

Welcome



Malabar Road

Project Development and
Environment (PD&E) Study
From St. John's Heritage Parkway to
Minton Road

Financial Project Identification (FPID) No.: 437210-1-28-01

Welcome everyone and thank you for joining us tonight for the public hearing for the Malabar Road Project Development and Environment (or P D & E) Study in the City of Palm Bay and Brevard County. My name is Amanda Ashby, I am your online moderator.

ABOUT THIS MEETING



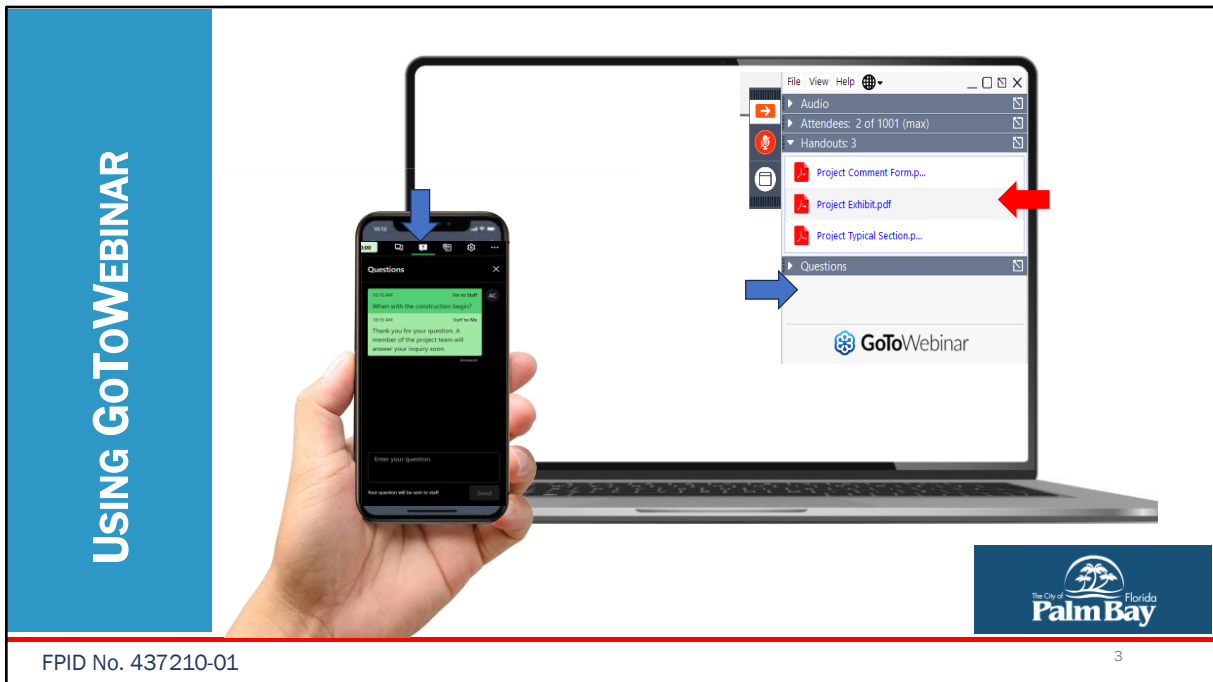
palmbayflorida.org/government/city-departments-f-to-z/public-works/projects/malabar-road-pd-e-study



FPID No. 437210-01

2

Tonight, the City of Palm Bay is conducting the in-person hearing at Palm Bay City Hall. Thank you for attending the live online option. We will be starting the formal hearing momentarily.



FPID No. 437210-01

3

Before we join the in-person hearing, I would like to go over the GoToWebinar control panel. For online participants, the GoToWebinar Control Panel should be visible in the upper-right corner of your computer screen.

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FPID No. 437210-01

4

- If you happen to experience a technical issue during this **meeting**, please:
 - Type the issue in the questions box on the control panel on GoToWebinar.
 - Or send an email to **Amanda Ashby** at **a a s h b y @ a r d u r r a . c o m**
 - You may also call **407-349-7273**
- Staff will do their best to assist you.

Welcome



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Project Development and
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Financial Project Identification (FPID) No.: 437210-1-28-01

Good evening, everyone and welcome to the Malabar Road Project Development and Environment or P-D and E Study public meeting. My name is John Freeman and I am the consultant project manager with Kittelson and Associates, Inc representing the City of Palm Bay. During the meeting, we will present information on the City of Palm Bay's plans to improve safety and enhance operations through this project. We encourage your feedback and during the presentation, we will provide multiple ways you can submit your questions and comments to us about this project. All comments and questions will be responded to in writing and will become part of the public meeting record.

We will now begin the presentation.

TITLE VI COMPLIANCE

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns relative to the City of Palm Bay compliance with Title VI may do so by contacting:

Laura Clawson
Human Resources Director
120 Malabar Road S.E.
Palm Bay, Florida 32907
321-952-3421
lauraclawson@palmbayflorida.org

All inquiries will be handled in a prompt and courteous manner.



This public hearing was advertised and is being conducted in accordance with state and federal requirements, including Title VI of the Civil Rights Act of 1964.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Persons wishing to express their concerns about Title VI may do so by contacting Laura Clawson, City of Palm Bay Human Resources Director and Title VI Coordinator at lauraclawson@palmbayflorida.org

This information is shown on a sign at the in-person location, on the project website, and in the meeting notifications.



AGENDA

- Introduction
- Project Video
- Intermission
- Formal Comments
 - In-person spoken testimony
 - Online spoken testimony

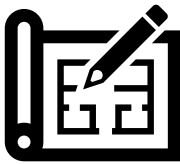


Tonight, we will show a project video, which will explain the project in detail. Following the video will be a ten-minute intermission. Finally, we will open the formal comment period, where you will have the opportunity to provide statements at the microphone or you may provide your comments directly to the court reporter or in writing. Thank you for attending either in-person or online. With spoken statements, we will start with in-person comments, then hear any comments from online attendees.

PUBLIC HEARING PURPOSE



- Give the public the opportunity to review and provide comments on the proposed preferred alternative and associated effects of the social, economic, cultural, natural, and physical environment



- Purpose of this PD&E study is to evaluate engineering and environmental data in addition to receiving public input

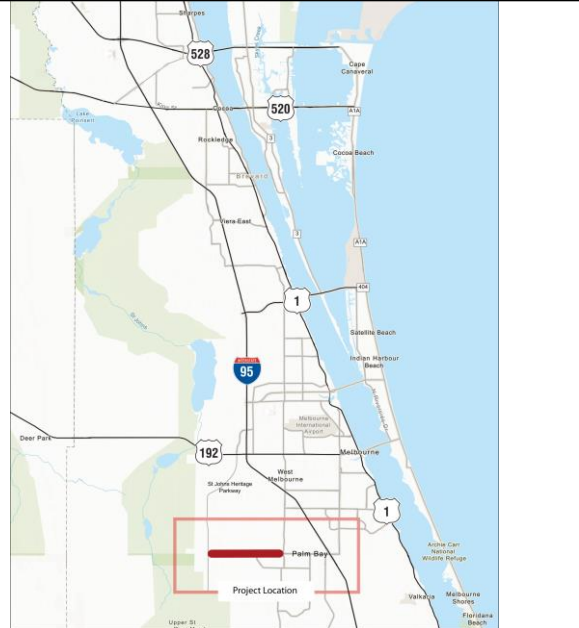


This public hearing is being conducted to give the public the opportunity to review and provide comments on the proposed preferred alternative and associated effects on the social, economic, cultural, natural, and physical environment. The purpose of this P D and E study is to evaluate engineering and environmental data and document information that will aid the City of Palm Bay, F D O T District Five and the F D O T Office of Environmental Management (or O E M) in determining the type, preliminary design, and location of the proposed improvements. Tonight's hearing is to receive your input regarding the proposed improvements.

