Creek and Indian River Above Sebastian Inlet) along the project corridor which may have wetland systems associated with them and would be impacted by the roadway and surrounding development. The Indian River - Malabar to Vero Beach Aquatic Preserve is listed as an Outstanding Florida Water and the Indian River - Malabar to Vero Beach Aquatic Preserve are also located within close proximity to the project.

Other issues of concern include increased stormwater runoff and the increase of pollutants into surface waters and wetlands as a result of the roadway and other point and nonpoint sources. Every effort should be made to maximize the treatment of stormwater. Stormwater treatment areas/ponds should be designed to protect the function of surrounding wetlands, floodplains, and surface

water features.

It is recommended that the environmental phase (PD&E) of the project include delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; a review of surface water crossings (such as bridges) to determine their impact on wetlands and floodplains; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to US Environmental Protection Agency's Review (08/09/2012): Thank you for your review and comments. Your recommendation of activities to be included in the environmental phase will be adhered to. The following reports will address those recommendations: Wetland Evaluation Report, Pond Sitting Report, Location Hydraulics Report and the Quality Enhancement Strategies developed in concert with the Corps of Engineers.

Degree of Effect: **3** *Moderate* assigned 07/02/2012 by Brandon Howard, National Marine Fisheries Service

Coordination Document: No Involvement

Coordination Document Comments: Magnuson-Stevens Act: Based on the project location, the site inspection, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes that essential fish habitat (EFH) would not be impacted by the proposed road modifications; accordingly, we offer no comments pursuant to the EFH provisions of the Magnuson-Stevens Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

Endangered Species Act: We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Fish and Wildlife Coordination Act: The comments NMFS provided regarding sequential mitigation are in accordance with the Fish and Wildlife Coordination Act.

Direct Effects

Identified Resources and Level of Importance:

Based on our review of the information provided on the EST website, a site inspection on June 29, 2012, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's National Marine Fisheries Service (NMFS) has determined that emergent wetlands, mixed wetland hardwoods, creeks, and ditches are located within the project corridor. These wetlands range from low to moderate in quality. Two creeks intersect Malabar Road within the project area; one just east of Weber Road and the other, just west of Corey Road. The primary purpose of the site inspection was to determine if these creeks are tidal. Neither creek had a definitive tidal signature.

Comments on Effects to Resources:

The wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place.

In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

Additional Comments (optional):

Magnuson-Stevens Act: Based on the project location, the site inspection, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes that essential fish habitat (EFH) would not be impacted by the proposed road modifications; accordingly, we offer no comments pursuant to the EFH provisions of the Magnuson-Stevens Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

Endangered Species Act: We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Fish and Wildlife Coordination Act: The comments NMFS provided regarding sequential mitigation are in accordance with the Fish and Wildlife Coordination Act.

CLC Recommendations:

FDOT District 5 Feedback to National Marine Fisheries Service's Review (08/09/2012): Thank you for your comments and determination that an essential fish habitat assessment will not be required. We will coordinate with the USF&WS in regards to listed species during the study phase.

Degree of Effect: 3 *Moderate* assigned 06/29/2012 by Jane Monaghan, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Wetlands provide important habitat for fish and wildlife.

Comments on Effects to Resources:

According to the Environmental Screening Tool, several large, high quality wetlands, riverine and estuarine ecosystems (Indian River Lagoon, Turkey Creek, Stillwater Preserve) are found within the action area. We recommend that these valuable resources be avoided to the greatest extent practicable. Developing alternatives that avoid any impacts to Stillwater Preserve is preferred since this is already a wetland mitigation site. If impacts to wetlands are unavoidable, FDOT should provide mitigation that fully compensates for the loss of wetland function and wildlife value and maintains habitat connectivity. The roadway drainage system should be upgraded to avoid increased run off of contaminants (oil, gas, grease, trash) into the adjacent conservation lands or wetland ecosystems.

Brevard County manages conservation land on the northern side of Malabar Road known as the Malabar Scrub Sanctuary. This area supports oak scrub, scrubby flatwoods, sand pine scrub, and high quality wetlands. According to the Malabar Scrub website, this land is a refuge for eastern indigo snakes, Florida scrub-jays and gopher tortoise. The Service has determined that this conservation land meets Section 4(f) criteria and any impacts to the Malabar Scrub Sanctuary should be avoided. Habitat fragmentation is already occurring in this area as a result of urban sprawl and can reduce the connectivity and habitat values of the existing conservation lands. There is potential for increased mortality for all wildlife in the area attempting to cross a wider, busier road. Increased noise levels and disturbance may also be detrimental to many species of wildlife on conservation lands.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to US Fish and Wildlife Service's Review (08/09/2012): Thank you for pointing out the Stillwater Preserve development and associated wetland mitigation. We are aware of the Malabar Scrub Sanctuary and we thank you for the determination that this is a Section 4(f) resource. This resource will be a constraint in our alternatives analysis and all efforts will be made to avoid impacts to this resource. We will coordinate further with the Service on this resource.

Degree of Effect: 3 *Moderate* assigned 06/28/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The National Wetlands Inventory GIS report indicates that there are 6.9 acres of estuarine wetlands, 40.9 acres of palustrine wetlands and 6 acres of continuous seagrass beds within the 500-ft. project buffer zone. Please note that the adjacent Indian River Lagoon is part of the Indian River-Malabar to Vero Beach Aquatic Preserve and designated Outstanding Florida Waters (OFW). The designations thus reflected in Chapters 253, 258, 373, and 403, Florida Statutes, afford the highest level of state protection to the OFW and estuarine system of the Indian River Lagoon.

Comments on Effects to Resources:

The proposed project will require an environmental resource permit (ERP) from the St. Johns River Water Management District. The ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of roadway construction to the greatest extent practicable:

- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems, which are difficult to mitigate.
- The cumulative impacts of concurrent and future transportation improvement projects in the vicinity of the subject project should also be addressed.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to FL Department of Environmental Protection's Review (08/09/2012): Thank you for your comments. We will look at concepts that meet the needs of the project while also trying to avoid wetland impacts if practicable. Should some wetland impacts be unavoidable then we will address measures to minimize those unavoidable impacts and propose mitigation that would offset those adverse impacts. We will perform a cumulative effects analysis during the study phase.

Degree of Effect: 3 *Moderate* assigned 06/11/2012 by Andrew Phillips, US Army Corps of Engineers

Coordination Document: Permit Required

Coordination Document Comments: The Quality Enhancement Strategies for Wetland Impact Minimization developed by Florida Department of Transportation-District 5 should be incorporated into this project and District should consider use of regional general permit SAJ-92.

Direct Effects

Identified Resources and Level of Importance:

The project as proposed will impact wetlands and surface waters which are hydrologically connected to the Turkey Creek and regulated by the USACE pursuant to Section 404 of the Clean Water Act. Five tributaries of Turkey Creek were identified within this section of Malabar Road. Additionally, widening to the north side of the road would impact Malabar Scrub Sanctuary. Additionally, wetlands associate with Stillwater Preserve (Department of the Army SAJ-2004-09015) were avoided and utilized as compensatory mitigation for impacts associated with its development. The wetland systems and tributaries of Turkey Creek play a vital role as habitat for wildlife, flood storage, water quality issues, and drainage for the surrounding areas. These waters and their associated floodplain and tributaries would be considered a high importance. Remnant wetlands scattered throughout the proposed corridor vary in functions and value which may reduce their importance. A functional analysis would determine the extent of high, moderate, and low quality wetland.

Comments on Effects to Resources:

The project should be designed to avoid important resources on the north side of the roadway. Drainage structures should be designed to encourage continuity of habitats and facilitation of wildlife crossings. Impacts to wetlands associated with Stillwater Preserve will require more than 1:1 compensatory mitigation to functional loss; due to the fact that they are compensatory mitigation for DA permit SAJ-2004-09015.

Additional Comments (optional):

The Quality Enhancement Strategies for Wetland Impact Minimization developed by Florida Department of Transportation-District 5 should be incorporated into this project and District should consider use of regional general permit SAJ-92.

CLC Recommendations:

FDOT District 5 Feedback to US Army Corps of Engineers's Review (08/09/2012): Thank you for your comments. The Wetland Evaluation Report conducted during the study will provide a functional analysis and an assessment of the quality of wetlands along the corridor. If avoidance of wetlands is not practicable, we will document Quality Enhancement Strategies for minimization of wetland impacts.

The following organization(s) were expected to but did not submit a review of the Wetlands issue for this alternative: Federal Highway Administration, Saint Johns River Water Management District

Wildlife and Habitat

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 08/09/2012 by FDOT District 5

Comments:

Three agencies provided comments on wildlife and habitat issues. Most notable is the presence of coastal scrub conservation lands immediately adjacent to the project and suitable habitat for other listed species. All three agencies assigned a Moderate degree of effect for this issue.

Additionally, the SJRWMD also provided comments via direct e-mail citing the importance of natural resources along the corridor and expressing concern for secondary wildlife impacts due to roadway mortality. The District suggested a design that would facilitate wildlife connectivity and measures to exclude wildlife from the roadway.

Degree of Effect: 3 *Moderate* assigned 06/29/2012 by Jane Monaghan, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Federally listed species and the ecosystems upon which they depend.

Comments on Effects to Resources:

Project description

The purpose of this project is to provide for increased capacity along the two lane section of Malabar Road from Babcock Street east to US 1, a distance of 3.64 miles. Malabar Road is a four lane divided facility from the I-95 Interchange east to Babcock St. but then transitions back to a two lane facility east of Babcock St. The Project Development and Environmental Study will analyze alternatives for widening Malabar Rd. from a two lane to a four lane facility in order to accommodate projected increases in traffic volume

Comments on Effects to Resources:

Wood Stork (*Mycteria americana*)

The proposed widening of Malabar road and subsequent wetland impacts could affect the Core Foraging Areas (CFA=15 mile radius around active colonies) of at least eight active nesting colonies. A map of the colony locations and names/numbers can be found on the North Florida Field Office website (see below). The Service has determined that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any loss of foraging habitat as a result of wetland fill and destruction, be replaced within the CFA of the affected nesting colony. The Service does not consider the preservation of wetlands, by itself, as adequate compensation for impacts to wood stork foraging habitat, because the habitat lost is not replaced. Accordingly, any wetland mitigation plan proposed should include a restoration, enhancement, or creation component. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable, provided that the impacted wetlands occur within the permitted service area of the bank. To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging

habitat be avoided. Please refer to the North Florida Field Office website for WOST colony locations, definitions and effect determination key for any wetland impacts: <http://www.fws.gov/northflorida/>
We recommend the use of the wood stork Effect Determination Key that was developed between the Service and the Army COE. FDOT should provide the path taken through the key to reach a "May Affect but Not Likely to Adversely Affect" determination call.

Bald Eagle (*Haliaeetus leucocephalus*)

The nest locator database on the FFWCC (Florida Fish and Wildlife Conservation Commission) website (MyFWC.com/Eagle) should be checked for documented nests. However, new nests may not be in the database and a thorough examination of the proposed impact areas from the air is recommended. Any bald eagle nest within 700 feet of the project should be documented and all future actions should be coordinated with the USFWS Office of Migratory Birds, Bald and Golden Eagle permitting: <https://www.fws.gov/migratorybirds/BaldEagle.htm>

Eastern Indigo Snake (*Drymarchon corais couperi*)

This species can be found in a wide variety of habitats, including urban settings near agricultural land use or conservation lands. It appears that suitable habitat is present and/or gopher tortoise burrows could be found within the impact areas. The gopher tortoise (*Gopherus polyphemus*) has recently been listed as a federal candidate species and will be listed as threatened when funding is available. A complete survey for gopher tortoise burrows within the ROW, potential pond sites or staging areas will facilitate the use of the eastern indigo snake effect determination key that the Service and the Army COE utilize for permitting. There is high potential for this species to be present due to the rural nature of the area, the amount of undeveloped land and the presence of conservation lands adjacent to Malabar road. Consequently, road widening and further habitat fragmentation in a relatively undeveloped area could cause increased mortality for this gopher tortoise and indigo snakes as well as for many snakes and amphibians, for the life of the facility. The eastern indigo snake effect determination key and new survey protocols should be utilized. The Service recommends contacting our office to review the revised conservation guidelines and ensure that the applicant has a full understanding of whether or not they need to implement the new survey protocols. These guidelines can be found on the USFWS website (<http://www.fws.gov/northflorida>)

Florida scrub-jay (*Aphelocoma coerulescens*)

This species may be found within rural or urban areas in Brevard County. Surveys should be done according to guidelines found on the USFWS website (<http://www.fws.gov/northflorida>) if suitable habitat is present. There are several areas along this road that may support Florida scrub-jays. Brevard County manages the Malabar Scrub Sanctuary and may be able to provide FDOT with current Florida scrub-jay (FLSJ) data on conservation lands. Surveys within two years of the construction date are recommended. Survey methodology and results should be submitted to the USFWS office for review. Wider roads with high speed limits near FLSJ territories prove deadly to fledglings and younger birds as they learn how to navigate traffic and crossroads safely. In several studies, these roads have been documented as population sinks.

Brevard County has one federally listed plant, Carter's mustard (*Warea carteri*) which does not occur within the impact area.

The Service has no documentation of Audubon's crested caracara (*Polyborus plancus audubonii*) or Everglade snail kites (*Rostrhamus sociabilis plumbeus*) within the impact area, nor is there suitable habitat along Malabar road for either of these species. Consequently, no surveys are needed. Both species can be found in Brevard County, generally west of I-95, utilizing marshes associated with the St. John's River (snail kites) or open pasturelands (caracara's).

Red-cockaded woodpeckers (*Picoides borealis*) are currently not found in the Malabar Scrub Sanctuary. No known colonies exist within the impact area and the potential for this species to occur near this road are very low.

The Service would concur with a 'No Effect' determination for the piping plover (*Charadrius melodus*) due to the lack of suitable habitat in the area.

If submerged aquatic vegetation (SAV) in the Indian River Lagoon will be impacted directly or indirectly as a result of the project or if storm water runoff is not treated and allowed to enter drainage systems connected to the lagoon, then the Service should be consulted regarding the effects on the Florida manatee (*Trichechus manatus latirostris*).

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to US Fish and Wildlife Service's Review (08/09/2012): Thank you for your input. We will utilize the Service's Effect Determination Keys for the Wood Stork and Eastern Indigo Snake and will coordinate with the Service as the project progresses. We will conduct surveys for the Florida Scrub jay during the study phase and again prior to construction. Thank you for the No Effect determination for the piping plover and your input that no Red-cockaded woodpecker, Audubon's crested caracara or listed plant species are present.

Degree of Effect: **3** *Moderate* assigned 06/19/2012 by Scott Sanders, FL Fish and Wildlife Conservation Commission

Coordination Document: To Be Determined: Further Coordination Required

Coordination Document Comments: We recommend that the PD&E Study address natural resources by including the following measures for conserving fish and wildlife and habitat resources that may occur within and adjacent to the project area. Plant community mapping and wildlife surveys for the occurrence of wildlife species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened or Species of Special Concern should be performed, both along the ROW and within sites proposed for Drainage Retention Areas. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented. FDOT's proposed study should be planned to assess center, right, and left ROW expansion to identify the best Alternatives to avoid or minimize resource impacts. If gopher

tortoises or nests of other ST or SSC species are present within any permanent or temporary construction area, a permit should be obtained from the FWC. Drainage Retention Areas and equipment staging areas should be located in previously disturbed or cleared sites to avoid habitat destruction or degradation. A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat lost as a result of the project. This could be achieved by purchasing land, or securing conservation easements over lands adjacent to existing public lands, and by habitat restoration. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value. Land acquisition and restoration of appropriate tracts near the project area and adjacent to existing public lands, such as the Malabar Scrub Sanctuary, or the Brevard Coastal Scrub Ecosystem Florida Forever Project area, or tracts placed under conservation easement or located adjacent to large areas of jurisdictional wetlands that currently serve as regional core habitat areas, would be supported by our agency. Protection of the Brevard Coastal Scrub Ecosystem Florida Forever tract, and the Malabar Scrub Sanctuary and the downstream Indian River estuary and tributaries such as Turkey Creek and Little Turkey Creek should be a top priority. Please notify us immediately if the design, extent, or footprint of the current project is modified, as we may choose to provide additional comments and/or recommendations.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Terry Gilbert at (850) 728-1103 or email terry.gilbert@MyFWC.com initiate the process for further overall coordination on this project.

Direct Effects

Identified Resources and Level of Importance:

The Office of Conservation Planning Services of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #13026, Brevard County, and provides the following comments related to potential effects to fish and wildlife resources on this Programming Phase project.

The Project Description Summary states that the project involves widening Malabar Road (SR-514) from two to four lanes over a distance of 3.64 miles from Babcock Street east to US-1. Currently, Malabar Road is a four-lane facility from Babcock Street west to I-95 and the posted speed limit is 55 miles per hour. Malabar Road is a designated hurricane evacuation route. Issues to be addressed in the project Alternatives include the crossing of the Florida East Coast Railroad line, and the roadway expansion in the area of Fern Creek Crossing Park, Malabar Park, and the Malabar Scrub Sanctuary which is located adjacent to the existing roadway. The eastern terminus of the project is immediately adjacent to the Indian River Lagoon and Aquatic Preserve. FDOT is now requesting input from state and federal resource and permit agencies at this early stage of the project in order to define the scope of the PD&E Study so that potential natural resource issues can be addressed and resolved. Additional Right-of-way (ROW) will be needed for the project.

The project area was evaluated for potential fish, wildlife, and habitat resources within 500 feet of the proposed alignment. Our assessment reveals that the project area is characterized by approximately 42.7 percent (196.8 acres) of High and Low Impact Urban Lands, 7.5 percent (34.5 acres) wetlands, and 42.7 percent (196.8 acres) of upland forests. Upland plant communities are represented by dry prairie (9.8 percent, 45.0 acres), upland hardwood hammocks (8.5 percent, 39.0 acres), mixed hardwood-pine forests (5.4 percent, 24.7 acres), pinelands (18.2 percent, 83.7 acres), shrub and brushland (0.92 percent, 4.2 acres), and xeric oak scrub (0.05 percent (0.2 acres).

Based on known range and preferred mix of habitat types, the following species listed by the Federal Endangered Species Act and the State of Florida as Federally Endangered (FE), Federally Threatened (FT), State-Threatened (ST), or State Species of Special Concern (SSC) may occur along the project area: Sherman's fox squirrel (SSC), Florida mouse (SSC), gopher tortoise (ST), gopher frog (SSC), American alligator (FT), Eastern indigo snake (FT), Florida pine snake (SSC), little blue heron (SSC), tricolored heron (SSC), snowy egret (SSC), white ibis (SSC), reddish egret (SSC), wood stork (FE), Southeastern kestrel (ST), Florida sandhill crane (ST), Florida burrowing owl (SSC), Florida scrub jay (FT), and possibly the red-cockaded woodpecker (FE).

In addition, the following species, although not officially listed, are considered by our Agency as Species of Greatest Conservation Need and may also occur within the project area: striped skunk, spotted skunk, Florida long-tailed weasel, river otter, Eastern cottontail rabbit, Eastern diamondback rattlesnake, Southern hognose snake, Eastern hognose snake, common kingsnake, Florida scrub lizard, Florida box turtle, Cooper's hawk, Northern bobwhite, ground dove, hairy woodpecker, red-headed woodpecker, Northern flicker, swallow-tail kite, loggerhead shrike, brown-headed nuthatch, bald eagle, and the peregrine falcon.

The GIS analysis and other sources revealed several specific characteristics associated with lands along the project alignment that provide an indication of potential habitat quality or sensitivity that will require field studies to verify the presence or absence of listed wildlife species and to assess the quality of wildlife habitat. The FWC's Integrated Wildlife Habitat Ranking System rates approximately 46.0 percent (211.9 acres) of the upland and wetland habitat within the assessment area as low quality, 32.1 percent (147.8 acres) as medium quality, and 15.9 percent (73.2 acres) as moderately high quality. Also, 38.1 percent (175.4 acres) of the area is ranked as medium quality and 6.4 percent (29.4 acres) as moderately high quality by the FWC's Potential Habitat Richness Data Base. In addition, a portion of the assessment area is also mapped as an FWC Strategic habitat Conservation Area (SHCA) for the Cooper's hawk (6.5 percent, 29.8 acres), and the Florida scrub jay (2.4 percent (10.9 acres). Occurrence records from the Florida Natural Areas Inventory (FNAI) also shows that the gopher tortoise (ST) and Florida long-tailed weasel have been observed within 500 feet of the existing roadway, while the Florida Scrub jay and the following State Listed plants including Nodding pinweed (ST), giant orchid (ST), and pine pinweed (SE) have been officially recorded within one mile.

The project area wetlands are also within Wood Stork Core Foraging Areas as designated by the U.S. Fish and Wildlife Service which partially support the following 10 rookeries: SW Lake Washington, Pelican Island, US-192 East, Valkaria, 616119, 616301, Grant Island Farm, Lake Washington, Micco South, and Micco North. The project area is within the Consultation area for the following species as established by the U.S. Fish and Wildlife Service: West Indian Manatee (FE), piping plover (FT), red-cockaded woodpecker (FE), Florida scrub jay (FT), crested caracara (FT), and the Florida snail kite (FE). The project area crosses an un-named tributary of Turkey Creek, and is within the drainage basin of, and could possibly affect the following nearby water bodies via stormwater runoff: the freshwater segment of Turkey Creek, Little Turkey Creek and the Indian River above Sebastian Inlet.

Importantly, a sizable tract of the much larger Brevard Coastal Scrub Ecosystem Florida Forever Project occurs along the northern

ROW boundary of CR-514. The entire 17,768-acre regional Florida Forever cooperative project was initiated in 1996 to protect numerous disjoint sites representing some of the best remaining fragments of Atlantic Coastal scrub which provide habitat for state and federally listed species including the Florida scrub jay and many other scrub dependent animal and plant species. The 408.2-acre Malabar Scrub Sanctuary, managed by Brevard County, also occurs along the northern portion of the ROW and was acquired as part of the larger Florida Forever Project. The Brevard Coastal Scrub Ecosystem Florida Forever project area, along with the Malabar Park Scrub Sanctuary and Fern Creek Crossing Park could be adversely affected by the proposed work.

Comments on Effects to Resources:

Primary wildlife issues associated on this project include direct impacts to upland and wetland plant communities resulting in the loss of habitat from expansion of the roadway. Of particular importance is the potential impact to the Brevard Coastal Scrub Ecosystem Florida Forever tract, and the Malabar Scrub Sanctuary. Loss or degradation of quality habitat could adversely affect a moderate number of species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened or Species of Special Concern. These impacts could materially be reduced by expanding the roadway to the south along the area of these properties.

Potential water quality degradation could occur as a result of additional stormwater runoff draining into adjacent wetlands from the additional impervious roadway surface when this highway is expanded to four lanes. Furthermore, the additional lanes and vehicle speed on the expanded roadway lanes will increase the potential for roadkills for many species of wildlife including mammals, amphibians and reptiles including the gopher tortoise, Florida pine snake, Eastern indigo snake and other species. The expanded roadway will also further contribute to habitat fragmentation and isolation. Additionally, the important xeric scrub and associated communities along CR-514 which are either in, or proposed for public ownership must be properly managed using prescribed fire. Smoke drift to the roadway can affect public safety therefore hindering the land manager's ability to properly use this management tool to maintain habitat quality. We recommend that FDOT work with Brevard County to install Amber Alert type signs for speed limit reductions and smoke warning messages during periods of necessary management activities.

The proposed roadway expansion may also facilitate increased residential and commercial development in the near regional area of these important and sensitive resource areas resulting in indirect effects including additional upland and wetland habitat loss, along with increases in stormwater runoff downstream which could affect the Indian River Lagoon. Based on the project information provided, we believe that the direct and indirect effects of this project could be moderate. This is due to the occurrence of good quality wildlife habitat adjacent to the existing ROW; the sensitivity of the adjacent Florida Forever project lands and the Brevard Scrub Sanctuary; and the potential presence of a moderate number of listed species.

Additional Comments (optional):

We recommend that the PD&E Study address natural resources by including the following measures for conserving fish and wildlife and habitat resources that may occur within and adjacent to the project area. Plant community mapping and wildlife surveys for the occurrence of wildlife species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened or Species of Special Concern should be performed, both along the ROW and within sites proposed for Drainage Retention Areas. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented. FDOT's proposed study should be planned to assess center, right, and left ROW expansion to identify the best Alternatives to avoid or minimize resource impacts. If gopher tortoises or nests of other ST or SSC species are present within any permanent or temporary construction area, a permit should be obtained from the FWC. Drainage Retention Areas and equipment staging areas should be located in previously disturbed or cleared sites to avoid habitat destruction or degradation. A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat lost as a result of the project. This could be achieved by purchasing land, or securing conservation easements over lands adjacent to existing public lands, and by habitat restoration. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value. Land acquisition and restoration of appropriate tracts near the project area and adjacent to existing public lands, such as the Malabar Scrub Sanctuary, or the Brevard Coastal Scrub Ecosystem Florida Forever Project area, or tracts placed under conservation easement or located adjacent to large areas of jurisdictional wetlands that currently serve as regional core habitat areas, would be supported by our agency. Protection of the Brevard Coastal Scrub Ecosystem Florida Forever tract, and the Malabar Scrub Sanctuary and the downstream Indian River estuary and tributaries such as Turkey Creek and Little Turkey Creek should be a top priority. Please notify us immediately if the design, extent, or footprint of the current project is modified, as we may choose to provide additional comments and/or recommendations.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Terry Gilbert at (850) 728-1103 or email terry.gilbert@MyFWC.com initiate the process for further overall coordination on this project.

CLC Recommendations:

FDOT District 5 Feedback to FL Fish and Wildlife Conservation Commission's Review (08/09/2012): Thank you for your review, comments and recommendations. Avoidance of impacts to wildlife conservation lands will be a priority of the alternatives selection process. Surveys for listed species will be conducted during the study for all potential new right of way including future water detention areas. Further coordination with the Commission and the Service will take place as the project progresses.

Degree of Effect: 3 *Moderate* assigned 06/18/2012 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Coordination needed for potential impacts to species such as the piping plover, snail kite, scrub jay, and wood stork (core foraging area).

Comments on Effects to Resources:

FDOT should seek concurrence for Section 7 findings for listed species that may be located in or forage in the area. If a "no adverse

effect determination" is not likely, nor not applicable, then please coordinate with FHWA so that we may request the initiation of formal Section 7 consultation with USFWS or NMFS, as appropriate.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to Federal Highway Administration's Review (08/09/2012): Thank you for your comments. As a result of this screening event, the USF&WS has issued a "No Effect" determination for the Piping plover due to lack of suitable habitat along the project corridor. In addition, the Service has determined that no surveys will be required for the Audubon's Crested caracara or the Red-cockaded woodpecker. However, effect determinations will be required for the Wood stork and Eastern indigo snake following appropriate surveys. Further coordination with the Service will take place as the study progresses and Section 7 findings will be conveyed to FHWA.

ETAT Reviews and Coordinator Summary: Cultural

Historic and Archaeological Sites

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 08/09/2012 by FDOT District 5

Comments:

Three entities provided comments on cultural issues with all three requesting that a cultural resource survey be performed. All three assigned a Moderate degree of effect. Due to lack of a complete and recent survey and for the potential of historic and unknown archaeological resources, we are assigning a Moderate degree of effect for cultural issues.

Degree of Effect: 3 *Moderate* assigned 06/26/2012 by Elliott York, Seminole Tribe of Florida

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Due to the absence of a systematic Cultural Resources Assessment Survey for the proposed project corridor, the STOF-THPO would like to request a CRAS be conducted in order to determine effects, if any, to archaeological sites within the project area.

Comments on Effects to Resources:

The STOF-THPO would like to review the results of the CRAS before commenting on possible effects to archaeological sites in the project area.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to Seminole Tribe of Florida's Review (08/09/2012): A professional Cultural Resource Assessment Survey will be conducted along the project corridor within the Potential Area of Effect. Results of this survey will be shared with the Tribe and we will solicit comments from you at that time.

Degree of Effect: 3 *Moderate* assigned 06/18/2012 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Cultural Resource Assessment Survey needed to evaluate the known and unknown historic and archaeological sites that may be eligible for the NRHP, per Section 106. Possible resources include, but are not limited to, the Florida East Coast Railroad, a shell midden, and the Malabar Elementary School.

Comments on Effects to Resources:

If any of the identified resources are NRHP eligible, then coordination with FHWA and SHPO is needed to assess the level of impact, and potential mitigation options that should first seek to avoid or minimize such impacts.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to Federal Highway Administration's Review (08/09/2012): Thank you. A CRAS will be conducted to determine potential affects to historic or archaeological resources.

Degree of Effect: 3 *Moderate* assigned 05/31/2012 by Ginny Leigh Jones, FL Department of State

Coordination Document: PD&E Support Document As Per PD&E Manual

Coordination Document Comments:The Malabar Road corridor in the project area was most recently surveyed in 1988/89 (FDHR Project No. 1989-1297). However, the survey deviated from the current Malabar Road alignment for some distance due to the anticipated shifting of the roadway (the project was never completed).

A historic aerial from 1943 shows some scattered agricultural development west of the Malabar Road/Gladder Road split. The land use remains largely agricultural but includes some residential development nearer the coast. A grouping of roughly 15 buildings face Malabar Road from just west of the Florida East Coast Rail line to the Indian River. Some development associated with the railroad is also located at the intersection of Malabar Road and the Florida East Coast Rail line (8BR1870). The 1951 and 1958 aerials show very little additional development along the Malabar Road corridor. Some of the development in the 1924, 1951, and 1958 maps are visible in the current aerials (2012).

Since the project area has not been surveyed since 1988/1989 (and that survey did not include the entire current alignment) this office is requesting that prior to initiating any project-related land clearing or ground disturbing activities within the project area it should be subjected to a systematic archaeological and architectural survey. All historic-age resources, including potential historic districts, within the area of potential effects should be documented and assessed for NRHP eligibility. The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code and need to be forwarded to this agency for review and comment.

Direct Effects

Identified Resources and Level of Importance:

Historic Bridges:

GIS analysis reveals one historic-age bridge. Bridge no. 700185 was constructed in 1962 and reconstructed in 1991. Depending on the degree of reconstruction, this bridge may need to be recorded and evaluated for eligibility for the National Register of Historic Places (NRHP).

Resource Groups:

GIS analysis reveals three resource groups located within 500 ft of the project area. The project intersects with the Florida East Coast Railroad (8BR1870). This resource has been determined eligible for the NRHP by the State Historic Preservation Officer (SHPO). The project area terminates at US Highway 1 (8BR2697). Sections of this roadway in Broward County have been determined not significant. The third resource group, a historic canal (8BR1868) is located between 200 and 500 ft from the project corridor. This resource has not been evaluated for its eligibility for listing on the NRHP.

Standing Structures:

GIS analysis reveals one structure, the Old Malabar Elementary School (8BR1925) located between 100 and 200 ft from the project corridor. The building was constructed in 1927 and has not been evaluated for its significant. Current aerials (2012) show some structures that appear on historic aerials (1943, 1951, 1958) but that have not been recorded.

Archaeological Sites:

The proposed project corridor intersects with an archaeological site (8BR53). The site has not been evaluated for its eligibility for the NRHP. Some sections of the project area have not been surveyed for archaeological sites, so there is a potential for unrecorded sites.

Comments on Effects to Resources:

Bridges:

It is unlikely that the proposed project will impact any significant historic bridges.

Resource Groups:

It is unlikely that any significant resource groups will be impacted by the proposed project.

Standing Structures:

It is likely that the Old Malabar Elementary School structure (8BR1925) will be impacted by the proposed project due to its close proximity to the roadway and the proposed improvements. There is a high potential for unrecorded historic structures along the project corridor.

Archaeological Sites:

Archaeological site 8BR53 has not been tested since 1949. Since the project will intersect with this site, it is highly likely that the site will be impacted by the project. There is a high potential for unrecorded archaeological along the proposed project corridor.

Additional Comments (optional):

The Malabar Road corridor in the project area was most recently surveyed in 1988/89 (FDHR Project No. 1989-1297). However, the survey deviated from the current Malabar Road alignment for some distance due to the anticipated shifting of the roadway (the project was never completed).

A historic aerial from 1943 shows some scattered agricultural development west of the Malabar Road/Gladder Road split. The land use remains largely agricultural but includes some residential development nearer the coast. A grouping of roughly 15 buildings face Malabar Road from just west of the Florida East Coast Rail line to the Indian River. Some development associated with the railroad is also located at the intersection of Malabar Road and the Florida East Coast Rail line (8BR1870). The 1951 and 1958 aerials show very little additional development along the Malabar Road corridor. Some of the development in the 1924, 1951, and 1958 maps are visible in the current aerials (2012).

Since the project area has not been surveyed since 1988/1989 (and that survey did not include the entire current alignment) this office is requesting that prior to initiating any project-related land clearing or ground disturbing activities within the project area it should be subjected to a systematic archaeological and architectural survey. All historic-age resources, including potential historic districts, within the area of potential effects should be documented and assessed for NRHP eligibility. The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code and need to be forwarded to this agency for review and comment.

CLC Recommendations:

FDOT District 5 Feedback to FL Department of State's Review (08/09/2012): Thank you for your comments. A CRAS will be conducted along the corridor during the upcoming study phase.

Recreation Areas

Project Effects

Coordinator Summary Degree of Effect: **3** *Moderate* assigned 08/09/2012 by FDOT District 5

Comments:

Four agencies provided comments on recreational issues. Only the National Park Service indicated No Involvement while the other three agencies assigned Moderate degrees of effect. Due to the presence of conservation and recreational lands we are assigning a Moderate degree of effect.

Degree of Effect: **3** *Moderate* assigned 07/02/2012 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Resources: Recreation and conservation areas such as Florida Forever BOT Projects and Florida Managed Areas

Level of Importance: These resources are of a high level of importance in the State of Florida and in Brevard County. The proposed project has the potential to impact these resources. A moderate degree of effect is being assigned to this issue.

Comments on Effects to Resources:

The following features are identified within proximity of the proposed project and are likely to be impacted as a result of construction and operation of the project and any future development within the area:

Florida Forever BOT Projects:

BREVARD COASTAL SCRUB ECOSYSTEM FLORIDA FOREVER BOT PROJECT - 100, 200, and 500-foot buffer distance

Florida Managed Areas:

SAND HILL TRAILHEAD - 500-foot buffer distance

MALABAR SCRUB SANCTUARY - 100, 200, and 500-foot buffer distance

Florida Forever Board of Trustees (BOT) projects are lands that have been proposed for acquisition because of outstanding natural resources, opportunity for natural resource-based recreation, or historical and archaeological resources. These areas may not be currently managed for their resource value. Portions of these projects may have already been acquired by the State and/or its acquisition partners. The Brevard Coastal Scrub Ecosystem Florida Forever BOT Project is located within close proximity to the proposed project.

The proposed project is located near these environmentally sensitive recreation and conservation areas. The PD&E study should evaluate the project to determine the degree of impact to these resources. Impacts should be documented in environmental reports. The project may require a Section 4(f) review. Impact to environmentally sensitive and valuable resources such as the ones listed above should be avoided or minimized to the best extent practicable.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to US Environmental Protection Agency's Review (08/09/2012): Thank you. Section 4(f) applicability will be determined as alternative are developed. Further coordination on Section 4(f) issues may be warranted but we will attempt to have no Section 4(f) involvement.

Degree of Effect: **3** *Moderate* assigned 06/28/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

The following public recreational areas are located within 500 ft. of the proposed project: Sand Hill Trailhead and Malabar Scrub Sanctuary, part of the Brevard Coastal Scrub Ecosystem Florida Forever BOT Project.

Comments on Effects to Resources:

The Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential and recreational trail opportunities. Therefore, future environmental documentation should include an evaluation of the primary, secondary and cumulative impacts of roadway expansion on the above public lands and any proposed acquisition sites.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to FL Department of Environmental Protection's Review (08/09/2012): Thank you. We shall strive to avoid impacts to public lands, especially recreational lands as such impacts are a primary consideration in our alternatives evaluation matrix. Should it be determined that avoidance of all public lands is not feasible, further coordination will take place.

Degree of Effect: **3** *Moderate* assigned 06/18/2012 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects**Identified Resources and Level of Importance:**

Local park, and the Florida Forever project are located adjacent to this corridor.

Comments on Effects to Resources:

Impacts to these recreational resources (including safe access) should be addressed in the environmental document.

Additional Comments (optional):**CLC Recommendations:**

FDOT District 5 Feedback to Federal Highway Administration's Review (08/09/2012): Thank you. Potential impacts to public recreational lands will be assessed and will become a factor in the alternatives evaluation.

Degree of Effect: **0** *None* assigned 05/25/2012 by Anita Barnett, National Park Service

Coordination Document: No Involvement

Direct Effects**Identified Resources and Level of Importance:****Comments on Effects to Resources:****Additional Comments (optional):****CLC Recommendations:**

FDOT District 5 Feedback to National Park Service's Review (08/09/2012): Thank you.

The following organization(s) were expected to but did not submit a review of the Recreation Areas issue for this alternative: Saint Johns River Water Management District

Section 4(f) Potential**Project Effects**

Coordinator Summary Degree of Effect: **3** *Moderate* assigned 08/20/2012 by FDOT District 5

Comments:

Although only one agency provided comments under Section 4(f) issues, comments received under Recreation Areas and Cultural Resources are also applicable to Section 4(f). We are assigning a Moderate degree of effect for this issue.

Degree of Effect: **3** *Moderate* assigned 06/18/2012 by Cathy Kendall, Federal Highway Administration

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects**Identified Resources and Level of Importance:**

There are a number of resources along the corridor that could be protected by Section 4(f). These include a public park, the Malabar Scrub Sanctuary, and several potential historic resources such as the Florida East Coast Railroad, the Malabar Elementary School, and a shell midden.

Comments on Effects to Resources:

The environmental study should address whether these resources would be protected under Section 4(f), and if so, seek to avoid impacts to these resources. Any impacts to these resources should be coordinated with FHWA as a Section 4(f) evaluation, which may be done as an individual Section 4(f) analysis, or possibly a programmatic analysis or de minimis determination, depending on the degree of impact.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to Federal Highway Administration's Review (08/20/2012): Thank you. Section 4(f) applicability will be determined as alternative are developed. Further coordination on Section 4(f) issues may be warranted but we will attempt to have no Section 4(f) involvement.

ETAT Reviews and Coordinator Summary: Community

Aesthetics

Project Effects

Coordinator Summary Degree of Effect: 1 *Enhanced* assigned 08/20/2012 by FDOT District 5

Comments:

No agencies provided comments on aesthetics. The project has the opportunity to improve aesthetics along the corridor as the new roadway will meet all current design standards for clear zones, access management, improved sight distances and provisions for pedestrian and bicycle users and some amount of landscaping. Opportunities for additional landscaping or improved aesthetic treatments will be available to the local government. We are assigning an Enhanced degree of effect for aesthetics.

None found

The following organization(s) were expected to but did not submit a review of the Aesthetics issue for this alternative: Federal Highway Administration

Economic

Project Effects

Coordinator Summary Degree of Effect: 1 *Enhanced* assigned 08/20/2012 by FDOT District 5

Comments:

No comments were received for economic issues. The improved level of service that a widened roadway would provide could lead to enhanced economics due to the improved movement of goods and services. We are assigning an Enhanced degree of effect for economic issues.

None found

The following organization(s) were expected to but did not submit a review of the Economic issue for this alternative: Federal Highway Administration

Land Use

Project Effects

Coordinator Summary Degree of Effect: 0 *None* assigned 08/20/2012 by FDOT District 5

Comments:

The project is compatible with the local governments Comprehensive Plans. We do not believe the project will lead to changes in land use. We are assigning a None degree of effect for land use.

Degree of Effect: 0 *None* assigned 06/28/2012 by Jeannette Hallock-Solomon, FL Department of Economic Opportunity

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

The proposed project is located in the following comprehensive plans: Brevard County Comprehensive Plan - March 1, 2011; Palm Bay Comprehensive Plan - January 20, 2011; Malabar Comprehensive Plan - August 17, 2009.

Comments on Effects to Resources:

The project is compatible with the communities' development goals as discussed with the local governments and the local governments' comprehensive plans.

Future Transportation Maps:

The proposed project is either referenced by policy or on the Future Transportation Maps in all the local governments. The proposed project is adopted in Space Coast TPO's LRTP and adopted by reference in Brevard County (CIE Policy 6.2 and TE Policy 2.1), the City of Malabar (TC Policy 2-1.3.1) and the City of Palm Bay (Future Transportation Map) Comprehensive Plans.

Future Land Use Categories:

The proposed project is adjacent to the following land uses: Residential, Industrial, Commercial, Conservation and Public/Semipublic

future land use categories.

Economic Development:

The proposed project has the potential to attract new development and to generate new jobs through construction.

Miscellaneous:

Malabar Road is a designated Hurricane Evacuation Route, so the proposed project will help to alleviate congestion during evacuation events. The proposed project is not located in an Area of Critical State Concern, not located in a Rural Area of Critical Economic Concern, not located in the Coastal High Hazard Area, and is not located near a military base.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to FL Department of Economic Opportunity's Review (08/20/2012): Thank you for your determination of compatibility with local government's Comprehensive Plans and Future Transportation Maps. We do not believe that the project will alter future land uses and are assigning a None degree of effect.

The following organization(s) were expected to but did not submit a review of the Land Use issue for this alternative: Federal Highway Administration

Mobility

Project Effects

Coordinator Summary Degree of Effect: 1 *Enhanced* assigned 08/20/2012 by FDOT District 5

Comments:

No comments were received for mobility issues. We believe the project will result in Enhanced mobility for all users.

None found

The following organization(s) were expected to but did not submit a review of the Mobility issue for this alternative: Federal Highway Administration

Relocation

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 08/20/2012 by FDOT District 5

Comments:

The presence of wildlife conservation lands will limit viable alternatives which may increase the likelihood of relocations. We are assigning a Moderate degree of effect for relocations.

Degree of Effect: 3 *Moderate* assigned 06/18/2012 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Although the area is sparsely developed, there may be relocations required in order to avoid impacts to environmentally sensitive areas.

Comments on Effects to Resources:

Please ensure that the Federal requirements for relocation are followed, and that rights are explained to the public during the appropriate public involvement activities associated with the project.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to Federal Highway Administration's Review (08/20/2012): Given the presence of conservation lands, relocations are a possibility. The requirements under the federal Relocation and Assistance Act will be followed.

Social

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 08/20/2012 by FDOT District 5

Comments:

The USEPA assigned a Minimal degree of effect for this issue. We are assigning a Minimal degree of effect.

Degree of Effect: 2 Minimal assigned 07/02/2012 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Resources: Social impacts such as residential populations, commuter populations, residential communities, minority or low-income populations, disadvantaged populations, archeological and historic areas or structures, etc.

Level of Importance: These resources are of a high level of importance. Impacts to these types of resources, both positive and negative, should be evaluated and documented in the PD&E phase of the project.

Comments on Effects to Resources:

EPA is assigning a minimal degree of effect to this issue. There will be social benefits resulting from the project due to an improvement in safety with the roadway widening project and resulting capacity increase on Malabar Road. There are social issues to be considered such as a disruption in traffic patterns (lane reductions, detours, etc) during the project construction, an increase in noise to surrounding businesses and residents, and increase in traffic volumes. There are also natural resource areas directly adjacent to and within close proximity of this project. These areas provide recreational opportunities for the public. These issues should be addressed during the PD&E phase of the project. Project impacts to sensitive populations such as minority, elderly, or disabled populations should be avoided or minimized to the best extent practicable. EPA recommends that public involvement activities be conducted throughout the PD&E phase of the project

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to US Environmental Protection Agency's Review (08/20/2012): Thank you for your comments. The issues you raised will be addressed and documented in the Environmental Document. Public involvement will take place at several stages of the PD&E study and will continue throughout design and into construction.

Degree of Effect: 0 None assigned 06/28/2012 by Jeannette Hallock-Solomon, FL Department of Economic Opportunity

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

The proposed project is located in the following local governments' comprehensive plans: Brevard County Comprehensive Plan - March 1, 2011; Palm Bay Comprehensive Plan - January 20, 2011; Malabar Comprehensive Plan - August 17, 2009.

Comments on Effects to Resources:

Local Parks:

There are no local parks located within a quarter mile of the proposed project.

Additional Comments (optional):

CLC Recommendations:

FDOT District 5 Feedback to FL Department of Economic Opportunity's Review (08/20/2012): Thank you.

The following organization(s) were expected to but did not submit a review of the Social issue for this alternative: Federal Highway Administration

ETAT Reviews and Coordinator Summary: Secondary and Cumulative

Secondary and Cumulative Effects

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 08/20/2012 by FDOT District 5

Comments:

No reviews were provided specifically for secondary and cumulative effects. However, numerous agencies commented about cumulative effects under other issues such as wetlands, wildlife and habitat, special designations and recreation. As all of these issues had Moderate degrees of effect, we are assigning a Moderate degree of effect for Secondary and Cumulative.

None found

Eliminated Alternatives

There are no eliminated alternatives for this project.

Project Scope

General Project Recommendations

There are no general project recommendations identified for this project in the EST.

Anticipated Permits

Permit	Type	Conditions	Assigned By	Date
Large Construction (>= 5 AC)	Stormwater	NPDES permit will be required	FDOT District 5	08/20/12
Department of the Army Corps of Engineers State Programmatic General Permit	USACE	SAJ-92 may be used	FDOT District 5	08/20/12
Environmental Resource Permit	State		FDOT District 5	08/20/12

Anticipated Technical Studies

Technical Study Name	Type	Conditions	Assigned By	Date
Design Traffic Technical Memorandum	ENGINEERING		FDOT District 5	08/20/2012
Final Preliminary Engineering Report (signed and sealed)	ENGINEERING		FDOT District 5	08/20/2012
Location Hydraulics Report	ENGINEERING		FDOT District 5	08/20/2012
Drainage/Pond Siting Report	ENGINEERING		FDOT District 5	08/20/2012
Typical Section Package	ENGINEERING		FDOT District 5	08/20/2012
Value Engineering Information Report	ENGINEERING		FDOT District 5	08/20/2012
Public Involvement Plan	ENVIRONMENTAL		FDOT District 5	08/20/2012
Noise Study Report	ENVIRONMENTAL		FDOT District 5	08/20/2012
Contamination Screening Evaluation Report	ENVIRONMENTAL		FDOT District 5	08/20/2012
Conceptual Stage Relocation Plan	ENVIRONMENTAL		FDOT District 5	08/20/2012
Public Hearing Transcript	ENVIRONMENTAL		FDOT District 5	08/20/2012
Endangered Species Biological Assessment	ENVIRONMENTAL		FDOT District 5	08/20/2012
Wetlands Evaluation Report	ENVIRONMENTAL		FDOT District 5	08/20/2012
Access Management Report	ENGINEERING		FDOT District 5	08/20/2012
Alternatives Evaluation Report	ENGINEERING		FDOT District 5	08/20/2012
Section 4f Evaluation	ENVIRONMENTAL	adjacent wildlife conservation lands	FDOT District 5	08/20/2012
Essential Fish Habitat Assessment	ENVIRONMENTAL	NOT REQUIRED	FDOT District 5	08/20/2012
Air Quality Technical Memorandum	ENVIRONMENTAL		FDOT District 5	08/20/2012
Water Quality Impact Evaluation (WQIE)	ENVIRONMENTAL		FDOT District 5	08/20/2012
Farmland Protection Policy Act	ENVIRONMENTAL	farmland soils of unique importance are present	FDOT District 5	08/20/2012
Cultural Resource Assessment Survey	ENVIRONMENTAL		FDOT District 5	08/20/2012

Class of Action

Class of Action Determination

Class of Action	Other Actions	Lead Agency	Cooperating Agencies	Participating Agencies
-----------------	---------------	-------------	----------------------	------------------------

Class of Action Signatures

Name	Agency	Review Status	Date	ETDM Role
Bill Walsh	FDOT District 5	ACCEPTED	12/09/2015	FDOT DEA
Richard C. Fowler	FDOT District 5	ACCEPTED	12/01/2015	FDOT ETDM Coordinator

Comments:

This project (FM 430136-1) has been changed to be State funded only for all phases. As such, FHWA will no longer be the Lead Agency and a State Environmental Impact Report (SEIR) will be the environmental document.

Dispute Resolution Activity Log

There are no dispute actions identified for this project in the EST.

Appendices

Preliminary Environmental Discussion Comments

The Preliminary Environmental Discussion (PED) was not implemented until 10/12/2012, and this project was last screened on 05/18/2012.

Advance Notification Comments

FL Department of State Comment -- no comments/consistent

--Ginny Leigh Jones, 5/31/2012

No response

GIS Analyses

Since there are so many GIS Analyses available for Project #13026 - Widen Malabar Road (SR 514), they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

<http://etdmpub.fl.a-etat.org/est/index.jsp?tpID=13026&startPageName=GIS%20Analysis%20Results>

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Republished on 12/15/2015 by Richard Fowler Milestone** is selected. GIS Analyses snapshots have been taken for Project #13026 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Project Attachments

There are no attachments for this project.

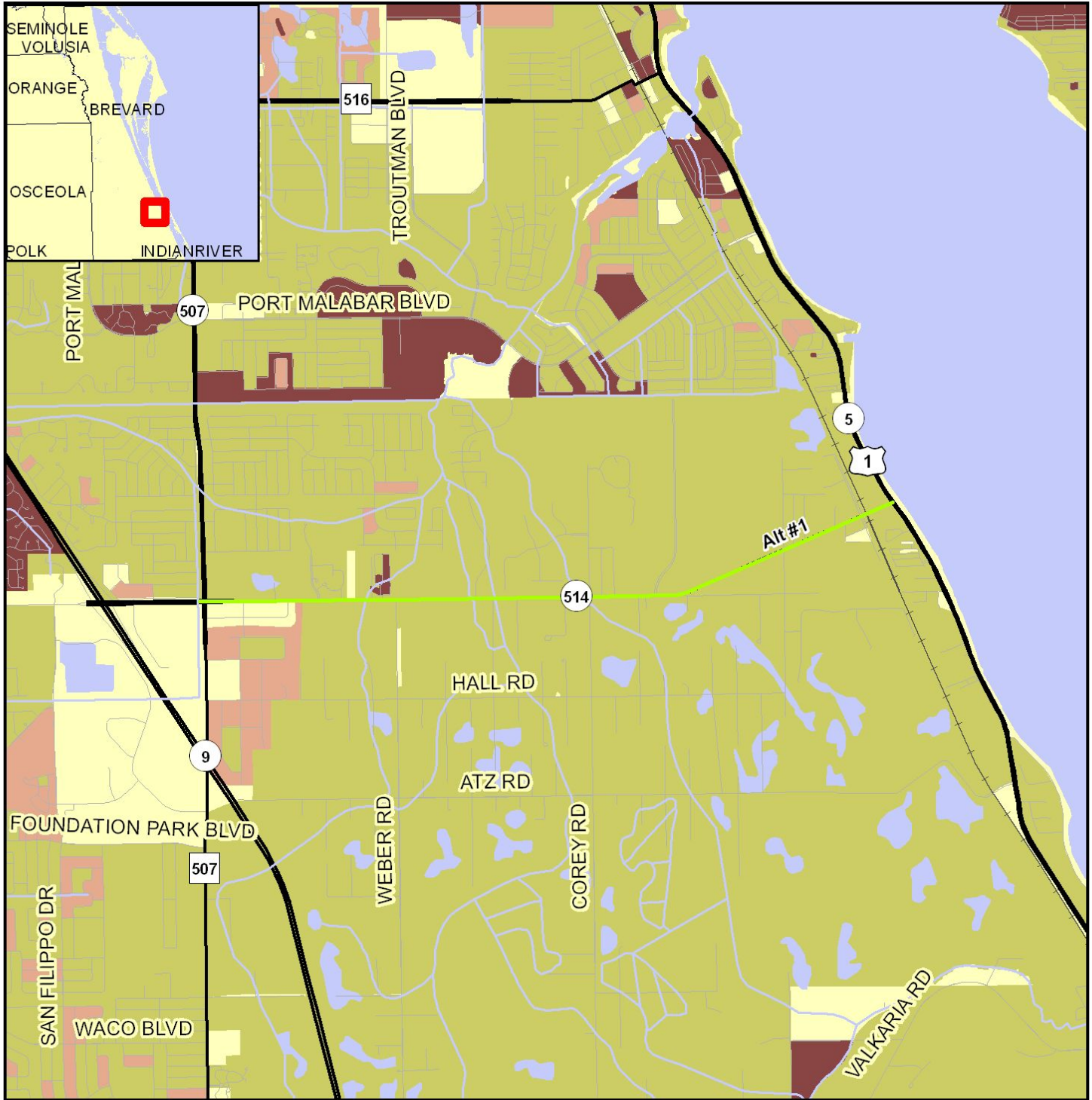
Degree of Effect Legend

Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed	
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The <i>None</i> degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.

5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

Project-Level Hardcopy Maps

13026 Widen Malabar Road (SR 514) Babcock Street to US 1



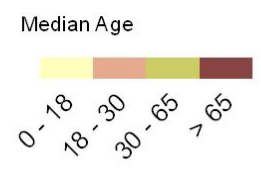
0 2 Miles

Population Age Distribution Map



Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2000)

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



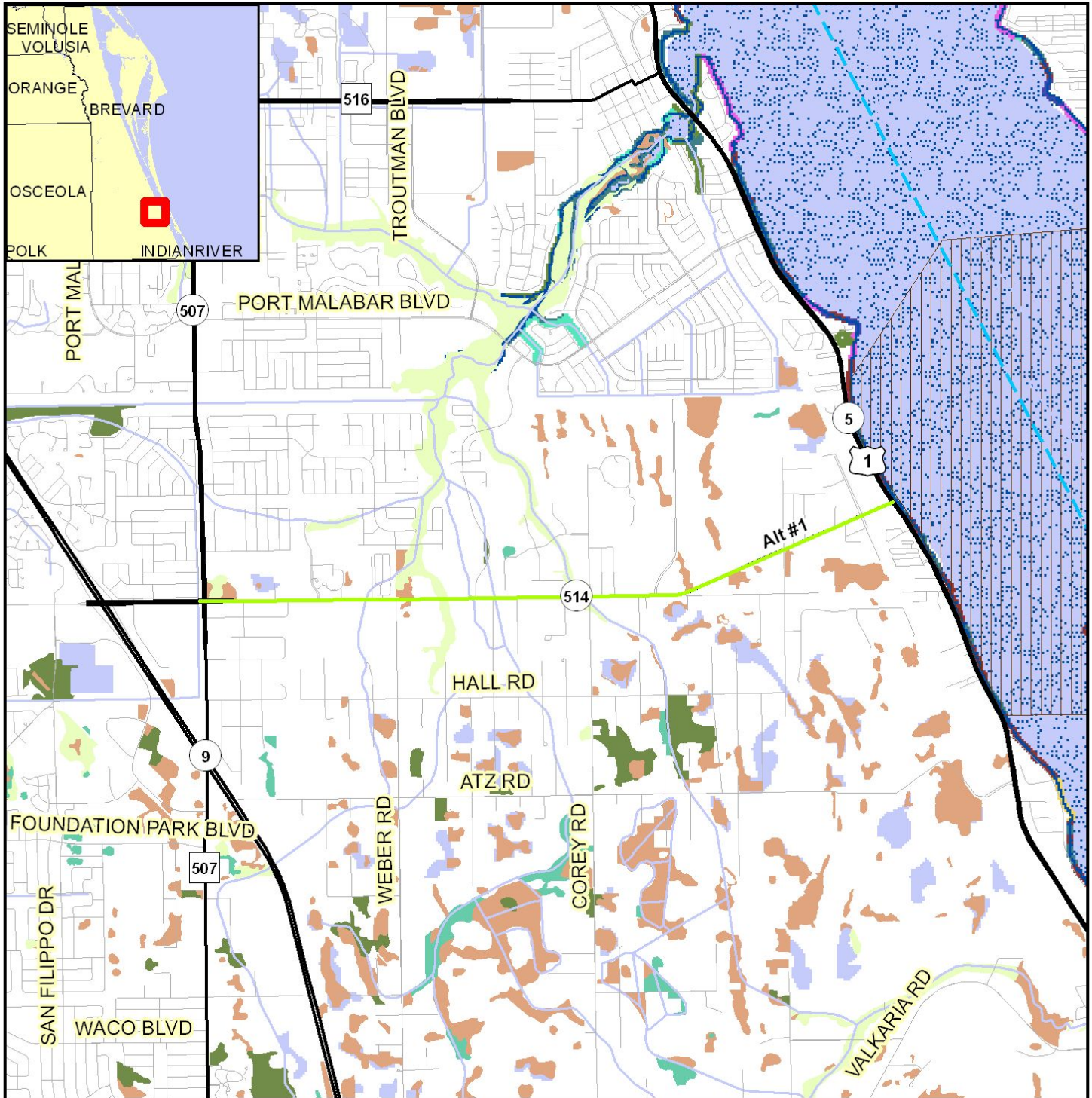
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Map Generated on: 5/18/2012



13026 Widen Malabar Road (SR 514) Babcock Street to US 1



0 0.9 Miles



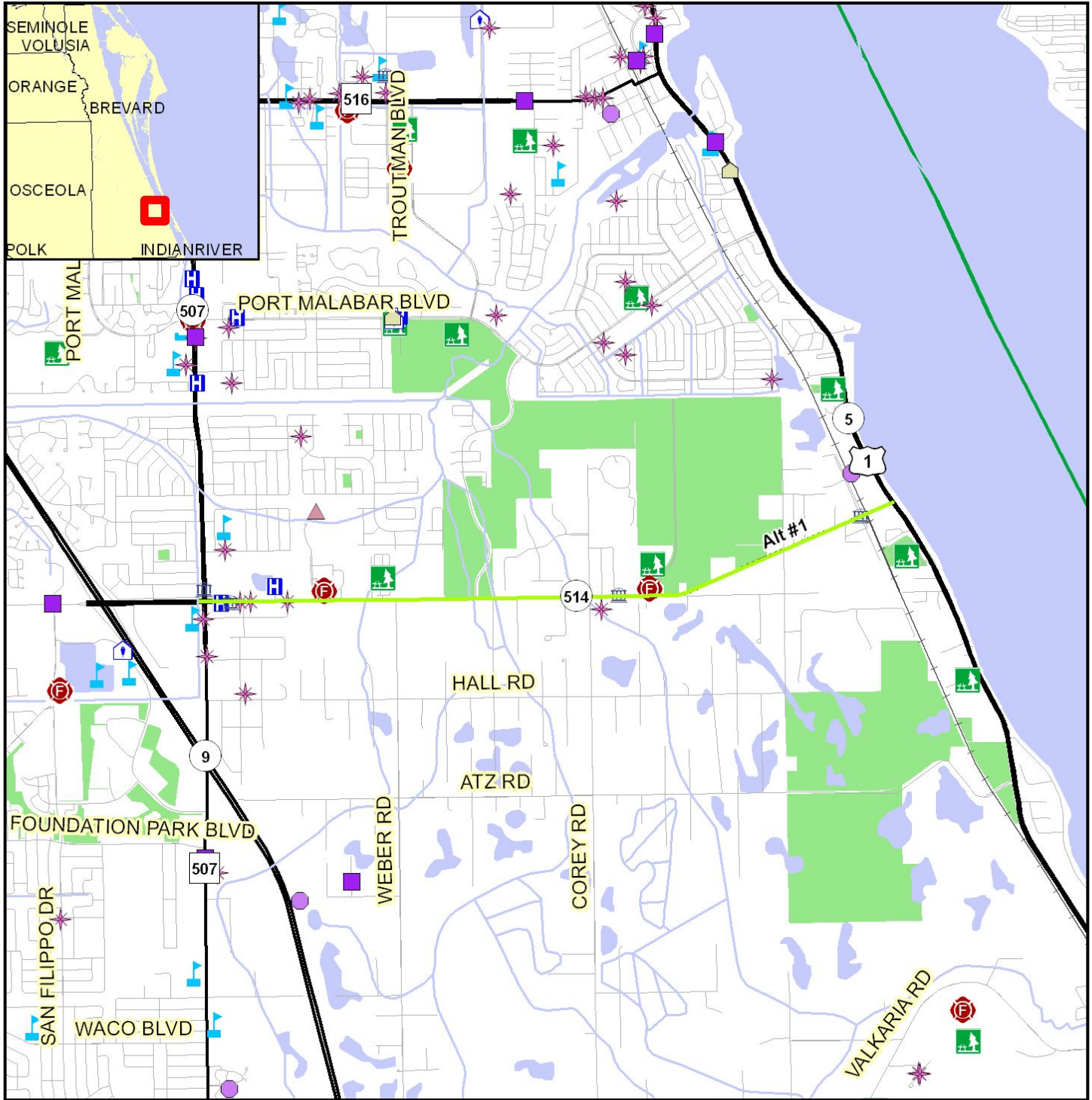
- ### Coastal and Marine Resource Map
- | | | | |
|---------------------------|------------------------|-------------------------------|--------------------------------------|
| ETDM Alternative Point | Major Road | Continuous Seagrass | Gravel Beach/Riprap |
| ETDM Alternative Terminus | Local Road or Trail | Discontinuous Seagrass | Exposed Tidal Flat |
| ETDM Alternative Segment | River, Stream or Canal | Coastal Barrier Resource Area | Sheltered Tidal Flat |
| ETDM Alternative Polygon | Water Body | Swamp or Marsh | Mixed Sand And Gravel Beach |
| | Aquatic Preserve | Exposed Rocky Platform | Sheltered Rock/Seawall/Vegetated |
| | Navigable Water Way | Sand Beach | Exposed Vertical Rocky Shore/Seawall |

Data Sources: NAVTEQ; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

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13026 Widen Malabar Road (SR 514) Babcock Street to US 1



