

**ALTERNATIVES BEING CONSIDERED**

- The alternatives being considered involve the following:
- Widening Babcock Street from two to four lanes
  - Adding pedestrian features such as shoulders and sidewalks
  - Adding bicycle lanes
  - Improving intersections at cross streets and adding safety improvements such as pedestrian signals
  - Implementing access management features: median openings, signals, etc.
  - The No-Build or “do nothing” alternative is also being considered

**CONTACT INFORMATION**

For more information about the project or to schedule a group meeting, please contact one of the following:

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**TITLE VI INFORMATION**

Persons with disabilities who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Project Consultant, Jesse Blouin, AICP, by phone at 407-971-8850 or by email at [jblouin@inwoodinc.com](mailto:jblouin@inwoodinc.com), at least seven (7) days prior to the meeting. 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 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 the FDOT District Five Title VI Coordinator, Jennifer Smith, at [jennifer.smith2@dot.state.fl.us](mailto:jennifer.smith2@dot.state.fl.us).

**INTRODUCTION**

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to address capacity and safety issues on Babcock Street/C.R. 507 from south of Micco Road/Deer Run Road to Malabar Road/S.R. 514, a distance of approximately 9 miles. The study limits are shown on the map to the right.

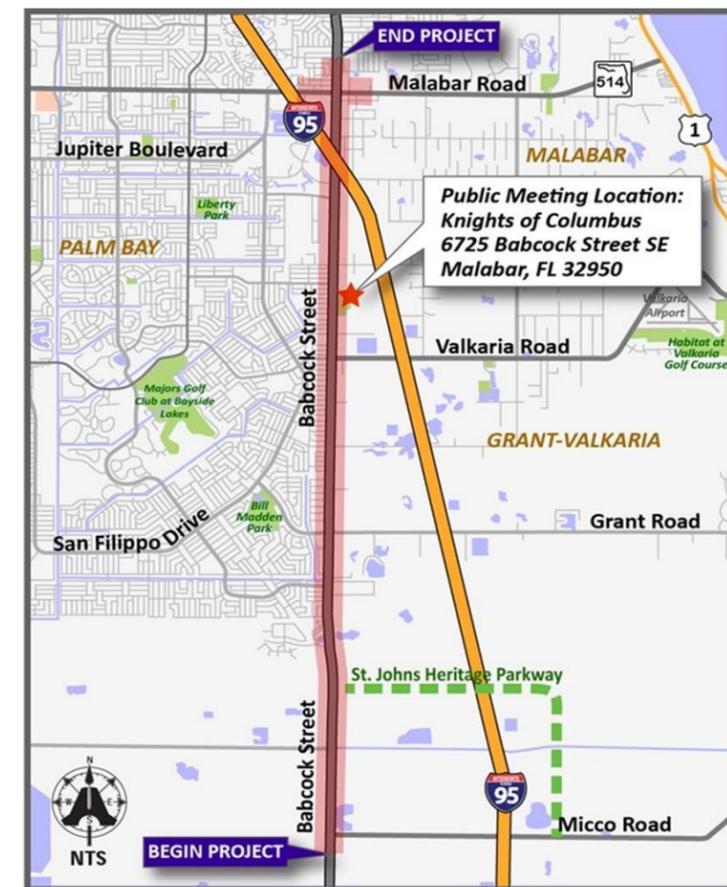
**WHY DO WE NEED THIS PROJECT?**

The PD&E Study is evaluating the existing and future needs of Babcock Street/C.R. 507. By 2040, the majority of the corridor is expected to operate below acceptable conditions. This means the roadway will experience substantial congestion. In addition, segments of Babcock Street have a crash rate higher than the statewide average, further indicating a need for improvements.

**WHAT IS A PD&E STUDY?**

A PD&E Study is a process used by the FDOT to adhere to the National Environmental Policy Act (NEPA) of 1969, which requires agencies who use federal funds to assess environmental effects as part of the decision-making process. This process starts when a transportation need or deficiency is identified. In this case, when analyzing the existing and future conditions along Babcock Street, it was determined traffic volumes, safety, and the lack of bicycle and pedestrian features resulted in a transportation deficiency or a need. To address this need, a PD&E Study includes a combination of engineering evaluations, environmental analysis, and public involvement to develop options, known as alternatives. As shown in the graphic below, a PD&E Study is the first part of the transportation project development process. Following the PD&E Study, if a build alternative is selected, final design will occur, followed by right of way acquisition and construction. The transportation project development process generally takes between 10 and 12 years to complete depending on the availability of funding.

**PROJECT LOCATION MAP**



**ALTERNATIVES PUBLIC MEETING**

An Alternatives Public Meeting is being held to present the alternatives being evaluated and obtain stakeholder input.

