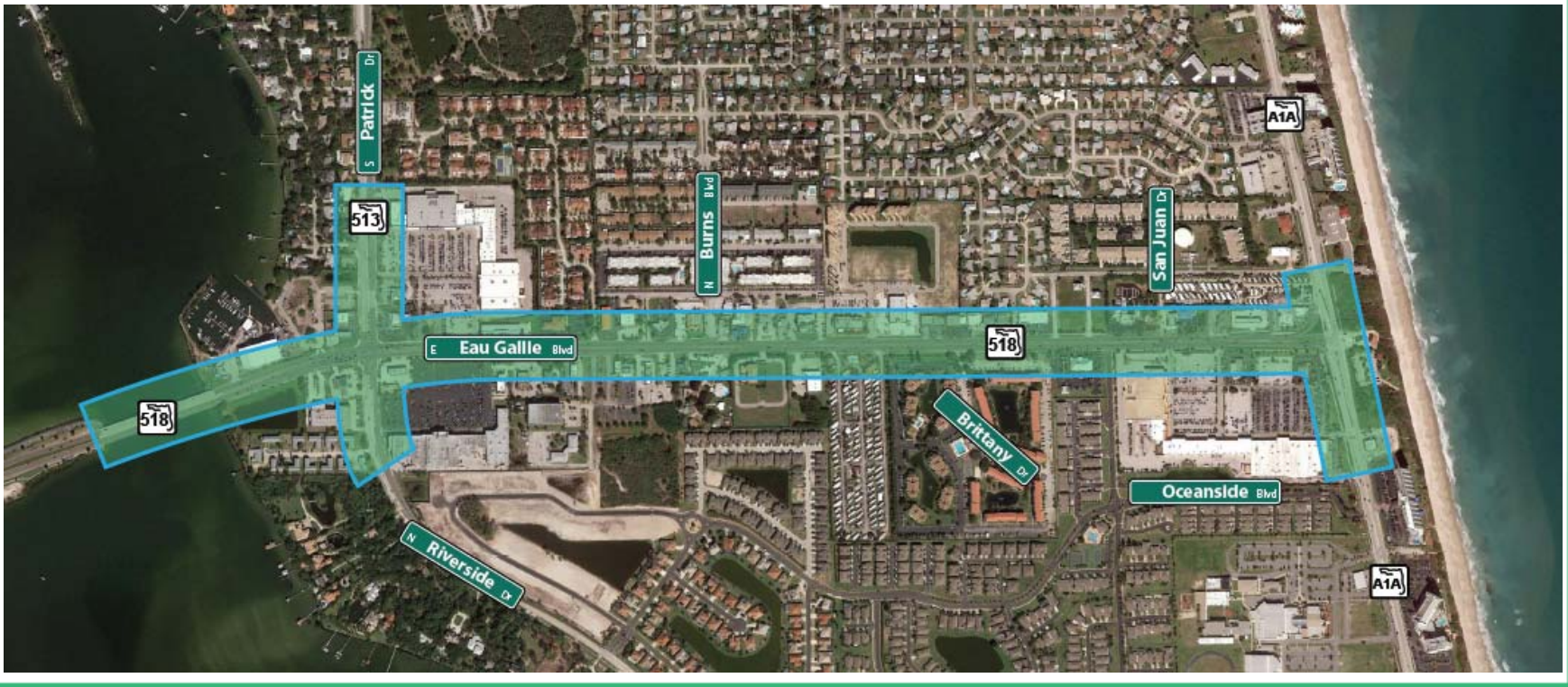


State Road (S.R.) 518 / Eau Gallie Boulevard Concept Development Study Public Information Meeting