0 0.1 Miles



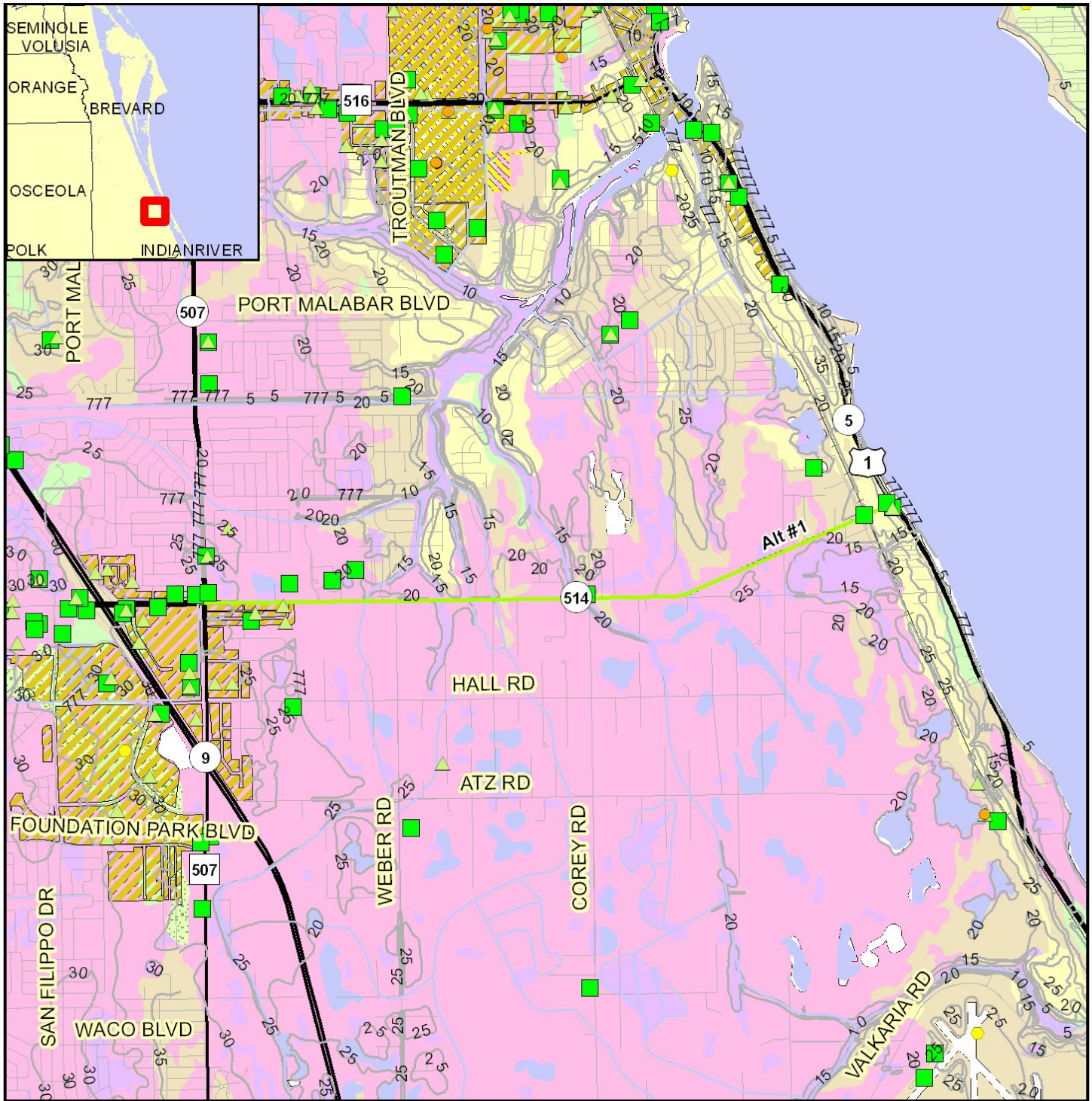
- | | | | |
|---------------------------|------------------|-----------------|---------------------------------|
| ETDM Alternative Point | Government | Cultural Center | River, Stream or Canal |
| ETDM Alternative Terminus | Civic Center | Fire Station | Recreational Trail |
| ETDM Alternative Segment | Cemetery | Health Care | Railroad |
| ETDM Alternative Polygon | Social Service | School | Community Boundary |
| Major Road | Community Center | Water Body | Conservation or Recreation Area |
| Local Road or Trail | Law Enforcement | Park | |
| | Place of Worship | | |

Community Facilities and Services Map

Data Sources:
US Geological Survey; FL Department of Transportation; NAVTEQ; FL Property Appraisers; FL Natural Areas Inventory



13026 Widen Malabar Road (SR 514) Babcock Street to US 1



- | | | | |
|---------------------------|-------------------------|-------------------------|-----------------|
| ETDM Alternative Point | Railroad | NPL Remediation Site | FDEP Tanks |
| ETDM Alternative Terminus | River, Stream or Canal | Hazardous Material Site | Brownfield Area |
| ETDM Alternative Segment | Toxic Release Inventory | Power Plant | 5 FT Contour |
| ETDM Alternative Polygon | Dry Cleaning Facility | Superfund Site | Water Body |
| Major Road | Solid Waste Facility | Nuclear Site | Swamp/Marsh |
| Local Road or Trail | | | |

Data Sources:
 NAV/TEQ; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection;
 FL Water Management Districts; US Environmental Protection Agency; Natural Resource Conservation Service

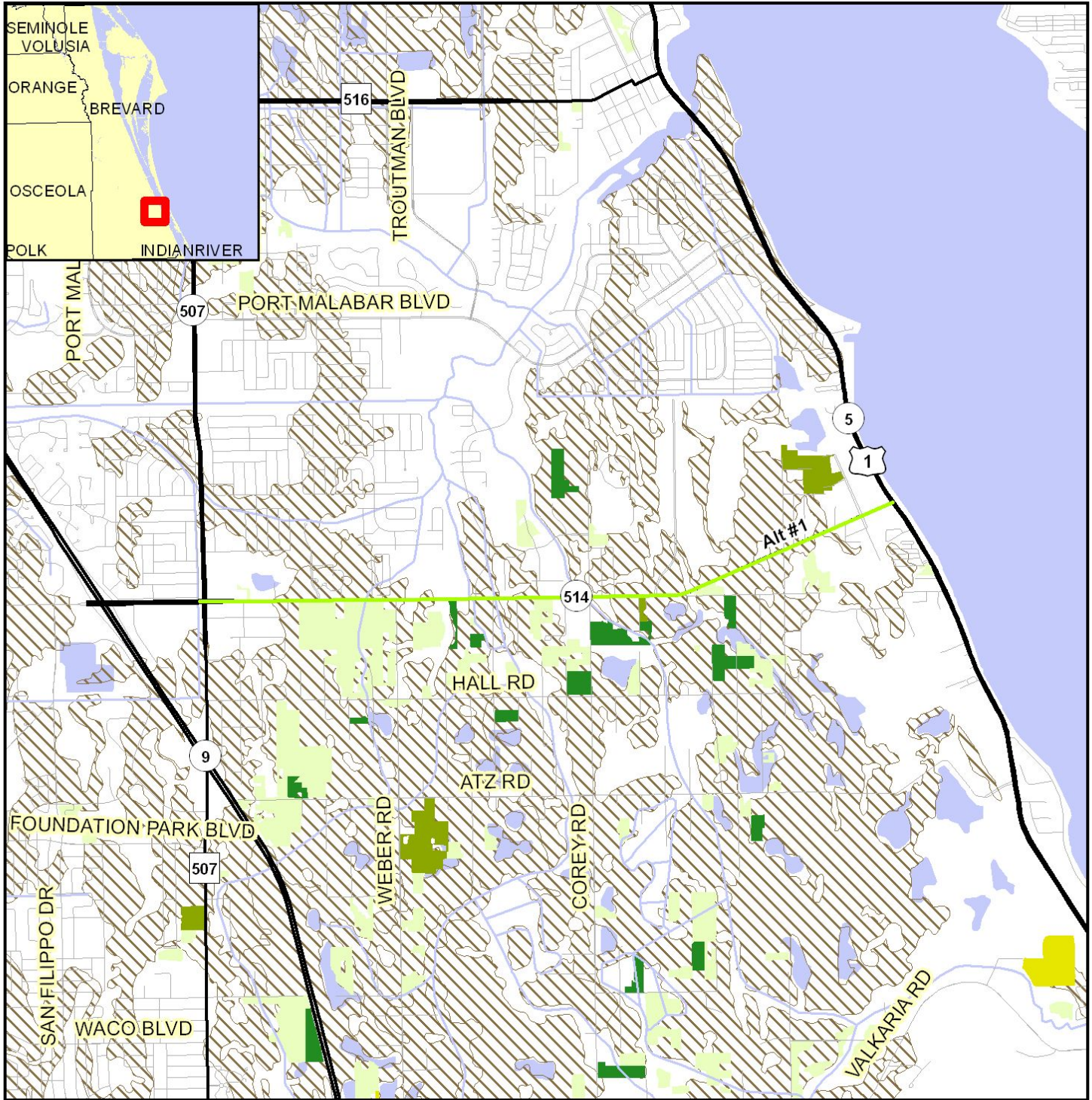
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Map Generated on: 5/18/2012



13026 Widen Malabar Road (SR 514) Babcock Street to US 1



Farmlands Resource Map

0 1 Miles



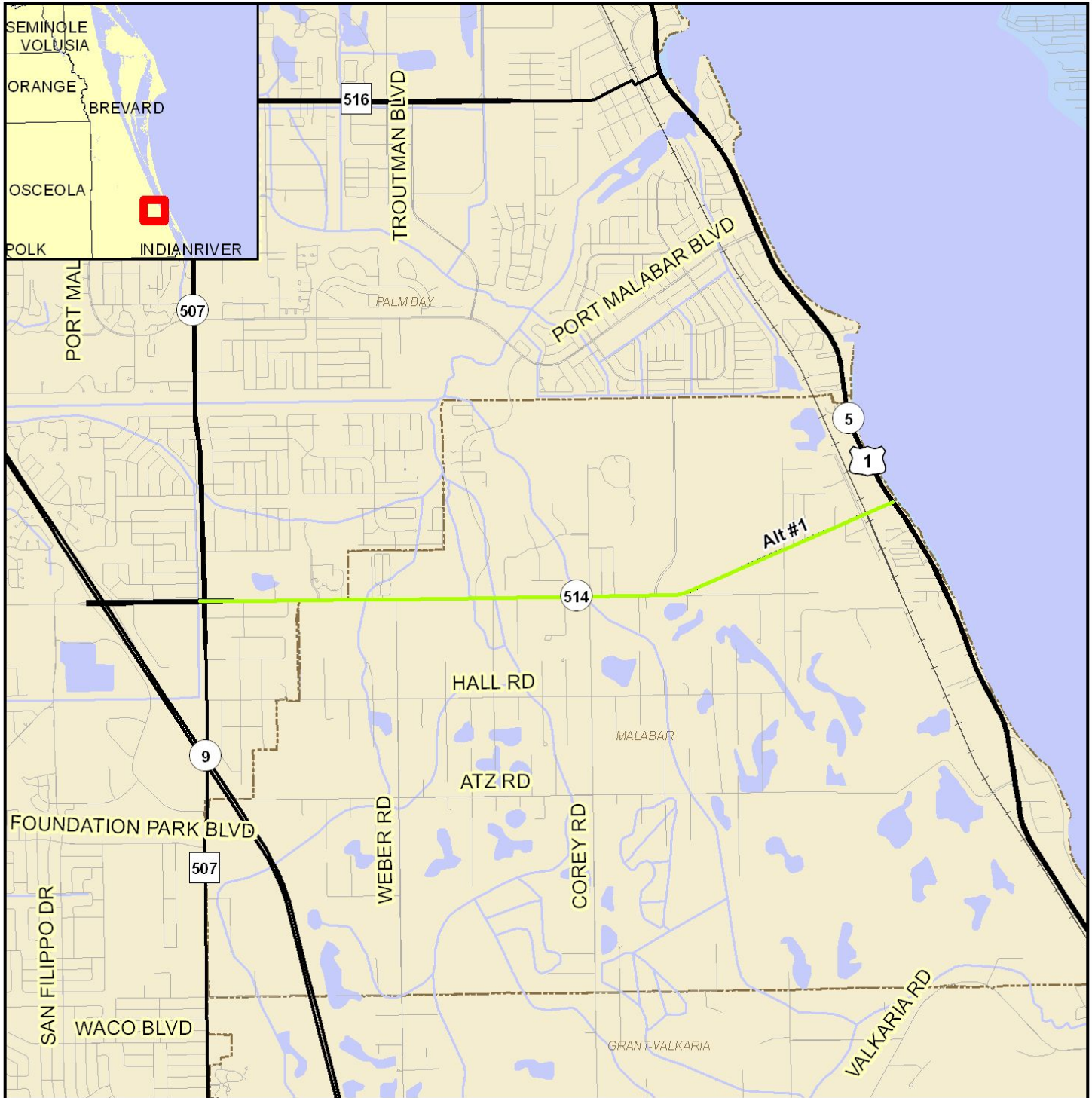
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- River, Stream or Canal
- Water Body
- ▨ Prime Farmland Soils
- Cropland/Pastureland
- Nurseries/Vineyards
- Specialty Farms
- Tree Crops
- Rural Open Lands
- Major Road
- Local Road or Trail

Data Sources: NAVTEQ, Florida Water Management Districts, US Geological Survey, Natural Resources Conservation Services

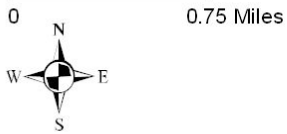
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13026 Widen Malabar Road (SR 514) Babcock Street to US 1



Floodplain Resource Map



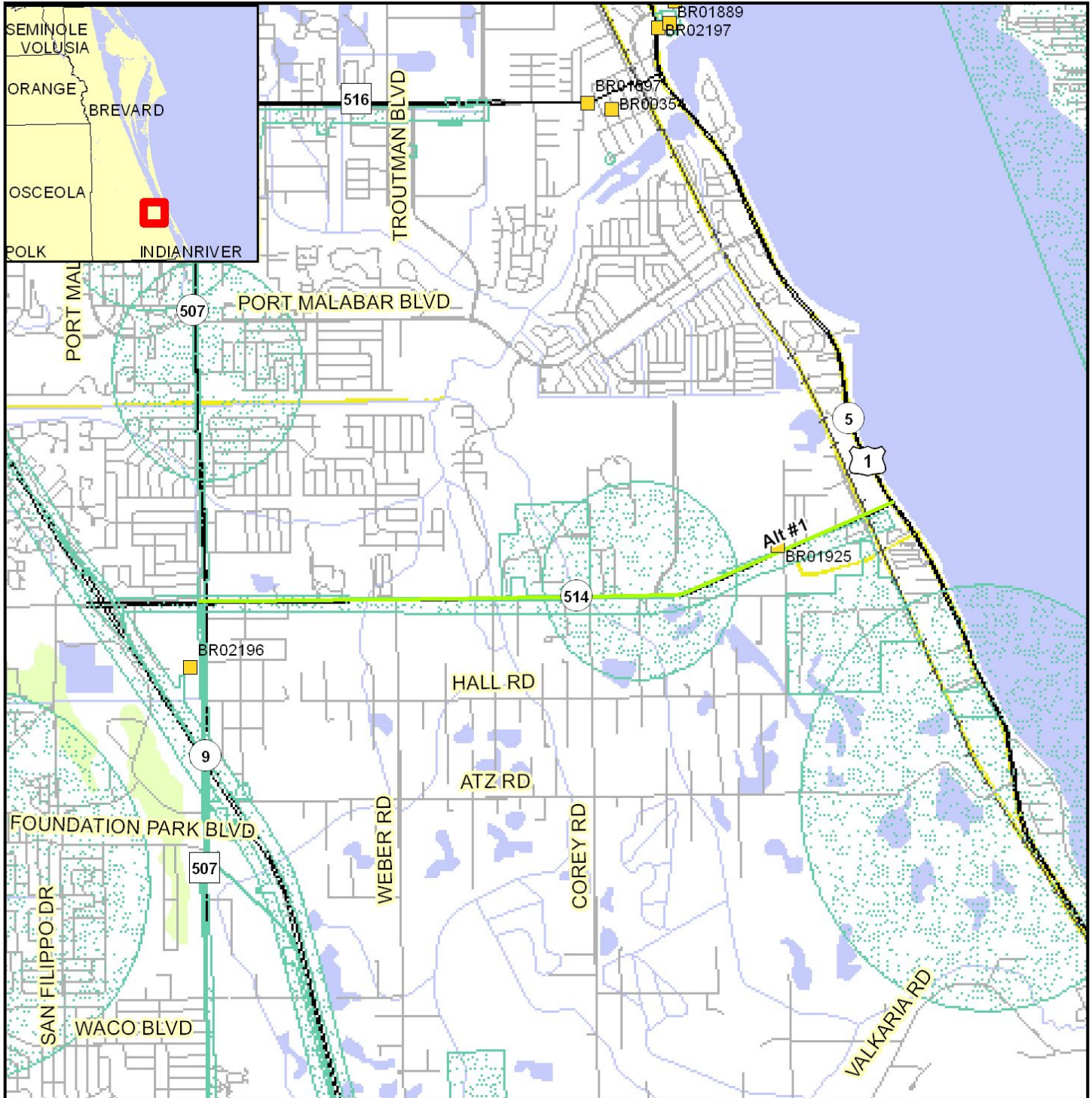
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- City Limits
- County Boundaries
- Special Flood Hazard Area

Data Sources:
NAVTEQ
US Geological Survey
Federal Emergency Management Agency

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13026 Widen Malabar Road (SR 514) Babcock Street to US 1



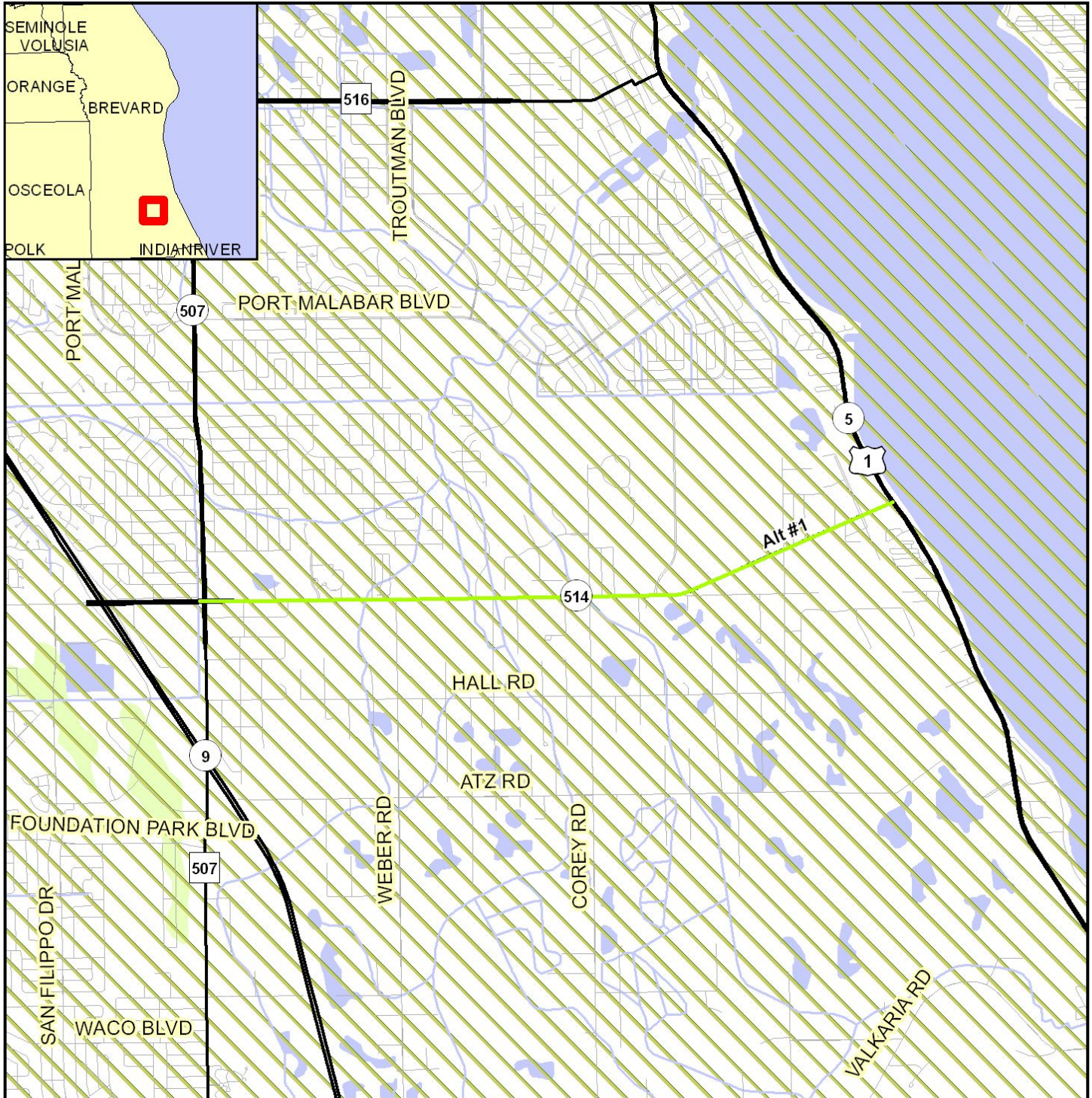
Historic Resources Map

0 2 Miles

<p>Data Sources: NAVTEQ US Geological Survey Florida Department of Transportation Florida Department of State, Bureau of Archaeological Research</p>	ETDM Alternative Point	River, Stream or Canal	Historic Bridge
	ETDM Alternative Terminus	Water Body	Historic Resource Group
	ETDM Alternative Segment	Swamp/Marsh	Cultural Resource Field Survey Area
	ETDM Alternative Polygon	Railroad	State Historic Highway
Major Road	Historic Structure	Local Road or Trail	Historic Cemetery

Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.

13026 Widen Malabar Road (SR 514) Babcock Street to US 1



Hydrogeology Resource Map

0 0.9 Miles



- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Swamp/Marsh

- ### Recharge Areas of the Floridan Aquifer
- Discharge 1 TO 5
 - Discharge > 5
 - Discharge < 1
 - Recharge 1 TO 10
 - Recharge > 10
 - Recharge < 1

- ### Geological Epoch
- Eocene
 - Holocene
 - Miocene
 - Miocene/Pliocene
 - Oligocene
 - Oligocene/Miocene
 - Pleistocene
 - Pleistocene & Holocene
 - Pliocene
 - Pliocene/Pleistocene

Data Sources: NAVTEQ; US Geological Survey; Florida Department of Transportation; South West Florida Water Management District; Florida Geological Survey

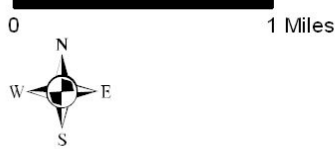
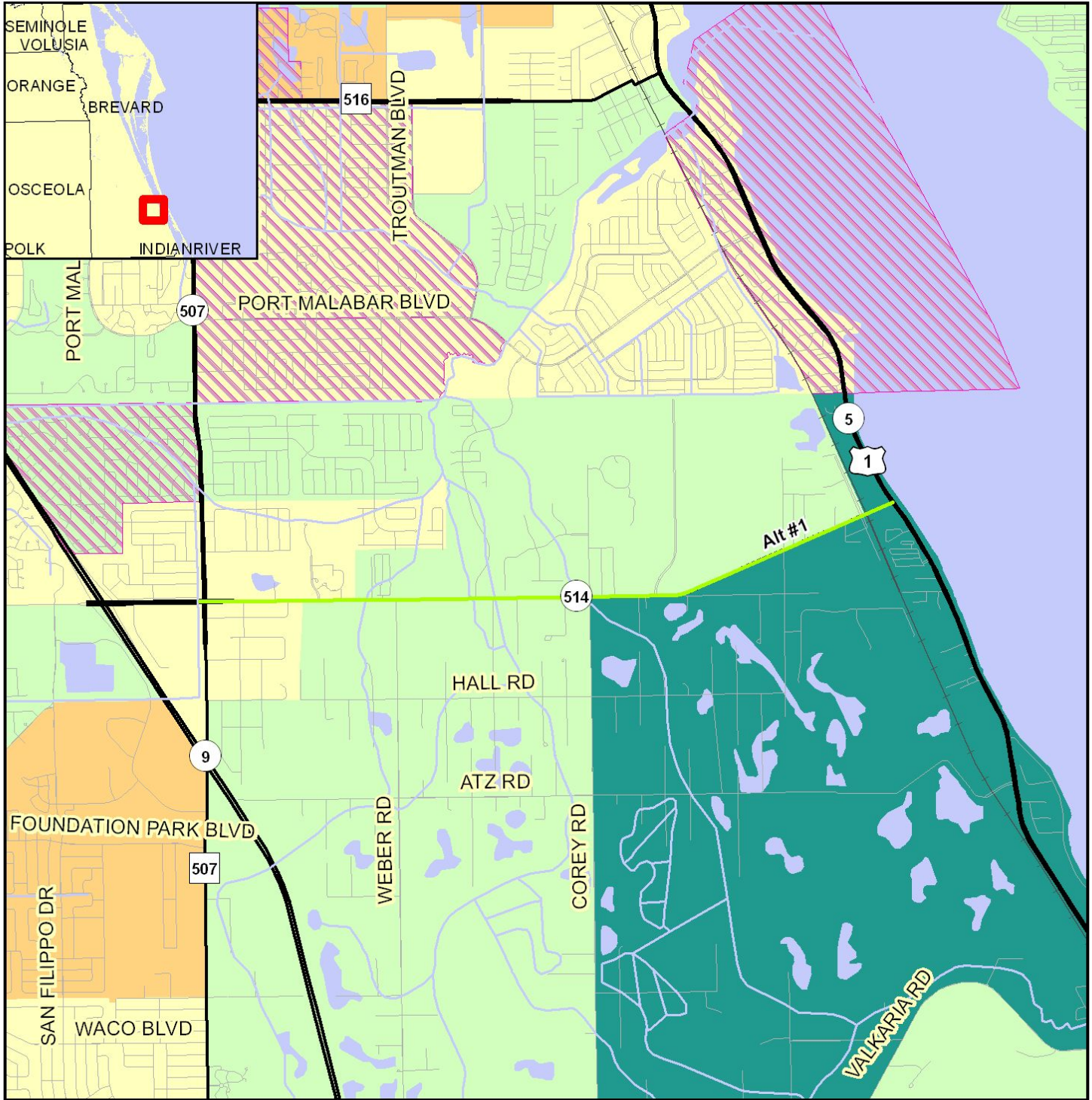
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Map Generated on: 5/18/2012



13026 Widen Malabar Road (SR 514) Babcock Street to US 1

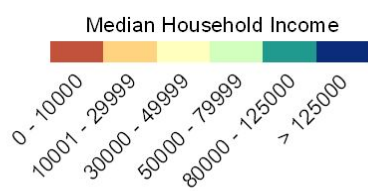


Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2010)

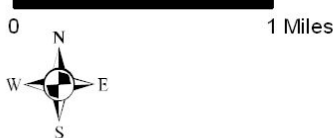
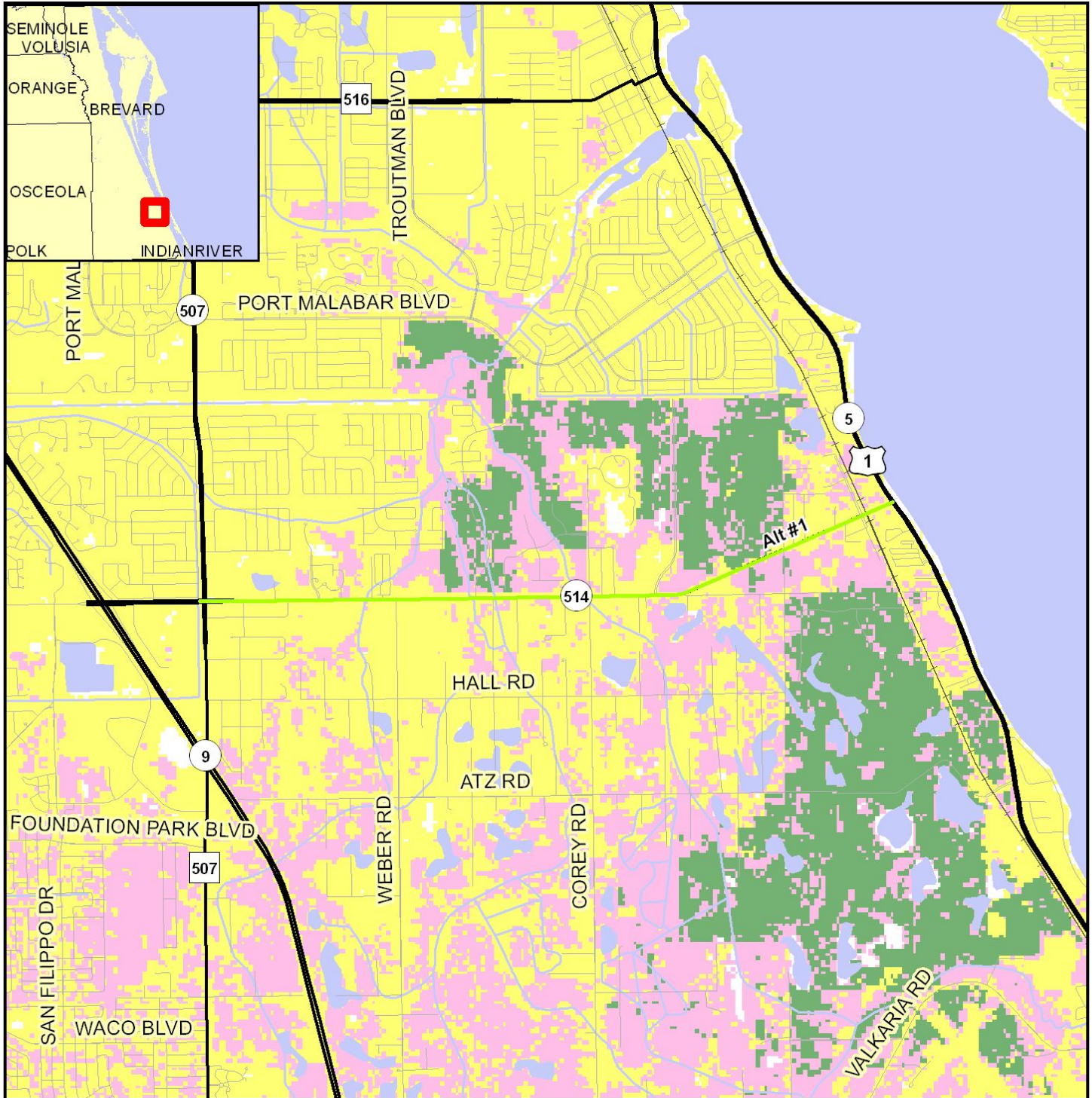
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Income Distribution Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- > 20% Below Poverty
- Water Body



13026 Widen Malabar Road (SR 514) Babcock Street to US 1



Integrated Wildlife Habitat Ranking System Map

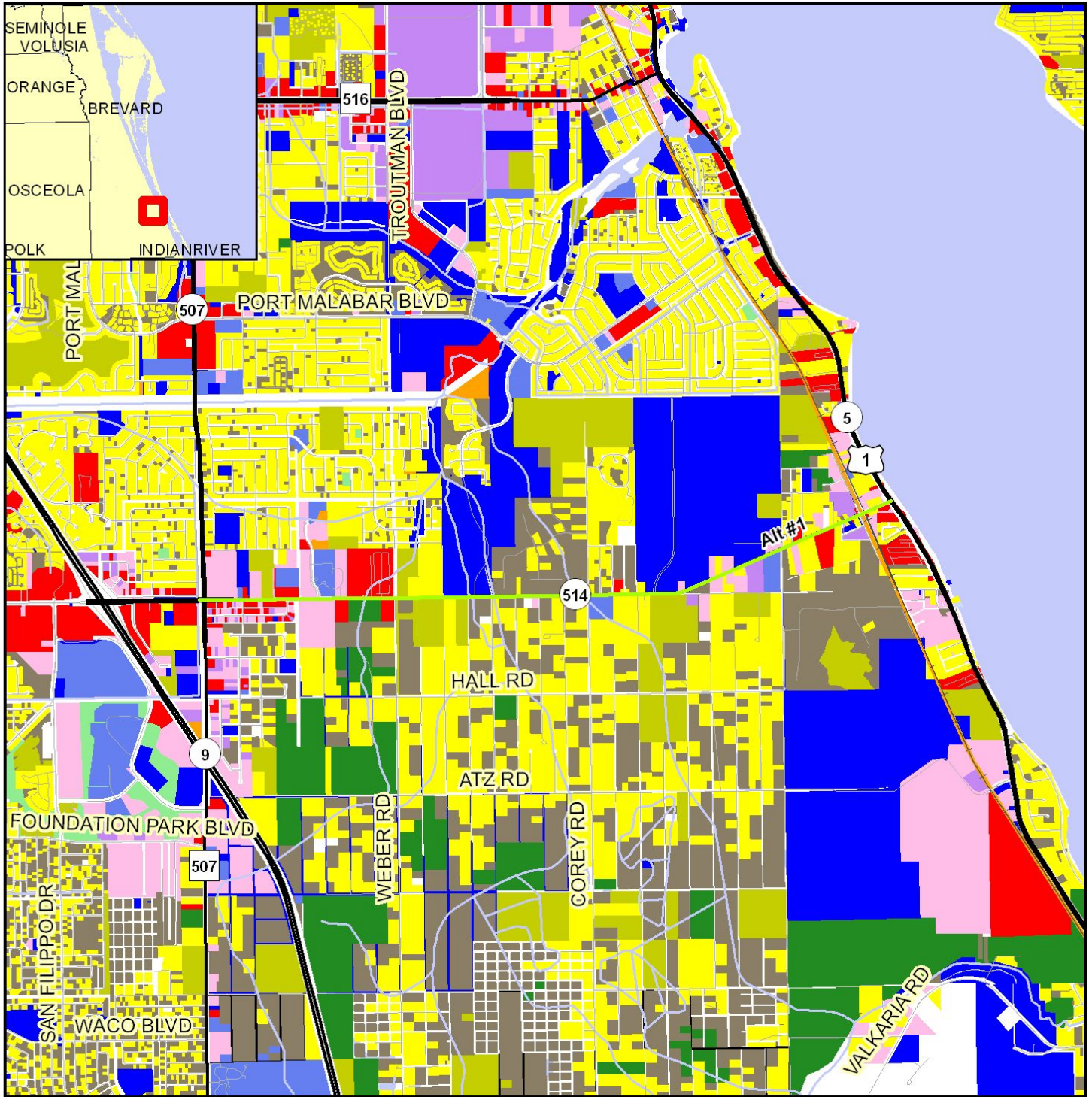
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- Low Habitat Quality
- Medium Habitat Quality
- High Habitat Quality
- Railroad
- River, Stream or Canal
- Water Body
- Major Road
- Local Road or Trail

Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

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13026 Widen Malabar Road (SR 514) Babcock Street to US 1



0 0.4 Miles



Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Revenue
 Florida Department of Transportation
 Florida County Property Appraiser Offices

Land Use Map

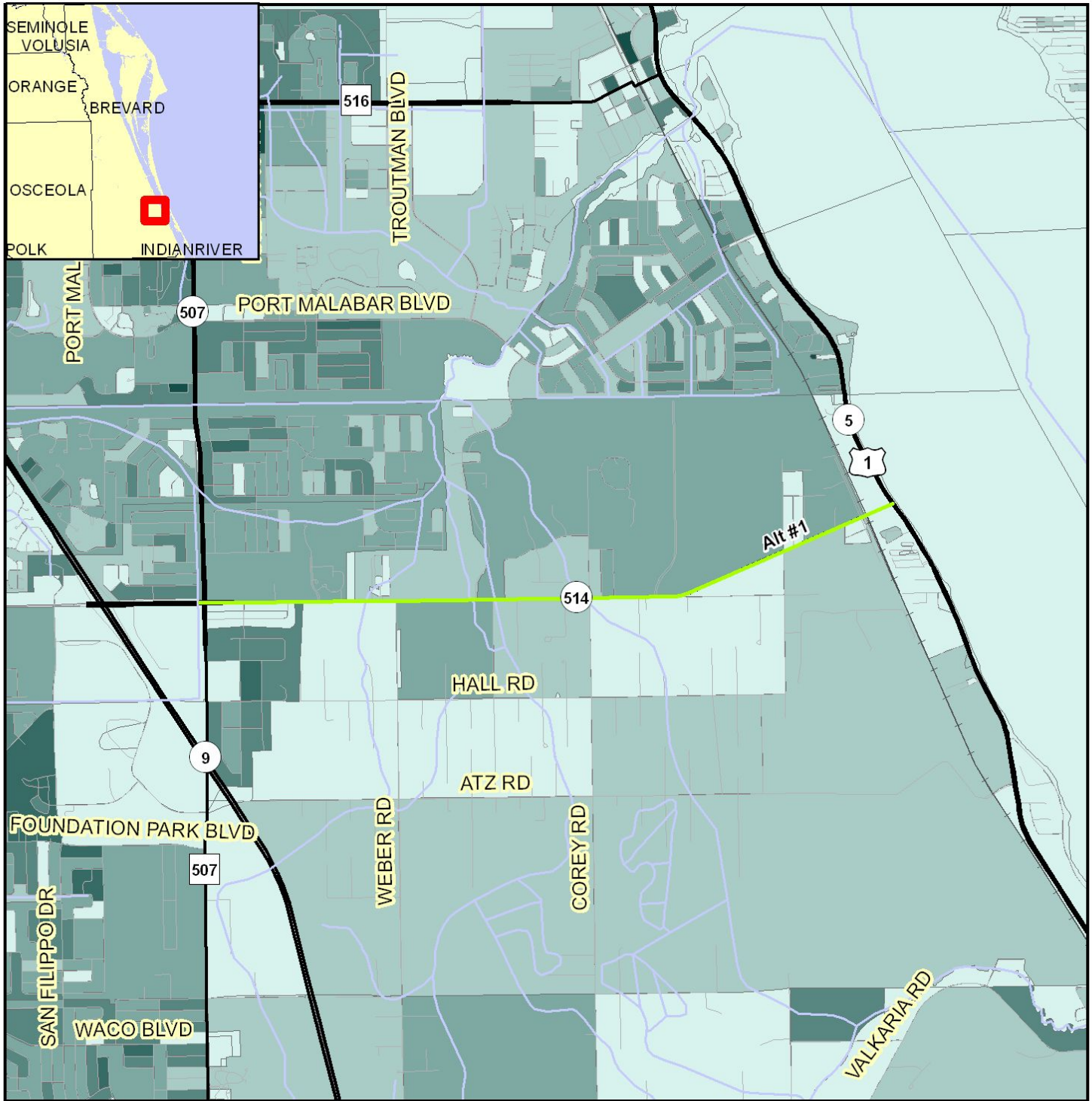
- | | | | |
|---------------------------|------------------------|-------------------------|-------------------------|
| ETDM Alternative Point | Railroad | Open (Not Agricultural) | Retail/Office |
| ETDM Alternative Terminus | River, Stream or Canal | Other | Vacant (Residential) |
| ETDM Alternative Segment | Agricultural | Public | Vacant (Nonresidential) |
| ETDM Alternative Polygon | Industrial | Right-of-Way | Water |
| Major Road | Institutional | Recreational | No Data |
| Local Road or Trail | Mining | Residential | |



Map Generated on: 5/18/2012



13026 Widen Malabar Road (SR 514) Babcock Street to US 1

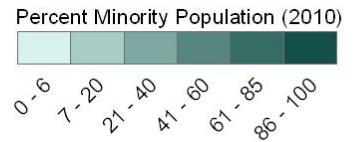


Minority Population Distribution Map



Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2010)

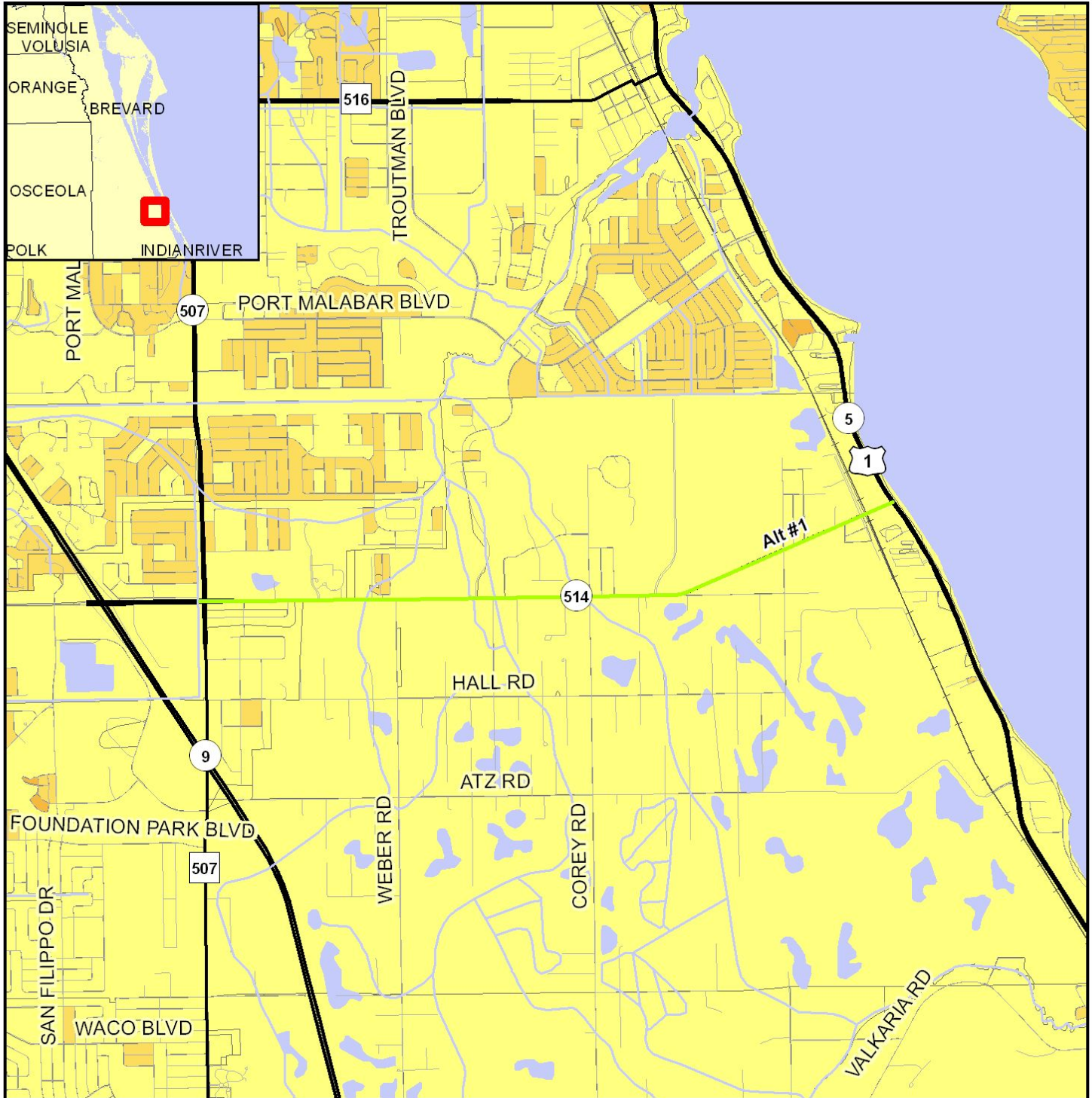
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



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13026 Widen Malabar Road (SR 514) Babcock Street to US 1



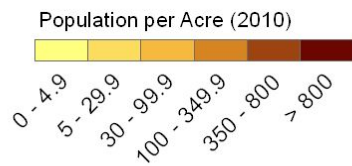
0.09 Miles



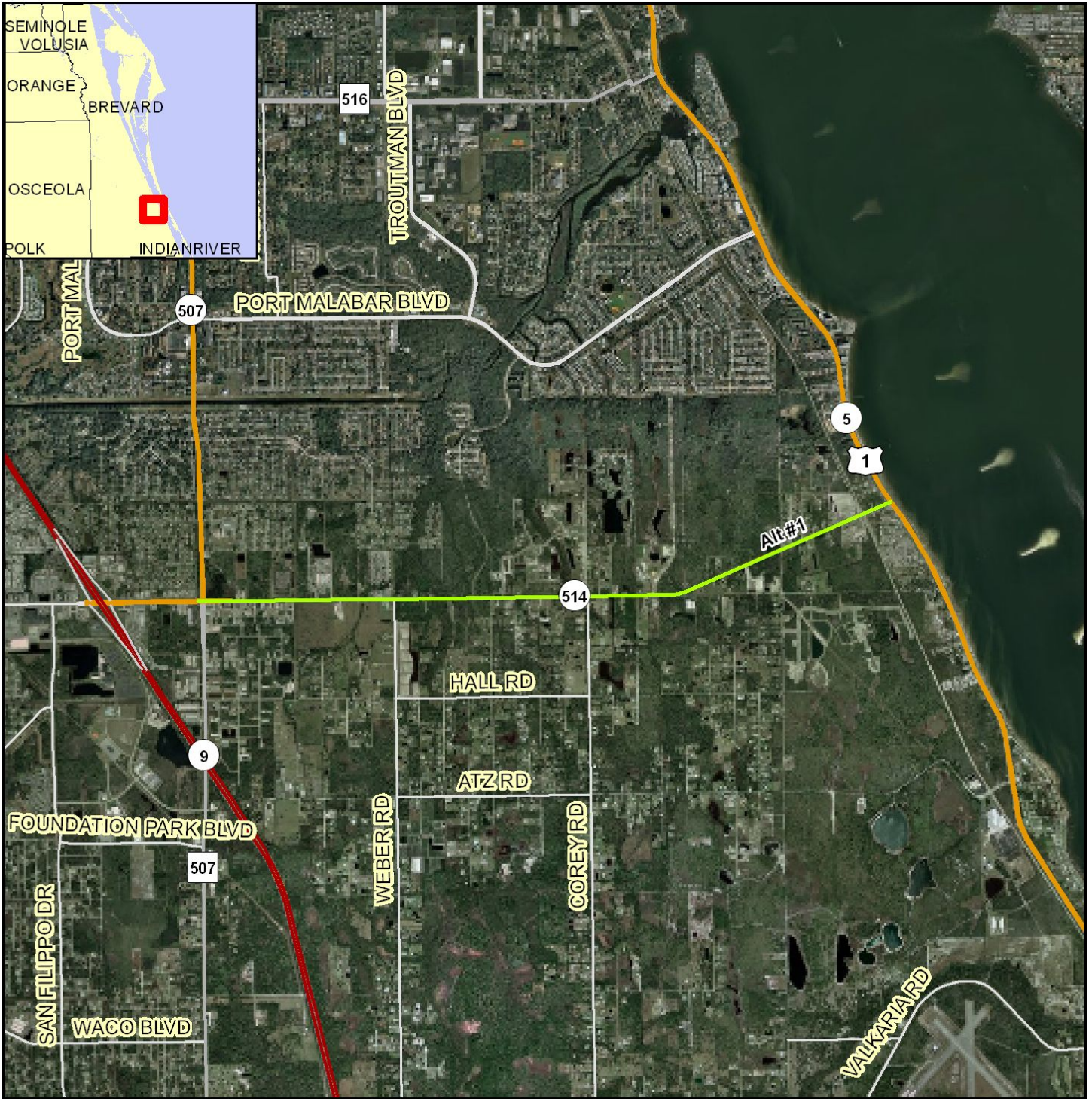
Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2010)

Population Density Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



13026 Widen Malabar Road (SR 514) Babcock Street to US 1



Project Aerial Map



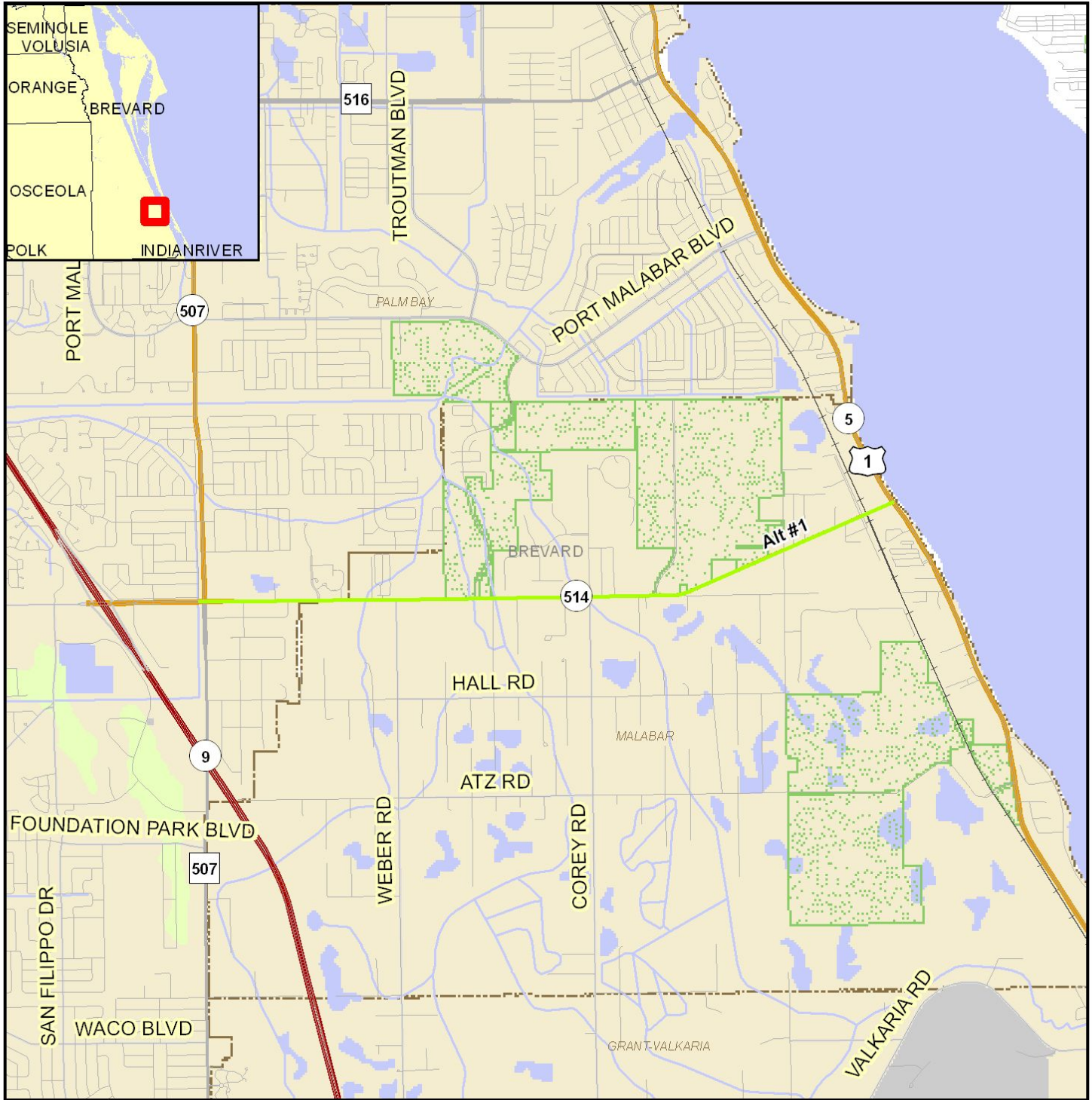
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Other Highway Feature
- Local Road

Data Sources:
Highways - NAVTEQ
Digital Orthophotograph - US Geological Survey

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13026 Widen Malabar Road (SR 514) Babcock Street to US 1



Project Location Map

0 0.7 Miles

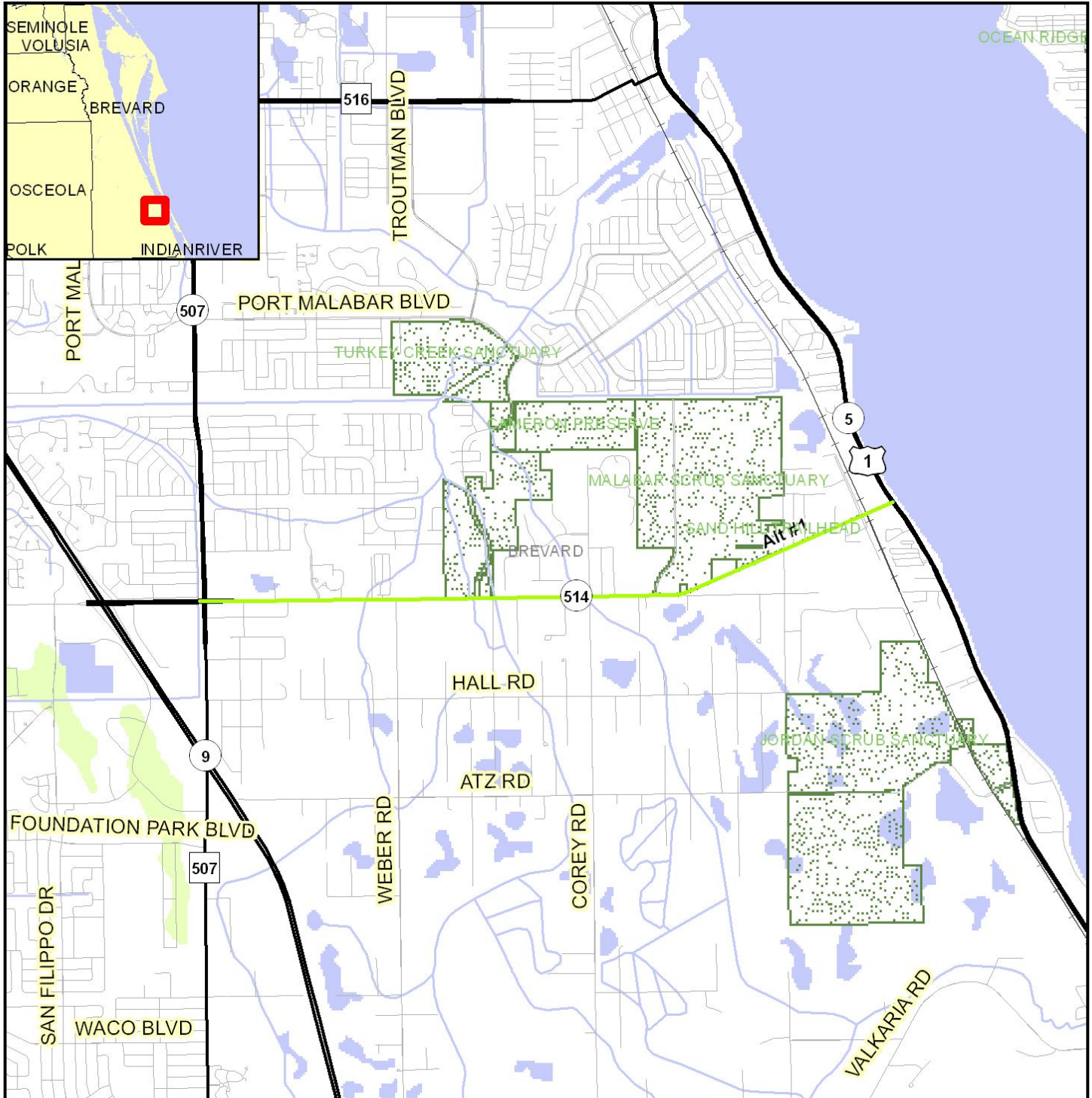


Data Sources:
 NAVTEQ
 US Geological Survey
 US Census Bureau
 County Property Appraisers
 Florida Natural Areas Inventory

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Managed Conservation Lands
- Toll Road
- Railroad
- Airport
- City Limits
- County Boundaries



13026 Widen Malabar Road (SR 514) Babcock Street to US 1



Conservation and Recreation Area Map



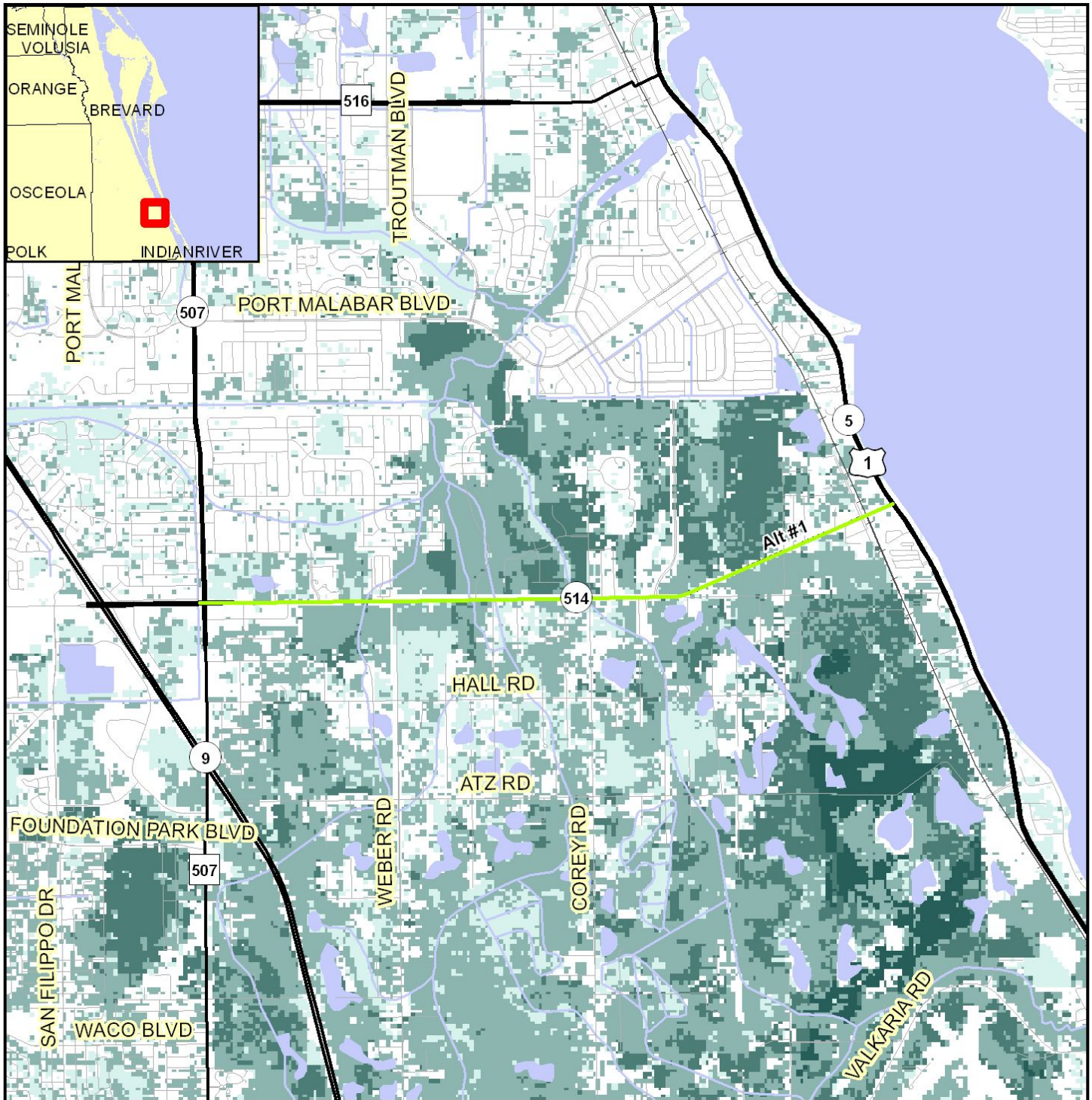
- ETDM Alternative Point
- ETDM Alternative Segment
- ETDM Alternative Polygon
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Conservation or Recreation Area
- Railroad
- County Boundary

Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Natural Areas Inventory

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13026 Widen Malabar Road (SR 514) Babcock Street to US 1



Species Potential Habitat Model Map

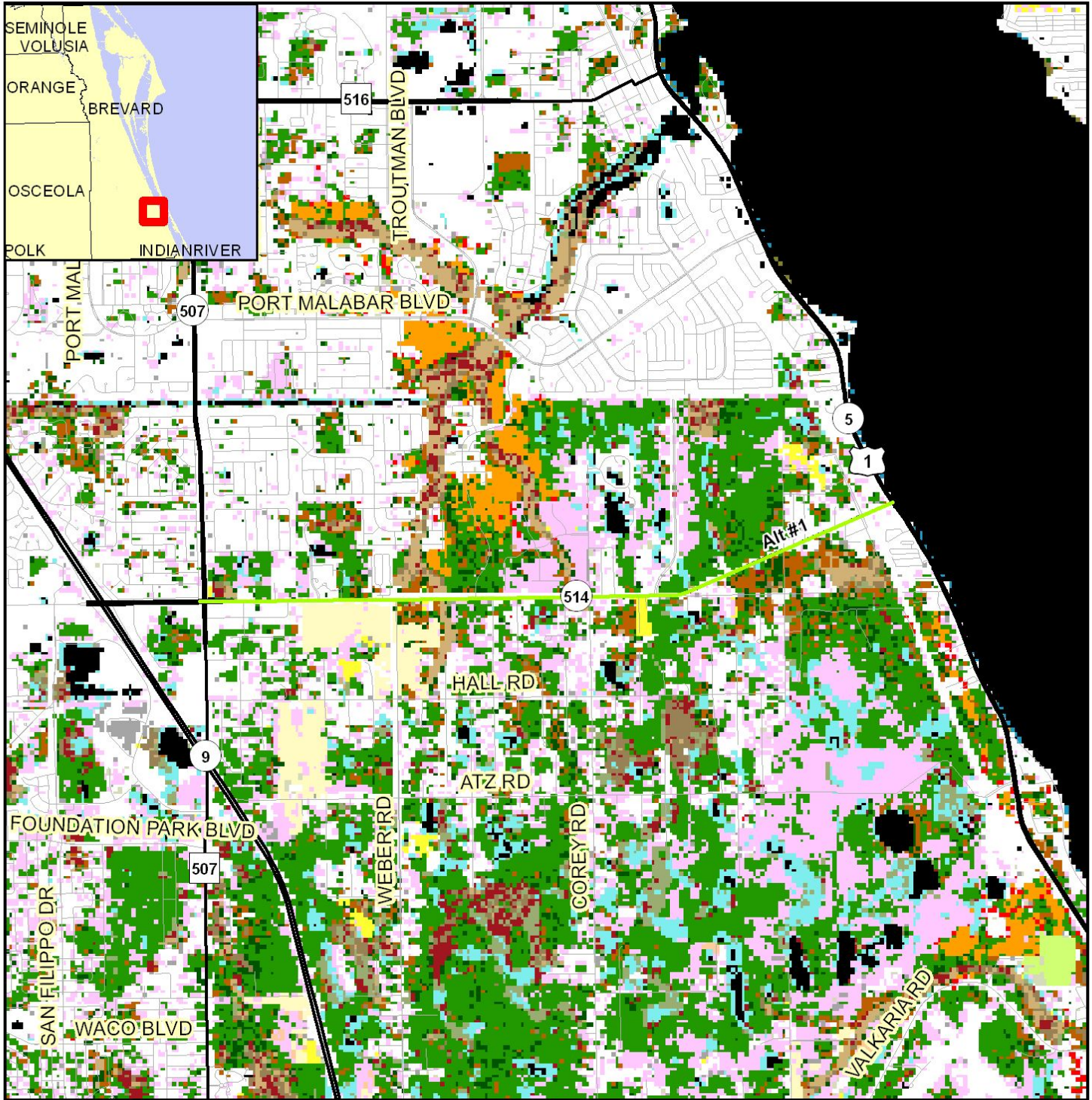
- | | | | |
|---------------------------|------------------------|-----------------------------------|--|
| ETDM Alternative Point | Railroad | Potential Habitat Richness | |
| ETDM Alternative Terminus | River, Stream or Canal | 1 - 2 Species | |
| ETDM Alternative Segment | Water Body | 3 - 5 Species | |
| ETDM Alternative Polygon | Major Road | 6 - 8 Species | |
| Local Road or Trail | | 9 - 10 Species | |
| | | 11 - 13 Species | |

Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

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13026 Widen Malabar Road (SR 514) Babcock Street to US 1



