

## How will we select a recommended design alternative?

All the design alternatives presented accommodate projected future traffic volumes. These alternatives will be evaluated and compared to each other using criteria that give consideration to engineering, physical, environmental, and social impacts, right-of-way needs, cost, and public opinion. A recommended design alternative will become clear based on this evaluation and comparison.

## Local Agency Partners

In addition to receiving public input, we are coordinating with the following local agencies throughout the study:



## What happens after the Alternatives Public Meeting?

We will continue to evaluate all design alternatives and then select a recommended design alternative. A public hearing will be held to present the recommended design alternative along with the "no-build" alternative for public review and comment. The public hearing is expected to be held in February 2016, notices will be sent by U.S. mail and published in *Florida Today*. After the public hearing a decision will be made on whether to proceed with the recommended design alternative or with the "no-build" alternative.

## Who will approve the final PD&E Document?

This study has been classified as a State Environmental Impact Report (SEIR); this means the FDOT District 5 Secretary will provide final acceptance of the study's recommended design or "no-build" alternative. If improvements are recommended and accepted by the Secretary, the proposed transportation project will proceed into future project phases as funding becomes available. Those project phases include: design, right-of-way acquisition, and construction. The design phase is currently funded and scheduled to begin in 2016. The right-of-way acquisition and construction phases are currently unfunded.

## How can you get involved?

Public comments and questions are welcome at any time throughout the study. If you would like to learn more about the study or would like to schedule a small group meeting, please contact one of the following individuals:

### FDOT Project Manager

Ms. Jazlyn Heywood, P.E.

Florida Department of Transportation

719 S. Woodland Boulevard, MS 501

DeLand, Florida 32720

Phone: 386-943-5388

### Consultant Project Manager

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For regular updates about the Clearlake Road PD&E Study, please visit [www.clearlakeroadstudy.com](http://www.clearlakeroadstudy.com). This website will be updated on a regular basis to provide the latest study information. You can also make comments or ask questions through the website, and you can request to be added to the mailing list.



# Clearlake Road PD&E Study

City of Cocoa, FL

FDOT Project Number: 433605-1-22-01



Newsletter No. 2

[www.clearlakeroadstudy.com](http://www.clearlakeroadstudy.com)

September 2015

## Alternatives Public Meeting

**Date:** October 20, 2015

**Time:** 5:30 p.m. to 7:30 p.m.

**Location:** Eastern Florida State College (see map)

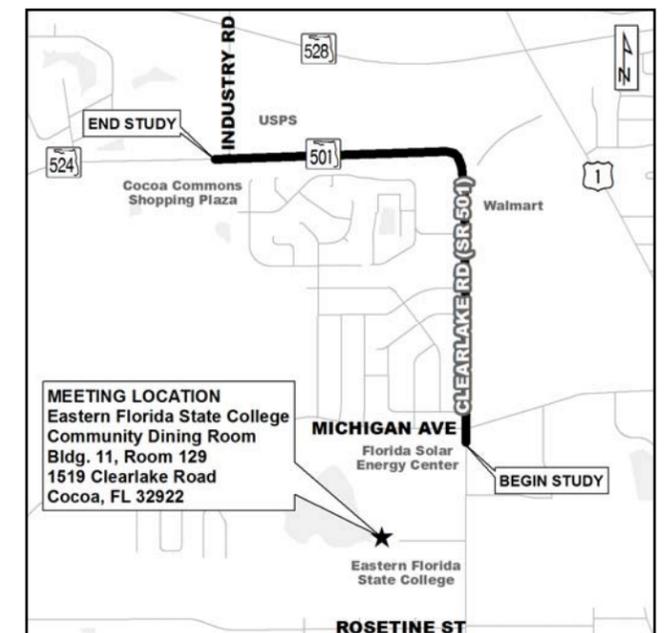
**Format:** Open House

An Alternatives Public Meeting has been scheduled for the Clearlake Road Project Development and Environment (PD&E) study. At this meeting we will present several design alternatives for improving Clearlake Road (State Road 501), from south of Michigan Avenue to west of Industry Road. Attendees may watch a video presentation that will be running on a continuous loop, review study information, and discuss the design alternatives with the study team. This meeting provides interested persons an opportunity to express their views concerning the social, economic and environmental impacts of the proposed design alternatives.

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 5 Title VI Coordinator, by phone at 386-943-5367 or by email at [jennifer.smith@dot.state.fl.us](mailto:jennifer.smith@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 Ms. Jazlyn Heywood, P.E., FDOT Project Manager, at 386-943-5388 or by email at [jazlyn.heywood@dot.state.fl.us](mailto:jazlyn.heywood@dot.state.fl.us) at least seven days before the meeting.

All information presented at the Alternatives Public Meeting will be posted on the study website by October 27, 2015, [www.clearlakeroadstudy.com](http://www.clearlakeroadstudy.com).



### Roadway Typical Section

The four-lane typical section that we are proposing for the entire project requires a minimum of 104 feet of right-of-way. It includes two 11-foot travel lanes in each direction with a 22-foot median, 7-foot bicycle lanes, 6-foot wide sidewalks, and type F curb and gutter. The existing right-of-way varies from 73 feet to 239 feet, so additional right-of-way will be required in some areas to accommodate the proposed improvements and for off-site retention ponds.

### Design Alternatives - Michigan Avenue to Otterbein Avenue

The proposed improvements can be built along three different alignments; west, center and east. Each alignment has different right-of-way impact as shown below. The yellow and green lines represent the proposed minimum 104-foot four-lane typical section.

#### Alternative 1 - West Alignment

Will require additional right-of-way from the west side of Clearlake Road only



#### Alternative 2 - Center Alignment

Will require additional right-of-way from both the east and west side of Clearlake Road



#### Alternative 3 - East Alignment

Will require additional right-of-way from the east side of Clearlake Road only



### Design Alternatives - Otterbein Avenue to Industry Road

This section of Clearlake Road includes a 90-degree turn just north of Walmart. Four alternatives have been developed to realign this existing curve.

**45 MPH Curve:** This option introduces a curve that meets FDOT criteria for a 45 mph design speed. This curve will require additional right-of-way with some impact to the Shoppes of North Cocoa and relocation of the existing BP gas station.



**35 MPH Curve:** This option introduces a curve that meets FDOT criteria for a 35 mph design speed. This curve will require additional right-of-way from the Walmart property and the existing BP gas station (not impacting the building or the station's functions).

**Bulb-Out:** This option introduces a "bulb-out" or "jug handle" type curve that meets FDOT criteria for a 45 mph design speed. This option will require substantial additional right-of-way from the vacant parcel northwest of Walmart.



**Roundabout:** This option consists introduces a roundabout that meets FDOT criteria for a 20 mph design speed. Additional right-of-way will be needed from the vacant parcel north of Walmart.