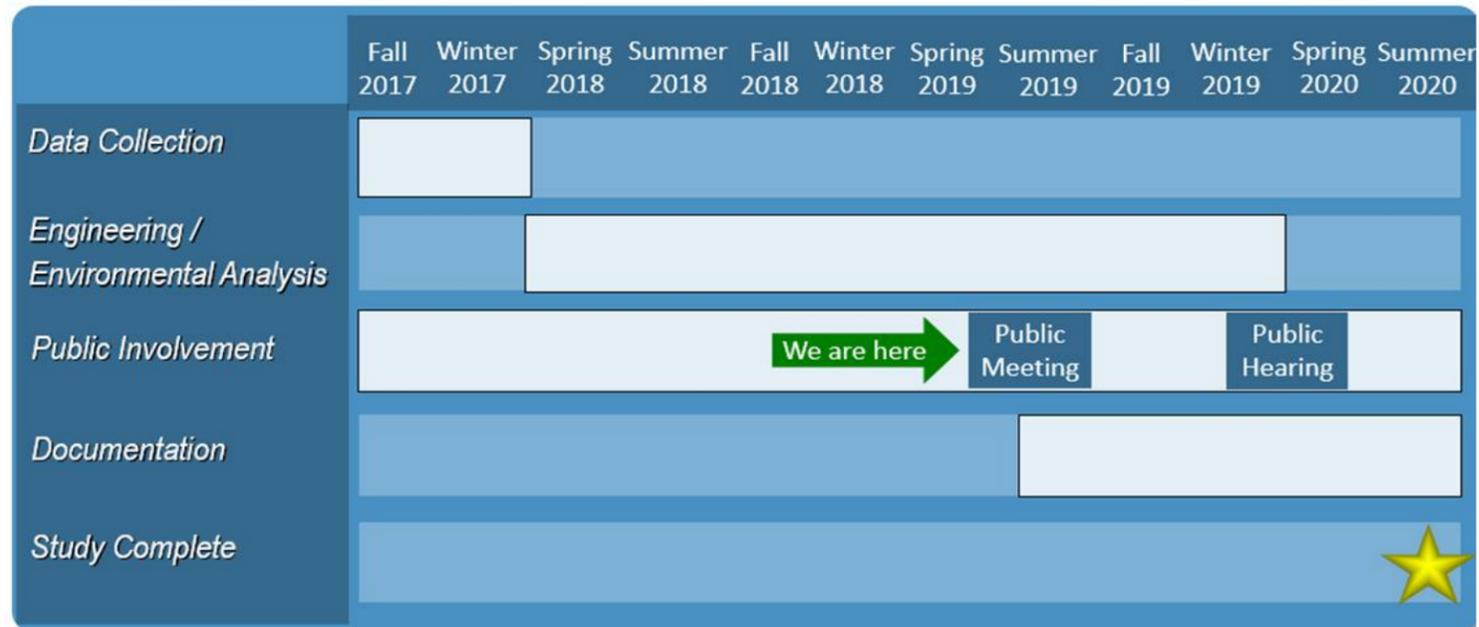
**Date:** Tuesday, July 30, 2019  
**Time:** Open House - 5:30 p.m. to 7:30 p.m.  
**Location:** Knights of Columbus  
 6725 Babcock Street SE  
 Malabar, Florida 32950

The meeting will be an open house. The public is invited to attend at any time between 5:30 and 7:30 p.m. Attendees will have an opportunity to view a presentation, and project materials will be on display. Members of the study team will be available to discuss the project and answer questions.

**WHAT COMES NEXT?**

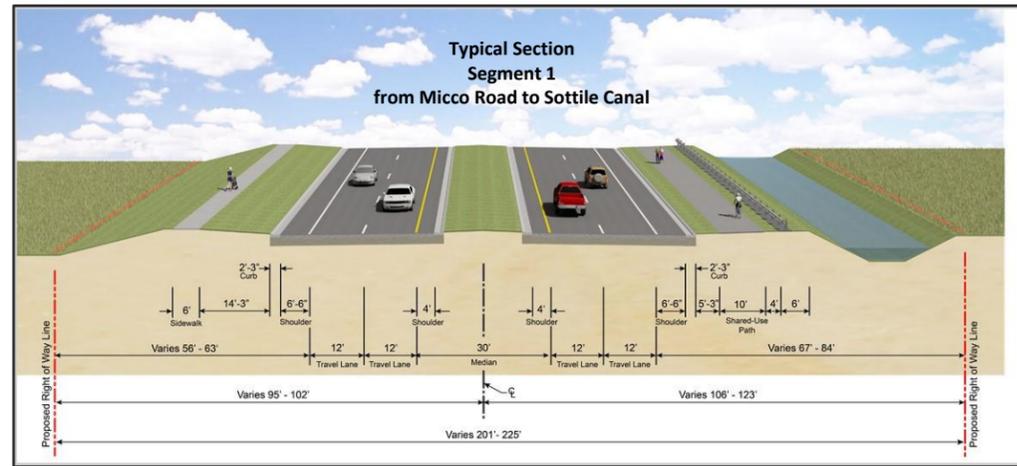
After the meeting, the study team will review and consider all of the input received. A decision will then be made to advance an alternative, including the no-build or “do nothing” option. If a build alternative is selected, it will be refined and presented at a public hearing in the summer of 2020.

