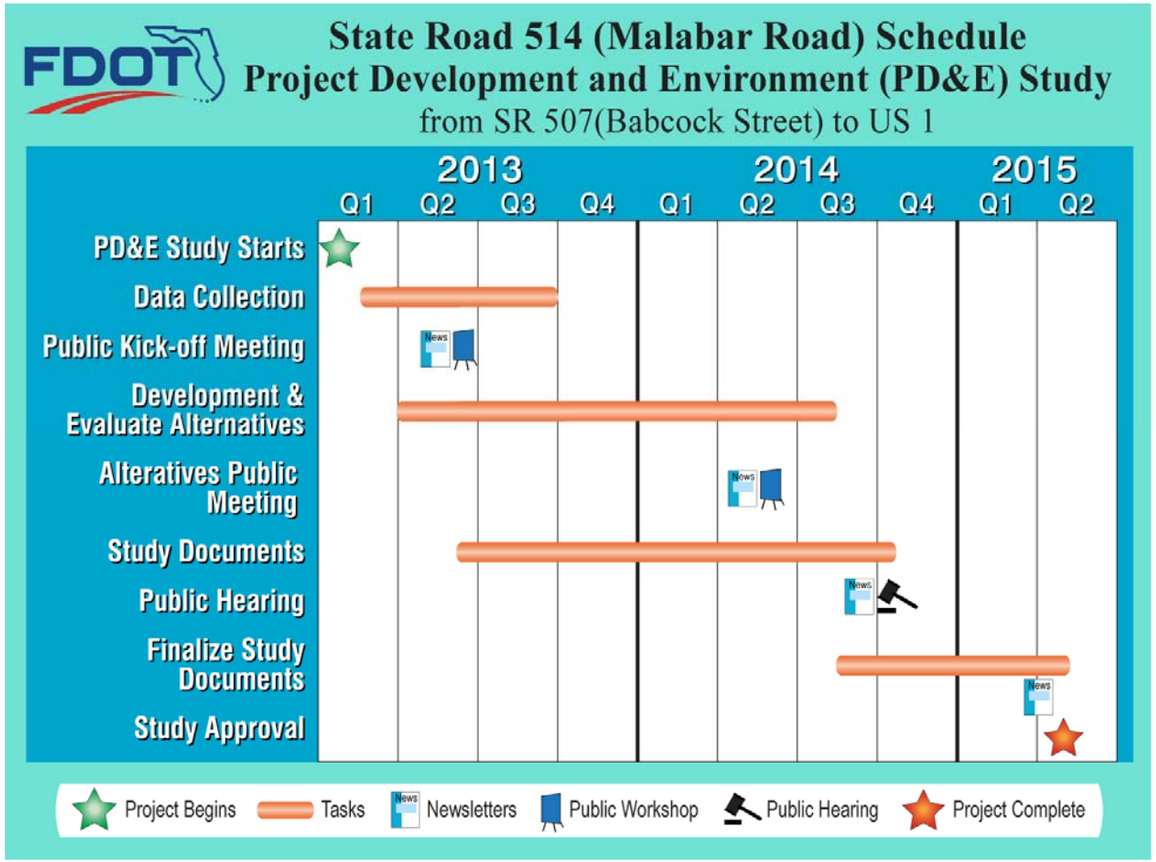
What's Next

We will analyze all public comments to facilitate their inclusion into project level decisions. This community input along with continued environmental and engineering analyses will help us identify a recommended design alternative. The next public meeting will be the Public Hearing, at which we will present the recommended design alternative; we are anticipating holding the Public Hearing in the winter of 2014. After receiving your input at the hearing, the recommended alternative will be approved by the Florida Department of Transportation and sent to the Federal Highway Administration for final concurrence. At this point the project is eligible to move into future phases, including final design and construction.



Project Contact

To ask questions or provide comments, please contact the FDOT Project Manager, **Jazlyn Heywood,** using the information listed below :

MAIL
FDOT District Five
719 South Woodland Boulevard, MS 501
Deland, FL 32720

E-MAIL
Jazlyn.Heywood@dot.state.fl.us

PHONE
(386) 943-5388

Malabar Road (SR 514)

PROJECT DEVELOPMENT & ENVIRONMENT STUDY, BREVARD COUNTY

Financial Project Number: 430136-1-22-01

Alternatives Public Meeting

Date: Tuesday, May 6, 2014
Time: 5:00 p.m. to 7:00 p.m.
Location: Palm Bay Hospital Auditorium, 1425 Malabar Road, Palm Bay, FL

An Alternatives Public Meeting has been scheduled for the Malabar Road (State Road (SR) 514) Project Development & Environment Study. At this meeting, we will present several design alternatives for widening Malabar Road, between Babcock Street (SR 507) and US 1, from a two lane to a four lane facility. It will be an open house with a video presentation playing on a continuous loop.