REGIONAL SIGNIFICANCE



FPID No. 437210-01



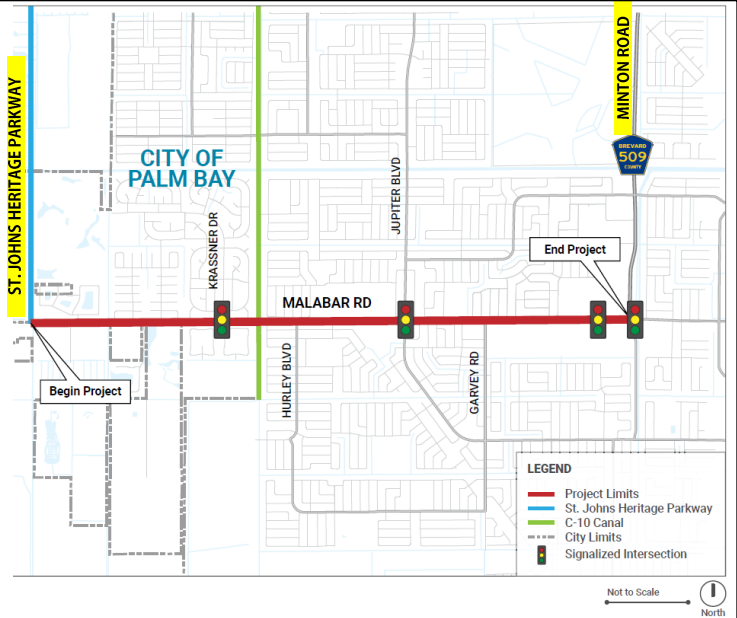
The St. Johns Heritage Parkway has been constructed between Malabar Road and I-95 near the Melbourne International Airport. Preliminary planning has been conducted to extend the St. Johns Heritage Parkway south of Malabar Road to connect to the new I-95 and St. Johns Heritage Parkway interchange. Malabar Road between Minton Road and I-95 is a multi-lane roadway. Currently, between St. Johns Heritage Parkway it is a two-lane roadway, and this project is planned to extend the multi-laning to the St. Johns Heritage Parkway. Malabar Road, designated as a hurricane evacuation route, holds regional significance as it provides key connections to all facilities mentioned in this presentation.

PROJECT LOCATION

Study area limits:
From St. John's Heritage Parkway to Minton Road



FPID No. 437210-01



10

This P D and E study begins at St. John's Heritage Parkway and extends approximately four miles in Brevard County and the City of Palm Bay to Minton Road. The City proposes to widen Malabar Road from the existing two lanes to a four-lane divided roadway.

PROJECT NEED

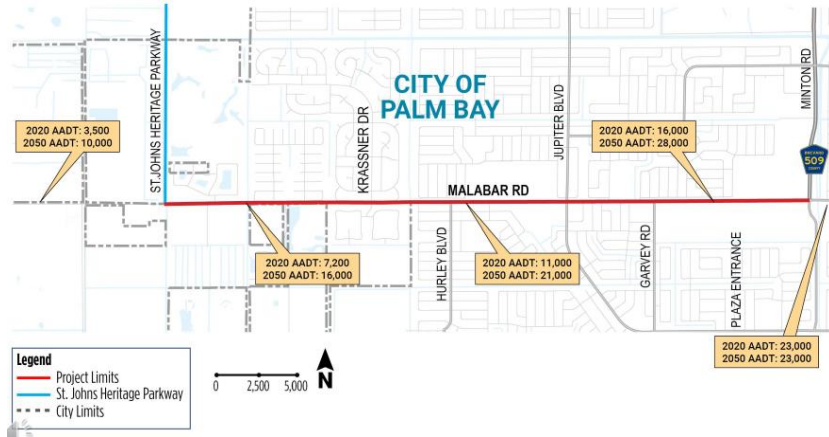
- **Transportation Demand/Capacity**
 - Design year traffic exceeds target capacity
- **Safety**
 - There were 621 crashes from 2015-2019
 - There were no fatalities but 181 total crashes with injuries.



The need for the proposed improvements for the Malabar Road widening is based on two areas, transportation demand/capacity and safety.

Transportation demand is expressed in projected 2050 traffic volumes. Safety evaluates historic safety trends.

2020 & 2050 DAILY TRAFFIC VOLUMES

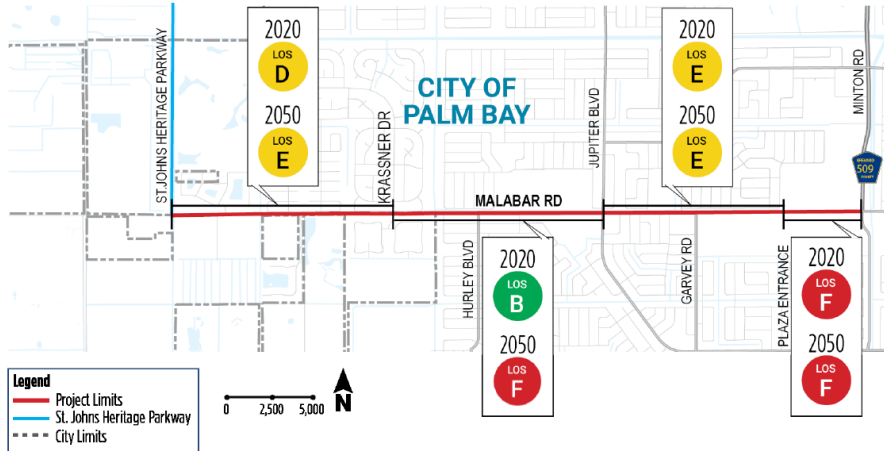


FPID No. 437210-01

12

As population and employment growth are expected to continue in western Palm Bay, the east-west traffic volumes along Malabar Road are anticipated to increase. You can see the 2050 (“twenty fifty”) daily volumes are anticipated to be about two times the 2020 (“twenty twenty”) volumes.

SEGMENT EXISTING/FUTURE LEVELS OF SERVICE

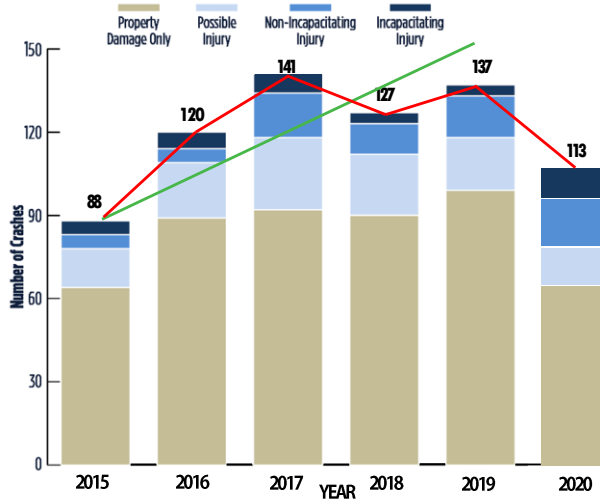


FPID No. 437210-01

13

This will ultimately lead to unacceptable segment and intersection operations. Levels of service are like grades in school where “F” is failing. In the future 2050 (“twenty fifty”) no-build condition, as a two-lane road, Malabar Road segments will be operating at level of service “E” and “F”. Further, three of the four signalized intersections and 12 of the 15 unsignalized intersections are anticipated to operate at LOS F or failure.

SAFETY



For the time period between 2016 (“twenty sixteen”) and 2020 (“twenty twenty”), the annual number of crashes has held relatively constant. The number of injury crashes in 2020 (“twenty twenty”), being the COVID year, was highest due reduced traffic volumes and increased speed. As future traffic volumes increase, as a two-lane roadway the number of crashes can be expected to increase.

2045 LONG RANGE TRANSPORTATION PLAN (LRTP)

Project is a regional priority in the 2045 Long Range Transportation Plan (LRTP)



FPID No. 437210-01

15

The Malabar Road widening is a regional priority in the Space Coast Transportation Planning Organization's 2045 ("twenty forty-five") Long Range Transportation Plan.

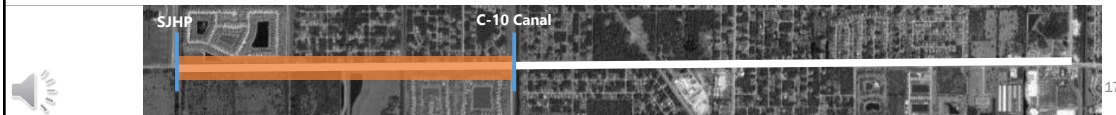
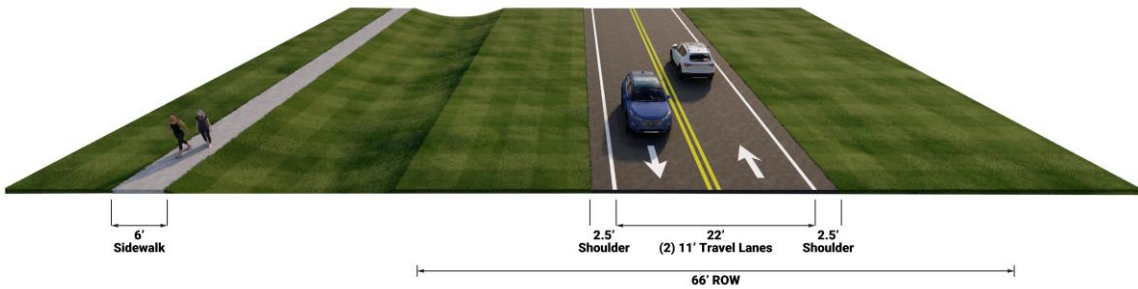
PLANNING CONSISTENCY

- **Final Design**
 - \$10.039 M - Fully funded FY 2024-25
- **Right of Way**
 - Not funded
 - 2026 – 2030 unfunded Cost Feasible Plan
- **Construction**
 - Not funded
 - 2031 – 2035 unfunded Cost Feasible Plan



The City of Palm Bay has allocated \$7 million in local funding for the final design phase and with additional funding from the Space Coast Transportation Planning Organization and Florida Department of Transportation the final design phase is fully funded. The right-of-way phase is shown in the Space Coast Transportation Planning Organization’s Long Range Transportation Plan for the 2026 (“twenty twenty-six”) to 2030 (“twenty thirty”) time period, and the construction phase is in the 2031 (“twenty thirty-one”) to 2035 (“twenty thirty-five”)time period. Both of these phases are in the unfunded Cost Feasible Plan.