**PD&E Study Schedule**



### PROPOSED IMPROVEMENT ALTERNATIVES

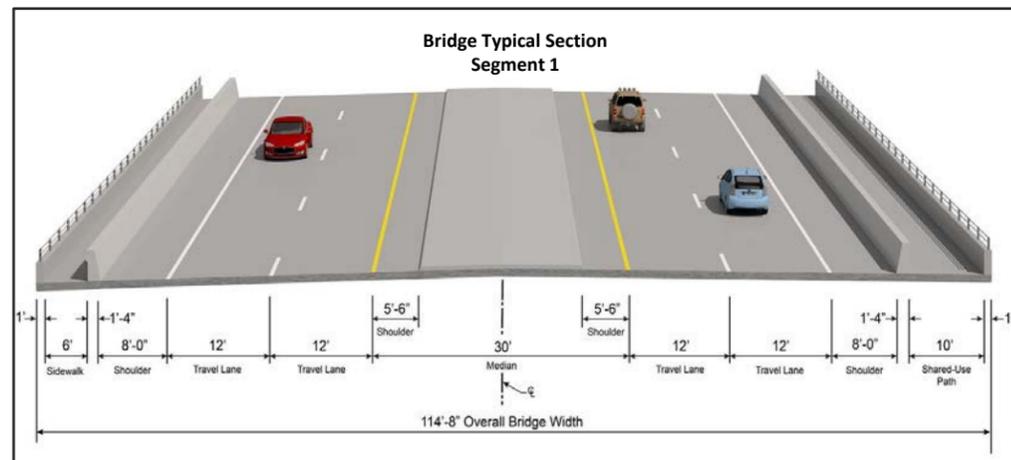
The graphics presented on these pages represent the roadway options, referred to as alternatives, being evaluated as part of the PD&E Study. This includes three roadway typical sections. The first typical section extends from Micco Road to the Sottile Canal and includes a new bridge over the Sottile Canal. The second typical section extends from the Sottile Canal to Valkaria Road. The third typical section extends from Valkaria Road to Malabar Road and includes a new bridge over Interstate 95.



#### TYPICAL SECTION – SEGMENT 1

Segment 1: Babcock Street from Micco Road to the Sottile Canal. This segment includes the following:

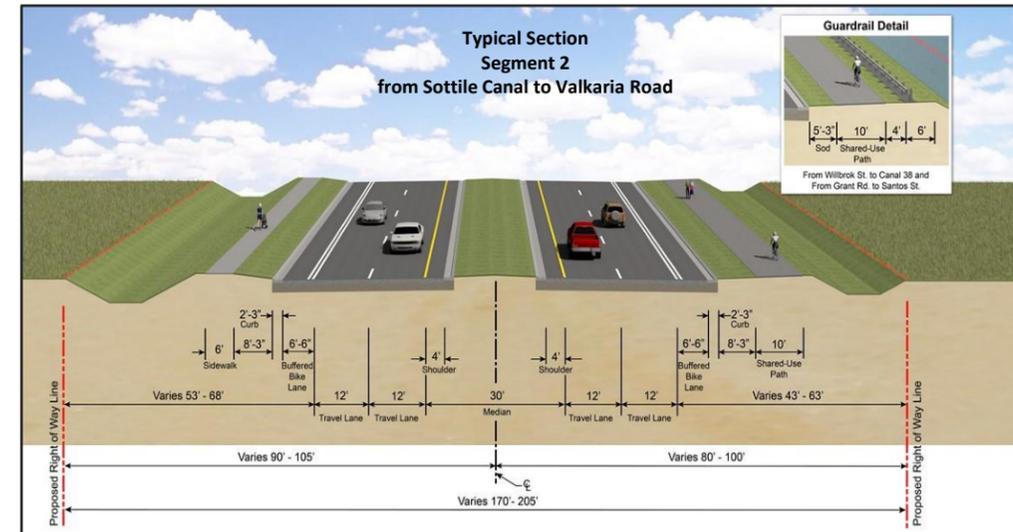
- Two 12' lanes in each direction
- 4' paved inside shoulders
- 6'-6" paved outside shoulder in each direction
- 26' grassed median
- 6' sidewalk on the west side of the road
- 10' shared-use path on the east side of the road