0 1 Miles

Vegetation and Land Cover Map

- | | | | | | | |
|---------------------------|----------------------------|----------------------------------|----------------------------|---------------------|---------------------|-------------------|
| ETDM Alternative Polygon | Not Classified | Hardwood Hammocks and Forests | Bay Swamp | Mangrove Swamp | Unimproved Pasture | Brazilian Pepper |
| ETDM Alternative Segment | Coastal Strand | Pinelands | Cypress Swamp | Scrub Mangrove | Sugarcane | High Impact Urban |
| ETDM Alternative Terminus | Sand/Beach | Cabbage Palm-live Oak Hammock | Cypress/Pine/Cabbage Palm | Tidal Flats | Citrus | Low Impact Urban |
| ETDM Alternative Point | Xeric Oak Scrub | Tropical Hardwood Hammock | Mixed Wetland Forest | Open Water | Row and Field Crops | Extractive |
| Major Road | Sand Pine Scrub | Freshwater Marsh and Wet Prairie | Hardwood Swamp | Shrub and Brushland | Other Agriculture | |
| Local Road or Trail | Sandhill | Sawgrass Marsh | Hydric Hammock | Grassland | Exotic Plants | |
| | Dry Prairie | Cattail Marsh | Bottomland Hardwood Forest | Bare Soil/Clearcut | Australian Pine | |
| | Mixed Hardwood-pine Forest | Shrub Swamp | Salt Marsh | Improved Pasture | Melaleuca | |

Data Sources:

NAVTEQ; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission

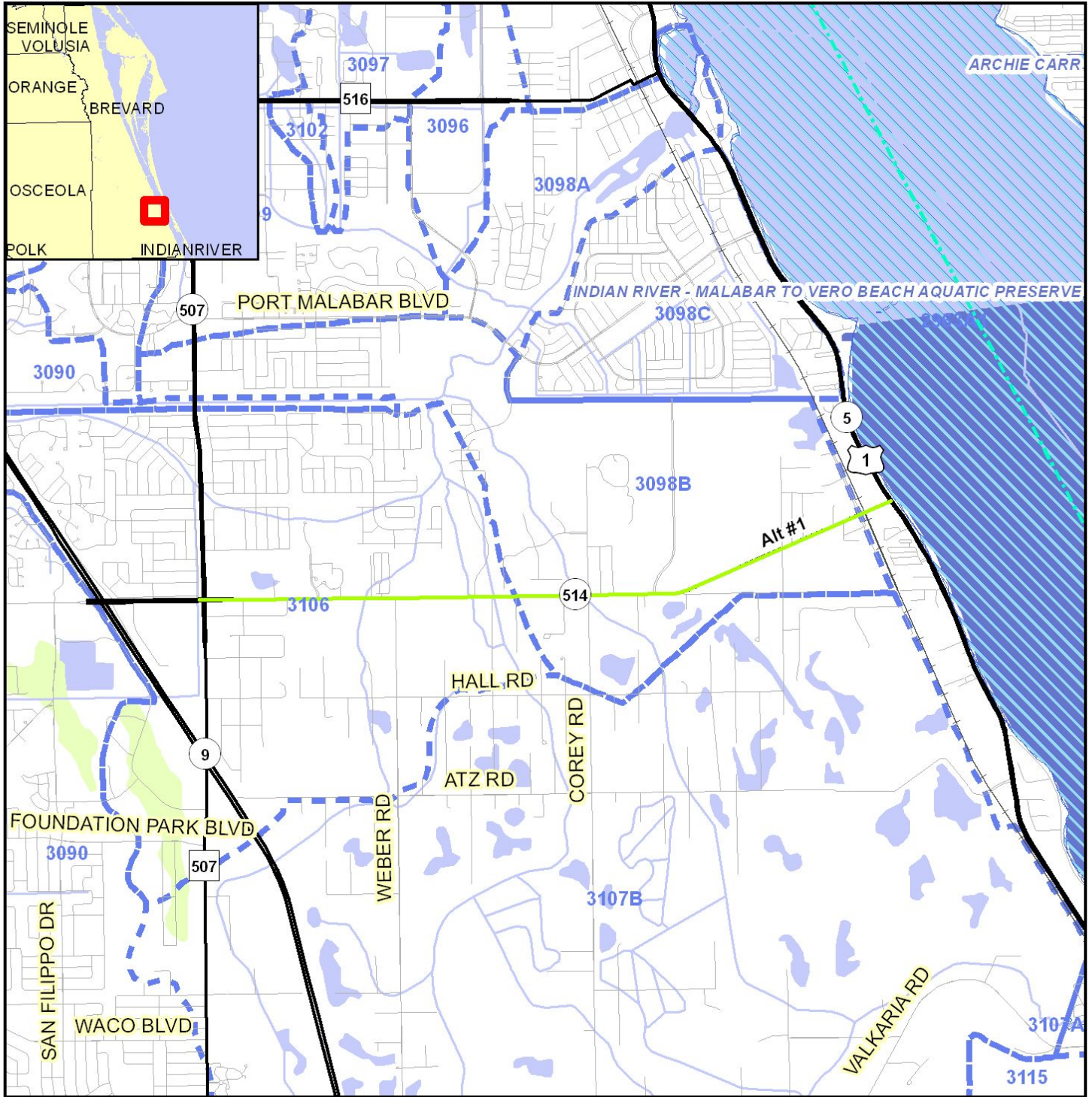
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Map Generated on: 4/18/2012



13026 Widen Malabar Road (SR 514) Babcock Street to US 1



- ### Water Resources Map
- ETDM Alternative Point
 - ETDM Alternative Terminus
 - ETDM Alternative Segment
 - ETDM Alternative Polygon
 - Railroad
 - ▲ 1st Magnitude Spring
 - River, Stream or Canal
 - Navigable Water Way
 - SFWMD Canals
 - Drainage Basin
 - Outstanding Florida Water
 - Surface Water Class I
 - Surface Water Class II
 - Water Body
 - Swamp/Marsh

Data Sources: — Major Road
 NAVTEQ — Local Road or Trail
 US Geological Survey
 Florida Department of Transportation
 Florida Department of Environmental Protection
 Florida Geological Survey
 US Bureau of Transportation Statistics

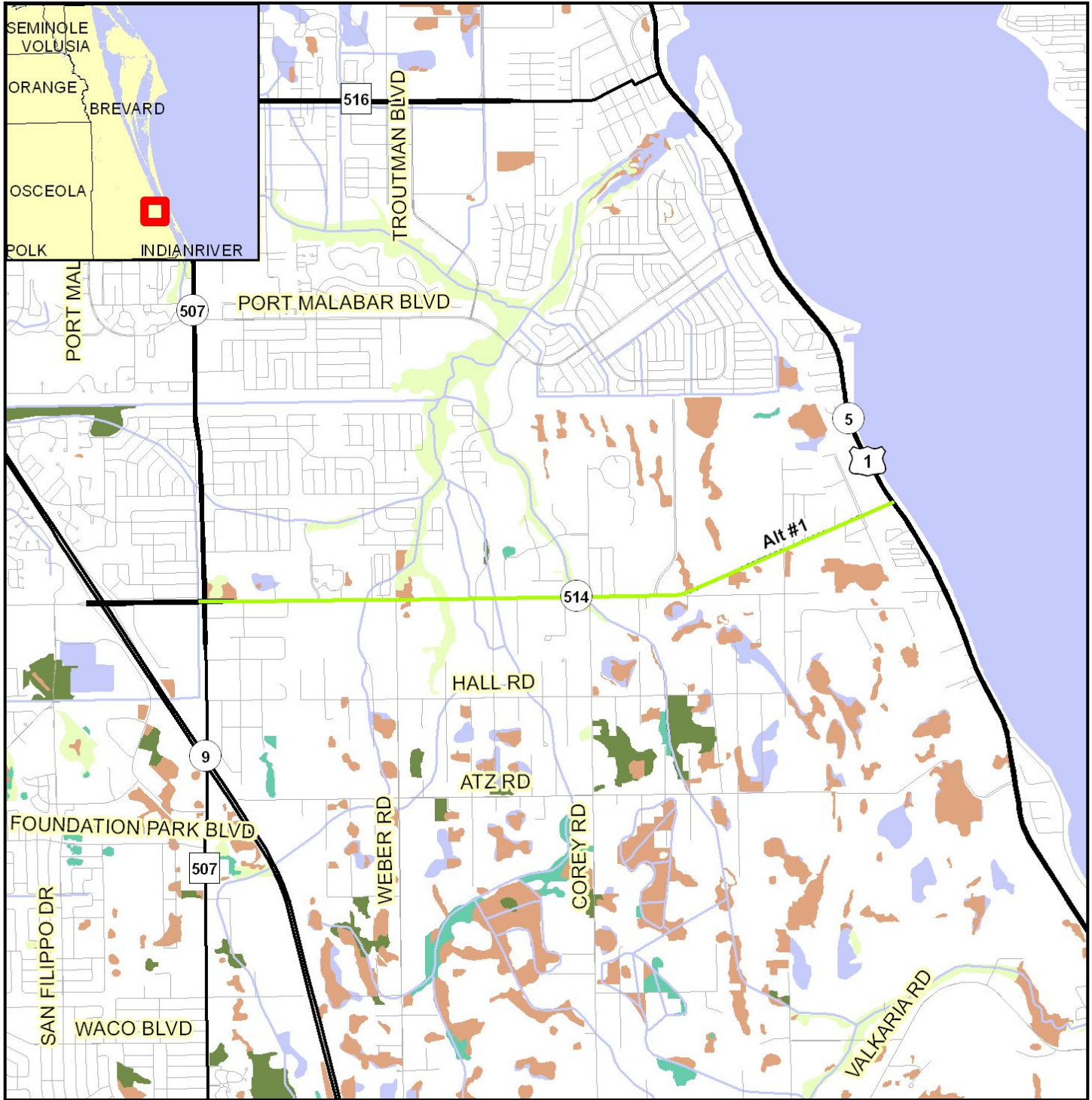
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Map Generated on: 5/18/2012



13026 Widen Malabar Road (SR 514) Babcock Street to US 1



Wetland Resource Map

0 0.6 Miles



- | | | |
|---------------------------|------------------------|--------------------------------|
| ETDM Alternative Polygon | Major Road | Non-vegetated Wetland |
| ETDM Alternative Segment | Local Road or Trail | Vegetated Non-forested Wetland |
| ETDM Alternative Terminus | River, Stream or Canal | Wetland Forested Mixed |
| ETDM Alternative Point | Water Body | Wetland Coniferous Forest |
| | | Wetland Hardwood Forest |

Data Sources: NAVTEQ; Florida Water Management Districts; US Geological Survey

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APPENDIX C
PUBLIC HEARING TRANSCRIPT PACKAGE



Florida Department of
TRANSPORTATION

Malabar Road (SR 514)

PD&E Study: Public Hearing Transcript Package (February 28, 2018)

From East of Babcock Street to U.S. 1

FPID: 430136-1-22-01

ETDM #: 13026

April 2018



**FLORIDA DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING TRANSCRIPT CERTIFICATION**

**Malabar Road (SR 514) PD&E Study
From East of Babcock Street (SR 507) to US 1
Brevard County, Florida**

**FPID: 430136-1-22-01
ETDM: 13026**

Public Hearing

Wednesday, February 28, 2018, 6 p.m.

**City of Palm Bay Council Chambers
120 Malabar Road SE
Palm Bay, FL 32907-3009**

I certify at the time and place stated above that I presided over a public hearing for the above stated project, that a transcript was made, and that same has been transcribed.

I further certify that the subject public hearing was conducted relative to the economic and social effects of the location and design concept for the subject project and its impact on the environment, that a transcript was made and the document attached herein is a full, true, and complete transcript of what was said at the hearing, and that the Florida Department of Transportation has considered the social, economic, and environmental effects of the proposed improvement and is of the opinion that it is properly located and should be constructed.

A handwritten signature in blue ink that reads "Lorena Cucek". The signature is written in a cursive style and is positioned above a horizontal line.

Lorena Cucek , FCCM, cpm
Planning & PD&E Project Manager



**TRANSCRIPT PACKAGE
for the Public Hearing held on
February 28, 2018**

**Malabar Road (SR 514) PD&E Study
Brevard County, Florida**

Financial Project ID: 430136-1-22-01

ETDM Project Number: 13026

Public Hearing Summary

Newspaper Advertisements and Affidavits

Public Hearing Transcript

Sign-in Sheets, Display Boards, and
Presentation Slides

Additional Comments



Florida Department of
TRANSPORTATION

Public Hearing Summary



www.sr514malabar.com

SUMMARY

Public Hearing on February 28, 2018 Malabar Road (State Road 514) Project Development and Environment (PD&E) Study

LOCATION: Palm Bay City Council Chambers
120 Malabar Road, S.E.
Palm Bay, Florida 32907

TIME: 5:00 p.m. - Open House
6:00 p.m. – Formal Public Hearing followed by Public Testimony

ATTENDEES: 54 Signed-in Attendees

Elected Officials

Tres Holton, City of Palm Bay – Deputy Mayor
Danny White, Town of Malabar – District 5 Councilmember
Anna Buduo, State Representative Randy Fine's office
Rob Medina, Congressman Bill Posey's office

Project Team

Lorena Cucek, Florida Department of Transportation
Alison Stettner, Florida Department of Transportation
Amy Sirmans, Florida Department of Transportation
Joseph Liquori, Florida Department of Transportation
Amy Weinbender, Florida Department of Transportation
Dana English, Florida Department of Transportation
Catherine Owen, Florida Department of Transportation
Mary McGehee, Florida Department of Transportation
Janna Taylor, Florida Department of Transportation
Megan Owens, Florida Department of Transportation
Mike Zarnek, Florida Department of Transportation
Vic Poteat, Atkins
Richard Wawrzyniak, Atkins
Juan Canizares, Atkins
Todd Bogner, Atkins
Doug Reed, Atkins
Brooke Feagle, Atkins
Randy Cimini, Atkins
Wendy Lasher, Atkins
Laura Turner, Laura Turner Planning Services

PREPARED BY: Laura Turner, Laura Turner Planning Services

Date: April 4, 2018

The Florida Department of Transportation (FDOT), District Five, is conducting a Project Development and Environment (PD&E) Study to evaluate improvements to Malabar Road [State Road (SR) 514] in Brevard County, Florida. The study begins east of Babcock Street (SR 507) [milepost (MP) 3.060] and extends to US 1 (MP 6.698), a distance of 3.64 miles. The purpose of the study is to provide documented environmental and engineering analyses to assist the FDOT in reaching a decision as to the type, location, and conceptual design of roadway improvements to Malabar Road (SR 514). The PD&E Study Class of Action is a State Environmental Impact Report (SEIR) since no federal funds are anticipated for any phases of this project.

Malabar Road (SR 514) is an east-west urban minor arterial that begins approximately 7.4 miles west of its interchange with I-95 and continues east to US 1. The section of Malabar Road (SR 514) from Babcock Street (SR 507) to US 1, which is the subject of this PD&E Study, traverses the City of Palm Bay and the Town of Malabar. Except for the section through the Babcock Road intersection, which is four lanes, the roadway is primarily a two-lane, undivided rural roadway. There are two signalized intersections within the project limits: at Babcock Street (SR 507) and at US 1. Land use within the corridor includes commercial, conservation, recreation, and low-density residential development. The Florida Division of Emergency Management has designated Malabar Road (SR 514) as an evacuation route. There is also a Florida East Coast (FEC) rail crossing approximately 600 feet west of US 1.

The segment of roadway within the study limits is a designated emergency evacuation route. Adjacent land uses consist of residential, conservation/recreation, and commercial parcels. The purpose of the study is to develop and to evaluate alternatives that address: improvement to traffic operations, intersection safety, bicycle and pedestrian facilities, and the crossing at the Florida East Coast Railway. This project is identified in local comprehensive plans and is part of the Space Coast Transportation Planning Organization (TPO)'s Long Range Transportation Plan. The project is being considered to accommodate project future traffic demand within the corridor.

Before a final recommendation is made, a Public Hearing was held on February 28, 2018 at the Palm Bay City Council Chambers, located at 120 Malabar Road, Palm Bay, Florida 32907. The hearing began at 5:00 p.m. with an open house. At 6:00 p.m., the formal portion of the public hearing was held, which included a project presentation following by a public testimony period. Study information was displayed throughout the public hearing, providing the opportunity for the public to review this information and to discuss specific items with the study team members. A court reporter was available throughout the evening, formally recording the public hearing proceedings as well as providing an additional option for hearing participants to share comments. This summary provides the highlights of the notification process, information shared at the public hearing, and the comments received. A public transcript also has been prepared and is a separate document that is included in the *Public Hearing Transcript Package*.

Meeting Notification

Several notification techniques were used to publicize the public hearing, which are summarized in **Figure 1**. Generally, the hearing was publicized through: advertisements (*Florida Administrative Register* and *Florida Today*); website announcements (FDOT public meetings page and the Malabar Road project website); direct mailings (emailed letters to elected leaders and government partners and mailed letters to property owners and stakeholders); and hand distributions of meeting flyer to corridor businesses and gathering spots. In addition, a set of draft study documents was available for review from February 7, 2018 through March 13, 2018 at the Malabar Town Hall and Franklin T. DeGroot Public Library (Palm Bay) and on the study website www.SR514Malabar.com.

Open House Portion of Public Hearing

As individuals signed in, they could receive a comment form and a study handout, a copy of which is provided in **Figure 2**. Individuals could share their input by submitting a completed form at the meeting or by sending it to the study team afterwards through March 13, 2018. Throughout the evening, study display boards were available for review along with a set of draft study documents. The study displays and documents also were posted to the study website for future reference. FDOT right-of-way representatives were available to provide information about the right-of-way acquisition process and to respond to questions. Study team members were available to answer questions and to hold “one-on-one” conversations with the hearing attendees. A court reporter was available throughout the hearing to record dictated statements from any hearing participant.

Formal Portion of Public Hearing

At 6:00 p.m., the formal portion of the public hearing began with a project presentation. The public testimony period followed the presentation, providing hearing attendees the opportunity to share their comments about this project. A court reporter was present to record these proceedings.

Comments Received

This summary of comments includes those received from January 24, 2018 (beginning of the public hearing notification process) through March 13, 2018. A total of 26 comments were received during the public hearing comment period. Ten completed comment forms were submitted at the public hearing and seven statements were made during the public testimony portion of the formal public hearing. No statements were dictated to the court reporter. Nine emails or letters were submitted before and after the public hearing. Here is a summary of the comments that were shared. The number in parenthesis indicates how often the comment was made. Also, note that several individuals submitted comments through two formats; repeated comments from the same individual are counted only once.

Likes Project Features

- Likes wider bicycle lanes (1)
- Move Malabar Road improvements to 2020, not 2045, instead of the roundabouts (1)
- Bike lanes are needed but not sidewalks (1)

Doesn't Like Recommended Concept Features

- Curve and Glatter Road intersection is inefficient, counterproductive, and dangerous to wildlife (1)
- If the entire project is not four-laned, then do nothing (1)

Proposed Options to Recommended Concept

- Consider four-laning the entire project (4)
- In the area with the curve and Glatter Road intersection – consider widening the existing entry to Glatter Road, add markings and signage, and relocate single pole that has blocked visibility to east; better than the proposal (1)
- Don't put a bottleneck so close to the dangerous curve (1)
- Consider phasing the project; make simple improvements now/soon and make the more complex ones later (1)
- Consider a traffic signal
 - At Berri Patch Preschool (1)
 - At Malabar and Corey Roads; need to be make left turn (1)
 - At Weber (1)
- Consider a wildlife crossing (tunnel or bridge) at the Scrub Sanctuary area (1)

- Consider using the EEL/Scrub Sanctuary property for drainage (1)
- Put dollars into the roundabout project rather than into the proposed Malabar improvements, which is only a partial solution (1)
- Consider duplicating the roundabout at Weber and have lanes change to three lanes east of Corey Road and not at Corey Road (1)
- Instead of roundabouts, resurface the existing road, mark everything as “no passing lanes” (1)
- Consider the following package of improvements (1)
 - Move the Palm Bay Hospital entry back to its original location, across from the Berri Patch Preschool driveway
 - Allow a left turn from Berri Patch Preschool onto Malabar Road
 - Remove the curvature on Malabar Road so the impacts won’t be on Berri Patch Preschool property but on the Palm Bay Hospital property

Access Issues

- Local businesses
 - Castaway Marine – proposal removes existing ability to turn left into property (1)
 - Moose Club – proposal results in no turn lane (1)
 - Krieger Enterprises – truck access (1)
 - First Baptist Church – loss of egress (1)
- Proposed recommendation will not address the issues but will create more access issues, especially in the area between Corey and Weber (1)
- Concerned about access changes (1)

Safety Impacts

- Safety concerns need to be addressed now (3)
- Current plans pose a serious challenge to safety of people (1)

Roundabouts

- Do not like the roundabouts (3)
- Roundabouts are not symmetrical (2)
- Doesn’t like the 2-lane roundabout at Weber (1)
- Roundabouts at Weber and Corey will help with traffic and safety (1)

Impacts to Businesses

- Krieger Enterprises – access changes and safety (1)
- Berri Patch Preschool – right-of-way, access changes, safety, closeness to new Malabar Road (2)
- Castaway Marine – access changes (1)
- Moose Club – access changes (1)
- Life Care Center of Palm Bay – unable to relocate; 24/7 operation (1)
- Glatter Road business/commercial triangle (1)

Consider Existing Conditions

- Many accidents on Malabar Road; many are not reported (1)
- Difficult to make left turns onto Malabar Road, particularly on northside of Malabar Road near the Fire Station (1)
- Difficulty in crossing Malabar Road on foot (1)

Other Considerations

- Keep Malabar rural (2)
- Make sure that funding does not come from the new special assessment for Palm Bay residents (1)
- Concerned about the reduction in travel lane width (from 12 feet to 11 feet), especially for trailers and the Fire Department (1)
- Project is missing Devin Lane (1)
- Need turning lanes at US 1 and Malabar Road (1)
- Concerns about equestrian crossing (2 articles provided); concerns about using median island refuges (1)
- Need consistent bike lane patterns throughout the project (1)

Request for Information

- Confirm the project costs (1)
- Confirm the funding source for the railroad crossing (1)
- Details about the study process and how decisions have been made (1)
- Wants to remain informed about future Malabar Road decisions (1)

Next Steps

This input will guide the study team in finalizing a study recommendation and study documents will be finalized based on the final recommended alternative. The study recommendation (including the supporting documents) will be submitted to the FDOT District Five Secretary for approval and acceptance. The next project phase (Design) is funded in Fiscal Year 2020. The FDOT Project Manager (Lorena Cucek) and the Consultant Project Manager (Vic Poteat) will continue to be available to the public by responding to questions and providing project information as requested.


**Figure 1
Notification Summary for the Public Hearing
Malabar Road (State Road 514) PD&E Study**



**Notification Summary for
Public Hearing
February 28, 2018
Malabar Road (SR 514) PD&E Study**
Financial Project ID: 430136-1-22-01
www.SR514Malabar.com

<i>Date Completed</i>	<i>Notification Activity</i>
January 22, 2018	Briefed Space Coast TPO BPTAC; presentation included in agenda packet
January 24, 2018	Emailed Letter to 37 Elected Leaders; information sheet attached
January 24, 2018	Emailed Letter to 48 Government Partners; information sheet attached
January 24, 2018	Mailed Letter to Property Owners, Tenants, and Interested Parties; emailed to interested parties; information sheet attached
February 5, 2018	Briefed Space Coast TPO TAC-CAC; presentation included in agenda packet
February 5, 2018	Briefed Malabar Town Council; presentation included in agenda packet
February 7, 2018	Announcement on Project Website (www.SR514Malabar.com)
February 7, 2018	Newspaper advertisement published in <i>Florida Today</i> (1 st time)
February 7 – March 13, 2018	Draft project documents available for review at Malabar Town Hall, Franklin T. DeGroodt Public Library (Palm Bay); on www.SR514Malabar.com
February 8, 2018	Briefed Space Coast TPO Board; presentation included in agenda packet
February 15, 2018	Palm Bay City Council; presentation included in agenda packet
February 19, 2018	Newspaper advertisement published in <i>Florida Today</i> (2 nd time)
February 19, 2018	Announcement published in <i>Florida Administrative Register</i>
February 21, 2018	Hand delivered 116 meeting flyers within study corridor

Figure 2 Public Hearing Handout Malabar Road (State Road 514) PD&E Study



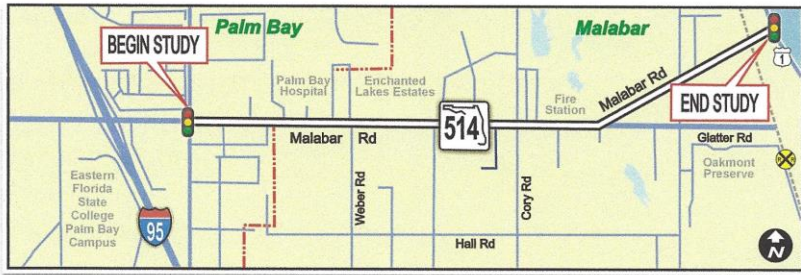
514 Malabar Road PD&E Study

FPID No.: 430136-1-22-01

Project Fact Sheet – February 2018

The Malabar Road Project Development and Environment (PD&E) Study is evaluating improvements to Malabar Road (SR 514) from SR 507 (Babcock Street) to US 1, a distance of approximately 3.64 miles (project location map below).

A PD&E study is a process developed by the Florida Department of Transportation (FDOT) that adheres to state and federal requirements to determine effects and enhancements associated with transportation improvements. This study proposes a combination of roadway improvements, known as alternatives, that both widen and improve Malabar Road throughout the limits. Due to the addition of a median in the sections that are being widened, the Access Classification of Malabar Road will change from a Class 3 facility, to a Class 5 facility. This change means some turning movements will be limited to partial or full median openings or at traffic signals. Chapter 335.199, Florida Statutes, requires a public hearing to present the proposed access classification change when any project on the state highway system closes or modifies an existing access.



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator, at Jennifer.Smith2@dot.state.fl.us.

Persons who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Lorena Cucek, FDOT Project Manager, at 386-943-5392 or by email at Lorena.Cucek@dot.state.fl.us at least seven days before the public hearing, which is scheduled on February 28, 2018. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice)

How to Stay Informed?
Public comments and questions are welcome at any time throughout the study by contacting the following individuals.

<p><u>FDOT Project Manager</u> Lorena Cucek FDOT – District Five 719 S. Woodland Boulevard, MS 501 DeLand, Florida 32720; 386-943-5392</p>	<p><u>Consultant Project Manager</u> Vic Poteat, PE Atkins 482 Keller Road Orlando, Florida 32810; 407-806-4129</p>
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For regular updates about the Malabar Road PD&E study, please visit www.sr514malabar.com. This website is updated on a regular basis with the latest study information. You also may make comments or ask questions through the website, along with making a request to be added to the study's mailing list.

Project Documents Available for Review
You may review project documents from February 7, 2018 through March 13, 2018 at these locations.

<p><u>Franklin T. DeGroodt Library</u> 6475 Minton Road SW, Palm Bay, FL 32908 Monday, Wednesday, Friday, Saturday: 9:00 a.m. to 5:00 p.m. Tuesday and Thursday: 9:00 a.m. to 8:00 p.m. Sunday 1:00 p.m. to 5:00 p.m.</p>	<p><u>Malabar Town Hall</u> 2725 Malabar Road. Malabar, FL 32950-4427 Monday through Friday 8:30 a.m. to 5:00 p.m.</p>
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1

Figure 2 (continued) Public Hearing Handout Malabar Road (State Road 514) PD&E Study



Malabar Road PD&E Study

FPID No.: 430136-1-22-01

Project Fact Sheet – February 2018

Design Alternatives

Multiple alternatives were evaluated, including the “No-Build” Alternative.

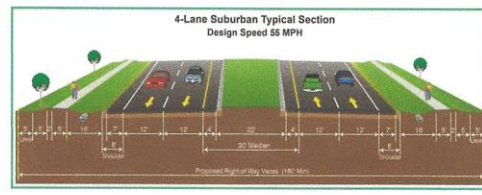
Recommended “Build” Alternative

Due to the different conditions along Malabar Road, the project has been divided into three segments. The Recommended “Build” Alternative is presented by project segment. All alternatives include construction of stormwater ponds, which require right of way throughout the corridor. Roundabouts are recommended for Malabar Road at Weber Road and Corey Road.

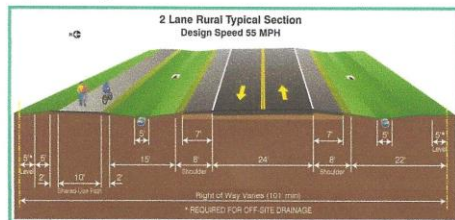
Segment 1: Babcock Street to Weber Road - Widening Malabar Road to four lanes (two lanes in each direction) with sidewalks and bike lanes.



Segment 2a: Weber Road to east of Corey Road - Widening to four lanes (two lanes in each direction) with sidewalks.



Segment 2b: East of Corey Road to Marie Street - Reconstructing as a new two-lane roadway with a shared-use path along the north side.



Segment 3: Marie Street to U.S. 1 - Reconstructing as a three-lane roadway (one lane in each direction and a center turn lane) with sidewalks and bike lanes.



Advantages of the “Build” Alternative

- Satisfies purpose and need; consistency with Space Coast Transportation Planning Organization transportation plans
- Projected to operate at acceptable levels of service in design year 2045 by improving traffic flow and intersection operations
- Enhances corridor safety
- Provides shared-use path for connectivity among amenities
- Provides bicycle and pedestrian improvements

Disadvantages of the “Build” Alternative

- Impacts utilities
- Results in 8 residential relocations and 3 business relocations
- Costs for design, ROW acquisition, and construction
- Impacts to natural environment

What Happens next?

This study has been classified as a State Environmental Impact Report (SEIR), which means that the FDOT District Five Secretary will provide the final acceptance of the study’s recommendation of the “Build” Alternative or the “No-Build” Alternative. If the District Secretary accepts the “Build” Alternative, this project will be able to proceed into the future project phases as funding becomes available. Those project phases include: design, right-of-way acquisition, and construction. Currently, there is funding only for the design project phase in fiscal year 2020. No funding for right-of-way acquisition or construction have been budgeted at this time.



Florida Department of
TRANSPORTATION

Public Hearing Notification Letters



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Boulevard
DeLand, FL 32720-6834

MIKE DEW
SECRETARY

January 25, 2018

Subject: Public Hearing Announcement
Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) study from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Dear Stakeholder,

On behalf of the Florida Department of Transportation (FDOT), I invite you to attend a public hearing for the Malabar Road Project Development and Environment (PD&E) study. A PD&E study is an environmental and engineering process developed by FDOT to determine effects associated with a proposed transportation improvement project.

We will present the recommended alternative to widen or improve Malabar Road from Babcock Street to U.S. 1 from a two-lane roadway to a four-lane roadway where warranted. The project will also change the Access Classification of Malabar Road from Class 3, which does not prevent turns for traffic traveling in opposite directions, to Class 5, which prevents turns across the median of a divided highway. Chapter 335.199, Florida Statutes, requires a public hearing to present the proposed access classification change when any project on the state highway system closes or modifies an existing access.

The hearing will be Wednesday, February 28, 2018 at the City of Palm Bay Council Chambers, 120 Malabar Road SE, Palm Bay, FL 32907. Notices are being sent to all property owners and tenants located within at least 300 feet on either side of the proposed alignment and to other public officials, regulatory agencies, organizations, and individuals interested in the project.

The hearing will begin as an open house at 5:00 p.m. with a formal presentation at 6:00 p.m., followed by a public comment period. The hearing is being conducted to give interested persons an opportunity to express their views concerning the location, conceptual design, social, economic, and environmental effects of the proposed improvements.

Persons wishing to submit written statements, in place of or in addition to oral statements, may do so at the hearing or by sending them to Lorena Cucek, FDOT District Five, 719 S. Woodland Boulevard - MS 501, Deland, FL 32720. All statements postmarked no later than March 13, 2018 will become a part of the public hearing record.

The draft environmental and engineering reports will be available for review from February 7, 2018 through March 13, 2018 at the following locations:

1. Franklin T. DeGrodt Library, 6475 Minton Road SW, Palm Bay, FL 32908
2. Malabar Town Hall, 2725 Malabar Road, Malabar, FL 32950-4427
3. The study website – www.sr514malabar.com

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 as executed by FHWA and FDOT.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator, at jennifer.smith2@dot.state.fl.us.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Lorena Cucek, FDOT Project Manager, at 719 S. Woodland Boulevard - MS 501, DeLand, FL 32720, by phone 386-943-5392, or by email to lorena.cucek@dot.state.fl.us at least seven days prior to the hearing. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

Sincerely,



Lorena Cucek
FDOT Project Manager



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

MIKE DEW
SECRETARY

January 24, 2018

Subject: Public Hearing Announcement
Malabar Road (State Road (S.R.) 514) Project Development and Environment
(PD&E) study from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Dear Elected Leader,

On behalf of the Florida Department of Transportation (FDOT), I invite you to attend a public hearing for the Malabar Road Project Development and Environment (PD&E) study. A PD&E study is an environmental and engineering process developed by FDOT to determine effects associated with a proposed transportation improvement project.

We will present the recommended alternative to widen or improve Malabar Road from Babcock Street to U.S. 1 from a two-lane roadway to a four-lane roadway where warranted. The project will also change the Access Classification of Malabar Road from Class 3, which does not prevent turns for traffic traveling in opposite directions, to Class 5, which prevents turns across the median of a divided highway. Chapter 335.199, Florida Statutes, requires a public hearing to present the proposed access classification change when any project on the state highway system closes or modifies an existing access.

The hearing will be Wednesday, February 28, 2018 at the City of Palm Bay Council Chambers, 120 Malabar Road SE, Palm Bay, FL 32907. Notices are being sent to all property owners and tenants located within at least 300 feet on either side of the proposed alignment and to other public officials, regulatory agencies, organizations, and individuals interested in the project.

The hearing will begin as an open house at 5:00 p.m. with a formal presentation at 6:00 p.m., followed by a public comment period. The hearing is being conducted to give interested persons an opportunity to express their views concerning the location, conceptual design, social, economic, and environmental effects of the proposed improvements.

Persons wishing to submit written statements, in place of or in addition to oral statements, may do so at the hearing or by sending them to Lorena Cucek, FDOT District Five, 719 S. Woodland

Boulevard - MS 501, Deland, FL 32720. All statements postmarked no later than March 13, 2018 will become a part of the public hearing record.

The draft environmental and engineering reports will be available for review from February 7, 2018 through March 13, 2018 at the following locations:

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Sincerely,

A handwritten signature in blue ink that reads "Steven W. Martin". The signature is written in a cursive style.

Steven W. Martin, P.E.
District Five Secretary



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

MIKE DEW
SECRETARY

January 24, 2018

Subject: Public Hearing Announcement
Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) study from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Dear Government Partner,

On behalf of the Florida Department of Transportation (FDOT), I invite you to attend a public hearing for the Malabar Road Project Development and Environment (PD&E) study. A PD&E study is an environmental and engineering process developed by FDOT to determine effects associated with a proposed transportation improvement project.

We will present the recommended alternative to widen or improve Malabar Road from Babcock Street to U.S. 1 from a two-lane roadway to a four-lane roadway where warranted. The project will also change the Access Classification of Malabar Road from Class 3, which does not prevent turns for traffic traveling in opposite directions, to Class 5, which prevents turns across the median of a divided highway. Chapter 335.199, Florida Statutes, requires a public hearing to present the proposed access classification change when any project on the state highway system closes or modifies an existing access.

The hearing will be Wednesday, February 28, 2018 at the City of Palm Bay Council Chambers, 120 Malabar Road SE, Palm Bay, FL 32907. Notices are being sent to all property owners and tenants located within at least 300 feet on either side of the proposed alignment and to other public officials, regulatory agencies, organizations, and individuals interested in the project.

The hearing will begin as an open house at 5:00 p.m. with a formal presentation at 6:00 p.m., followed by a public comment period. The hearing is being conducted to give interested persons an opportunity to express their views concerning the location, conceptual design, social, economic, and environmental effects of the proposed improvements.

Persons wishing to submit written statements, in place of or in addition to oral statements, may do so at the hearing or by sending them to Lorena Cucek, FDOT District Five, 719 S. Woodland

Boulevard - MS 501, Deland, FL 32720. All statements postmarked no later than March 13, 2018 will become a part of the public hearing record.

The draft environmental and engineering reports will be available for review from February 7, 2018 through March 13, 2018 at the following locations:

1. Franklin T. DeGrod Library, 6475 Minton Road SW, Palm Bay, FL 32908
2. Malabar Town Hall, 2725 Malabar Road, Malabar, FL 32950-4427
3. The study website – www.sr514malabar.com

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 as executed by FHWA and FDOT.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator, at jennifer.smith2@dot.state.fl.us.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Lorena Cucek, FDOT Project Manager, at 719 S. Woodland Boulevard - MS 501, DeLand, FL 32720, by phone 386-943-5392, or by email to lorena.cucek@dot.state.fl.us at least seven days prior to the hearing. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

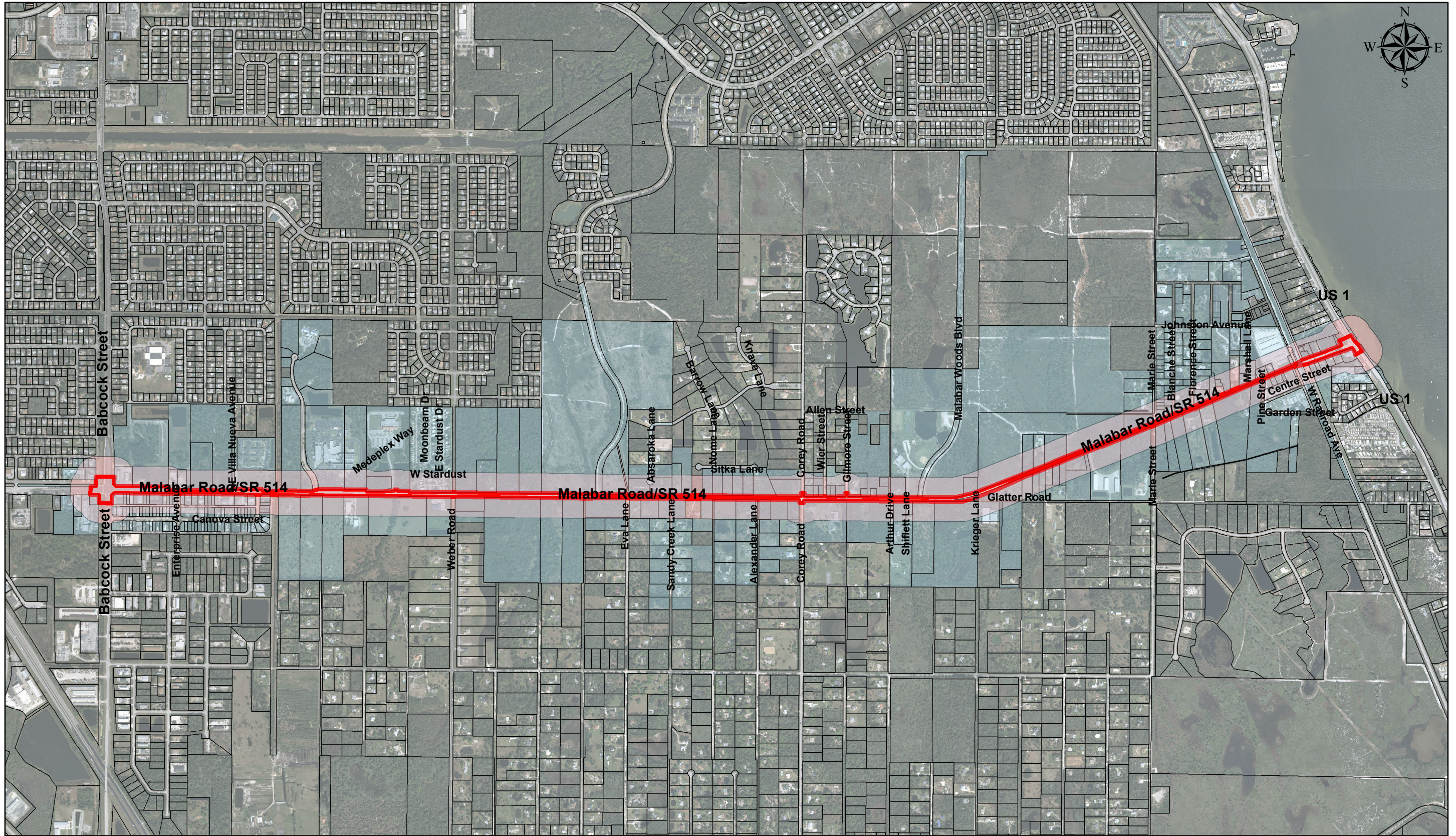
Sincerely,



Amy M. Sirmans, P.E.
Project Development Manager

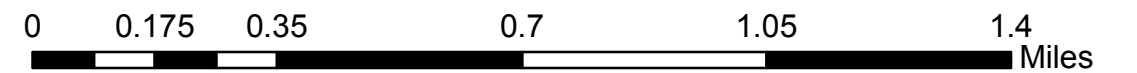
430136-1 Malabar Road/SR 514 from Babcock Street to US 1

Parcels Notified within 300 feet of the Right-of-Way of Study Alternatives



Legend

- Project Limits
- 300' Buffer
- Parcels within 300'





Florida Department of
TRANSPORTATION

Public Hearing Newspaper Advertisements and Affidavits



PUBLIC HEARING

Date: **Wednesday**
February 28, 2018

Time: **Open House 5:00 p.m.**
Formal Presentation
6:00 p.m.

Place: **City of Palm Bay Council**
Chambers, 120 Malabar Road SE,
Palm Bay, FL 32907-3009

Malabar Road (S.R. 514) NOTICE – From Babcock Street (S.R. 507) to U.S. 1, Brevard County, Florida **Financial Project ID No.: 430136-1-22-01**

FDOT will present the recommended alternative to widen or improve Malabar Road from Babcock Street to U.S. 1 from a two-lane roadway to a four-lane roadway where warranted. The project will also change the Access Classification of Malabar Road from Class 3, which does not prevent turns for traffic traveling in opposite directions, to Class 5, which prevents turns across the median of a divided highway. Chapter 335.199, Florida Statutes, requires a public hearing to present the proposed access classification change when any project on the state highway system closes or modifies an existing access.

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The hearing will begin as an open house at 5:00 p.m. with a formal presentation at 6:00 p.m. It is being conducted to give interested persons an opportunity to express their views concerning the location, conceptual design, social, economic, and environmental effects of the proposed improvements. After the presentation, attendees who complete a speaker's card will be given the opportunity to make an oral statement that will become part of the public hearing record.

The draft environmental and engineering reports developed by FDOT will be available for public review starting on February 7, 2018 through March 13, 2018 at Frazer Library, T. DeGrodt Library, 6475 Minton Road SW, Palm Bay, FL 32908 and at Malabar Town Hall, 2725 Malabar Road, Malabar, FL 32950-4427. The documents are also available for download on the study website, www.sr514malabar.com, and will be available at the public hearing.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 as executed by FHWA and FDOT. For more information, you may contact Lorena Cucek, FDOT Project Manager, at the information listed above. Project information is also available on the study website at www.sr514malabar.com.

Mailed to:

ATKINS GLOBAL
600 N BROADWAY AVE STE 310
BARTOW, FL 33830

A daily publication by:



STATE OF FLORIDA
COUNTY OF BREVARD

Before the undersigned authority personally appeared Sabrina Ward,
who on oath says that she is LEGAL ADVERTISING SPECIALIST of the FLORIDA TODAY, a
newspaper published in Brevard County, Florida; that the attached copy of advertising being a

LEGAL NOTICE

Ad # (600734 \$ 1,163.52 the matter of:
Acct. #(#0000000098)

the Court FDOT AD
PUBLIC HEARING

as published in the FLORIDA TODAY in the issue(s) of:

February 7 & 19, 2018

Affiant further says that the said FLORIDA TODAY is a newspaper in said Brevard County,
Florida, and that the said newspaper has heretofore been continuously published in said
Brevard County, Florida, regularly as stated above, and has been entered as periodicals
matter at the post office in MELBOURNE in said Brevard County, Florida, for a period of one
year next preceding the first publication of the attached copy of advertisement; and affiant
further says that she has neither paid nor promised any person, firm or corporation any
discount, rebate, commission or refund for the purpose of securing this advertisement for
publication in said newspaper.

[Signature]
(Signature of Affiant)

Sworn to and subscribed before this:

19th day of February, 2018

[Signature]
(Signature of Notary Public)



Adia Bell
NOTARY PUBLIC
STATE OF FLORIDA
Comm# FF954893
Expires 1/27/2020

Adia Bell
(Name of Notary Typed, Printed or Stamped)

Personally Known or Produced Identification _____
Type Identification Produced: _____

converting the northbound right turn lanes on Forest Hill Boulevard to one northbound lane and one free flow northbound right turn lane, and widening along SR 80 to include an eastbound acceleration lane.

The purpose of the scheduled workshop is to present information and to obtain comments about the proposed intersection improvements. The workshop will have an open house format and staff will be available to answer questions and provide assistance at any time during the workshop.

A copy of the agenda may be obtained by contacting: Vandana Nagole, P.E., at (954)777-4281 or toll free at 1(866)336-8435, ext. 4281 or via email at vandana.nagole@dot.state.fl.us.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Vandana Nagole, P.E., at (954)777-4281 or toll free at 1(866)336-8435, ext. 4281 or via email at vandana.nagole@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Vandana Nagole, P.E., at (954)777-4281 or toll free at 1(866)336-8435, ext. 4281 or via email at vandana.nagole@dot.state.fl.us.

ATKINS - BARTOW

The Florida Department of Transportation (FDOT) - announces a hearing to which all persons are invited.

DATE AND TIME: Wednesday, February 28, 2018, 5:00 p.m. – open house; 6:00 p.m. – formal hearing

PLACE: City of Palm Bay Council Chambers, 120 Malabar Road SE, Palm Bay, FL 32907-3009

GENERAL SUBJECT MATTER TO BE CONSIDERED: FDOT is conducting a public hearing for the Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) study from Babcock Street (S.R. 507) to U.S. 1 in Brevard County (FPID 430136-1-22-01). A PD&E study is an environmental and engineering process developed by FDOT to determine effects associated with a proposed transportation improvement project.

We will present the recommended alternative to widen or improve Malabar Road from Babcock Street to U.S. 1 from a two-lane roadway to a four-lane roadway where warranted. The project will also change the Access Classification of Malabar Road from Class 3, which does not prevent turns for traffic traveling in opposite directions, to Class 5, which prevents turns across the median of a divided highway. Chapter 335.199,

Florida Statutes, requires a public hearing to present the proposed access classification change when any project on the state highway system closes or modifies an existing access.

Notices were sent to all property owners and tenants located within at least 300 feet on either side of the proposed alignment and to other public officials, regulatory agencies, organizations, and individuals interested in the project. The hearing will begin as an open house at 5:00 p.m. with a formal presentation at 6:00 p.m. It is being conducted to give interested persons an opportunity to express their views concerning the location, conceptual design, social, economic, and environmental effects of the proposed improvements.

After the presentation, attendees who complete a speaker's card will be given the opportunity to make an oral statement that will become part of the public hearing record. Persons wishing to submit written statements or other exhibits, in place of or in addition to oral statements, may do so at the hearing or by sending them to Lorena Cucek, 719 S. Woodland Boulevard - MS 501, DeLand, FL 32720. All exhibits or statements postmarked on or before March 13, 2018 will become part of the public hearing record.

The draft environmental and engineering reports developed by FDOT will be available for public review starting on February 7, 2018 through March 13, 2018 at Franklin T. DeGroot Library, 6475 Minton Road SW, Palm Bay, FL 32908 and at Malabar Town Hall, 2725 Malabar Road, Malabar, FL 32950-4427. The documents are also available for download on the study website, www.sr514malabar.com, and will be available at the public hearing.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 as executed by FHWA and FDOT.

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For more information, you may contact: Lorena Cucek, FDOT Project Manager, at the information listed above. Project information is available on the study website at www.sr514malabar.com.

Section VII Notice of Petitions and Dispositions Regarding Declaratory Statements

DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES

Division of Licensing

Notice of Disposition of Petition for Declaratory Statement

NOTICE IS HEREBY GIVEN that the Department of Agriculture and Consumer Services, Division of Licensing, on February 16, 2018, entered a consolidated Declaratory Statement in response to two petitions filed on November 22, 2017 by Peter D. Layson, individually, and the other by his employer, Applications Engineering Group Inc. The following is a summary of the consolidated disposition of these petitions. Notice of both Petitions for Declaratory Statement was published separately on November 30, 2017 in Vol. 43, No. 230 of the Florida Administrative Register. Both petitions seek a declaration from the Department as to whether each is required to be licensed under Chapter 493, Florida Statutes, as a private investigator or private investigative agency, respectively. The petitioners are engaged in the business of conducting scientific fire investigations and provide expert opinions, testimony, and advice related to such technical and scientific findings. The Department declares that the petitioners are not regulated by Chapter 493, and therefore, are not required to be licensed.

A copy of the Declaratory Statement may be obtained by contacting John Roberts, Government Analyst I, at Department of Agriculture and Consumer Services, Division of Licensing, P.O. Box 5708, Tallahassee, Florida 32314, at (850)245-5459, or at John.Roberts@FreshFromFlorida.com.

DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

Division of Alcoholic Beverages and Tobacco

NOTICE IS HEREBY GIVEN that the Department of Business and Professional Regulation, Division of Alcoholic Beverages and Tobacco has issued an order disposing of the petition for declaratory statement filed by Pilot Travel Centers, LLC on February 14, 2018. The following is a summary of the agency's disposition of the petition:

Petitioner Pilot Travel Centers, LLC's petition for declaratory statement was granted. Prospective Intervenors Beer Industry of Florida, the Florida Beer Wholesalers Association, and Wine and Spirits Distributors of Florida, Inc.'s motion to intervene was granted. Petitioner's relationship with Berkshire Hathaway, Inc. is deemed to adversely affect Petitioner's ability to qualify for licensure as an alcoholic beverage vendor in Florida.

A copy of the Order Disposing of the Petition for Declaratory Statement may be obtained by contacting: Department of Business and Professional Regulation, Agency Clerk's Office, 2601 Blair Stone Road, Tallahassee, FL 32399-2202; (850)717-1183; AGC.Filing@MyFloridaLicense.com.

Please refer all comments to: Daniel McGinn, Deputy Chief Attorney, Department of Business and Professional Regulation, Office of the General Counsel, Division of Alcoholic Beverages and Tobacco, 2601 Blair Stone Road, Tallahassee, FL 32399-2202; (850)717-1588; Daniel.McGinn@MyFloridaLicense.com.

Section VIII Notice of Petitions and Dispositions Regarding the Validity of Rules

Notice of Petition for Administrative Determination has been filed with the Division of Administrative Hearings on the following rules:

NONE

Notice of Disposition of Petition for Administrative Determination has been filed with the Division of Administrative Hearings on the following rules:

NONE



Florida Department of
TRANSPORTATION

Public Hearing Transcript

PUBLIC HEARING

Financial Project ID No. 430136-1-22-01
ETDM Project No. 13026

Malabar Road (State Road (S.R.) 514)
Project Development and Environment (PD&E) Study

From Babcock Street to U.S. 1
Brevard County

February 28, 2018

6:00 p.m.

City of Palm Bay Council Chambers
120 Malabar Road, S.E.
Palm Bay, Florida 32907

Margaret Eddy Sheffield, Court Reporter
Notary Public, State of Florida at Large

King Reporting Service, Inc.
14 Suntree Place, Suite 101
Viera, Florida 32940

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HEARING MODERATOR

PROJECT MANAGER

Ms. Lorena Cucek
Florida Department of Transportation
District Five
710 South Woodland Boulevard, MS 501
DeLand, Florida 32720
Lorena.Cucek@dot.state.fl.us

1 PALM BAY, FLORIDA; February 28, 2018

2 WHEREUPON:

3 MS. CUCEK: Good evening.

4 My name is Lorena Cucek. I'm with the
5 Florida Department of Transportation. And I'm
6 here to welcome you to our PD&E study for
7 project development, environmental study; the
8 proposed project of State Road 514, Malabar Road
9 from Babcock Street to U.S. 1.

10 This hearing will be held in three parts.
11 The first part we're going to do a little
12 overview of the project, present a video and
13 then we will introduce the staff that some of
14 you have already been introduced to and have
15 been speaking with.

16 The second part of the presentation, again,
17 we're going to take an intermission and we're
18 going to go ahead and talk again to the staff.
19 If you have any other questions based on the
20 presentation then you can address.

21 The third part will actually be public
22 testimony where you get the opportunity to come
23 in and speak to us so that we can have a
24 recorded record of your statements.

25 And this is very crucial in this part of

1 the study because we want to be able to capture
2 your thoughts and ideas before we finalize the
3 document.

4 The third part is the testimony. So what
5 we're going to do now is --

6 This public hearing is being conducted by
7 the Department of Transportation here at the
8 City of Palm Bay's Council Chambers. The
9 address is 120 Malabar Road, Southeast, Palm
10 Bay, Florida.

11 The financial project number on this
12 project is 430136-1-22-01.

13 The project description is the proposed
14 widening of State Road 514, Malabar Road, from
15 Babcock Street to U.S. 1. And it's proposed to
16 be a two-lane roadway to a four-lane where it's
17 warranted.

18 Here tonight we're going to be presenting
19 the engineering documents and the environmental
20 studies and, also, very importantly, to be able
21 to capture your ideas and your thoughts.

22 In addition to that, we're going to be
23 presenting the concept plans which you see back
24 there of what we're proposing to recommended as
25 the alternative that we're moving forward to

1 finish the study.

2 When you arrived this evening you guys got
3 a handout package. Okay? And there included
4 information on the study, the evaluation matrix.
5 You got a comment card. Please fill this out.
6 Please give us your thoughts and ideas.

7 It's very important that we have your voice
8 recorded in the study.

9 If you cannot -- if you wish to speak, we
10 have speaker cards. If you fill this out, that
11 part of the hearing I'll go ahead and call your
12 name out. You'll come up, state your name and
13 give us your comments.

14 If you don't want to speak because some
15 people don't like speaking out loud, please go
16 ahead and fill out the comment form. There is a
17 comment box over here that you can fill it in.

18 Also, if you don't have time to -- feel
19 rushed about filling it out, go ahead and take
20 it home. You can take a few of them home if you
21 want. You want to give them to other people
22 that weren't able to be here.

23 My address is back here. Go ahead and send
24 it to us. And as long as they're postmarked
25 before March 13, 2018 we'll go ahead and record

1 them and make it as part of the public document.

2 After tonight's hearing as of March 13,
3 2018, we will go ahead and compile all the
4 comments, all the documents. And then we'll go
5 ahead and present our preferred recommended
6 alternative to the Department for approval.

7 Once we receive approval from the
8 Department for this project we'll go ahead and
9 post that recommendation approval in Florida
10 Today and also post it on our website.

11 And our website which is
12 www.sr514malabar.com.

13 You will also be able to -- if you get --
14 or misplace the comment card you'll be able to
15 submit comments through there. You can send it
16 to my E-mail address which is on this form or
17 you can mail it to me, as well.

18 As long as they're postmarked before March
19 13, 2018 they'll become a permanent record on
20 the project.

21 So at this time I would like to ask if
22 there's any elected official that would like to
23 make themselves known and have their name
24 recorded in our hearing.

25 MS. BUDUO: I represent the office of State

1 Representative Randy Fine.

2 MS. CUCEK: Again, your name?

3 MS. BUDUO: My name is Anna. But I
4 represent State Representative Randy Fine.

5 MR. HOLTON: Tres Holton, Deputy Mayor,
6 City of Palm Bay.

7 MR. MEDINA: Rob Medina. Congressman Bill
8 Posey's office.

9 MR. WHITE: Danny White, District 5,
10 Councilmember from Malabar.

11 MS. CUCEK: Are there any public officials
12 that would like to have their name as part of
13 the record?

14 HEARING ATTENDEES: (No response.)

15 MS. CUCEK: Okay, with that, we'll go ahead
16 and start the video. And after that we'll
17 continue to the intermission and I'll go over a
18 little more information at that time.

19 (Whereupon, the video was played and
20 transcribed, as follows:)

21 The Florida Department of Transportation,
22 also known as FDOT, welcomes you to the public
23 hearing for the Malabar Road, State Road 514,
24 Project Development and Environment or PD&E
25 study.

1 This public hearing is being held relative
2 to FDOT Financial Project ID number
3 430136-1-22-01 and Efficient Transportation
4 Decision Making number 13026.

5 This hearing is also being conducted for
6 the proposed access management classification
7 change to class five in a portion of the study
8 area.

9 The proposed improvement involves widening
10 Malabar Road where warranted from Babcock Street
11 to U.S. 1 and the addition of bicycle and
12 pedestrian facilities throughout the corridor.
13 The project also involves drainage improvements
14 and access management reclassification.

15 We are here tonight to present to you and
16 explain the engineering and environmental
17 studies and preliminary concept plans that have
18 been developed to date. We are also here to
19 give you an opportunity to publicly and
20 officially comment on the project.

21 There is a court reporter present at this
22 hearing and tonight's proceedings are being
23 recorded. An official transcript of the hearing
24 will be produced. Following this presentation,
25 a public comment period will begin. All written

1 material received at this public hearing and at
2 the FDOT office postmarked no later than March
3 13th 2018 or through the project website will
4 become a part of the public record for this
5 hearing.

6 This public hearing was advertised
7 consistent with federal and state requirements
8 and is being conducted consistent with the
9 Americans with Disabilities Act of 1990.
10 Advertisements for this public hearing included
11 letters to elected and agency officials, letters
12 to property owners within 300 feet of the
13 proposed right of way, Florida Today newspaper
14 ads, notifying local media, and advertising in
15 the Florida Administrative Register.

16 FDOT is required to comply with various
17 nondiscrimination laws and regulations including
18 Title VI of the Civil Rights Act of 1964. This
19 hearing is being held to give all interested
20 persons the right to understand the project and
21 comment on their concerns to the Department.

22 Public participation at this hearing is
23 encouraged and solicited without regard to race,
24 color, national origin, age, sex, religion,
25 disability, or family status.

1 Persons wishing to express their concerns
2 about Title VI may do so by contacting either
3 the FDOT District 5 office or the Tallahassee
4 office of FDOT. The contact information is
5 provided in this slide and on a sign displayed
6 at this hearing. Title VI complaint forms are
7 also available at the hearing this evening.

8 This PD&E study is the second step in the
9 project development process that FDOT follows to
10 evaluate social, cultural, economic and
11 environmental impacts associated with a planned
12 transportation improvement project. This is
13 done in compliance with applicable state and
14 federal regulations.

15 The purpose of this project is to
16 accommodate increased travel demand, provide for
17 multimodal, bicycle and pedestrian, facilities
18 and improve safety along Malabar Road, State
19 Road 514 from Babcock Street, State Road 507 to
20 U.S. 1, a distance of 3.64 miles.

21 The Malabar Road PD&E study begins at the
22 end of the existing four-lane portion of Malabar
23 Road to the east of Babcock Street. It
24 continues east to the intersection at U.S. 1.

25 The study included an assessment of

1 widening Malabar Road to four lanes, two in each
2 direction where needed due to current or future
3 traffic volumes and providing bicycle and
4 pedestrian facilities for the entire length of
5 the study.

6 Malabar Road is currently classified as an
7 urban minor arterial. This study proposes to
8 change the access management classification to
9 five from classification three in a portion of
10 the study area. Both classifications are
11 restrictive and provide different criteria for
12 median openings.

13 The PD&E study identified several options
14 to accommodate traffic volumes that are
15 projected to occur in year 2045 with a goal to
16 maintain an acceptable level of service through
17 year 2045.

18 Level of service or LOS measures to what
19 extent cars are delayed when traveling through a
20 given area. As in grade school, a level of
21 service of "F" is failing or highly congested
22 and "A" is the best or free-flowing.

23 A traffic technical memorandum included
24 level of service calculations for existing
25 traffic volumes, roadway conditions or number of

1 lanes and intersections and for projected future
2 traffic volumes in 2045 with no improvements and
3 with improvements made.

4 Projected traffic volumes for the year 2045
5 indicate that without improvements the entire
6 corridor will fail to meet the standard
7 guideline of level of service D. With the
8 improvements recommended by the Malabar Road
9 PD&E study the corridor will achieve a level of
10 service that meets or is better than the
11 standard guideline.

12 This table presents levels of service for
13 the anticipated year the improvements will be
14 finished, 2025, and the long range forecast year
15 2045 for the recommended "Build" alternative.

16 The existing roadway exhibits different
17 characteristics between Babcock Street and U.S.
18 1.

19 Four different segments are individually
20 defined by the number of lanes, roadway
21 features, widths and other similar features.

22 These are referred to as typical sections
23 because they represent what is typically found
24 within the segment. We use the term typical
25 section to refer to both existing and new

1 segments of the roadway's characteristics.

2 The following slides describe each of the
3 four segments; from Babcock Street to west of
4 Enterprise Avenue, from west of Enterprise
5 Avenue to Weber Road, from Weber Road to Marie
6 Street and from Marie Street to U.S. 1.

7 The first typical section, from Babcock
8 Street to west of Enterprise Avenue, includes
9 two 12-foot travel lanes in each direction with
10 a five-foot bicycle lane on the north side or
11 westbound direction and five-foot sidewalks on
12 both sides. The posted speed limit is 45 miles
13 per hour.

14 Drainage is collected by curb and gutter in
15 an enclosed drainage system. The existing right
16 of way varies from 118 to 146 feet.

17 The existing typical section from west of
18 Enterprise Avenue to Weber Road includes one
19 12-foot travel lane and a four-foot paved
20 shoulder in each direction. There are no
21 sidewalks or bicycle lanes. Stormwater runoff
22 is collected in roadside ditches. The posted
23 speed limit is 45 miles per hour. The existing
24 right of way varies from 50 to 66 feet.

25 The existing typical section from Weber

1 Road to Marie Street includes one 12-foot travel
2 lane and a four-foot paved shoulder in each
3 direction. There are no sidewalks or bicycle
4 lanes. Stormwater runoff is collected in
5 roadside ditches. The posted speed limit is 50
6 miles per hour. The existing right of way
7 varies from 50 feet to 66 feet.

8 Similar to the previous typical section,
9 the fourth typical section from Marie Street to
10 U.S. 1 also consists of two 12-foot undivided
11 travel lanes but has varying five-foot and
12 eight-foot paved shoulders, gutter inlets on the
13 south side of the road and 30 mile per hour to
14 45 mile per hour posted speed limits.

15 A number of public and agency meetings were
16 conducted during this study process. This table
17 represents the meetings with the Space Coast
18 Transportation Planning Organization staff,
19 committees, and board, the City of Palm Bay,
20 Brevard County's Environmentally Endangered
21 Lands staff and Selection and Management
22 Committee and the public.

23 A large segment of the study area is within
24 the Town of Malabar. The study team met with
25 the Town Council, staff, committees and local

1 business owners over the course of the study.

2 A project website, www.sr514malabar.com was
3 developed to allow the public to communicate
4 with the study team and provide comments.

5 Draft study documents are available for
6 review on this website. Input from this meeting
7 was factored into the decision-making process by
8 the study team.

9 Today's public hearing provides the public
10 with another opportunity to comment on proposed
11 improvements under consideration.

12 "No-Build", Transportation System
13 Management and Operations or TSM&O and "Build"
14 alternatives are being considered as part of
15 this PD&E study.

