

South Brevard Trails Master Plan Stakeholder Pre-scoping Meeting

March 2, 2023, 10:00 AM

Town of Malabar

2575 Malabar Road, Malabar, FL 32950

This Reference Document Includes 7 Projects

Submitted to SCTPO in April 2019

AND

Additional Projects for Consideration

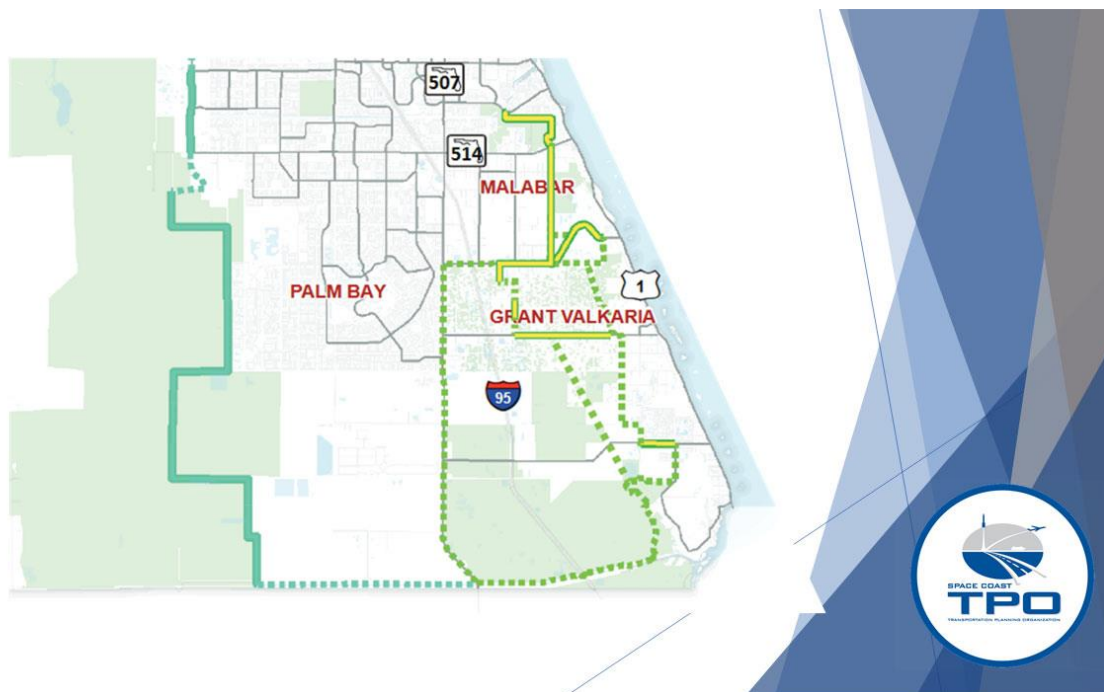


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THIS FORM SHALL BE SUBMITTED FOR ALL PROJECTS
NOT CURRENTLY IN THE FDOT WORK PROGRAM.
FDOT PROJECT INFORMATION APPLICATION FORM

DATE: 4/15/2019

TOM PCT Project 1 - Al Tuttle - Malabar - Grant-Valkaria Paved Connector Trail

1. Project Information:

Project ID (SR, CR, Etc...):

TOM PCT Project 1 - Al Tuttle - Malabar - Grant-Valkaria Paved Connector Trail

From/At (South or West Termini): Lat 27.953735 Lon -80.573681

To (North or East Termini): Lat 28.0002512 Lon -80.573256

County: **Brevard**

Project Length (Miles): **3.36 miles**

Project Type: **Bike/Ped** If *other*, please specify:

2. Title of Project Priority List and Project Ranking:

TOM - Al Tuttle - Malabar - Grant-Valkaria Paved Connector Trail - Pri: 1

Central Florida MPO Alliance List and Project Ranking (if applicable):

N/A

3. Managing Agency Contact Information:

Applicant: **Town of Malabar (TOM)**

Contact Person: **Drew Thompson**

Title: **TOM Trails & Greenways Committee, Chair**

Address: **2725 Malabar Road, Malabar, FL 32950**

Phone Number: **(321) 215-4865**

E-mail Address: **drew.thompson@prosolent.com**

4. Phase(s) Being Requested (double click on box to select appropriate box):

Study PD&E Design

Right-of-way Construction Other:

5. Project Description:a. Project Scope/Description (*please be as detailed as possible*):

This project is one of seven projects being proposed in the spring of 2019 by Town of Malabar via that town's Trails and Greenways Committee (TOM T&GC). Each of the seven projects share a design objective of connecting ADA multimodal trails via limited length but strategic connector segments - each would be a paved connector trail or "PCT". Each project involves utilizing existing ownership of land without need for new land purchases, only cooperative agreements by current owners. Collectively, the seven projects involve a length of less than ten miles (9.85 miles), yet they each effectively provide new level of access to numerous users who currently have no direct connection to the area's extensive trail system and greenways. Four of the projects are fully located between Port Malabar Blvd. and Malabar Rd. from the north & south and between US Highway 1 & Babcock St. from the east & west, respectively. One project starts within the aforementioned area but extends west of Babcock St. The remaining two projects are located south of Malabar Road and are either along Marie St. & Leghorn Rd. or are located between Marie St. & Leghorn Rd. and US Highway 1. Only one project is located completely outside of Town of Malabar in City of Palm Bay and is located slightly west of Malabar's most northwestern point. With the exception of two of the seven, all projects involve a connector trail segment where the starting point is in the Town of Malabar and the destination point is another town. **In the case of this project, the connector town is the Town of Grant-Valkaria (G-V), south of the Town of Malabar.**

This project is for a paved ADA specification trail to mirror the Al Tuttle Trail in design and actually continue the Al Tuttle Trail south from the Sand Hill Trailhead#1, at 1400 Marie St., Malabar. This trail project is not a new concept. It follows the established route of the South Brevard Linear Trail south into Grant-Valkaria. Most of the way, this project follows the Town of Malabar Marie St. ROW; however, in more northerly portions, the paved trail will be located on private property previously designated for public trail use. While mostly to consist of paved trail, the southern portion of the trail, within the TOM Marie St. ROW, will need to consist of an elevated walkway (likely to be constructed of timber) to allow trail users to traverse an area of unimproved TOM ROW that is subject to summer flooding. Since this trail is to be shared with equestrian users, like the Al Tuttle Trail sections within the Malabar Scrub East Sanctuary, this trail design would include a horse path parallel to the pavement. The design of the elevated walkway would need to accommodate horses, as some horses are comfortable with walking on an elevated walkway, others are not and for those others, alternate routes would need to be identified to bypass the wetland area. At the south end of the project, where TOM Marie St. ROW transitions to Grant-Valkaria Marie St. becomes Leghorn, ROW use for the paved trail will need to be coordinated with G-V.

b. What fiscal year will this project be ready for production/construction:

Work Type	What Fiscal Year will each phase be complete or ready for production/construction?
Planning Development (Corridor or Feasibility Study)	
Project Development and Environment Study (PD&E)	2020
Design	
Right-of-way Acquisition	
Construction/CEI	
Other	

Please state the purpose and need for this project.

NOTE: *If a study was done, then please provide a copy of the study. If no study was done, please provide documentation to support the need of the project and that the proposed improvements will address the issue.*

The purpose of this project is to ascertain key design parameters of project so that components of specific metrics can be projected with project prerequisites, intercedences, time requirements, and cost projections - to provide the predictable factors necessary to determine project viability, project schedule and funding needs.

The need for this project is to provide ADA multimodal trail connection to the existing South Brevard Linear Trail System - specifically, the AI Tuttle Trail and is supported by paved connector trail use observed and documented by Brevard County via field management reports by EEL Pgm staff with regard to the existing paved portions of the AI Tuttle Trail.

c. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

Yes, while portions of this project are more than 5 but less than 10 miles from Melbourne Orlando International Airport, to the north, the south portion of this connector trail is less than one mile from Grant-Valkaria Airport.

d. Is this facility a designated SIS corridor, connector, or hub or adjacent to a SIS facility?

No

e. Identify and locate where any transit routes and/or facilities (e.g. stops, shelters, park and ride lots, intermodal centers, and rail stations) are located within the project limits.

Near the north end of the scope of this project, Space Coast Area Transit System currently provides multiple stops on Malabar Blvd., at Palm Bay Community Hospital and may in the future consider a stop near the Malabar Community Park, located east of the hospital, also on Malabar Rd.

f. If transit service is present within the project limits, describe:

Project involves paved multi-modal trail involving greenways bordered to the north by Port Malabar Blvd. and to the south by Malabar Rd. Both of these roadways are at least partially served by active routes of the Space Coast Area Transit System.

- (1) any potential impacts, including to service provision, and/or proposed improvements, and,

Fruition of the final phases of this project, as materializing in the identified multimodal connectivity segment that is not present today will significantly change the connectivity dynamic of the local area.

This project of Al Tuttle - Malabar - Grant-Valkaria Paved Connector Trail will have a significant beneficial impact all of south Brevard county but will especially benefit Town of Grant-Valkaria residents as it will connect the vast Jordan Scrub and Malabar Scrub East & West Sanctuaries to Grant-Valkaria. It would also effectively provide convenient connection to Turkey Creek Sanctuary, the Palm Bay Public Library, and the Palm Bay Community Center, to residents of southern Malabar and Grant-Valkaria. An additional major benefit would be to those folks would be increased ease of travel by bicycle to the Harris Government Communication Systems Office Building in City of Palm Bay. Since the Harris office building employees up to 1,400 individuals, it is anticipated that this connection would open bicycle travel to and from work as being viable for many people.

- (2) collaboration efforts and opportunities with the transit service provider.

Availability of this additional multi-modal trail in southeast Brevard County - if serviced further through additional routes of the Space Coast Area Transit System could provide greenway access to Brevard residents wishing to hike and/or bike in vast natural settings not currently accessible via Florida's current SIS System. Space Coast Area Transit has a strong working relationship with the Brevard County Department of Tourism. Accordingly, as ecotourism grows in the Malabar realm system of Greenways and Trails, additional service routes and/or stops may be considered to facilitate transit system users to have access to the less populated environmentally significant areas for recreation.

g. Is this project within the Federal Aid system? **No**
(If yes, FDOT staff needs to verify and check here)

6. Consistency with Local and MPO Plans

a. Is the applicant the maintaining agency? **Yes**
If not, supporting documentation from the maintaining agency approving the project must be provided.

b. Is this project consistent with the Local Government Comprehensive Plan? **Yes**
If yes, please attach a copy of the page in the Comprehensive Plan.

If no, please state when an amendment will be processed to include the project in the Plan.

Please see Document: [TOM Comp Plan Chapter_7 pg1 - Recreational & Open Space Elements.pdf](#)

CHAPTER SEVEN

RECREATION AND OPEN SPACE ELEMENT

PURPOSE

The Recreation and Open Space Element of the Malabar Comprehensive Plan addresses recreation and open space planning issues for the Town. Statements of a goal, objectives and policies for guiding the Town's implementation actions conclude the element. It is the intent of the Town that this plan element sets forth a comprehensive framework for guiding decisions on public policy and capital improvements for recreation facilities and programs in a manner consistent with the Town's goals and objectives.

The Town of Malabar is situated in the southeast section of Brevard County. The Recreation and Open Space Element of the Town's Comprehensive Plan is a reflection of the town's location and desire to preserve and provide access to the open spaces and recreational opportunities afforded in this area of Florida.

Recreation and Open Space

The first component of the Element is the Town's focus on the conservation of and public access to environmentally sensitive lands and habitats. The Town has been an important partner to the Brevard County Environmentally Endangered Lands (EEL) program which has set aside approximately 912 acres of wetland and upland community habitats within the Town. In conjunction with Brevard County's EEL program and the Brevard Metropolitan Planning Organization (MPO), the Town has assisted in the development of a countywide trail system that links conservation lands, parks, and open spaces. The Brevard Greenways and Trails Master Plan is a proposed a multimodal system of urban connector trails that utilize existing right of way as well as greenway trails with their own right of way in less developed areas. Included in the Greenways and Trails Master Plan proposal is a 22-mile South Brevard Linear Trail linking Malabar's endangered lands with neighboring communities. The Malabar Scrub Sanctuary and Jordan Scrub Sanctuary – both EEL program lands located within the Malabar Town limits – are along this proposed multi-use corridor to be renamed after the late conservationist Al Tuttle. In Malabar, a bicycle path is already being planned along Marie Street, which connects the two sanctuaries.

The second component of the Element is access to the Indian River Lagoon (IRL). While the Town does not have Atlantic Ocean frontage, its eastern border is the IRL. The IRL offers many potential recreational and economic benefits to the communities along its banks. While the IRL extends along the entire eastern border of the Town, the Town does not own any land along the IRL and therefore has been unable to provide public access to the IRL.

EXISTING CONDITIONS AND DATA

Level of Service Analysis

The Town has adopted a Level of Service of five (5) acres of park and recreation lands per 1,000 residents. As can be seen in the following table, the Town will continue to meet this level of service through 2030. The existing park space is based upon Town-owned parks and open space. It does not include parks and spaces leased by the Town.

Town of Malabar		August 2009
Comprehensive Plan	7-1	Recreation and Open Space Element

- c. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)?

N/A

If yes, please attach a copy of the page in the LRTP.

If no, please state when an amendment will be done to include the project in the LRTP (if applicable).

This application effort is the initial recognition of this project with costs, design, and feasibility factors to be determined by the study.

7. Other Information:

- a. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process? Full Certification

It is important to note that while the location of the beginning point of this project originates in Town of Malabar, the ending point of the project is in the connecting town: Town of Grant Valkaria. It is anticipated that through a new cooperative effort among Town of Malabar, Town of Grant-Valkaria, and City of Palm Bay, City of Palm Bay will offer to sponsor the project logistics with regard to use of that city's LAP Full Certification. A similar cooperative agreement for such was done between Town of Malabar and City of Palm in the Al Tuttle Trail design and construction.

If the agency is currently certified, has the required LAP training been completed? Yes

City of Palm Bay LAP training as required for LAP Certification has been completed.