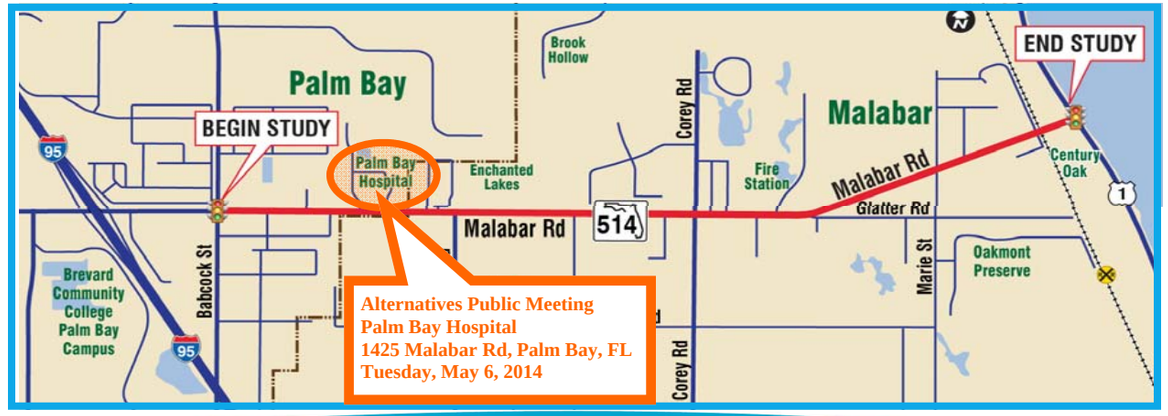
Community involvement helps us collect useful information that lead to better transportation decisions. This event provides an opportunity for you to be involved and express your views concerning the social, economic and environmental impacts of the proposed design alternatives. You are encouraged to attend! Your comments and questions can also be received by mail, telephone and email using the contact information to the right.

Contact Us:

Jazlyn Heywood, P.E.
FDOT Project Manager
Florida Department of Transportation, District Five
719 South Woodland Boulevard, MS 501
Deland, FL 32720
Jazlyn.Heywood@dot.state.fl.us
(386) 943-5388

Vic Poteat, P.E.
Consultant Project Manager
Atkins
482 South Keller Road
Orlando, FL 32810
Vic.poteat@atkinsglobal.com
(407) 806-4129

Public participation is solicited without regard to race, color, national origin, age, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Ms. Jazlyn Heywood, FDOT Project Manager, at 386-943-5388 at least seven days prior to the meeting.



Purpose and Need

Malabar Road is a regionally significant facility that serves as an east-west connector and emergency mobility route. The purpose of this PD&E study is to identify what is needed for Malabar Road to safely and efficiently accommodate future year 2038 traffic projections, while supporting pedestrian and bicyclist needs.

Alternatives Analysis

To aid with analysis, the study corridor was broken into three segments; Babcock Street to Weber Road, Weber Road to Marie Street, and Marie Street to US 1. Several typical sections, or roadway cross-sections, within each segment were evaluated to determine the related economic, social and environmental impacts. Only those typical sections that satisfied the purpose and need while minimizing impacts were carried forward as a viable option. Within each segment, the following typical sections were found to be viable:

Segment 1: Babcock Street to Weber Road

- Four-lane divided urban typical section

Segment 2: Weber Road to Marie Street

- Four-lane divided high-speed suburban typical section
- Four-lane divided rural typical section
- Four-lane divided high-speed suburban typical section with a no-build option east of Corey Road to US 1. A no-build option east of Corey Road would maintain the existing roadway configuration and is projected to acceptably accommodate future traffic demands between Corey Road and US 1

Segment 3: Marie Street to US 1

- Three-lane urban typical section with a bi-directional center turn lane
- No-Build. A no-build option would maintain the existing roadway configuration and is projected to acceptably accommodate future traffic demands between Marie Street and US 1

At the Alternatives Public Meeting, different combinations of the above-listed typical sections will be presented as design alternatives. This meeting will provide interested persons an opportunity to express their views concerning the social, economic, and environmental impacts of the proposed design alternatives.