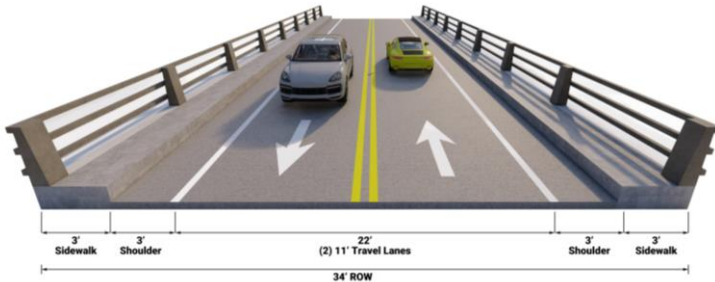
EXISTING TYPICAL SECTIONS



Within the project limits, Malabar Road is a primarily a two-lane undivided, urban minor arterial. It is a combination of 11-ft and 12-ft lanes with 2-ft paved shoulder for the corridor’s western half. The right-of-way is a minimum of 66-ft and varies throughout the corridor up to 112-ft near Garvey Road. Stormwater runoff is collected in roadside ditches. Sidewalks are present throughout the corridor although many are outside the Malabar Road right-of-way. Between St. Johns Heritage Parkway and the Canal C-10 bridge the sidewalk is on the north side and outside the Malabar Road right-of-way. The sidewalk has pedestrian bridges over Canal C-8, C-9 and C-10. The current posted speed limit is 35 MPH from the St. Johns Heritage Parkway to just east

of Championship Drive. There, the posted speed limit increases to 45 mph and remains that way until just west of the Plaza Shopping Center signal where it reduces back to 35 MPH.

EXISTING CANAL C-10 BRIDGE

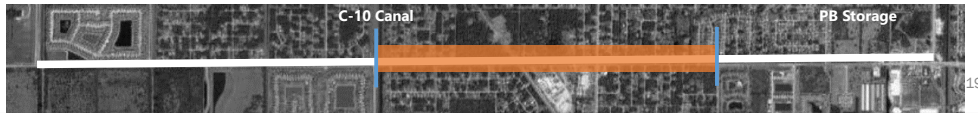
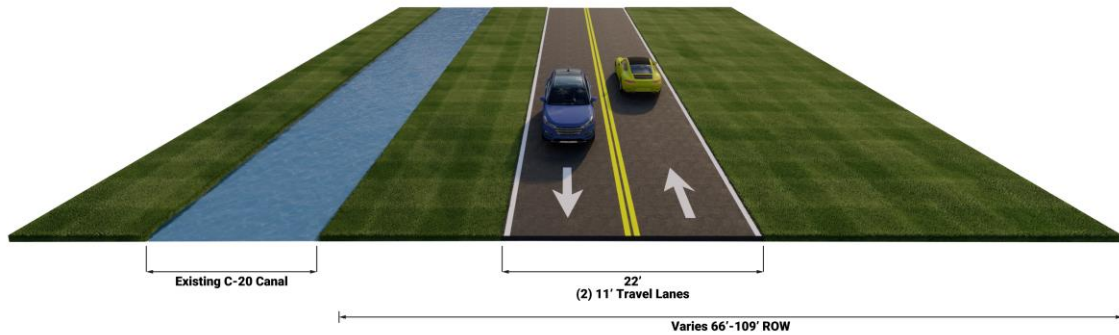


FPID No. 437210-01

18

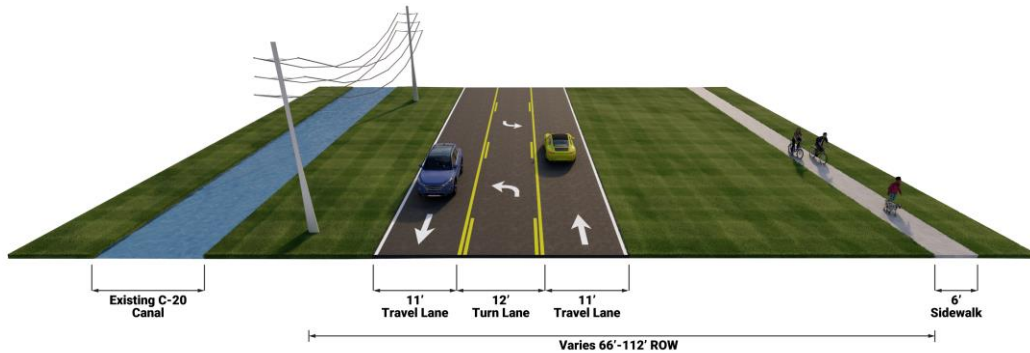
The bridge over the Melbourne Tillman Water Control District Canal C-10 has two 11-ft travel lanes, two 3-ft outside shoulders, two 3-ft raised sidewalks, and two concrete railings.

EXISTING TYPICAL SECTIONS



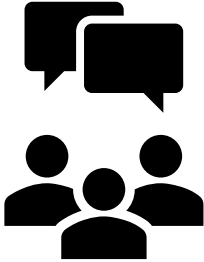
From Canal C-10 to Garvey Road, the roadway remains two lanes with some center turn lanes at intersections. The Canal C-20 parallels the entire north side of this section. There is continuous sidewalk/shared use path along the north side of the canal. Malabar Road's south side has sidewalk from Hurley Blvd to just east of Jupiter Blvd. The posted speed limit in this section is 45 MPH.

EXISTING TYPICAL SECTIONS



At Garvey Road, a two-way left turn lane is added. West of the Plaza Shopping Center intersection, Malabar Road begins to transition to have two lanes in each direction. The Canal C-20 parallels the north side of this section terminating just west of the Plaza Shopping Center. There is continuous sidewalk/shared use path along the north side of the canal and intermittent sidewalk on the south side. The posted speed limit through this section is mostly 45 MPH reducing to 35 MPH west of the Plaza Shopping Center intersection.

PLANNING HISTORY



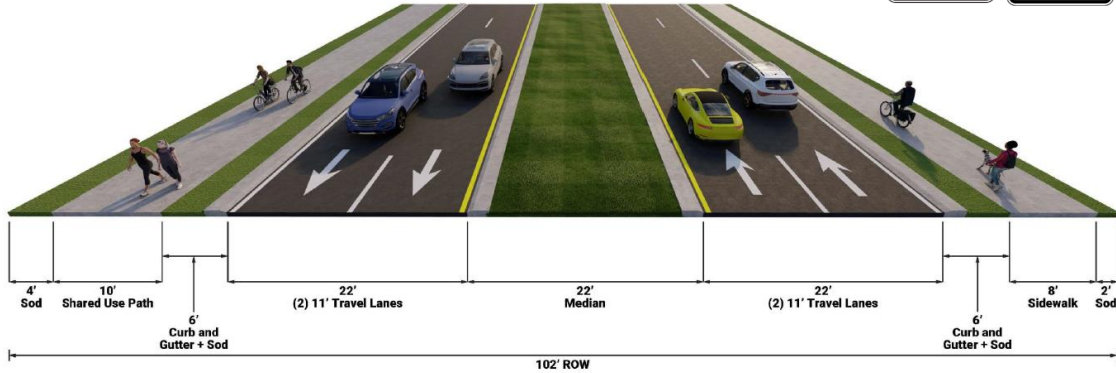
- **Considered different four lane widening concepts including:**
 - Minimum Right-of-Way w/15.5-ft. median and sidewalk at back of curb
 - Desired Right-of-Way w/22-ft. median and 4-ft grass buffer between back of curb and sidewalk
- **Previous Alternatives Public Workshop**
 - Conducted September 24, 2020
 - Meeting's written comments regarded pedestrian/bicycle facilities, proposed roundabouts and impacts to Canal C-20
- **Based on your comments & additional environmental and engineering analyses, a preferred alternative was selected**



Throughout this P D and E study process, the City of Palm Bay has looked at many different concepts to widen the Malabar Road's existing two lanes to four lanes. After environmental and engineering analyses and public and agency comments, many of these alternatives were eliminated. The last public meeting was a Virtual Public Meeting held on September 24, 2020 ("twenty twenty"). At that meeting, we asked for your input on proposed improvements to Malabar Road. Some of the feedback received included: connectivity to Cross City Trail, expressed opposition to having roundabouts, wanted to know whether a traffic signal or roundabout is safer for pedestrians and bicyclists, wanted to know why bicycle lanes were not included in the alternatives, and a question regarding the effect of increasing the right-of-way

on lane width variation in the corridor. Based on your comments and additional environmental and engineering analyses, a preferred alternative was selected for Malabar Road.