NOTE: *Right of Way (R/W) is not a project phase that a local agency becomes certified; therefore, FDOT is required to provide oversight on any R/W phase. R/W acquisition includes License Agreements, Encroachment Agreements (Florida Gas Transmission - FGT), Perpetual Easements, Temporary construction easements, and Donations therefore must be treated in the same manner as a fee acquisition. i.e.: survey, mapping, parcel identification. All have value and the owners are entitled to compensation, unless voluntarily waived in writing per the Uniform Act.*

- b. Is there sufficient R/W to construct the proposed improvements owned by the Local Agency that will construct the project? If yes, please provide proof of ownership (R/W Certification, R/W Maps, Executed Deed/Easement documents). If no, please provide an exhibit visually depicting the new right of way area anticipated for the project together with a spreadsheet providing the tax id # of each impacted parcel and approximate size of the new acquisition area for each impacted parcel. (Examples of each exhibit can be provided, if necessary, by contacting the District 5, Right of Way Cost Estimate Coordinator.)

As researched via the www.bcpao.us Brevard County Property Appraiser site, ownership of project location is identified as primarily being part of the ROW of Town of Malabar for all of the Marie St.

portion and a short distance of Leghorn Rd. where Marie St. becomes Leghorn prior to the border with Grant-Valkaria. The ROW of Leghorn Rd. then becomes part of the ROW of Town of Grant-Valkaria and continues as such to the end of the project, at Valkaria Rd., in Grant-Valkaria at the southernmost point.

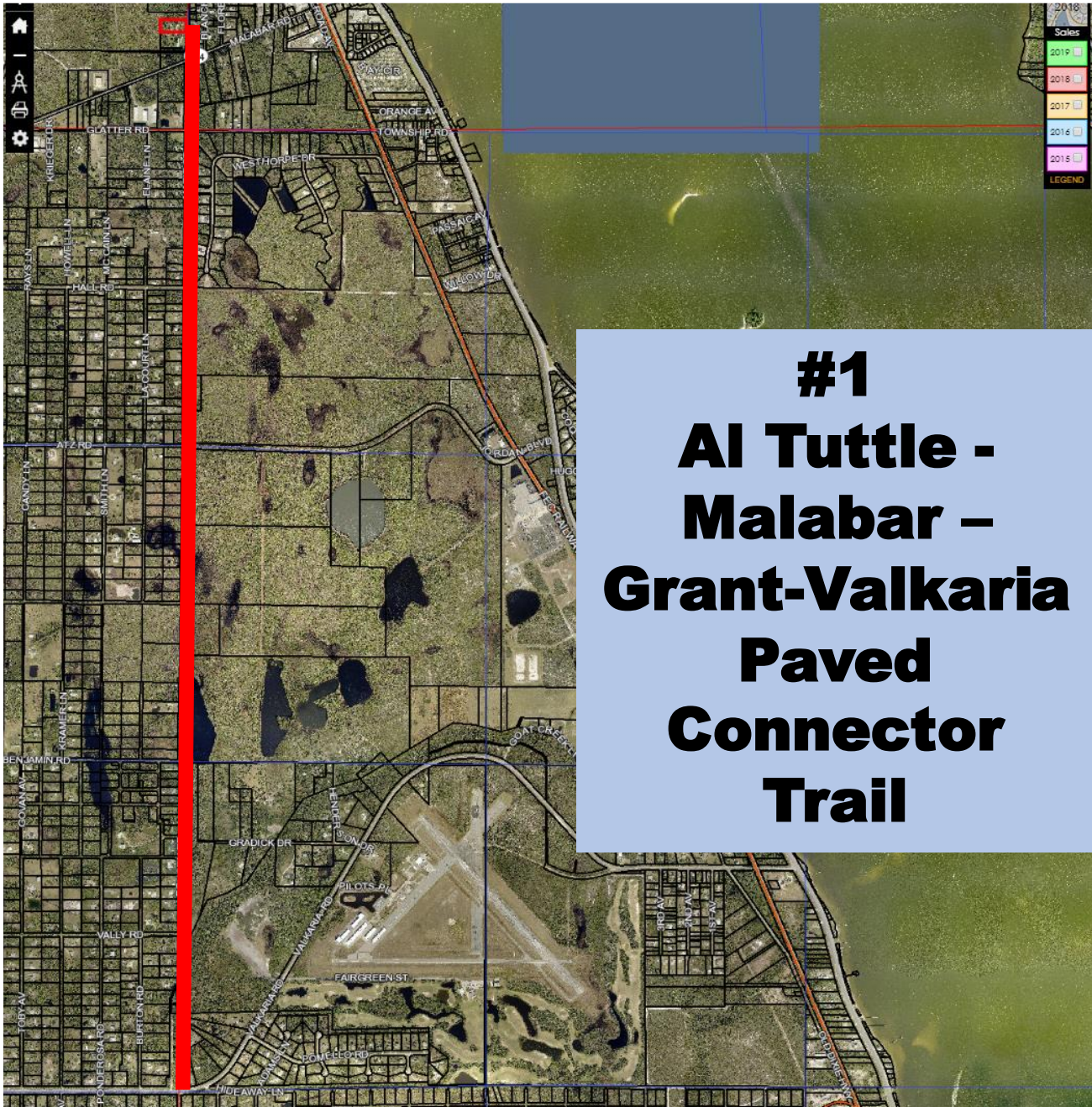
If R/W is going to be required, please coordinate with FDOT’s Survey and Mapping, Design Support/Cost Estimates and R/W department staff. Explain your agency’s process for hiring an appraiser, doing title work and creating conveyance documents. Share your staff’s experience in acquiring property by federal and state guidelines including eminent domain experience your agency’s legal staff has.

Provide an estimate of the total cost of the project phase(s) and attach supporting documents that supports the requested phase estimate (i.e. man-hour estimate and rates, equipment cost and right of way cost).

Work Type	Phase Complete?	Responsible Agency (Who performed or who will perform the work?)	Procurement Method? Agency Staff Advertise (consultant) Continuing Services	Project Cost Estimate
Planning Development (Corridor or Feasibility Study)	No		Choose an item.	\$
Project Development and Environment Study (PD&E)	No		Choose an item.	\$
Design	Not started		Choose an item.	\$
Right-of-way Acquisition	No		Choose an item.	\$
Construction	No		N/A	\$
CEI	No		Choose an item.	\$
Other:	N/A		Choose an item.	\$
Total Project Cost Estimate:	\$			

- **Include a map showing location of the area of interest. Label important features, roadways, or additional description to help FDOT identify the location and understand the nature of the project.**
- **When requesting the Construction phase please include the following documents or status:**
 - Signed and sealed plans
 - Engineer’s estimate
 - Bid Documents and Specifications Package
 - Signed LAP Construction Checklist
 - Right of Way Certification
 - Environmental Certification

- All necessary permits





THIS FORM SHALL BE SUBMITTED FOR ALL PROJECTS
NOT CURRENTLY IN THE FDOT WORK PROGRAM.
FDOT PROJECT INFORMATION APPLICATION FORM

DATE: 4/15/2019

TOM PCT Project 2 - Tillman Canal North-South Paved Connector Trail

1. Project Information:

Project ID (SR, CR, Etc...):

TOM PCT Project 2 - Tillman Canal North-South Paved Connector Trail

From/At (South or West Termini): Lat 27.998496 Lon -80.605683

To (North or East Termini): Lat 28.018776 Lon -80.605588

County: Brevard

Project Length (Miles): 1.41 miles

Project Type: Bike/Ped If other, please specify:

2. Title of Project Priority List and Project Ranking:

TOM - Tillman Canal North-South Paved Connector Trail - Pri: 2

Central Florida MPO Alliance List and Project Ranking (if applicable):

N/A

3. Managing Agency Contact Information:

Applicant: Town of Malabar (TOM)

Contact Person: Drew Thompson

Title: TOM Trails & Greenways Committee, Chair

Address: 2725 Malabar Road, Malabar, FL 32950

Phone Number: (321) 215-4865

E-mail Address: drew.thompson@prosolent.com

4. Phase(s) Being Requested (double click on box to select appropriate box):

- Study

 PD&E

 Design
 Right-of-way

 Construction

 Other:

5. Project Description:

h. Project Scope/Description (*please be as detailed as possible*):

This project is one of seven projects being proposed in the spring of 2019 by Town of Malabar via that town's Trails and Greenways Committee (TOM T&GC). Each of the seven projects share a design objective of connecting ADA multimodal trails via limited length but strategic connector segments - each would be a paved connector trail or "PCT". Each project involves utilizing existing ownership of land without need for new land purchases, only cooperative agreements by current owners. Collectively, the seven projects involve a length of less than ten miles (9.85 miles), yet they each effectively provide new level of access to numerous users who currently have no direct connection to the area's extensive trail system and greenways. Four of the projects are fully located between Port Malabar Blvd. and Malabar Rd. from the north & south and between US Highway 1 & Babcock St. from the east & west, respectively. One project starts within the aforementioned area but extends west of Babcock St. The remaining two projects are located south of Malabar Road and are either along Marie St. & Leghorn Rd. or are located between Marie St.& Leghorn Rd. and US Highway 1. Only one project is located completely outside of Town of Malabar in City of Palm Bay and is located slightly west of Malabar's most northwestern point. With the exception of two of the seven, all projects involve a connector trail segment where the starting point is in the Town of Malabar and the destination point is another town. **In the case of this project, the starting point town is the Town of Malabar and connector town is actually a city... the City of Palm Bay, north of the Town of Malabar.**

This project is for a paved ADA specification trail (like the Al Tuttle Trail) to run from the public sidewalk anticipated to be located on the north side of Malabar Road at the FPL Powerline, running under / along the FPL powerline north to Tillman Canal (south shore) with new pedestrian / bicycle bridge to cross canal, continuing trail north from north shore of Tillman canal to Port Malabar Road (site of existing pedestrian crossing aligned with existing paved trail north to Harris).

Almost all of the land involved is understood to belong to FPL; however, portions of the segment, including the pedestrian / bicycle bridge would be located within the land that falls under the management of the Melbourne-Tillman Water Control District. It is believed that FPL will be interested in cooperating as the resulting paved trail would help to minimize FPL maintenance costs involved in keeping a jeep trail viable under its powerline. FPL involvement would be sought on the merits of paralleling the paved trail now existing to the north of the crossing where this project is designated to end. Cooperation by the Melbourne-Tillman Water Control District is anticipated as the existence of a properly designed pedestrian / bicycle bridge located at a safe distance from the spillway should

reduce risk levels related to illegal canal crossings along the spillway weir structure not designed to be crossed by pedestrians or cyclists.

It important to note that the existence of a pedestrian bridge across the Tillman Canal, with connections to the vast trail system to the south and the Harris Government Communication Systems Office Building to the north would increase property values of homes located north and south of the Tillman Canal.

i. What fiscal year will this project be ready for production/construction:

Work Type	What Fiscal Year will each phase be complete or ready for production/construction?
Planning Development (Corridor or Feasibility Study)	
Project Development and Environment Study (PD&E)	2020
Design	
Right-of-way Acquisition	
Construction/CEI	
Other	

Please state the purpose and need for this project.

NOTE: *If a study was done, then please provide a copy of the study. If no study was done, please provide documentation to support the need of the project and that the proposed improvements will address the issue.*

The purpose of this project is to ascertain key design parameters of project so that components of specific metrics can be projected with project prerequisites, interdependencies, time requirements, and cost projections - to provide the predictable factors necessary to determine project viability, project schedule and funding needs.

The need for this project is to provide ADA multimodal trail connection to the existing South Brevard Linear Trail System - specifically, the AI Tuttle Trail and is supported by paved connector trail use observed and documented by Brevard County via field management reports by EEL Pgm staff with regard to the existing paved portions of the AI Tuttle Trail.

j. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

No, however, portions of this project are less than 10 miles from Melbourne Orlando International Airport, to the north and less than 10 miles to Grant-Valkaria Airport, to the south.

k. Is this facility a designated SIS corridor, connector, or hub or adjacent to a SIS facility?

No.

l. Identify and locate where any transit routes and/or facilities (e.g. stops, shelters, park and ride lots, intermodal centers, and rail stations) are located within the project limits.

Near the north end of the scope of this project, Space Coast Area Transit System currently provides multiple stops on Port Malabar Blvd. Reciprocally, near the south end of the scope of this project, Space Coast Area Transit System currently provides a stop at Port Malabar Blvd and may in the future consider a stop near the Malabar Community Park, located on Port Malabar Blvd., near the south end of the scope of this project.

m. If transit service is present within the project limits, describe:

Project involves paved multi-modal trail involving greenways bordered to the north by Port Malabar Blvd. and to the south by Malabar Rd. Both of these roadways are at least partially served by active routes of the Space Coast Area Transit System.

- (1) any potential impacts, including to service provision, and/or proposed improvements, and,

Fruition of the final phases of this project, as materializing in the identified multimodal connectivity segment that is not present today will significantly change the connectivity dynamic of the local area.

This project of Tillman Canal North-South Paved Connector Trail will have a significant beneficial impact all of south Brevard county but will especially benefit City of Palm Bay residents and Town of Malabar residents who live south of the Tillman Canal. Because this project includes a new bicycle / pedestrian bridge across the Tillman Canal, for those living on the south side of the Tillman Canal, it would effectively provide convenient connection to Turkey Creek Sanctuary, the Palm Bay Public Library, and the Palm Bay Community Center. Of course, for those living on the north side of the Tillman Canal, it would effectively provide convenient connection to the trail system and greenway areas to the south, along with connection to the planned trail along the Tillman Canal which could connect to the popular Grapefruit Trails and future mountain biking park west of Babcock St., in City of Palm Bay. An additional major benefit would be to those on the south side of the Tillman Canal who seek to travel by bicycle to the Harris Government Communication Systems Office Building in City of Palm Bay and wish to minimize their risk of sharing the road with vehicles. Since the Harris office building employees up to 1,400 individuals, it is anticipated that this connection would open bicycle travel to and from work as being viable for many people. One more major benefit would be that this project would provide a connection to the planned multimodal trail planned to be located along the north side of Malabar Rd. as part of the FDOT SR 514 PD&E plan. When that connection is made, those living in western Palm Bay, too, would have bicycle commuting access to the Harris Government Communication Systems Office Building in City of Palm Bay.