16 The "No-Build" alternative maintains the
17 existing facility as-is. No improvements are
18 made and there is no congestion relief along the
19 corridor. The corridor will remain two lanes
20 without sidewalks and designated bicycle lanes
21 on Malabar Road. The "No-Build" alternative is
22 also evaluated as a baseline for comparison with
23 the "Build" alternative.

24 An evaluation matrix comparing the
25 "No-Build" alternative with the recommended

1 "Build" alternative is on display here tonight.

2 TSM&O is an established program used to
3 enhance the performance of multimodal
4 infrastructures. TSM&O alternatives include
5 strategies that aim at improving travel time
6 reliability and reducing delays. While limited
7 in the study corridor, these include adding left
8 and/or right turn lanes at intersections and
9 roundabouts. These have also been incorporated
10 into the recommended "Build" alternative.

11 We will now discuss the recommended "Build"
12 alternative which proposes to widen Malabar Road
13 to include four lanes from Babcock Street to
14 Corey Road with two lanes in each direction,
15 reconstruct Malabar Road from Corey Road to
16 Marie Street as two lanes with a shared-use path
17 and widen to three lanes from Marie Street to
18 U.S. 1. Bike lanes, sidewalks and paved
19 shoulders are also included.

20 It includes access management from east of
21 Babcock Street to Corey Road with a raised,
22 grassed median. Potential sites for storm ponds
23 were also evaluated.

24 First, we will discuss the recommended
25 "Build" alternative for the segment from Babcock

1 Street to Weber Road.

2 Beginning east of Babcock Street the
3 recommended "Build" alternative includes a
4 four-lane urban typical section providing two
5 11-foot travel lanes and a seven-foot bicycle
6 lane and five-foot sidewalk in each travel
7 direction. The posted speed is 45 miles per
8 hour.

9 Travel lanes are separated by a
10 22-foot-wide raised grass median and drainage is
11 provided by curb and gutter on both the inside
12 and outside lanes.

13 The minimum right of way width required to
14 accommodate this typical section is 128 feet.

15 The eastbound bicycle lane is continued
16 from Babcock Street to Enterprise Avenue where
17 the new four-lane construction will begin.

18 The alignment is a best-fit approach
19 starting to the north of the existing alignment
20 and then transitioning south just west of a
21 roundabout at Weber Road.

22 Impacted properties in this section include
23 business and residential along the north side of
24 the existing Malabar Road alignments.

25 The next segment is from Weber Road to

1 Corey Road.

2 Just west of Weber Road the recommended
3 "Build" alternative transitions from a four-lane
4 urban typical section to a four-lane suburban
5 typical section. The four-lane suburban typical
6 provides two 12-foot travel lanes, a seven-foot
7 paved shoulder and a five-foot sidewalk in each
8 direction. The posted speed is 50 miles per
9 hour.

10 Travel lanes are separated by a raised
11 median that includes 22 feet of grassed area and
12 four-foot inside paved shoulders. Drainage
13 swales/ditches are located on both sides for
14 drainage.

15 Roundabouts are proposed at the Malabar
16 Road intersections with Weber Road and Corey
17 Road. We have roundabout brochures and a video
18 on display at tonight's meeting explaining what
19 roundabouts are and the safety benefit of using
20 roundabouts. The alignment is a best-fit
21 concept.

22 From west to east after the roundabout at
23 Weber Road the alignment shifts south then north
24 to align with the proposed Corey Road
25 roundabout.

1 Approximately 0.43 acres from the Malabar
2 Scrub Sanctuary and .05 acres from Fern Creek
3 Crossing Park will be required.

4 Impacted properties in this section include
5 residential along the north and south sides of
6 the existing Malabar Road alignments.

7 Roundabouts are included in the recommended
8 "Build" alternative at the Malabar Road
9 intersections with Weber Road and Corey Road.

10 Whenever FDOT reviews a new or existing
11 intersection it is standard process to review
12 options including a roundabout. Roundabouts
13 have been shown to reduce fatalities by 90
14 percent, injury crashes by 76 percent.
15 Roundabouts reduce the number of traditional
16 vehicle conflict points from 32 associated with
17 a conventional intersection to eight in a
18 roundabout.

19 A roundabout also limits the number of
20 vehicle-to-pedestrian conflict points to only
21 two per roadway approach. Roundabouts support
22 the local goal of speed control through the
23 corridor, are used in both urban and rural
24 situations in Florida and accommodate large
25 trucks and trailers.

1 The next segment is from Corey Road to
2 Marie Street.

3 East of the Corey Road intersection, the
4 recommended "Build" alternative transitions from
5 the four-lane suburban typical section into a
6 two-lane rural roadway including one 12-foot
7 wide travel lane and an eight-foot paved and
8 grassed shoulder in each direction with a
9 10-foot shared-use path along the north side of
10 Malabar Road. The posted speed is 50 miles per
11 hour. Drainage is provided by swales on both
12 sides of the roadway.

13 The 10-foot shared-use path provides
14 pedestrian and bicycle facilities and connects
15 the trailhead at Marie Street to the Malabar
16 Community Park, the Malabar Scrub Sanctuary and
17 the Disc Golf Course Park.

18 In addition, the seven-foot paved portion
19 of the shoulder on both sides can be used as a
20 bicycle lane.

21 The alignment is a best-fit concept. The
22 section alignment can be reviewed in two
23 segments described as follows: Between Corey
24 Road and Shiflett Lane parcels on both sides
25 with exception of the U.S. Post Office located

1 on the north side are impacted as the alignment
2 transitions from a four-lane roadway to a
3 two-lane roadway.

4 Between Shiflett Lane and Marie Street the
5 alignment has impacts to both the Malabar Scrub
6 Sanctuary and Malabar Disc Golf Park. The
7 alignment shifts south of the existing roadway
8 on the east side of the Malabar Disc Golf Park.

9 Additional impacted properties in this
10 section include residential along the south side
11 of the existing Malabar Road alignments.

12 East of Marie Street the typical section
13 transitions into a three-lane urban typical
14 section. The recommended typical section
15 includes one 11-foot travel lane in each
16 direction, a 12-foot bidirectional turn lane and
17 a seven-foot paved shoulder and a six-foot
18 sidewalk in each direction. Drainage is handled
19 by curb and gutter. The posted speed is 35
20 miles per hour.

21 East of Marie Street the typical section
22 transitions into a three-lane urban typical
23 section. The recommended typical section
24 includes one 11-foot travel lane in each
25 direction, a 12-foot bidirectional turn lane and

1 a seven-foot paved shoulder and a six-foot
2 sidewalk in each direction. Drainage is handled
3 by curb and gutter. The posted speed is 35
4 miles per hour.

5 East of Marie Street the typical section
6 transitions into a three-lane urban typical
7 section. The recommended typical section
8 includes one 11-foot travel lane in each
9 direction, a 12-foot bidirectional turn lane and
10 a seven-foot paved shoulder and a six-foot
11 sidewalk in each direction. Drainage is handled
12 by curb and gutter. The posted speed is 35
13 miles per hour.

14 A best-fit alignment is centered on the
15 existing roadway location. Turn lanes will be
16 added at the intersection of U.S. 1 as warranted
17 by the traffic forecasts to provide two
18 eastbound left turn lanes from Malabar Road to
19 northbound U.S. 1 and two northbound left turn
20 lanes from U.S. 1 to westbound Malabar Road.

21 Impacts to properties include residential
22 and businesses on the north and south sides of
23 the existing Malabar Road alignment in this
24 section.

25 The existing drainage systems will be

1 enhanced to accommodate stormwater runoff from
2 the proposed roadway improvements. The analysis
3 included defining drainage basins and computing
4 new and existing pavement areas.

5 Stormwater design was performed to
6 determine stormwater management treatment and
7 attenuation volume requirements to meet current
8 St. Johns River Water Management District and
9 Florida Department of Environmental Protection
10 design and permit criteria.

11 The study identified potential pond site
12 locations, assessed environmental and social
13 impacts for each pond site option and provided
14 recommendations to satisfy current stormwater
15 management criteria.

16 Pond siting evaluation criteria were
17 developed to screen various potential pond
18 sites.

19 Each of the criteria is evaluated for
20 impacts which are then used for comparison to
21 identify overall suitability and select
22 recommended pond sites.

23 Eight pond sites shown in orange represent
24 the recommended pond locations for this study.
25 The green areas designate conservation lands and

1 the blue areas are Federal Emergency Management
2 Agency base floodplain areas.

3 Intersection geometry was analyzed in the
4 traffic technical memorandum for the major
5 intersections in the study area.

6 The intersection at MedPlex Parkway is not
7 signalized. An eastbound through lane and a
8 westbound through lane are proposed.

9 At the intersection of Weber Road a
10 roundabout is proposed with two through lanes in
11 both the eastbound and westbound directions.

12 At the intersection of Corey Road a
13 roundabout is proposed with one through lane in
14 both the eastbound and westbound directions.

15 The intersection of Marie Street is not
16 signalized. Left turn lanes are proposed in the
17 eastbound and westbound directions.

18 At the intersection of U.S. 1 an additional
19 left turn lane is proposed for eastbound Malabar
20 to northbound U.S. 1 and an additional left turn
21 lane is proposed for northbound U.S. 1 to
22 westbound Malabar.

23 To comply with various executive orders and
24 other federal and state requirements engineering
25 and environmental information was reviewed and

1 evaluated to determine if there were any
2 substantial impacts to social and economic,
3 cultural, physical and natural resources that
4 may result from construction of the proposed
5 improvements.

6 The project will improve mobility and
7 relieve congestion in the study area providing
8 positive social and economic impacts.

9 Wetlands are addressed in accordance with
10 Executive Order 11990. The estimated wetlands
11 impacts include 2.65 acres of direct impact and
12 1.30 acres of secondary impacts.

13 The recommended "Build" alternative is not
14 expected to result in substantial impacts to
15 wetlands or surface waters.

16 A Phase I cultural and historic resources
17 survey was conducted in compliance with Section
18 106 of the National Historic Preservation Act of
19 1966, the National Environmental Policy Act of
20 1969 and Chapter 267, Florida Statutes.

21 An archeological survey was performed
22 within the exiting and proposed right of way.
23 The survey included the excavation of 88 shovel
24 tests.

25 The survey identified intact archaeological

1 deposits associated with the previously-recorded
2 Malabar Site, 8BR000053 and a single
3 archaeological occurrence was identified within
4 Fern Creek Park.

5 No potential adverse effects to any
6 historical resources are anticipated.

7 An architectural survey resulted in the
8 identification and evaluation of one
9 previously-recorded structure and 45
10 newly-recorded historic structures including one
11 resource group and 44 structures.

12 FEC Railroad and the Old Malabar Elementary
13 School are recommended eligible for the National
14 Register of Historic Places. No potential
15 adverse effects to any cultural resources are
16 anticipated.

17 Numerous recreational areas exist along the
18 study corridor. The study team has coordinated
19 with the owners of each facility to minimize any
20 encroachment that might be detrimental to use of
21 the facilities or their ongoing viability.

22 Coordination with the Florida Department of
23 Environmental Protection Division of State Lands
24 and Acquisition and Restoration Council will be
25 conducted during the design phase.

1 Potentially contaminated sites in the
2 vicinity of the project corridor were identified
3 and evaluated to determine if impacts would
4 occur as a result of the proposed improvements.

5 43 potential contamination sites have been
6 identified. 32 are low risk potential, eight
7 medium risk potential and three high risk
8 potential.

9 This slide depicts one of the three high
10 risk potential sites.

11 This slide depicts the other two of the
12 three high risk potential sites. No potential
13 adverse effects to any contaminated sites are
14 anticipated.

15 The project was evaluated for impacts to
16 wildlife and habitat resources including
17 protected species in accordance with Title 50
18 Code of Federal Regulations Part 402 of the
19 Endangered Species Act of 1973, as amended.

20 The recommended "Build" alternative is not
21 expected to result in substantial impacts to
22 protected species or their habitats. To avoid
23 and/or minimize impacts to wildlife, FDOT will
24 continue to coordinate with the U.S. Fish and
25 Wildlife Service and the Florida Fish and

1 Wildlife Conservation Commission.

2 FDOT will also continue to coordinate with
3 the Brevard County Environmentally Endangered
4 Land Staff and conduct monitor and assessment
5 for specific species during design and
6 construction phases.

7 An air quality analysis was performed for
8 the study using methodology established in the
9 FDOT Project Development and Environment Manual.

10 The air quality analysis focuses
11 specifically on analysis of carbon monoxide
12 concentrations which were predicted using FDOT's
13 screening model CO Florida 2012.

14 Air quality impacts are not expected to
15 occur as a result of this project.

16 Traffic noise levels were predicted at 78
17 receptor points. Traffic noise levels were not
18 predicted to substantially increase at any
19 noise-sensitive site as a direct result of the
20 transportation improvement project.

21 Noise abatement was determined to be
22 feasible and reasonable at the Enchanted Lakes
23 Mobile Home Park and RV Resort.

24 Final recommendations on the construction
25 of abatement measures will be determined during

1 the project's final design and through the
2 public involvement process.

3 Access management is the practice of
4 managing the location, number and spacing of
5 driveway connections, median openings and
6 traffic signals.

7 Proper access management techniques can
8 result in improved movement of traffic, reduce
9 crashes and fewer vehicle conflicts.

10 The recommended typical sections from
11 Enterprise Avenue to Corey Road includes raised
12 medians along Malabar Road. This will support a
13 change in the existing access management
14 classification from I-95 to Weber Road from
15 class three to class five.

16 Malabar Road is currently access management
17 classification three. The access management
18 classification would change between I-95 and
19 Weber Road to access classification five.

20 The recommended "Build" alternative
21 includes a 22-foot raised grass median from
22 Enterprise Avenue to Corey Road.

23 With a raised median, full and restrictive
24 median openings are recommended at different
25 locations along the corridor. All proposed

1 median openings are displayed on the aerials
2 available here tonight.

3 This table shows the proposed median
4 openings.

5 Right of way acquisition is anticipated for
6 the recommended "Build" alternative for roadway
7 and drainage improvements. Approximately 25.73
8 acres of additional right of way is anticipated
9 for roadway improvements and approximately 19.26
10 acres of right of way is anticipated for offsite
11 ponds.

12 In addition, there is the potential for
13 eight residential relocations and three business
14 relocations. These anticipated relocations are
15 displayed on the aerial photos available at
16 tonight's hearing.

17 All right of way acquisition will be
18 conducted in accordance with the Federal Uniform
19 Relocation Assistance and Real Property Act of
20 1970 and FDOT's real estate acquisition process.

21 If you are required to make any type of
22 move as a result of an FDOT project you can
23 expect to be treated in a fair and helpful
24 manner and in compliance with the Uniform
25 Relocation Assistance Act.

1 If a move is required, you will be
2 contacted by an appraiser who will inspect your
3 property. We encourage you to be present during
4 the inspection and provide information about the
5 value of your property.

6 You may also be eligible for relocation
7 advisory services and payment benefits. If you
8 are being moved and you are unsatisfied with the
9 Department's determination of your eligibility
10 for payment or the amount of that payment, you
11 may appeal that determination.

12 You will be promptly furnished necessary
13 forms and notified of the procedures to be
14 followed in making that appeal.

15 A special word of caution. If you move
16 before you receive notification of the
17 relocation benefits that you might be entitled
18 to, your benefits may be jeopardized.

19 Relocation specialists are here tonight to
20 answer questions you may have. They will be
21 happy to answer your questions and will also
22 furnish you with copies of relocation assistance
23 brochures.

24 The estimated total cost for the
25 recommended "Build" alternative based on 2018

1 values will be approximately 60.39 million
2 dollars. This includes 27.45 million dollars
3 for construction, wetland mitigation and utility
4 relocations, 27.3 million dollars for right of
5 way acquisition associated with roadway
6 improvements and offsite ponds and 5.63 million
7 dollars for final design plus construction
8 engineering and inspection.

9 The Space Coast Transportation Planning
10 Organization works with FDOT and local
11 governments to fund and implement projects
12 identified through various plans developed by
13 the TPO. Improvements to Malabar Road in the
14 study area are included in the Space Coast TPO's
15 2018 through 2022 Transportation Improvement
16 Program.

17 Improvements to Malabar Road in the study
18 area are consistent with both the needs plan and
19 cost feasible plan of the Space Coast TPO's 2040
20 long range transportation plan.

21 The project is also listed in the Florida
22 State Transportation Improvement Program.

23 Over the next several months FDOT will
24 continue to finalize the analysis and will seek
25 to approve the documents and improvements

1 presented at tonight's public hearing.

2 Design and final engineering are currently
3 funded in the fiscal year 2022 budget.

4 Right of way acquisition and construction
5 are currently not funded for this project.

6 Draft study documents were made available
7 for review starting February 7th 2018 and will
8 remain on display until March 13th 2018 at
9 Franklin T. DeGroot Library in Palm Bay and the
10 Malabar Town Hall.

11 No final decisions will be made until after
12 we review your comments. You may provide your
13 comments in several ways.

14 You may provide an oral statement to the
15 court reporter present here tonight, complete a
16 speaker card and make an oral statement at the
17 microphone during the public comment period,
18 complete a comment form and drop it in the
19 comment box provided here at the public hearing
20 or mail your comments to the FDOT project
21 manager at the address shown on the comment form
22 postmarked by March 13, 2018.

23 You may E-mail your comments to the FDOT at
24 the address shown on the comment form or visit
25 the project website and submit comments

1 electronically. There is a dedicated page on
2 the website for comments. Click on the E-mail
3 updates link then fill out the form and click
4 submit.

5 All written material received at this
6 public hearing and at FDOT's District 5 office
7 postmarked no later than March 13th 2018 or
8 through the project website will become a part
9 of the public record for this hearing.

10 This concludes our presentation.

11 Thank you for attending this public hearing
12 and for your interest in the Malabar Road, State
13 Road 514 PD&E study.

14 (Whereupon, the video ended and the hearing
15 continued, as follows:)

16 MS. CUCEK: Okay. In a few minutes we're
17 going to have an intermission. But before we do
18 that, I wanted to present, again, myself. I'm
19 Lorena Cucek. I'm here to help you.

20 And, also, I would have Vic come over and
21 introduce his staff. They'll be able to assist
22 you on this project.

23 MR. POTEAT: Good evening. I'm Vic Poteat.
24 We have a number of people here with us tonight
25 on our team. I'll try not to miss anyone.

1 I'll start in the back. Doug Reed and Juan
2 Canizares. And they'll be signing off on some
3 of the projects.

4 Over here; Todd Bogner who's working on the
5 noise analysis for our project. Brooke Feagle
6 -- without the dash -- she's been working on
7 public law and aspects of this. I'm not sure
8 where ... oh. Here. Yeah. Laura Turner who's
9 working on public involvement, as well. Wendy
10 Lasher who's been leading the development of our
11 primary engineering -- excuse me --
12 environmental documents as well as overall
13 project coordination. And Randy Cimini who's
14 been helping with the public involvement aspect
15 of it, as well.

16 Did I get everyone?

17 MR. WAWRZYNIAK: No.

18 MR. POTEAT: No. I'm sorry. Richard
19 hiding there in front of your drainage --

20 Richard Wawrzyniak who's been working on
21 the drainage aspect for the project.

22 Sorry.

23 MS. CUCEK: And, again, for the Department,
24 we have the right of way team here. Joe Liquori
25 Dana English and Amy Weinbender that will be

1 able to help you with any questions regarding
2 right of way.

3 Again, before we break for the
4 intermission, please, if you want to speak, fill
5 out that speaker card and I will call you in the
6 order that they were given to me.

7 And, with that, we'll go ahead and convene
8 -- start 15 minutes from now. The time is 6:44.
9 We'll start again at 7:01.

10 And we'll start with the public testimony
11 portion of our meeting.

12 (Whereupon, intermission was taken.)

13 (During intermission a hearing attendee
14 made a comment on the record with the court
15 reporter, as follows:)

16 MR. ROSACI: My name's Anthony Rosaci.
17 1765 Sandy Creek Lane in Malabar, 32950.

18 My question is I would just like to have a
19 copy of the plan on my E-mail so I could review
20 it at home. My E-mail address is
21 spacecoastlar@aol.com.

22 Thank you.

23 (Following intermission the hearing
24 continued, as follows:)

25 MS. CUCEK: Ladies and gentlemen, we will

1 now begin the public testimony portion of the
2 hearing.

3 The first card I have is for Bill Battin.

4 MR. BATTIN: Okay. Bill Battin, 566 Ocean
5 Spray Street, Southwest.

6 I have four questions I'd like to see get
7 -- put in for the record.

8 The first one is the typical response that
9 I give. When I watched the meeting two weeks
10 ago for the City Council the estimated cost was
11 54 million. Yet tonight I notice that the
12 estimated cost is 60 million. Why did the price
13 go up eight million dollars in two weeks?

14 That's my first question. All right?

15 The next one was planned payment. If we
16 have City of Palm Bay, Town of Malabar, county,
17 state and federal all involved how -- you know,
18 I'm trying to figure out where the funds are
19 maybe coming from.

20 I want to see it as a team effort as long
21 as it doesn't come out of the brand-new,
22 specially-imposed special assessment for the
23 residents of Palm Bay which I'm afraid of. They
24 go: Oh, yeah. No problem. We can get money
25 from the residents by special assessment.

1 I do not want to see that.

2 Number three, why was it not just
3 four-laned all the way to U.S. 1? Because if
4 they shut -- if they have to shut down 95, that
5 is the route. You have to reroute all the
6 traffic. Plan now for the future. I know
7 they're looking out for -- to 2045. Well, I've
8 seen the backups for seven or eight hours long
9 right now going down two lanes off of Malabar
10 Road already.

11 So why not plan for that worst case
12 scenario.

13 And number four was potential funding for
14 the railroad crossing there which puts back into
15 federal/state. Because we're already -- the
16 City of Palm Bay is having to pay money at every
17 railroad crossing to meet the new criteria for
18 the -- for the rail crossings.

19 So why don't we see if we can get federal
20 aid on part of this for the railroad crossing.

21 And that's it. Thank you very much.

22 Oh. One more thing. Sorry.

23 PPPPP, prior planning prevents piss poor
24 performance. And I've watched this presentation
25 and I do see that that's happening. Thank

1 you.

2 MS. CUCEK: The next speaker is Gregory
3 Fenwick.

4 MR. FENWICK: Hello. We currently have two
5 businesses; Castaway Marine and Moose Club. And
6 I just want it for the record, the median that's
7 there has no provisions. We -- I have currently
8 been in business there for 25 years.

9 Backing in loads off of Malabar Road,
10 unloading loads. And according to the drawings
11 it has no provision for our trucks to back in
12 there and to unload our trucks.

13 So we've been doing it for 25 years and I
14 want to continue doing it in Palm Bay.

15 So with the provisions I would say I need
16 some way of backing in the vehicles off of
17 Malabar Road to unload them. And for the Moose
18 Club there's no provisions for a turn lane to go
19 into it.

20 So that was it. Thank you.

21 MS. CUCEK: Thank you.

22 Richard Whitworth.

23 MR. WHITWORTH: My name is Richard
24 Whitworth. I represent the First Baptist Church
25 of Malabar. Malabar Road 1665. This is the

1 property just east of Corey on Malabar, on the
2 southeast corner of Malabar.

3 I'm very concerned about the changing from
4 four lane to two lane in front of that property
5 and then going back to three lane at Marie.
6 Bordering that property besides the church which
7 has activity seven days a week, we have a post
8 office, the fire department of Malabar, a park
9 there.

10 And those are all places where you'd want
11 to have good egress and exit. And just past
12 east of that is a curve. And so we've got
13 people coming off of Marie Street going down
14 into that curve into two lanes.

15 And I think right now with the current
16 improvement I think we're doing better with the
17 turn lanes and stop sign than we will with this
18 situation.

19 If you look in front of our property over
20 there on the third from -- out of three there's
21 a very strange jog there coming past the
22 roundabout. We will lose almost all of our
23 ability to exit westbound.

24 Somebody proposed that we exit out on
25 Corey, can go out through the roundabout. I'm

1 not sure that's really good when 80 or 85
2 percent of our people come from the west.

3 Basically we're going to have a severe
4 issue no matter where we put driveways anywhere
5 on that 10-acre parcel there.

6 We weren't really consulted on any of this
7 part here. But that's a concern that we have.

8 Another concern is I love roundabouts. But
9 I also like a roundabout big enough to flow
10 traffic. I know them from England. England's
11 -- over there they're big.

12 Traffic slows down at about 45 and goes
13 through them quite nicely. Here most of our
14 activity has been at Viera which is the worst
15 thing I guess you could advertise for a
16 roundabout because traffic comes to a near dead
17 stop trying to go through that thing.

18 I laughed at the video showing the
19 tractor-trailer going around it. I'm glad I
20 don't do that.

21 But at any rate, one of the concerns I have
22 is the two roundabouts are not symmetrical. So
23 if we're going to confuse people let's make them
24 different. Okay?

25 Eastbound from Corey Road going eastbound

1 on Malabar is -- goes to a single lane on the
2 roundabout. If you want to is the first
3 roundabout to slow traffic, I guarantee that'll
4 do it. Okay? We already watch right now almost
5 daily accidents eastbound Malabar Road going
6 across Corey or trying to turn there and
7 somebody's slamming into the rear-end. Okay?

8 We have the complexity of an area just
9 outside of the church back there. I don't think
10 I could have drawn one more complex than they've
11 got.

12 There was lots of the places you can and
13 can't go. And I'm thinking about not only the
14 normal folk who are there but the elderly people
15 that we have that are trying to turn in and out
16 of that property you kind of have to make things
17 plain and easy for people to work on or you're
18 just going to get issues. Okay?

19 I think that's about mine. I'm running out
20 of time. People from churches never speak on a
21 time limit.

22 I'm also concerned about the change from
23 12-foot lanes to 11-foot lanes. That doesn't
24 seem like a lot. Take a trailer up through U.S.
25 1 in Melbourne. You'll find out what that's

1 like. It's really rough. And having to squeeze
2 it back and forth. We could probably use a
3 little median there and keep those four-foot
4 lanes. I'd like to have them there.

5 I know the fire department loves bigger
6 lanes. They want 25 feet coming into our
7 property if they can get it.

8 So at any rate, that was my comments. I've
9 also posted some of them -- written comments, as
10 well.

11 Thank you very much.

12 MS. CUCEK: All right. Thank you.

13 Ms. Doris Leedy.

14 MS. LEEDY: Hi, there. Can you hear me?

15 Okay. Thank you.

16 Thank you for giving me the opportunity to
17 express my concerns. I've been in this town for
18 about 25 years. And my -- I'm a pediatrician.

19 My property is at the corner of Malabar
20 Road and Weber Road. It's a medical facility.
21 We might have a salesperson being there. We
22 have a lot of families, children, mothers.

23 And I'm going to say from my heart as a
24 pediatrician, as a mother, as a citizen I'm
25 concerned about the safety.

1 So let me go around and around from place
2 to place. I hear about this beautiful place,
3 the roundabout project. And it's also like in
4 the future. That's one issue.

5 The second issue is we are friends and we
6 have an association with the FDOT planning part
7 of the property which the -- I will call that
8 project number one.

9 So the project number one in my property
10 which is what I'm referring to will only provide
11 an eastbound from -- around the right turn and
12 maybe a left turn.

13 Well, that doesn't accomplish -- doesn't
14 give us any more safety really. So my point is,
15 okay, with my gray hair I learn in life that
16 when we want to do something we start out
17 saying: Okay. I'm going to do this and I want
18 to fix this and I really want that but I'm going
19 to do that for later. But later never comes.

20 So I propose on this little ways to smiles
21 -- a little one always smiles. They think about
22 merging these two projects so that they can
23 reopen. Why do a little bit something now and
24 this other project which is so close in problems
25 sometime in the future if today, last week or

1 two weeks ago the one project was so many
2 millions, now it's probably maybe 10, 18
3 millions more. And we keep waiting this --
4 build better project. Their roundabout project.
5 It's going to be priced too much.

6 So what I'm really saying is can we come
7 together, whoever we need to speak to, give us
8 consideration to merging these two projects so
9 we can accomplish truly a project that serve us
10 better they'll be two separate tax monies to
11 give us more safety.

12 The present plan that is their positions
13 that's happening is getting more real time
14 thing. They only give us in my property site a
15 right turn. We need more than that. We need
16 right over near the runabout.

17 I don't know if I ...

18 That is my --

19 MS. CUCEK: Ma'am, you'll have the
20 opportunity to submit your comment in writing.

21 MS. LEEDY: And, again, as I said, when I
22 see matters, I see it both. The stroller -- a
23 couple is -- is a stroller and two little kids.
24 Three children on the sidewalk on the grass.
25 I'm afraid of that now. So we need safety now.

1 Not four years from now. Not 10 years from now.
2 Not 20 years later.

3 Okay. Thank you.

4 MS. CUCEK: Ms. Strawberri Foley.

5 MS. FOLEY: Okay. I'm Strawberri Foley. I
6 am here representing Berry Patch Preschool.

7 In your presentation you stated that the
8 right of way affected businesses on the north
9 side of Malabar Road in the area of where my
10 business is. And my business is on the south
11 side and it is highly impacted.

12 There's additional right of way that's
13 coming off -- totally off of my property and not
14 equally from each side north and south of the
15 road. My sign is being lost as well as a large
16 portion of my parking lot and my entry circle
17 where I use for the parents to go around so that
18 they're not stuck out in Malabar Road.

19 Anybody's that's been, you know that I have
20 a lot of cars going in and out. I have 200
21 children there.

22 More importantly, Malabar Road will be
23 almost on top of my building. I'm sure you all
24 remember in Orlando when a preschool was driven
25 into by a car. It went all the way through the

1 front of the building and through one of the
2 classrooms and children were killed.

3 My infant room goes across the front of
4 that building. I do not want Malabar Road
5 sitting that close to my building. To me, that
6 is a horrible hazard. I don't want my infants
7 to be under that kind of situation. I don't
8 want any of my children to have to be placed in
9 that kind of a situation.

10 And finally, the distance -- well, it's not
11 the last thing. But one other thing is the
12 distance that my parents -- I complained since I
13 opened the school that I wanted a traffic light
14 there.

15 I called DOT. I wrote letters to DOT.
16 They did a study there and I never could get my
17 traffic light. And then when Palm Bay Hospital
18 opened their main entry that was directly across
19 I said: Oh. Yay. Maybe now we'll get a
20 traffic light.

21 No. Now they changed where their entry is
22 down further west. Well, my parents, all 200 --
23 or 180 of them if I have 20 kids out sick in a
24 day which is probably about the average -- go in
25 and out there. And when it's heavy traffic and

1 heavy pickup I have a big problem. And I am so
2 scared that one of them's going to get hit.
3 Because there were just two cars -- two
4 accidents just this past week down at Weber Road
5 and they closed down Malabar Road again.

6 Anyways, I don't have time to say the rest.
7 But I will put it in writing.

8 MS. CUCEK: Please do.

9 MS. FOLEY: Okay. Thank you.

10 MS. CUCEK: Thank you.

11 Clifford Heumann? Am I pronouncing that
12 right?

13 MR. HEUMANN: Yup. Good enough.

14 Okay. Anyhow, I came to Malabar in 1961.
15 Lived on Malabar Road at 1820 East Malabar Road
16 right next to where the Malabar fire station is
17 now.

18 The short distance from the big curve about
19 a half mile west of it I've seen many accidents
20 in these years and most of them not reported
21 because farmers and stuff would come and pull
22 the people out of the ditch with their tractors
23 and so forth.

24 My house is on the north side of Malabar
25 Road. When I try to pull out of my driveway in

1 the afternoon slash rush hour the stream of the
2 traffic coming around the curve makes it almost
3 impossible to get out because you're waiting and
4 waiting seeing if they're flying around that
5 curve where you're just trying to jump out
6 there. You know?

7 So anyhow, if you're going west. If you're
8 going east it's impossible pretty much. Okay?

9 If I try to walk across the street at
10 around those hours to my neighbor across the
11 street on Malabar Road it's almost impossible to
12 find a break in the traffic to run as fast as I
13 can with perfect timing as to not get hit by a
14 car.

15 That's how much traffic is on Malabar Road.
16 And this is four or five years ago. This has
17 been happening for four or five years.

18 Traffic's not getting better. It's getting
19 worse. Okay? So why put a bottleneck so close
20 to a dangerous curve at all? Why is there even
21 a talk about it? Why are they even considering
22 four lanes down to two lane, to three lanes to
23 two lanes and all this back and forth all mixed
24 up.

25 A bottleneck. Everybody knows what a

1 bottleneck is. It's a catastrophe. No matter
2 where you're at everybody always talks about:
3 Oh. There's a bottleneck there.

4 Why do we put one in? It's too late. I
5 mean you could have done this 10, 15 years ago
6 maybe and gotten away with it. Okay?

7 So why put a bottleneck so close to a
8 dangerous curve? Three lanes do nothing to
9 relieve the traffic. It's just giving you an
10 extra turning lane in the middle.

11 It doesn't do anything for the traffic. So
12 if you're -- if you're not going to four lane it
13 all the way, don't do anything at all. Traffic
14 is getting worse. It's not getting less. It's
15 too late to do this whatever it is you're doing.
16 Thank you.

17 MS. CUCEK: Thank you.

18 Finally, Drew Thompson.

19 MR. THOMPSON: Good evening. My name is
20 Drew Thompson. I'm actually here representing
21 the Trails and Greenways Committee in the Town
22 of Malabar.

23 And there are kind of four issues I wanted
24 to just touch base on. One has to do with the
25 bike lanes basically. There's -- the beginning,

1 the first section and the final fourth section.
2 They each have seven-foot bike lanes identified.
3 Then there's also in the plan basically going to
4 shared use. There's not a consistent bike lane
5 traffic pattern through the project.

6 And I applaud the effort that basically
7 acknowledged the park area. You have a
8 multimodal area. But from my understanding --
9 I'm not personally an individual that rides a
10 bike on the road. But my understanding that
11 those that do are looking for a wider lane, they
12 don't have debris in the road.

13 And, you know, the design of what you've
14 got is a minimal seven-foot lane but it's not
15 consistent as a bike lane as far as the legal
16 specs go.

17 And I know that that's a concern of the
18 biking community and I wanted to express that
19 tonight.

20 The other thing -- two other things are
21 kind of related. And as being with the Trails
22 and Greenways committee one of the things that
23 we try to do is look at contiguous areas,
24 greenways.

25 Right now the EELs property or the

1 environmentally endangered land property to the
2 north of Malabar is Malabar Scrub Sanctuary east
3 and west. And to the south is the Jordan Scrub
4 Sanctuary. And there's basically no contiguous
5 crossing of where wildlife can go.

6 And with this opportunity -- this is going
7 to be a major, major change to Malabar Road's
8 infrastructure as far as the design. The right
9 of way itself is going to change where it's
10 at.

11 One of the things -- and this is kind of
12 interrelated -- by speaking for the animals who
13 can't speak for themselves but basically we
14 always feel bad when we see something in the
15 road killed.

16 And we're trying to maintain an
17 environmentally sound concept recognizing the
18 properties to the north and properties to the
19 south. And we have a fairly good population of
20 some interesting wildlife.

21 There does not appear to be any
22 consideration for any kind of tunnel or bridge.
23 And I know these things can be very expensive.
24 But while we're planning for the ponds -- and
25 this is where the two things I see going

1 together -- you're looking at purchasing
2 properties -- basically I think it was 26 acres
3 or somewhere around there for pond type of
4 usage. Most of it is to the south in the
5 current design.

6 The EEL property to the north; now,
7 granted, that is tough to go into
8 environmentally endangered lands. And I know
9 all that. But you're going to have to go into
10 it some -- anyway. It's not like it's not going
11 to be hit from the legal perspective.

12 But the concept I'd like to see in there
13 and I think the people of Brevard would like to
14 see this, as well, is the concept that if you
15 would consider purchasing property or basically
16 mitigating property north and south to where you
17 had the water area to the north. Okay? In the
18 EEL property. Basically Melbourne Scrub
19 Sanctuary.

20 What I'm thinking then is you could have
21 potentially some recreational aspect to it which
22 is part of the venue of what the EEL concept is
23 about. But you could also potentially be able
24 to buy some property on the south side of
25 Malabar, added property basically enough to land

1 the animal underneath.

2 The original border is a little bit wider.
3 There's a path during dry times. Basically
4 giving wildlife a chance is what it amounts to.
5 I don't see that consideration anywhere.
6 Thinking about that now would be huge. Because
7 potentially where you put the water if you could
8 have access to where people could at least go
9 see alligators and boats and things, that would
10 be neat.

11 Because it would be part of a park instead
12 of just some vents that are getting a bunch of
13 pollution, ground -- blown into it.

14 But if the roadway underneath -- okay? You
15 know, where you could basically have wildlife go
16 underneath. Now we get it in time.

17 So minimal grading on the south, shift the
18 border to the north and mitigate with EELS.
19 Basically the wildlife comes out. Thank you.

20 MS. CUCEK: Thank you so much.

21 Seeing no other cards or speakers to come
22 forward.

23 The transcript of the oral proceedings of
24 this hearing and copies or references to written
25 statements or exhibits together with copies of

1 or references to materials related to this
2 project will be made available for public
3 inspection and copying at the Florida Department
4 of Transportation District Environmental
5 Management Office, 710 South Woodland Boulevard,
6 DeLand, Florida 32920.

7 If anyone which to submit written
8 statements or other exhibits in place of or in
9 addition to oral statement they may do so. Once
10 again, written statements and exhibits will be
11 accepted and recorded as part of this hearing
12 postmarked by March 13, 2018.

13 Mail your statement to me, Lorena Cucek,
14 Project Manager, Florida Department of
15 Transportation, District 5, 719 South Woodland
16 Boulevard, DeLand, Florida. Mail Station 501.

17 It's the same address as in the comment
18 form.

19 If no one else wishes to speak, I'm going
20 to conclude tonight's hearing.

21 And thank you for attending.

22 Again, please. Take more comment cards and
23 provide them to us so that we can have your
24 information for the record. As long as it's
25 postmarked before March 13, 2018.

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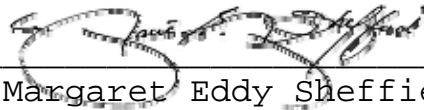
Thank you. Have a nice night.
(Whereupon, the hearing was concluded at
7:25 p.m.)

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CERTIFICATE OF REPORTER

I, Margaret Eddy Sheffield, Court Reporter, do hereby certify that I was authorized to and did report the foregoing proceedings, and that pages 3 through 56 is a true and correct record of my stenographic notes.

Dated this 28th day of March, 2018.



Margaret Eddy Sheffield, Court Reporter



A				
abatement 28:21,25	5:23 6:16 33:21,24 36:20 55:17	17:3 18:3 19:8 20:4 25:13 27:20 29:20 30:6 31:25	26:7 area 8:8 11:10 11:20 14:23 18:11 24:5 25:7 32:14,18 42:8 46:9 51:7 51:8 53:17	13:3,7 16:13 16:21,25 17:2 17:16
ability 40:23	addressed 25:9	alternatives 15:14 16:4	areas 23:4,25 24:1,2 26:17 51:23	back 4:23 5:23 35:1 38:14 39:11 40:5 42:9 43:2 49:23
able 4:1,20 5:22 6:13,14 34:21 36:1 53:23	Administrative 9:15	amended 27:19	arrived 5:2	backing 39:9,16
acceptable 11:16	adverse 26:5,15 27:13	Americans 9:9	arterial 11:7	backups 38:8
accepted 55:11	advertise 41:15	amount 31:10	as-is 15:17	bad 52:14
access 8:6,14 11:8 16:20 29:3,7,13,16 29:17,19 54:8	advertised 9:6	amounts 54:4	aspect 35:14,21 53:21	Baptist 39:24
accidents 42:5 48:4,19	Advertisements 9:10	Amy 35:25	aspects 35:7	base 24:2 50:24
accommodate 10:16 11:14 17:14 19:24 23:1	advertising 9:14	analysis 23:2 28:7,10,11 32:24 35:5	assessed 23:12	based 3:19 31:25
accomplish 44:13 45:9	advisory 31:7	analyzed 24:3	assessment 10:25 28:4 37:22,25	baseline 15:22
achieve 12:9	aerial 30:15	and/or 16:8 27:23	assist 34:21	basically 41:3 50:25 51:3,6 52:4,13 53:2 53:15,18,25 54:3,15,19
acknowledged 51:7	aerials 30:1	animal 54:1	assistance 30:19 30:25 31:22	basins 23:3
acquisition 26:24 30:5,17 30:20 32:5 33:4	afraid 37:23 45:25	animals 52:12	associated 10:11 19:16 26:1 32:5	Battin 37:3,4,4
acres 19:1,2 25:11,12 30:8 30:10 53:2	afternoon 49:1	Anna 7:3	association 44:6	Bay 1:16,17 3:1 4:10 7:6 14:19 33:9 37:16,23 38:16 39:14 47:17
Act 9:9,18 25:18 25:19 27:19 30:19,25	age 9:24	answer 31:20,21	attende 36:13	Bay's 4:8
activity 40:7 41:14	agency 9:11 14:15 24:2	Anthony 36:16	ATTENDEES 7:14	beautiful 44:2
added 22:16 53:25	ago 37:10 45:1 49:16 50:5	anticipated 12:13 26:6,16 27:14 30:5,8 30:10,14	attending 34:11 55:21	beginning 17:2 50:25
adding 16:7	ahead 3:18 5:11 5:16,19,23,25 6:3,5,8 7:15 36:7	Anybody's 46:19	attenuation 23:7	begins 10:21
addition 4:22 8:11 20:18 30:12 55:9	aid 38:20	anyway 53:10	authorized 57:6	benefit 18:19
additional 21:9 24:18,20 30:8 46:12	aim 16:5	Anyways 48:6	available 10:7 15:5 30:2,15 33:6 55:2	benefits 31:7,17 31:18
address 3:20 4:9	air 28:7,10,14	appeal 31:11,14	Avenue 13:4,5,8 13:18 17:16 29:11,22	Berry 46:6
	align 18:24	appear 52:21	average 47:24	best 11:22
	align 18:24	applaud 51:6	avoid 27:22	best-fit 17:18 18:20 20:21 22:14
	alignment 17:18 17:19 18:20,23 20:21,22 21:1 21:5,7 22:14 22:23	applicable 10:13		better 12:10 40:16 45:4,10 49:18
	alignments 17:24 19:6 21:11	appraiser 31:2	B	bicycle 8:11 10:17 11:3 13:10,21 14:3
	alligators 54:9	approach 17:18 19:21	Babcock 1:8 3:9 4:15 8:10 10:19,23 12:17	
	allow 15:3	approval 6:6,7,9		
	alternative 4:25 6:6 12:15 15:16,21,23,25 16:1,10,12,25	approve 32:25		
		approximately 19:1 30:7,9 32:1		
		archaeological 25:25 26:3		
		archeological 25:21		
		architectural		

15:20 17:5,15 20:14,20	building 46:23 47:1,4,5	children 43:22 45:24 46:21 47:2,8	33:19,21,24 36:14 45:20 55:17,22	concerns 9:21 10:1 41:21 43:17
bidirectional 21:16,25 22:9	bunch 54:12	church 39:24 40:6 42:9	comments 5:13 6:4,15 15:4 33:12,13,20,23 33:25 34:2 43:8,9	conclude 55:20 concluded 56:2 concludes 34:10
big 41:9,11 48:1 48:18	business 15:1 17:23 30:13 39:8 46:10,10	churches 42:20	Commission 28:1	conditions 11:25 conduct 28:4 conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
bigger 43:5	businesses 22:22 39:5 46:8	Cimini 35:13	committee 14:22 50:21 51:22	conduct 28:4 conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
bike 16:18 50:25 51:2,4,10,15	buy 53:24	circle 46:16	committees 14:19,25	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
biking 51:18	C	citizen 43:24	communicate 15:3	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
Bill 7:7 37:3,4	calculations 11:24	City 1:16 4:8 7:6 14:19 37:10,16 38:16	community 20:16 51:18	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
bit 44:23 54:2	call 5:11 36:5 44:7	Civil 9:18	comparing 15:24	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
blown 54:13	called 47:15	class 8:7 29:15 29:15	comparison 15:22 23:20	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
blue 24:1	Canizares 35:2	classification 8:6 11:8,9 29:14,17,18,19	complain 47:12	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
board 14:19	capture 4:1,21	classifications 11:10	complaint 10:6	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
boats 54:9	car 46:25 49:14	classified 11:6	complete 33:15 33:18	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
Bogner 35:4	carbon 28:11	classrooms 47:2	complex 42:10	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
border 54:2,18	card 5:5 6:14 33:16 36:5 37:3	click 34:2,3	complexity 42:8	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
Bordering 40:6	cards 5:10 54:21 55:22	Clifford 48:11	compliance 10:13 25:17 30:24	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
bottleneck 49:19,25 50:1 50:3,7	cars 11:19 46:20 48:3	close 44:24 47:5 49:19 50:7	comply 9:16 24:23	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
Boulevard 2:6 55:5,16	case 38:11	closed 48:5	computing 23:3	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
box 5:17 33:19	Castaway 39:5	Club 39:5,18	concentrations 28:12	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
brand-new 37:21	catastrophe 50:1	Coast 14:17 32:9,14,19	concept 4:23 8:17 18:21 20:21 52:17 53:12,14,22	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
break 36:3 49:12	caution 31:15	Code 27:18	concern 41:7,8 51:17	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
Brevard 1:9 14:20 28:3 53:13	centered 22:14	collected 13:14 13:22 14:4	concerned 40:3 42:22 43:25	conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
bridge 52:22	CERTIFICA... 57:2	color 9:24		conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
brochures 18:17 31:23	certify 57:6	come 3:22 5:12 34:20 37:21 41:2 45:6 48:21 54:21		conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
Brooke 35:5	Chambers 1:16 4:8	comes 41:16 44:19 54:19		conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
budget 33:3	chance 54:4	coming 37:19 40:13,21 43:6 46:13 49:2		conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
BUDUO 6:25 7:3	change 8:7 11:8 29:13,18 42:22 52:7,9	comment 5:5,16 5:17 6:14 8:20 8:25 9:21 15:10 33:17,18		conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
build 12:15 15:13,23 16:1 16:10,11,25 17:3 18:3 19:8 20:4 25:13 27:20 29:20 30:6 31:25 45:4	changed 47:21			conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
	changing 40:3			conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
	Chapter 25:20			conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18
	characteristics 12:17 13:1			conducted 4:6 8:5 9:8 14:16 25:17 26:25 30:18

27:5	County's 14:20	49:20 50:8	25:1 27:3	6:4 15:5 32:25
contiguous	couple 45:23	Danny 7:9	determined	33:6 35:12
51:23 52:4	course 15:1	dash 35:6	28:21,25	doing 39:13,14
continue 7:17	20:17	date 8:18	detrimental	40:16 50:15
27:24 28:2	court 1:21 8:21	Dated 57:10	26:20	dollars 32:2,2,4
32:24 39:14	33:15 36:14	day 47:24 57:10	developed 8:18	32:7 37:13
continued 17:15	57:5,12	days 40:7	15:3 23:17	Doris 43:13
34:15 36:24	crashes 19:14	dead 41:16	32:12	DOT 47:15,15
continues 10:24	29:9	debris 51:12	development	Doug 35:1
control 19:22	Creek 19:2 26:4	Decision 8:4	1:7 3:7 7:24	Draft 15:5 33:6
convene 36:7	36:17	decision-maki...	10:9 28:9	drainage 8:13
conventional	criteria 11:11	15:7	35:10	13:14,15 17:10
19:17	23:10,15,16,19	decisions 33:11	different 11:11	18:12,14 20:11
coordinate	38:17	dedicated 34:1	12:16,19 29:24	21:18 22:2,11
27:24 28:2	crossing 19:3	defined 12:20	41:24	22:25 23:3
coordinated	38:14,17,20	defining 23:3	direct 25:11	30:7 35:19,21
26:18	52:5	DeGroot 33:9	28:19	drawings 39:10
coordination	crossings 38:18	DeLand 2:6	direction 11:2	drawn 42:10
26:22 35:13	crucial 3:25	55:6,16	13:9,11,20	Drew 50:18,20
copies 31:22	Cucek 2:4 3:3,4	delayed 11:19	14:3 16:14	driven 46:24
54:24,25	7:2,11,15	delays 16:6	17:7 18:8 20:8	driveway 29:5
copy 36:19	34:16,19 35:23	demand 10:16	21:16,18,25	48:25
copying 55:3	36:25 39:2,21	department 2:5	22:2,9,11	driveways 41:4
Corey 16:14,15	43:12 45:19	3:5 4:7 6:6,8	directions 24:11	drop 33:18
16:21 18:1,16	46:4 48:8,10	7:21 9:21 23:9	24:14,17	dry 54:3
18:24 19:9	50:17 54:20	26:22 35:23	directly 47:18	due 11:2
20:1,3,23	55:13	40:8 43:5 55:3	Disabilities 9:9	
24:12 29:11,22	cultural 10:10	55:14	disability 9:25	E
40:1,25 41:25	25:3,16 26:15	Department's	Disc 20:17 21:6	E-mail 6:16
42:6	curb 13:14	31:9	21:8	33:23 34:2
corner 40:2	17:11 21:19	depicts 27:9,11	discuss 16:11,24	36:19,20
43:19	22:3,12	deposits 26:1	display 16:1	east 10:23,24
correct 57:8	current 11:2	Deputy 7:5	18:18 33:8	16:20 17:2
corridor 8:12	23:7,14 40:15	describe 13:2	displayed 10:5	18:22 20:3
12:6,9 15:19	53:5	described 20:23	30:1,15	21:8,12,21
15:19 16:7	currently 11:6	description 4:13	distance 10:20	22:5 40:1,12
19:23 26:18	29:16 33:2,5	design 23:5,10	47:10,12 48:18	48:15 49:8
27:2 29:25	39:4,7	26:25 28:5	District 2:5 7:9	52:2
cost 31:24 32:19	curve 40:12,14	29:1 32:7 33:2	10:3 23:8 34:6	eastbound 17:15
37:10,12	48:18 49:2,5	51:13 52:8	55:4,15	22:18 24:7,11
Council 1:16 4:8	49:20 50:8	53:5	ditch 48:22	24:14,17,19
14:25 26:24		designate 23:25	ditches 13:22	41:25,25 42:5
37:10	D	designated	14:5	44:11
Councilmember	D 12:7	15:20	Division 26:23	easy 42:17
7:10	daily 42:5	determination	document 4:3	economic 10:10
county 1:9 28:3	Dana 35:25	31:9,11	6:1	25:2,8
37:16	dangerous	determine 23:6	documents 4:19	Eddy 1:21 57:5

EEL 53:6,18,22	Enterprise 13:4	11:24 12:16,25	Feagle 35:5	five 2:5 8:7 11:9
EELs 51:25	13:4,8,18	13:15,17,23,25	feasible 28:22	29:15,19 49:16
54:18	17:16 29:11,22	14:6 15:17	32:19	49:17
effects 26:5,15	entire 11:4 12:5	17:19,24 19:6	features 12:21	five-foot 13:10
27:13	entitled 31:17	19:10 21:7,11	12:21	13:11 14:11
Efficient 8:3	entry 46:16	22:15,23,25	February 1:12	17:6 18:7
effort 37:20 51:6	47:18,21	23:4 29:13	3:1 33:7	fix 44:18
egress 40:11	Environment	exit 40:11,23,24	FEC 26:12	floodplain 24:2
eight 19:17	1:7 7:24 28:9	exiting 25:22	federal 9:7	Florida 1:17,22
23:23 27:6	environmental	expect 30:23	10:14 24:1,24	1:24 2:5,6 3:1
30:13 37:13	3:7 4:19 8:16	expected 25:14	27:18 30:18	3:5 4:10 6:9
38:8	10:11 23:9,12	27:21 28:14	37:17 38:19	7:21 9:13,15
eight-foot 14:12	24:25 25:19	expensive 52:23	federal/state	19:24 23:9
20:7	26:23 35:12	explain 8:16	38:15	25:20 26:22
either 10:2	55:4	explaining	feel 5:18 52:14	27:25 28:13
elderly 42:14	environmenta...	18:18	feet 9:12 13:16	32:21 55:3,6
elected 6:22	14:20 28:3	express 10:1	13:24 14:7,7	55:14,16
9:11	52:1,17 53:8	43:17 51:18	17:14 18:11	flow 41:9
electronically	equally 46:14	extent 11:19	43:6	flying 49:4
34:1	established 16:2	extra 50:10	Fenwick 39:3,4	focuses 28:10
Elementary	28:8		Fern 19:2 26:4	Foley 46:4,5,5
26:12	estate 30:20	F	fewer 29:9	48:9
eligibility 31:9	estimated 25:10	F 11:21	figure 37:18	folk 42:14
eligible 26:13	31:24 37:10,12	facilities 8:12	fill 5:5,10,16,17	followed 31:14
31:6	ETDM 1:6	10:17 11:4	34:3 36:4	following 8:24
Emergency 24:1	evaluate 10:10	20:14 26:21	filling 5:19	13:2 36:23
Enchanted	evaluated 15:22	facility 15:17	final 28:24 29:1	follows 7:20
28:22	16:23 23:19	26:19 43:20	32:7 33:2,11	10:9 20:23
enclosed 13:15	25:1 27:3,15	factored 15:7	51:1	34:15 36:15,24
encourage 31:3	evaluation 5:4	fail 12:6	finalize 4:2	forecast 12:14
encouraged	15:24 23:16	failing 11:21	32:24	forecasts 22:17
9:23	26:8	fair 30:23	finally 47:10	foregoing 57:7
encroachment	evening 3:3 5:2	fairly 52:19	50:18	form 5:16 6:16
26:20	10:7 34:23	families 43:22	financial 1:5	33:18,21,24
endangered	50:19	family 9:25	4:11 8:2	34:3 55:18
14:20 27:19	everybody	far 51:15 52:8	find 42:25 49:12	forms 10:6
28:3 52:1 53:8	49:25 50:2	farmers 48:21	Fine 7:1,4	31:13
ended 34:14	excavation	fast 49:12	finish 5:1	forth 43:2 48:23
engineering	25:23	fatalities 19:13	finished 12:14	49:23
4:19 8:16	exception 20:25	FDOT 7:22 8:2	fire 40:8 43:5	forward 4:25
24:24 32:8	excuse 35:11	9:2,16 10:3,4,9	48:16	54:22
33:2 35:11	executive 24:23	19:10 27:23	first 3:11 13:7	found 12:23
England 41:10	25:10	28:2,9 30:22	16:24 37:3,8	four 11:1 12:19
England's 41:10	exhibits 12:16	32:10,23 33:20	37:14 39:24	13:3 16:13
English 35:25	54:25 55:8,10	33:23 44:6	42:2 51:1	37:6 38:13
enhance 16:3	exist 26:17	FDOT's 28:12	fiscal 33:3	40:4 46:1
enhanced 23:1	existing 10:22	30:20 34:6	Fish 27:24,25	49:16,17,22

50:12,23 four-foot 13:19 14:2 18:12 43:3 four-lane 4:16 10:22 17:4,17 18:3,4,5 20:5 21:2 four-laned 38:3 fourth 14:9 51:1 Franklin 33:9 free-flowing 11:22 friends 44:5 front 35:19 40:4 40:19 47:1,3 full 29:23 fund 32:11 funded 33:3,5 funding 38:13 funds 37:18 furnish 31:22 furnished 31:12 further 47:22 future 11:2 12:1 38:6 44:4,25	44:1 46:17 47:24 51:16 52:5 53:7,9 54:8,15 goal 11:15 19:22 goes 41:12 42:1 47:3 going 3:11,17,18 4:5,18,22 34:17 38:9 40:5,13 41:3 41:19,23,25 42:5,18 43:23 44:17,18 45:5 46:20 48:2 49:7,8 50:12 51:3 52:6,9,25 53:9,10 55:19 Golf 20:17 21:6 21:8 good 3:3 34:23 40:11 41:1 48:13 50:19 52:19 gotten 50:6 governments 32:11 grade 11:20 grading 54:17 granted 53:7 grass 17:10 29:21 45:24 grassed 16:22 18:11 20:8 gray 44:15 green 23:25 greenways 50:21 51:22,24 Gregory 39:2 ground 54:13 group 26:11 guarantee 42:3 guess 41:15 guideline 12:7 12:11 gutter 13:14 14:12 17:11	21:19 22:3,12 guys 5:2 <hr/> H <hr/> habitat 27:16 habitats 27:22 hair 44:15 half 48:19 Hall 33:10 handled 21:18 22:2,11 handout 5:3 happening 38:25 45:13 49:17 happy 31:21 hazard 47:6 hear 43:14 44:2 hearing 1:4 2:2 3:10 4:6 5:11 6:2,24 7:14,23 8:1,5,22,23 9:1 9:5,6,10,19,22 10:6,7 15:9 30:16 33:1,19 34:6,9,11,14 36:13,23 37:2 54:24 55:11,20 56:2 heart 43:23 heavy 47:25 48:1 held 3:10 8:1 9:19 Hello 39:4 help 34:19 36:1 helpful 30:23 helping 35:14 Heumann 48:11 48:13 Hi 43:14 hiding 35:19 high 27:7,9,12 highly 11:21 46:11 historic 25:16 25:18 26:10,14	historical 26:6 hit 48:2 49:13 53:11 Holton 7:5,5 home 5:20,20 28:23 36:20 horrible 47:6 Hospital 47:17 hour 13:13,23 14:6,13,14 17:8 18:9 20:11 21:20 22:4,13 49:1 hours 38:8 49:10 house 48:24 huge 54:6 <hr/> I <hr/> I-95 29:14,18 ID 1:5 8:2 ideas 4:2,21 5:6 identification 26:8 identified 11:13 23:11 25:25 26:3 27:2,6 32:12 51:2 identify 23:21 impact 25:11 impacted 17:22 19:4 21:1,9 46:11 impacts 10:11 21:5 22:21 23:13,20 25:2 25:8,11,12,14 27:3,15,21,23 28:14 implement 32:11 important 5:7 importantly 4:20 46:22 impossible 49:3 49:8,11 improve 10:18	25:6 improved 29:8 improvement 8:9 10:12 28:20 32:15,22 40:16 improvements 8:13 12:2,3,5,8 12:13 15:11,17 23:2 25:5 27:4 30:7,9 32:6,13 32:17,25 improving 16:5 include 16:4,7 16:13 17:22 19:4 21:10 22:21 25:11 included 5:3 9:10 10:25 11:23 16:19 19:7 23:3 25:23 32:14 includes 13:8,18 14:1 16:20 17:3 18:11 21:15,24 22:8 29:11,21 32:2 including 9:17 19:12 20:6 26:10 27:16 incorporated 16:9 increase 28:18 increased 10:16 indicate 12:5 individual 51:9 individually 12:19 infant 47:3 infants 47:6 information 5:4 7:18 10:4 24:25 31:4 55:24 infrastructure 52:8 infrastructures
---	--	---	--	---

16:4	Juan 35:1	42:23,23 43:4	loads 39:9,10	11:1,6 12:8
injury 19:14	jump 49:5	43:6 49:22,22	local 9:14 14:25	14:24 15:21
inlets 14:12		49:23 50:8,25	19:22 32:10	16:12,15 17:24
Input 15:6	K	51:2	located 18:13	18:15 19:1,6,8
inside 17:11	keep 43:3 45:3	large 1:22 14:23	20:25	20:10,15,16
18:12	kids 45:23 47:23	19:24 46:15	location 22:15	21:5,6,8,11
inspect 31:2	killed 47:2 52:15	Lasher 35:10	29:4	22:18,20,23
inspection 31:4	kind 42:16 47:7	late 50:4,15	locations 23:12	24:19,22 26:2
32:8 55:3	47:9 50:23	laughed 41:18	23:24 29:25	26:12 29:12,16
intact 25:25	51:21 52:11,22	Laura 35:8	long 5:24 6:18	32:13,17 33:10
interest 34:12	King 1:23	law 35:7	12:14 32:20	34:12 36:17
interested 9:19	know 37:17 38:6	laws 9:17	37:20 38:8	37:16 38:9
interesting	41:10 43:5	leading 35:10	55:24	39:9,17,25,25
52:20	45:17 46:19	learn 44:15	look 40:19 51:23	40:1,2,8 42:1,5
intermission	49:6 51:13,17	Leedy 43:13,14	looking 38:7	43:19 46:9,18
3:17 7:17	52:23 53:8	45:21	51:11 53:1	46:22 47:4
34:17 36:4,12	54:15	left 16:7 22:18	Lorena 2:4 3:4	48:5,14,15,15
36:13,23	known 6:23 7:22	22:19 24:16,19	34:19 55:13	48:16,24 49:11
interrelated	knows 49:25	24:20 44:12	Lorena.Cucek...	49:15 50:22
52:12		legal 51:15	2:7	52:2,2,7 53:25
intersection	L	53:11	LOS 11:18	management
10:24 19:11,17	Ladies 36:25	length 11:4	lose 40:22	8:6,14 11:8
20:3 22:16	Lakes 28:22	let's 41:23	lost 46:15	14:21 15:13
24:3,6,9,12,15	land 28:4 52:1	letters 9:11,11	lot 42:24 43:22	16:20 23:6,8
24:18	53:25	47:15	46:16,20	23:15 24:1
intersections	lands 14:21	level 11:16,18	lots 42:12	29:3,7,13,16
12:1 16:8	23:25 26:23	11:20,24 12:7	loud 5:15	29:17 55:5
18:16 19:9	53:8	12:9	love 41:8	manager 2:3
24:5	lane 13:10,19	levels 12:12	loves 43:5	33:21 55:14
introduce 3:13	14:2 17:6,15	28:16,17	low 27:6	managing 29:4
34:21	20:7,20,24	Library 33:9		manner 30:24
introduced 3:14	21:4,15,16,24	life 44:15	M	Manual 28:9
involved 37:17	21:25 22:8,9	light 47:13,17	Ma'am 45:19	March 5:25 6:2
involvement	24:7,8,13,19	47:20	mail 6:17 33:20	6:18 9:2 33:8
29:2 35:9,14	24:21 36:17	limit 13:12,23	55:13,16	33:22 34:7
involves 8:9,13	39:18 40:4,4,5	14:5 42:21	main 47:18	55:12,25 57:10
issue 41:4 44:4,5	42:1 49:22	limited 16:6	maintain 11:16	Margaret 1:21
issues 42:18	50:10,12 51:4	limits 14:14	52:16	57:5,12
50:23	51:11,14,15	19:19	maintains 15:16	Marie 13:5,6
	lanes 11:1 12:1	link 34:3	major 24:4 52:7	14:1,9 16:16
J	12:20 13:9,21	Liquori 35:24	52:7	16:17 20:2,15
jeopardized	14:4,11 15:19	listed 32:21	making 8:4	21:4,12,21
31:18	15:20 16:8,13	little 3:11 7:18	31:14	22:5 24:15
Joe 35:24	16:14,16,17,18	43:3 44:20,21	Malabar 1:7,17	40:5,13
jog 40:21	17:5,9,12 18:6	44:23 45:23	3:8 4:9,14 7:10	Marine 39:5
Johns 23:8	18:10 22:15,18	54:2	7:23 8:10	material 9:1
Jordan 52:3	22:20 24:10,16	Lived 48:15	10:18,21,22	34:5
	38:9 40:14,17			

materials 55:1	32:6 37:11,12 37:13	25:18,19 26:13	notifying 9:14	15:10 43:16
matrix 5:4 15:24		natural 25:3	number 4:11 8:2	45:20 52:6
matter 41:4 50:1	millions 45:2,3	near 41:16	8:4 11:25	option 23:13
matters 45:22	mine 42:19	45:16	12:20 14:15	options 11:13
Mayor 7:5	minimal 51:14	neat 54:10	19:15,19 29:4	19:12
mean 50:5	54:17	necessary 31:12	34:24 38:2,13	oral 33:14,16
measures 11:18	minimize 26:19	need 39:15 45:7	44:8,9	54:23 55:9
28:25	27:23	45:15,15,25	Numerous	orange 23:23
media 9:14	minimum 17:13	needed 11:2	26:17	order 25:10 36:6
median 11:12	minor 11:7	needs 32:18	<hr/>	orders 24:23
16:22 17:10	minutes 34:16	neighbor 49:10	O	Organization
18:11 29:5,21	36:8	never 42:20	occur 11:15 27:4	14:18 32:10
29:23,24 30:1	misplace 6:14	44:19 47:16	28:15	origin 9:24
30:3 39:6 43:3	mitigate 54:18	new 12:25 17:17	occurrence 26:3	original 54:2
medians 29:12	mitigating 53:16	19:10 23:4	Ocean 37:4	Orlando 46:24
medical 43:20	mitigation 32:3	38:17	office 6:25 7:8	outside 17:12
Medina 7:7,7	mixed 49:23	newly-recorded	9:2 10:3,4	42:9
medium 27:7	Mobile 28:23	26:10	20:25 34:6	overall 23:21
MedPlex 24:6	mobility 25:6	newspaper 9:13	40:8 55:5	35:12
meet 12:6 23:7	model 28:13	nice 56:1	official 6:22	overview 3:12
38:17	MODERATOR	nicely 41:13	8:23	owners 9:12
meeting 15:6	2:2	night 56:1	officially 8:20	15:1 26:19
18:18 36:11	money 37:24	No-Build 15:12	officials 7:11	<hr/>
37:9	38:16	15:16,21,25	9:11	P
meetings 14:15	monies 45:10	noise 28:16,17	offsite 30:10	p.m 1:13 56:3
14:17	monitor 28:4	28:21 35:5	32:6	package 5:3
meets 12:10	monoxide 28:11	noise-sensitive	oh 35:8 37:24	page 34:1
Melbourne	months 32:23	28:19	38:22 47:19	pages 57:7
42:25 53:18	Moose 39:5,17	nondiscrimin...	50:3	Palm 1:16,17
memorandum	mother 43:24	9:17	okay 5:3 7:15	3:1 4:8,9 7:6
11:23 24:4	mothers 43:22	normal 42:14	34:16 37:4	14:19 33:9
merging 44:22	move 30:22 31:1	north 13:10	41:24 42:4,7	37:16,23 38:16
45:8	31:15	17:19,23 18:23	42:18 43:15	39:14 47:17
met 14:24	moved 31:8	19:5 20:9 21:1	44:15,17 46:3	parcel 41:5
methodology	movement 29:8	22:22 46:8,14	46:5 48:9,14	parcels 20:24
28:8	moving 4:25	48:24 52:2,18	49:8,19 50:6	parents 46:17
microphone	multimodal	53:6,16,17	53:17 54:14	47:12,22
33:17	10:17 16:3	54:18	Old 26:12	park 19:3 20:16
middle 50:10	51:8	northbound	Once 6:7 55:9	20:17 21:6,8
mile 14:13,14	<hr/>	22:19,19 24:20	ongoing 26:21	26:4 28:23
48:19	N	24:21	opened 47:13,18	40:8 51:7
miles 10:20	name 3:4 5:12	Notary 1:22	openings 11:12	54:11
13:12,23 14:6	5:12 6:23 7:2,3	notes 57:8	29:5,24 30:1,4	parking 46:16
17:7 18:8	7:12 39:23	notice 37:11	Operations	Parkway 24:6
20:10 21:20	50:19	notification	15:13	part 3:11,16,21
22:4,13	name's 36:16	31:16	opportunity	3:25 4:4 5:11
million 32:1,2,4	national 9:24	notified 31:13	3:22 8:19	6:1 7:12 9:4