PREFERRED ALTERNATIVE



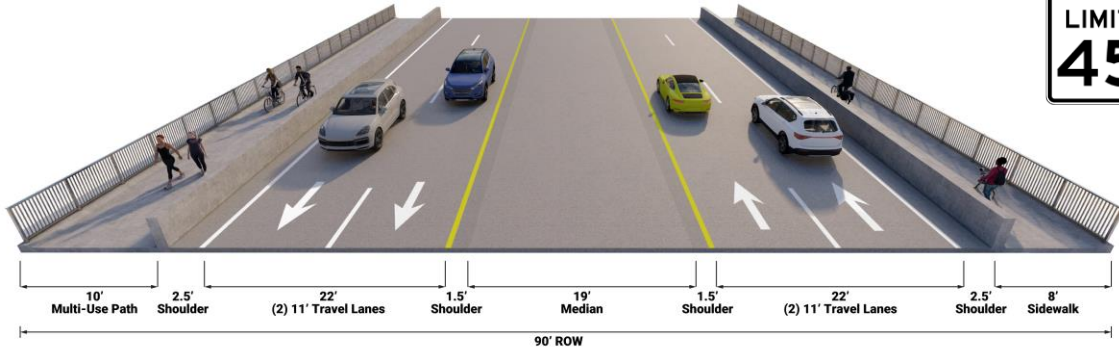
FPID No. 437210-01

22

The preferred alternative for Malabar Road results in roadway widening from two lanes to four lanes between St. Johns Heritage Parkway to Minton Road. The roadway will have two 11-ft lanes in each direction with a 22-ft raised median except in the vicinity of the United States Post Office and Jupiter Boulevard where it is narrowed to 19.5-ft. This is to avoid impacts to post office property. Drainage will be accommodated with curb and gutter, inlets and a combination of roadside swales and stormwater retention ponds. There will be a 10-ft shared-use path on the north side and an 8-ft sidewalk on the south side. The sidewalk will be narrowed to 6-ft in the vicinity of the United States Post Office and Jupiter Boulevard. The posted speed limit will be 35 MPH at the western and eastern project limits and 45 MPH from east of

Championship Drive to east of the Plaza Shopping Center signal.

PREFERRED ALTERNATIVE – CANAL C-10 BRIDGE

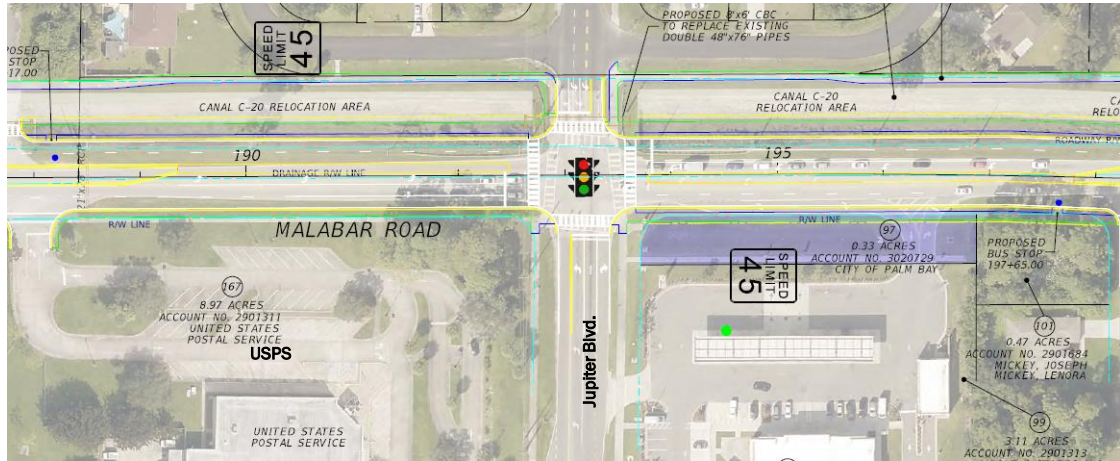


FPID No. 437210-01

23

The bridge over Canal C-10 will be reconstructed to be four-lanes. It will have four 11-ft travel lanes with a 22-ft raised concrete median. The sidewalk and shared-use path will continue across the bridge.

PREFERRED ALTERNATIVE – CANAL RELOCATION

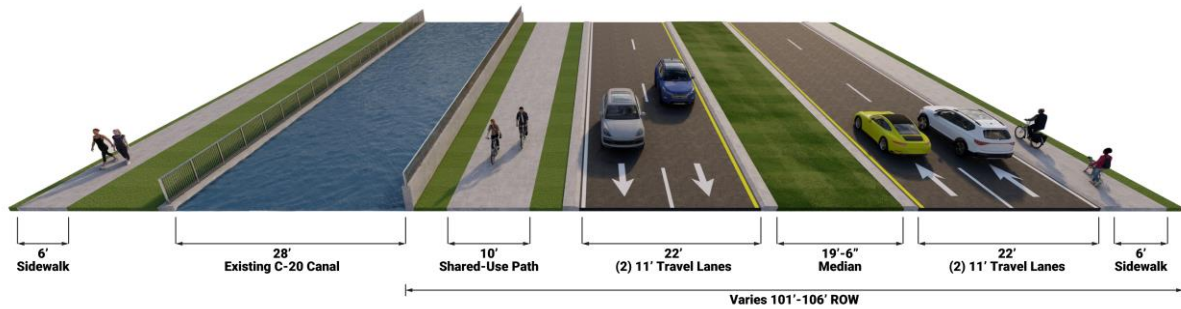


FPID No. 437210-01

24

From west of the United States Post Office property to east of Jupiter Boulevard, the Canal C-20 is being relocated to the north to accommodate the roadway widening and avoid impacts to post office property.

PREFERRED ALTERNATIVE – CANAL RELOCATION



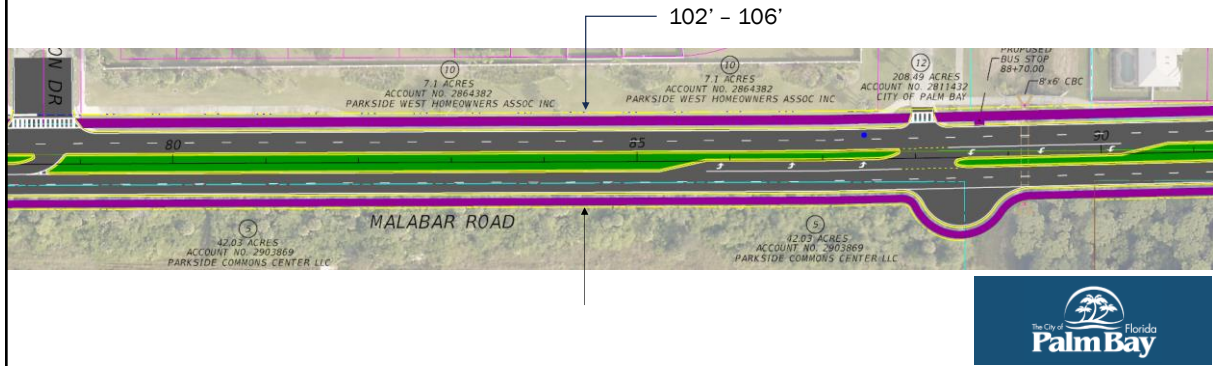
FPID No. 437210-01

25

In this area, the Canal C-20 will be shifted 15-FT to the north. The canal will be 28-ft wide with sheet pile retaining walls for both canal sides. The wall nearest Malabar Road will have a concrete barrier wall to protect errant vehicles from going into the canal.

