



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.

FDOT Project Manager

[Lorena Cucek](#)

FDOT – District Five

719 S. Woodland Boulevard, MS 501

DeLand, Florida 32720; 386-943-5392

Consultant Project Manager

[Vic Poteat, PE](#)

Atkins

482 Keller Road

Orlando, Florida 32810; 407-806-4129

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.

Franklin T. DeGrootd Library

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.

Malabar Town Hall

2725 Malabar Road. Malabar, FL 32950-4427

Monday through Friday 8:30 a.m. to 5:00 p.m.

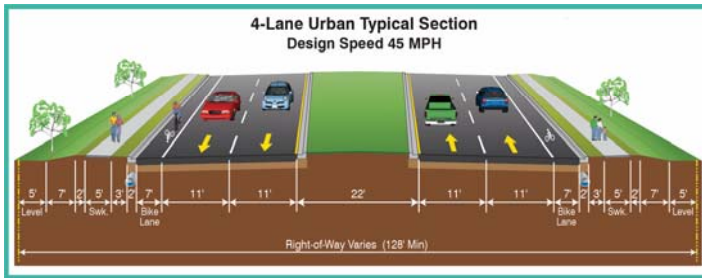
Design Alternatives

Multiple alternatives were evaluated, including the “No-Build” Alternative.

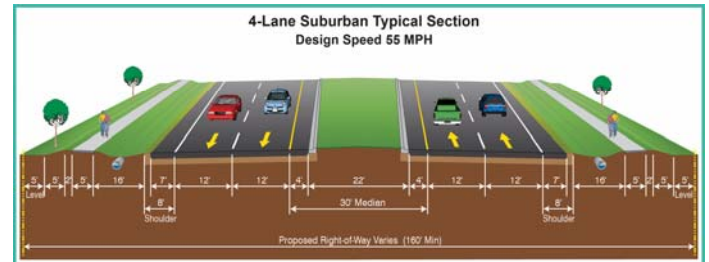
Recommended “Build” Alternative

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.

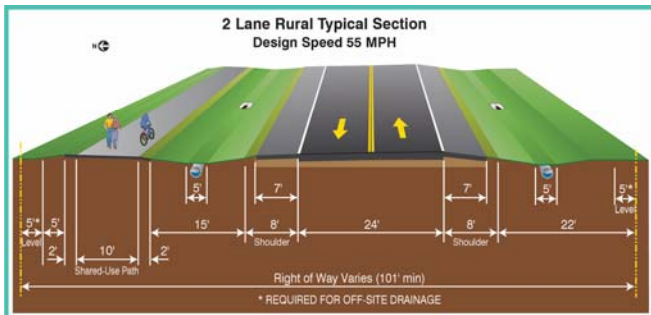
Segment 1: Babcock Street to Weber Road - Widening Malabar Road to four lanes (two lanes in each direction) with sidewalks and bike lanes.



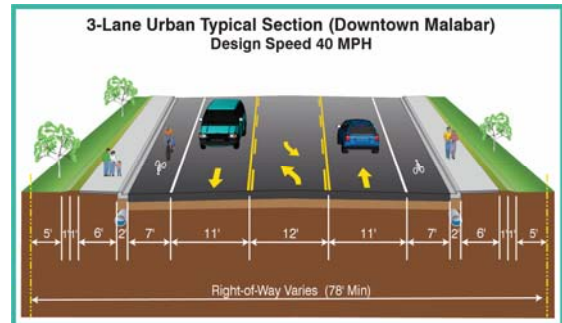
Segment 2a: Weber Road to east of Corey Road - Widening to four lanes (two lanes in each direction) with sidewalks.



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.

Evaluation Matrix

EVALUATION CRITERIA		RECOMMENDED ALTERNATIVE E	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
	-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 ARCHEOLOGICAL SITES		
	Number of Historical Resources Potentially Impacted	0	0
Archeological Site Potential (low/moderate/high)	Medium	None	
NATURAL ENVIRONMENT	WETLAND AREAS (acres impacted)	1.11	0
	FLOODPLAINS (acres impacted)	2.11	0
	THREATENED AND ENDANGERED (T&E) SPECIES		
	Low/Moderate/High potential Involvement	Medium	None
PHYSICAL ENVIRONMENT	POTENTIAL CONTAMINATION SITES		
	-Number of medium risk sites impacted	0	0
	-Number of high risk sites impacted	0	0
	POTENTIAL UTILITY INVOLVEMENT	Moderate	None
PROJECT COSTS (2018 million \$)	DESIGN (12.5% of construction)	\$3.43	\$0.00
	RIGHT-OF-WAY	\$27.31	\$0.00
	CONSTRUCTION	\$27.45	\$0.00
	CEI (8% of construction)	\$2.20	\$0.00
	Total Cost	\$60.39	\$0.00