15:14 27:18 34:8 38:20 41:7 44:6 53:22 54:11 55:11 participation 9:22 parts 3:10 Patch 46:6 path 16:16 20:9 20:13 54:3 pattern 51:5 paved 13:19 14:2,12 16:18 18:7,12 20:7 20:18 21:17 22:1,10 pavement 23:4 pay 38:16 payment 31:7 31:10,10 37:15 PD&E 1:7 3:6 7:24 10:8,21 11:13 12:9 15:15 34:13 pedestrian 8:12 10:17 11:4 20:14 pediatrician 43:18,24 people 5:15,21 34:24 40:13 41:2,23 42:14 42:17,20 48:22 53:13 54:8 percent 19:14 19:14 41:2 perfect 49:13 performance 16:3 38:24 performed 23:5 25:21 28:7 period 8:25 33:17 permanent 6:19 permit 23:10 personally 51:9	persons 9:20 10:1 perspective 53:11 phase 25:16 26:25 phases 28:6 photos 30:15 physical 25:3 pickup 48:1 piss 38:23 place 1:23 44:1 44:2,2 55:8 placed 47:8 places 26:14 40:10 42:12 plain 42:17 plan 32:18,19,20 36:19 38:6,11 45:12 51:3 planned 10:11 37:15 planning 14:18 32:9 38:23 44:6 52:24 plans 4:23 8:17 32:12 played 7:19 please 5:5,6,15 36:4 48:8 55:22 plus 32:7 point 44:14 points 19:16,20 28:17 Policy 25:19 pollution 54:13 pond 23:11,13 23:16,17,22,23 23:24 53:3 ponds 16:22 30:11 32:6 52:24 poor 38:23 population 52:19 portion 8:7	10:22 11:9 20:18 36:11 37:1 46:16 Posey's 7:8 positions 45:12 positive 25:8 post 6:9,10 20:25 40:7 posted 13:12,22 14:5,14 17:7 18:8 20:10 21:19 22:3,12 43:9 postmarked 5:24 6:18 9:2 33:22 34:7 55:12,25 Poteat 34:23,23 35:18 potential 16:22 23:11,17 26:5 26:14 27:5,6,7 27:8,10,12,12 30:12 38:13 potentially 27:1 53:21,23 54:7 PPPPP 38:23 practice 29:3 predicted 28:12 28:16,18 preferred 6:5 preliminary 8:17 preschool 46:6 46:24 present 3:12 6:5 8:15,21 31:3 33:15 34:18 45:12 presentation 3:16,20 8:24 34:10 38:24 46:7 presented 33:1 presenting 4:18 4:23 presents 12:12	Preservation 25:18 pretty 49:8 prevents 38:23 previous 14:8 previously-rec... 26:1,9 price 37:12 priced 45:5 primary 35:11 prior 38:23 probably 43:2 45:2 47:24 problem 37:24 48:1 problems 44:24 procedures 31:13 proceedings 8:22 54:23 57:7 process 10:9 14:16 15:7 19:11 29:2 30:20 produced 8:24 program 16:2 32:16,22 project 1:5,6,7 2:3 3:7,8,12 4:11,12,13 6:8 6:20 7:24 8:2 8:13,20 9:3,20 10:9,12,15 15:2 25:6 27:2 27:15 28:9,15 28:20 30:22 32:21 33:5,20 33:25 34:8,22 35:5,13,21 44:3,8,9,24 45:1,4,4,9 51:5 55:2,14 project's 29:1 projected 11:15 12:1,4 projects 32:11	35:3 44:22 45:8 promptly 31:12 pronouncing 48:11 Proper 29:7 properties 17:22 19:4 21:9 22:21 52:18,18 53:2 property 9:12 30:19 31:3,5 40:1,4,6,19 42:16 43:7,19 44:7,9 45:14 46:13 51:25 52:1 53:6,15 53:16,18,24,25 propose 44:20 proposed 3:8 4:13,15 8:6,9 9:13 15:10 18:15,24 23:2 24:8,10,13,16 24:19,21 25:4 25:22 27:4 29:25 30:3 40:24 proposes 11:7 16:12 proposing 4:24 protected 27:17 27:22 Protection 23:9 26:23 provide 10:16 11:11 15:4 22:17 31:4 33:12,14 44:10 55:23 provided 10:5 17:11 20:11 23:13 33:19 provides 15:9 18:6 20:13 providing 11:3 17:4 25:7
--	---	---	---	--

provision 39:11	really 41:1,6	references 54:24	requirements	52:8
provisions 39:7	43:1 44:14,18	55:1	9:7 23:7 24:24	Rights 9:18
39:15,18	45:6	referred 12:22	reroute 38:5	risk 27:6,7,10
public 1:4,22	rear-end 42:7	referring 44:10	residential	27:12
3:21 4:6 6:1	reasonable	regard 9:23	17:23 19:5	River 23:8
7:11,22 8:1,25	28:22	regarding 36:1	21:10 22:21	road 1:7,7,17
9:1,4,6,10,22	receive 6:7	Register 9:15	30:13	3:8,8 4:9,14,14
14:15,22 15:3	31:16	26:14	residents 37:23	7:23,23 8:10
15:9,9 29:2	received 9:1	regulations 9:17	37:25	10:18,19,19,21
33:1,17,19	34:5	10:14 27:18	Resort 28:23	10:23 11:1,6
34:6,9,11 35:7	receptor 28:17	related 51:21	resource 26:11	12:8 13:5,5,18
35:9,14 36:10	reclassification	55:1	resources 25:3	14:1,13 15:21
37:1 55:2	8:14	relative 8:1	25:16 26:6,15	16:12,14,15,15
publicly 8:19	recognizing	reliability 16:6	27:16	16:21 17:1,21
pull 48:21,25	52:17	relief 15:18	response 7:14	17:24,25 18:1
purchasing 53:1	recommenda...	relieve 25:7 50:9	37:8	18:2,16,16,17
53:15	6:9	religion 9:24	rest 48:6	18:23,24 19:6
purpose 10:15	recommenda...	relocation 30:19	Restoration	19:8,9,9 20:1,3
put 37:7 41:4	23:14 28:24	30:25 31:6,17	26:24	20:10,24 21:11
48:7 49:19	recommended	31:19,22	restrictive 11:11	22:18,20,23
50:4,7 54:7	4:24 6:5 12:8	relocations	29:23	24:9,12 29:11
puts 38:14	12:15 15:25	30:13,14,14	result 25:4,14	29:12,14,16,19
	16:10,11,24	32:4	27:4,21 28:15	29:22 32:13,17
	17:3 18:2 19:7	remain 15:19	28:19 29:8	34:12,13 38:10
Q	20:4 21:14,23	33:8	30:22	39:9,17,25
quality 28:7,10	22:7 23:22,24	remember	resulted 26:7	41:25 42:5
28:14	25:13 26:13	46:24	review 15:6	43:20,20 46:9
question 36:18	27:20 29:10,20	reopen 44:23	19:11 33:7,12	46:15,18,22
37:14	29:24 30:6	report 57:6	36:19	47:4 48:4,5,15
questions 3:19	31:25	reported 48:20	reviewed 20:22	48:15,25 49:11
31:20,21 36:1	reconstruct	reporter 1:21	24:25	49:15 51:10,12
37:6	16:15	8:21 33:15	reviews 19:10	52:15
quite 41:13	record 3:24 5:25	36:15 57:2,5	Richard 35:18	Road's 52:7
	6:19 7:13 9:4	57:12	35:20 39:22,23	roadside 13:22
R	34:9 36:14	Reporting 1:23	rides 51:9	14:5
race 9:23	37:7 39:6	represent 6:25	right 9:13,20	roadway 4:16
rail 38:18	55:24 57:8	7:4 12:23	13:15,24 14:6	11:25 12:16,20
railroad 26:12	recorded 3:24	23:23 39:24	16:8 17:13	19:21 20:6,12
38:14,17,20	5:8 6:24 8:23	Representative	25:22 30:5,8	21:2,3,7 22:15
raised 16:21	55:11	7:1,4	30:10,17 32:4	23:2 30:6,9
17:10 18:10	recreational	representing	33:4 35:24	32:5 54:14
29:11,21,23	26:17 53:21	46:6 50:20	36:2 37:14	roadway's 13:1
Randy 7:1,4	reduce 19:13,15	represents	38:9 40:15	Rob 7:7
35:13	29:8	14:17	42:4 43:12	room 47:3
range 12:14	reducing 16:6	required 9:16	44:11 45:15,16	Rosaci 36:16,16
32:20	Reed 35:1	17:13 19:3	46:8,12 48:12	rough 43:1
rate 41:21 43:8	refer 12:25	30:21 31:1	48:16 51:25	roundabout
real 30:19,20				
45:13				

17:21 18:17,22 18:25 19:12,18 19:19 24:10,13 40:22,25 41:9 41:16 42:2,3 44:3 45:4	44:5 secondary 25:12 section 12:25 13:7,17,25 14:8,9 17:4,14 17:22 18:4,5 19:4 20:5,22 21:10,12,14,14 21:21,23,23 22:5,7,7,24 25:17 51:1,1	shared-use 16:16 20:9,13 Sheffield 1:21 57:5,12 Shiflett 20:24 21:4 shift 54:17 shifts 18:23 21:7 short 48:18 shoulder 13:20 14:2 18:7 20:8 20:19 21:17 22:1,10 shoulders 14:12 16:19 18:12 shovel 25:23 showing 41:18 shown 19:13 23:23 33:21,24 shows 30:3 shut 38:4,4 sick 47:23 side 13:10 14:13 17:23 20:9 21:1,8,10 46:9 46:11,14 48:24 53:24 sides 13:12 18:13 19:5 20:12,19,24 22:22 sidewalk 17:6 18:7 21:18 22:2,11 45:24 sidewalks 13:11 13:21 14:3 15:20 16:18 sign 10:5 40:17 46:15 signalized 24:7 24:16 signals 29:6 signing 35:2 similar 12:21 14:8 single 26:2 42:1 site 23:11,13	26:2 28:19 45:14 sites 16:22 23:18 23:22,23 27:1 27:5,10,12,13 siting 23:16 sitting 47:5 situation 40:18 47:7,9 situations 19:24 six-foot 21:17 22:1,10 slamming 42:7 slash 49:1 slide 10:5 27:9 27:11 slides 13:2 slow 42:3 slows 41:12 smiles 44:20,21 social 10:10 23:12 25:2,8 solicited 9:23 Somebody 40:24 somebody's 42:7 sorry 35:18,22 38:22 sound 52:17 south 2:6 14:13 17:20 18:23 19:5 21:7,10 22:22 46:10,14 52:3,19 53:4 53:16,24 54:17 55:5,15 southeast 4:9 40:2 Southwest 37:5 Space 14:17 32:9,14,19 spacecoastlar... 36:21 spacing 29:4 speak 3:23 5:9 5:14 36:4	42:20 45:7 52:13 55:19 speaker 5:10 33:16 36:5 39:2 speakers 54:21 speaking 3:15 5:15 52:12 special 31:15 37:22,25 specialists 31:19 specialty-imp... 37:22 species 27:17,19 27:22 28:5 specific 28:5 specifically 28:11 specs 51:16 speed 13:12,23 14:5,14 17:7 18:8 19:22 20:10 21:19 22:3,12 Spray 37:5 squeeze 43:1 St 23:8 staff 3:13,18 14:18,21,25 28:4 34:21 standard 12:6 12:11 19:11 start 7:16 35:1 36:8,9,10 44:16 starting 17:19 33:7 state 1:7,22 3:8 4:14 5:12 6:25 7:4,23 9:7 10:13,18,19 24:24 26:23 32:22 34:12 37:17 stated 46:7 statement 33:14 33:16 55:9,13
S				
S.E 1:17 S.R 1:7 safety 10:18 18:19 43:25 44:14 45:11,25 salesperson 43:21 Sanctuary 19:2 20:16 21:6 52:2,4 53:19 Sandy 36:17 satisfy 23:14 saying 44:17 45:6 scared 48:2 scenario 38:12 school 11:20 26:13 47:13 screen 23:17 screening 28:13 Scrub 19:2 20:16 21:5 52:2,3 53:18 second 3:16 10:8	seeing 49:4 54:21 seek 32:24 seen 38:8 48:19 segment 12:24 14:23 16:25 17:25 20:1 segments 12:19 13:1,3 20:23 select 23:21 Selection 14:21 send 5:23 6:15 separate 45:10 separated 17:9 18:10 serve 45:9 service 1:23 11:16,18,21,24 12:7,10,12 27:25 services 31:7 seven 38:8 40:7 seven-foot 17:5 18:6 20:18 21:17 22:1,10 51:2,14 severe 41:3 sex 9:24 shared 51:4	shared-use 16:16 20:9,13 Sheffield 1:21 57:5,12 Shiflett 20:24 21:4 shift 54:17 shifts 18:23 21:7 short 48:18 shoulder 13:20 14:2 18:7 20:8 20:19 21:17 22:1,10 shoulders 14:12 16:19 18:12 shovel 25:23 showing 41:18 shown 19:13 23:23 33:21,24 shows 30:3 shut 38:4,4 sick 47:23 side 13:10 14:13 17:23 20:9 21:1,8,10 46:9 46:11,14 48:24 53:24 sides 13:12 18:13 19:5 20:12,19,24 22:22 sidewalk 17:6 18:7 21:18 22:2,11 45:24 sidewalks 13:11 13:21 14:3 15:20 16:18 sign 10:5 40:17 46:15 signalized 24:7 24:16 signals 29:6 signing 35:2 similar 12:21 14:8 single 26:2 42:1 site 23:11,13	26:2 28:19 45:14 sites 16:22 23:18 23:22,23 27:1 27:5,10,12,13 siting 23:16 sitting 47:5 situation 40:18 47:7,9 situations 19:24 six-foot 21:17 22:1,10 slamming 42:7 slash 49:1 slide 10:5 27:9 27:11 slides 13:2 slow 42:3 slows 41:12 smiles 44:20,21 social 10:10 23:12 25:2,8 solicited 9:23 Somebody 40:24 somebody's 42:7 sorry 35:18,22 38:22 sound 52:17 south 2:6 14:13 17:20 18:23 19:5 21:7,10 22:22 46:10,14 52:3,19 53:4 53:16,24 54:17 55:5,15 southeast 4:9 40:2 Southwest 37:5 Space 14:17 32:9,14,19 spacecoastlar... 36:21 spacing 29:4 speak 3:23 5:9 5:14 36:4	42:20 45:7 52:13 55:19 speaker 5:10 33:16 36:5 39:2 speakers 54:21 speaking 3:15 5:15 52:12 special 31:15 37:22,25 specialists 31:19 specialty-imp... 37:22 species 27:17,19 27:22 28:5 specific 28:5 specifically 28:11 specs 51:16 speed 13:12,23 14:5,14 17:7 18:8 19:22 20:10 21:19 22:3,12 Spray 37:5 squeeze 43:1 St 23:8 staff 3:13,18 14:18,21,25 28:4 34:21 standard 12:6 12:11 19:11 start 7:16 35:1 36:8,9,10 44:16 starting 17:19 33:7 state 1:7,22 3:8 4:14 5:12 6:25 7:4,23 9:7 10:13,18,19 24:24 26:23 32:22 34:12 37:17 stated 46:7 statement 33:14 33:16 55:9,13

54:25 55:8,10 station 48:16 55:16 status 9:25 Statutes 25:20 stenographic 57:8 step 10:8 stop 40:17 41:17 storm 16:22 stormwater 13:21 14:4 23:1,5,6,14 strange 40:21 strategies 16:5 Strawberri 46:4 46:5 stream 49:1 street 1:8 3:9 4:15 8:10 10:19,23 12:17 13:3,6,6,8 14:1 14:9 16:13,16 16:17,21 17:1 17:2,16 20:2 20:15 21:4,12 21:21 22:5 24:15 37:5 40:13 49:9,11 stroller 45:22,23 structure 26:9 structures 26:10 26:11 stuck 46:18 studies 4:20 8:17 study 1:7 3:6,7 4:1 5:1,4,8 7:25 8:7 10:8 10:21,25 11:5 11:7,10,13 12:9 14:16,23 14:24 15:1,4,5 15:8,15 16:7 23:11,24 24:5 25:7 26:18,18 28:8 32:14,17	33:6 34:13 47:16 stuff 48:21 submit 6:15 33:25 34:4 45:20 55:7 substantial 25:2 25:14 27:21 substantially 28:18 suburban 18:4,5 20:5 suitability 23:21 Suite 1:23 Suntree 1:23 support 19:21 29:12 sure 35:7 41:1 46:23 surface 25:15 survey 25:17,21 25:23,25 26:7 swales 20:11 swales/ditches 18:13 symmetrical 41:22 system 13:15 15:12 systems 22:25 <hr/> T T 33:9 table 12:12 14:16 30:3 take 3:17 5:19 5:20 42:24 55:22 taken 36:12 talk 3:18 49:21 talks 50:2 Tallahassee 10:3 tax 45:10 team 14:24 15:4 15:8 26:18 34:25 35:24	37:20 technical 11:23 24:4 techniques 29:7 term 12:24 testimony 3:22 4:4 36:10 37:1 tests 25:24 thank 34:11 36:22 38:21,25 39:20,21 43:11 43:12,15,16 46:3 48:9,10 50:16,17 54:19 54:20 55:21 56:1 them's 48:2 thing 38:22 41:15,17 45:14 47:11,11 51:20 things 42:16 51:20,22 52:11 52:23,25 54:9 think 40:15,16 42:9,19 44:21 53:2,13 thinking 42:13 53:20 54:6 third 3:21 4:4 40:20 Thompson 50:18,19,20 thoughts 4:2,21 5:6 three 3:10 11:9 16:17 27:7,9 27:12 29:15,17 30:13 38:2 40:5,20 45:24 49:22 50:8 three-lane 21:13 21:22 22:6 time 5:18 6:21 7:18 16:5 36:8 42:20,21 45:13 48:6 54:16 times 54:3	timing 49:13 Title 9:18 10:2,6 27:17 today 6:10 9:13 44:25 Today's 15:9 Todd 35:4 tonight 4:18 8:15 16:1 30:2 31:19 33:15 34:24 37:11 51:19 tonight's 6:2 8:22 18:18 30:16 33:1 55:20 top 46:23 total 31:24 totally 46:13 touch 50:24 tough 53:7 town 14:24,25 33:10 37:16 43:17 50:21 TPO 32:13 TPO's 32:14,19 tractor-trailer 41:19 tractors 48:22 traditional 19:15 traffic 11:3,14 11:23,25 12:2 12:4 22:17 24:4 28:16,17 29:6,8 38:6 41:10,12,16 42:3 47:13,17 47:20,25 49:2 49:12,15 50:9 50:11,13 51:5 Traffic's 49:18 trailer 42:24 trailers 19:25 trailhead 20:15 Trails 50:21 51:21	transcribed 7:20 transcript 8:23 54:23 transitioning 17:20 transitions 18:3 20:4 21:2,13 21:22 22:6 transportation 2:5 3:5 4:7 7:21 8:3 10:12 14:18 15:12 28:20 32:9,15 32:20,22 55:4 55:15 travel 10:16 13:9,19 14:1 14:11 16:5 17:5,6,9 18:6 18:10 20:7 21:15,24 22:8 traveling 11:19 treated 30:23 treatment 23:6 Tres 7:5 trucks 19:25 39:11,12 true 57:8 truly 45:9 try 34:25 48:25 49:9 51:23 trying 37:18 41:17 42:6,15 49:5 52:16 TSM&O 15:13 16:2,4 tunnel 52:22 turn 16:8 21:16 21:25 22:9,15 22:18,19 24:16 24:19,20 39:18 40:17 42:6,15 44:11,12 45:15 Turner 35:8 turning 50:10 two 11:1 13:9
---	---	--	---	---

14:10 15:19 16:14,16 17:4 18:6 19:21 20:22 22:17,19 24:10 27:11 37:9,13 38:9 39:4 40:4,14 41:22 44:22 45:1,8,10,23 48:3,3 49:22 49:23 51:20 52:25 two-lane 4:16 20:6 21:3 type 30:21 53:3 typical 12:22,24 13:7,17,25 14:8,9 17:4,14 18:4,5,5 20:5 21:12,13,14,21 21:22,23 22:5 22:6,7 29:10 37:8 typically 12:23	18:4 19:23 21:13,22 22:6 usage 53:4 use 12:24 26:20 43:2 46:17 51:4 utility 32:3	47:4,6,8 wanted 34:18 47:13 50:23 51:18 warranted 4:17 8:10 22:16 watch 42:4 watched 37:9 38:24 water 23:8 53:17 54:7 waters 25:15 Wawrzyniak 35:17,20 way 9:13 13:16 13:24 14:6 17:13 25:22 30:5,8,10,17 32:5 33:4 35:24 36:2 38:3 39:16 46:8,12,25 50:13 52:9 ways 33:13 44:20 we'll 5:25 6:4,8 7:15,16 36:7,9 36:10 47:19 we're 3:11,17,17 4:5,18,22,24 4:25 34:16 38:15 40:16 41:3,23 52:16 52:24 we've 39:13 40:12 Weber 13:5,5,18 13:25 17:1,21 17:25 18:2,16 18:23 19:9 24:9 29:14,19 43:20 48:4 website 6:10,11 9:3 15:2,6 33:25 34:2,8 week 40:7 44:25 48:4	weeks 37:9,13 45:1 Weinbender 35:25 welcome 3:6 welcomes 7:22 Wendy 35:9 went 46:25 weren't 5:22 41:6 west 13:3,4,8,17 17:20 18:2,22 41:2 47:22 48:19 49:7 52:3 westbound 13:11 22:20 24:8,11,14,17 24:22 40:23 wetland 32:3 wetlands 25:9 25:10,15 White 7:9,9 Whitworth 39:22,23,24 wide 20:7 widen 16:12,17 widening 4:14 8:9 11:1 wider 51:11 54:2 width 17:13 widths 12:21 wildlife 27:16,23 27:25 28:1 52:5,20 54:4 54:15,19 wish 5:9 wishes 55:19 wishing 10:1 Woodland 2:6 55:5,15 word 31:15 work 42:17 working 35:4,6 35:9,20 works 32:10	worse 49:19 50:14 worst 38:11 41:14 writing 45:20 48:7 written 8:25 34:5 43:9 54:24 55:7,10 wrote 47:15 www.sr514ma... 6:12 15:2
<hr/> U <hr/>	<hr/> V <hr/>		<hr/> X <hr/>	
U.S 1:8 3:9 4:15 8:11 10:20,24 12:17 13:6 14:10 16:18 20:25 22:16,19 22:20 24:18,20 24:21 27:24 38:3 42:24 underneath 54:1,14,16 understand 9:20 understanding 51:8,10 undivided 14:10 Uniform 30:18 30:24 unload 39:12,17 unloading 39:10 unsatisfied 31:8 updates 34:3 urban 11:7 17:4	value 31:5 values 32:1 varies 13:16,24 14:7 various 9:16 23:17 24:23 32:12 varying 14:11 vehicle 19:16 29:9 vehicle-to-ped... 19:20 vehicles 39:16 vents 54:12 venue 53:22 VI 9:18 10:2,6 viability 26:21 Vic 34:20,23 vicinity 27:2 video 3:12 7:16 7:19 18:17 34:14 41:18 Viera 1:24 41:14 visit 33:24 voice 5:7 volume 23:7 volumes 11:3,14 11:25 12:2,4		<hr/> Y <hr/>	
	<hr/> W <hr/>		Yay 47:19 yeah 35:8 37:24 year 11:15,17 12:4,13,14 33:3 years 39:8,13 43:18 46:1,1,2 48:20 49:16,17 50:5 Yup 48:13	
			<hr/> Z <hr/>	
			<hr/> 0 <hr/>	
			0.43 19:1 05 19:2	
			<hr/> 1 <hr/>	
			1 1:8 3:9 4:15 8:11 10:20,24 12:18 13:6 14:10 16:18 22:16,19,20 24:18,20,21 38:3 42:25 1.30 25:12 10 45:2 46:1 50:5 10-acre 41:5 10-foot 20:9,13 101 1:23 106 25:18	

11-foot 17:5 21:15,24 22:8 42:23	12:2,4,15 38:7 22 18:11 22-foot 29:21 22-foot-wide 17:10	7:23 10:19 34:13 54 37:11 56 57:7 566 37:4		
118 13:16 11990 25:10 12-foot 13:9,19 14:1,10 18:6 20:6 21:16,25 22:9 42:23	25 39:8,13 43:6 43:18 25.73 30:7 26 53:2 267 25:20 27.3 32:4 27.45 32:2	<hr/> 6 <hr/> 6:00 1:13 6:44 36:8 60 37:12 60.39 32:1 66 13:24 14:7		
120 1:17 4:9 128 17:14 13 5:25 6:2,19 33:22 55:12,25 13026 1:6 8:4 13th 9:3 33:8 34:7	28 1:12 3:1 28th 57:10	<hr/> 7 <hr/> 7:01 36:9 7:25 56:3 710 2:6 55:5 719 55:15 76 19:14 78 28:16 7th 33:7		
14 1:23 146 13:16 15 36:8 50:5 1665 39:25 1765 36:17 18 45:2 180 47:23 1820 48:15 19.26 30:9 1961 48:14 1964 9:18 1966 25:19 1969 25:20 1970 30:20 1973 27:19 1990 9:9	<hr/> 3 <hr/> 3 57:7 3.64 10:20 30 14:13 300 9:12 32 19:16 27:6 32720 2:6 32907 1:17 32920 55:6 32940 1:24 32950 36:17 35 21:19 22:3,12	<hr/> 8 <hr/> 80 41:1 85 41:1 88 25:23 8BR000053 26:2		
<hr/> 2 <hr/> 2.65 25:11 20 46:2 47:23 200 46:20 47:22 2012 28:13 2018 1:12 3:1 5:25 6:3,19 9:3 31:25 32:15 33:7,8,22 34:7 55:12,25 57:10 2022 32:15 33:3 2025 12:14 2040 32:19 2045 11:15,17	<hr/> 4 <hr/> 402 27:18 43 27:5 430136-1-22-01 1:5 4:12 8:3 44 26:11 45 13:12,23 14:14 17:7 26:9 41:12	<hr/> 9 <hr/> 90 19:13 95 38:4		
	<hr/> 5 <hr/> 5 7:9 10:3 34:6 55:15 5.63 32:6 50 13:24 14:5,7 18:8 20:10 27:17 501 2:6 55:16 507 10:19 514 1:7 3:8 4:14			

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2. RUSS DEJAIFFE	None - old perso	Palm Bui)
3. BILL BATTIN	WBATTIN@CFL.RR.COM	P.B
4. Kenny Adams	Coralway25@aol.com	Indoor RV & Boat
5. Jerry Sorold	JERRY.SOROLD@SUNMAIL.COM	SPACE (west) TRAILS
6. Michael Foley	MFOLEY@MALABAR.PD.ORG	MALABAR FIRE D
7. Murray Cusack	M.CUSACK MURRAY13@OUTLOOK.COM	PROPERTY OWNER
8. Tom DAVIS	Tom.DAVIS@health-First.org	Health First
9. Conroy Jarvis	conroy.jarvis@pbff.org	COPB
10. Pauline Cochran	greenfieldsmarket@gmail.com	Store owner
11. Roy Cochran	Green Fields Market	Store owner
12. Miamma	W's d	
13. Kurt Garber	kgarber@fishbacklaw.com	Fishback Law
14. Joseph Lentini	Lentini.Joseph47@gmail.com	
15. Brian & Karen Moravecky	KMORAVECKY@CFL.RR.COM	
16. Mark Meeks	mark@preservationvalueservices.com	PVS
17. Bob Wicbort	BRUSHBUSTERSLCI@AOL	
18. Chub's Seed	Malabar	
19.		
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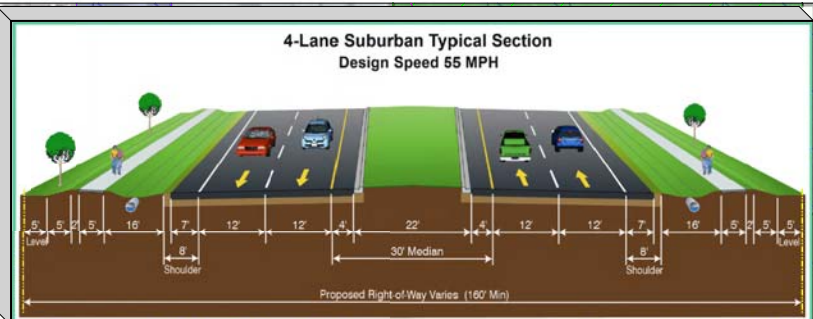
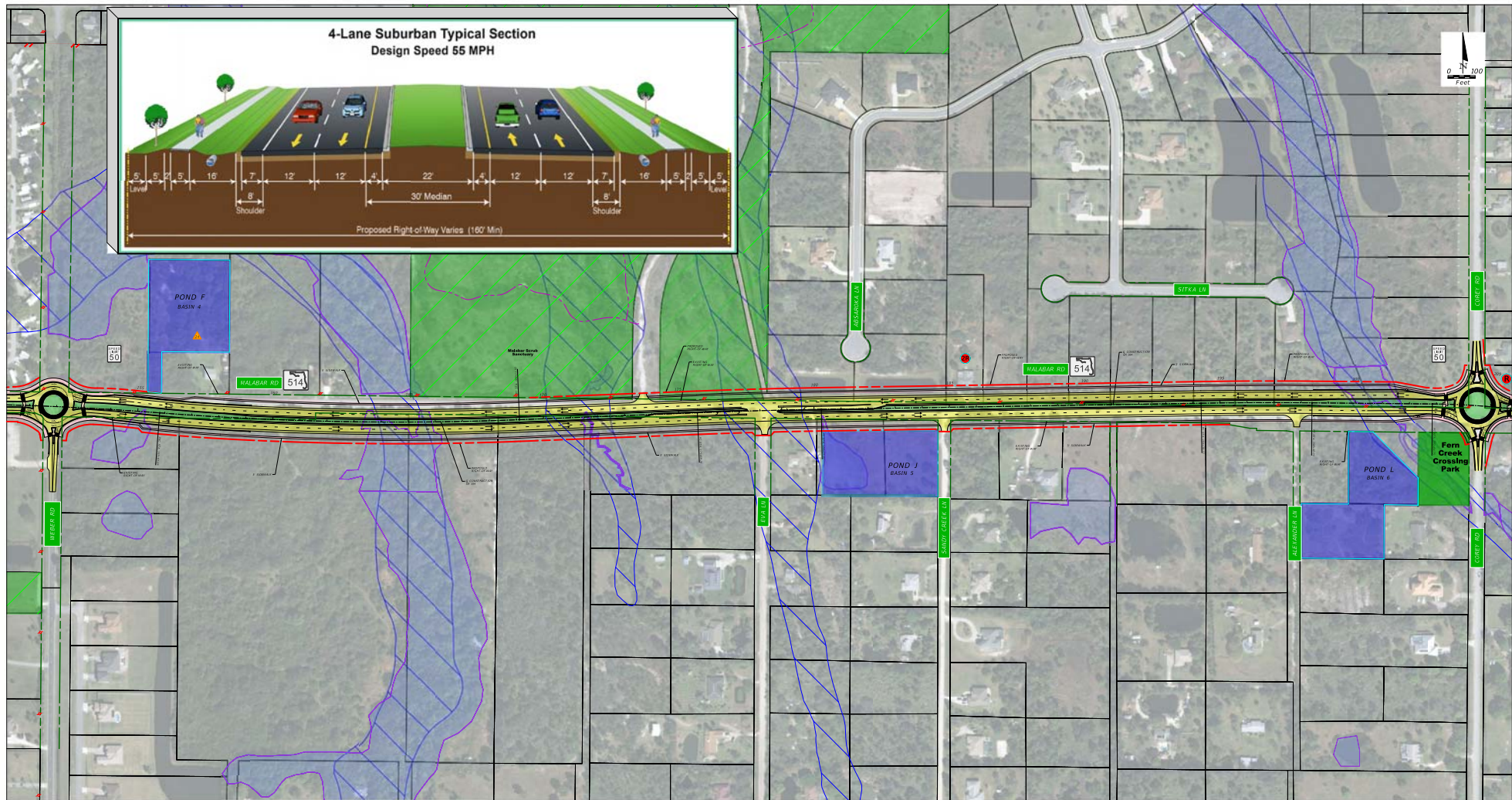
From Babcock Street to U.S. 1 Brevard County, FL Public Hearing Sign-in Sheet

	Name	Email	Organization
1.	ANDREW LAIKIN	ANDYISTSVC@AOL.COM	owner
2.	ROSITA-GASPERINI		
3.	Strawberri Foley	strawberri@berrypatchpreschool.com	Berrypatch Preschool
4.	Drew Thompson	drewthompson@presolent.com	Tom Trails & Beans
5.	Brenda Muck	bmuck@afl.rail.com	
6.	Tres Holton	tres.holton@palmabayflorida.org	
7.			
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Project Location Map

Malabar Road (S.R. 514) from Babcock Street to U.S. 1





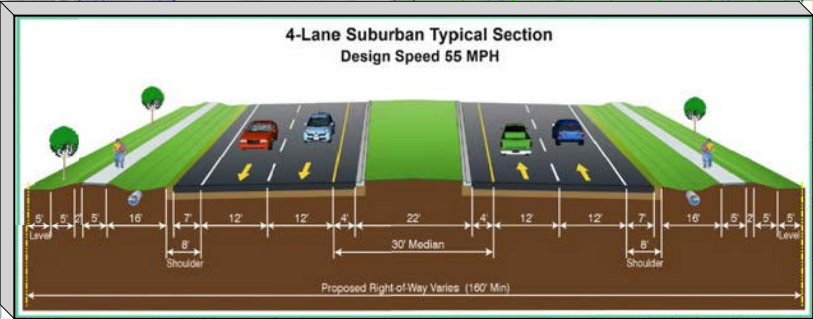
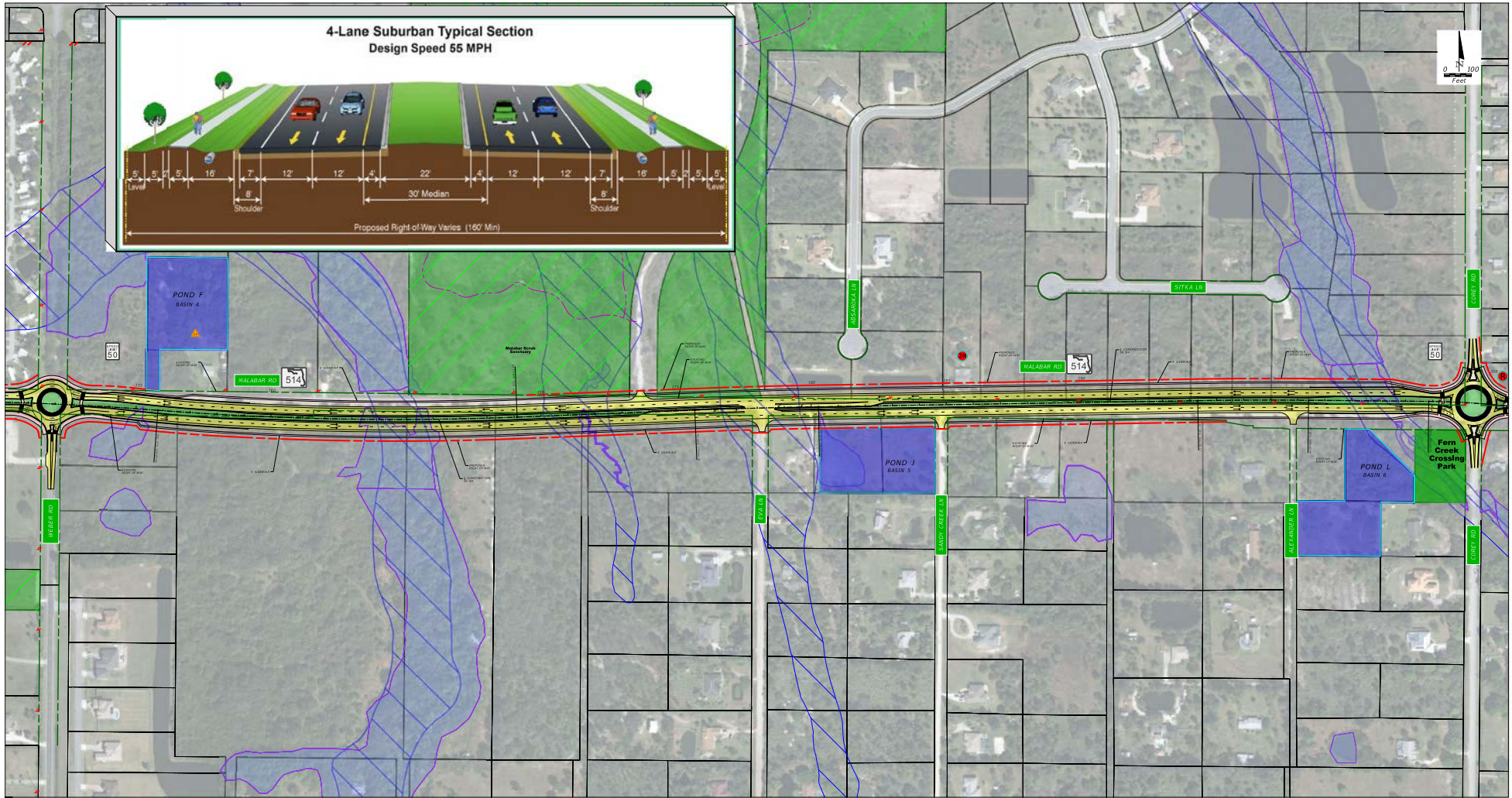
LEGEND

— 100' — CENTERLINE OF CONSTRUCTION	— EXISTING ROW	— SAND HILL TRAIL	Ⓜ RESIDENTIAL RELOCATION	🚦 EXISTING TRAFFIC SIGNAL	🟡 WETLAND	🟡 PROPOSED PAVEMENT
— CITY LIMITS	— PROPOSED ROW	— MALABAR SCRUB TRAIL	Ⓜ BUSINESS RELOCATION	🟡 100 YR. FLOODPLAINS	🟢 EXISTING PAVEMENT	🟢 PROPOSED MEDIAN
— PARCEL BOUNDARY	⚡ TRANSMISSION LINE POWER POLE	— AL TUTTLE TRAIL	Ⓜ NON-PROFIT RELOCATION	🟢 CONSERVATION LAND	🟢 PROPOSED SIDEWALK	🟢 PROPOSED SIDEWALK
			⚠️ POTENTIAL CONTAMINATION SITE			

Proposed Recommended Alternative

PRELIMINARY SUBJECT TO CHANGE

FDOT Malabar Road (SR 514)
PROJECT DEVELOPMENT & ENVIRONMENT STUDY, BREVARD COUNTY
Financial Project Number 430136-1-22-01



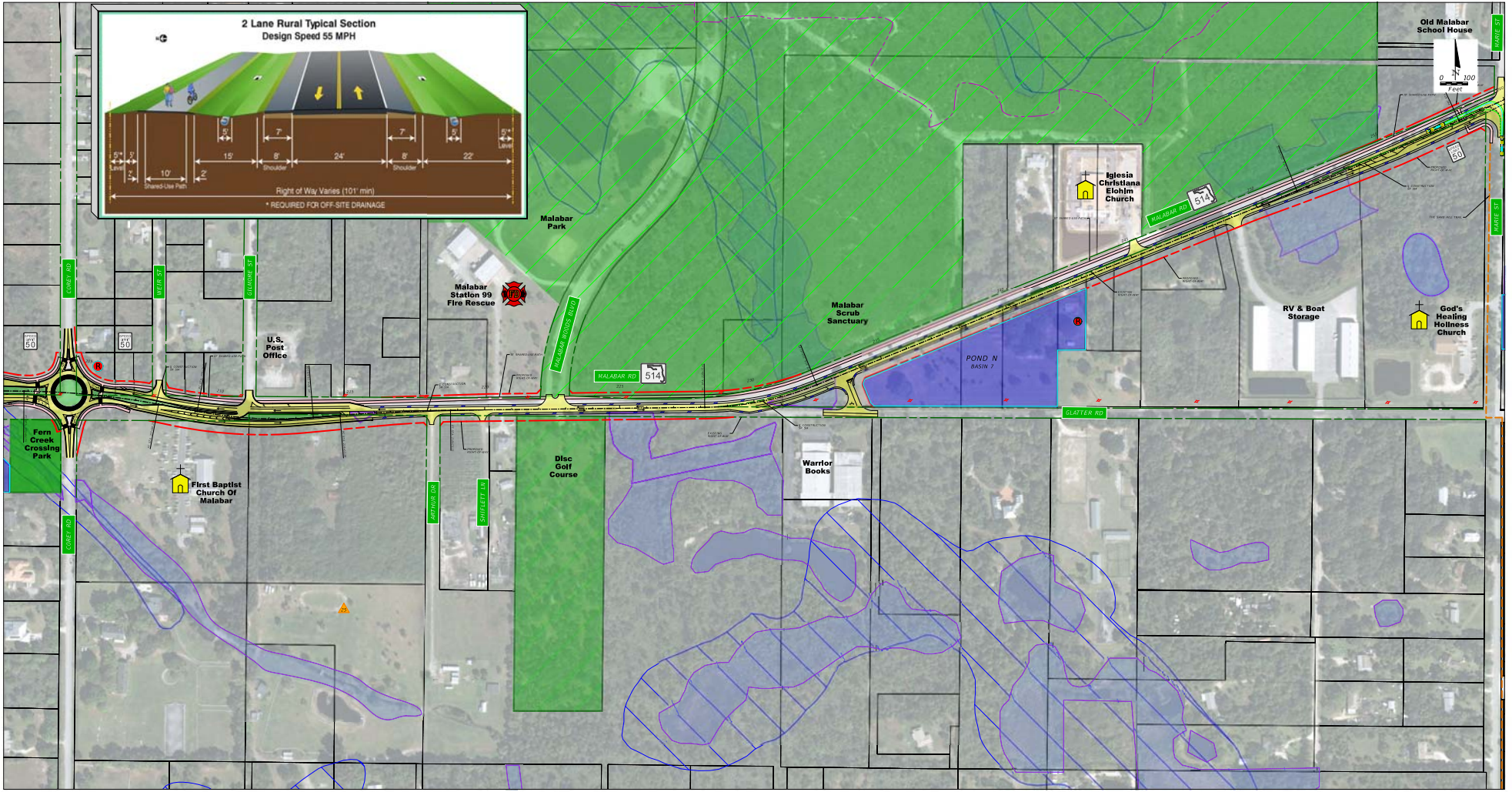
LEGEND

CENTERLINE OF CONSTRUCTION	EXISTING ROW	SAND HILL TRAIL	RESIDENTIAL RELOCATION	EXISTING TRAFFIC SIGNAL	WETLAND	PROPOSED PAVEMENT
CITY LIMITS	PROPOSED ROW	MALABAR SCRUB TRAIL	BUSINESS RELOCATION	POTENTIAL CONSERVATION LAND	100 YR FLOODPLAIN	PROPOSED RESIDUAL
PARCEL BOUNDARY	TRANSMISSION LINE POWER POLE	AL TUTTLE TRAIL	NON-PROFIT RELOCATION		EXISTING PAVEMENT	PROPOSED SIDEWALK
			POTENTIAL CONTAMINATION SITE			

Proposed Recommended Alternative

PRELIMINARY SUBJECT TO CHANGE

FDOT Malabar Road (SR 514)
PROJECT DEVELOPMENT & ENVIRONMENT STUDY, BREVARD COUNTY
Financial Project Number: 430136-1-22-01



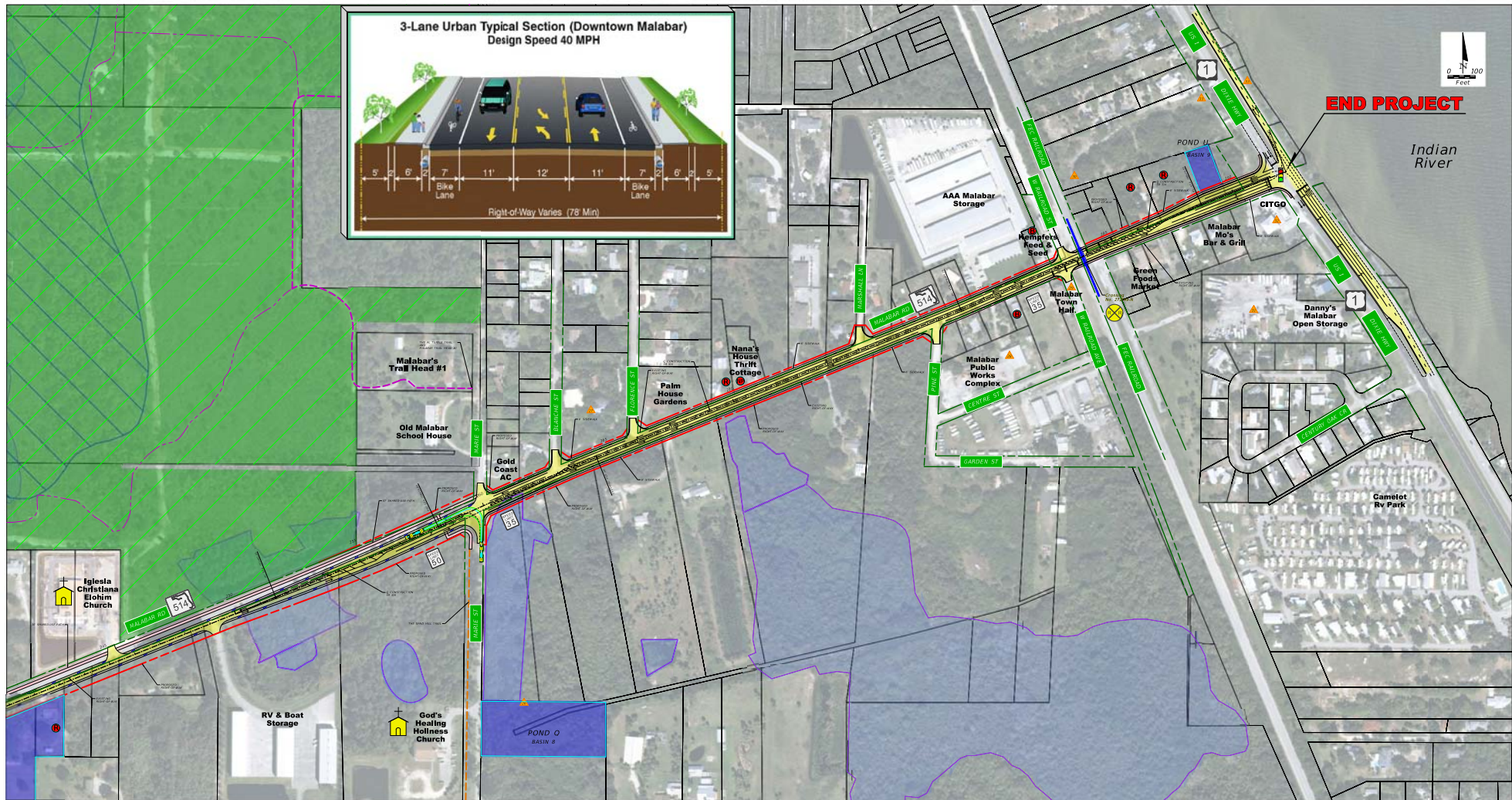
LEGEND

CENTERLINE OF CONSTRUCTION	EXISTING ROW	SAND HILL TRAIL	RESIDENTIAL RELOCATION	EXISTING TRAFFIC SIGNAL	WETLAND	PROPOSED PAVEMENT
CITY LIMITS	PROPOSED ROW	MALABAR SCRUB TRAIL	BUSINESS RELOCATION	CONSERVATION LAND	100 YR. FLOODPLAINS	PROPOSED MEDIAN
PARCEL BOUNDARY	TRANSMISSION LINE POWER POLE	AL TUTTLE TRAIL	NON-PROFIT RELOCATION	POTENTIAL CONTAMINATION SITE	EXISTING PAVEMENT	PROPOSED SIDEWALK

Proposed Recommended Alternative

PRELIMINARY SUBJECT TO CHANGE

FDOT Malabar Road (SR 514)
 PROJECT DEVELOPMENT & ENVIRONMENT STUDY, BREVARD COUNTY
 Financial Project Number: 430136-1-22-01



LEGEND

CENTERLINE OF CONSTRUCTION	EXISTING ROW	SAND HILL TRAIL	RESIDENTIAL RELOCATION	EXISTING TRAFFIC SIGNAL	WETLAND	PROPOSED PAVEMENT
CITY LIMITS	PROPOSED ROW	MALABAR SCRUB TRAIL	BUSINESS RELOCATION	100 YR. FLOODPLAINS	PROPOSED MEDIAN	PROPOSED SIDEWALK
PARCEL BOUNDARY	TRANSMISSION LINE POWER POLE	AL TUTTLE TRAIL	NON-PROFIT RELOCATION	CONSERVATION LAND	EXISTING PAVEMENT	
			POTENTIAL CONTAMINATION SITE			

Proposed Recommended Alternative

PRELIMINARY SUBJECT TO CHANGE

FDOT Malabar Road (SR 514)
PROJECT DEVELOPMENT & ENVIRONMENT STUDY, BREVARD COUNTY
Financial Project Number: 430136-1-22-01

Project Cost and Schedule

Project Phase	Cost * (2018\$)
Design	\$3,430,000
Right-of-Way (roadway & ponds)	\$27,309,000
Construction Engineering and Inspection	\$2,200,000
Construction	\$27,451,000
Total	\$60,390,000

* All cost estimates are preliminary and subject to change during the design phase.

Funding Phase	Schedule
Obtain State Environmental Impact Report (SEIR) approval from the FDOT District Five	June 2018
Design / final engineering	FY 2022
Right-of-Way Purchase and Construction	Currently not funded

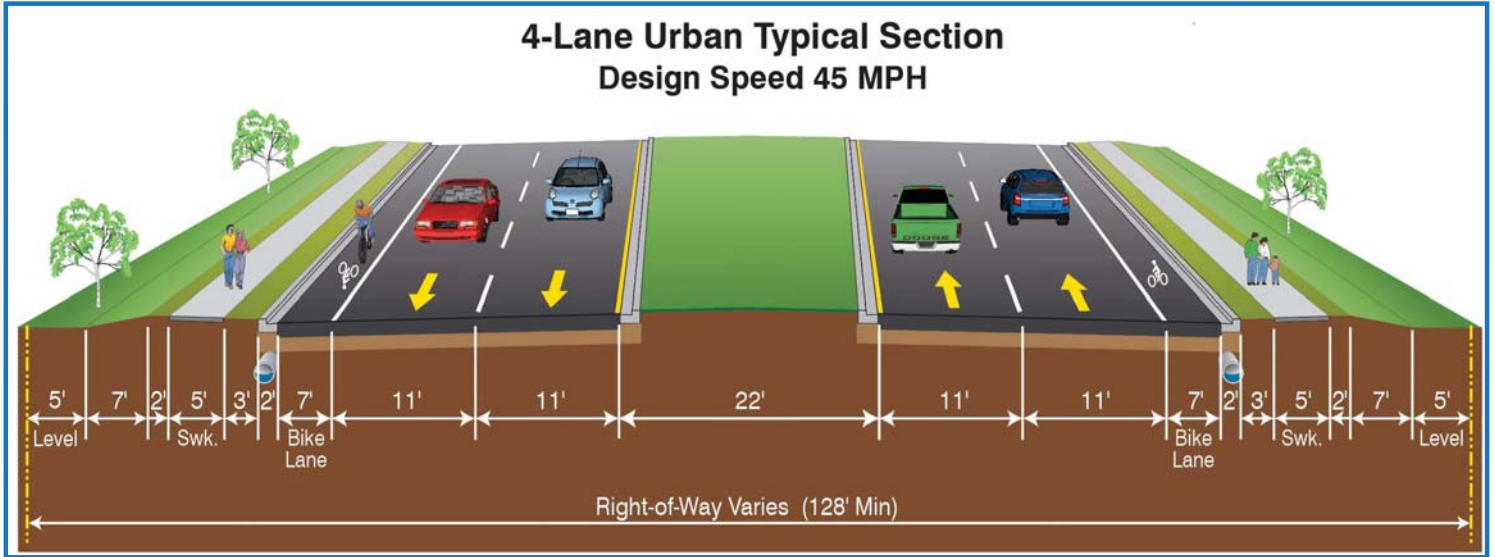
Existing (2015) and Future (2045) Traffic Volumes

Malabar Road (SR 514)	2015 Traffic*	2045 No Build *	2045 Recommended Alternative *
West of MedPlex Parkway	18,000	28,000	31,000
West of Weber Road	16,000	24,000	29,000
West of Corey Road	15,000	22,000	26,000
West of Marie Street	13,000	19,000	23,000
West of U.S. 1	13,000	19,000	23,000

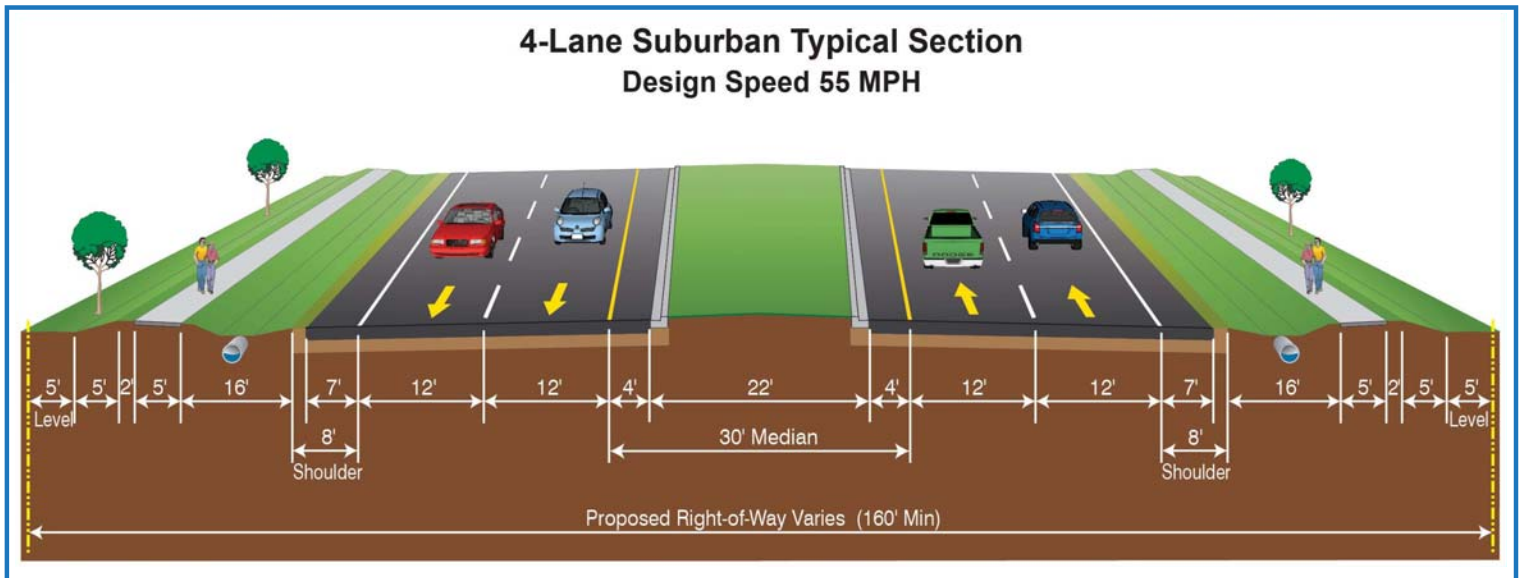
* Annual Average Daily Traffic (vehicles per day)

Recommended Typical Sections

Segment 1: Babcock Street to Weber Road

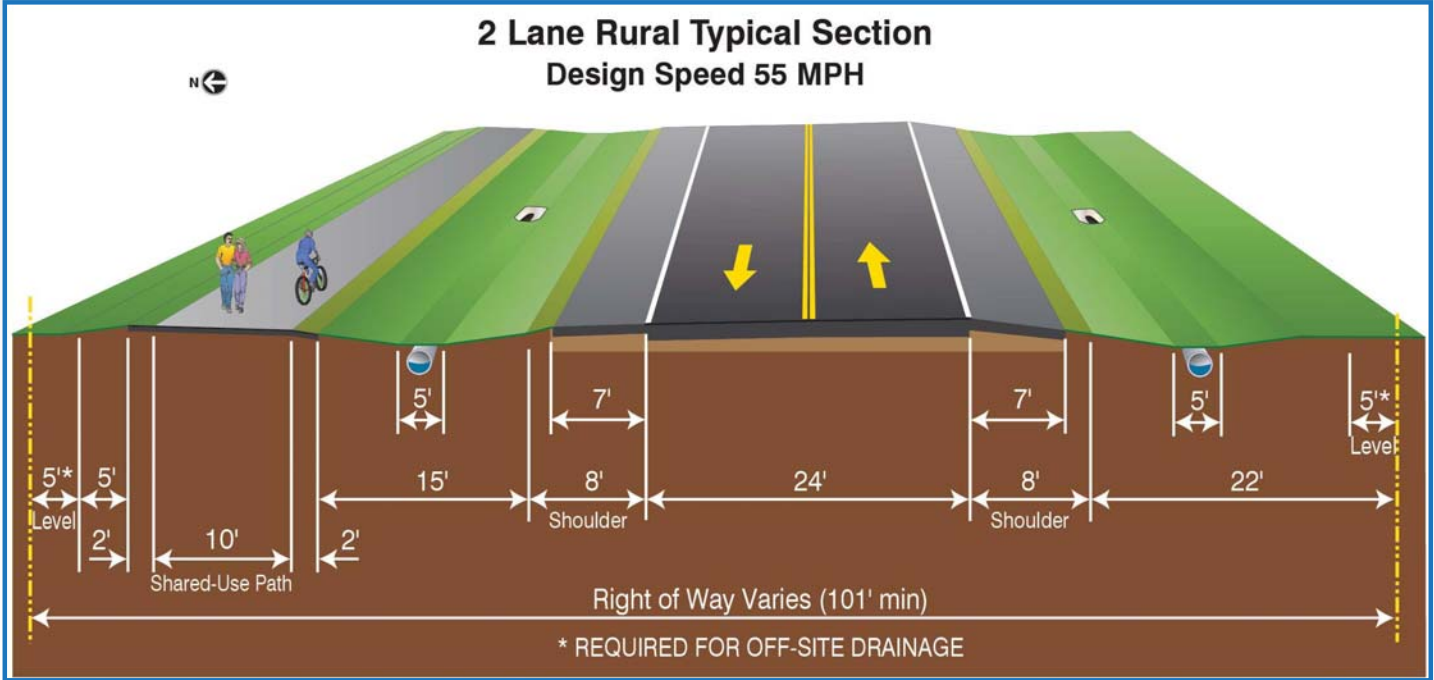


Segment 2a: Weber Road to east of Corey Road

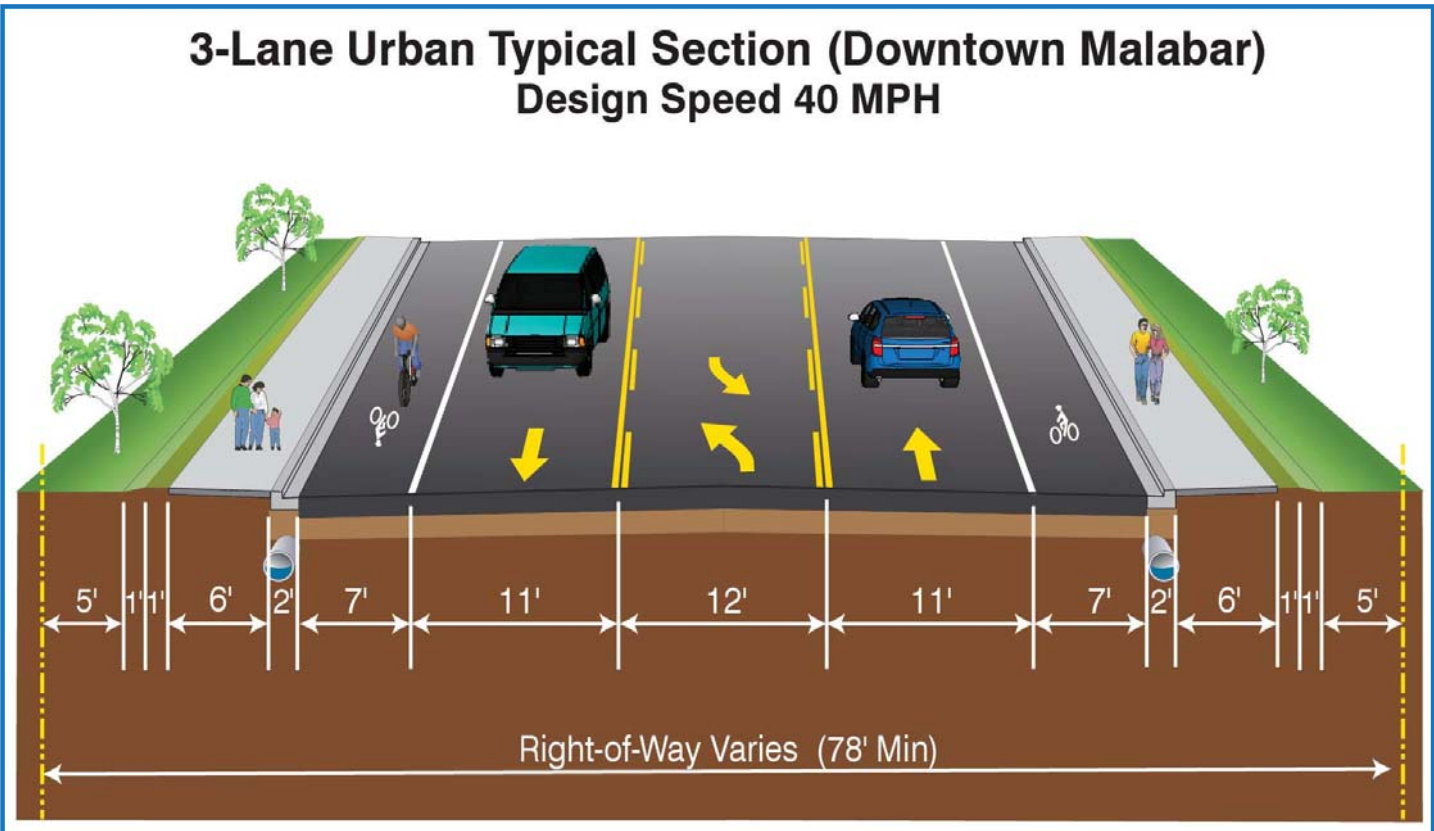


Recommended Typical Sections

Segment 2b: East of Corey Road to Marie Street



Segment 3: Marie Street to U.S. 1



FDOT Right-of-Way Acquisition and Relocation Process

One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate the relocation of three businesses, eight residences and one non-profit organization.