PROPOSED RIGHT-OF-WAY

St. Johns Heritage Parkway to Canal C-10
102-ft to 106-ft



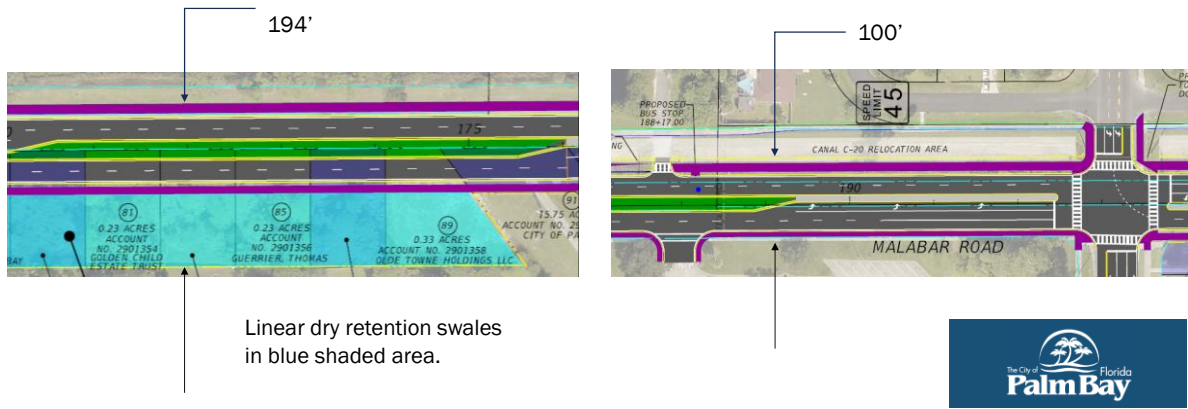
FPID No. 437210-01

26

The proposed right-of-way required between St. Johns Heritage Parkway to the Canal C-10 is between 102-ft and 106-ft.

PROPOSED RIGHT-OF-WAY

Canal C-10 to Jupiter Boulevard
100-ft to 194-ft



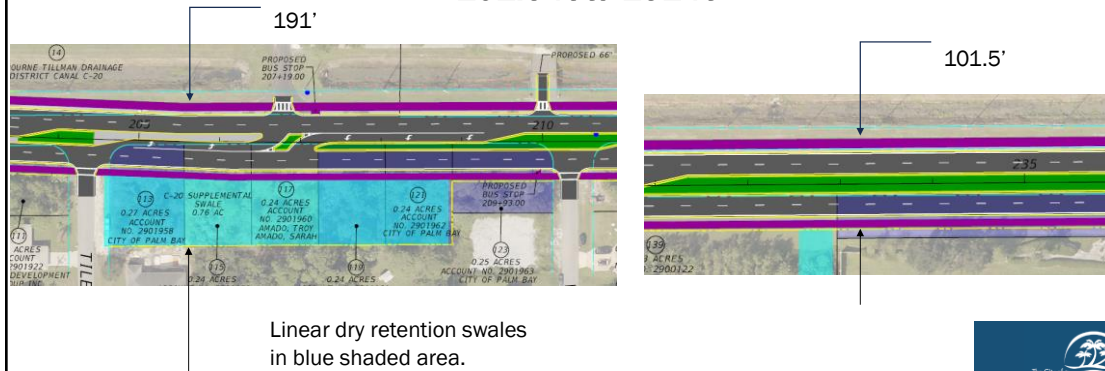
FPID No. 437210-01

27

The proposed right-of-way east of Canal C-10 to west of Jupiter Boulevard varies up to 194-ft where the City owned property is being used for linear dry retention swales, shown here in blue, and reducing to 100-ft just west of Jupiter Boulevard

PROPOSED RIGHT-OF-WAY

Jupiter Boulevard to Minton Road 101.5-ft to 191-ft

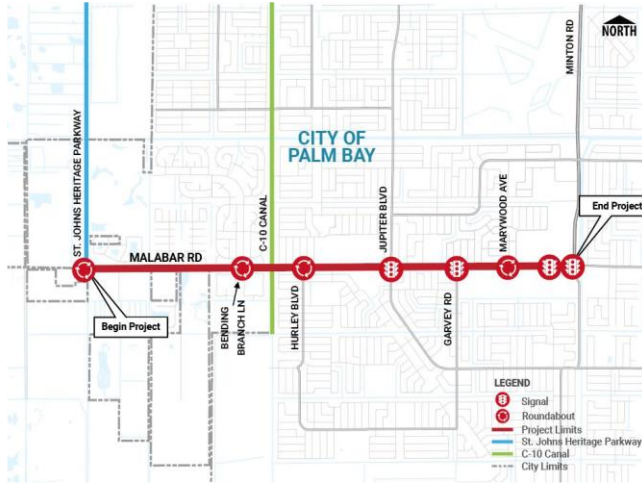


FPID No. 437210-01

28

Through the Canal C-20 relocation area, the proposed right-of-way is 101.5-ft. East of Jupiter Boulevard to West of Maywood Avenue/Daffodil Drive, the proposed right-of-way is typically 101.5-ft but varies to be as wide as 191-ft in areas having dry retention linear swales on City owned property. West of Plaza Shopping Center, the proposed right-of-way is primarily 107-ft wide.

PREFERRED ALTERNATIVE - INTERSECTIONS



Combination of Signals and Roundabouts
4 - Signals
4 - Roundabouts

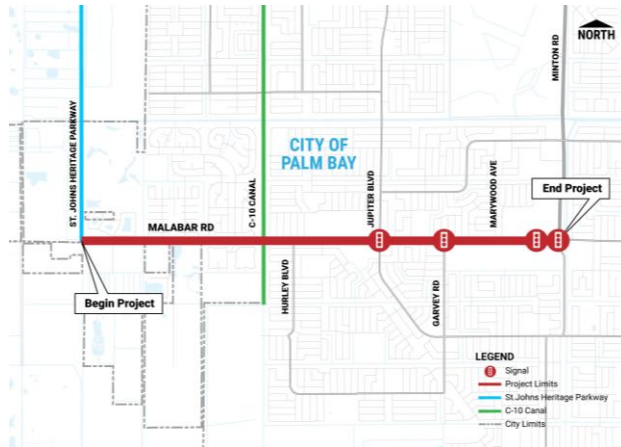


FPID No. 437210-01

29

The preferred alternative will have a combination of traffic signals and roundabouts at major intersections.

PREFERRED ALTERNATIVE - INTERSECTIONS



Four Signal Locations
Jupiter Blvd – Rebuild
Garvey Road – New
Plaza Shopping Center - Rebuild
Minton Road - Rebuild



Locations proposed to remain or become a new traffic signal are: Jupiter Boulevard, Garvey Road, the Plaza Shopping Center and Minton Road.

PREFERRED ALTERNATIVE - INTERSECTIONS



Four Roundabout Locations
St. Johns Heritage Parkway
Krassner Drive/Bending Branch
Lane
Hurley Boulevard
Maywood Avenue/Daffodil Lane



FPID No. 437210-01

31

Locations proposed to become roundabouts are: St. Johns Heritage Parkway, Krassner Drive/Bending Branch Lane, Hurley Boulevard and Maywood Avenue/Daffodil Drive. Roundabouts are predicted to reduce fatal and serious injury crashes at these intersections by half compared to the signalized alternative. Further, they will reduce overall corridor speed.

No BUILD

A “no-build” alternative is also considered



- No improvements are made to Malabar Road through the year 2050
 - Only routine maintenance



Throughout this study, a “no-build” alternative is also considered. The “no-build” alternative assumes that no improvements are made to Malabar Road through the year 2050 (“twenty fifty”), except for routine maintenance. There are advantages and disadvantages to the “no-build” alternative.

No BUILD ALTERNATIVE - ADVANTAGES



- No inconvenience to traffic flow due to construction
- No right-of-way acquisition
- No design, right-of-way, or construction costs;
- No inconvenience during construction;
- No impacts to utilities and drainage structures; and
- No impacts to the natural, social, cultural, or physical environment



Advantages of the no-build alternative include:

- No inconvenience to traffic flow due to construction;
- No right-of-way acquisition,
- No design, right-of-way or construction costs;
- No inconvenience during construction
- No impacts to utilities and drainage structures, and
- No direct effects to adjacent natural and human environments.

No BUILD ALTERNATIVE - DISADVANTAGES



- Not consistent with local government plans, the Space Coast Transportation Planning Organization's Long Range Transportation Plan, or Transportation Improvement Plan;
- Does not address:
 - Traffic congestion;
 - Crashes projected to increase;
 - Increased emergency response time
 - Potential increase in pedestrian and bicycle crashes due to inadequate facilities
 - Increased vehicle emissions



Disadvantages include:

- Not consistent with the local transportation plans,
- Increased traffic congestion causing increased road user costs due to travel delay,
- Increased potential for vehicular crashes due to congested lanes and intersections,
- Increased emergency vehicle response times,
- Increased potential for crashes between vehicles and pedestrians/bicyclists due to inadequate sidewalks and bicycle lanes, and
- Increased vehicle emission pollutants due to higher levels of traffic congestion.