- (2) collaboration efforts and opportunities with the transit service provider.

Availability of this additional multimodal trail in southeast Brevard County - if serviced further through additional routes of the Space Coast Area Transit System could provide greenway access to Brevard residents wishing to hike and/or bike in vast natural settings not currently accessible via Florida's current SIS System.

- n. Is this project within the Federal Aid system? **No**
(If yes, FDOT staff needs to verify and check here)

6. Consistency with Local and MPO Plans

- d. Is the applicant the maintaining agency? **Yes**
If not, supporting documentation from the maintaining agency approving the project must be provided.
- e. Is this project consistent with the Local Government Comprehensive Plan? **Yes**
If yes, please attach a copy of the page in the Comprehensive Plan.
If no, please state when an amendment will be processed to include the project in the Plan.

Please see Document: [TOM Comp Plan Chapter_7 pg1 - Recreational & Open Space Elements.pdf](#)

CHAPTER SEVEN

RECREATION AND OPEN SPACE ELEMENT

PURPOSE

The Recreation and Open Space Element of the Malabar Comprehensive Plan addresses recreation and open space planning issues for the Town. Statements of a goal, objectives and policies for guiding the Town's implementation actions conclude the element. It is the intent of the Town that this plan element sets forth a comprehensive framework for guiding decisions on public policy and capital improvements for recreation facilities and programs in a manner consistent with the Town's goals and objectives.

The Town of Malabar is situated in the southeast section of Brevard County. The Recreation and Open Space Element of the Town's Comprehensive Plan is a reflection of the town's location and desire to preserve and provide access to the open spaces and recreational opportunities afforded in this area of Florida.

Recreation and Open Space

The first component of the Element is the Town's focus on the conservation of and public access to environmentally sensitive lands and habitats. The Town has been an important partner to the Brevard County Environmentally Endangered Lands (EEL) program which has set aside approximately 912 acres of wetland and upland community habitats within the Town. In conjunction with Brevard County's EEL program and the Brevard Metropolitan Planning Organization (MPO), the Town has assisted in the development of a countywide trail system that links conservation lands, parks, and open spaces. The Brevard Greenways and Trails Master Plan is a proposed a multimodal system of urban connector trails that utilize existing right of way as well as greenway trails with their own right of way in less developed areas. Included in the Greenways and Trails Master Plan proposal is a 22-mile South Brevard Linear Trail linking Malabar's endangered lands with neighboring communities. The Malabar Scrub Sanctuary and Jordan Scrub Sanctuary – both EEL program lands located within the Malabar Town limits – are along this proposed multi-use corridor to be renamed after the late conservationist Al Tuttle. In Malabar, a bicycle path is already being planned along Marie Street, which connects the two sanctuaries.

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EXISTING CONDITIONS AND DATA

Level of Service Analysis

The Town has adopted a Level of Service of five (5) acres of park and recreation lands per 1,000 residents. As can be seen in the following table, the Town will continue to meet this level of service through 2030. The existing park space is based upon Town-owned parks and open space. It does not include parks and spaces leased by the Town.

Town of Malabar		August 2009
Comprehensive Plan	7-1	Recreation and Open Space Element

- f. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)?
N/A

If yes, please attach a copy of the page in the LRTP.

If no, please state when an amendment will be done to include the project in the LRTP (if applicable).

This application effort is the initial recognition of this project with costs, design, and feasibility factors to be determined by the study.

7. Other Information:

- c. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process? Full Certification

It is important to note that while the location of the beginning point of this project originates in Town of Malabar, the ending point of the project, (and most of the area involving the project) is in the connecting city: City of Palm Bay. Accordingly, it is anticipated that through a cooperative effort between Town of Malabar and City of Palm Bay, the later entity will offer to sponsor the project logistics with regard to use of that city's LAP Full Certification. A similar cooperative agreement for such was done between Town of Malabar and City of Palm in the AI Tuttle Trail design and construction.

If the agency is currently certified, has the required LAP training been completed? Yes

City of Palm Bay LAP training as required for LAP Certification has been completed.

NOTE: *Right of Way (R/W) is not a project phase that a local agency becomes certified; therefore, FDOT is required to provide oversight on any R/W phase. R/W acquisition includes License Agreements, Encroachment Agreements (Florida Gas Transmission - FGT), Perpetual Easements, Temporary construction easements, and Donations therefore must be treated in the same manner as a fee acquisition. i.e.: survey, mapping, parcel identification. All have value and the owners are entitled to compensation, unless voluntarily waived in writing per the Uniform Act.*

- d. Is there sufficient R/W to construct the proposed improvements owned by the Local Agency that will construct the project? If yes, please provide proof of ownership (R/W Certification, R/W Maps, Executed Deed/Easement documents). If no, please provide an exhibit visually depicting the new right of way area anticipated for the project together with a spreadsheet providing the tax id # of each impacted parcel and approximate size of the new acquisition area for each impacted parcel. (Examples of each exhibit can be provided, if necessary, by contacting the District 5, Right of Way Cost Estimate Coordinator.)

As researched via the www.bcpao.us Brevard County Property Appraiser site, ownership of project location is identified as being Florida Power & Light (FPL), with the exception of where the FPL powerline crosses the Melbourne-Tillman Canal. At that point, the property for the project, including future location of a planned bicycle and pedestrian bridge at the location, fall under the jurisdiction of the Melbourne-Tillman Water Control District.

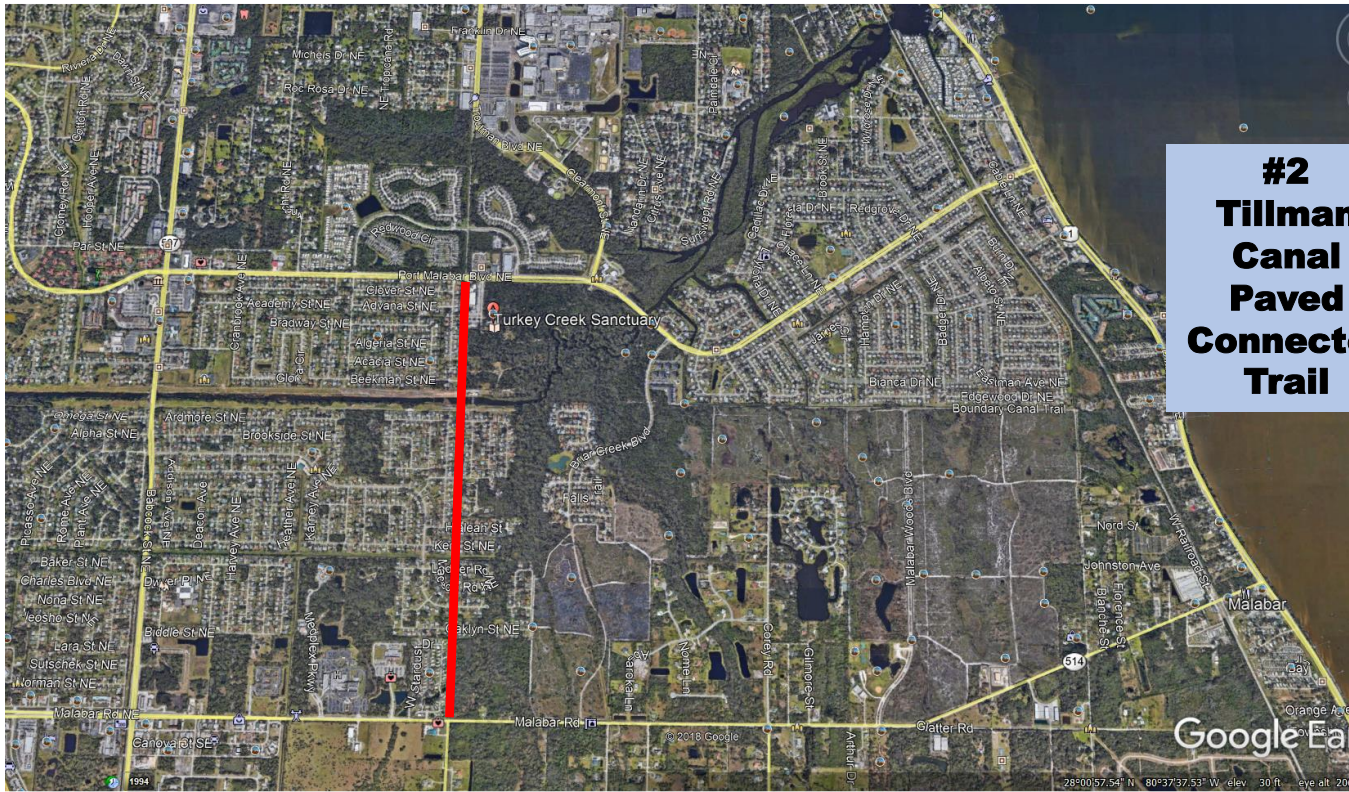
If R/W is going to be required, please coordinate with FDOT's Survey and Mapping, Design Support/Cost Estimates and R/W department staff. Explain your agency's process for hiring an appraiser, doing title work and creating conveyance documents. Share your staff's experience in acquiring property by federal and state guidelines including eminent domain experience your agency's legal staff has.

Provide an estimate of the total cost of the project phase(s) and attach supporting documents that supports the requested phase estimate (i.e. man-hour estimate and rates, equipment cost and right of way cost).

Work Type	Phase Complete?	Responsible Agency (Who performed or who will perform the work?)	Procurement Method? Agency Staff Advertise (consultant) Continuing Services	Project Cost Estimate
Planning Development (Corridor or Feasibility Study)	No		Choose an item.	\$
Project Development and Environment Study (PD&E)	No		Choose an item.	\$
Design	Not started		Choose an item.	\$
Right-of-way Acquisition	N/A		Choose an item.	\$
Construction	No		N/A	\$
CEI	No		Choose an item.	\$
Other:	N/A		Choose an item.	\$
Total Project Cost Estimate:	\$			

- **Include a map showing location of the area of interest. Label important features, roadways, or additional description to help FDOT identify the location and understand the nature of the project.**
- **When requesting the Construction phase please include the following documents or status:**
 - Signed and sealed plans
 - Engineer's estimate
 - Bid Documents and Specifications Package
 - Signed LAP Construction Checklist
 - Right of Way Certification

- Environmental Certification
- All necessary permits





THIS FORM SHALL BE SUBMITTED FOR ALL PROJECTS
NOT CURRENTLY IN THE FDOT WORK PROGRAM.
FDOT PROJECT INFORMATION APPLICATION FORM

DATE: 4/15/2019

TOM PCT Project 3 - Turkey Creek Paved Connector Trail

1. Project Information:

Project ID (SR, CR, Etc...): TOM PCT Project 3 - Turkey Creek Paved Connector Trail

From/At (South or West Termini): Lat 28.92394 Lon -80.573069

To (North or East Termini): Lat 28.030721 Lon -80.582339

County: Brevard

Project Length (Miles): 1.42 miles

Project Type: Bike/Ped If other, please specify:

2. Title of Project Priority List and Project Ranking:

Central Florida MPO Alliance List and Project Ranking (if applicable):

TOM - Turkey Creek Paved Connector Trail - Pri: 3

3. Managing Agency Contact Information:

Applicant: Town of Malabar (TOM)

Contact Person: Drew Thompson

Title: TOM Trails & Greenways Committee, Chair

Address: 2725 Malabar Road, Malabar, FL 32950

Phone Number: (321) 215-4865

E-mail Address: drew.thompson@prosolent.com

4. Phase(s) Being Requested (double click on box to select appropriate box):

Study

PD&E

Design

- Right-of-way Construction Other:

5. Project Description:

o. Project Scope/Description (*please be as detailed as possible*):

This project is one of seven projects being proposed in the spring of 2019 by Town of Malabar via that town's Trails and Greenways Committee (TOM T&GC). Each of the seven projects share a design objective of connecting ADA multimodal trails via limited length but strategic connector segments - each would be a paved connector trail or "PCT". Each project involves utilizing existing ownership of land without need for new land purchases, only cooperative agreements by current owners. Collectively, the seven projects involve a length of less than ten miles (9.85 miles), yet they each effectively provide new level of access to numerous users who currently have no direct connection to the area's extensive trail system and greenways. Four of the projects are fully located between Port Malabar Blvd. and Malabar Rd. from the north & south and between US Highway 1 & Babcock St. from the east & west, respectively. One project starts within the aforementioned area but extends west of Babcock St. The remaining two projects are located south of Malabar Road and are either along Marie St. & Leghorn Rd. or are located between Marie St.& Leghorn Rd. and US Highway 1. Only one project is located completely outside of Town of Malabar in City of Palm Bay and is located slightly west of Malabar's most northwestern point. With the exception of two of the seven, all projects involve a connector trail segment where the starting point is in the Town of Malabar and the destination point is another town. **In the case of this project, the starting point town is the Town of Malabar and connector town is actually a city... the City of Palm Bay, north of the Town of Malabar.**

This project is for a paved ADA specification trail (like the Al Tuttle Trail) to connect to the existing Al Tuttle Trail at its most northeastern point in Malabar and then runs across the boundary canal via a new pedestrian / bicycle bridge, with the trail continuing north along a City of Palm Bay drainage ditch to Goode Park at Turkey Creek. Almost all of the land involved is understood to belong to City of Palm Bay, as managed by the City's Public Works Department, with regard to stormwater management.

p. What fiscal year will this project be ready for production/construction:

Work Type	What Fiscal Year will each phase be complete or ready for production/construction?
Planning Development (Corridor or Feasibility Study)	
Project Development and Environment Study (PD&E)	2020
Design	

Right-of-way Acquisition	
Construction/CEI	
Other	

Please state the purpose and need for this project.