All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly known as the Uniform Act.

If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act.

If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property.

You may also be eligible for relocation advisory services and payment benefits.

If you are being moved and you are unsatisfied with the Department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution - if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

The right-of-way specialists who are supervising this program are here tonight and will be happy to answer your questions.

Submit Comments by March 13, 2018

Lorena Cucek, FCCM, CPM

PD&E Project Manager

Florida Department of Transportation

719 S Woodland Blvd.

Deland, FL 32720

Lorena.Cucek@dot.state.fl.us

www.sr514malabar.com

Malabar Road (S.R. 514) Project Development & Environment (PD&E) Study From Babcock Street to U.S. 1 Brevard County, FL



PUBLIC HEARING

Financial Project ID No: 430136-1-22-01 Federal Aid Project No: N/A
ETDM Project No: 13026

Purpose of Hearing

- Share information about the proposed improvements
- Provide an opportunity for public input

All public comments
will become part of the
project's public record



Federal and State Laws and Regulations



This public hearing is being held in accordance with:

- Chapter 23 of the United States Code 128
- Title 40 of the Code of Federal Regulations, parts 1500 through 1508
- Title 23 of the Code of Federal Regulations part 771
- Florida Statute 120.525
- Florida Statute 286.011
- Florida Statute 335.199
- Florida Statute 339.155
- Americans with Disabilities Act of 1990 (ADA)
- Title VI of the Civil Rights Act of 1964, as amended
- 49 CFR Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs
- Executive Order 11988, Floodplain Management
- Executive Order 11990, Protection of Wetlands

3

Title VI Compliance



This hearing is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status.

All inquiries or complaints will be handled according to FDOT procedure and in a prompt and courteous manner

Title VI complaint forms are available at the hearing this evening

Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting:

District Five

Florida Department of Transportation
District 5 Title VI Coordinator
Jennifer Smith
719 South Woodland Boulevard
Deland, FL 32720-6834
(386) 943 - 5367
Jennifer.Smith2@dot.state.fl.us

Central Office

Florida Department of Transportation
Statewide Title VI Coordinator
Jacqueline Paramore
605 Suwannee Street, MS 65
Tallahassee, FL 32399-0450
(850) 414 - 4753
Jacqueline.Paramore@dot.state.fl.us

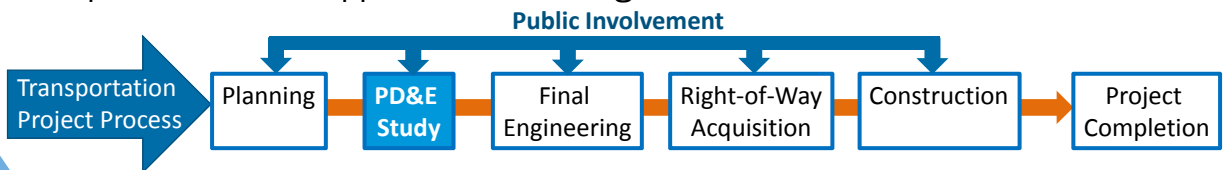
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What is a PD&E Study?



Project Development & Environment (PD&E) Study

- A process followed by the Florida Department of Transportation (FDOT) to evaluate:
 - Social, cultural, economic and environmental impacts associated with a planned transportation project
 - Engineering alternatives
- Part of the project development process as mandated by the National Environmental Policy Act (NEPA) of 1969
- Required to secure approval and funding



5

Purpose and Need



To accommodate increased travel demand, provide for multi-modal (bicycle and pedestrian) facilities and improve safety along Malabar Road (S.R. 514) from Babcock Street (S.R. 507) to U.S. 1



6

Project Location Map



7

About the Project



- Widen to four lanes where warranted
- Proposed bicycle and pedestrian facilities
- Approximately 3.64 miles in length
- Propose changes to Access Management Classifications



Typical median access management

8

Traffic Analysis



- This study is developing design alternatives that would efficiently accommodate traffic volumes that are projected to occur in year 2045
- Goal is to maintain an acceptable level of service through year 2045
- Traffic analysis is documented in a Design Traffic Technical Memorandum (DTTM)

What is LOS?

- Level of service (LOS) measures to what extent cars are delayed when travelling through a given area
- As in grade school: “F” is failing (highly congested) and “A” is the best (free flowing)

9

Traffic Analysis



2025 and 2045 Arterial Level of Service

Roadway Segment	AM Design Hour LOS				PM Design Hour LOS			
	Year 2025		Year 2045		Year 2025		Year 2045	
	EB	WB	EB	WB	EB	WB	EB	WB
Weber Road to Corey Road	42.3/A	49.7/A	40.5/A	48.6/A	44.3/A	49.3/A	42.6/A	46.7/A
Corey Road to U.S. 1	34.6/B	36.2/A	24.9/C	35.7/A	34.8/B	35.4/A	25.8/C	35.0/B
Weber Road to U.S. 1	36.9/A	40.3/A	30.5/B	39.7/A	37.9/A	39.6/A	32.0/B	38.6/A

Projected traffic volumes for the year 2045 indicate that without improvements, the entire corridor will fail to meet the standard guideline of level of service D.

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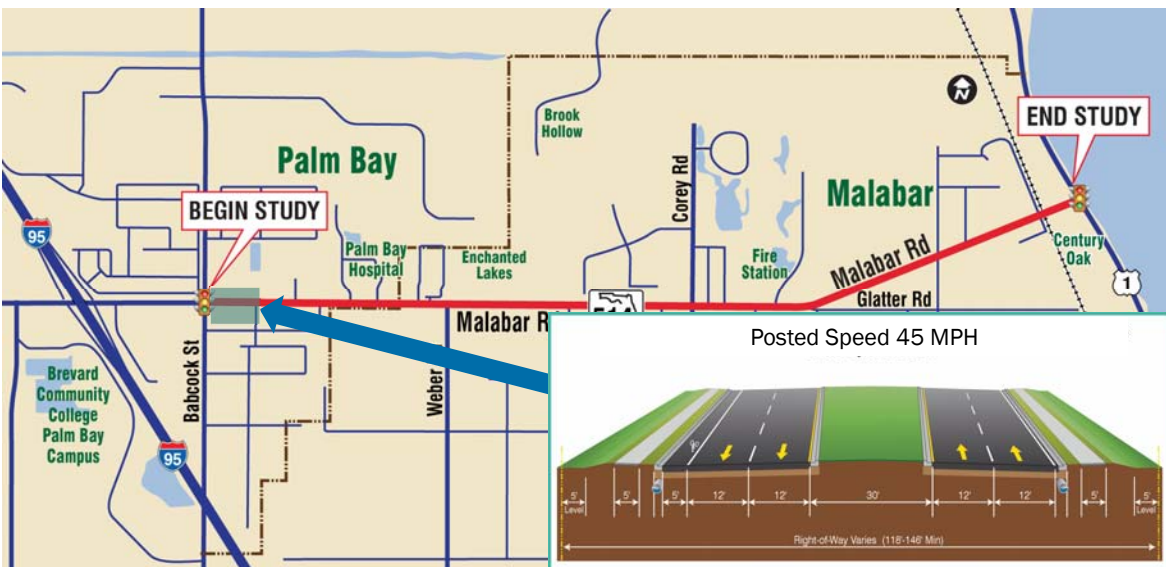
Source: SR 514 Design Traffic Technical Memorandum

Four Existing Roadway Characteristics



11

Babcock Street to west of Enterprise Avenue



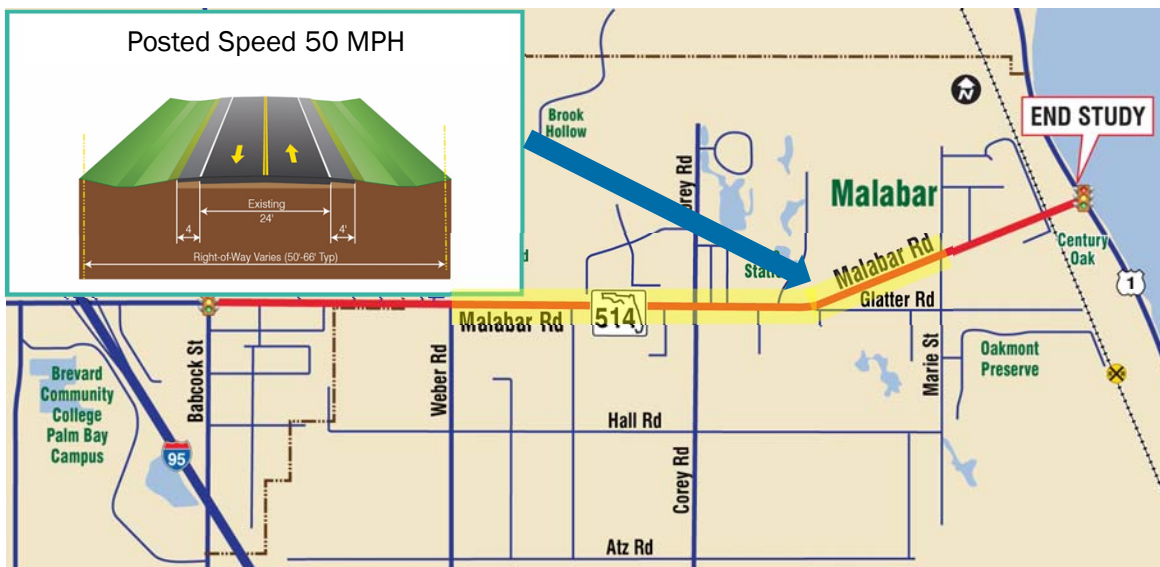
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West of Enterprise Avenue to Weber Road



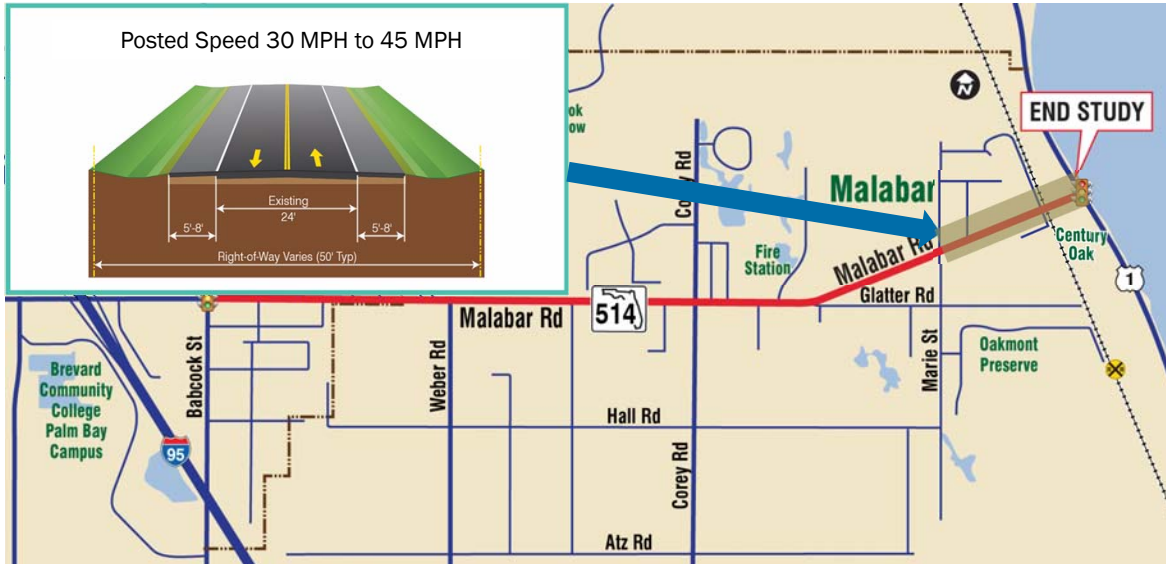
13

Weber Road to Marie Street



14

Marie Street to US 1



15

Public and Local Agency Meetings



- Two public meetings
- Space Coast Transportation Planning Organization
 - Bicycle/Pedestrian/Trails Advisory Committee
 - Technical Advisory Committee and Citizens Advisory Committee
 - Governing Board
- City of Palm Bay
- Town of Malabar
- Brevard County Environmentally Endangered Lands staff and Selection and Management Committee



16

Project Website



www.sr514malabar.com

SR 514 (Malabar Road) Project Development & Environment (PD&E) Study

District Office
Steve Martin
District Five Secretary

719 South Woodland Boulevard
Deland, Florida 32720
Tel: 386-943-5479
Fax: 386-740-2675

Additional Contacts
Staff Directory

Study Resources

- About the Study
- Documents & Publications
- Email Updates
- FAQs
- Photos

Welcome

Welcome to the web site for the State Road 514 (Malabar Road) Project Development & Environment (PD&E) Study. The PD&E Study limits are from east of SR 507 (Babcock Street) to US 1, a distance of approximately 3.64 miles. The study will evaluate the feasibility of widening SR 514 (Malabar Road) from a two lane roadway to a four lane divided urban roadway and will include evaluation of improvements such as bicycle lanes and sidewalks. SR 514 (Malabar Road) is an east-west urban minor arterial that connects US 1 to Interstate 95 in Brevard County. The project limits are identified on the project location map.

Draft documents are available for review on this website

Documents and Publications

Videos

- Modern Roundabouts for Pedestrians, Bicyclists and Motorists

Presentations

- Town of Malabar Presentation - 7.17.17 - 1.33 MB PDF file
- Town Of Malabar Presentation - 4.4.17 - 2.37 MB PDF file

Potential Alternatives for SR 514 (Malabar Road) from Weber Road to Marie Street - Draft

- 4-Lane Suburban Typical Section: Weber Road to Corey Road - 95 KB JPG file
- 2-Lane Rural Typical Section with Multi-use Trail: Corey Road to Marie Street - 88 KB JPG file

Potential Alternatives for SR 514 (Malabar Road) from Gilmore Street to Marie Street - Draft

- Previously Recommended No Build with Multi-Use Path - Alternative 1 - 1.61 MB JPG file
- 4-Lane Suburban Typical Section With Impacts to Malabar Disc Golf Course - Alternative 2 - 2.11 MB PDF file
- 4-Lane Suburban Typical Section With Impacts to Malabar Scrub Sanctuary - Alternative 3 - 2.16 MB PDF file

17

Previous Public Meetings



Kick-off Meeting

- June 11, 2013



Alternatives Meeting

- May 6, 2014



18

Alternatives Considered



“No-Build” or “Do Nothing” Alternative

- No corridor improvements
- No designated pedestrian or bicycle facilities
- “No-Build” continues as an alternative throughout the PD&E study

Transportation System Management & Operations (TSM&O) Alternative

- Limited opportunities in the study corridor
- Adding left- and or right-turn lanes at intersections
- Roundabouts

“Build” Alternative

- Widen road to four lanes from Babcock Street to Corey Road, two travel lanes in each direction
- Re-construct two lanes from Corey Road to Marie Street and add shared-use path
- Widen road to three lanes from Marie Street to U.S. 1
- Provide designated pedestrian and bicycle facilities
- Provide access management from east of Babcock Street to Corey Road
 - 22-foot raised median with proposed access management plan
- Locate potential pond sites

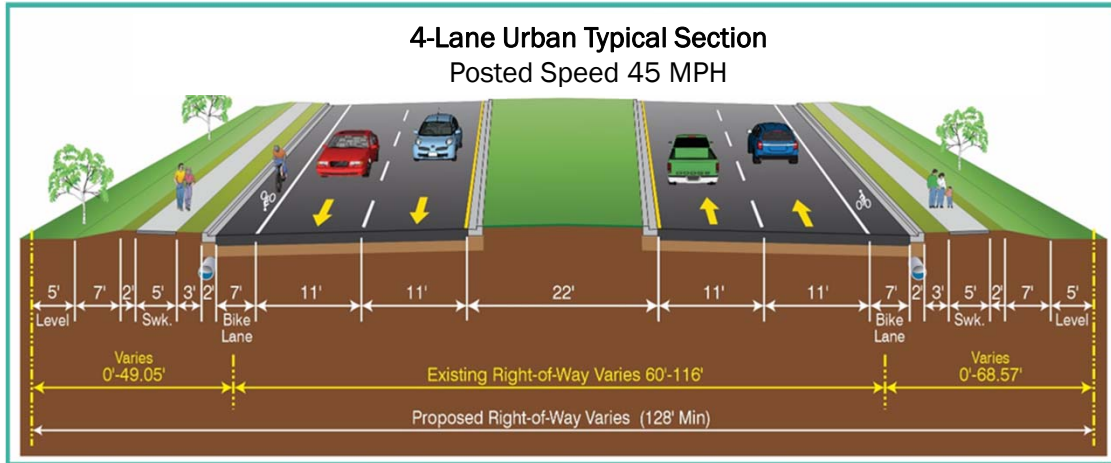
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Babcock Street to Weber Road



20

Recommended Build Alternative Babcock Street to Weber Road



21

Recommended Build Alternative: Babcock Street to Weber Road: Best-fit alignment



- Starting on the north side of the existing alignment and then a slight shift to the south side just west of a roundabout at Weber Road
- Additional right-of-way required throughout



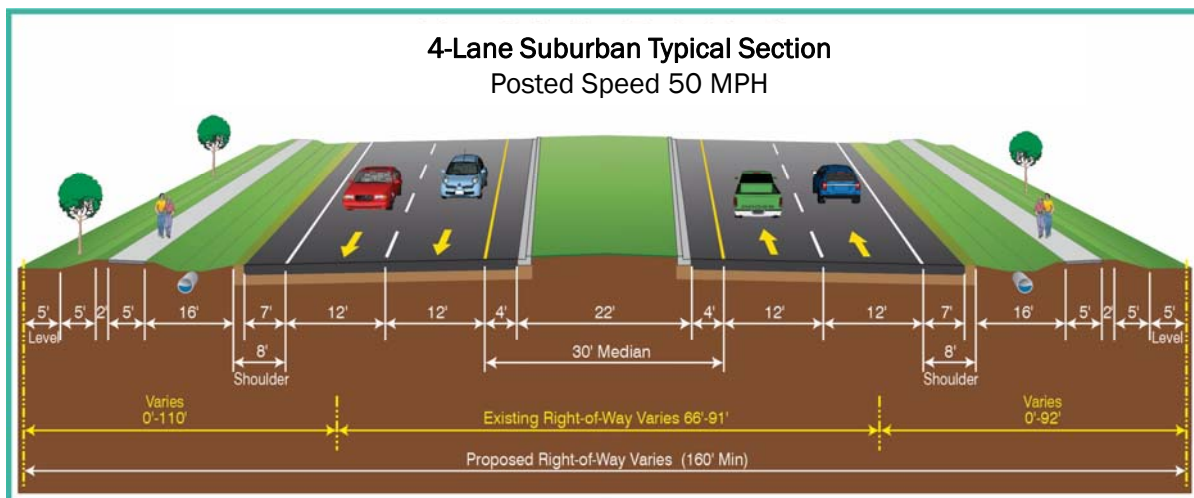
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Weber Road to Corey Road



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Recommended Build Alternative: Weber Road to Corey Road



24

Recommended Build Alternative: Weber Road to Corey Road: Best-fit alignment



- After the roundabout at Weber Road, the alignment shifts south then north to align with the proposed Corey Road roundabout
- Additional right-of-way will be required from parcels on both sides of Malabar Road

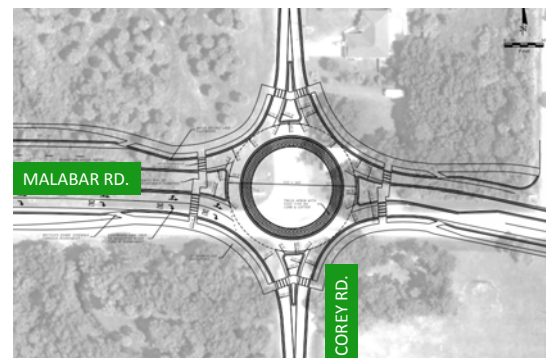
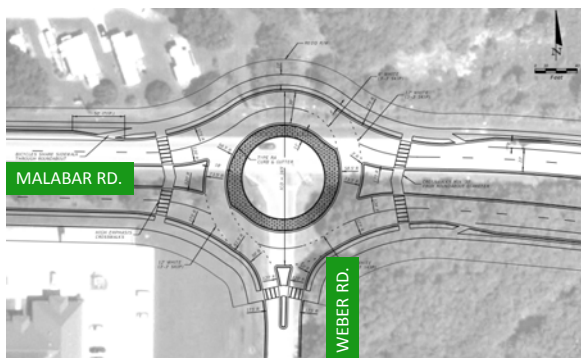


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Recommended Build Alternative: Weber Road and Corey Road Roundabouts



- FDOT's standard approach to new intersection capacity analysis
- Reduces fatalities by 90%; injury crashes by 76%; and pedestrian/vehicle conflict points
- Supports local goal of speed control
- Used in both urban and rural situations



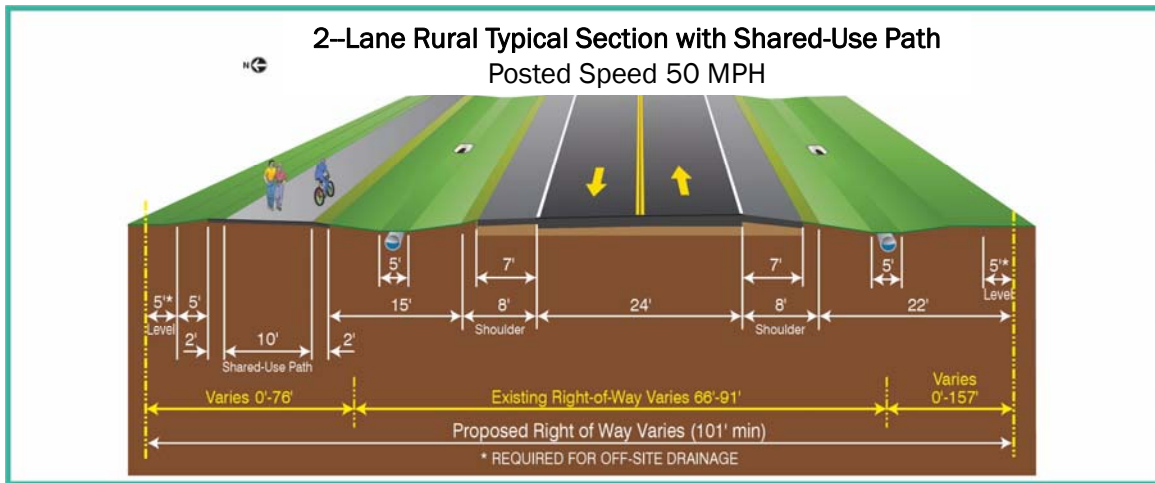
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Corey Road to Marie Street



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Recommended Build Alternative: Corey Road to Marie Street

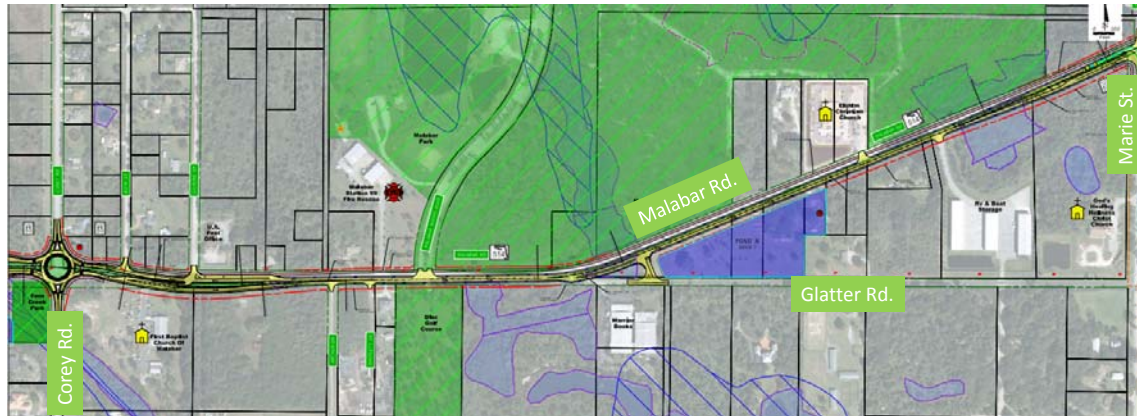


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Recommended Build Alternative: Corey Road to Marie Street: Best-fit alignment



- From Corey Road to Glatter Road, impacts to both sides, including the Malabar Scrub Sanctuary and Malabar Disc Golf Park; alignment shifts south of the existing roadway on the east side of the Disc Golf Park
- Right-of-way impacts vary on both sides



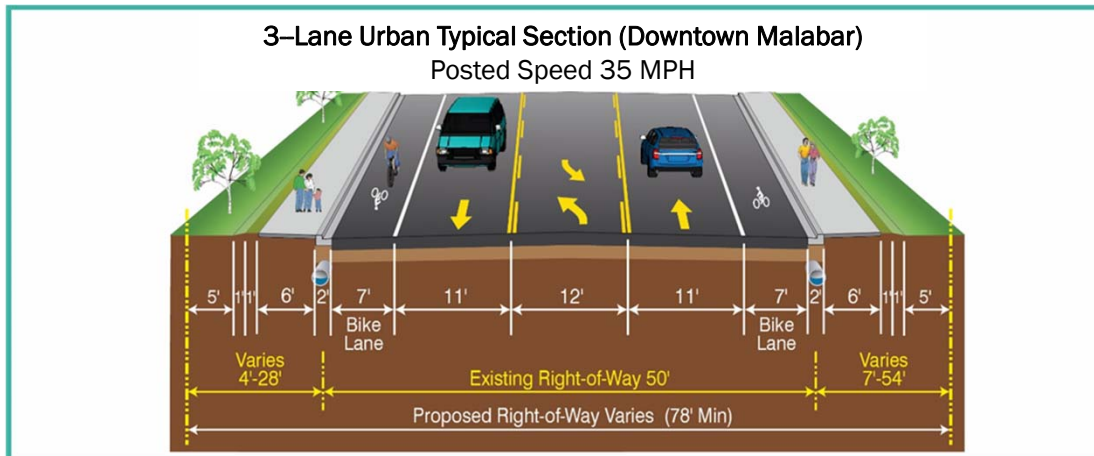
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Marie Street to U.S. 1



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Recommended Build Alternative: Marie Street to U.S. 1



31

Recommended Build Alternative: Marie Street to U.S. 1: Centered alignment

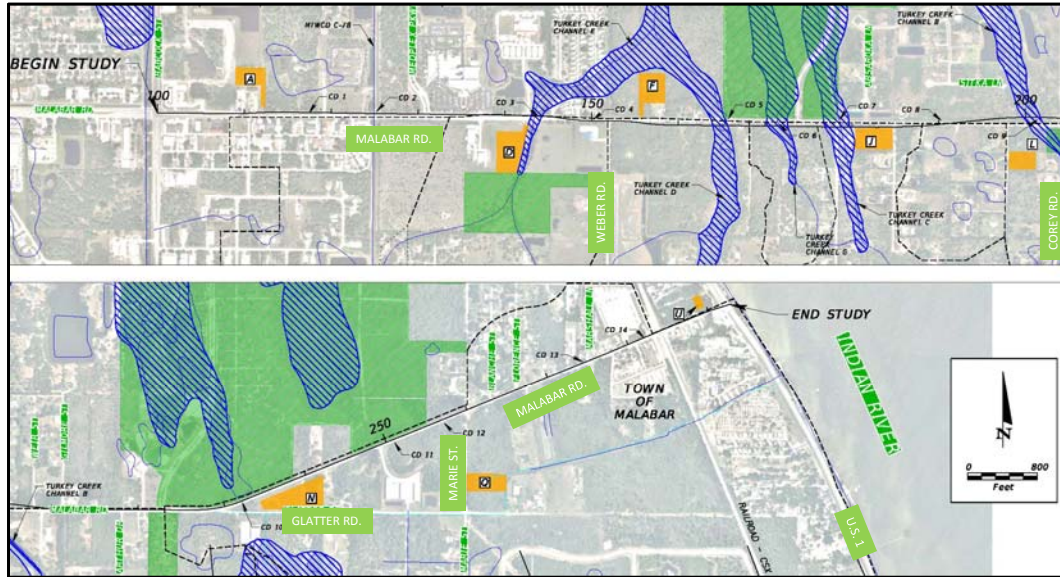


- Centered on the existing roadway location: turn lanes will be added at the intersection of US 1 as warranted by the traffic forecasts
- Right-of-way required from both sides



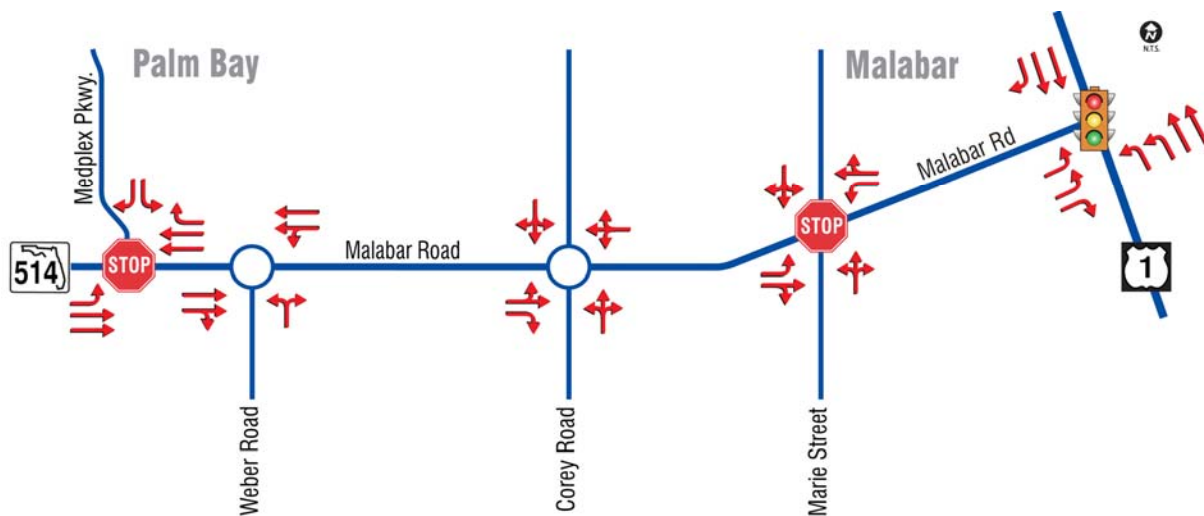
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Stormwater Runoff Analysis



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Proposed Intersection Geometry



34

Executive Orders and Federal Requirements



To comply with various Executive Orders and other federal and state requirements, engineering and environmental information was reviewed and evaluated to determine if there were any substantial impacts to social and economic, cultural, physical, and natural resources that may result from construction of the proposed improvements.

Social and Economic Effects:

- Land use changes
- Economic impacts
- Relocation of residences or businesses

Cultural Effects:

- Historic & archaeological sites
- Recreational

Physical Effects:

- Noise and air
- Contamination
- Utility relocations

Natural Effects:

- Wetlands
- Threatened and endangered species
- Water quality
- Floodplains

35

Socio-Economic



- Improves mobility
- Relieves congestion
- Provides regional economic benefits



36

Wetlands



- In accordance to Executive Order 11990, “Protection of Wetlands”
 - Estimated 2.65 acres of direct wetland impacts
 - Estimated 1.30 acres of secondary wetland impacts
- The Recommended Build Alternative is not expected to result in substantial impacts to wetlands or surface waters.



37

Cultural and Historic Resources



- Conducted in compliance with Section 106 of the National Historic Preservation Act of 1966; the National Environmental Policy Act of 1969; and Chapter 267, Florida Statutes
- An archaeological survey was performed within the existing and proposed right-of-way
- No adverse effects to any historical resources are anticipated

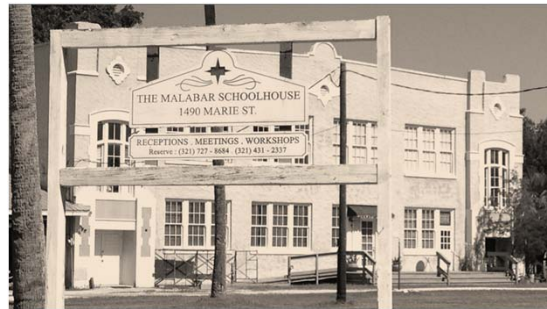
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Cultural and Historic Resources



An architectural survey was performed
 FEC Railroad (8BR01870) and the
 Old Malabar Elementary School
 (8BR01925) are recommended
 eligible for the National Register for
 Historic Places

No adverse effects to any cultural
 resources are anticipated



39

Recreational Areas



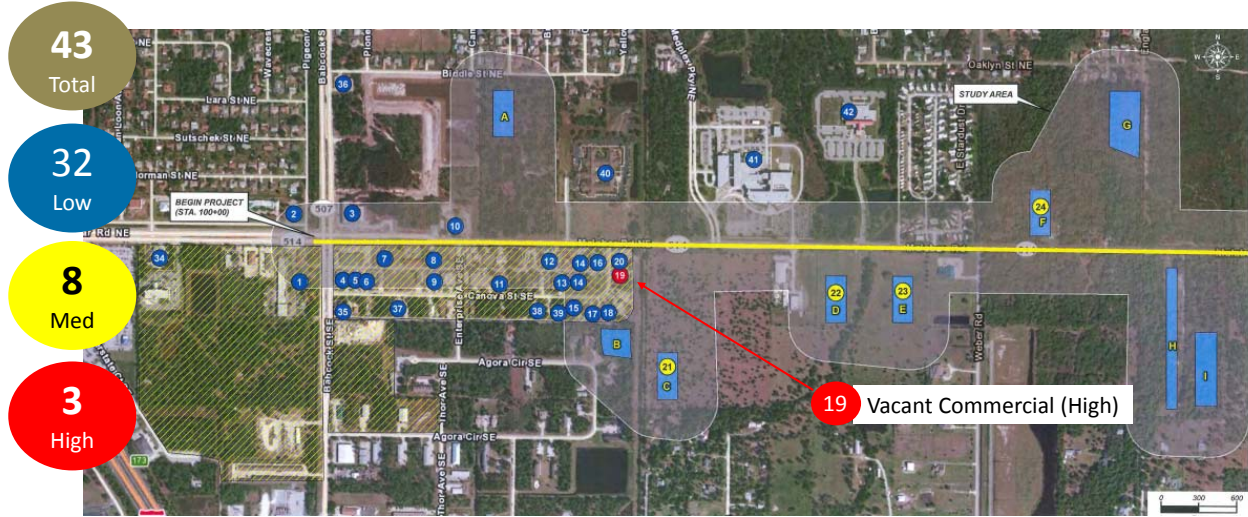
Name	Owner	Activities	Impacts
Fern Creek Crossing Park	Town of Malabar *	Bike rack; bridge over creek	Encroachment
First Baptist Church of Malabar Baseball Field	First Baptist Church of Malabar (private ownership)	Baseball cage; general sports	Encroachment
Malabar Community Park	Town of Malabar *	Picnicking, playground, baseball, tennis, soccer, fishing pond, basketball, volleyball	No
Malabar Disc Golf Park	Town of Malabar *	Disc golf, gazebo	0.12 acre
Malabar Scrub Sanctuary	Brevard County/FDEP **	Hiking, biking, wildlife viewing, horseback riding, geocaching	0.72 acre
Sand Hill Trail	Town of Malabar	Multi-use-use trail, hiking, jogging, biking, equestrian. Portions of the trail to the north of the project also allow for roller blading and access for the physically challenged because it is paved to the north.	Encroachment

* FDEP Grant Award Agreement (FCT)

** Part of the Environmentally Endangered Lands (EEL) Program and Florida Forever Lands

40

Potential Contamination Sites



41

Potential Contamination Sites



No potential adverse effects to contaminated sites are anticipated



42

Threatened and Endangered Species



- In accordance with Title 50 Code of Federal Regulations Part 402 of the Endangered Species Act of 1973, as amended.
- Gopher tortoise would be relocated.
- Recommended Build Alternative is not expected to result in substantial impacts to protected species or their habitats.



Florida Scrub Jay



Gopher Tortoise

Species Identified

Florida scrub jay

Florida burrowing owl

Eastern indigo snake

Gopher tortoise

Florida sandhill crane

Bald eagle

Wood stork

Red-cockaded woodpecker

Florida pine snake

Audubon's crested caracara

43

Air Quality



Performed using methodology established in the FDOT *Project Development and Environment (PD&E) Manual, Part 2, Chapter 19*

- Air quality analysis, specifically an analysis of carbon monoxide (CO) concentrations
- CO levels were predicted using FDOT's screening model *CO Florida 2012*
- Air quality impacts are not expected to occur as a result of this project

44

Noise



Completed in accordance with the CFR Title 23 Part 772 (23 CFR 772) and Florida Statute 335.17

- Traffic noise levels were not predicted to substantially increase at any noise sensitive site as a direct result of the transportation improvement project
- Noise abatement was determined to be feasible and reasonable at Enchanted Lakes Mobile Home Park and RV Resort
- Final recommendations on the construction of abatement measures will be determined during the project's final design and through the public involvement process

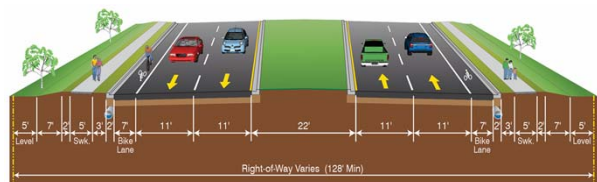
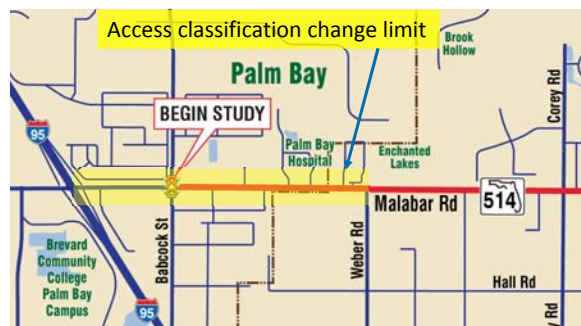


45

Access Management



- The practice of managing the location, number, and spacing of driveway connections, median openings, and traffic signals
- Proper access management techniques can result in improved movement of traffic, reduced crashes, and fewer vehicle conflicts
- The Access Management Classification is proposed to change from 3 to 5 from I-95 to Weber Road



46

Proposed Access Management Plan



- Currently Access Management Classification 3
- Access Management Classification changed from I-95 to Weber Road to access classification 5
- Includes new 22-foot raised grass median from Enterprise Avenue to Corey Road

		Median Openings	
		Street Name	Median Opening Type
Class 5		Babcock Street (SR 507)	Full/Signal
		Moose Lodge	Directional EB Left
		Enterprise Avenue	Directional WB Right
		Life Care Center	Directional EB Left
		Canova Street	Directional WB Left
		Medplex Parkway	Full
		Berri Patch	Directional EB & WB Left
		MIMA	Directional EB & WB Left
		Enchanted Lakes	Directional EB Left
		Weber Road	Full (Roundabout)
Class 3		Eva Lane	Full
		Corey Road	Full (Roundabout)
		Gilmore Street	Directional EB Left

47

Right-of-way Requirements



- Approximately 25.73 acres of additional right-of-way is anticipated for roadway improvements
- Approximately 19.26 acres of right-of-way is anticipated for off-site ponds
- 8 potential residential relocations are anticipated
- 3 potential business relocations are anticipated

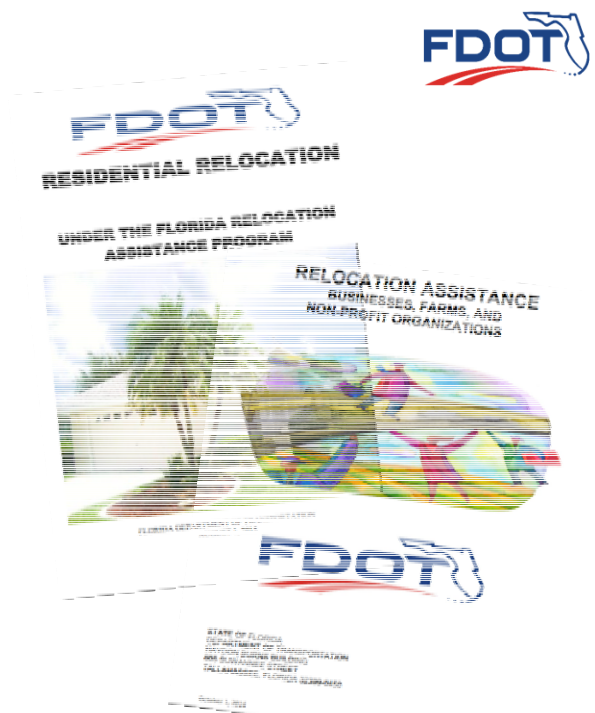


Florida Statute 330.09
 Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970
 (Public law 91-646 as amended by public law 100-17)

48

Right-of-way and Relocations

- You will be contacted by an appraiser who will inspect your property
- Be present and provide information about the value of your property
- Eligibility for relocation advisory services and payment benefits
- You may appeal relocation determination
- If you move before notification is received, benefits may be jeopardized
- Relocation specialists will answer any questions



49

Project Cost Estimates

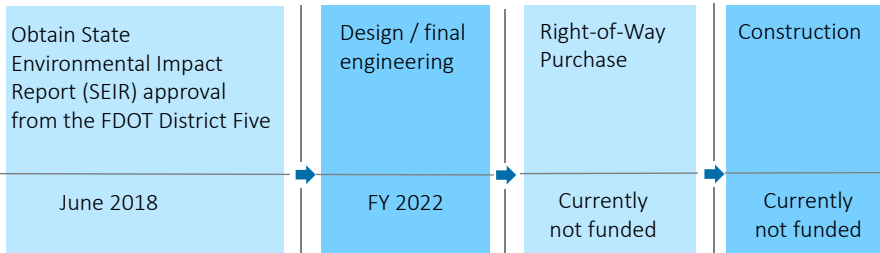
Project Phase	Cost * (2017\$)
Design	\$3,430,000
Right-of-Way (roadway & ponds)	\$27,309,000
Construction Engineering and Inspection	\$2,200,000
Construction	\$27,451,000
Total	\$60,390,000



* All cost estimates are preliminary and subject to change during the design phase.

50

Schedule and Funding



51

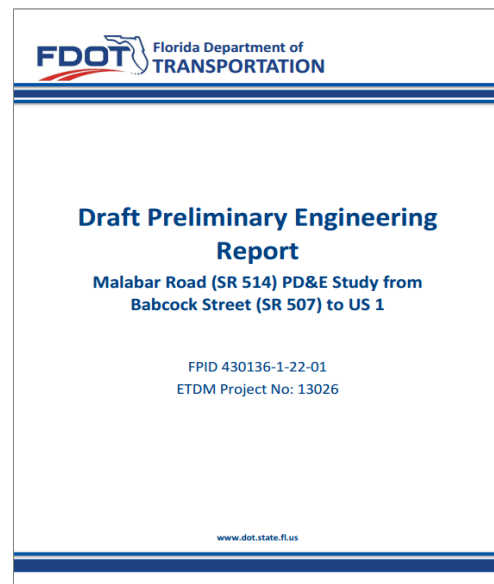
Draft Study Documents



Draft study documents were made available for review starting February 7, 2018 and will remain on display until March 13, 2018 at:

- **Franklin T. DeGrodt Library**
6475 Minton Road SW
Palm Bay, FL 32908
- **Malabar Town Hall**
2725 Malabar Road
Malabar, FL 32950-4427

www.sr514malabar.com



52

Public Comments



- Make an oral statement
 - To the court reporter
 - During the public comment period, after completing a “Speaker Card”
- Submit written comments
 - During the Public Hearing
 - Mail to the FDOT Project Manager:

Lorena Cucek, FCCM, CPM
Florida Department of Transportation
Planning & PD&E Project Manager
719 S Woodland Blvd.
Deland, FL 32720

Comment period ends on
March 13, 2018



53

Public Comments



- Email or call
FDOT Project Manager
Lorena Cucek, FCCM, CPM
 - [EMAIL: Lorena.Cucek@dot.state.fl.us](mailto:Lorena.Cucek@dot.state.fl.us)
 - Phone Number: 386-943-5392
- Visit www.sr514malabar.com
 - Click on the Email Updates link


All comments become
public record

The screenshot shows the FDOT website's "Email Updates" sign-up form. At the top, there is the FDOT logo and the text "Florida Department of TRANSPORTATION". Below this is a navigation menu with links for Home, About FDOT, Contact Us, Maps & Data, Offices, Performance, and Projects. A search bar is also visible. The main content area is titled "Email Updates" and contains a form with fields for "Name", "Email", and "Confirm". A "Sign Up" button is located below the form. At the bottom of the page, there are social media icons for Facebook, Twitter, YouTube, and LinkedIn, along with the text "Florida Department of Transportation" and "© 1990-2014 Florida Department of Transportation".

54

Thank you for attending

PUBLIC HEARING
for
Malabar Road (S.R. 514)
PD&E Study



514 Malabar Road PD&E Study
Newsletter 3 - February 2018

Public Hearing Scheduled

Date: Wednesday, February 28, 2018
Time: 5:00 p.m. - open house; 6:00 p.m. - formal hearing
Location: Palm Bay City Council Chambers, 120 Malabar Road SE, Palm Bay, FL 34907-3009

A public hearing has been scheduled for the Malabar Road/State Road (S.R.) 514 Project, Development and Environment (PD&E) study. A PD&E study is an environmental and engineering process developed by the Florida Department of Transportation (FDOT) to determine effects associated with a proposed transportation improvement project.

We will present the recommended Build Alternative to widen or improve Malabar Road from Babcock Street to U.S. 1 from a two-lane roadway to a four-lane roadway where warranted. The project will also change the Access Classification of Malabar Road from Class 3, which does not prevent turns for traffic traveling in opposite directions, to Class 5, which prevents turns across the median of a divided highway. Chapter 335.199, Florida Statutes, requires a public hearing to present the proposed access classification change when any project on the state highway system does or modifies an existing access.


Notices are being sent to all property owners and tenants located within at least 300 feet on either side of the proposed alignment, and to other public officials, regulatory agencies, organizations, and individuals interested in the project. The hearing will begin as an open house at 5:00 p.m. with a formal presentation at 6:00 p.m., followed by a public comment period. The hearing is being conducted to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements.

Persons wishing to submit written statements, in place of or in addition to oral statements, may do so at the hearing or by sending them to Lorena Cuck at FDOT District Five, 719 S. Woodland Boulevard - MS 501, Deland, FL 32720. Comments may also be emailed to Ms. Cuck at Lorena.Cuck@dot.state.fl.us. All statements postmarked no later than March 13, 2018 will become a part of the public hearing record.

Draft study documents will be posted on the study website (www.sr514malabar.com) by February 7, 2018. All information presented at the public hearing will be posted on the study website by March 6, 2018.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator, at Jennifer.Smith@dot.state.fl.us.

Persons who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Lorena Cuck, FDOT Project Manager, at 386-943-5392 or by email at Lorena.Cuck@dot.state.fl.us at least seven days before the public hearing. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).



Public Hearing Location:
Palm Bay City Council Chambers
120 Malabar Road SE, Palm Bay, FL 34907-3009
Wednesday, February 28, 2018

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out pursuant to 23 U.S.C. § 127 and a Memorandum of Understanding dated December 16, 2004, as executed by FHWA and FDOT.



Florida Department of
TRANSPORTATION

Additional Public Comments

(Comments submitted during the Public Hearing comment period, from March 1, 2018 through March 13, 2018)



Malabar Road (S.R. 514)
Project Development & Environment (PD&E) Study
From Babcock Street to U.S. 1
Brevard County, FL
 Financial Project ID No: 430136-1-22-01
 ETDM Project No: 13026

February 28, 2018

COMMENT FORM

We encourage your comments regarding this project.

Castaway Marine & Moose Club currently have ACCESS to turn into our business going East. According to the new Design there is a median across Malabar Rd not allowing access into our business which is not acceptable

NAME:

Gregory Fenwick

ADDRESS:

1339 & 1335 Malabar Rd.

E-MAIL:

bg.castawaymarine@gmail.com



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

MIKE DEW
SECRETARY

Mr. Gregory Fenwick
1339 Malabar Road
Palm Bay, Florida

March 29, 2018

Subject: Public Hearing

Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Mr. Fenwick,

Thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study, and for attending the public hearing. Your involvement is appreciated.

The recommended alternative, as presented at the public hearing, was selected based on projected future traffic volumes, safety and impacts to the surrounding environment. Access to abutting properties and safety were also considerations when selecting typical sections and recommended access management classifications. Access management is the coordinated planning, regulation and design of access between roadways and land development. The purpose is to promote the efficient and safe movement of people and goods by reducing conflict points on the roadway system. Selection of an access management approach between Babcock Street and Weber Road was based on meeting these objectives with the use of a raised grass median.

Access into the properties at 1335 and 1339 Malabar Road from the west can be accomplished by continuing past your parcel to the roundabout at Weber Road, where vehicles can return to your property in the westbound lanes. This access will be reviewed again during the engineering and design phase. This phase, scheduled in Fiscal Year 2022, will include detailed design considerations with respect to the raised median and access management plans for the section of Malabar Road that includes your properties.

You will be contacted throughout the engineering and design phase concerning property access and additional public meetings will be conducted at that time.

Again, thank you for your interest and involvement in the study process. We look forward to working with you as the project moves into the design phase, which is currently programmed for Fiscal Year 2022.

A handwritten signature in blue ink that reads "Lorena Cucek". The signature is fluid and cursive, with the first letter of each name being significantly larger and more stylized than the others.

Lorena Cucek, FCCM, CPM
Planning & PD&E Project Manager

Malabar Road (S.R. 514)

Project Development & Environment (PD&E) Study

From Babcock Street to U.S. 1

Brevard County, FL

Financial Project ID No: 430136-1-22-01

ETDM Project No: 13026

February 28, 2018

COMMENT FORM

We encourage your comments regarding this project.

I would like to see signs (of lights) at Malabar and Corey, as I live down Corey and if I try to get out on Malabar sometimes I have to sit there as long as 15 mins to get out and sometimes while waiting (my car is little) I might have a big truck pull up beside me, I want to take a left and they want to go right, so they pull up beside me and I can't see to get out. So sometimes I wish you'll could do a new survey as there are a lot of new homes & people moving in.

Thank you

NAME:

DORTHEA WHITE

ADDRESS:

1770 ATZ RD Malabar FL 32950

E-MAIL:

dorthea-w@yahoo.com



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

MIKE DEW
SECRETARY

Dorthea White
1770 Atz Road
Malabar, Florida 32950

March 29, 2018

Subject: Public Hearing

Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Ms. White,

Thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study, and for attending the public hearing. Your involvement is appreciated.

Thank you for your interest in the safety along Malabar Road. The roundabouts being designed at Malabar Road at Weber Road and Corey Road are planned to address past crash histories at these intersections. Traffic signals are not currently included in the improvements for these intersections; however, the FDOT reviews requests for traffic signals to be installed as received from agencies and the public. These locations will continue to be monitored as improvements are implemented.

Again, thank you for your interest and involvement in the study process. We look forward to working with you as the project moves into the design phase, which is currently programmed for Fiscal Year 2022.

A handwritten signature in blue ink that reads "Lorena Cucek". The signature is written in a cursive, flowing style.

Lorena Cucek, FCCM, CPM
Planning & PD&E Project Manager



Malabar Road (S.R. 514)

Project Development & Environment (PD&E) Study

From Babcock Street to U.S. 1

Brevard County, FL

Financial Project ID No: 430136-1-22-01

ETDM Project No: 13026

February 28, 2018

COMMENT FORM

We encourage your comments regarding this project.

The Project is missing my street

*Name of the street is Devin Ln and it's next to Alexander Ln
I own 1805 and 1885 Devin Ln properties*

NAME:

ALEX ASHRAPOV

ADDRESS:

1143 Cable Ln NE Palm Bay 32901

E-MAIL:

ASHRAPOV2010@gmail.com



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

MIKE DEW
SECRETARY

Alex Ashraphor
1143 Cable Lane NE
Palm Bay, Florida 32905

March 29, 2018

Subject: Public Hearing

Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Mr. Ashraphor,

Thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study, and for attending the public hearing. Your involvement is appreciated.

Thank you for noting the location of Devin Lane, near Alexander Lane. We will make note of this for future phases of the project.

Again, thank you for your input.

A handwritten signature in blue ink that reads "Lorena Cucek". The signature is written in a cursive, flowing style.

Lorena Cucek, FCCM, CPM
Planning & PD&E Project Manager



Malabar Road (S.R. 514)
Project Development & Environment (PD&E) Study
From Babcock Street to U.S. 1
Brevard County, FL
Financial Project ID No: 430136-1-22-01
ETDM Project No: 13026

February 28, 2018

①

COMMENT FORM

We encourage your comments regarding this project.

The project should be 4 laned from Babcock to US1. The river is east of US1 and Malabar Rd is an evacuation Road to I 95 as well as being one of the shortest roads US1 to 95. For the welfare and safety of the townspeople, this project should be widened to 4 lane throughout over

NAME: ANDY ~~LAIKIN~~ LAIKIN
ADDRESS: PO Box 99 Melbourne, FL 32902
E-MAIL: Andy1STSVCA@AOL.COM
321727-0000

②

The Corey Rd Roundabout should be the same as Weber. The improvements scheduled for 2019-20 is better than what you are planning for 2045. Corey Rd is in the center of the town of Malabar & is the only paved road that goes all the way thru to Valkaria Rd. It is a main feeder for people going to & from work on I-95. The improvements for safety

(3)

reasons scheduled & funded
for 2020 would be a better
alternative to the roundabout
you propose

Why not duplicate the
roundabout at Weber and
do the lane changing from
4 to 3 east of Corey Rd.
NOT AT COREY RD!



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

MIKE DEW
SECRETARY

Andy Laikin
P. O. Box 99
Melbourne, Florida 32902

March 29, 2018

Subject: Public Hearing

Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Mr. Laikin,

Thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study, and for attending the public hearing. Your involvement is appreciated.

The recommended alternative, as presented at the public hearing, was selected based on projected future traffic volumes, safety and impacts to the surrounding environment. Based on current projections of future traffic in the corridor, four-lanes along the entire length of Malabar Road was not warranted.

The potential to extend the four-lanes or three-lanes along the corridor will be reviewed during the next phase of the project, which in this case is final design programmed in Fiscal Year 2022. This phase will address detailed design considerations and reevaluate the results from the PD&E Study. At this time, additional phases such as right-of-way and construction are not yet funded.

Again, thank you for your interest and involvement in the study process. We look forward to working with you as the project moves into the design phase, which is currently programmed for Fiscal Year 2022.

A handwritten signature in blue ink that reads "Lorena Cucek". The signature is written in a cursive style.

Lorena Cucek, FCCM, CPM
Planning & PD&E Project Manager



**Malabar Road (S.R. 514)
Project Development & Environment (PD&E) Study
From Babcock Street to U.S. 1
Brevard County, FL
Financial Project ID No: 430136-1-22-01
ETDM Project No: 13026**

February 28, 2018

COMMENT FORM

We encourage your comments regarding this project.

I would like to be kept posted of all alignment decisions as it affects my property at Malabar Rd @ Eva, 1205 Malabar with engineering renderings. Thank you George Foster 301-203-4442

It makes more sense to me & a lot of other residents to go ahead and purchase 4 lanes of property from Babcock to US1, gives all the possibilities going forward.

NAME: GEORGE FOSTER

ADDRESS: 1205 MALABAR RD

E-MAIL: MALABAR, FL GEORGE'S FOSTER@bellsouth.net



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

MIKE DEW
SECRETARY

George Foster
1205 Malabar Road
Malabar, Florida 32950

March 29, 2018

Subject: Public Hearing

Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Mr. Foster,

Thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study, and for attending the public hearing. Your involvement is appreciated.

The recommended alternative, as presented at the public hearing, was selected based on projected future traffic volumes, safety and impacts to the surrounding environment. Based on current projections of future traffic in the corridor, four-lanes along the entire length of Malabar Road was not warranted.

The potential to extend the four-lanes or three-lanes along the corridor will be reviewed during the next phase of the project, which in this case is final design programmed in Fiscal Year 2022. This phase will address detailed design considerations and reevaluate the results from the PD&E Study. At this time, additional phases such as right-of-way and construction are not yet funded.

Your information and interest will be transmitted to the design team via the project mailing list.

Again, thank you for your interest and involvement in the study process. We look forward to working with you as the project moves into the design phase, which is currently programmed for Fiscal Year 2022.

A handwritten signature in blue ink that reads "Lorena Cucek". The signature is fluid and cursive, with the first name "Lorena" being larger and more prominent than the last name "Cucek".

Lorena Cucek, FCCM, CPM
Planning & PD&E Project Manager



Malabar Road (S.R. 514)
Project Development & Environment (PD&E) Study
From Babcock Street to U.S. 1
Brevard County, FL
Financial Project ID No: 430136-1-22-01
ETDM Project No: 13026

February 28, 2018

COMMENT FORM

We encourage your comments regarding this project.

The planning stage for Malabar Rd. SR 514 has far exceeded any test of reasonableness. reason.

US1 in Malabar had a horrible accident that killed 2 restaurant patrons & almost immediately the speed limit was lowered to 45mph, blinking lights installed, and a push button for crosswalk. This was done by the federal govt. which shouldn't be expected to react quicker than the state level.

The state govt offices need to move forward with some improvement - the next stage date I saw in your literature is 2022 - 4 yrs from now and that is not for any actual improvements. Many more people will die or get injured because of your ~~inaction~~ non-actions.

NAME: Jama Sibley
ADDRESS: 2185 Duncal Lane, Malabar, FL 32950
E-MAIL: jsibley2185@gmail.com



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

MIKE DEW
SECRETARY

Jama Sibley
2185 Duncil Lane
Malabar, Florida 32950

March 29, 2018

Subject: Public Hearing

Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Ms. Sibley,

Thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study, and for attending the public hearing. Your involvement is appreciated.

The schedule for the PD&E study and later phases of implementing the project are driven by numerous factors, among which are funding and environmental and engineering requirements. The recommended alternative concept, as presented at the public hearing, was selected based on projected future traffic volumes, safety, and impacts to the surrounding environment. The recommended alternative was developed through multiple iterations of typical section and alignment combinations. Extensive coordination and negotiation has occurred with the Town of Malabar, the Environmentally Endangered Lands (EEL) Selection and Management Committee and staff who represent the Malabar Scrub Sanctuary, the Malabar Disc Golf Course, and private land owners. This coordination took longer than originally anticipated. However, the Public Hearing has occurred, and, if approved, the project team can now wrap up the PD&E study phase so the project can proceed to the next phase: final design.

As traffic volumes increase, so does the potential for crashes. Increasing the capacity of Malabar Road, and improving traffic operations at the intersections, including those proposed at US 1, will enhance the safety throughout the entire corridor. The proposed improvements should reflect a reduction in the number of crashes as well as their severity, which will significantly minimize the economic and social loss associated with these events.

A crash rate analysis was conducted on the entire study corridor to gauge the safety of the segment when compared to other similar segments. The crash rate analysis considers exposure data. Crash rates for roadway segments are typically expressed in terms of crashes per million vehicle miles traveled (MVMT), which is standard to the traffic engineering profession. This was factored into the evaluation of improvement alternatives in comparison with the existing, or no-build option. A crash rate analysis provides a more effective comparison of roadway segments with similar

characteristics. Comparing the crash rate for this project (0.94) with the statewide average (2.586) and the District Five average (1.837), Malabar Road (SR 514) has a lower than average crash rate.