The no-build alternative remains a viable option and will continue to be evaluated until the completion of this study.

POTENTIAL ENVIRONMENTAL EFFECTS

- Protected species and habitat
- Wetlands and floodplains
- Water quality/Stormwater management and permitting
- Right-of-way requirements and relocations
- Contamination
- Archeological and Historical Resources
- Recreational sites
- Noise
- Land use
- Construction effects
- Farmland
- Aesthetics



FPID No. 437210-01

35

The City of Palm Bay evaluated environmental and socioeconomic factors relating to the proposed Malabar Road widening improvements in accordance with the National Environmental Policy Act of 1969, as amended, and other federal requirements. The evaluation considered the effects of proposed improvement and widening Malabar Road on:

- Protected species and habitat
- Wetlands and floodplains
- Water quality/Stormwater management and permitting
- Right-of-way requirements and relocations
- Contamination
- Archeological and Historical Resources

- Recreational sites
- Noise
- Land use
- Construction effects
- Farmland and
- Aesthetics

THREATENED & ENDANGERED SPECIES

May affect

- Eastern Black Rail

May affect, but not likely to adversely affect:

- Wood Stork
- Eastern Indigo Snake
- Florida Scrub-jay
- Audubon's Crested Caracara

Caracara & Scrub-jay surveys were completed during the PD&E Study

Additional surveys will be required during the design phase for:

- Audubon's Crested Caracara
- Eastern Black Rail



Protected species and habitats are allowed special protection under the Endangered Species Act of 1973, as amended, and Florida statutes. The City of Palm Bay assessed species within the project limits, and through ongoing coordination with U S Fish and Wildlife Service, has determined that the proposed project “may affect” the eastern black rail. This coordination has also determined the project “may affect, but is not likely to adversely affect” the existence of certain federally listed threatened or endangered species.

The animal species include the:

- Wood stork
- Eastern indigo snake
- Florida scrub-jay.

- Audubon's Crested Caracara

Caracara and Scrub-jay surveys have been completed. Additional surveys will be required in the design phase for Audubon's Crested Caracara and the Eastern Black Rail.

There are no threatened or endangered plant species the project "may affect, but is not likely to adversely affect".

THREATENED & ENDANGERED SPECIES

No Adverse effect anticipated on the following state listed species:

- Florida Burrowing Owl
- Florida Pine Snake
- Southeastern American Kestrel
- Florida Sandhill Crane
- Gopher Tortoise

Conduct pre-construction survey for

- Southeastern American Kestrel
- Florida Burrowing Owl
- Gopher Tortoise



FPID No. 437210-01

37

There are no state listed threatened or endangered animal or plant species the project “may affect, but is not likely to adversely affect”. Pre-construction surveys will be required for the Southeastern American Kestrel, Florida Burrowing Owl and Gopher Tortoise.

POTENTIAL ENVIRONMENTAL EFFECTS

- Coordination with US Fish and Wildlife Service required for the PD&E phase has been completed
- Work closely with environmental agencies in future phases:
 - Design and Construction
 - Environmental Permitting



Coordination with U S Fish and Wildlife Service required for the P D and E phase has been completed. If the preferred alternative is approved by the Florida Department of Transportation's Office of Environmental Management, the City of Palm Bay will continue to work closely with environmental agencies in future phases, such as design and construction, to meet all environmental permitting requirements.

WETLANDS

- Preferred Alternative
 - 1.35 acres of direct wetland impacts
 - 4.12 acres of surface water impacts
 - 0.11 acres of secondary impacts
 - Mitigation will be provided
- Total wetland impact is 5.58 acres.



The City of Palm Bay evaluated wetlands within the project limits in accordance with Executive Order 11_9_90 (“eleven nine ninety”), “Protection of Wetlands.” The proposed improvements will affect approximately 1.35 acres of wetlands and 4.12 acres of surface waters and 0.11 acres of secondary impacts, for a total impact of 5.58 acres.

Although unavoidable wetland impacts will occur as a result of the roadway widening, the impacted wetlands are located within, or adjacent to, the existing roadway right-of-way and were previously disturbed by agricultural and residential development, roadway construction, maintenance activities, and the invasion of nuisance and exotic species.

The City will mitigate wetland impacts resulting from this project's construction to meet requirements of Florida statutes and the United States code.

STORMWATER MANAGEMENT

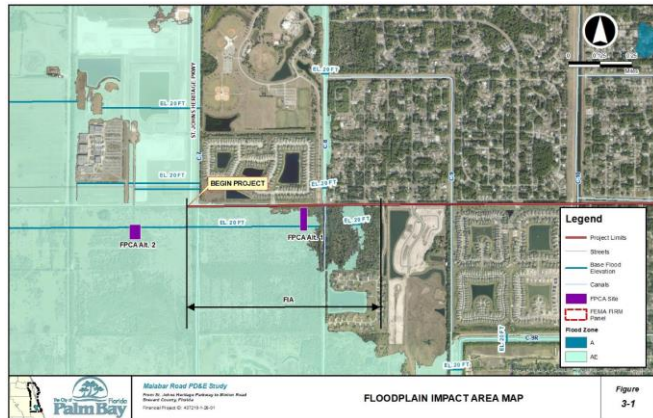
- Upper St. Johns River Basin
 - Melbourne-Tillman (Canal C-1) watershed
- Use curb and gutter with inlets and pipes capturing stormwater to proposed ponds and swales
- Five preferred pond sites and two supplemental swale systems
 - Three pond sites and all supplemental swales located on City owned property
 - Outfalls to Melbourne-Tillman Water Control District (MTWCD) canal system.
- Ten cross drains
 - Five to be extended including at MTWCD Canals C-7, C-8 and C-9
 - One to be removed, four to be upsized



The project's stormwater drains into the Upper St. Johns Basin through the Melbourne Tillman canal system. The roadway's stormwater will be captured using inlets and pipes which are directed to the project's pond sites and swales. The project will collect stormwater in five pond sites and two supplemental swales before outfalling into the canal system. Malabar Road also has 10 cross drains to convey stormwater between the roadway's north and south sides. This includes cross drains for Canals C-7, C-8 and C-9.

FLOODPLAINS

- Preferred Alternative
 - Floodplains are at project's western terminus
 - 1.91 acre-feet of floodplain impacts
 - 1.91 acre-feet of floodplain compensating storage volume to be provided in Floodplain Compensation Area Alt. 2 site
 - Within City owned property



The project has been evaluated for potential floodplain involvement in accordance with Executive Order 11_9_88 (“eleven nine eighty eight”) Floodplain Management.

There is 1.91 acre-feet of floodplain impacts which will be offset by an equivalent amount of project created compensating storage. There is no significant change in flood risk as a result of the proposed widening and minimal impacts are expected to the 100-year floodplain.

WATER QUALITY

The proposed stormwater management facilities will be designed in accordance with the current requirements of the St. Johns River Water Management District

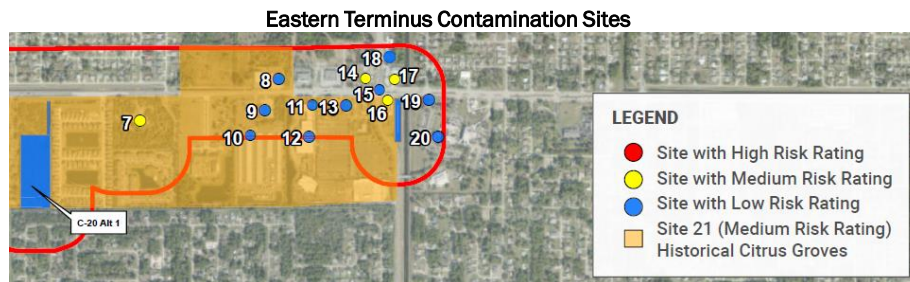


A water quality impact evaluation was performed. The proposed stormwater management facilities will be designed in accordance with the current requirements of the St. Johns River Water Management District.

CONTAMINATION

- Preferred Alternative
 - No high risk sites
 - 9 medium risk roadway sites
 - 3 adjacent to widening limits
 - 1 medium risk pond site

Locations with medium risk contamination are shown on the display boards.