NOTE: *If a study was done, then please provide a copy of the study. If no study was done, please provide documentation to support the need of the project and that the proposed improvements will address the issue.*

The purpose of this project is to ascertain key design parameters of project so that components of specific metrics can be projected with project prerequisites, interdependencies, time requirements, and cost projections - to provide the predictable factors necessary to determine project viability, project schedule and funding needs.

The need for this project is to provide ADA multimodal trail connection to the existing South Brevard Linear Trail System - specifically, the Al Tuttle Trail.

q. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

No, however, portions of this project are less than 10 miles from Melbourne Orlando International Airport, to the north and less than 10 miles to Grant-Valkaria Airport, to the south.

r. Is this facility a designated SIS corridor, connector, or hub or adjacent to a SIS facility?

No

s. Identify and locate where any transit routes and/or facilities (e.g. stops, shelters, park and ride lots, intermodal centers, and rail stations) are located within the project limits.

Near the north end of the scope of this project, Space Coast Area Transit System currently provides multiple stops on Port Malabar Blvd. Reciprocally, near the south end of the scope of this project, Space Coast Area Transit System currently provides a stop at Port Malabar Blvd and may in the future consider a stop near the Malabar Community Park, located on Port Malabar Blvd., near the south end of the scope of this project.

t. If transit service is present within the project limits, describe:

Project involves paved multimodal trail involving greenways bordered to the north by Port Malabar Blvd. and to the south by Malabar Rd. Both of these roadways are at least partially served by active routes of the Space Coast Area Transit System.

- o (1) any potential impacts, including to service provision, and/or proposed improvements, and,

Fruition of the final phases of this project, as materializing in the identified multimodal connectivity segment that is not present today will significantly change the connectivity dynamic of the local area.

This project of Turkey Creek Paved Connector Trail will impact all of south Brevard county but will especially benefit the Port Malabar community by providing a safe multimodal path to Turkey Creek at a point with an established City of Palm Bay park and boat ramp. A person arriving from the Indian River Lagoon, docking their boat at Goode Park, would be able to walk or transition to a bicycle and access the a multimodal Al Tuttle Trail that would take them to the Malabar Scrub East Sanctuary and Sand Hill Trailhead #1, at 1400 Marie St., Malabar. That several mile segment would involve only one public road crossing, Port Malabar Blvd. - just west of an existing, well-marked railroad crossing.

- (2) collaboration efforts and opportunities with the transit service provider.

Availability of this additional multi-modal trail in southeast Brevard County - if serviced further through additional routes of the Space Coast Area Transit System could provide greenway access to Brevard residents wishing to hike and/or bike in vast natural settings not currently accessible via Florida's current SIS System.

- u. Is this project within the Federal Aid system? **No**
(If yes, FDOT staff needs to verify and check here)

6. Consistency with Local and MPO Plans

- g. Is the applicant the maintaining agency? **No**
If not, supporting documentation from the maintaining agency approving the project must be provided.

The managing agency would likely be the City of Palm Bay since most of the project would be located in City of Palm Bay. Documentation approving the project to be initially limited to feasibility and design studies is pending further discussion following presentation of additional information by Town of Malabar Trails and Greenways Committee.

- h. Is this project consistent with the Local Government Comprehensive Plan? **Yes**
If yes, please attach a copy of the page in the Comprehensive Plan.
If no, please state when an amendment will be processed to include the project in the Plan.

Please see Document: TOM Comp Plan Chapter_7 pg1 - Recreational & Open Space Elements.pdf

CHAPTER SEVEN

RECREATION AND OPEN SPACE ELEMENT

PURPOSE

The Recreation and Open Space Element of the Malabar Comprehensive Plan addresses recreation and open space planning issues for the Town. Statements of a goal, objectives and policies for guiding the Town's implementation actions conclude the element. It is the intent of the Town that this plan element sets forth a comprehensive framework for guiding decisions on public policy and capital improvements for recreation facilities and programs in a manner consistent with the Town's goals and objectives.

The Town of Malabar is situated in the southeast section of Brevard County. The Recreation and Open Space Element of the Town's Comprehensive Plan is a reflection of the town's location and desire to preserve and provide access to the open spaces and recreational opportunities afforded in this area of Florida.

Recreation and Open Space

The first component of the Element is the Town's focus on the conservation of and public access to environmentally sensitive lands and habitats. The Town has been an important partner to the Brevard County Environmentally Endangered Lands (EEL) program which has set aside approximately 912 acres of wetland and upland community habitats within the Town. In conjunction with Brevard County's EEL program and the Brevard Metropolitan Planning Organization (MPO), the Town has assisted in the development of a countywide trail system that links conservation lands, parks, and open spaces. The Brevard Greenways and Trails Master Plan is a proposed a multimodal system of urban connector trails that utilize existing right of way as well as greenway trails with their own right of way in less developed areas. Included in the Greenways and Trails Master Plan proposal is a 22-mile South Brevard Linear Trail linking Malabar's endangered lands with neighboring communities. The Malabar Scrub Sanctuary and Jordan Scrub Sanctuary – both EEL program lands located within the Malabar Town limits – are along this proposed multi-use corridor to be renamed after the late conservationist Al Tuttle. In Malabar, a bicycle path is already being planned along Marie Street, which connects the two sanctuaries.

The second component of the Element is access to the Indian River Lagoon (IRL). While the Town does not have Atlantic Ocean frontage, its eastern border is the IRL. The IRL offers many potential recreational and economic benefits to the communities along its banks. While the IRL extends along the entire eastern border of the Town, the Town does not own any land along the IRL and therefore has been unable to provide public access to the IRL.

EXISTING CONDITIONS AND DATA

Level of Service Analysis

The Town has adopted a Level of Service of five (5) acres of park and recreation lands per 1,000 residents. As can be seen in the following table, the Town will continue to meet this level of service through 2030. The existing park space is based upon Town-owned parks and open space. It does not include parks and spaces leased by the Town.

Town of Malabar		August 2009
Comprehensive Plan	7-1	Recreation and Open Space Element

- i. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)?
N/A
*If yes, please attach a copy of the page in the LRTP.
If no, please state when an amendment will be done to include the project in the LRTP (if applicable).*

This application effort is the initial recognition of this project with costs, design, and feasibility factors to be determined by the study.

7. Other Information:

- e. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process? Full Certification

It is important to note that while the location of the beginning point of this project originates in Town of Malabar, the ending point of the project, (and most of the area involving the project) is in the connecting city: City of Palm Bay. Accordingly, it is anticipated that through a cooperative effort between Town of Malabar and City of Palm Bay, the later entity will offer to sponsor the project logistics with regard to use of that city's LAP Full Certification. A similar cooperative agreement for such was done between Town of Malabar and City of Palm in the Al Tuttle Trail design and construction.

If the agency is currently certified, has the required LAP training been completed? Yes

City of Palm Bay LAP training as required for LAP Certification has been completed.

NOTE: *Right of Way (R/W) is not a project phase that a local agency becomes certified; therefore, FDOT is required to provide oversight on any R/W phase. R/W acquisition includes License Agreements, Encroachment Agreements (Florida Gas Transmission - FGT), Perpetual Easements, Temporary construction easements, and Donations therefore must be treated in the same manner as a fee acquisition. i.e.: survey, mapping, parcel identification. All have value and the owners are entitled to compensation, unless voluntarily waived in writing per the Uniform Act.*

- f. Is there sufficient R/W to construct the proposed improvements owned by the Local Agency that will construct the project? If yes, please provide proof of ownership (R/W Certification, R/W Maps, Executed Deed/Easement documents). If no, please provide an exhibit visually depicting the new right of way area anticipated for the project together with a spreadsheet providing the tax id # of each impacted parcel and approximate size of the new acquisition area for each impacted parcel. (Examples of each exhibit can be provided, if necessary, by contacting the District 5, Right of Way Cost Estimate Coordinator.)

Though researched via the www.bcpao.us Brevard County Property Appraiser site, ownership of project location is not specifically identified; however, it is understood to be part of the stormwater management system of City of Palm Bay. The property for the project lies just west of the FEC Railway property (Property Account:2857952Parcel ID:28-37-25-00-2) which parallels US Highway 1. From the south, the project runs from about the north end of Marie St. in Malabar to the Turkey Creek shoreline within City of Palm Bay, at the northernmost point.

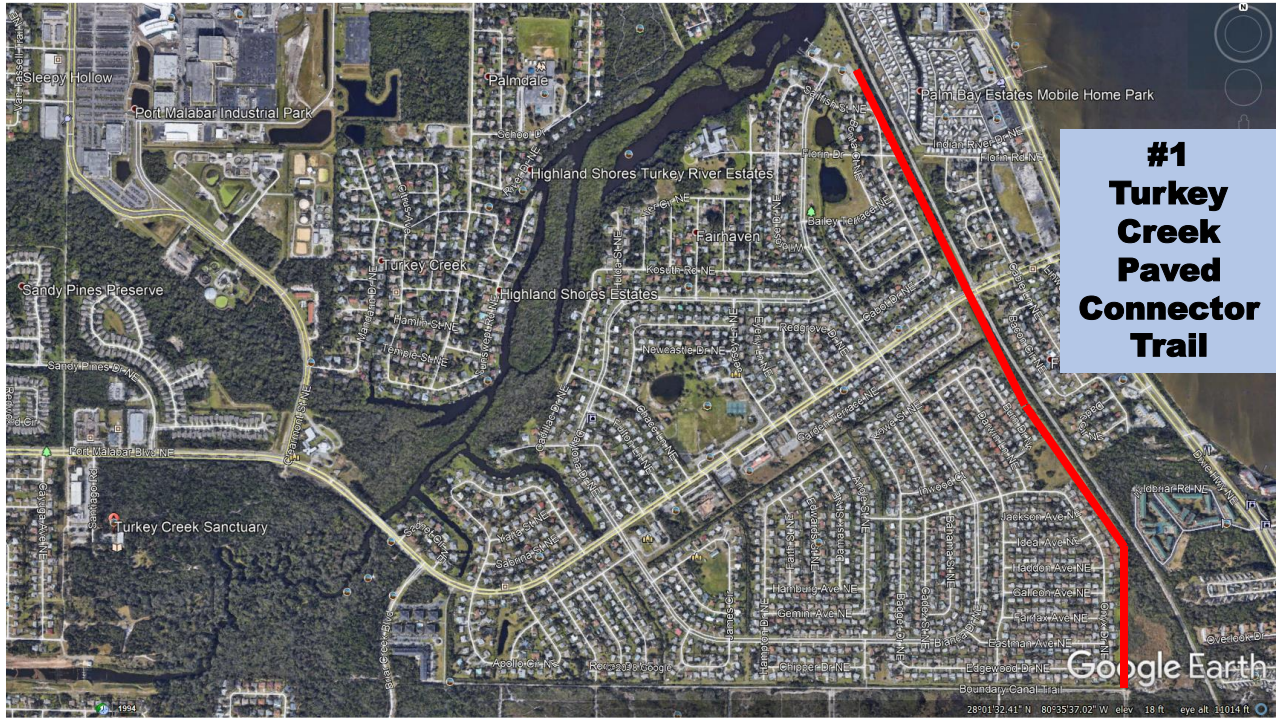
If R/W is going to be required, please coordinate with FDOT’s Survey and Mapping, Design Support/Cost Estimates and R/W department staff. Explain your agency’s process for hiring an appraiser, doing title work and creating conveyance documents. Share your staff’s experience in acquiring property by federal and state guidelines including eminent domain experience your agency’s legal staff has.

Provide an estimate of the total cost of the project phase(s) and attach supporting documents that supports the requested phase estimate (i.e. man-hour estimate and rates, equipment cost and right of way cost).

Work Type	Phase Complete?	Responsible Agency (Who performed or who will perform the work?)	Procurement Method? Agency Staff Advertise (consultant) Continuing Services	Project Cost Estimate
Planning Development (Corridor or Feasibility Study)	No		Choose an item.	\$
Project Development and Environment Study (PD&E)	No		Choose an item.	\$
Design	Not started		Choose an item.	\$
Right-of-way Acquisition	N/A		Choose an item.	\$
Construction	No		N/A	\$
CEI	No		Choose an item.	\$
Other:	N/A		Choose an item.	\$
Total Project Cost Estimate:	\$			

- **Include a map showing location of the area of interest. Label important features, roadways, or additional description to help FDOT identify the location and understand the nature of the project.**
- **When requesting the Construction phase please include the following documents or status:**
 - Signed and sealed plans
 - Engineer’s estimate
 - Bid Documents and Specifications Package
 - Signed LAP Construction Checklist

- Right of Way Certification
- Environmental Certification
- All necessary permits





**THIS FORM SHALL BE SUBMITTED FOR ALL PROJECTS
NOT CURRENTLY IN THE FDOT WORK PROGRAM.
FDOT PROJECT INFORMATION APPLICATION FORM**

DATE: 4/15/2019

TOM PCT Project 4 - Cameron Paved Connector Trail

1. Project Information:

Project ID (SR, CR, Etc...): **TOM PCT Project 4 - Cameron Paved Connector Trail**
From/At (South or West Termini): **Lat 28.008757 Lon -80.589354**
To (North or East Termini): **Lat 28.012744 Lon -80.593923**
County: **Brevard**
Project Length (Miles): **0.44 miles**
Project Type: **Bike/Ped** If *other*, please specify:

2. Title of Project Priority List and Project Ranking:

TOM - Cameron Paved Connector Trail - Pri: 4

Central Florida MPO Alliance List and Project Ranking (if applicable):

N/A

3. Managing Agency Contact Information:

Applicant: **Town of Malabar (TOM)**
Contact Person: **Drew Thompson**
Title: **TOM Trails & Greenways Committee, Chair**
Address: **2725 Malabar Road, Malabar, FL 32950**
Phone Number: **(321) 215-4865**
E-mail Address: **drew.thompson@prosolent.com**

4. Phase(s) Being Requested (double click on box to select appropriate box):

- Study PD&E Design
 Right-of-way Construction Other:

5. Project Description:

v. Project Scope/Description (*please be as detailed as possible*):

This project is one of seven projects being proposed in the spring of 2019 by Town of Malabar via that town's Trails and Greenways Committee (TOM T&GC). Each of the seven projects share a design objective of connecting ADA multimodal trails via limited length but strategic connector segments - each would be a paved connector trail or "PCT". Each project involves utilizing existing ownership of land without need for new land purchases, only cooperative agreements by current owners. Collectively, the seven projects involve a length of less than ten miles (9.85 miles), yet they each effectively provide new level of access to numerous users who currently have no direct connection to the area's extensive trail system and greenways. Four of the projects are fully located between Port Malabar Blvd. and Malabar Rd. from the north & south and between US Highway 1 & Babcock St. from the east & west, respectively. One project starts within the aforementioned area but extends west of Babcock St. The remaining two projects are located south of Malabar Road and are either along Marie St. & Leghorn Rd. or are located between Marie St.& Leghorn Rd. and US Highway 1. Only one project is located completely outside of Town of Malabar in City of Palm Bay and is located slightly west of Malabar's most northwestern point. With the exception of two of the seven, all projects involve a connector trail segment where the starting point is in the Town of Malabar and the destination point is another town. **In the case of this project, the starting point town is the Town of Malabar and connector town is actually a city... the City of Palm Bay, north of the Town of Malabar.**

This project is for a paved ADA specification trail (like the Al Tuttle Trail) to run from the northern most paved end of Corey Rd. in Malabar and run through Malabar's 100-acre Cameron and Volunteers Preservation with connection to the existing Al Tuttle Trail near the northern extreme point in Malabar where the Al Tuttle Trail turns north, into the City of Palm Bay. Almost all of the land involved is understood to belong to Town of Malabar.

w. What fiscal year will this project be ready for production/construction:

Work Type	What Fiscal Year will each phase be complete or ready for production/construction?
Planning Development (Corridor or Feasibility Study)	
Project Development and Environment Study (PD&E)	2020

Design	
Right-of-way Acquisition	
Construction/CEI	
Other	

Please state the purpose and need for this project.