Safety improvements are taken seriously by FDOT and requests by local agencies and the public to review locations that might be unsafe or prone to crashes are investigated thoroughly. The current improvement project at Weber Road and Corey Road are a direct result of requests for improvements at the locations experiencing the highest rate of crashes in the study corridor. By making these improvements now, operational safety at the intersections will be improved sooner without waiting for funds to become available for the long-term Malabar Road improvement project that was the subject of the PD&E study. These smaller-scale improvements are planned to address past crash histories at these intersections.

Again, thank you for your interest and involvement in the study process. We look forward to working with you as the project moves into the design phase, which is currently programmed for Fiscal Year 2022.



Lorena Cucek, FCCM, CPM
Planning & PD&E Project Manager

Malabar Road (S.R. 514)

Project Development & Environment (PD&E) Study

From Babcock Street to U.S. 1

Brevard County, FL

Financial Project ID No: 430136-1-22-01

ETDM Project No: 13026

February 28, 2018

COMMENT FORM

We encourage your comments regarding this project.

I came to Malabar in 1961 and lived on Malabar Rd at 1820 East Malabar Rd. Right next to Malabar Fire Station I am a short distance from the Big CURVE about 1/2 mile west. I've seen many accidents in these years most not reported.

My house is on the North Side of Malabar Rd. When I try to pull out of my driveway in the Afternoon/Rush Hour the Stream of Traffic coming around the Curve makes it very hard to get out if I'm heading West to go East almost impossible. I try to walk to my Newborn across Malabar Rd IT IS almost impossible to find a break in the Traffic to run as fast as I can with perfect timing as to not get hit.

SO WHY PUT A BOTTLE NECK SO

CLOSE TO A DANGEROUS CURVE
3 Lanes Do Nothing to Relieve Traffic (still only 2 Lanes)

IF YOU'RE NOT GOING TO 4 LANE IT ALL THE WAY DON'T DO ANYTHING. TRAFFIC IS GETTING

NAME: Clifford Heumann

ADDRESS: ~~1820~~ 1820 Malabar Rd East

E-MAIL:

worse (its not going to get less)!!! IT TOO LATE

A



Malabar Road PD&E Study

FPID No: 430136-1-22-01



PUBLIC HEARING - FEBRUARY 28, 2018

Malabar Road (S.R. 514)

Project Development & Environment (PD&E) Study

From Babcock Street to U.S. 1

Brevard County, FL

Financial Project ID No: 430136-1-22-01

ETDM Project No: 13026

February 28, 2018

COMMENT FORM

We encourage your comments regarding this project.

I came to Malabar in 1961 and Lived on malabar rd. at 1820 Malabar rd East. Right next to where Malabar Fire Station is on the North Side of Malabar Rd. a short distance

East of My driveway is THE CURVE (maby only 1/2 mile) I Have seen many accidents in these years most never Reported. When I try to Pull out of my driveway any time in the Afternoon (ESPISIALY) Rush Hour, The Stream of Traffic Comming around The CURVE MakeS IT almost Impossable to Pull OUT. and to TURN East is 5 Times more impossable IF I TRY TO Walk across Malabar Rd To My Neiboire across The Road ITS almost Impossibal to find a break in the TRAFFIC TO RUN as fast as I can with Perfect Timing

NAME: _____

ADDRESS: _____

E-MAIL: _____



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

MIKE DEW
SECRETARY

Clifford Heumann
1820 Malabar Road
Malabar, Florida 32950

March 29, 2018

Subject: Public Hearing

Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Mr. Heumann,

Thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study, and for attending the public hearing. Your involvement is appreciated.

The recommended alternative, as presented at the public hearing, was selected based on projected future traffic volumes, safety and impacts to the surrounding environment. Based on current projections of future traffic in the corridor, four-lanes along the entire length of Malabar Road was not warranted.

A crash rate analysis was conducted on the study corridor to gauge the safety of the segment when compared to other similar segments. The crash rate analysis considers exposure data. Crash rates for roadway segments are typically expressed in terms of crashes per million vehicle miles traveled (MVMT), which is standard to the traffic engineering profession. This was factored into our evaluation of improvement alternatives in comparison with the existing, or no-build option. A crash rate analysis provides a more effective comparison of roadway segments with similar characteristics. Comparing the crash rate for this project (0.94) with the statewide average (2.586) and the District Five average (1.837), Malabar Road (SR 514) has a lower than average crash rate.

As traffic volumes increase, so does the potential for crashes. Increasing the capacity of Malabar Road, and improving traffic operations at the intersections will enhance the facility's safety. In addition, the proposed improvements along the study corridor should reflect a reduction in the number of crashes as well as their severity, which will significantly minimize the economic loss associated with these events.

Pedestrian safety is important to FDOT and is being addressed through the addition of sidewalks and/or a shared-use path. Traffic speeds will also be addressed with the addition of roundabouts at Weber Road and Corey Road. Roundabouts have been proven to provide safer conditions for vehicles and pedestrians by reducing then number of conflict points between vehicles and pedestrians.

Forecasted traffic volumes will be adequately handled by the recommended alternative configuration. And, improvements to the alignment will also improve the horizontal curvature near the existing Glatter Road intersection.

The potential to extend the four-lanes or three-lanes along the corridor will be reviewed during the next phase of the project, which in this case is final design. The design phase is scheduled in Fiscal Year 2022. This phase will address detailed design considerations and reevaluate the results from the PD&E Study. At this time, additional phases such as right-of-way and construction are not yet funded.

Again, thank you for your involvement and interest in the study process. We look forward to working with you as the project moves into the design phase, which is currently programmed for Fiscal Year 2022.

A handwritten signature in blue ink that reads "Lorena Cucek". The signature is written in a cursive style with a large initial "L" and a long, sweeping underline.

Lorena Cucek, FCCM, CPM
Planning & PD&E Project Manager

Malabar Road (S.R.514)
Project Development & Environment (PD&E) Study
 Financial Project ID No: 430136-1-22-01 EDTM Project No:13026

COMMENT FORM

I attended the public hearing held Wednesday, February 28, 2018 at the Palm Bay Council Chambers, 120 Malabar Road SE Palm Bay Florida, and signed in. I am a resident of Malabar, and have an active scientific, technical book publishing business within, the Town. I have served Malabar publicly for decades. I have served as a member of the Technical Advisory Committee for the Brevard Transportation Planning Organization (2014-2016), Town Councilman of Malabar, Planning and Zoning Committee member of Malabar, Roads and drainage committee of Malabar, and in other capacities. I have achieved graduate and postgraduate engineering degrees from Florida Institute of Technology.

The proposed concept for the curve and intersection of Glatter Road and SR514 Malabar Road, I believe are, inefficient, counterproductive, and introduces unintended consequences for the public use. This design concept can also be endangering to wildlife crossing the park trails and surrounding lands of Malabar. The proposed changes move the intersection east around the curve limiting visibility to traffic coming from the west. A median can be an attractive nuisance to crossing wildlife creating a killing field around this curve, this may also apply to pedestrian traffic as well.

Most important, this configuration directly limits access to my business. Glatter Road was built to commercial specifications only up to my front entry gate. The remainder of Glatter Road is substandard and posted as a road not open to through or truck traffic. I have inquired with suppliers who agree they would have issues in using this half road with their heavy tractor trailer trucks.

A simpler solution would be to broaden the existing entry to Glatter Road, adding appropriate road markings and signage, and the relocation of the single pole that has blocked visibility to the east. Visibility in both directions would be enhanced for vehicle entry.

In conclusion, a no change, or the solution above, would appear better than this new concept presented for the curve on SR514 that was part of, but not mentioned at the hearing presentation. This modification to previous presentations is counter to the Town of Malabar (resolution 06-2016) meeting at which the desire to preserve and enhance the Glatter Road intersection with SR514 was discussed with your representatives. The Malabar Road project relationship to Town commercial development was discussed. The Malabar Council also confirmed their desire to promote the commercial triangle within Malabar, and that it be preserved. This latest concept would represent a severe hardship for Krieger Enterprises, and the publishing company which built the first section of Glatter Road. Glatter Road is the only access for this commercial property for doing business, as described by local land use and zoning. This would also limit the current future vision for commercial development in downtown Malabar. I want more detail in the process leading to the current concept. I look forward to working with you and associated agencies involved in the process of achieving a less damaging workable solution that can be freely supported by the stakeholders.

Respectfully,



Donald E. Krieger

2345 lineberry Lane, Malabar, Florida 32950

Phone: 321-724-2143

Email: donk.malabar@gmail.com

RECEIVED

MAR 15 2018

Environmental
Management Office





Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

MIKE DEW
SECRETARY

Donald Krieger
2345 Lineberry Lane
Malabar, Florida 32950

March 29, 2018

Subject: Public Hearing

Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Mr. Krieger,

Thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study, and for attending the public hearing. Your involvement is appreciated.

The recommended alternative was selected based on projected future traffic volumes, safety, impacts to recreational/conservation lands and private property interests, impacts to the social, cultural, natural, and physical environment, and access to abutting properties.

The modified curve on SR 514 (Malabar Road) and the relocated Glatter Road intersection concept was developed to remove the skewed angle of intersection that now exists. The concept now includes a 90-degree intersection. Ninety-degree intersections have been shown to operate more efficiently and safely than skewed intersections. In this case, the intersection was moved far enough east of the curve, and the curve itself was shifted east to provide sufficient sight-distance in both directions for the anticipated posted speeds and traffic volumes. Left turns from westbound SR 514 (Malabar Road) to Glatter Road will be facilitated. Additional lanes and a median are not planned for SR 514 (Malabar Road) near the Glatter Road intersection.

The realigned portion of Glatter Road will be designed and built to state standards and appropriate curve radii will be included to accommodate the turning movements of large vehicles onto Glatter Road and into your property.

The currently vacant property proposed for the realignment of Glatter Road and the potential drainage pond site was selected from a group of alternative pond sites. The pond location was selected since is the best location from a drainage/hydraulic standpoint as well as cost.

Potential modifications to the Malabar Road at Glatter Road intersection, and access into your business, will be further refined when more detailed geotechnical and horizontal/vertical alignment information are available during the design phase of the project Your concerns and those of the Town of Malabar concerning the currently vacant property between Malabar Road and Glatter

Road will again be reviewed regarding the pond siting and analysis. The design phase is scheduled in Fiscal Year 2022. As stated at the public hearing, additional phases such as right-of-way and construction are not yet funded.

Again, thank you for your input and involvement in the study process. We look forward to working with you as the project moves into the design phase.

A handwritten signature in blue ink that reads "Lorena Cucek". The signature is fluid and cursive, with the first name "Lorena" being larger and more prominent than the last name "Cucek".

Lorena Cucek, FCCM, CPM
Planning & PD&E Project Manager



Malabar Road (S.R. 514)
Project Development & Environment (PD&E) Study
From Babcock Street to U.S. 1
Brevard County, FL
Financial Project ID No: 430136-1-22-01
ETDM Project No: 13026

February 28, 2018

COMMENT FORM

We encourage your comments regarding this project.

My name is Doris Leedy owner of a property at the corner of Weber and Malabar Road. At the 775 Malabar Rd location is the Brevard Health Alliance Medical Center, A very busy Federal qualified community center. We service many underserved Families.

As a member of this community, as a mother and a practicing physician is with a great concern that we need safety of some of our patients and neighbors.

When I see some parents, mothers pushing a stroller with two or three small children walking along Malabar Road, I become very concern and pray for their safety. As a neighbor we know there has already been several fatalities along Malabar road.

Clearly the updated Version of the improvements to the Malabar Rd expansion, as it was explained in the last meeting on February the 28th, that includes the Round about at the corners of Weber and Cory Road, is a great improvement, is closer to satisfying our needs for safety so I do congratulate the team that is envisioning and working on this project, yes there're few other improvements necessary, as expressed by others at the meeting such as making the four lane expansion all along the Malabar road

There two projects going on, that wasn't quite clear during the meeting. Yes This updated project version, that I will call " the roundabout project" is better when compared to the ongoing project that only allows a right turn at the corner of Weber Road, that only get us halfway of providing some of our needs for safety.

It it is my opinion to Strongly consider, that instead of of spending tax dollars in a project that only get us halfway, to put all the efforts and funds on the completion of the roundabout project

It is my experience that when we spend monies on a partial solution to then later on do something else, it will never happen. Again our needs for safety are urgent and immediate, so what I'm really asking is to bring forward and apply the funds and efforts on the roundabout project so that save us tax dollars In the long run.

I strongly encouraged to decision-makers to just go forward I'm pursue the updated roundabout Version project. I would like very much to be of help if you see it favorable in supporting this very needed safety issue accessing Malabar road. I am certain I will have the full support of the majority of the people in the town of Malabar.

NAME: Very truly yours . Doris Leedy MD .

ADDRESS: 2635 Smith Ln Malabar Florida 32950

E-MAIL: dorisleedy@gmail.com

321 431 8691



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

MIKE DEW
SECRETARY

Doris Leedy, MD
2635 Smith Lane
Malabar, Florida 32950

March 29, 2018

Subject: Public Hearing

Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Dr. Leedy,

Thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study, and for attending the public hearing. Your involvement is appreciated.

The purpose of this email is to respond to your comment submitted at the meeting regarding the timeframe of both the improvements presented at the Public Hearing, and the roundabout projects at Weber Road and Corey Road.

Your concern for safety of all users of Malabar Road is shared and appreciated. The ongoing improvements to Malabar Road at Weber Road and Corey Road that will provide turn lanes on Malabar Road are on a shorter timeframe for completion than the PD&E study (or, "the roundabout project" as you referred to it) presented at the Public Hearing. The intersection improvements are planned to address past crash histories at these intersections and to improve safety. The intersection improvements provide an interim solution to the current operational issues. The corridor improvement project which includes roundabouts is for a long-term solution.

The interim solution will provide a transition into the long-term solution that can be funded and constructed immediately, thereby providing improvements to safety and operations much sooner. And, design of the long-term solution with roundabouts will endeavor to optimize use of work completed as part of the intersection improvements.

Thank you for your support of the long-term, roundabout solution, your input and involvement in the study process. We look forward to working with you as the project moves into the design phase, which is currently programmed for Fiscal Year 2022.

A handwritten signature in blue ink that reads "Lorena Cucek". The signature is written in a cursive style with a large initial 'L'.

Lorena Cucek, FCCM, CPM
Planning & PD&E Project Manager

From: Drew Thompson [<mailto:drew.thompson@prosolent.com>]
Sent: Tuesday, March 13, 2018 10:48 AM
To: Lorena Cucek, FCCM CPM <lorena.cucek@dot.state.fl.us>
Cc: Poteat, Victor P <vic.poteat@atkinglobal.com>; Dorothy Carmel <dcarmel@townofmalabar.org>
Subject: 514 Malabar Road PD&E Study - Comment from Trails & Greenways Committee, Town of Malabar

Lorena,

I have seen numerous iterations of SR 514 PD&E Study presentations and have appreciated the progress of the project. Both FDOT and Atkins have listened to, and considered, the comments of the public and entities representing public interests.

As Chair of the Town of Malabar Trails and Greenways Committee, on the behalf of that committee, I request that the following comment be seriously considered by the project effort.

At the Town of Malabar Trails and Greenways Committee Meeting held March 12, 2018, the members discussed the FDOT (SR 514) Malabar Road PD&E Study held in Palm Bay on February 28, 2018. The members expressed appreciation for the professionalism of the study and the numerous considerations that had been made in response to pragmatic public concerns expressed via past input. However, it seemed to the committee that one issue remained completely unaddressed. As was among the public comments presented on February 28, the need to accommodate wildlife crossing of SR 514 was identified as a key factor seemingly missing from the latest plans.

With SR 514 crossing through Town of Malabar, it is important to recognize that significant portions of the town are comprised of preservation property. To the north of Malabar Road are the Richard E. Cameron and Volunteers Preserve, managed by Town of Malabar, the Malabar Scrub Sanctuary West, and the Malabar Scrub Sanctuary East (both managed by the Brevard County EEL Program). Additionally, at the northern border of Malabar, is the Turkey Creek Sanctuary and its bordering preservation Audubon properties. To the south of Malabar Road is the Jordan Scrub Sanctuary, also managed by the Brevard County EEL Program.

Biologists have long recognized that the importance of contiguous areas to the sustainability of wildlife populations. Malabar Road effectively divides rural residential Malabar and its two significant greenway areas. To accommodate a way for wildlife to have safe passage across Malabar Road would recognize the significant investment already made by Brevard County to preserve environmentally endangered lands and the wildlife therein. The cost of such wildlife crossing accommodations would be minor but would provide a huge ROI in wildlife preservation, helping the sustainability of local species and diminishing vehicular accidents involving wildlife. With minimal design modifications, effective accommodations could be built into the design of culverts located beneath the new roadway with additional dry land openings allowing for both wildlife passage or storm water transfer in times of flooding.

Open water areas attract wildlife. The project already involves some impact to existing EEL Program sanctuary property boundaries due to increased ROW of SR 514. Accordingly, by locating one or more retention ponds of the project to the north side of Malabar Road, to be contiguous with the EEL Program sanctuary, water retention structures could also function as wildlife habitat. The loss of sanctuary property to

retention pond area could be mitigated by having a proportional size of preservation property “carved” on the south side of Malabar Road, with the wildlife / storm water transfer culverts buffered by wooded areas. This would change what would otherwise be a secluded retention pond to instead be a more natural pond available to wildlife and potentially even passive recreation such as fishing and bird watching.

In conclusion, the Trails and Greenways Committee of the Town of Malabar, unanimously recommends that the SR 514 PD&E be adjusted to include accommodations for wildlife crossing beneath Malabar Road via augmentation of storm water retention pond locations and culvert designs.

Please let me know if you have any questions and/or need additional actions by me at this time. Thank you for seriously considering this important factor.

Drew Thompson
Chair, Trails and Greenways Committee, Town of Malabar (T&GC)

Contact Information:

Office: 321.215.4865
Cell: 772.584.9040
USPS: 2725 Malabar Road, Malabar, FL 32950-4427
Email: drew.thompson@prosolent.com
Website: www.malabartrails.org



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MIKE DEW
SECRETARY

Drew Thompson
2725 Malabar Road
Malabar, Florida 32950

March 29, 2018

Subject: Public Hearing

Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Mr. Thompson,

Thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study, and for attending the public hearing. Your involvement is appreciated.

Reviewing the placement of a wildlife crossing along any roadway requires consideration of the FDOT Wildlife Crossing Guidelines 2016 (Guideline) to determine the appropriateness of including wildlife crossings (upland or wetland) and associated features. In developing projects, the FDOT in coordination with US Fish and Wildlife Service and/or the Florida Fish and Wildlife Conservation Commission, will determine if a wildlife crossing feature is appropriate. As part of the planning and project development processes, the FDOT also considers input from other stakeholders, including local governments, non-governmental organizations and the public. This process occurred during the PD&E study, and wildlife crossings were not recommended.

The Guideline includes considerations for evaluating wildlife crossing appropriateness, including:

- Has the FDOT District received documented, science-based need for a wildlife crossing feature that is supported by USFWS and/or FWC and regulatory agencies?
- Are there wildlife species documented in the area and is the project area used by these species?
- Are there documented road kills of wildlife species with high conservation value or within a known area where traversing the roadway creates a potential hazard to motorists and/or wildlife species?
- Is the project within the documented range of the Florida panther and/or Florida black bear?
- Does the project cross or fragment designated critical habitat or a documented landscape level habitat linkage, ecological greenway, or Florida Forever project area where there is science-based evidence that the location is used by wildlife species?
- Are public conservation lands or lands under a perpetual conservation or agricultural easement needed to achieve successful use of a wildlife crossing feature? If so, they must be present in sufficient amounts on both sides of the road (adjoining and contiguous), where a wildlife crossing feature may be located.

- Are the future land use and development patterns compatible with wildlife species needs or ecosystem viability?
- Does the project involve locations of critical conservation need as determined by the United States Fish and Wildlife Service (USFWS) or Florida Fish and Wildlife Conservation Commission (FWC)?

As stated in the Guideline, science-based data collected or provided to address the above items should serve as a guide to determine whether a wildlife crossing feature is appropriate. If deemed appropriate, the crossing feature must consider numerous design points. These can be reviewed at: http://www.fdot.gov/environment/pubs/WildlifeCrossingGuidelines_05.03.6_FINAL%20TO%20SHARE.pdf

The recommended alternative was selected based on projected future traffic volumes, safety, impacts to recreational/conservation lands and private property interests, and access to abutting properties. The protected species in the corridor are located primarily in the Malabar Scrub Sanctuary on the north side of Malabar Road. Our environmental survey did not reveal evidence of a need for a wildlife crossing, nor science-based need. However, wildlife crossing features, such as shelves within culverts, or other exclusionary devices such as fencing, can be considered again in the design phase. Gopher tortoise surveys will also be conducted in accordance with applicable state regulatory agency protocols if required. The survey will also determine whether USFWS consultation is required for the Eastern indigo snake.

The engineering and design phase for the overall corridor project is scheduled for Fiscal Year 2022. As stated at the public hearing, additional phases such as right-of-way and construction are not yet funded.

Again, thank you for your interest and involvement in the study process. We look forward to working with you as the project moves into the design phase, which is currently programmed for Fiscal Year 2022.



Lorena Cucek, FCCM, CPM
Planning & PD&E Project Manager

Malabar Road (S.R. 514)

Project Development & Environment (PD&E) Study

From Babcock Street to U.S. 1

Brevard County, FL

Financial Project ID No: 430136-1-22-01

ETDM Project No: 13026

February 28, 2018

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MAR 12 2018

Environmental Management Office

COMMENT FORM

We encourage your comments regarding this project.

I am hoping you do NOT turn Malabar into Palm Bay and Malabar Road into Palm Bay Road! I see the 8:30 am back up to US 1, additional turning lanes greatly needed there. I see the difficulty turning off Weber, light is needed there. But a round about... 2 roundabouts are going to be a mess! Bike lanes needed but sidewalk?? To where? for who? I walk alot but no desire to walk along a 4 lane road unless along the WATER! Keep Malabar RURAL PLEASE! Extend the Bike trails, horse trails, etc. keep it outdoor friendly! Already to busy for riding bikes and horses. Please don't make it worse!

NAME: Sherril Gohn
 ADDRESS: P.O Box 500790 Malabar
 E-MAIL: _____



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

MIKE DEW
SECRETARY

Sherrie Gohn
P. O. Box 500790
Malabar, Florida 32950

March 29, 2018

Subject: Public Hearing

Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Ms. Gohn,

Thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study, and for attending the public hearing. Your involvement is appreciated.

The development nature of Malabar Road and the Town of Malabar, both rural and more developed, was considered in developing the alternatives. Future land uses and growth were also reviewed during the PD&E study.

The recommended alternative was selected based on projected future traffic volumes, safety, impacts to recreational/conservation lands and private property interests, and access to abutting properties. The Recommended Alternative is consistent with these forecasts, land use, and needs along the corridor.

Improvements to the intersection at Weber Road will address delays through use of a roundabout that will lower speeds on Malabar Road and reduce conflict points with vehicles entering from Weber Road. Roundabouts have proven to reduce the number and severity of crashes when compared to traditional unsignalized or signalized intersections. Roundabouts at both Weber Road and Corey Road will also help with "traffic calming" by reducing travel speeds through the intersections.

The sidewalks will be designed consistent with the character of the area with according to FDOT design standards to provide a safe environment for pedestrians.

The rural characteristics of Malabar Road will be respected where they exist today by using the 2-lane design approach between Corey Road and Marie Street.

The design phase for the overall corridor project is scheduled for Fiscal Year 2022. The recommended alternative will be re-evaluated during the design phase for possible changes or enhancements. All intersections will be evaluated for the proper improvements to move forward.

As stated at the public hearing, additional phases such as right-of-way and construction are not yet funded.

Again, thank you for your input and involvement in the study process. We look forward to working with you as the project moves into the design phase, which is currently programmed for Fiscal Year 2022.

A handwritten signature in blue ink that reads "Lorena Cucek". The signature is written in a cursive style with a large initial 'L'.

Lorena Cucek, FCCM, CPM
Planning & PD&E Project Manager

Malabar Road (S.R. 514)
Project Development & Environmental (PD&E) Study
From Babcock Street to U.S. 1
Brevard County, Florida
Financial Project ID No: 430136-1-22-01
EDTM Project No: 13026

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MAR 12 2018

Environmental
Management Office

RESPONSE TO PROJECT:

I attended the "Malabar Road" presentation on February 28, 2018 in Palm Bay, FL. Your presentation was in error when you stated that for Segment 1, Babcock Street and Weber Road, the only businesses affected are on the north side of Malabar Road. My business, Berri Patch Preschool is on the south side of Malabar Road and it is enormously affected. I was appalled to learn that the design unfairly penalizes my business with the proposed taking of my property. The additional right-of-way is proposed to be coming totally off of my property.

I believe that the curvature in front of our building, unjustly removes our signage and 13 parking spaces. The removal of this parking places a hardship upon our business as well as putting us "out of Code." The removal of our signage will immediately and long term affect our business model.

Even more importantly, this curvature places Malabar Road dangerously close to the front of my Preschool building. Those of us who live in Central Florida well remember: "A **hit-and-run** driver sent another **vehicle** crashing into a **daycare** center in **Orlando** on Wednesday, killing one child and injuring 11 other children and three adults. "... a Dodge Durango that struck a Toyota Solaro convertible, which jumped a curb and smashed into the KinderCare building, the Associated Press reported. (April 9, 2014, USA Today). My infants are in the classrooms in the front of my building. Your "Project" sets Berri Patch Preschool up for such a scenario.

The projected road alignment, additionally, will severely impact our drop-off drive through area that will most probably result in a backup onto Malabar Road, possibly resulting in a collision that could impact our building due to the proximity of Malabar Road to my building.

And finally, parents leaving our preschool after drop off or pick up will suffer a hardship if they are traveling west on Malabar Road as there is only a proposed right hand turn. They will be forced to travel east to the round-about before traveling back west.

In conclusion, I would offer the following:

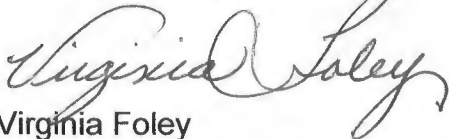
1. Move the main entry to Palm Bay Hospital back where it was, that being, directly across the street from our entry / exit.
2. Allow for a left turn from Berri Patch Preschool onto Malabar Road. For years I have requested a traffic light to operate during peak hours because of the danger

to parents and children exiting Berri Patch property and Palm Bay Hospital clients and emergency vehicles.

3. Remove the curvature from the roadway requiring the enormous amount of property on the south side of the roadway and regain it on the north side from Palm Bay Hospital (they are in your proposed plan losing no property) and other vacant property.

I am well aware of eminent domain and will be very active in opposing this plan.

Thank you for your attention,

A handwritten signature in cursive script that reads "Virginia Foley". The signature is written in black ink and is positioned above the typed name.

Virginia Foley
President, Berri Patch Preschool
705 Malabar Road
Malabar, Florida 32950



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

MIKE DEW
SECRETARY

Virginia Foley
705 Malabar Road
Malabar, Florida 32950

March 29, 2018

Subject: Public Hearing

Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Ms. Foley,

Thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study, and for attending the public hearing. Your involvement is appreciated.

The recommended alternative concept was selected based on projected future traffic volumes, safety, impacts to recreational/conservation lands and private property interests, environmental impacts, and access to abutting properties. We acknowledge your concerns about safety and impacts to your business operation. These will be carefully considered, along with access and egress, in detail and will be thoroughly addressed during the design phase, when more specific topographic survey information is available.

The recommended alternative concept in the section between Babcock Street and Weber Road will require property from both sides, with property on the western portion being taken from the north side and as it moves to the east, from the south side. The roadway alignment shifts to the south to reduce the overall impacts because the majority of the land on the south side is undeveloped today. Impacts to the Berri Patch must be considered along with impacts to other parcels. For example, moving the alignment to the north would impact multiple residences and the office of the Enchanted Lakes Estates Mobile Home and RV resort to the east.

Design standards for setback of buildings from the travel lanes will be maintained and vary with the design and posted speeds for the area. The current setback distance from the travel lanes to your building is approximately 110 feet. The proposed setback would be approximately 80 feet. Safe design standards will continue to be applied throughout the design phase of the project. The recommended alternative concept requires right-of-way from your parcel. Negotiations for the acquisition of the land may include additional considerations, such as compensation to replace the signage and resolving the internal circulation concern or accommodating a traffic barrier. Perhaps a short retaining wall behind the proposed sidewalk would allow the parking spots to remain. Right-of-way agents will be available to discuss specific impacts as the project goes into the next phases of implementation, engineering and design.

The access management plan for the segment between Babcock Street and Weber Road was selected to promote the efficient and safe movement of people and goods by reducing conflicts on the roadway system and at its interface with other modes of travel. Selection of an access management approach between Babcock Street and Weber Road was based on meeting these objectives with the use of a raised grass median and limited cross-over points with the median. Drivers leaving your property will be required to make a right-hand turn and continue east or proceed east and make a U-turn at a nearby median opening. Vehicles entering your property from the east can enter directly across the median at a median opening adjacent your entrance driveway. By eliminating the conflict between vehicles entering from the east and exiting to the west, the potential for a crash is reduced.

Moving the primary entrance of Palm Bay Hospital to the previous location is a matter for consideration by the Hospital. Final access management evaluations along the corridor will include review of the overall Hospital access/egress patterns and area property access needs and safety factors when determining the final location and type of median opening during the design phase. Traffic signal installations are considered by the FDOT as requests are received from local agencies and citizens.

The Recommended Alternative will be re-evaluated during the design phase for possible refinements or enhancements. All intersections will be evaluated for the proper improvements to move forward. As stated at the public hearing, additional phases such as right-of-way and construction are not yet funded.

Again, thank you for your interest and involvement in the study process. We look forward to working with you as the project moves into the design phase, which is currently programmed for Fiscal Year 2022.



Lorena Cucek, FCCM, CPM
Planning & PD&E Project Manager

Malabar Road (S.R. 514)

Project Development & Environment (PD&E) Study

From Babcock Street to U.S. 1

Brevard County, FL

Financial Project ID No: 430136-1-22-01

ETDM Project No: 13026

February 28, 2018

COMMENT FORM

We encourage your comments regarding this project.

Thank you for the opportunity to comment on the 514 project. I represent First Baptist Church of Malabar, 1665 Malabar Rd. This is a 10 acre parcel on the SE corner of Malabar and Corey Rd. We are very concerned with the loss of egress to the church property. Currently we can access our entrance to the Eastbound and Westbound from Malabar Rd. About 85% of our visitors arrive and depart crossing the Corey Rd intersection. We are also very concerned with the change from 4 lanes west of Corey to 2 lanes east of Corey. Traffic flow now shows 19000 cars/day on Malabar west of Corey and 17000 car/day east of Corey. This does not seem to suggest a decrease from 4 lanes to 2 lanes is warranted. We would suggest continuing 4 lanes at least to the curve east of Corey and the Malabar Park and Firestation. Our property is in use all 7 days per week. Soccer Club, Scout Troops, various Church activities. We even serve as Malabar's Voting Precinct. Entry + Exit to the largest and oldest church in Malabar is certainly a ~~concern~~ concern. We feel that the current plan creates a serious challenge to the safety of our people and those travelling past our facility. I have lived in Malabar since 1980.

NAME:

Richard Whitworth

ADDRESS:

1665 Malabar Rd

E-MAIL:

rick@logicaldata.com or office@malabaptist.org



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

MIKE DEW
SECRETARY

Richard Whitworth
1665 Malabar Road
Malabar, Florida 32950

March 29, 2018

Subject: Public Hearing

Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Mr. Whitworth,

Thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study, and for attending the public hearing. Your involvement is appreciated.

Thank you for your input regarding the interests of First Baptist Church. The safety of those entering and exiting the property is important and the current recommended alternative did consider that factor, along with the general traveling public along Malabar Road.

The recommended alternative, as presented at the public hearing, was selected based on projected future traffic volumes, safety, and impacts to the surrounding environment. Based on current projections of future traffic in the corridor, four-lanes along the entire length of Malabar Road was not warranted. As you stated, the traffic volume change to the east of Corey Road is not a large reduction. Based on current traffic modeling and capacity analysis for the corridor, it does not meet the warrants for a four-lane roadway as the Malabar Road corridor does to the west of Corey Road. As the project moves into the design phase in Fiscal Year 2022, traffic forecasts and operational factors will be updated and reviewed. Changes to the number of lanes required east of Corey Road are a potential outcome of those updates.

Property access will change throughout much of the Malabar Road corridor as dictated by the improvements and requirements of design and safety standards. The recommended alternative would require adjustments to the access and egress to the church's property to maintain the design standards associated with the proposed access management, the roundabout at Corey Road, and the transition to a two-lane roadway to the east.

The project will be designed consistent with the latest safety and operational standards. The roundabout at Corey Road will provide a safety factor as documented by the reduction in number and severity of accidents with a roundabout when compared to a traditional four-way intersection with similar volumes. The recommended alternative concept requires right-of-way from the church

parcel. Negotiations for the acquisition of the land may include additional considerations regarding access.

Again, thank you for your interest and involvement in the study process. We look forward to working with you as the project moves into the design phase, which is currently programmed for Fiscal Year 2022.

A handwritten signature in blue ink that reads "Lorena Cucek". The signature is written in a cursive style with a large initial 'L'.

Lorena Cucek, FCCM, CPM
Planning & PD&E Project Manager

March 5, 2018

FDOT District Five Attn: Lorena Cucek
719 South Woodland MS 501
Deland FL 32720

RECEIVED

MAR 08 2018

Environmental
Management Office

RE; Written Statement PD&E Malabar Road, SR 514 Brevard County,
FPID # 430136-1-22-01

Dear FDOT et al

Disclaimer – Writer worked for FDOT District 4, on moving a large backlog of design projects from Dade County to FDOT Construction. Promoted to PE II. Went to formation of District 6 and was eventually fired in 1983 - as later were the two responsible individuals, both from high level positions in Tallahassee. One for dishonesty with the feds, the other for dishonesty internally.

NO-BUILD ALTERNATIVE would be preferred option unless there is a serious revision to the plans as shown. If this much money is to be spent, build something that makes sense. Realize there are environmental conflicts, but to screw up the entire corridor for this restriction is foolish and will only lead to future insufficient facility. Evaluation Matrix handout indicates some parkland is to be acquired for present location. Get enough to do it right – the paperwork should be about the same.

In a roughly three mile project length, your Project Fact Sheet handout indicates four different cross sections across three different design speeds. There are two lane, three lane, and four lane divided sections. Ultimately, this corridor will best be served by four lane, divided, minimal median, 45 mph urban design throughout its length. People will drive it at whatever the police will permit like any other road. Possible even six lane distant future if you have enough R/W.

Dump the roundabouts - they are an obscenity unless there is sufficient traffic to otherwise warrant a normal signalized intersection. Somewhat important – there will need to be signals anyway if there is pedestrian concentration at any location. Roundabouts of the small diameter shown on the plans just do not work for traffic. They look very pretty on architectural plans but for motorists, basically suck – to use the impolite term. If I have not lost my memory completely, a 150 foot radius (which would be 300 foot inside diameter) with 0.05 ft/ft super elevation is good for about 35-40 mph design speed. Your radius is much smaller.

Lose the separate bike paths along the traffic lanes. If a combined one-side pedestrian/bikeway is sufficient for part of the corridor, why not the total length?

In general, in any urban area, I think is much more practical, and possibly safer, if the pedestrian/bikeway is within one foot of the right of way line. Are you trying to protect vegetation from errant traffic? This would also give more room for a better fit of any culverts along ditches where driveway access or cross streets occur.

And someone seems to have neglected to look at an overall map, the traffic patterns, and attractors/generators in anything outside the actual corridor. I did not look at the traffic counts that were with the reports. However, in the past I have seen FDOT “massage” traffic projections to fit a desired end result. This corridor needs to be minimum four lanes when the larger traffic patterns are considered. Interstate 95 is roughly four miles west of US 1 (your eastern terminus) throughout this part of Brevard County. Interstate 95 interchange with Malabar Road is about a half mile west of your study terminus.

Along US 1, about three miles north of Malabar Road, Palm Bay Road (with an old minimal section west from at US 1), is the next connection to Interstate 95. About nine miles south of Malabar Road, Micco Road will connect to Interstate 95 at a new interchange currently under construction. Way beyond my radar would be any other new interchange.

The town of Malabar is mostly large lots and seems content to maintain that character. It would not seem to be likely to generate additional significant traffic on its own. However, along US 1, the east side is a large water body, the Indian River Lagoon. I can guess that the west side of US1 with great views, will eventually develop and those people/businesses will want to get to Interstate 95.

They will be using Malabar Road. Some may want to go to the commercial strip along Malabar Road in the City of Palm Bay. More will be going to Interstate 95 for access to attractors further north. I would think most traffic headed to Melbourne would just stay on US1. Perhaps your Orlando consultant should examine a map of south Brevard County, perhaps even drive some of the connectors. If they want to examine the local horrible example of a rotary-roundabout, our local example is just west of Interstate 95 at the Wickham Road interchange.

If the town of Malabar is the reason for the “traffic-calming” rotaries, just do a resurface on the existing, mark everything for no-passing-zones, and spend the money somewhere that needs better flow. Perhaps even consider possible ambulance traffic toward the hospital on your west end; three rotaries a small thrill ride for any patients. And at the hearing, did observe some gentlemen with Malabar fire rescue with nothing good to say about the rotaries.

Please acknowledge receipt of this letter, and if possible let me know how it all works out. Think concerns should be addressed but at age 79, do not expect to be alive long enough to see anything built.

Thank you



Russell Dejaiffe
626 Almansa Street NE
Palm Bay FL, 32907-3121
321-837-1103



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

MIKE DEW
SECRETARY

Russell Dejaiffe
626 Almansa Street NE
Palm Bay, Florida 32907

March 29, 2018

Subject: Public Hearing

Malabar Road (State Road (S.R.) 514) Project Development and Environment (PD&E) from Babcock Street (S.R. 507) to U.S. 1
Brevard County, Florida
Financial Management Number: 430136-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 13026

Mr. Dejaiffe,

Thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study, and for attending the public hearing. Your involvement is appreciated.

The recommended alternative, as presented at the public hearing, was selected based on projected future traffic volumes, safety and impacts to the surrounding environment. Based on current projections of future traffic in the corridor, four-lanes along the entire length of Malabar Road was not warranted. The recommended alternative brings the entire corridor up to current design manual standards, including lane widths, sidewalks, bicycle accommodations, and drainage facilities for roadways of similar typical section and adjacent land uses. These have been coordinated with the Space Coast Transportation Planning Organization (SCTPO). Close coordination has also taken place with the Town of Malabar, through which much of the corridor passes.

The type and size of potential roundabouts at Malabar Road and Weber Road and Corey Road are consistent with the forecasted traffic and vehicular composition in the area. Properly designed roundabouts have proven to reduce the number and severity of vehicular crashes when compared to a traditional intersection of similar traffic volumes. These will be designed according to the forecasted traffic for future uses.

Bicycle and pedestrian facilities are also developed consistent with policies and design standards for corridors that are like the Malabar Road project between Babcock Street and U.S. 1. The purpose of the bicycle and pedestrian facilities are to provide continuity and connectivity for the users among local parks and conservation lands, while serving those who choose these modes of transportation.

Traffic forecasts for the corridor were prepared using the approved SCTPO long range planning models. These models include approved improvements to the transportation system throughout the County and approved land uses and forecasts of land uses through the forecast year of 2045. This

includes improvements to existing roadways and the construction of new roadways and interchanges

Improvements to the intersection of U.S. 1 at Malabar Road have also been included by adding turn-lanes to serve projected increases in traffic along the U.S. 1 corridor that will access Malabar Road.

Posted speed limits in the corridor will remain the same as they are today except for the segment from Marie Street to U.S. 1. This segment would have posted speeds lowered in the recommended alternative. This is due to the increased presence of driveways and intersection of side-streets with Malabar Road, the FEC Railroad crossing, and the U.S. 1 intersection.

The engineering and design phase for the overall corridor project is scheduled for Fiscal Year 2022. The Recommended Alternative will be re-evaluated during that phase for possible changes or enhancements. All intersections will be evaluated for the proper improvements to move forward. At this time, additional phases such as right-of-way and construction are not yet funded.

Again, thank you for your interest and involvement in the study process. We look forward to working with you as the project moves into the design phase, which is currently programmed for Fiscal Year 2022.



Lorena Cucek, FCCM, CPM
Planning & PD&E Project Manager



Malabar Road (S.R. 514)
Project Development & Environment (PD&E) Study
From Babcock Street to U.S. 1
Brevard County, FL
Financial Project ID No: 430136-1-22-01
ETDM Project No: 13026

February 28, 2018

COMMENT FORM

We encourage your comments regarding this project.

Just keep Malabar Rural.
It is a little piece of
Heaven in this
congested crazy
world!

NAME: _____

ADDRESS: _____

E-MAIL: _____

From: Woolwich, Alan [<mailto:Alan.Woolwich@brevardfl.gov>]

Sent: Monday, March 12, 2018 11:46 AM

To: Cucek, Lorena <Lorena.Cucek@dot.state.fl.us>

Cc: Ziarnek, Michael <Michael.Ziarnek@dot.state.fl.us>

Subject: Malabar Road (514) Improvements PDE Study, FDOT #430136-1-22-01, Equestrian Crossing Design Examples

Hi Lorena, attached are two publications that provide technical guidance and design examples for equestrian crossings of roadways in the United States and United Kingdom. Design examples of equine crossings can be seen on pages 73, 75 & 76 of the USFS publication which includes AASHTO, FHWA, MUTCD and other accepted methodology. I am hopeful that FDOT will consider, design and include an equestrian crossing of Malabar Road in the project, aligned with the Al Tuttle Trail. The photo below from the UK publication shows a combined equestrian, bicycle and pedestrian crossing with signal.

There is some concern about use of median island refuges in some applications in the literature. On island refuges I would consult with local equestrians that use this area for guidance. Thank You for the opportunity to participate and provide comments in this public comment process. Alan Woolwich, AICP, BPTAC Member, Space Coast TPO. 321-633-2076.



"Under Florida Law, email addresses are Public Records. If you do not want your e-mail address released in response to public record requests, do not send electronic mail to this entity. Instead, contact this office by phone or in writing."

Response to Email from Alan Woolwich

From: Cucek, Lorena [<mailto:Lorena.Cucek@dot.state.fl.us>]
Sent: Monday, March 12, 2018 3:23 PM
To: Woolwich, Alan
Cc: Poteat, Victor P; Ziarnek, Michael
Subject: FW: Additional Examples, Malabar Road (514) Improvements PDE Study, FDOT #430136-1-22-01, Equestrian Crossing Design Examples

Dear Mr. Woolwich,

On behalf of the Florida Department of Transportation, (FDOT), I would like to thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study and for attending the Public Hearing.

Your involvement is certainly appreciated and all comments will be reviewed the documents you provided and considered as we finalize the PD&E Study and move into final design, which is currently funded in Fiscal Year 2022. Additional phases such as right of way and construction are not yet funded.

Respectfully,

Lorena Cucek , FCCM, cpm
Planning & PD&E Project Manager
lorena.cucek@dot.state.fl.us
Serving the People of Florida

Florida Department of Transportation
Project Development Unit, MS501
719 S Woodland Blvd, Deland, FL 32720
Phone: 386-943-5392, Cell: 386-956-4571



From: Woolwich, Alan [<mailto:Alan.Woolwich@brevardfl.gov>]
Sent: Monday, March 12, 2018 12:59 PM
To: Cucek, Lorena <Lorena.Cucek@dot.state.fl.us>
Cc: Ziarnek, Michael <Michael.Ziarnek@dot.state.fl.us>
Subject: Additional Examples, Malabar Road (514) Improvements PDE Study, FDOT #430136-1-22-01, Equestrian Crossing Design Examples

Hi Lorena, please also see the attached equine crossing examples. Thank You, Alan Woolwich.

From: Woolwich, Alan
Sent: Monday, March 12, 2018 11:44 AM
To: 'Lorena.Cucek@dot.state.fl.us'
Cc: Michael.Ziarnek@dot.state.fl.us
Subject: Malabar Road (514) Improvements PDE Study, FDOT #430136-1-22-01, Equestrian Crossing Design Examples

Hi Lorena, attached are two publications that provide technical guidance and design examples for equestrian crossings of roadways in the United States and

United Kingdom. Design examples of equine crossings can be seen on pages 73, 75 & 76 of the USFS publication which includes AASHTO, FHWA, MUTCD and other accepted methodology. I am hopeful that FDOT will consider, design and include an equestrian crossing of Malabar Road in the project, aligned with the Al Tuttle Trail. The photo below from the UK publication shows a combined equestrian, bicycle and pedestrian crossing with signal.

There is some concern about use of median island refuges in some applications in the literature. On island refuges I would consult with local equestrians that use this area for guidance. Thank You for the opportunity to participate and provide comments in this public comment process. Alan Woolwich, AICP, BPTAC Member, Space Coast TPO. 321-633-2076

Date: Thursday, March 1, 2018 at 9:50 AM

To: <lorena.Cucek@dot.state.fl.us>

Cc: wayne abare <wabare@cfl.rr.com>

Subject: 514 Road Improvements

Lorena

My wife Katie and I attended the 514 Malabar Road widening project overview February 28, 2018. My comments below.

I think DOT is making an expensive mistake. Spending ~\$60M to “improve” 514 from Babcock street to US1. I put “improve” in quotes because overall there will be few improvements and a lot of money spent. My major points below:

The use of Roundabouts instead of conventional intersections with ~~stop signs~~ traffic lights has complicated the design. It has required more R/W purchases as well as having the expense of moving several large concrete power polls. This was not in the original design.

The Weber road roundabout is two lanes, however the Corry roundabout is one lane. Have you every been to Vierra and used the roundabout near the Walmart store? Hard to get onto this roundabout.

So we start out at Babcock (going east) with four lanes, then go to two lanes then back to three lanes. This creates a “bottleneck”. Why do this?

In summary buy enough R/W along Malabar road to put four lanes all the way along the 3.64 miles. Anything less than that is only a bandaid approach.

Wayne Abare
321-727-8559

Response to Wayne Abare Email

From: Cucek, Lorena
Sent: Monday, March 05, 2018 4:29 PM
To: 'wayne abare' <wabare@cfl.rr.com>
Subject: RE: 514 Road Improvements

Mr. Abare,

On behalf of the Florida Department of Transportation, (FDOT), I would like to thank you for your interest in the Malabar Road (State Road 514) Project Development and Environment (PD&E) Study and for attending the Public Hearing. Your involvement is certainly appreciated and all comments will be reviewed and considered as we finalize the PD&E Study and move into final design, which is currently funded in Fiscal Year 2022. Additional phases such as right of way and construction are not yet funded.

Regarding the roundabouts, the operations and safety of these options has been evaluated based on future traffic (year 2045) volumes and the results have shown the roundabouts are the recommended option in which to move forward with at this time. Please note, that the roundabout in Viera is not on a state road and therefore the design characteristics will vary between these options.

Additionally, the traffic volumes looking out to the year 2045 do not warrant additional capacity beyond what was shown at the Public Hearing; however, additional reevaluations will be required as the project moves through final design and other phases such as right of way and construction.

Again, we would like to thank you for your involvement and appreciate your comments.

Respectfully,

Lorena Cucek , FCCM, cpm
Planning & PD&E Project Manager
lorena.cucek@dot.state.fl.us
Serving the People of Florida

Florida Department of Transportation
Project Development Unit, MS501
719 S Woodland Blvd, Deland, FL 32720
Phone: 386-943-5392, Cell: 386-956-4571



From: wayne abare [<mailto:wabare@cfl.rr.com>]
Sent: Friday, March 02, 2018 6:04 AM
To: Cucek, Lorena <Lorena.Cucek@dot.state.fl.us>
Cc: wayne abare <wabare@cfl.rr.com>
Subject: Re: 514 Road Improvements

Lorena

Please replace my earlier Email with the corrected one below. The changes are in red.

Wayne Abare

From: Nelson, Mark [mailto:Mark_Nelson@lcca.com]

Sent: Monday, March 05, 2018 4:44 PM

To: Cucek, Lorena <Lorena.Cucek@dot.state.fl.us>

Cc: Valdivia, Stacy <Stacy_Valdivia@lcca.com>; Nelson, Mark <Mark_Nelson@lcca.com>; Stewart, Linda <Linda_Stewart@lcca.com>; Clark, Renee <Renee_Clark@lcca.com>

Subject: Palm Bay Road Project Update

Lorena,

Just a comment about the sr514malabar.com project.

Life Care Center of Palm Bay cannot relocate as we are a rather large health care institution, Nursing Home. Please inform us on how we will be able to operate within the project planning / paving sections and construction guidelines. Our facility operates 24 hours per day, 7 days a week, and in conjunction with the hospital next to us (Palm Bay Medical Center) our services never stop.

Please keep us informed as we move forward with FDOT on this project. If there is anything further you need from us, please don't hesitate to contact us.

Thank you,

Mark Nelson
Interim Executive Director
Life Care Center of Palm Bay
175 Villa Nueva Ave
Palm Bay, FL 32907

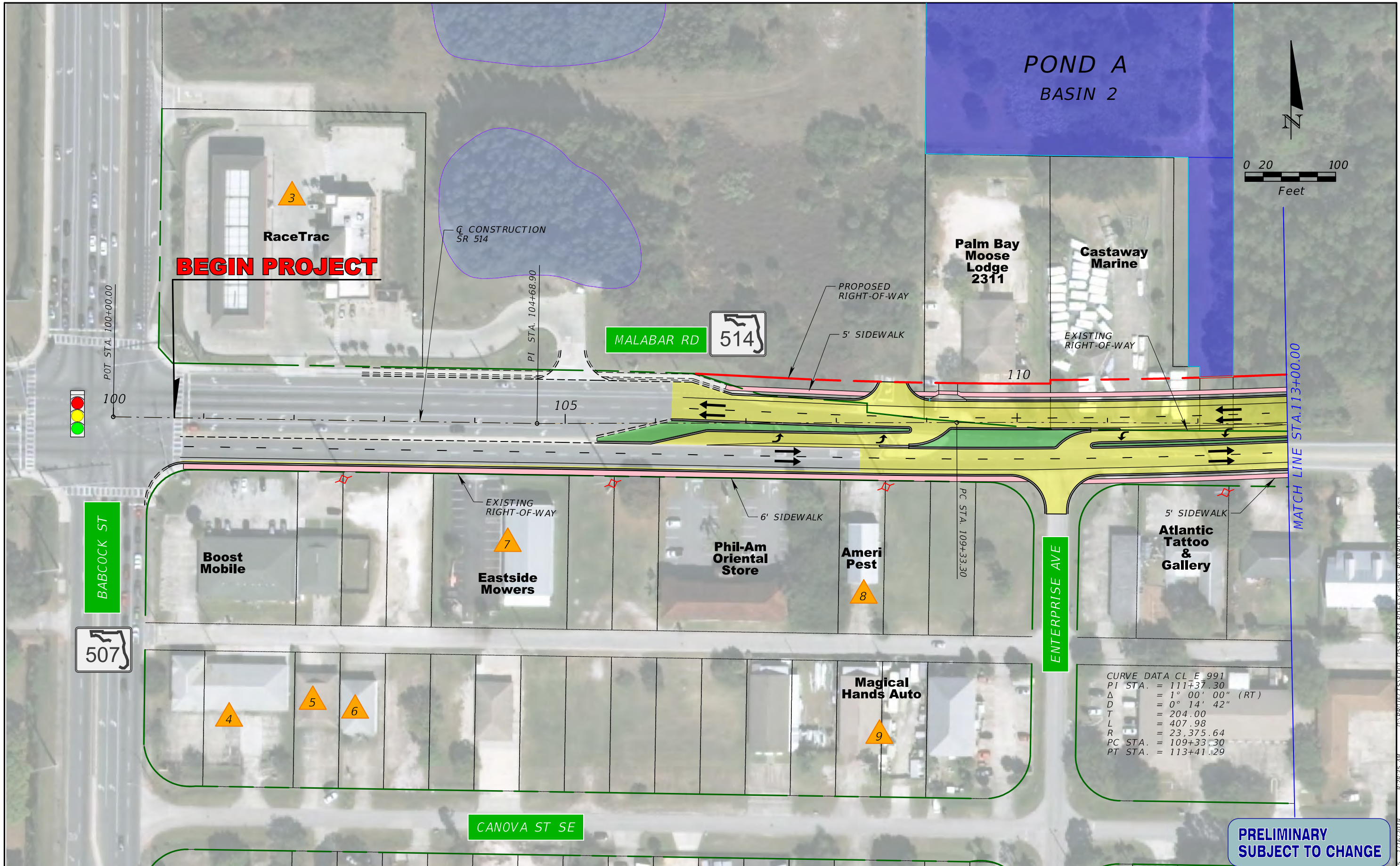
Phone: 321-952-1818

Cell: 407-782-0802

TEAM <Together Everyone Achieves More>

APPENDIX D

PROJECT PLAN SHEETS



CURVE DATA CL E 991
 PI STA. = 111+37.30
 Δ = 1° 00' 00" (RT)
 D = 0° 14' 42"
 T = 204.00
 L = 407.98
 R = 23,375.64
 PC STA. = 109+33.30
 PT STA. = 113+41.29

**PRELIMINARY
 SUBJECT TO CHANGE**

	CENTERLINE OF CONSTRUCTION		RESIDENTIAL RELOCATION		CONSERVATION LAND		EXISTING PAVEMENT
	EXISTING ROW		BUSINESS RELOCATION		WETLAND		PROPOSED PAVEMENT
	PROPOSED ROW		NON-PROFIT RELOCATION		100 YR. FLOODPLAINS		PROPOSED MEDIAN
	PARCEL BOUNDARY		EXISTING TRAFFIC SIGNAL		TRANSMISSION LINE POWER POLE		PROPOSED SIDEWALK
	CITY LIMITS				POTENTIAL CONTAMINATION SITE		

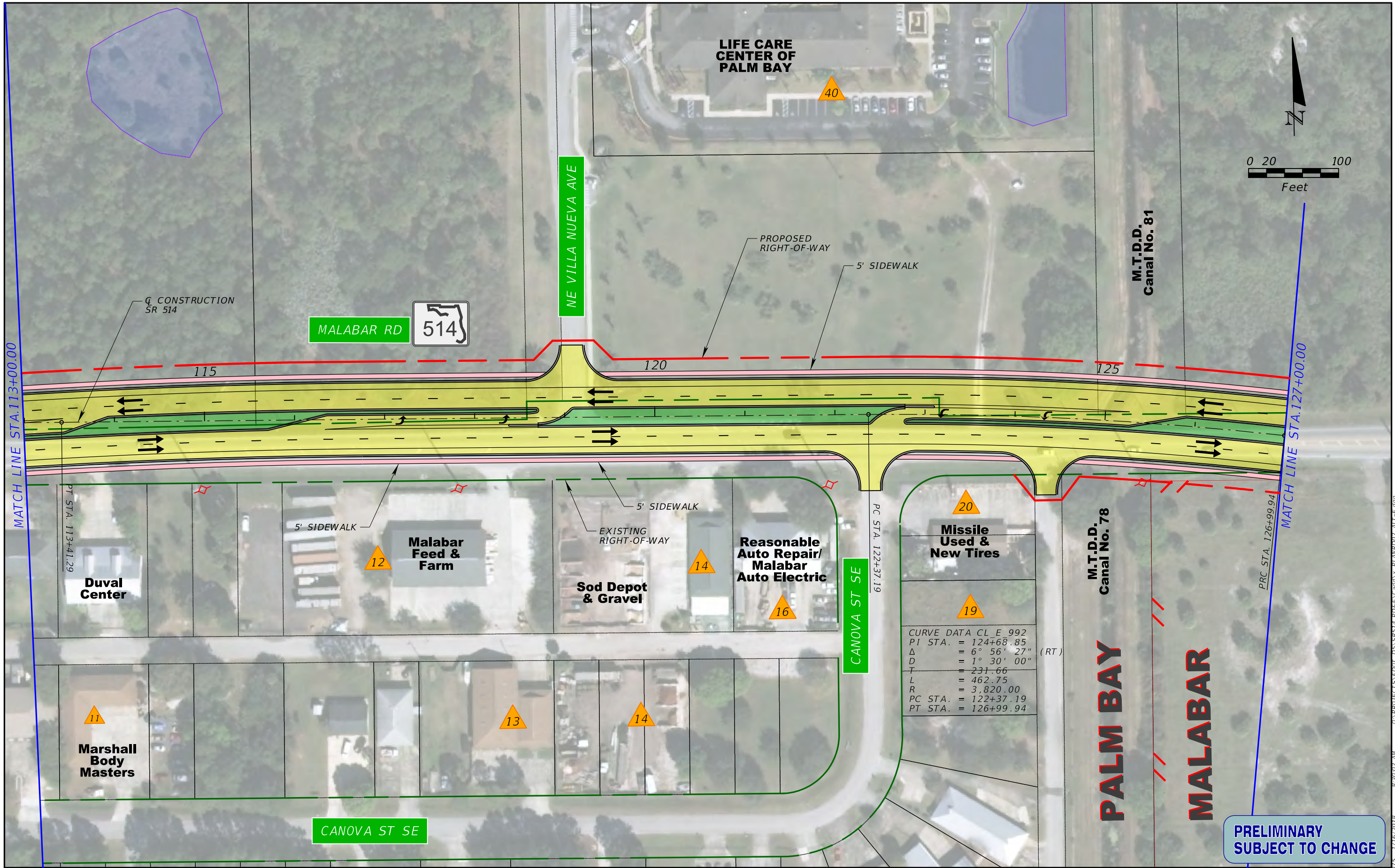
ATKINS
 Douglas J. Reed, P.E. # 49291
 482 South Keller Road Orlando, FL 32810
 (407) 647-7275 www.atkinsglobal.com
 Certificate of Authorization No. 24

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 514	BREVARD	430136-1-22-01

**MALABAR ROAD (SR514) PD&E
 RECOMMENDED ALTERNATIVE**

SHEET NO.
01

USER: CAN17375



CURVE DATA CL E 992
 PI STA. = 124+68.85
 Δ = 6° 56' 27" (RT)
 D = 1° 30' 00"
 T = 231.66
 L = 462.75
 R = 3,820.00
 PC STA. = 122+37.19
 PT STA. = 126+99.94

	CENTERLINE OF CONSTRUCTION		RESIDENTIAL RELOCATION		CONSERVATION LAND		EXISTING PAVEMENT
	EXISTING ROW		B BUSINESS RELOCATION		WETLAND		PROPOSED PAVEMENT
	PROPOSED ROW		B NON-PROFIT RELOCATION		100 YR. FLOODPLAINS		PROPOSED MEDIAN
	PARCEL BOUNDARY		EXISTING TRAFFIC SIGNAL		TRANSMISSION LINE POWER POLE		PROPOSED SIDEWALK
	CITY LIMITS				POTENTIAL CONTAMINATION SITE		

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 Douglas J. Reed, P.E. # 49291
 482 South Keller Road Orlando, FL 32810
 (407) 647-7275 www.atkinsglobal.com
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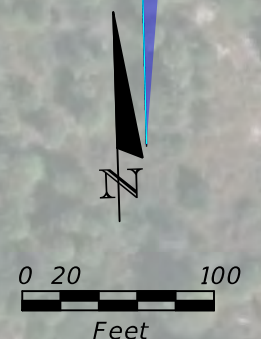
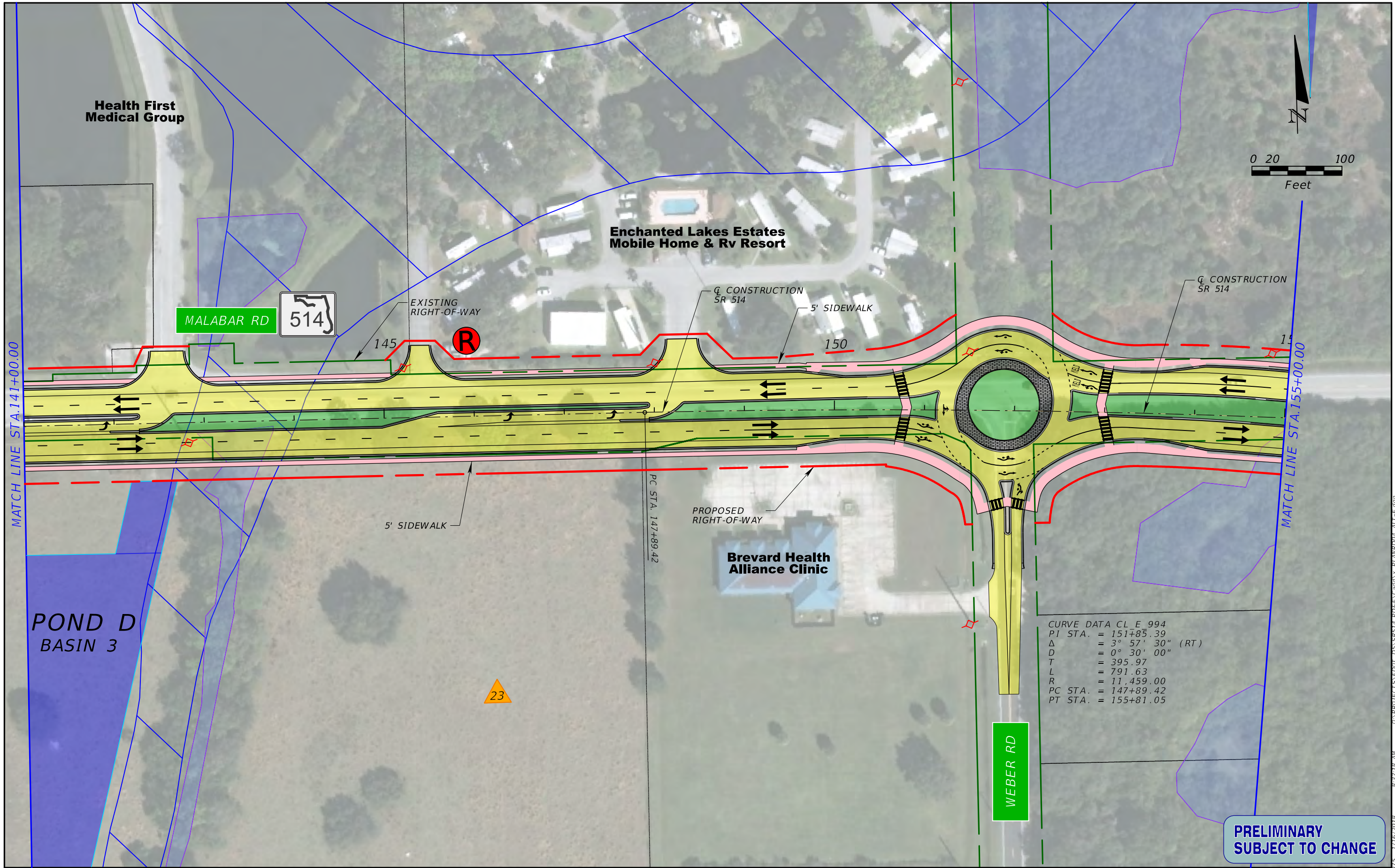
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 514	BREVARD	430136-1-22-01

MALABAR ROAD (SR514) PD&E
 RECOMMENDED ALTERNATIVE

SHEET NO.
02

PRELIMINARY
 SUBJECT TO CHANGE

USER: CAN17375



CURVE DATA CL E 994

PI STA.	= 151+85.39
Δ	= 3° 57' 30" (RT)
D	= 0° 30' 00"
T	= 395.97
L	= 791.63
R	= 11,459.00
PC STA.	= 147+89.42
PT STA.	= 155+81.05