FPID No. 437210-01

43

Results of the environmental contamination screening showed the roadway widening could impact nine medium risk potential contamination sites. Additionally, the preferred stormwater sites could impact one medium risk potential contamination site. For the sites that are ranked “low” for contamination, no further action is required at this time. For the sites with a risk ranking of “medium”, the City’s Project Manager and the F D O T District 5 Contamination Impact Coordinator will coordinate on further actions during the design phase to be taken to address contamination issues. Before construction, specially trained crews will address contamination in these areas, as required. Locations of the “medium” risk sites are shown in the preferred alternative concept board on display tonight.

NOISE

- Considered noise abatement measures including:

- Traffic system management
- Alignment modifications
- Property acquisition
- Land use controls
- Noise barriers

Two locations considered for potential noise barrier. Neither meets criterion.



FPID No. 437210-01

44

The effects of traffic noise associated with the preferred build alternative have been evaluated in accordance with Title 23, Code of Federal Regulations, Part 772, and with the F D O T PD&E Manual, Part 2, Chapter 18. While traffic noise abatement was considered as part of the project, no feasible and reasonable measures were identified that can be implemented to abate traffic noise at two residences on Malabar Road's south side between Ware Avenue to just east of Santa Rosa Avenue or three benches at the Madalyn Landing Apartments. These locations do not meet the F D O T cost-reasonableness criterion.

If you would like more information regarding traffic noise, please speak with

our noise specialist at the noise information table.

PARKS & RECREATION AREAS (SECTION 4(F))

- Fred Poppe Regional Park – 1,500-ft north of Malabar Road
- Section 4(f) No Use Determination



The project team examined the project area for publicly owned properties that may be affected under Section 4(f) of the US Department of Transportation Act of 1966. The Fred Poppe Regional Park is a Section 4(f) resources. The Recommended Alternative is approximately 1500-ft. south of the Park and does not impact this facility. A Section 4(f) No Use Determination has been prepared.

HISTORIC & CULTURAL (SECTION 106)

- Roadway survey identified no archaeological sites and 8 historic resources
 - None eligible for National Register of Historic Places listing
- Pond surveys identified no archaeological sites, features or occurrences
- State Historic Preservation Officer concurred with reports

NATIONAL HISTORIC PRESERVATION ACT (NHPA)



Photo: Pres. Johnson signing NHPA; from ACHP archives

- ▶ Signed Oct. 15, 1966
- ▶ “the historical and cultural foundations of the Nation should be preserved as a living part of our community life and development”
- ▶ Created
 - National Register of Historic Places
 - Advisory Council on Historic Preservation (ACHP)



A cultural resource assessment survey was conducted in accordance with the National Historic Preservation Act of 1966 and Florida Statutes.

Archaeologists and historians identified no archaeological sites and eight historic resources in the project area. No resources are eligible for listing in the National Register of Historic Places. The State Historic Preservation Officer determined that no significant historic properties identified would be adversely affected by the proposed improvements.

ACQUISITION & RELOCATION

- Approximately 39 acres of Right-of-Way acquisition
- 108 parcels impacted
 - City owns 33 parcels
- One residential relocation and no business relocations



FPID No. 437210-01

47

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 one family and no businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute, Section 339.09 (“three thirty nine point zero nine”) and the “Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970”, commonly known as the Uniform Act.

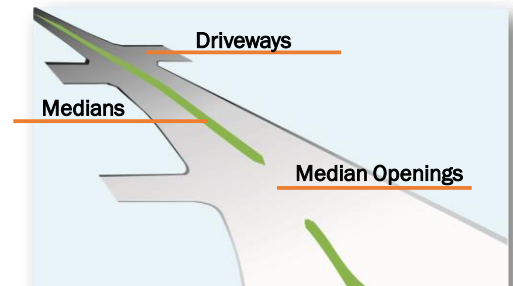
If you are required to make any type of move as a result of this project, you can expect to be treated in a fair and helpful manner and in compliance with

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 City's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will promptly be 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.

ACCESS MANAGEMENT

- Adding raised 22-ft wide median throughout project.
 - Reduced to 19.5-ft in canal relocation area
- 8 median openings with either traffic signal or roundabout
- 4 unsignalized full median openings
- Multiple directional median openings
 - Some with bulb-outs for U-turns



Malabar Road's widening will have a 22-ft wide raised median throughout except in the Canal C-20 relocation area where the median reduces to 19.5-ft. There will be 8 median openings associated with either a traffic signal or a roundabout. There will be 4 additional full median openings where all turning movements are allowed. There are multiple directional median openings where the side street left turn movement is prohibited. Some locations will have bulb-outs to facilitate u-turns.

EVALUATION MATRIX

Preliminary – Subject to Change



FPID No. 437210-01

Malabar Road PD&E Study
Evaluation Matrix

EVALUATION FACTORS	Preferred 4-Lane Widening	No Build
ABILITY TO MEET PURPOSE AND NEED		
Improves Traffic Operations and Accommodates Future Demand	✓	✗
Improves Safety and Enhances Emergency Evacuation and Response Times	✓	✗
POTENTIAL RIGHT OF WAY IMPACTS		
Relocations (#Business/#Residential/#Other)	0 / 1 / 0	0
Parcels (#Total/#City Owned)	108/33	0
Right of Way to be Acquired (acres)	39.0	0
TRAFFIC OPERATIONS		
2050 Roadway Segment Levels of Service (LOS) (#Segments/#@LOS E or F) ²	4/1	4/4
2050 Major Intersections Levels of Service (LOS) (#Intersections/#@LOS F) ²	8/0	4/3
POTENTIAL ENVIRONMENTAL EFFECTS		
Threatened/Endangered Species and Habitat	Medium	N/A
Wetlands (acres)	5.6	0
Floodplains (acre-feet)	1.9	0
Water Quality/Stormwater Management	Improved	No Change
Archaeological Resources	None	N/A
Historical Resources	0	0
Public Recreation Resources (#)	0	0
Noise Sensitive Receptors (#)	2	0
Contamination Sites (#Medium/#High Risk)	10 / 0	0 / 0
Utility Agencies/Owners Impacted (#)	8/5	0
ESTIMATED PROJECT COSTS (2023/2024 \$\$)		
Right of Way	\$2,403,800	\$0
Wetland Mitigation	\$660,000	\$0
Design	\$10,000,000	\$0
Construction	\$119,717,600	\$0
Construction Engineering and Inspection	\$16,499,000	\$0
Preliminary Estimate of Total Project Costs	\$149,280,400	\$0

¹ Source: FDOT Long-Range Estimating System. Preliminary Estimate of Total Project Cost does not include maintenance costs.
² Short distance between Plaza Shopping Center and Minton Road signals with overlapping delays cause LOS F.

An evaluation matrix showing a detailed comparison of the preferred alternative and the no-build alternative is provided in the project handout and is also on display here this evening. The matrix shows potential effects to the social, cultural, natural, and physical environments, and identifies preliminary costs.

PROJECT COSTS

Total estimated project cost:
\$149,280,400

Cost Element	Cost
Total Construction Cost	\$109,995,200
Utility Relocation Cost	\$9,722,400
Wetland Mitigation Cost	\$660,000
ROW Cost	\$2,403,800
Design Cost	\$10,000,000
CEI Cost	\$16,499,000
Total Project Cost	\$149,280,400

Preliminary – Subject to Change



FPID No. 437210-01

50

The estimated costs to widen Malabar Road from St. Johns Heritage Parkway to Minton Road include the project’s total estimated construction cost of 110 (“one hundred ten”) million dollars, nearly 10 million dollars for utility relocation, 660 (“six hundred sixty”) thousand dollars for mitigation, 2.4 (“two point four”) million dollars for right-of-way acquisition for roadway and stormwater management areas and 10 million dollars for final design. The cost for construction engineering and inspection is estimated at 16.5 (sixteen point five) million dollars. The City’s preliminary estimate of total project cost is 149.3 (“one hundred forty-nine point three”) million dollars.