#### BRIDGE TYPICAL SECTION OVER SOTTILE CANAL

The bridge over the Sottile Canal includes the following:

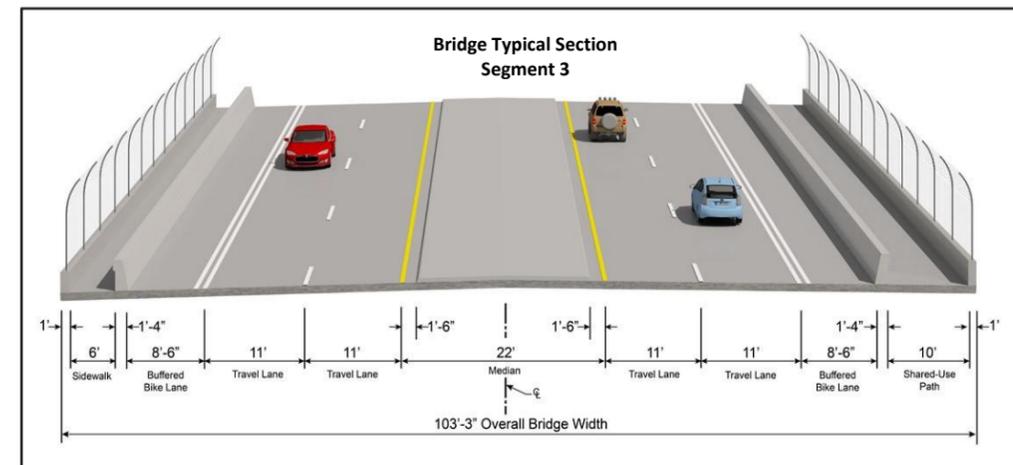
- Two 12' lanes in each direction
- 5'-6" paved inside shoulders
- 8' paved outside shoulders
- 19' raised concrete median
- 6' sidewalk on the west side of the road with a concrete barrier
- 10' shared-use path on the east side of the road with a concrete barrier



#### TYPICAL SECTION – SEGMENT 2

Segment 2: Babcock Street from the Sottile Canal to Valkaria Road. This segment includes the following:

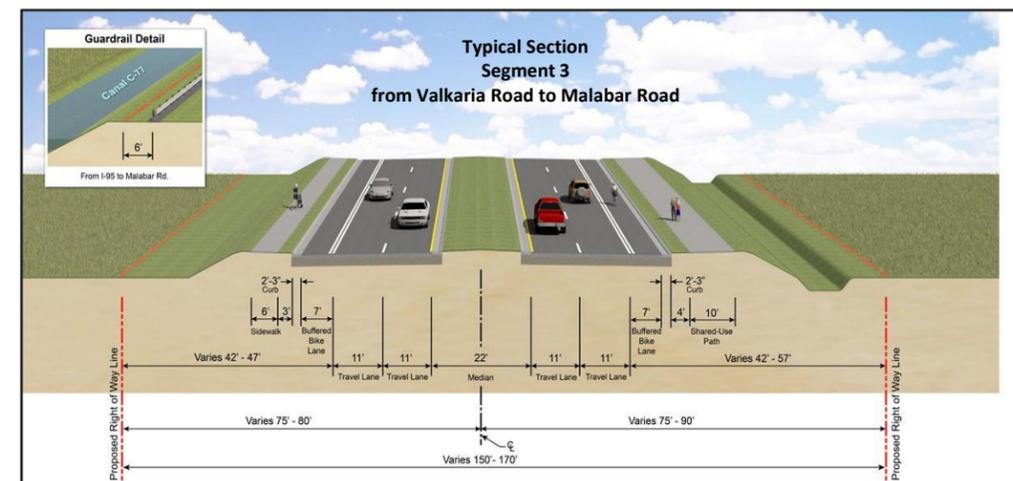
- Two 12' lanes in each direction
- 4' paved inside shoulder
- 6'-6" buffered bike lane in each direction
- 30' grassed median
- 6' sidewalk on the west side of the road
- 10' shared-use path on the east side of the road



#### BRIDGE TYPICAL SECTION OVER INTERSTATE 95

The Segment 3 bridge includes the following:

- Two 11' lanes in each direction
- A 1.5-foot paved shoulder to the
- 19' raised concrete median
- 8'-6" buffered bike lane in both directions
- A 6' sidewalk on the west side of the road with a concrete barrier
- A 10' shared-use path on the east side of the road with a concrete barrier



#### TYPICAL SECTION – SEGMENT 3

Segment 3: Babcock Street from Valkaria Road to Malabar Road. This segment includes the following:

- Two 11' lanes in each direction
- 22' grassed median
- 7' buffered bike lane in each direction
- 6' sidewalk on the west side of the road
- 10' shared-use path on the east side of the road