	CENTERLINE OF CONSTRUCTION		RESIDENTIAL RELOCATION		CONSERVATION LAND		EXISTING PAVEMENT
	EXISTING ROW		BUSINESS RELOCATION		WETLAND		PROPOSED PAVEMENT
	PROPOSED ROW		NON-PROFIT RELOCATION		100 YR. FLOODPLAINS		PROPOSED MEDIAN
	PARCEL BOUNDARY		EXISTING TRAFFIC SIGNAL		TRANSMISSION LINE POWER POLE		PROPOSED SIDEWALK
	CITY LIMITS		POTENTIAL CONTAMINATION SITE				

ATKINS
 Douglas J. Reed, P.E. # 49291
 482 South Keller Road Orlando, FL 32810
 (407) 647-7275 www.atkinsglobal.com
 Certificate of Authorization No. 24

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 514	BREVARD	430136-1-22-01

**MALABAR ROAD (SR514) PD&E
 RECOMMENDED ALTERNATIVE**

SHEET NO.
04

**PRELIMINARY
 SUBJECT TO CHANGE**

USER: CAN17375

POND F
BASIN 4



CURVE DATA CL_E_995
 PI STA. = 162+46.86
 Δ = 6° 39' 03" (LT)
 D = 0° 30' 00"
 T = 665.81
 L = 1,330.13
 R = 11,459.00
 PC STA. = 155+81.05
 PT STA. = 169+11.18



MATCH LINE STA.155+00.00

MATCH LINE STA.169+00.00

MALABAR RD 514

5' SIDEWALK

Q CONSTRUCTION
SR 514

PRC STA. 155+81.05

EXISTING
RIGHT-OF-WAY

5' SIDEWALK

PROPOSED
RIGHT-OF-WAY

**PRELIMINARY
SUBJECT TO CHANGE**

	CENTERLINE OF CONSTRUCTION		RESIDENTIAL RELOCATION		CONSERVATION LAND		EXISTING PAVEMENT
	EXISTING ROW		BUSINESS RELOCATION		WETLAND		PROPOSED PAVEMENT
	PROPOSED ROW		NON-PROFIT RELOCATION		100 YR. FLOODPLAINS		PROPOSED MEDIAN
	PARCEL BOUNDARY		EXISTING TRAFFIC SIGNAL		TRANSMISSION LINE POWER POLE		PROPOSED SIDEWALK
	CITY LIMITS		POTENTIAL CONTAMINATION SITE				

ATKINS
 Douglas J. Reed, P.E. # 49291
 482 South Keller Road Orlando, FL 32810
 (407) 647-7275 www.atkinsglobal.com
 Certificate of Authorization No. 24

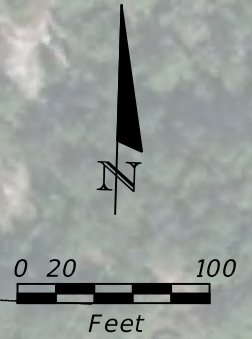
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 514	BREVARD	430136-1-22-01

**MALABAR ROAD (SR514) PD&E
RECOMMENDED ALTERNATIVE**

SHEET NO.
05

USER: CANI7375

CURVE DATA CL E 995
 PI STA. = 162+46.86
 Δ = 6° 39' 03" (LT)
 D = 0° 30' 00"
 T = 665.81
 L = 1,330.13
 R = 11,459.00
 PC STA. = 155+81.05
 PT STA. = 169+11.18



Malabar Scrub Sanctuary

MALABAR RD 514

ABSAROKA LN

EVA LN

POND J BASIN 5

MATCH LINE STA.169+00.00

MATCH LINE STA.183+00.00

5' SIDEWALK
 CONSTRUCTION SR 514

EXISTING RIGHT-OF-WAY
 PROPOSED RIGHT-OF-WAY

5' SIDEWALK

PC STA. 175+69.16

PT STA. 180+27.01

CURVE DATA CL E 996
 PI STA. = 177+98.10
 Δ = 1° 18' 42" (RT)
 D = 0° 17' 11"
 T = 228.93
 L = 457.85
 R = 20,000.00
 PC STA. = 175+69.16
 PT STA. = 180+27.01

	CENTERLINE OF CONSTRUCTION		RESIDENTIAL RELOCATION		CONSERVATION LAND		EXISTING PAVEMENT
	EXISTING ROW		BUSINESS RELOCATION		WETLAND		PROPOSED PAVEMENT
	PROPOSED ROW		NON-PROFIT RELOCATION		100 YR. FLOODPLAINS		PROPOSED MEDIAN
	PARCEL BOUNDARY		EXISTING TRAFFIC SIGNAL		TRANSMISSION LINE POWER POLE		PROPOSED SIDEWALK
	CITY LIMITS		POTENTIAL CONTAMINATION SITE				

ATKINS
 Douglas J. Reed, P.E. # 49291
 482 South Keller Road Orlando, FL 32810
 (407) 647-7275 www.atkinsglobal.com
 Certificate of Authorization No. 24

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 514	BREVARD	430136-1-22-01

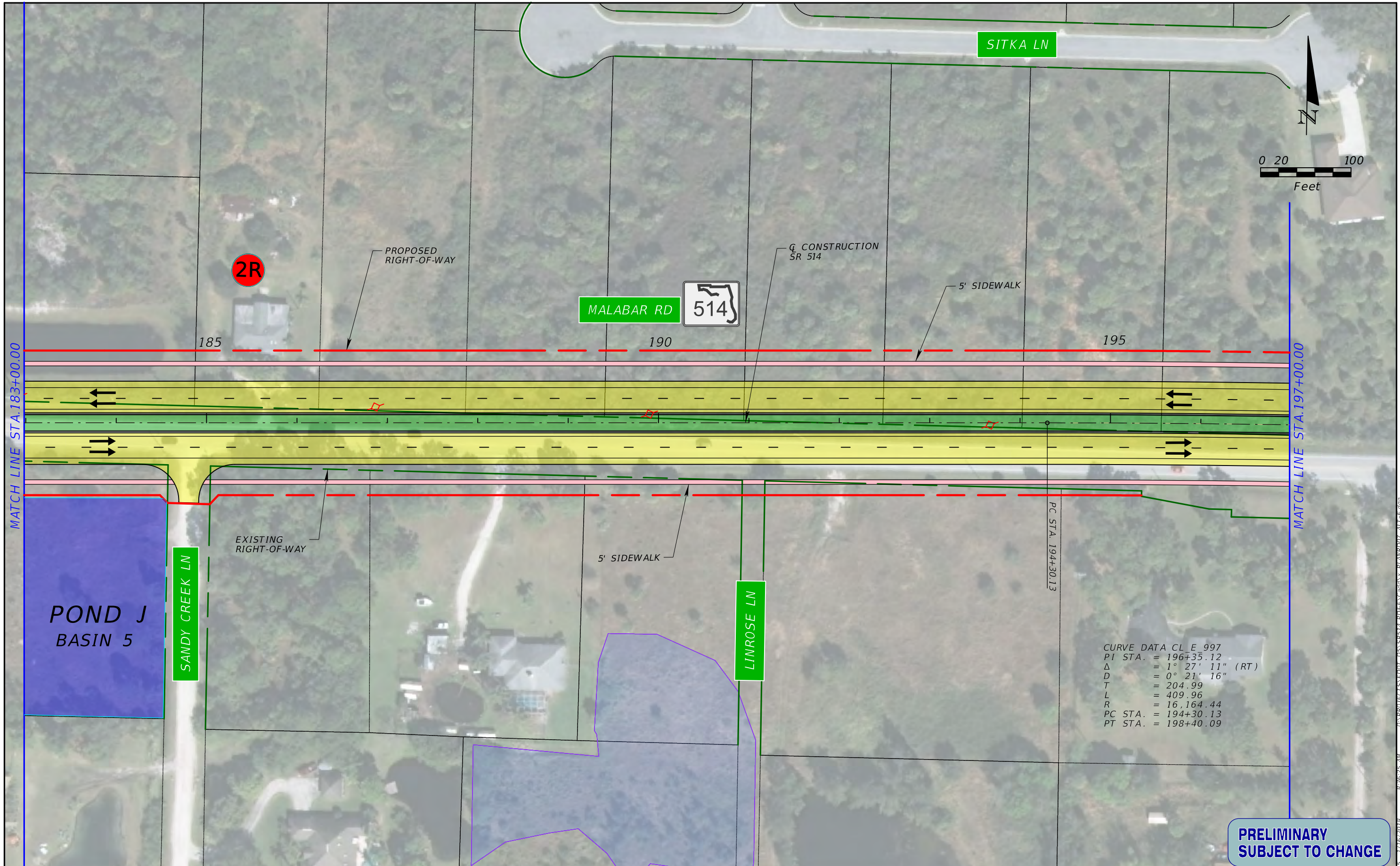
MALABAR ROAD (SR514) PD&E
RECOMMENDED ALTERNATIVE

SHEET NO.
06

**PRELIMINARY
SUBJECT TO CHANGE**

USER: CANI7375

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**PRELIMINARY
SUBJECT TO CHANGE**

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	PROPOSED ROW		NON-PROFIT RELOCATION		100 YR. FLOODPLAINS		PROPOSED MEDIAN
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	CITY LIMITS				POTENTIAL CONTAMINATION SITE		

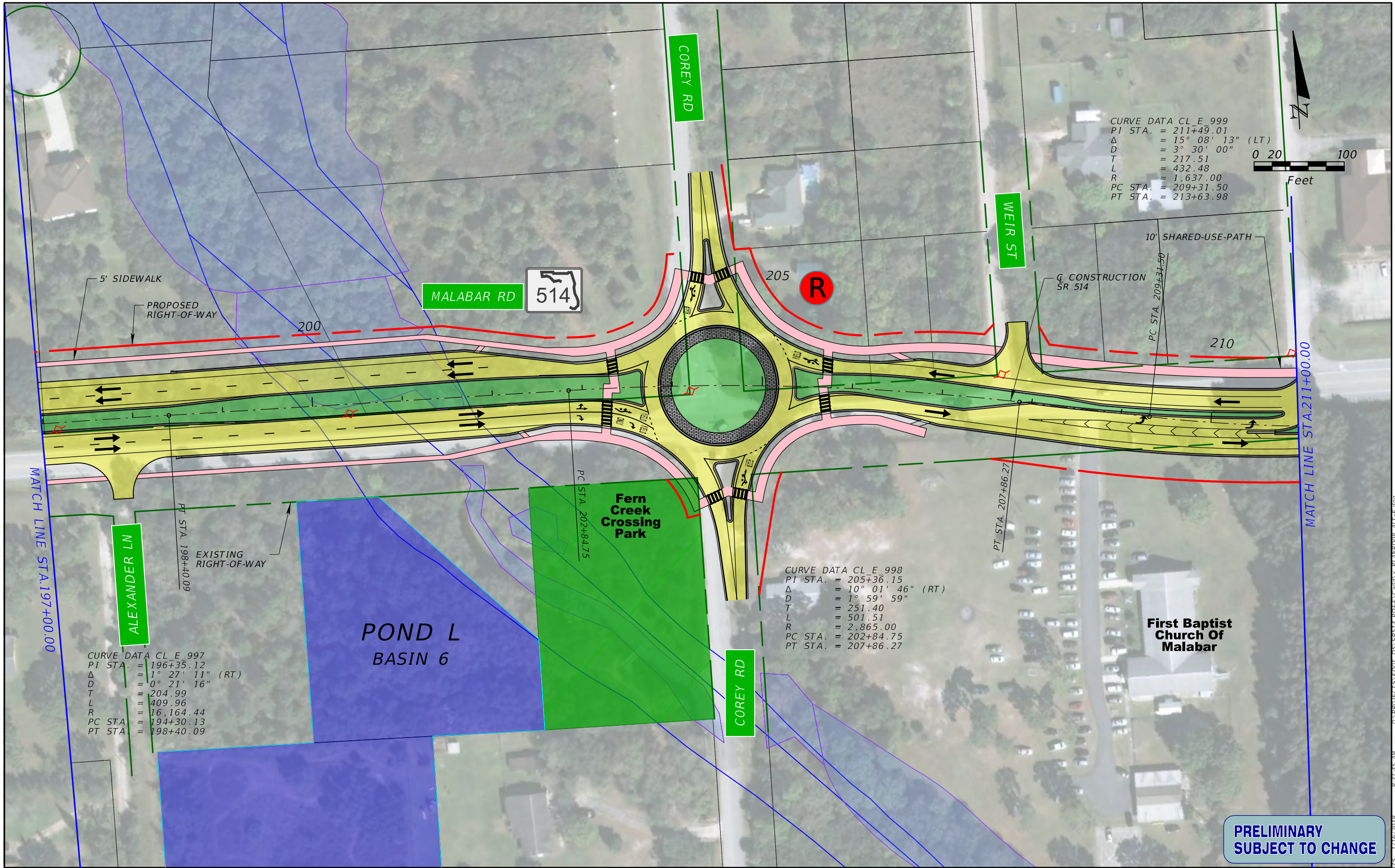
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 514	BREVARD	430136-1-22-01

**MALABAR ROAD (SR514) PD&E
RECOMMENDED ALTERNATIVE**

SHEET NO.	07
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USER: CAN17375



**PRELIMINARY
SUBJECT TO CHANGE**

	CENTERLINE OF CONSTRUCTION		RESIDENTIAL RELOCATION		CONSERVATION LAND		EXISTING PAVEMENT
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	PROPOSED ROW		NON-PROFIT RELOCATION		100 YR. FLOODPLAINS		PROPOSED MEDIAN
	PARCEL BOUNDARY		EXISTING TRAFFIC SIGNAL		TRANSMISSION LINE POWER POLE		PROPOSED SIDEWALK
	CITY LIMITS				POTENTIAL CONTAMINATION SITE		

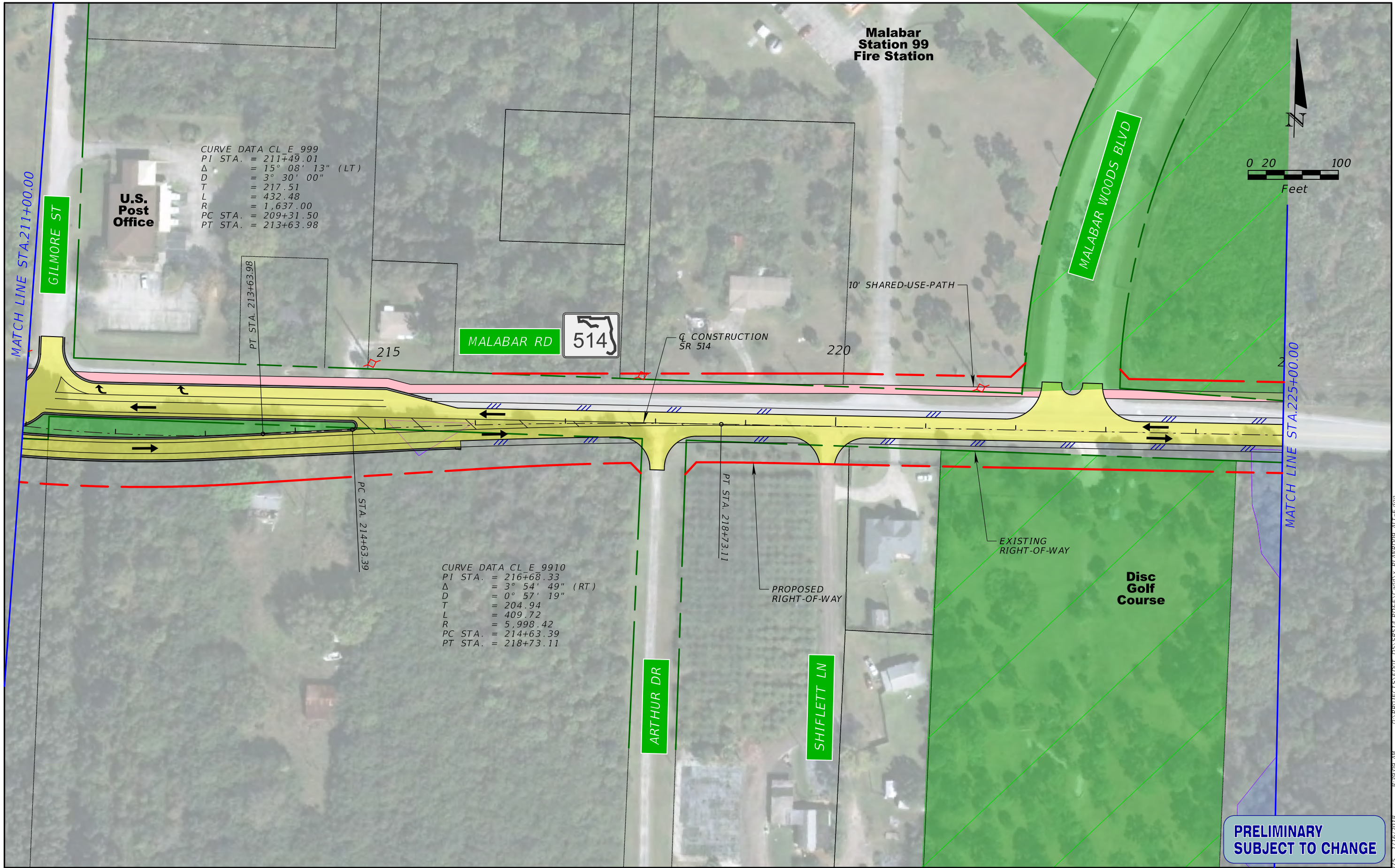
ATKINS
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 482 South Keller Road Orlando, FL 32810
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 514	BREVARD	430136-1-22-01

**MALABAR ROAD (SR514) PD&E
RECOMMENDED ALTERNATIVE**

SHEET NO.
08

USER: CANI7375



ATKINS
 Douglas J. Reed, P.E. # 49291
 482 South Keller Road Orlando, FL 32810
 (407) 647-7275 www.atkinsglobal.com
 Certificate of Authorization No. 24

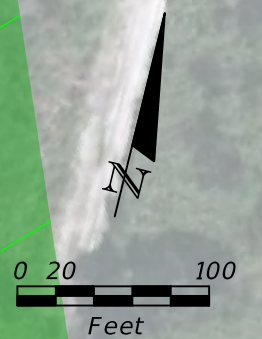
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 514	BREVARD	430136-1-22-01

MALABAR ROAD (SR514) PD&E
RECOMMENDED ALTERNATIVE

SHEET NO.
09

USER: CAM17375

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 L = 215.51
 R = 426.04
 PC STA. = 1.146.00
 PT STA. = 228+15.41
 = 232+41.45

Malabar
 Scrub
 Sanctuary

10' SHARED-USE-PATH

MALABAR RD 514

POND N
 BASIN 7

GLATTER RD

Warrior
 Books

PRELIMINARY
 SUBJECT TO CHANGE

	CENTERLINE OF CONSTRUCTION		RESIDENTIAL RELOCATION		CONSERVATION LAND		EXISTING PAVEMENT
	EXISTING ROW		BUSINESS RELOCATION		WETLAND		PROPOSED PAVEMENT
	PROPOSED ROW		NON-PROFIT RELOCATION		100 YR. FLOODPLAINS		PROPOSED MEDIAN
	PARCEL BOUNDARY		EXISTING TRAFFIC SIGNAL		TRANSMISSION LINE POWER POLE		PROPOSED SIDEWALK
	CITY LIMITS		POTENTIAL CONTAMINATION SITE				

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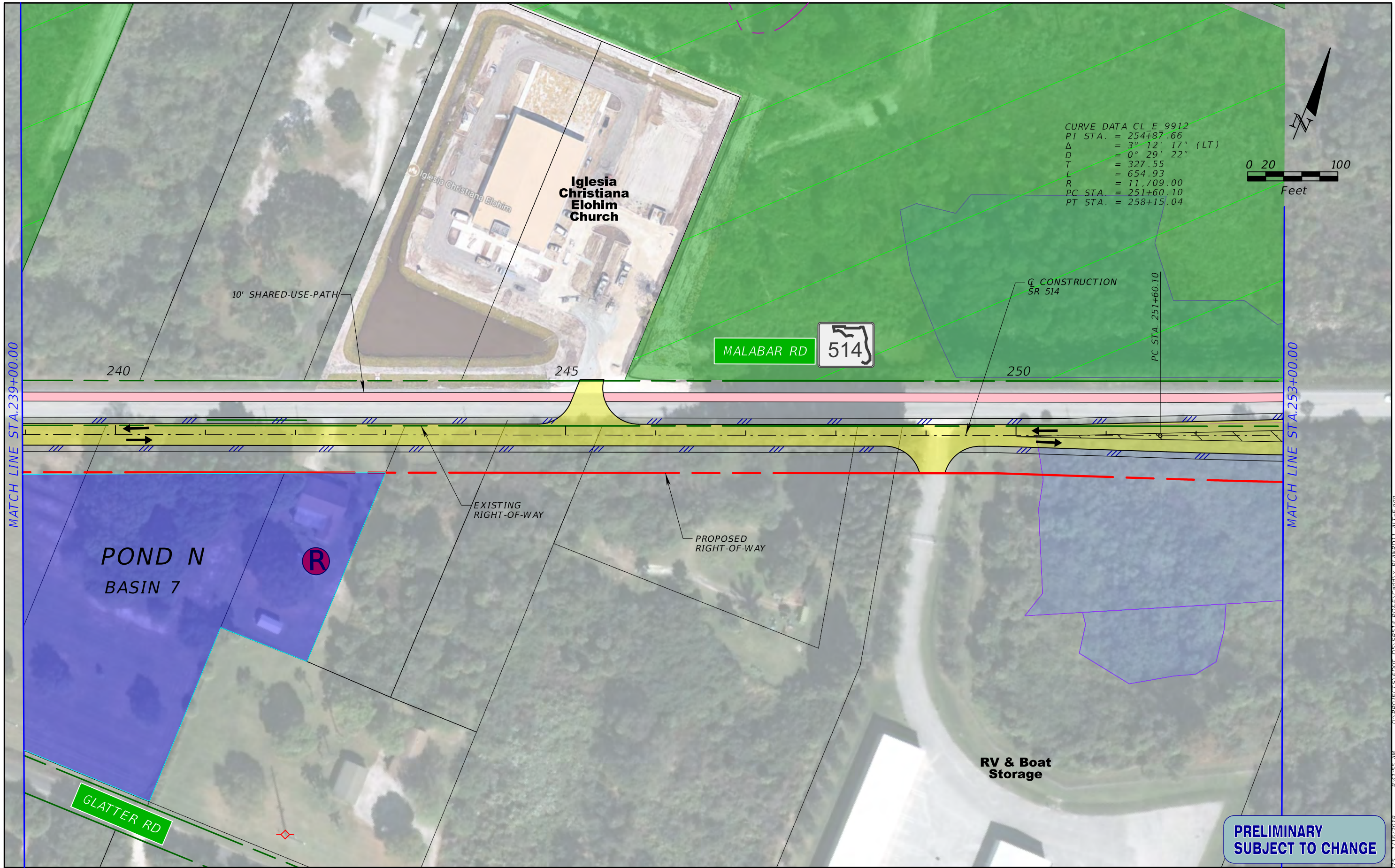
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 514	BREVARD	430136-1-22-01

MALABAR ROAD (SR514) PD&E
 RECOMMENDED ALTERNATIVE

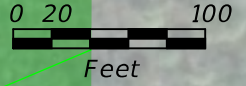
SHEET NO.
 10

USER: CAN17375

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 T = 327.55
 L = 654.93
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 PC STA. = 251+60.10
 PT STA. = 258+15.04



MATCH LINE STA.239+00.00

MATCH LINE STA.253+00.00

**PRELIMINARY
SUBJECT TO CHANGE**

	CENTERLINE OF CONSTRUCTION		RESIDENTIAL RELOCATION		CONSERVATION LAND		EXISTING PAVEMENT
	EXISTING ROW		BUSINESS RELOCATION		WETLAND		PROPOSED PAVEMENT
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	PARCEL BOUNDARY		EXISTING TRAFFIC SIGNAL		TRANSMISSION LINE POWER POLE		PROPOSED SIDEWALK
	CITY LIMITS		POTENTIAL CONTAMINATION SITE				

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 514	BREVARD	430136-1-22-01

**MALABAR ROAD (SR514) PD&E
RECOMMENDED ALTERNATIVE**

SHEET NO.
11

USER: CANI7375

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**PRELIMINARY
SUBJECT TO CHANGE**

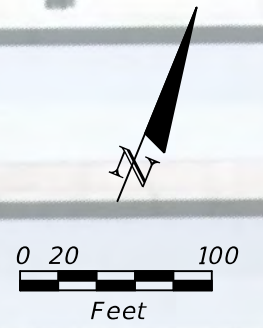
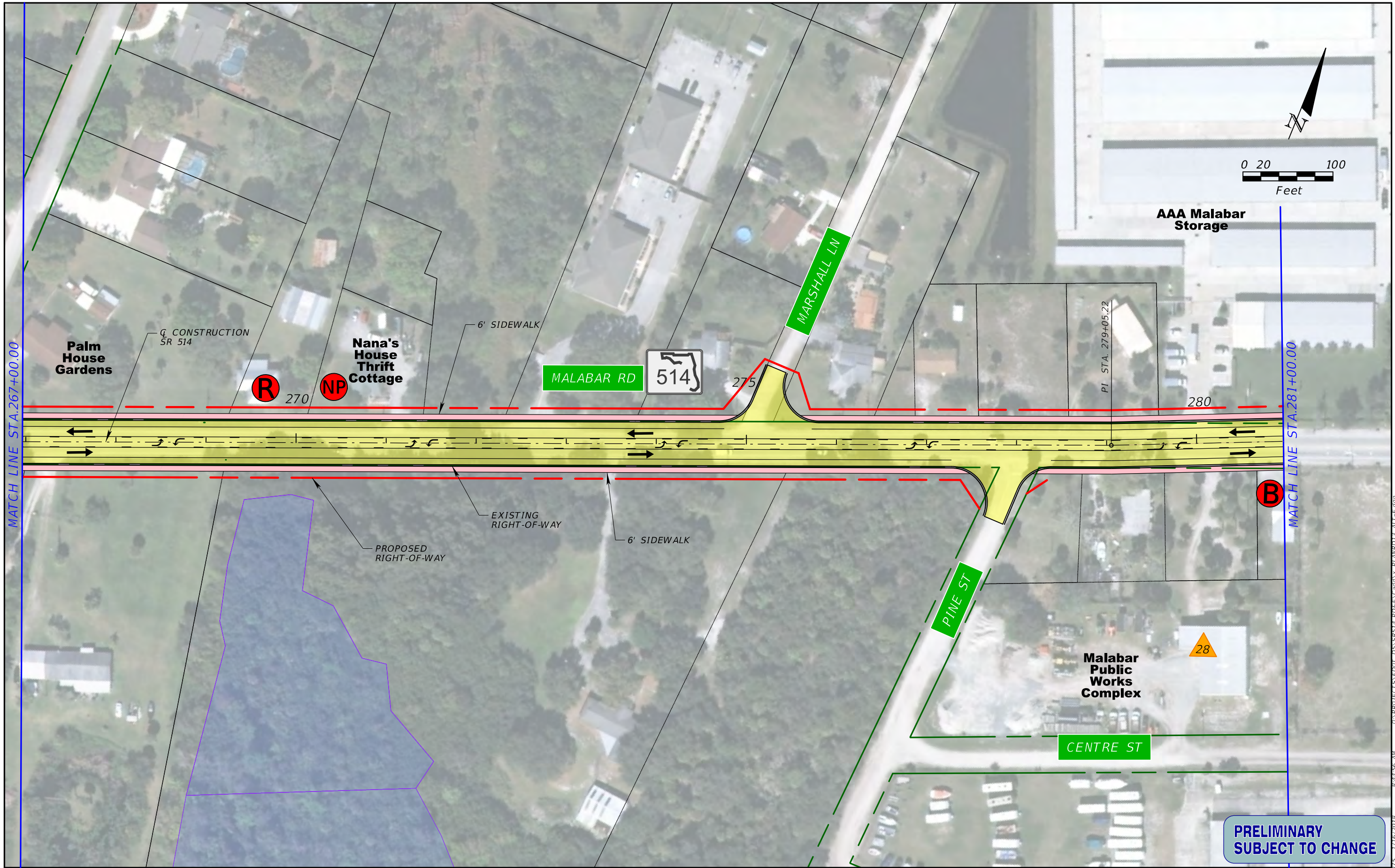
ATKINS
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 (407) 647-7275 www.atkinsglobal.com
 Certificate of Authorization No. 24

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 514	BREVARD	430136-1-22-01

**MALABAR ROAD (SR514) PD&E
RECOMMENDED ALTERNATIVE**

SHEET NO.
12

USER: CAN17375



MATCH LINE STA.267+00.00

MATCH LINE STA.281+00.00

**PRELIMINARY
SUBJECT TO CHANGE**

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	EXISTING ROW		BUSINESS RELOCATION		WETLAND		PROPOSED PAVEMENT
	PROPOSED ROW		NON-PROFIT RELOCATION		100 YR. FLOODPLAINS		PROPOSED MEDIAN
	PARCEL BOUNDARY		EXISTING TRAFFIC SIGNAL		TRANSMISSION LINE POWER POLE		PROPOSED SIDEWALK
	CITY LIMITS				POTENTIAL CONTAMINATION SITE		

ATKINS
 Douglas J. Reed, P.E. # 49291
 482 South Keller Road Orlando, FL 32810
 (407) 647-7275 www.atkinsglobal.com
 Certificate of Authorization No. 24

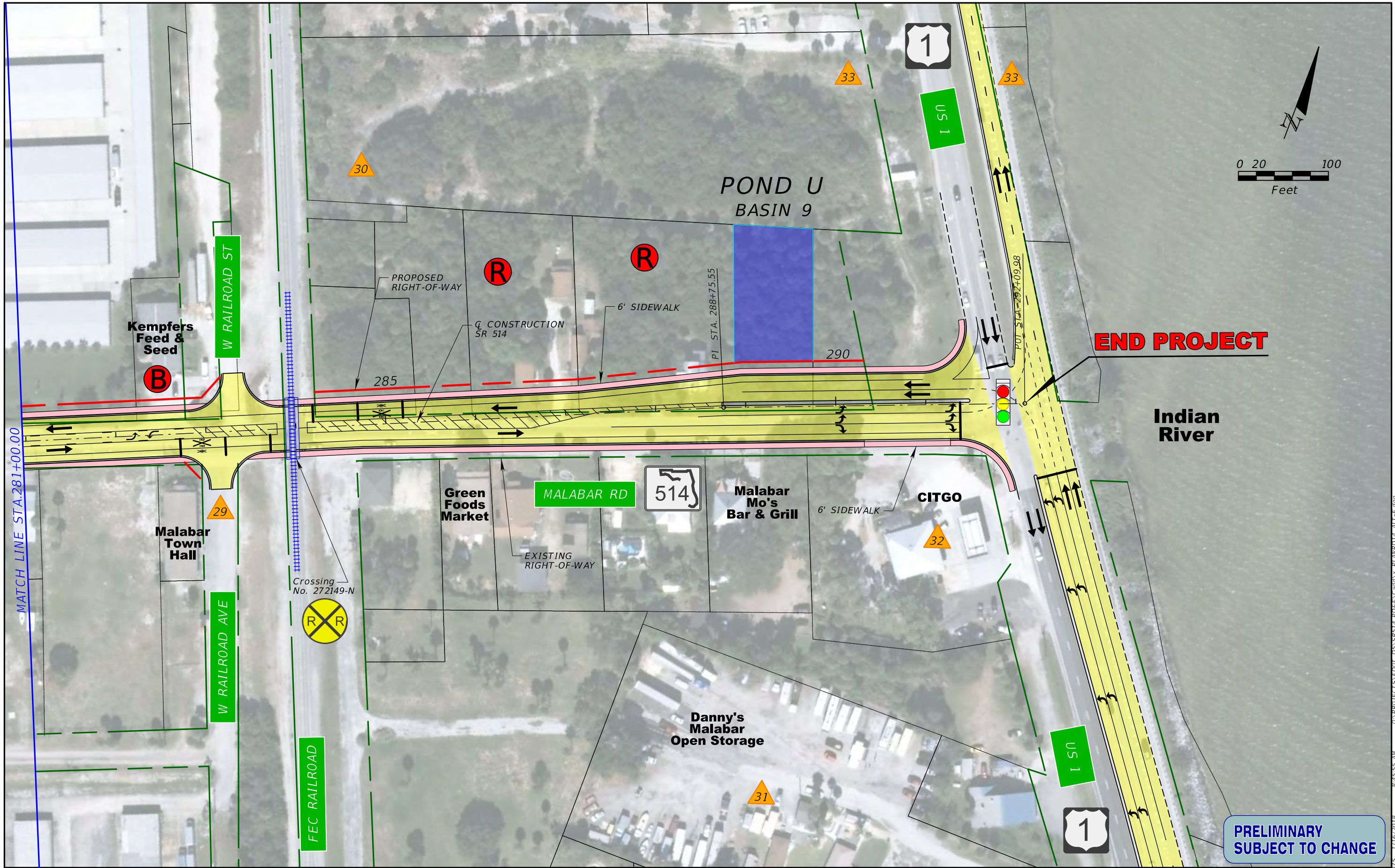
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 514	BREVARD	430136-1-22-01

**MALABAR ROAD (SR514) PD&E
RECOMMENDED ALTERNATIVE**

SHEET NO.
13

USER: CAN17375

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**PRELIMINARY
SUBJECT TO CHANGE**

	CENTERLINE OF CONSTRUCTION		RESIDENTIAL RELOCATION		CONSERVATION LAND		EXISTING PAVEMENT
	EXISTING ROW		BUSINESS RELOCATION		WETLAND		PROPOSED PAVEMENT
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	PARCEL BOUNDARY		EXISTING TRAFFIC SIGNAL		TRANSMISSION LINE POWER POLE		PROPOSED SIDEWALK
	CITY LIMITS				POTENTIAL CONTAMINATION SITE		

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Certificate of Authorization No. 24

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 514	BREVARD	430136-1-22-01

**MALABAR ROAD (SR514) PD&E
RECOMMENDED ALTERNATIVE**

SHEET NO.
14

USER: CANI7375

APPENDIX E

SHPO CONCURRENCE LETTERS



20798

Florida Department of Transportation

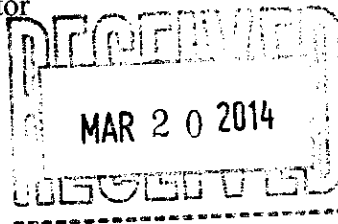
**RICK SCOTT
GOVERNOR**

719 S. Woodland Boulevard
DeLand, Florida 32720

**ANANTH PRASAD, P.E.
SECRETARY**

March 19, 2014

Mr. James Christian, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
545 John Knox Road, Suite 200
Tallahassee, FL 32303



RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2014 APR 18 P 2:32

Attention: Mr. Joseph Sullivan

RE: *Cultural Resource Assessment Survey for SR 514 (Malabar Road) from Babcock Road to US 1 Brevard County, Florida*
Financial Management # 430136-1-22-01

Dear Mr. Christian,

Enclosed please find the report entitled *Cultural Resource Assessment Survey for SR 514 (Malabar Road) from Babcock Road to US 1 Brevard County, Florida*. The following documents have also been included:

- One bound copy of the final report.
- One compact disk containing .pdf files for the final report.
- One SHPO package containing one unbound copy of the CRAS final report, one completed Survey Log Sheet, and accompanying documentation.

This report presents the findings of a Cultural Resource Assessment Survey (CRAS) conducted in support of the proposed widening of State Road (SR) 514 between Babcock Road and US Highway 1 (US1) in Brevard County, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing to widen all or a segment of the existing roadway from two to four lanes along this portion of SR 514/Malabar Road, requiring the acquisition of additional right-of-way in some areas. The no-build alternative is being considered in some areas; the recommended alternative for each segment of the project has yet to be determined.

The archaeological survey identified one previously recorded archaeological site (8BR00053) and one archaeological occurrence (AO 1). AO 1 is not considered eligible for listing in the National Register of Historic Places (NRHP). Intact archaeological deposits associated with the previously recorded Malabar Site, 8BR00053 were identified during the survey. It was the opinion of the Principal Investigator that insufficient information was gathered to make an NRHP evaluation at this time. Due to the presence of intact shell midden yielding diagnostic

Mr. Christian
March 19, 2014
Page 2

cultural material and the lack of controlled, stratigraphic excavation at 8BR00053, it is recommended that Phase II NRHP testing be conducted if the PD&E Study's recommended alternative results in the potential for ground disturbance in the vicinity of site 8BR00053. If it is determined that no ground-disturbing construction would occur in the vicinity of the site, no further work would be recommended.

The architectural survey resulted in the identification and evaluation of 49 historic resources. The Florida State Historic Preservation Officer (SHPO) has previously determined that the Florida East Coast Railroad (8BR01870) is NRHP eligible, and the portion of this resource within the SR 514/Malabar Road Area of Potential Effect (APE) is in overall good condition and retains sufficient integrity to be a contributing segment. Also, the Old Malabar Elementary School (8BR01925) is recommended eligible for the NRHP. The remaining 47 historic resources identified within the SR 514/Malabar Road APE are not eligible for NRHP listing.

After the alternatives public workshop is held (May 2014), it will be determined whether or not the project has the potential to affect NRHP-listed or -eligible historic properties. Thus, once the recommended alternative has been identified, a subsequent Section 106 effects memorandum will be submitted to the FHWA/SHPO.

I respectfully request your concurrence with the findings of the enclosed report. Should you concur, please indicate such in the signature box below and forward this letter along with the accompanying documentation to the Florida SHPO, for review and comment.

If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Sincerely,

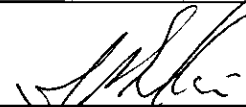


FW
William G. Walsh
Environmental Administrator
FDOT, District Five

The FHWA finds the attached report complete and sufficient and approves / does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

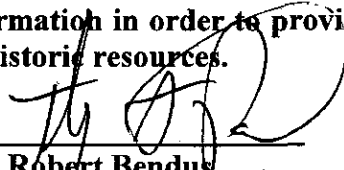
/s/ 
For: James Christian
Acting Division Administrator
Florida Division
Federal Highway Administration

4-17-14
Date

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and concurs/ does not concur with the findings and recommendations contained in this cover letter.

does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/ 
For: Robert Bendus
Florida State Historic Preservation Officer

4.25.14
Date

2014-1455
DHR No.

#20436



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720

ANANTH PRASAD, P.E.
SECRETARY

November 26, 2014

Mr. James Christian, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
545 John Knox Road, Suite 200
Tallahassee, FL 32303

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2015 FEB 12 P 5:21

Attention: Mr. Joseph Sullivan

RE: Technical Memorandum: *Effects Evaluation for Cultural Resources Identified along State Road 514 From Babcock Road to US 1, Brevard County, Florida*
Financial Management # 430136-1-22-01

Dear Mr. Christian,

Enclosed please find the memorandum entitled *Effects Evaluation for Cultural Resources Identified along State Road 514 From Babcock Road to US 1, Brevard County, Florida*. The Florida Department of Transportation (FDOT), District 5, is evaluating the widening of the existing State Road (SR) 514, a two-lane roadway, to a four-lane roadway from Babcock Road to US 1. A cultural resource assessment survey of the project corridor was completed in March 2014. The Federal Highway Administration (FHWA) and the Florida State Historic Preservation Officer (SHPO) concurred with the findings of the CRAS report on April 17 and April 25, 2014, respectively.

The enclosed document provides an effects evaluation for two resources identified during the Phase I corridor and ponds surveys that were determined eligible for listing on the National Register of Historic Places (NRHP): 8BR01870, the FEC Railroad, and 8BR01925, the old Malabar Elementary School. In addition to these two eligible resources, one archaeological site (8BR00053) was identified during the CRAS and recommended for additional testing to determine NRHP eligibility.

It is the opinion of the District that based on a review of project plans, the widening of SR 514 will have no effect on either 8BR01870 or 8BR01925. It is the opinion of the District that a Phase II site assessment, as described in the enclosed technical memorandum, should be conducted on site 8BR00053 in order to gather data sufficient to develop an eligibility determination for this site.

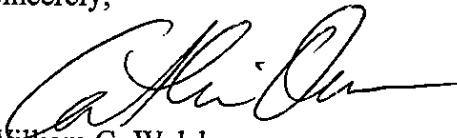
#22436

Mr. Christian
November 26, 2014
Page 2

I respectfully request your concurrence with the findings and recommendations of the enclosed report. Should you concur, please indicate such in the signature box below and forward this letter along with the accompanying documentation to the Florida SHPO, for review and comment.

If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Sincerely,



for William G. Walsh
Environmental Administrator
FDOT, District Five

#22436


Mr. Christian
November 26, 2014
Page 3

The FHWA finds the attached report complete and sufficient and approves / does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

Tribal representatives have been notified. No responses have been received by FHWA. FHWA agrees that additional information is needed to determine if 83R00053 is eligible for listing in the NRHP.

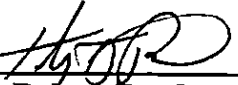
/s/ 
For: James Christian
Division Administrator
Florida Division
Federal Highway Administration

2-11-15
Date

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and concurs / does not concur with the findings and recommendations contained in this cover letter.

does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/ 
For: Robert Bendus
Florida State Historic Preservation Officer

4/9/15
Date

2015-627
DHR No.

#22439



FLORIDA DEPARTMENT OF STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

Mr. James Christian, Division Administrator
US Department of Transportation
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, FL 32303

April 3, 2015

Attention: Mr. Joseph Sullivan

RE: DHR Project File No.: 2015-1539/Received by DHR: April 2, 2015
Project: *State Road (SR) 514 from Babcock Road to US 1: Eight Proposed Ponds*
Financial Management No: 430136-1-22-01
County: Brevard

Dear Mr. Christian:

This office reviewed the referenced project for possible effects on historic properties listed, or eligible for listing, on the *National Register of Historic Places*. The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and its implementing regulations in *36 CFR Part 800: Protection of Historic Properties*.

The submission to this office reports that the Phase I testing of eight proposed ponds resulted in 13 negative shovel tests and no historic resources. This office notes that the proposed site for pond U9 is located within the boundaries for archaeological site 8BR53. Archaeological testing conducted for this project in 2014 resulted in positive shovel tests on either side of proposed pond U9. An Effects Evaluation document for this project was submitted to this office in February 2015 (2015-627). The Effects Evaluation proposes Phase II archaeological testing within the boundaries of site 8BR53. Due to the positive shovel tests in 2014 and the proposed Phase II archaeological testing of 8BR53, this office does not have enough information at this time to concur that Pond U9 will have no effect on historic properties. After Phase II testing this office will assess impacts of the project on site 8BR53.

This office concurs that the remaining seven ponds (A2, D3, F4, H4, J5, L6, Q8) will have no effect on historic properties listed, or eligible for listing, on the *National Register of Historic Places*.



Division of Historical Resources
R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399
850.245.6300 • 850.245.6436 (Fax) fheritage.com
Promoting Florida's History and Culture VivaFlorida.org

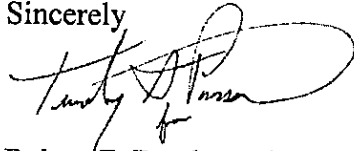


#22435

Mr. James Christian
April 3, 2015
DHR Project File No. 2015-1539
Page 2

This office looks forward to further consultation on this project. If you have any comments, please contact Ginny Jones, Transportation Compliance & Review Architectural Historian, by email ginny.jones@dos.myflorida.com, or by telephone at 850.245.6333 or 800.847.7278.

Sincerely

A handwritten signature in black ink, appearing to read "Robert F. Bendus". The signature is stylized with a large, looping flourish at the end.

Robert F. Bendus, Director
Division of Historical Resources
& State Historic Preservation Officer



#22435

Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

JIM BOXOLD
SECRETARY

March 10, 2015

Mr. James Christian, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
545 John Knox Road, Suite 200
Tallahassee, FL 32303

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2015 APR -2 P 2:05

Attention: Mr. Joseph Sullivan

RE: Technical Memorandum: *Cultural Resources Assessment Survey of Eight Proposed Ponds along State Road 514 from Babcock Road to US 1, Brevard County, Florida.*
Financial Management # 430136-1-22-01

Dear Mr. Christian,

Enclosed please find the technical memorandum entitled *Cultural Resource Assessment Survey of Eight Proposed Ponds along State Road 514 from Babcock Road to US 1 in Brevard County, Florida.* The following documents have also been included:

- One bound copy of the final report.
- One compact disk containing .pdf files for the final report.
- One SHPO package containing one unbound copy of the CRAS final report, one completed Survey Log Sheet, and accompanying documentation.

This technical memorandum presents the findings of a Phase I cultural resource assessment survey (CRAS) of eight proposed ponds conducted in support of the proposed improvements to SR 514 in Brevard County, Florida. The FDOT, District 5 is evaluating the widening of the existing two-lane roadway to a four-lane roadway. This technical memorandum serves as an addendum to the 2014 SEARCH report titled *Cultural Resource Assessment Survey for SR 514 (Malabar Road) from Babcock Road to US 1, Brevard County, Florida* (Florida Master Site File No. 20798). This document was previously submitted to the Federal Highway Administration (FHWA) and the Florida State Historic Preservation Officer (SHPO). While FHWA concurred with the findings and recommendations of the report, SHPO requested an expanded Area of Potential Effect (APE) for historic structures. The present document provides a revised report in response to the SHPO's request.

Mr. James Christian
March 10, 2015
Page 2

#22435

The archaeological survey included the excavation of 13 shovel tests within the proposed pond footprints. No artifacts were recovered by any of the 13 shovel tests, and no archaeological sites or occurrences were identified within the SR 514 Ponds APEs. No historic structures were identified within any of the eight pond APEs. No NRHP-eligible or listed resources were identified within the SR 514 Ponds APEs, and no further work is recommended for these locations.

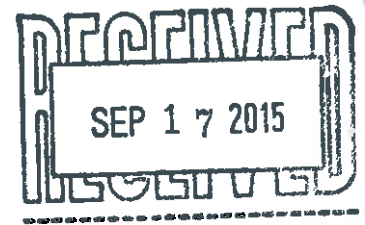
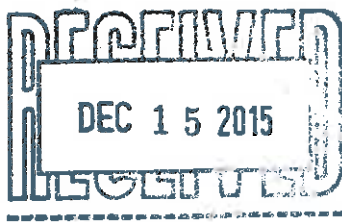
Based on the results of this study, it is the opinion of the District that the proposed undertaking will have no effect on resources listed or eligible for listing in the NRHP. I respectfully request your concurrence with the findings of the enclosed report. Should you concur, please indicate such in the signature box below and forward this letter along with the accompanying documentation to the Florida SHPO, for review and comment.

If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Sincerely,



for William G. Walsh
Environmental Administrator
FDOT, District Five



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

JIM BOXOLD
SECRETARY

September 15, 2015

Mr. James Christian, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2015 SEP 24 A 8:33

Attention: Mr. Joseph Sullivan

RE: Technical Memorandum: Cultural Resources Assessment Survey of the Proposed VE Pond in Support of the Widening of SR 514/Malabar Road
Financial Management # 430136-1

Dear Mr. Christian,

Enclosed please find the report entitled *Technical Memorandum: Cultural Resources Assessment Survey of the Proposed VE Pond in Support of the Widening of SR 514/Malabar Road, Brevard County, Florida*. The following documents have also been included:

- One bound copy of the final report.
- One compact disk containing .pdf files for the final report.
- One SHPO package containing one unbound copy of the CRAS final report, one completed Survey Log Sheet, and accompanying documentation.

This report presents the findings of a Phase I cultural resource assessment survey (CRAS) conducted in support of one proposed pond associated with the Project Development and Environment (PD&E) Study for the proposed widening of State Road (SR) 514/Malabar Road at US 1 in Brevard County, Florida. FDOT, District 5 is proposing to widen the existing roadway from two to four lanes along this portion of SR 514/Malabar Road.

This technical memorandum serves as an addendum to the 2014 SEARCH report titled *Cultural Resource Assessment Survey for SR 514 (Malabar Road) from Babcock Road to US 1, Brevard County, Florida* (SEARCH 2014, Florida Master Site File [FMSF] Survey No. 20798). The Area of Potential Effect (APE) was developed to consider any visual, audible, and atmospheric effects that the project may have on historic properties. The APE defined for this project includes the proposed pond footprint in addition to a 100-foot buffer.

Mr. Christian
September 15, 2015
Page 2

The archaeological survey included the excavation of four shovel tests within the proposed pond footprint. This resulted in the identification of one archaeological site (8BR03293). 8BR03293 consisted of historic artifacts and the remains of a dilapidated outbuilding associated with previously recorded structure 8BR03079, which lies outside the current APE. 8BR03293 does not meet the criteria to be listed on the National Register of Historic Places (NRHP). No NRHP-eligible or listed resources were identified within the VE Pond APE, and no further work is recommended.

Four previously recorded historic structures are located within the current APE (8BR03079, 8BR03081, 8BR03082, 8BR03083). These historic structures were recorded by SEARCH in 2014 (FMSF Survey No. 20798) during the original SR 514 CRAS and were not updated during this addendum survey.

Based on the results of this study, it is the opinion of the District that construction of the proposed VE Pond will have no effect on resources listed or eligible for listing in the NRHP. I respectfully request your concurrence with the findings of the enclosed report. Should you concur, please indicate such in the signature box below and forward this letter along with the accompanying documentation to the Florida SHPO, for review and comment.

If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Sincerely,



For
William G. Walsh
Environmental Manager
FDOT, District Five

The FHWA finds the attached report complete and sufficient and X approves / ___ does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

/s/ [Signature]
For: James Christian
Division Administrator
Florida Division
Federal Highway Administration

9-22-15
Date

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and concurs/ ___ does not concur with the findings and recommendations contained in this cover letter.

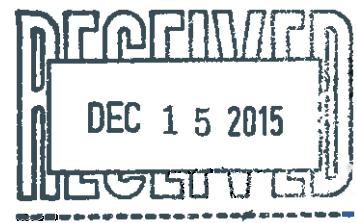
___ does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/ [Signature]
For: Robert Bendus
Florida State Historic Preservation Officer

12/9/15
Date

2015-4641 SHPO notes that archaeological site 8BR53 is located within the VE Pond APE. 8BR53 was determined not eligible for the NRHP in December 2015 as a result of Phase II testing (see 2015-5853).
www.dot.state.fl.us

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HISTORIC PRESERVATION



2015 DEC 3 11 AM
RICK SCOTT
GOVERNOR

Florida Department of Transportation
719 S. Woodland Blvd.
DeLand, FL 32720

JIM BOXOLD
SECRETARY

October 22, 2015

Mr. James Christian, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312

RCVD
10-26-15

Attention: Mr. Joseph Sullivan

RE: Phase II National Register Testing at 8BR00053 in Support of the SR 514/Malabar Road PD&E, Brevard County, Florida
Financial Management # 430136-1

Dear Mr. Christian,

Enclosed please find the report entitled *Phase II National Register Testing at 8BR00053 in Support of the SR 514/Malabar Road PD&E, Brevard County, Florida*. The following documents have also been included:

- One bound copy of the final report.
- One compact disk containing .pdf files for the final report.
- One SHPO package containing one unbound copy of the CRAS final report, one completed Survey Log Sheet, and accompanying documentation.

This report presents the findings of Phase II archaeological testing and evaluation of previously recorded site 8BR00053, located in the community of Malabar in Brevard County, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing to widen the existing roadway from two to four lanes along this portion of SR 514/Malabar Road, requiring the acquisition of additional right-of-way adjacent to the intersection of SR 514 and US 1. The intent of this work was to document the condition of a prehistoric midden and determine if the resource, as expressed within the existing and proposed right-of-way, is eligible or not eligible for inclusion in the National Register of Historic Places (NRHP).

8BR00053 was most recently documented by SEARCH during the Phase I Cultural Resource Assessment Survey (CRAS) for the SR 514 PD&E Study in 2014 (SEARCH 2014; FMSF Survey No. 20798). During the Phase I survey, five shovel tests were dug within the limits of site 8BR00053. Three of these tests encountered possible intact shell midden deposits. SEARCH determined that insufficient information was gathered during the Phase I survey to

Mr. Christian
October 22, 2015
Page 2

determine the eligibility of the site and recommended that Phase II investigations should be conducted within the existing/proposed right-of-way within the 8BR00053 site boundary to gather data sufficient to develop a recommendation regarding the NRHP eligibility of the site. The Florida Highway Administration (FHWA) and the State Historic Preservation Officer (SHPO) concurred with the recommendation for further investigation on February 11, 2015 and April 9, 2015, respectively.

Phase II investigations included the excavation of one shovel test and three 1-x-1-meter test units within the existing and proposed right-of-way at the intersection of SR 514 and US 1. The fieldwork and laboratory analysis indicate that 8BR00053, as demonstrated within the existing and proposed right-of-way, does not possess the characteristics of an intact shell midden. All remaining prehistoric materials were mixed with historic artifacts and indicate historic or modern disturbance. No evidence of an intact shell midden or mound was identified. Additionally, analysis of historic maps and documents, also conducted as part of this project, shows evidence of earth moving activities in the area.

In summary, given the absence of intact shell midden and the lack of stratigraphic integrity as a result of historic ground disturbing activities, it is the opinion of the District that 8BR00053, as expressed within the existing and proposed right-of-way, does not meet the Secretary of the Interior's criteria for eligibility.

Based on the results of this study, it is the opinion of the District that the proposed road widening in the vicinity of 8BR00053 will have no effect on resources listed or eligible for listing in the NRHP. I respectfully request your concurrence with the findings of the enclosed report. Should you concur, please indicate such in the signature box below and forward this letter along with the accompanying documentation to the Florida SHPO, for review and comment.

If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Sincerely,



For William G. Walsh
Environmental Manager
FDOT, District Five

The FHWA finds the attached report complete and sufficient and approves / does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

/s/ [Signature]
For: James Christian
Division Administrator
Florida Division
Federal Highway Administration

11-24-15
Date

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and concurs/ does not concur with the findings and recommendations contained in this cover letter.

does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/ [Signature]
For: Robert Bendus
Florida State Historic Preservation Officer

12/9/15
Date

2015-5853
DHR No.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

MIKE DEW
SECRETARY

March 22, 2018

Timothy A. Parsons, Ph.D.,
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attn: Ms. Ginny Jones, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
Proposed Pond N in Support of Proposed Improvements to SR 514
Brevard County, Florida
Financial Management No.: 430136-1-22-01

MAR 26 P 1:55
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Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Technical Memorandum: Cultural Resource Assessment Survey of Proposed Pond N of Basin 7 in Support of Proposed Improvements to SR 514, Brevard County, Florida*. This report presents the findings of a cultural resource assessment survey (CRAS) conducted of one preferred pond location, Pond N, associated with proposed improvements to State Road (SR) 514 in Brevard County, Florida. The Florida Department of Transportation (FDOT), District 5, is evaluating the construction of a retention pond to accommodate additional drainage needs associated with the widening of SR 514. This project is State Funded.

This technical memorandum serves as an addendum to the 2014 SEARCH report titled *Cultural Resource Assessment Survey Report for SR 514 (Malabar Road) from Babcock Road to US 1, Brevard County, Florida* (Florida Master Site File [FMSF] Survey No. 20798). The Area of Potential Effect (APE) for the current study was defined as the proposed pond footprint in addition to a 100-foot buffer. The archaeological survey was conducted within the proposed pond footprint. The architectural survey included the entire APE.

This CRAS was conducted in accordance with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised June 2017), FDOT's Cultural Resource Manual, and the standards stipulated in the

Dr. Parsons, SHPO
March 22, 2018
Page 2

Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42).

The archaeological survey resulted in the excavation of seven shovel tests within the proposed pond footprint. Additionally, this evaluation takes into consideration the four negative shovel tests previously completed by SEARCH along the northern portion of the current proposed pond footprint. As a result of the current survey, one new archaeological site was recorded. The SR 514 Pond N site (8BR03914) represents the foundation remains of a historic residential structure that was constructed in the 1950s and demolished in 2005. No artifacts were observed during the pedestrian inspection, and no cultural material was encountered during subsurface testing. This archaeological site does not meet the criteria for listing on the NRHP and is recommended ineligible. No further archaeological survey is recommended.

The architectural survey resulted in the identification and evaluation of two previously recorded historic resources within the SR 514 Pond N APE. The previously recorded resources include two historic structures, 8BR03105 and 8BR03106. Both resources are recommended ineligible for the NRHP, as they lack the significant historical associations, integrity, and/or architectural distinction necessary to be considered for listing. No existing or potential historic districts were discovered. No further architectural work is recommended.


Based on the results of this study, it is the opinion of the District that the proposed undertaking will have no effect on NRHP-listed or -eligible historic properties. No further work is recommended.

I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Sincerely,

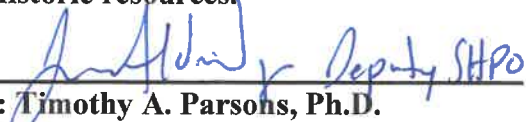


 William G. Walsh
Environmental Manager
FDOT, District Five

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and concurs/ does not concur with the findings and recommendations contained in this cover letter and the enclosed report.

does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/  Deputy SHPO
For: Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources
& State Historic Preservation Officer

4/4/2018
Date

2018-1496
DHR No.

APPENDIX F

USFWS COORDINATION LETTERS



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

719 S. Woodland Blvd.
DeLand, FL 32720

**MIKE DEW
SECRETARY**

April 18, 2018

U.S. Fish & Wildlife Service
North Florida Ecological Services Field Office
7915 Baymeadows Way, Suite 200
Jacksonville, FL 32256-7517

Attn: Ms. Zakia Williams, Fish and Wildlife Biologist

RE: SR 514 (Malabar Road) Project Development and Environment (PD&E) Study
From East of SR 507 (Babcock Street) to US 1
Brevard County, Florida
ETDM# 13026
Financial Project ID: 430136-1-22-01

Dear Ms. Williams:

Enclosed is the Natural Resources Evaluation (NRE) prepared for this PD&E Study, which has been analyzed and documented by Florida Department of Transportation (FDOT) District Five as a State Environmental Impact Report (SEIR). The study limits begin east of Babcock Street (SR 507) and extend to US 1, a distance of 3.64 miles. The purpose of the study is to provide documented environmental and engineering analyses to assist the FDOT in reaching a decision as to the type, location, and conceptual design of roadway improvements to Malabar Road (SR 514). The Recommended Alternative for this project was presented at a Public Hearing on February 28, 2018 and consists of four different typical sections that vary between two, three, and four lanes based on project need and avoidance of impacts. The Recommended Alternative typical sections can be reviewed in Section 1.3 of the NRE. It should be noted that there is a reduced typical section adjacent to the Malabar Scrub Sanctuary between Corey Street and Marie Street to avoid impacts to this resource.

Preliminary coordination occurred with US Fish and Wildlife Service (USFWS) regarding the federally-listed species having the potential to occur in the project area. As a result of that coordination, research, and the field assessments conducted in November 2013, June 2014, and March 2015, the FDOT anticipates the following determinations of effect: *May Affect, Not Likely to Adversely Affect* for Audubon's crested caracara, Florida scrub-jay, wood stork, Eastern indigo snake; and *No Effect* for the red-cockaded woodpecker. It should be noted that no Audubon's crested caracara was observed within the project area during the PD&E Study. Also, no active bald eagle nests exist within one mile of the project study area.

Ms. Zakia Williams, USFWS
April 18, 2018
Page 2

We understand that USFWS cannot provide concurrence or non-concurrence with these determinations of effect at this time. However, the FDOT is committing to the following actions which will occur in consultation with USFWS during the design/permitting phase:

- During the design and permitting phase of the project, Florida scrub jay and Audubon's crested caracara surveys will be conducted in accordance with applicable federal regulatory agency protocols if required. If federally listed species are confirmed within the project limits, USFWS consultation will be initiated.
- During the design and permitting phase of the project, a formal gopher tortoise survey will be conducted to determine whether USFWS consultation is required for the eastern indigo snake, i.e. if more than 25 active and inactive burrows are proposed to be impacted. If it is determined that less than 25 gopher tortoise burrows will be impacted, FDOT agrees to follow the *USFWS Standard Protection Measures for the Eastern Indigo Snake* during construction of the project. Technical specifications regarding this commitment will be written into the contractor's bid documents.
- FDOT will ensure that the *Contractor Requirements for Unexpected Interaction with Certain Protected Species During Work Activities* is followed during construction.


These commitments are identified and detailed in the NRE, as well as the SEIR that is anticipated to be finalized in May 2018.

Because the design phase is currently not scheduled to occur until at least 2022, it is anticipated that USFWS consultation (through the Corps permitting process) would not occur until at least 2024. However, at this time, we would appreciate it if you could provide a coordination letter in this regard, to be included in the SEIR Appendix, with its provisions documented in the SEIR for commitment compliance during the design phase.

Please do not hesitate to contact me at 386-943-5411 or Catherine Owen at 386-943-5383 if you need additional information.

Sincerely,



 William G. Walsh
Environmental Manager
FDOT, District Five



United States Department of the Interior

U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200
JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:

FWS Log No. 04EF1000-2018-TA-0571

May 10, 2018

Catherine Owens
FDOT District 5 PLEMO
719 S. Woodland Blvd.
DeLand, Florida 32720

RE: SR 514 (Malabar Road) Project Development and Environment (PD&E) Study
From East of SR 507 (Babcock Street) to US 1
FDOT Work Program Number: 430136-1-22-01
Brevard County, Florida

Dear Ms. Owens:

The U.S. Fish and Wildlife Service (Service) received a request from the Florida Department of Transportation (FDOT) District 5 for technical assistance, regarding the Project Development and Environmental (PD&E) study to provide documented environmental and engineering analyses to assist the FDOT in reaching a decision as to the type, location, and conceptual design of roadway improvements to Malabar Road (SR 514). The limits of the study area begin east of Babcock Street (SR 507) and extend to US 1, a distance of 3.64 miles, located in Brevard County, Florida.

The Service has completed its review of the Natural Resources Evaluation (NRE) dated April 2018 for the proposal to determine the type, location and conceptual design of roadway improvements to Malabar Road (SR 514). The Service provides the following comments in accordance with Section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 *et seq.*).

Through preliminary coordination with the FDOT regarding the federally-listed species that have the potential to occur in the project area, the FDOT has determined that the project “may affect, but is not likely to adversely affect” the Audubon’s crested caracara, Florida scrub-jay, wood stork, and the eastern indigo snake; and “no effect” for the red-cockaded woodpecker. The Service understands that the FDOT is only in the PD&E phase of the project and that the project design phase is not anticipated to occur until at least 2022. However at that time, the Service will be able to provide informal consultation for the project once the FDOT commitments which are outlined in the NRE are performed during the design/permitting phase of the project.

Thank you for considering the effects of your proposed project on fish and wildlife, and the ecosystems upon which they depend. Although, this does not represent a biological opinion as described in Section 7 of the Act, it does fulfill the requirements of the Act. Should changes to the proposed project occur or new information regarding fish and wildlife resources become available,

further consultation with the Service should be initiated to assess any or further potential impacts. If you have any questions, please contact Zakia Williams at (904)731-3119.

Sincerely,



Jay Herrington
Field Supervisor