NOTE: *If a study was done, then please provide a copy of the study. If no study was done, please provide documentation to support the need of the project and that the proposed improvements will address the issue.*

The purpose of this project is to ascertain key design parameters of project so that components of specific metrics can be projected with project prerequisites, interdependencies, time requirements, and cost projections - to provide the predictable factors necessary to determine project viability, project schedule and funding needs.

The need for this project is to provide ADA multimodal trail connection to the existing South Brevard Linear Trail System - specifically, the AI Tuttle Trail and is supported by paved connector trail use observed and documented by Brevard County via field management reports by EEL Pgm staff with regard to the existing paved portions of the AI Tuttle Trail.

x. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

No, however, portions of this project are less than 10 miles from Melbourne Orlando International Airport, to the north and less than 10 miles to Grant-Valkaria Airport, to the south.

y. Is this facility a designated SIS corridor, connector, or hub or adjacent to a SIS facility?

No.

z. Identify and locate where any transit routes and/or facilities (e.g. stops, shelters, park and ride lots, intermodal centers, and rail stations) are located within the project limits.

Near the north end of the scope of this project, Space Coast Area Transit System currently provides multiple stops on Port Malabar Blvd. Reciprocally, near the south end of the scope of this project, Space Coast Area Transit System currently provides a stop at Port Malabar Blvd and may in the future consider a stop near the Malabar Community Park, located on Port Malabar Blvd., near the south end of the scope of this project.

aa. If transit service is present within the project limits, describe:

Project involves paved multi-modal trail involving greenways bordered to the north by Port Malabar Blvd. and to the south by Malabar Rd. Both of these roadways are at least partially served by active routes of the Space Coast Area Transit System.

- (1) any potential impacts, including to service provision, and/or proposed improvements, and,

Fruition of the final phases of this project, as materializing in the identified multimodal connectivity segment that is not present today will significantly change the connectivity dynamic of the local area.

This project of Cameron Paved Connector Trail will impact all of south Brevard county but will especially benefit Town of Malabar residents who live in eastern Malabar and seek to travel by bicycle to the Harris Government Communication Systems Office Building in City of Palm Bay and wish to minimize their risk of sharing the road with vehicles. Since the Harris office building employees up to 1,400 individuals, it is anticipated that this connection would open bicycle travel to and from work as being viable for many people. Additional benefits of this segment would be to effectively directly connect to the Al Tuttle Trail, the Town of Malabar developments of Stillwater Preserve and Country Cove, both located off northern Corey Rd. The numbers of private residential properties in those communities are 74 and 44.

- (2) collaboration efforts and opportunities with the transit service provider.

Availability of this additional multi-modal trail in southeast Brevard County - if serviced further through additional routes of the Space Coast Area Transit System could provide greenway access to Brevard residents wishing to hike and/or bike in vast natural settings not currently accessible via Florida's current SIS System.

bb. Is this project within the Federal Aid system? **No**
(If yes, FDOT staff needs to verify and check here)

6. Consistency with Local and MPO Plans

j. Is the applicant the maintaining agency? **Yes**
If not, supporting documentation from the maintaining agency approving the project must be provided.

The managing agency is the Town of Malabar. Documentation approving projects such as this to be initially limited to feasibility and design studies was granted by a unanimous vote of Town Council of Town of Malabar, as formally recorded in the minutes of the regularly scheduled town council meeting (RTCM) held April 1, 2019 and as previously and subsequently discussed in numerous updates to the Town Council during monthly Trails and Greenways Committee Report - as recognized in monthly agendas (typically part of the first RTCM each month).
[<https://www.townofmalabar.org/node/20/minutes/2019>]

k. Is this project consistent with the Local Government Comprehensive Plan? **N/A**

If yes, please attach a copy of the page in the Comprehensive Plan.

If no, please state when an amendment will be processed to include the project in the Plan.

Please see Document: [TOM Comp Plan Chapter_7 pg1 - Recreational & Open Space Elements.pdf](#)

Document: [TOM Comp Plan Chapter_7 pg1 - Recreational & Open Space Elements.pdf](#)

CHAPTER SEVEN

RECREATION AND OPEN SPACE ELEMENT

PURPOSE

The Recreation and Open Space Element of the Malabar Comprehensive Plan addresses recreation and open space planning issues for the Town. Statements of a goal, objectives and policies for guiding the Town's implementation actions conclude the element. It is the intent of the Town that this plan element sets forth a comprehensive framework for guiding decisions on public policy and capital improvements for recreation facilities and programs in a manner consistent with the Town's goals and objectives.

The Town of Malabar is situated in the southeast section of Brevard County. The Recreation and Open Space Element of the Town's Comprehensive Plan is a reflection of the town's location and desire to preserve and provide access to the open spaces and recreational opportunities afforded in this area of Florida.

Recreation and Open Space

The first component of the Element is the Town's focus on the conservation of and public access to environmentally sensitive lands and habitats. The Town has been an important partner to the Brevard County Environmentally Endangered Lands (EEL) program which has set aside approximately 912 acres of wetland and upland community habitats within the Town. In conjunction with Brevard County's EEL program and the Brevard Metropolitan Planning Organization (MPO), the Town has assisted in the development of a countywide trail system that links conservation lands, parks, and open spaces. The Brevard Greenways and Trails Master Plan is a proposed a multimodal system of urban connector trails that utilize existing right of way as well as greenway trails with their own right of way in less developed areas. Included in the Greenways and Trails Master Plan proposal is a 22-mile South Brevard Linear Trail linking Malabar's endangered lands with neighboring communities. The Malabar Scrub Sanctuary and Jordan Scrub Sanctuary – both EEL program lands located within the Malabar Town limits – are along this proposed multi-use corridor to be renamed after the late conservationist Al Tuttle. In Malabar, a bicycle path is already being planned along Marie Street, which connects the two sanctuaries.

The second component of the Element is access to the Indian River Lagoon (IRL). While the Town does not have Atlantic Ocean frontage, its eastern border is the IRL. The IRL offers many potential recreational and economic benefits to the communities along its banks. While the IRL extends along the entire eastern border of the Town, the Town does not own any land along the IRL and therefore has been unable to provide public access to the IRL.

EXISTING CONDITIONS AND DATA

Level of Service Analysis

The Town has adopted a Level of Service of five (5) acres of park and recreation lands per 1,000 residents. As can be seen in the following table, the Town will continue to meet this level of service through 2030. The existing park space is based upon Town-owned parks and open space. It does not include parks and spaces leased by the Town.

- I. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)?

N/A

If yes, please attach a copy of the page in the LRTP.

If no, please state when an amendment will be done to include the project in the LRTP (if applicable).

This application effort is the initial recognition of this project with costs, design, and feasibility factors to be determined by the study.

7. Other Information:

- g. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process? [Full Certification](#)

It is important to note that while the location of the beginning point of this project originates in Town of Malabar, the ending point of the project, (and most of the area involving the project) is in the connecting city: City of Palm Bay. Accordingly, it is anticipated that through a cooperative effort between Town of Malabar and City of Palm Bay, the later entity will offer to sponsor the project logistics with regard to use of that city's LAP Full Certification. A similar cooperative agreement for such was done between Town of Malabar and City of Palm in the Al Tuttle Trail design and construction.

If the agency is currently certified, has the required LAP training been completed? [Yes](#)

City of Palm Bay LAP training as required for LAP Certification has been completed.

NOTE: *Right of Way (R/W) is not a project phase that a local agency becomes certified; therefore, FDOT is required to provide oversight on any R/W phase. R/W acquisition includes License Agreements, Encroachment Agreements (Florida Gas Transmission - FGT), Perpetual Easements, Temporary construction easements, and Donations therefore must be treated in the same manner as a fee acquisition. i.e.: survey, mapping, parcel identification. All have value and the owners are entitled to compensation, unless voluntarily waived in writing per the Uniform Act.*

- h. Is there sufficient R/W to construct the proposed improvements owned by the Local Agency that will construct the project? If yes, please provide proof of ownership (R/W Certification, R/W Maps,

Executed Deed/Easement documents). If no, please provide an exhibit visually depicting the new right of way area anticipated for the project together with a spreadsheet providing the tax id # of each impacted parcel and approximate size of the new acquisition area for each impacted parcel. (Examples of each exhibit can be provided, if necessary, by contacting the District 5, Right of Way Cost Estimate Coordinator.)

Yes. As researched via the www.bcpao.us Brevard County Property Appraiser (BCPA) site, ownership of project location is Town of Malabar. The property for the project lies within a 28.65 acre section of the 100 acre Richard E. Cameron and Volunteers Preservation, fully located within (and fully managed by) the Town of Malabar, just north of Corey Rd. at the point where the pavement ends. The specific parcel is:28-37-35-00-1. BCPA Link: <https://www.bcpao.us/PropertySearch/#/account/2846100>.

If R/W is going to be required, please coordinate with FDOT’s Survey and Mapping, Design Support/Cost Estimates and R/W department staff. Explain your agency’s process for hiring an appraiser, doing title work and creating conveyance documents. Share your staff’s experience in acquiring property by federal and state guidelines including eminent domain experience your agency’s legal staff has.

Provide an estimate of the total cost of the project phase(s) and attach supporting documents that supports the requested phase estimate (i.e. man-hour estimate and rates, equipment cost and right of way cost).

Work Type	Phase Complete?	Responsible Agency (Who performed or who will perform the work?)	Procurement Method? Agency Staff Advertise (consultant) Continuing Services	Project Cost Estimate
Planning Development (Corridor or Feasibility Study)	No		Choose an item.	\$
Project Development and Environment Study (PD&E)	No		Choose an item.	\$
Design	Not started		Choose an item.	\$
Right-of-way Acquisition	N/A		Choose an item.	\$
Construction	No		N/A	\$
CEI	No		Choose an item.	\$
Other:	N/A		Choose an item.	\$
Total Project Cost Estimate:	\$			

- Include a map showing location of the area of interest. Label important features, roadways, or additional description to help FDOT identify the location and understand the nature of the project.
- When requesting the Construction phase please include the following documents or status:
 - Signed and sealed plans
 - Engineer's estimate
 - Bid Documents and Specifications Package
 - Signed LAP Construction Checklist
 - Right of Way Certification
 - Environmental Certification
 - All necessary permits





**THIS FORM SHALL BE SUBMITTED FOR ALL PROJECTS
NOT CURRENTLY IN THE FDOT WORK PROGRAM.
FDOT PROJECT INFORMATION APPLICATION FORM**

DATE: 4/15/2019

TOM PCT Project 5 - Briar Creek Paved Connector Trail

1. Project Information:

Project ID (SR, CR, Etc...): **TOM PCT Project 5 - Briar Creek Paved Connector Trail**
From/At (South or West Termini): **Lat 28.010580 Lon -80.598644**
To (North or East Termini): **Lat 28.012744 Lon -80.593923**
County: **Brevard**
Project Length (Miles): **0.42 miles**
Project Type: **Bike/Ped** *If other, please specify:*

2. Title of Project Priority List and Project Ranking:

TOM - Briar Creek Paved Connector Trail - Pri: 5

Central Florida MPO Alliance List and Project Ranking (if applicable):

N/A

3. Managing Agency Contact Information:

Applicant: **Town of Malabar (TOM)**
Contact Person: **Drew Thompson**
Title: **TOM Trails & Greenways Committee, Chair**
Address: **2725 Malabar Road, Malabar, FL 32950**
Phone Number: **(321) 215-4865**
E-mail Address: **drew.thompson@prosolent.com**

4. Phase(s) Being Requested (double click on box to select appropriate box):

- Study PD&E Design
- Right-of-way Construction Other:

5. Project Description:

cc. Project Scope/Description (*please be as detailed as possible*):