PROJECT FUNDING

PHASE	COST	FISCAL YEAR
PD&E	\$1.4M	2019-20
Design	\$10M	2024-25
Right of Way	Unfunded	To be Determined
Construction	Unfunded	To be Determined

Preliminary – Subject to Change

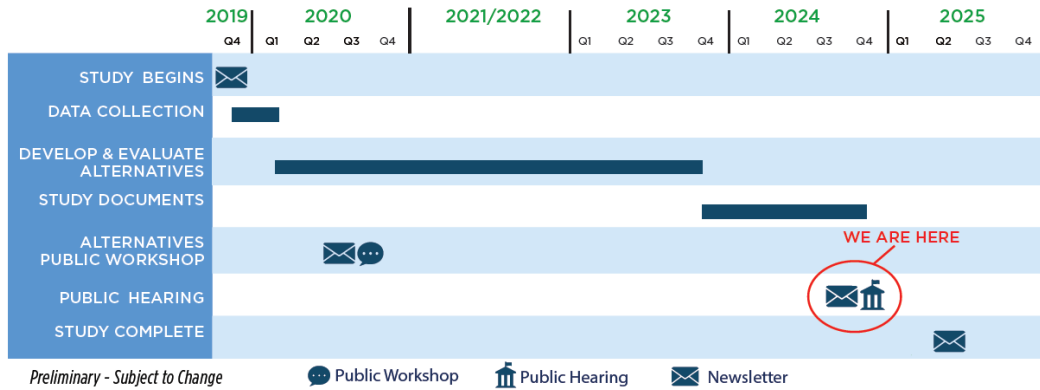


FPID No. 437210-01

51

At this time, the Space Coast Transportation Planning Organization’s adopted Transportation Improvement Program includes funding for final design in fiscal year 24/25. The right-of-way and construction phases are not currently funded but as previously noted are included in the adopted 2045 Long Range Transportation Plan.

MALABAR ROAD STUDY SCHEDULE



The City anticipates completion of this PD and E study by spring 2025. The study schedule is on display this evening.

GET INVOLVED

The City of **Palm Bay** Florida

- In Person
- Virtually
- Email or Mail
- Telephone

FPID No. 437210-01

53

We encourage your input and feedback about this project and there are multiple ways for you to participate.

All public comments and questions are part of the public meeting record and every method for providing public comments and questions carries equal weight.

While comments and questions will be accepted at any time, those submitted by November 25th will become part of the project’s public meeting record.

All comments and questions will be responded to in writing.

DOCUMENTS

All hearing materials presented tonight are available to the public on the project webpage and will remain posted for your review:
www.palmbayflorida.org/MalabarPDE

Technical documents will be available for public viewing until November 25, 2024 at the City of Palm Bay City Hall (120 Malabar Road, Palm Bay, FL 32907)



All hearing materials presented tonight are available to the public on the project webpage and will remain posted for your review:
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CONTACT THE PROJECT MANAGER



JFreeman@kittelson.com



Kittelson & Associates, Inc.; 225 East Robinson Street, Suite 355, Orlando, FL 32801



407-373-1103



FPID No. 437210-01

55

You may also contact consultant project manager John Freeman directly by email at jfreeman@kittelson.com.

- Or by U.S. Mail at Kittelson & Associates, Inc.; 225 East Robinson Street, Suite 355, Orlando, FL 32801.
- You may also call the Mr. Freeman @ 407-373-1103 to provide verbal comments during normal business hours.
- The contact information is also available on the public hearing notification that you may have received by mail and the project handout.

MEMORANDUM OF UNDERSTANDING (MOU)

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 May 26, 2022 and executed by the Federal Highway Administration and FDOT.



This P D and E study is being conducted and completed according to the requirements of the National Environmental Policy Act and other related federal and state laws, rules, and regulations, which will qualify future phases of this project for federal funding, and this hearing was advertised consistent with those requirements. Please see the statute display board for all other applicable requirements.

FEDERAL AND STATE REQUIREMENTS

General Public Involvement Policy

- Federal Highway Act of 1968, as amended
- National Environmental Policy Act of 1969, as amended
- Title 23, Code of Federal Regulations, Part 450 & 771
- Title 40, Code of Federal Regulations, Parts 1500-1508
- 23 United States Code, Section 109(h)
- Americans with Disabilities Act of 1990 (ADA)
- Title VI of the Civil Rights Act of 1964 and other Nondiscrimination laws
- Endangered Species Act of 1973 as amended and Florida Statutes
- Executive Order 12898, Environmental Justice
- Executive Order 13166, Limited English Proficiency
- Executive Order 07-01, Section 2, Plain Language Initiative

Meeting Requirements

- Chapter 23, United States Code 128
- Florida Statutes:
 - Section 120.525, 286.011, 339.155
- Jessica Lunsford Act

Meeting Requirements

- Rule 14-97, Florida Administrative Code
- Section 335.199, Florida Statutes
- Executive Order 11988, Floodplain Management
- Executive Order 11990, Protection of Wetlands
- Title 23, Code of Federal Regulations, Par 772, Noise Abatement
- Title 49, Code of Federal Regulations Part 24, Uniform Relocation Assistance and Real Property Acquisition Act
- Title 36, Part 800, United States Code, Historic Preservation Act of 1966 and Florida Statutes



This hearing is also conducted in accordance with the Americans with Disabilities Act of 1990 and with Title VI of the Civil Rights Act of 1964 and related statutes. Anyone who feels he or she has been discriminated against with regard to race, color, national origin, age, sex, religion, disability, or family status may complete one of the forms located at the [sign-in table](#) and mail the completed form to the address listed on the poster board.

INTERMISSION



FPID No. 437210-01

58

In a moment, we will have a [ten](#)-minute intermission so you can review the displays, talk with members of the project team and ask any questions that you may have before we begin the testimony portion of the hearing.

If you would like to make a verbal comment here tonight, fill out a speaker card and please give it to anyone with a nametag during the intermission. If you do not wish to speak at the microphone, you may provide your comments in writing or directly to the court reporter at the comment table. Please keep in mind that the comment period for this hearing will remain open for 14 days. Anyone wishing to submit written statements or other exhibits in place of or in addition to verbal statements, may do so. You have until [November 25, 2024](#)

to postmark or submit comments to become a part of the official hearing transcript. Please see your handout, the display boards, or the project webpage for contact and mailing information. We welcome your spoken or written comments that will help us make this important decision and all comments are weighted equally.

The time is now . We will resume at .

FORMAL COMMENT



FPID No. 437210-01

59

Ladies and gentlemen, we will now begin the public testimony portion of the hearing.

We will not be responding to questions or comments at this time. Our focus tonight is *recording* your verbal comments. However, we will post a summary of the comments received, on the project webpage approximately 30 days following the close of the comment period. If you would like to have additional discussion regarding the project, you may contact me, the project manager, Jack Freeman at the information listed on your handout and on the webpage.

IN-PERSON COMMENT



FPID No. 437210-01

60

In-person speakers, please direct all comments clearly into the microphone and toward the court reporter at all times. This will ensure that your comments are captured accurately for the project record.

Please limit your comment to 3 minutes.

PROCEDURE HERE. Ex: A project staff member will signal when you have a minute left, and they will raise it a second time to signal when your time is up. Once again, we are not responding to questions or comments during testimony.

We will now call on those who have registered to speak in person. We will start with:

(call name on first card)

Please come forward, state your name and address, and if you represent an organization, municipality, or other public body. And so the next person can prepare, the next speaker will be _____.

After all in-person testimony is complete:

Is there anyone else attending in person who has not spoken but would like to speak? ***(Seeing***

no one) We will move to our speakers joining us online.

ONLINE COMMENT



FPID No. 437210-01

61

Now we will call upon those attending online who have signed up to speak.

First we will call upon **(first speaker)**. Please unmute yourself and state your name and address, and if you represent an organization, municipality, or other public body.

And so you can prepare, the next speaker will be _____.

Speaker provides comment.

Thank you for your comment.

(continue through online speakers and call "on-deck" speaker each time.)

Is there anyone else attending online who has not spoken but would like to speak? (*seeing no*

one) We will return to our in-person moderator to close out the hearing.



THANK YOU FOR PARTICIPATING

Please submit any questions or comment by November 25, 2024

Is there anyone who has not spoken who would like to speak?

(Seeing no one...)

Once again, written statements and exhibits in place of or in addition to verbal statements will be accepted and recorded as part of this hearing if postmarked or sent by 14 days after this hearing on November 25, 2024.

After the comment period closes, the project team will compile all comments, and together with the engineering and environmental work that has been done, make a final recommendation that will be submitted to the F D O T

Office of

Environmental Management for approval. If approved, we will publish the results of the study in the Florida Today and post the approval on the project webpage.

All hearing materials, such as the project video, environmental and engineering documents, and informational graphics, have been available to the public online since November 7, 2024. These materials are also available for viewing at the venue here tonight. Additionally, project engineering and environmental documents are available for review at the City of Palm Bay City Hall lobby as well as on the project webpage.

The verbatim transcript of this hearing's proceedings, together with all written statements or exhibits received and all studies, displays, and informational material presented with this hearing, will be made part of the project decision-making process and will be available for public review upon request at the City of Palm Bay City Hall, Palm Bay, Florida.

Thank you for attending this public hearing and for providing your input into this project. It is now (state the time).

I hereby officially close the public hearing for Malabar Road PD&E Study in the

City of Palm Bay and Brevard County, Florida.

Thank you again and have a good evening.