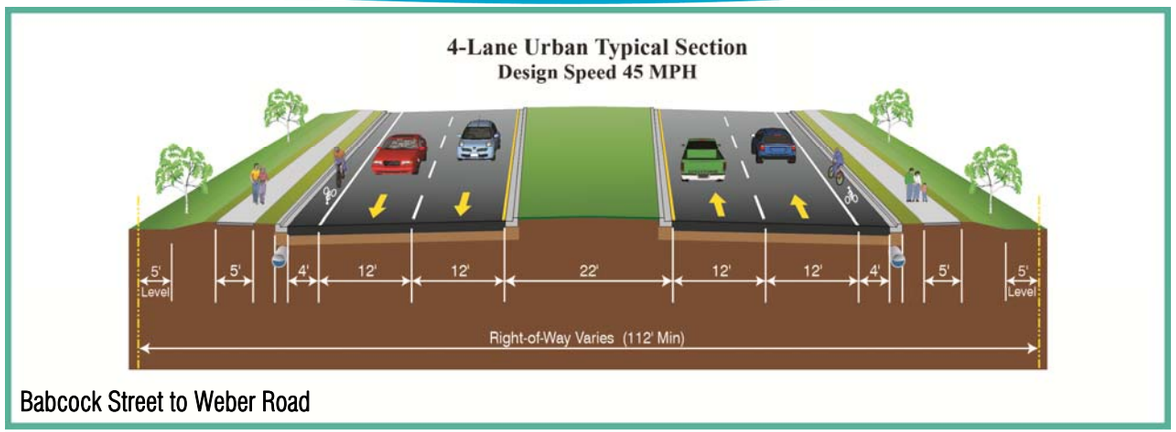
Intersection Improvements

Safety at unsignalized intersections has been identified as a major source of concern, primarily at Corey and Weber Roads. This PD&E study will recommend improvements at these intersections. In addition to this PD&E study, FDOT Project No. 413761-1-32-01 is underway to improve the intersection operations and safety at Corey and Weber Roads. The project is funded for design, right-of-way acquisition and construction.

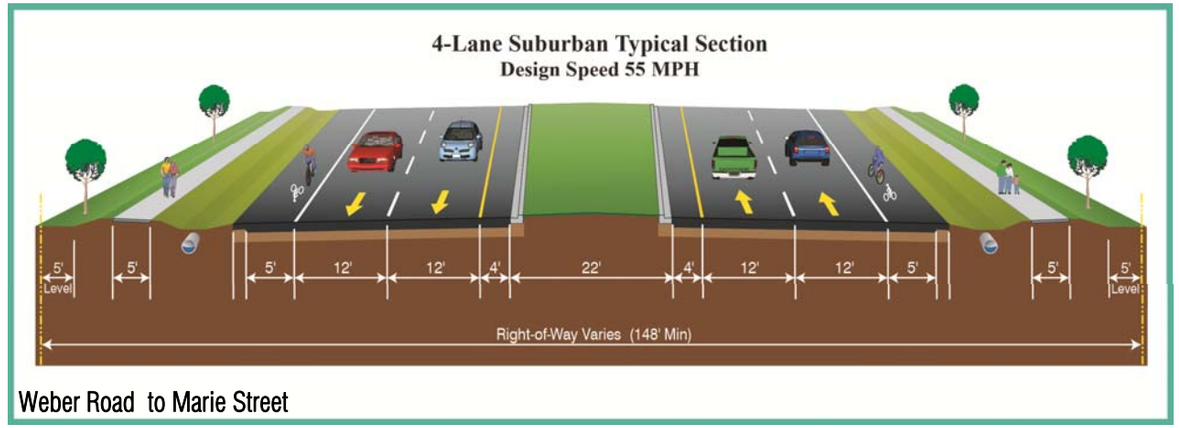
Access Management

One of the most important responsibilities of the FDOT is to ensure that the design of each state road properly balances access and mobility. Access management is used to provide this very important balance. Access management is the careful planning of the location, design and operation of driveways, median openings, interchanges and street connection.

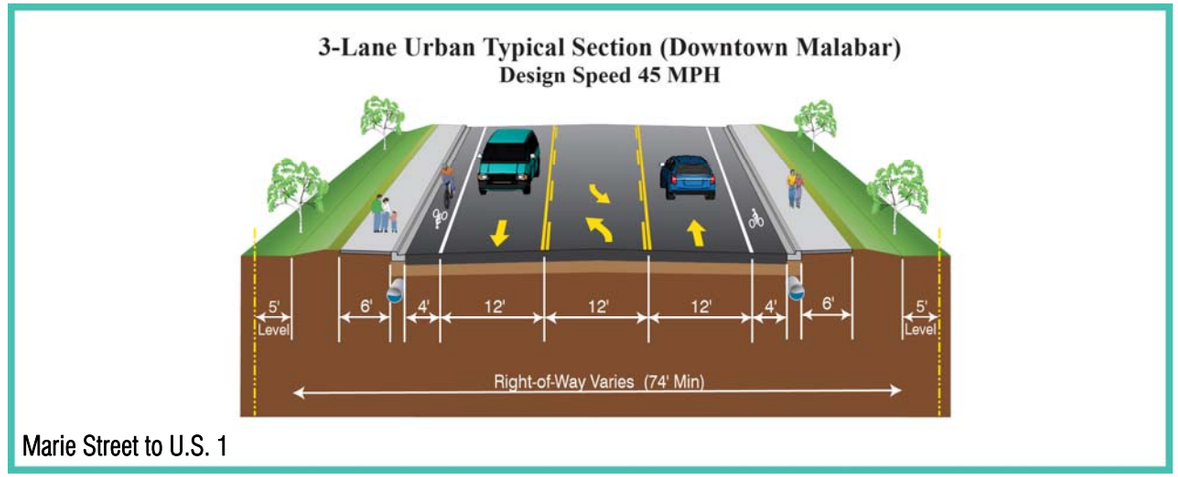
Between Babcock and Marie Street, eastbound and westbound travel lanes on Malabar Road will be separated by a grass median. Full and directional median openings are being proposed to provide access to adjacent properties. The proposed access management plan will be on display at the Alternatives Public Meeting and uploaded to the study website at www.sr514malabar.com for your review and comment.



Babcock Street to Weber Road



Weber Road to Marie Street



Marie Street to U.S. 1