This project is one of seven projects being proposed in the spring of 2019 by Town of Malabar via that town's Trails and Greenways Committee (TOM T&GC). Each of the seven projects share a design objective of connecting ADA multimodal trails via limited length but strategic connector segments - each would be a paved connector trail or "PCT". Each project involves utilizing existing ownership of land without need for new land purchases, only cooperative agreements by current owners. Collectively, the seven projects involve a length of less than ten miles (9.85 miles), yet they each effectively provide new level of access to numerous users who currently have no direct connection to the area's extensive trail system and greenways. Four of the projects are fully located between Port Malabar Blvd. and Malabar Rd. from the north & south and between US Highway 1 & Babcock St. from the east & west, respectively. One project starts within the aforementioned area but extends west of Babcock St. The remaining two projects are located south of Malabar Road and are either along Marie St. & Leghorn Rd. or are located between Marie St. & Leghorn Rd. and US Highway 1. Only one project is located completely outside of Town of Malabar in City of Palm Bay and is located slightly west of Malabar's most northwestern point. With the exception of two of the seven, all projects involve a connector trail segment where the starting point is in the Town of Malabar and the destination point is another town. **In the case of this project, the starting point town is the Town of Malabar and connector town is actually a city... the City of Palm Bay, north of the Town of Malabar.**

This project is for a paved ADA specification trail (like the Al Tuttle Trail) to run from the public sidewalk of the Brook Hollow Community in northern Malabar, along the northwest side of Briar Creek Blvd. and cross over an existing vehicle and pedestrian bridge over a tributary creek of Turkey Creek, and go to an existing and officially recognized trail crossing on Briar Creek Blvd. At the trail crossing, the new trail will continue on the southeastern side of Briar Creek Blvd., paralleling that road as it curves. The new trail will then both connect to an existing City of Palm Bay sidewalk at the Border of Town of Malabar & City of Palm Bay and additionally run east along the municipal border, ending at and connecting to the Al Tuttle Trail at its northwestern most point of Town of Malabar. Almost all of the land involved is understood to belong to Town of Malabar. The segment between Briar Creek Blvd from the Town of Malabar ROW at the City of Palm Bay sidewalk end point to Al Tuttle Trail where it enters City of Palm Bay is controlled by Brevard County and managed by the Environmentally

Endangered Lands Program (EEL Pgm). Accordingly, authorization for the project along the EEL Pgm managed property of Malabar Scrub East Sanctuary will need to be obtained, as it was done so in the past for the other border segments of the AI Tuttle Trail.

dd. What fiscal year will this project be ready for production/construction:

Work Type	What Fiscal Year will each phase be complete or ready for production/construction?
Planning Development (Corridor or Feasibility Study)	
Project Development and Environment Study (PD&E)	2020
Design	
Right-of-way Acquisition	
Construction/CEI	
Other	

Please state the purpose and need for this project.

NOTE: *If a study was done, then please provide a copy of the study. If no study was done, please provide documentation to support the need of the project and that the proposed improvements will address the issue.*

The purpose of this project is to ascertain key design parameters of project so that components of specific metrics can be projected with project prerequisites, interdependencies, time requirements, and cost projections - to provide the predictable factors necessary to determine project viability, project schedule and funding needs.

The need for this project is to provide ADA multimodal trail connection to the existing South Brevard Linear Trail System - specifically, the Al Tuttle Trail and is supported by paved connector trail use observed and documented by Brevard County via field management reports by EEL Pgm staff with regard to the existing paved portions of the Al Tuttle Trail.

ee. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

No, however, portions of this project are less than 10 miles from Melbourne Orlando International Airport, to the north and less than 10 miles to Grant-Valkaria Airport, to the south.

ff. Is this facility a designated SIS corridor, connector, or hub or adjacent to a SIS facility?

No.

gg. Identify and locate where any transit routes and/or facilities (e.g. stops, shelters, park and ride lots, intermodal centers, and rail stations) are located within the project limits.

Near the north end of the scope of this project, Space Coast Area Transit System currently provides multiple stops on Port Malabar Blvd. Reciprocally, near the south end of the scope of this project, Space Coast Area Transit System currently provides a stop at Port Malabar Blvd and may in the future consider a stop near the Malabar Community Park, located on Malabar Rd., south of the project.

hh. If transit service is present within the project limits, describe:

Project involves paved multi-modal trail involving greenways bordered to the north by Port Malabar Blvd. and to the south by Malabar Rd. Both of these roadways are at least partially served by active routes of the Space Coast Area Transit System.

- (1) any potential impacts, including to service provision, and/or proposed improvements, and,

Fruition of the final phases of this project, as materializing in the identified multimodal connectivity segment that is not present today will significantly change the connectivity dynamic of the local area.

The project of Briar Creek Paved Connector Trail will immediately and beneficially especially impact the residents of two diverse communities located on Briar Creek Blvd. near the town border. While providing an Al Tuttle Trail connection from the sidewalk system of the 130 property Brook Hollow community, this segment would also provide the missing section of paved trail around the Glenbrook at Palm Bay assisted living facility with occupancy of 48 resident units. That connection would allow residents, to circle the center for exercise and view the bordering sanctuaries without ever leaving the security of the paved path. This would be a huge factor in helping to provide a healthier living experience for residents.

- (2) collaboration efforts and opportunities with the transit service provider.

Availability of this additional multi-modal trail in southeast Brevard County - if serviced further through additional routes of the Space Coast Area Transit System could provide greenway access to Brevard residents wishing to hike and/or bike in vast natural settings not currently accessible via Florida's current SIS System.

ii. Is this project within the Federal Aid system? No
(If yes, FDOT staff needs to verify and check here)

6. Consistency with Local and MPO Plans

m. Is the applicant the maintaining agency? [Yes](#)

If not, supporting documentation from the maintaining agency approving the project must be provided.

n. Is this project consistent with the Local Government Comprehensive Plan? Choose an item.

If yes, please attach a copy of the page in the Comprehensive Plan.

If no, please state when an amendment will be processed to include the project in the Plan.

Please see Document: [TOM Comp Plan Chapter_7 pg1 - Recreational & Open Space Elements.pdf](#)

CHAPTER SEVEN

RECREATION AND OPEN SPACE ELEMENT

PURPOSE

The Recreation and Open Space Element of the Malabar Comprehensive Plan addresses recreation and open space planning issues for the Town. Statements of a goal, objectives and policies for guiding the Town's implementation actions conclude the element. It is the intent of the Town that this plan element sets forth a comprehensive framework for guiding decisions on public policy and capital improvements for recreation facilities and programs in a manner consistent with the Town's goals and objectives.

The Town of Malabar is situated in the southeast section of Brevard County. The Recreation and Open Space Element of the Town's Comprehensive Plan is a reflection of the town's location and desire to preserve and provide access to the open spaces and recreational opportunities afforded in this area of Florida.

Recreation and Open Space

The first component of the Element is the Town's focus on the conservation of and public access to environmentally sensitive lands and habitats. The Town has been an important partner to the Brevard County Environmentally Endangered Lands (EEL) program which has set aside approximately 912 acres of wetland and upland community habitats within the Town. In conjunction with Brevard County's EEL program and the Brevard Metropolitan Planning Organization (MPO), the Town has assisted in the development of a countywide trail system that links conservation lands, parks, and open spaces. The Brevard Greenways and Trails Master Plan is a proposed a multimodal system of urban connector trails that utilize existing right of way as well as greenway trails with their own right of way in less developed areas. Included in the Greenways and Trails Master Plan proposal is a 22-mile South Brevard Linear Trail linking Malabar's endangered lands with neighboring communities. The Malabar Scrub Sanctuary and Jordan Scrub Sanctuary – both EEL program lands located within the Malabar Town limits – are along this proposed multi-use corridor to be renamed after the late conservationist Al Tuttle. In Malabar, a bicycle path is already being planned along Marie Street, which connects the two sanctuaries.

The second component of the Element is access to the Indian River Lagoon (IRL). While the Town does not have Atlantic Ocean frontage, its eastern border is the IRL. The IRL offers many potential recreational and economic benefits to the communities along its banks. While the IRL extends along the entire eastern border of the Town, the Town does not own any land along the IRL and therefore has been unable to provide public access to the IRL.

EXISTING CONDITIONS AND DATA

Level of Service Analysis

The Town has adopted a Level of Service of five (5) acres of park and recreation lands per 1,000 residents. As can be seen in the following table, the Town will continue to meet this level of service through 2030. The existing park space is based upon Town-owned parks and open space. It does not include parks and spaces leased by the Town.

Town of Malabar		August 2009
Comprehensive Plan	7-1	Recreation and Open Space Element

- o. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)?
N/A
*If yes, please attach a copy of the page in the LRTP.
If no, please state when an amendment will be done to include the project in the LRTP (if applicable).*

This application effort is the initial recognition of this project with costs, design, and feasibility factors to be determined by the study.

7. Other Information:

- i. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process? Full Certification

It is important to note that the location of both the beginning and end points of this project are in Town of Malabar. Accordingly, it is anticipated that through a cooperative effort between Town of Malabar and City of Palm Bay, the later entity will offer to sponsor the project logistics with regard to use of that city's LAP Full Certification. A similar cooperative agreement for such was done between Town of Malabar and City of Palm in the Al Tuttle Trail design and construction.

If the agency is currently certified, has the required LAP training been completed? Yes

City of Palm Bay LAP training as required for LAP Certification has been completed.

NOTE: *Right of Way (R/W) is not a project phase that a local agency becomes certified; therefore, FDOT is required to provide oversight on any R/W phase. R/W acquisition includes License Agreements, Encroachment Agreements (Florida Gas Transmission - FGT), Perpetual Easements, Temporary construction easements, and Donations therefore must be treated in the same manner as a fee acquisition. i.e.: survey, mapping, parcel identification. All have value and the owners are entitled to compensation, unless voluntarily waived in writing per the Uniform Act.*

- j. Is there sufficient R/W to construct the proposed improvements owned by the Local Agency that will construct the project? If yes, please provide proof of ownership (R/W Certification, R/W Maps, Executed Deed/Easement documents). If no, please provide an exhibit visually depicting the new right of way area anticipated for the project together with a spreadsheet providing the tax id # of each impacted parcel and approximate size of the new acquisition area for each impacted parcel. (Examples of each exhibit can be provided, if necessary, by contacting the District 5, Right of Way Cost Estimate Coordinator.)

Yes. As researched via the www.bcpao.us Brevard County Property Appraiser (BCPA) site, ownership of project location is Town of Malabar. The property for the project lies within a 28.65-acre section of the 100-acre Richard E. Cameron and Volunteers Preservation, fully located within Town of Malabar, just north of Corey Rd. at the point where the pavement ends or within the 100' ROW of Briar Creek

Blvd, within the Town of Malabar. The specific parcel is:28-37-35-00-1. BCPA Link: <https://www.bcpao.us/PropertySearch/#/account/2846100>.

If R/W is going to be required, please coordinate with FDOT’s Survey and Mapping, Design Support/Cost Estimates and R/W department staff. Explain your agency’s process for hiring an appraiser, doing title work and creating conveyance documents. Share your staff’s experience in acquiring property by federal and state guidelines including eminent domain experience your agency’s legal staff has.

Provide an estimate of the total cost of the project phase(s) and attach supporting documents that supports the requested phase estimate (i.e. man-hour estimate and rates, equipment cost and right of way cost).

Work Type	Phase Complete?	Responsible Agency (Who performed or who will perform the work?)	Procurement Method? Agency Staff Advertise (consultant) Continuing Services	Project Cost Estimate
Planning Development (Corridor or Feasibility Study)	No		Choose an item.	\$
Project Development and Environment Study (PD&E)	No		Choose an item.	\$
Design	Not started		Choose an item.	\$
Right-of-way Acquisition	No		Choose an item.	\$
Construction	No		N/A	\$
CEI	No		Choose an item.	\$
Other:	N/A		Choose an item.	\$
Total Project Cost Estimate:	\$			

- **Include a map showing location of the area of interest. Label important features, roadways, or additional description to help FDOT identify the location and understand the nature of the project.**
- **When requesting the Construction phase please include the following documents or status:**
 - Signed and sealed plans
 - Engineer’s estimate
 - Bid Documents and Specifications Package
 - Signed LAP Construction Checklist
 - Right of Way Certification
 - Environmental Certification
 - All necessary permits





THIS FORM SHALL BE SUBMITTED FOR ALL PROJECTS
NOT CURRENTLY IN THE FDOT WORK PROGRAM.
FDOT PROJECT INFORMATION APPLICATION FORM

DATE: 4/15/2019

TOM PCT Project 6 - Tillman Canal East-West Paved Connector Trail

1. Project Information:

Project ID (SR, CR, Etc...): TOM PCT Project 6 - Tillman Canal East-West Paved Connector Trail

From/At (South or West Termini): Lat 28.012802 Lon -80.630466

To (North or East Termini): Lat 28.012733 Lon -80.605715

County: Brevard

Project Length (Miles): 1.52 miles

Project Type: Bike/Ped If other, please specify:

2. Title of Project Priority List and Project Ranking:

TOM - Tillman Canal East-West Paved Connector Trail - Pri: 6

Central Florida MPO Alliance List and Project Ranking (if applicable):

N/A

3. Managing Agency Contact Information:

Applicant: Town of Malabar (TOM)

Contact Person: Drew Thompson

Title: TOM Trails & Greenways Committee, Chair

Address: 2725 Malabar Road, Malabar, FL 32950

Phone Number: (321) 215-4865

E-mail Address: drew.thompson@prosolent.com

4. Phase(s) Being Requested (double click on box to select appropriate box):

- Study
- PD&E
- Design
- Right-of-way
- Construction
- Other:

5. Project Description:

jj. Project Scope/Description (*please be as detailed as possible*):

This project is one of seven projects being proposed in the spring of 2019 by Town of Malabar via that town's Trails and Greenways Committee (TOM T&GC). Each of the seven projects share a design objective of connecting ADA multimodal trails via limited length but strategic connector segments - each would be a paved connector trail or "PCT". Each project involves utilizing existing ownership of land without need for new land purchases, only cooperative agreements by current owners. Collectively, the seven projects involve a length of less than ten miles (9.85 miles), yet they each effectively provide new level of access to numerous users who currently have no direct connection to the area's extensive trail system and greenways. Four of the projects are fully located between Port Malabar Blvd. and Malabar Rd. from the north & south and between US Highway 1 & Babcock St. from the east & west, respectively. One project starts within the aforementioned area but extends west of Babcock St. The remaining two projects are located south of Malabar Road and are either along Marie St. & Leghorn Rd. or are located between Marie St.& Leghorn Rd. and US Highway 1. Only one project is located completely outside of Town of Malabar in City of Palm Bay and is located slightly west of Malabar's most northwestern point. With the exception of two of the seven, all projects involve a connector trail segment where the starting point is in the Town of Malabar and the destination point is another town. **In the case of this project, both the starting point town and connector town is the City of Palm Bay, west of the Town of Malabar.**

This project is for a paved ADA specification trail to mirror the Al Tuttle Trail in design and is to run west from the south shore of the Tillman Canal, where the FPL power line crosses the Tillman Canal, along the Tillman Canal and under the Babcock St. bridge, continuing along the Tillman canal to the City of Palm Bay 9.62 acre property being planned for a mountain bike theme public park, near Norbert Rd. NE. This trail project follows the south shore of the Tillman Canal and most of the trail's location would fall under the management of the Melbourne-Tillman Water Control District. Accordingly, the project would require a cooperative agreement with the Melbourne-Tillman. Essentially, this segment would connect the future mountain bike park and popular Grape Fruit Trail to a future (also proposed) ADA paved connector trail that would cross the Tillman Canal and run between Port Malabar Rd. to the north and Malabar Rd. to the south.

kk. What fiscal year will this project be ready for production/construction:

Work Type	What Fiscal Year will each phase be complete or ready for production/construction?
Planning Development (Corridor or Feasibility Study)	
Project Development and Environment Study (PD&E)	2020
Design	
Right-of-way Acquisition	
Construction/CEI	
Other	

ll. Please state the purpose and need for this project.

NOTE: *If a study was done, then please provide a copy of the study. If no study was done, please provide documentation to support the need of the project and that the proposed improvements will address the issue.*

The purpose of this project is to ascertain key design parameters of project so that components of specific metrics can be projected with project prerequisites, interdependencies, time requirements, and cost projections - to provide the predictable factors necessary to determine project viability, project schedule and funding needs.

The need for this project is to provide ADA multimodal trail connection to the existing South Brevard Linear Trail System - specifically, the Al Tuttle Trail and is supported by paved connector trail use observed and documented by Brevard County via field management reports by EEL Pgm staff with regard to the existing paved portions of the Al Tuttle Trail.

mm. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

No, however, portions of this project are less than 10 miles from Melbourne Orlando International Airport, to the north and less than 10 miles to Grant-Valkaria Airport, to the south.

nn. Is this facility a designated SIS corridor, connector, or hub or adjacent to a SIS facility?

No.

oo. Identify and locate where any transit routes and/or facilities (e.g. stops, shelters, park and ride lots, intermodal centers, and rail stations) are located within the project limits.

Near the north end of the scope of this project, Space Coast Area Transit System currently provides multiple stops on Port Malabar Blvd. Reciprocally, near the south end of the scope of this project, Space Coast Area Transit System currently provides a stop at Port Malabar Blvd and may in the future consider a stop near the Malabar Community Park, located on Port Malabar Blvd., south of this project.

pp. If transit service is present within the project limits, describe:

Project involves paved multi-modal trail involving greenways bordered to the north by Port Malabar Blvd. and to the south by Malabar Rd. The project involves crossing below Babcock St., in City of Palm Bay. All three of these roadways are at least partially served by active routes of the Space Coast Area Transit System.

- (1) any potential impacts, including to service provision, and/or proposed improvements, and,

Fruition of the final phases of this project, as materializing in the identified multimodal connectivity segment that is not present today will significantly change the connectivity dynamic of the local area.

This project of Tillman Canal East-West Paved Connector Trail will have a significant beneficial impact all of south Brevard county but will especially benefit City of Palm Bay residents who live south of the Tillman Canal and west of Babcock St. Because this project would connect to an also proposed north-south segment which includes a new bicycle / pedestrian bridge across the Tillman Canal. Accordingly, for those living on the west side of Babcock St., it would effectively provide convenient connection to Turkey Creek Sanctuary, the Palm Bay Public Library, and the Palm Bay Community Center, and the popular grapefruit trail and planned City of Palm Bay mountain bike park. For those living on the west side of Babcock St., it would effectively provide convenient connection to the also proposed North-South Tillman Canal Paved Connector Trail and therefore Turkey Creek Sanctuary, the Palm Bay Public Library, and the Palm Bay Community Center. Of course, for those living on the north side of the Tillman Canal, it would effectively provide convenient connection to the to the popular Grapefruit Trails and future mountain biking park west of Babcock St., in City of Palm Bay. An additional major benefit would be to those on the south side of the Tillman Canal, living west of Babcock St. who seek to travel by bicycle to the Harris Government Communication Systems Office Building in City of Palm Bay and wish to minimize their risk of sharing the road with vehicles. Since the Harris office building employees up to 1,400 individuals, it is anticipated that this connection would open bicycle travel to and from work as being viable for a large number of people.

- (2) collaboration efforts and opportunities with the transit service provider.

Availability of this additional multi-modal trail in southeast Brevard County - if serviced further through additional routes of the Space Coast Area Transit System could provide greenway access to Brevard residents wishing to hike and/or bike in vast natural settings not currently accessible via Florida's current SIS System.

- qq. Is this project within the Federal Aid system? **No**
(If yes, FDOT staff needs to verify and check here)

6. Consistency with Local and MPO Plans

- p. Is the applicant the maintaining agency? **No**
If not, supporting documentation from the maintaining agency approving the project must be provided.

Though this project is being proposed by the Trails & Greenways Committee of the Town of Malabar, the managing agency would need to be the City of Palm Bay since the project is completely located within City of Palm Bay; however, as the project property itself is managed by the Melbourne-Tillman Water Control District, authorization by that entity will also be needed. Documentation approving the project though initially limited to feasibility and design studies is anticipated by Council members of City of Palm Bay as this project parallels past recreational plans already underway for the Tillman Canal.

- q. Is this project consistent with the Local Government Comprehensive Plan? **Yes**
If yes, please attach a copy of the page in the Comprehensive Plan.
If no, please state when an amendment will be processed to include the project in the Plan.

Please see Document: TOM Comp Plan Chapter_7 pg1 - Recreational & Open Space Elements.pdf

CHAPTER SEVEN

RECREATION AND OPEN SPACE ELEMENT

PURPOSE

The Recreation and Open Space Element of the Malabar Comprehensive Plan addresses recreation and open space planning issues for the Town. Statements of a goal, objectives and policies for guiding the Town's implementation actions conclude the element. It is the intent of the Town that this plan element sets forth a comprehensive framework for guiding decisions on public policy and capital improvements for recreation facilities and programs in a manner consistent with the Town's goals and objectives.

The Town of Malabar is situated in the southeast section of Brevard County. The Recreation and Open Space Element of the Town's Comprehensive Plan is a reflection of the town's location and desire to preserve and provide access to the open spaces and recreational opportunities afforded in this area of Florida.

Recreation and Open Space

The first component of the Element is the Town's focus on the conservation of and public access to environmentally sensitive lands and habitats. The Town has been an important partner to the Brevard County Environmentally Endangered Lands (EEL) program which has set aside approximately 912 acres of wetland and upland community habitats within the Town. In conjunction with Brevard County's EEL program and the Brevard Metropolitan Planning Organization (MPO), the Town has assisted in the development of a countywide trail system that links conservation lands, parks, and open spaces. The Brevard Greenways and Trails Master Plan is a proposed multimodal system of urban connector trails that utilize existing right of way as well as greenway trails with their own right of way in less developed areas. Included in the Greenways and Trails Master Plan proposal is a 22-mile South Brevard Linear Trail linking Malabar's endangered lands with neighboring communities. The Malabar Scrub Sanctuary and Jordan Scrub Sanctuary – both EEL program lands located within the Malabar Town limits – are along this proposed multi-use corridor to be renamed after the late conservationist Al Tuttle. In Malabar, a bicycle path is already being planned along Marie Street, which connects the two sanctuaries.

The second component of the Element is access to the Indian River Lagoon (IRL). While the Town does not have Atlantic Ocean frontage, its eastern border is the IRL. The IRL offers many potential recreational and economic benefits to the communities along its banks. While the IRL extends along the entire eastern border of the Town, the Town does not own any land along the IRL and therefore has been unable to provide public access to the IRL.

EXISTING CONDITIONS AND DATA

Level of Service Analysis

The Town has adopted a Level of Service of five (5) acres of park and recreation lands per 1,000 residents. As can be seen in the following table, the Town will continue to meet this level of service through 2030. The existing park space is based upon Town-owned parks and open space. It does not include parks and spaces leased by the Town.

- r. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)?
N/A
*If yes, please attach a copy of the page in the LRTP.
If no, please state when an amendment will be done to include the project in the LRTP (if applicable).*

This application effort is the initial recognition of this project with costs, design, and feasibility factors to be determined by the study.

7. Other Information:

- k. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process? [Full Certification](#)

It is important to note that both the beginning and ending points of this project fall within the City of Palm Bay. Accordingly, it is anticipated that City of Palm Bay will sponsor the project logistics with regard to use of that city's LAP Full Certification.

If the agency is currently certified, has the required LAP training been completed? Choose an item.

[City of Palm Bay LAP training as required for LAP Certification has been completed.](#)

NOTE: *Right of Way (R/W) is not a project phase that a local agency becomes certified; therefore, FDOT is required to provide oversight on any R/W phase. R/W acquisition includes License Agreements, Encroachment Agreements (Florida Gas Transmission - FGT), Perpetual Easements, Temporary construction easements, and Donations therefore must be treated in the same manner as a fee acquisition. i.e.: survey, mapping, parcel identification. All have value and the owners are entitled to compensation, unless voluntarily waived in writing per the Uniform Act.*

- l. Is there sufficient R/W to construct the proposed improvements owned by the Local Agency that will construct the project? If yes, please provide proof of ownership (R/W Certification, R/W Maps, Executed Deed/Easement documents). If no, please provide an exhibit visually depicting the new right of way area anticipated for the project together with a spreadsheet providing the tax id # of each impacted parcel and approximate size of the new acquisition area for each impacted parcel. (Examples of each exhibit can be provided, if necessary, by contacting the District 5, Right of Way Cost Estimate Coordinator.)

As researched via the www.bcpao.us Brevard County Property Appraiser site, ownership of project location is identified as under the control of the Melbourne-Tillman Water Control District. Based on the current use of some of the Melbourne-Tillman Water Control District land along the Melbourne-Tillman Canal for the well-used Grapefruit Trail, and with consideration of the future location of a City of Palm Bay planned mountain biking park, a cooperative agreement with the Melbourne-Tillman Water Control District is anticipated.

If R/W is going to be required, please coordinate with FDOT’s Survey and Mapping, Design Support/Cost Estimates and R/W department staff. Explain your agency’s process for hiring an appraiser, doing title work and creating conveyance documents. Share your staff’s experience in acquiring property by federal and state guidelines including eminent domain experience your agency’s legal staff has.

Provide an estimate of the total cost of the project phase(s) and attach supporting documents that supports the requested phase estimate (i.e. man-hour estimate and rates, equipment cost and right of way cost).

Work Type	Phase Complete?	Responsible Agency (Who performed or who will perform the work?)	Procurement Method? Agency Staff Advertise (consultant) Continuing Services	Project Cost Estimate
Planning Development (Corridor or Feasibility Study)	No		Choose an item.	\$
Project Development and Environment Study (PD&E)	No		Choose an item.	\$
Design	Not started		Choose an item.	\$
Right-of-way Acquisition	No		Choose an item.	\$
Construction	No		N/A	\$
CEI	No		Choose an item.	\$
Other:	N/A		Choose an item.	\$
Total Project Cost Estimate:	\$			

- **Include a map showing location of the area of interest. Label important features, roadways, or additional description to help FDOT identify the location and understand the nature of the project.**
- **When requesting the Construction phase please include the following documents or status:**
 - Signed and sealed plans
 - Engineer’s estimate
 - Bid Documents and Specifications Package
 - Signed LAP Construction Checklist
 - Right of Way Certification
 - Environmental Certification
 - All necessary permits



THIS FORM SHALL BE SUBMITTED FOR ALL PROJECTS
NOT CURRENTLY IN THE FDOT WORK PROGRAM.
FDOT PROJECT INFORMATION APPLICATION FORM

DATE: 4/15/2019

TOM PCT Project 7 - Jordan Scrub East-West Paved Connector Trail

1. Project Information:

Project ID (SR, CR, Etc...): **TOM PCT Project 7 - Jordan Scrub East-West Paved Connector Trail**

From/At (South or West Termini): **Lat 27.983498 Lon -80.573342**

To (North or East Termini): **Lat 28.983743 Lon -80.554385**

County: **Brevard**

Project Length (Miles): **1.28 miles**

Project Type: **Bike/Ped** If *other*, please specify:

2. Title of Project Priority List and Project Ranking:

TOM - Jordan Scrub East-West Paved Connector Trail - Pri: 7

Central Florida MPO Alliance List and Project Ranking (if applicable):

N/A

3. Managing Agency Contact Information:

Applicant: **Town of Malabar (TOM)**

Contact Person: **Drew Thompson**

Title: **TOM Trails & Greenways Committee, Chair**

Address: **2725 Malabar Road, Malabar, FL 32950**

Phone Number: **(321) 215-4865**

E-mail Address: **drew.thompson@prosolent.com**

4. Phase(s) Being Requested (double click on box to select appropriate box):

- Study PD&E Design
- Right-of-way Construction Other:

5. Project Description:

rr. Project Scope/Description (*please be as detailed as possible*):

This project is one of seven projects being proposed in the spring of 2019 by Town of Malabar via that town's Trails and Greenways Committee (TOM T&GC). Each of the seven projects share a design objective of connecting ADA multimodal trails via limited length but strategic connector segments - each would be a paved connector trail or "PCT". Each project involves utilizing existing ownership of land without need for new land purchases, only cooperative agreements by current owners. Collectively, the seven projects involve a length of less than ten miles (9.85 miles), yet they each effectively provide new level of access to numerous users who currently have no direct connection to the area's extensive trail system and greenways. Four of the projects are fully located between Port Malabar Blvd. and Malabar Rd. from the north & south and between US Highway 1 & Babcock St. from the east & west, respectively. One project starts within the aforementioned area but extends west of Babcock St. The remaining two projects are located south of Malabar Road and are either along Marie St. & Leghorn Rd. or are located between Marie St.& Leghorn Rd. and US Highway 1. Only one project is located completely outside of Town of Malabar in City of Palm Bay and is located slightly west of Malabar's most northwestern point. With the exception of two of the seven, all projects involve a connector trail segment where the starting point is in the Town of Malabar and the destination point is another town. **In the case of this project, both the starting point town and connector town is the Town of Malabar, with the project running through the Jordan Scrub Sanctuary, within the 100' Town of Malabar ROW of Jordan Blvd., an unpaved road not open to traffic.**

This project is for a paved ADA specification trail to mirror the Al Tuttle Trail in design and is to run west from at or near US Highway 1 at its intersection with Jordan Blvd., cross the railroad tracks at the established crossing, continue on the north side of the Town of Malabar ROW of Jordan Blvd., ending at Marie St. with connection there to the also proposed future Al Tuttle Malabar - Grant-Valkaria Paved Connector Trail. From the east, the trail would essentially provide a U.S. Highway 1 entrance / exit point for hikers, equestrian users and bicycle enthusiasts to the Jordan Scrub Sanctuary, controlled by Brevard County and managed by the Environmentally Endangered Lands Program (EEL Pgm). From the west, it would provide a corridor path across Jordan Scrub Sanctuary with access to a rare railroad crossing - which could be quite important in the event of a emergency, such as fire, hurricane evacuation, or temporary closure of the railroad closure at Malabar Rd.

ss. What fiscal year will this project be ready for production/construction:

Work Type	What Fiscal Year will each phase be complete or ready for production/construction?
Planning Development (Corridor or Feasibility Study)	
Project Development and Environment Study (PD&E)	2020
Design	
Right-of-way Acquisition	
Construction/CEI	
Other	

Please state the purpose and need for this project.

NOTE: *If a study was done, then please provide a copy of the study. If no study was done, please provide documentation to support the need of the project and that the proposed improvements will address the issue.*

The purpose of this project is to ascertain key design parameters of project so that components of specific metrics can be projected with project prerequisites, interdependencies, time requirements, and cost projections - to provide the predictable factors necessary to determine project viability, project schedule and funding needs.

The need for this project is to provide ADA multimodal trail connection to the existing South Brevard Linear Trail System - specifically, the AI Tuttle Trail and is supported by paved connector trail use observed and documented by Brevard County via field management reports by EEL Pgm staff with regard to the existing paved portions of the AI Tuttle Trail.

tt. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

Yes, portions of this project are within 5 miles to Grant-Valkaria Airport, to the south.

uu. Is this facility a designated SIS corridor, connector, or hub or adjacent to a SIS facility?

No.

- vv. Identify and locate where any transit routes and/or facilities (e.g. stops, shelters, park and ride lots, intermodal centers, and rail stations) are located within the project limits.

Near the northeastern end of the scope of this project, Space Coast Area Transit System currently provides multiple stops on Malabar Blvd., at Palm Bay Community Hospital and may in the future consider a stop near the Malabar Community Park, located east of the hospital, also on Malabar Rd.

- ww. If transit service is present within the project limits, describe:

Space Coast Area Transit has a strong working relationship with the Brevard County Department of Tourism. Accordingly, as ecotourism grows in the Malabar realm system of Greenways and Trails, additional service routes and/or stops may be considered to facilitate transit system users to have access to the less populated environmentally significant areas for recreation.

- (1) any potential impacts, including to service provision, and/or proposed improvements, and,

Fruition of the final phases of this project, as materializing in the identified multimodal connectivity segment that is not present today will significantly change the connectivity dynamic of the local area.

This project of the Jordan Scrub East-West Paved Connector Trail will have a significant beneficial impact all of south Brevard county but will especially benefit Town of Malabar residents as it will connect the vast Jordan Scrub Sanctuaries to both eastern and western Malabar. It would also effectively provide convenient connection to Turkey Creek Sanctuary, the Palm Bay Public Library, and the Palm Bay Community Center, to residents of eastern and south Malabar. An additional major benefit would be to those folks would be increased ease of travel by bicycle to the Harris Government Communication Systems Office Building in City of Palm Bay or to the Harris facility at Jordan Blvd., near US Highway 1. Since the Harris office building employees up to 1,400 individuals, it is anticipated that this connection would open bicycle travel to and from work as being viable for many people.

- (2) collaboration efforts and opportunities with the transit service provider.

Availability of this additional multi-modal trail in southeast Brevard County - if serviced further through additional routes of the Space Coast Area Transit System could provide greenway access to Brevard residents wishing to hike and/or bike in vast natural settings not currently accessible via Florida's current SIS System. Space Coast Area Transit has a strong working relationship with the Brevard County Department of Tourism. Accordingly, as ecotourism grows in the Malabar realm system of Greenways and Trails, additional service routes and/or stops may be considered to facilitate transit system users to have access to the less populated environmentally significant areas for recreation.

- xx. Is this project within the Federal Aid system? [No](#)
(If yes, FDOT staff needs to verify and check here)

6. Consistency with Local and MPO Plans

- s. Is the applicant the maintaining agency? Yes
If not, supporting documentation from the maintaining agency approving the project must be provided.
- t. Is this project consistent with the Local Government Comprehensive Plan? Choose an item.
If yes, please attach a copy of the page in the Comprehensive Plan.
If no, please state when an amendment will be processed to include the project in the Plan.

[Please see Document: TOM Comp Plan Chapter_7 pg1 - Recreational & Open Space Elements.pdf](#)

CHAPTER SEVEN

RECREATION AND OPEN SPACE ELEMENT

PURPOSE

The Recreation and Open Space Element of the Malabar Comprehensive Plan addresses recreation and open space planning issues for the Town. Statements of a goal, objectives and policies for guiding the Town's implementation actions conclude the element. It is the intent of the Town that this plan element sets forth a comprehensive framework for guiding decisions on public policy and capital improvements for recreation facilities and programs in a manner consistent with the Town's goals and objectives.

The Town of Malabar is situated in the southeast section of Brevard County. The Recreation and Open Space Element of the Town's Comprehensive Plan is a reflection of the town's location and desire to preserve and provide access to the open spaces and recreational opportunities afforded in this area of Florida.

Recreation and Open Space

The first component of the Element is the Town's focus on the conservation of and public access to environmentally sensitive lands and habitats. The Town has been an important partner to the Brevard County Environmentally Endangered Lands (EEL) program which has set aside approximately 912 acres of wetland and upland community habitats within the Town. In conjunction with Brevard County's EEL program and the Brevard Metropolitan Planning Organization (MPO), the Town has assisted in the development of a countywide trail system that links conservation lands, parks, and open spaces. The Brevard Greenways and Trails Master Plan is a proposed a multimodal system of urban connector trails that utilize existing right of way as well as greenway trails with their own right of way in less developed areas. Included in the Greenways and Trails Master Plan proposal is a 22-mile South Brevard Linear Trail linking Malabar's endangered lands with neighboring communities. The Malabar Scrub Sanctuary and Jordan Scrub Sanctuary – both EEL program lands located within the Malabar Town limits – are along this proposed multi-use corridor to be renamed after the late conservationist Al Tuttle. In Malabar, a bicycle path is already being planned along Marie Street, which connects the two sanctuaries.

The second component of the Element is access to the Indian River Lagoon (IRL). While the Town does not have Atlantic Ocean frontage, its eastern border is the IRL. The IRL offers many potential recreational and economic benefits to the communities along its banks. While the IRL extends along the entire eastern border of the Town, the Town does not own any land along the IRL and therefore has been unable to provide public access to the IRL.

EXISTING CONDITIONS AND DATA

Level of Service Analysis

The Town has adopted a Level of Service of five (5) acres of park and recreation lands per 1,000 residents. As can be seen in the following table, the Town will continue to meet this level of service through 2030. The existing park space is based upon Town-owned parks and open space. It does not include parks and spaces leased by the Town.

Town of Malabar		August 2009
Comprehensive Plan	7-1	Recreation and Open Space Element

- u. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)?

N/A

If yes, please attach a copy of the page in the LRTP.

If no, please state when an amendment will be done to include the project in the LRTP (if applicable).

This application effort is the initial recognition of this project with costs, design, and feasibility factors to be determined by the study.

7. Other Information:

- m. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process? Full Certification

It is important to note that both the beginning and ending points of this project fall within the Town of Malabar. It is anticipated that through a new cooperative effort between Town of Malabar and City of Palm Bay, the later entity will offer to sponsor the project logistics with regard to use of that city's LAP Full Certification. A similar cooperative agreement for such was done between Town of Malabar and City of Palm in the Al Tuttle Trail design and construction.

If the agency is currently certified, has the required LAP training been completed? Choose an item.

City of Palm Bay LAP training as required for LAP Certification has been completed.

NOTE: *Right of Way (R/W) is not a project phase that a local agency becomes certified; therefore, FDOT is required to provide oversight on any R/W phase. R/W acquisition includes License Agreements, Encroachment Agreements (Florida Gas Transmission - FGT), Perpetual Easements, Temporary construction easements, and Donations therefore must be treated in the same manner as a fee acquisition. i.e.: survey, mapping, parcel identification. All have value and the owners are entitled to compensation, unless voluntarily waived in writing per the Uniform Act.*

- n. Is there sufficient R/W to construct the proposed improvements owned by the Local Agency that will construct the project? If yes, please provide proof of ownership (R/W Certification, R/W Maps, Executed Deed/Easement documents). If no, please provide an exhibit visually depicting the new right of way area anticipated for the project together with a spreadsheet providing the tax id # of each impacted parcel and approximate size of the new acquisition area for each impacted parcel. (Examples of each exhibit can be provided, if necessary, by contacting the District 5, Right of Way Cost Estimate Coordinator.)

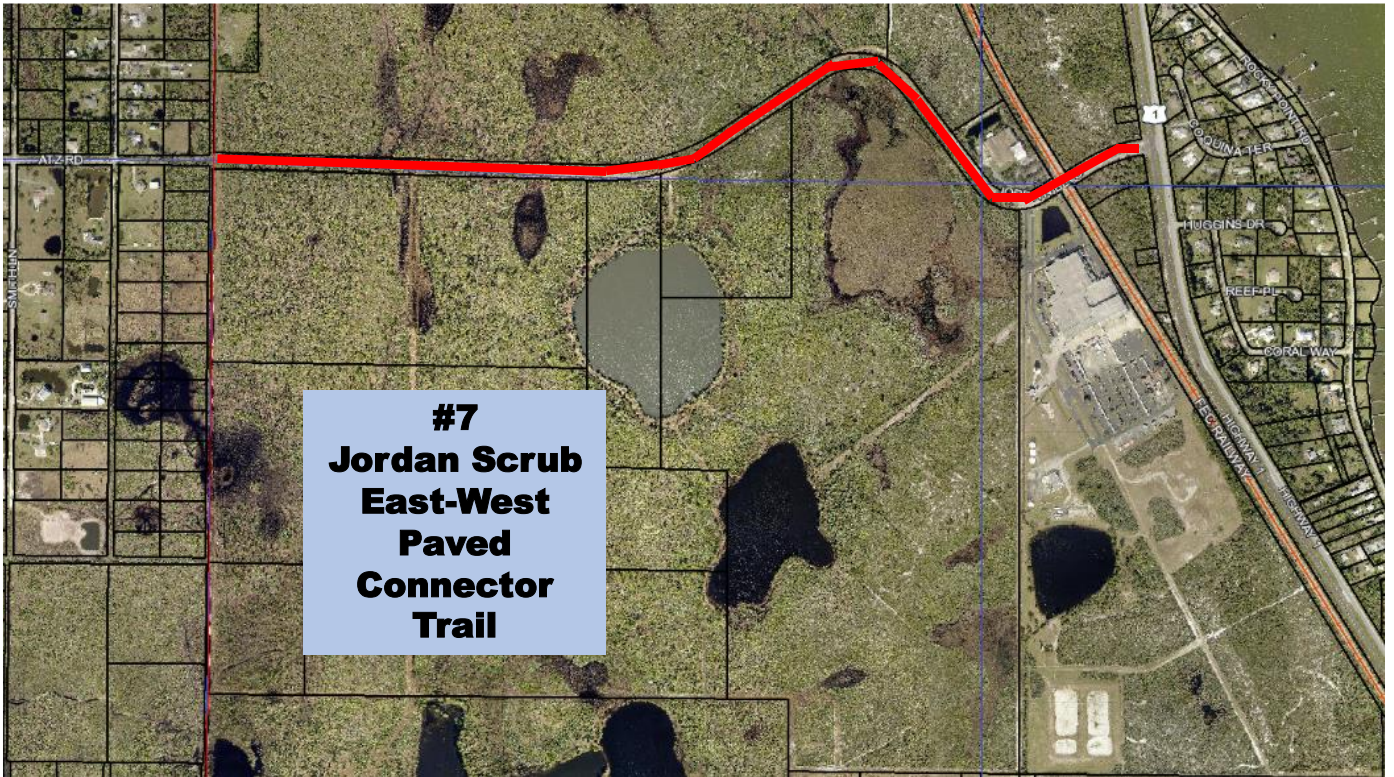
As researched via the www.bcpao.us Brevard County Property Appraiser site, ownership of project location is identified as fully contained within the 100' ROW of Town of Malabar for all of the Jordan Blvd. - from Marie St. at the westernmost point to US Highway 1 at the easternmost point.

If R/W is going to be required, please coordinate with FDOT’s Survey and Mapping, Design Support/Cost Estimates and R/W department staff. Explain your agency’s process for hiring an appraiser, doing title work and creating conveyance documents. Share your staff’s experience in acquiring property by federal and state guidelines including eminent domain experience your agency’s legal staff has.

Provide an estimate of the total cost of the project phase(s) and attach supporting documents that supports the requested phase estimate (i.e. man-hour estimate and rates, equipment cost and right of way cost).

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***Additional Project Ideas TOM & G-V
T&GC and CPB, Melbourne and West
Melbourne to start here...***