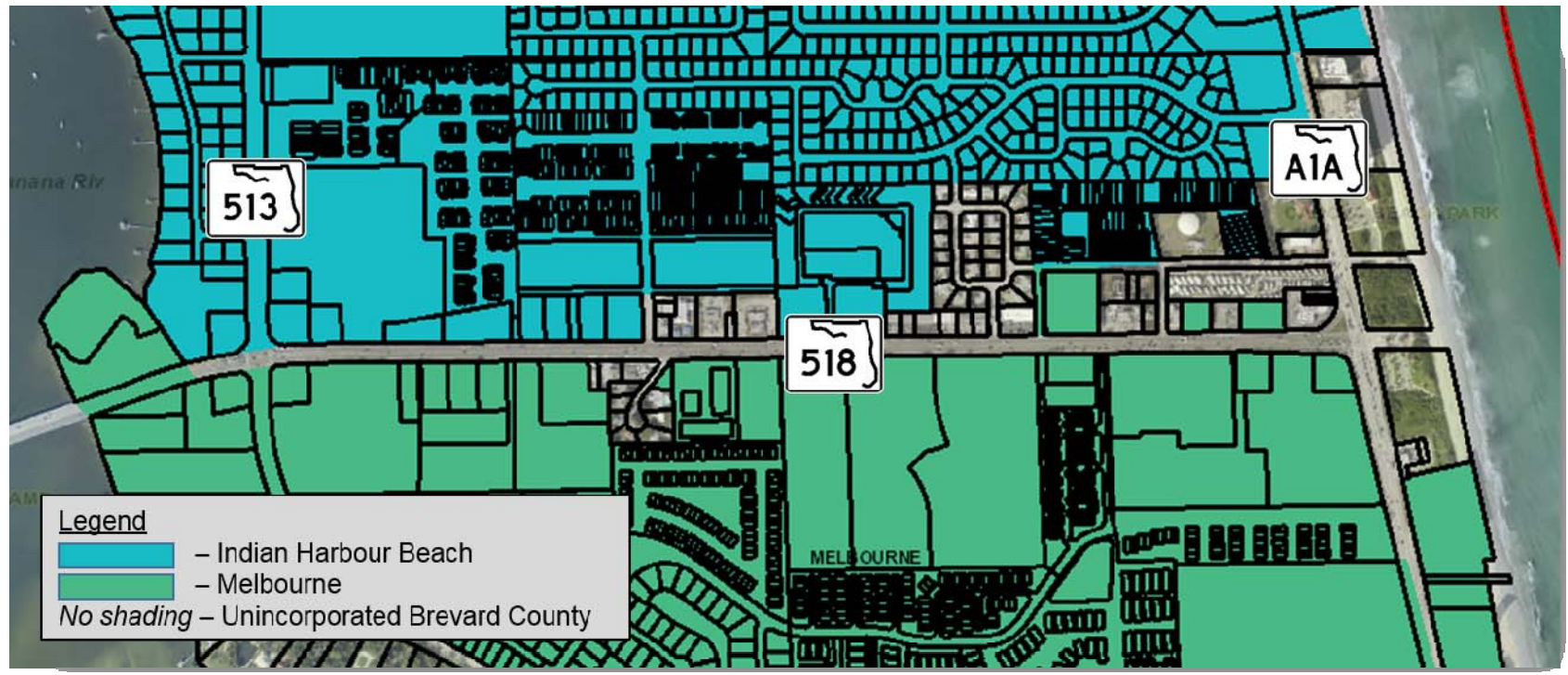
August 30, 2018



Project Limits



Municipal Boundaries



Planning Phase

- Completed March 2016
- Three Priority Groups
- I – Bike Lanes, Sidewalks, S.R. A1A Intersection Reconfiguration
- II – Relief Bridge North Side Pedestrian Facility, Access Management, S.R. 513 Intersection Reconfiguration
- III – Roundabouts, Median (Burns to San Juan)


Eau Gallie Beachside CORRIDOR ALTERNATIVES AND STRATEGIES REPORT 

Table 1: Summary of Improvement Potential Improvements

Priority Group	#	Description	Location	Agency Lead	Potential Phases Needed
I	1.A	Sidewalks - North Side	South Patrick Drive to SR A1A	To Be Determined	Concept Development / Design / Construction
	1.B	Crosswalk with audible beacon	Winn-Dixie Intersection, east side	To Be Determined	Design / Construction (after sidewalk is in place)
	2	Bike Lanes	Relief Bridge to SR A1A	To Be Determined	Implement during resurfacing
	3	SR A1A Intersection - remove continuous right turn lanes, extend median	Eau Gallie Boulevard at SR A1A. Median changes along Eau Gallie	To Be Determined	Concept Development / Design / Construction
II	4a	Bridge sidewalk and connection of bike lanes	Relief Bridge to SR 513 / South Patrick Drive	To Be Determined	Concept Development / Design / Right-of-way / Construction
	4c	SR 513 / South Patrick Drive Intersection - repurpose westbound lanes (1 left, 2 through, 1 right)	Intersection of Eau Gallie Boulevard and SR 513 / South Patrick Drive	To Be Determined	Concept Development / Design / Right-of-way / Construction
	5	Driveway and median modifications	Publix / Bealls Shopping Center onways on Eau Gallie	To Be Determined	Concept Development / Design / Construction
III	6	Roundabouts and median	Burns Boulevard to Winn-Dixie onway	To Be Determined	Gain support then Concept Development / Design / Right-of-way / Construction

2

Concept Development Study

- Initiated July 2017
- Priority Groups 1 and 2
 - No roundabout or median
- Agency Coordination
- Two Project Visioning Team (PVT) Meetings

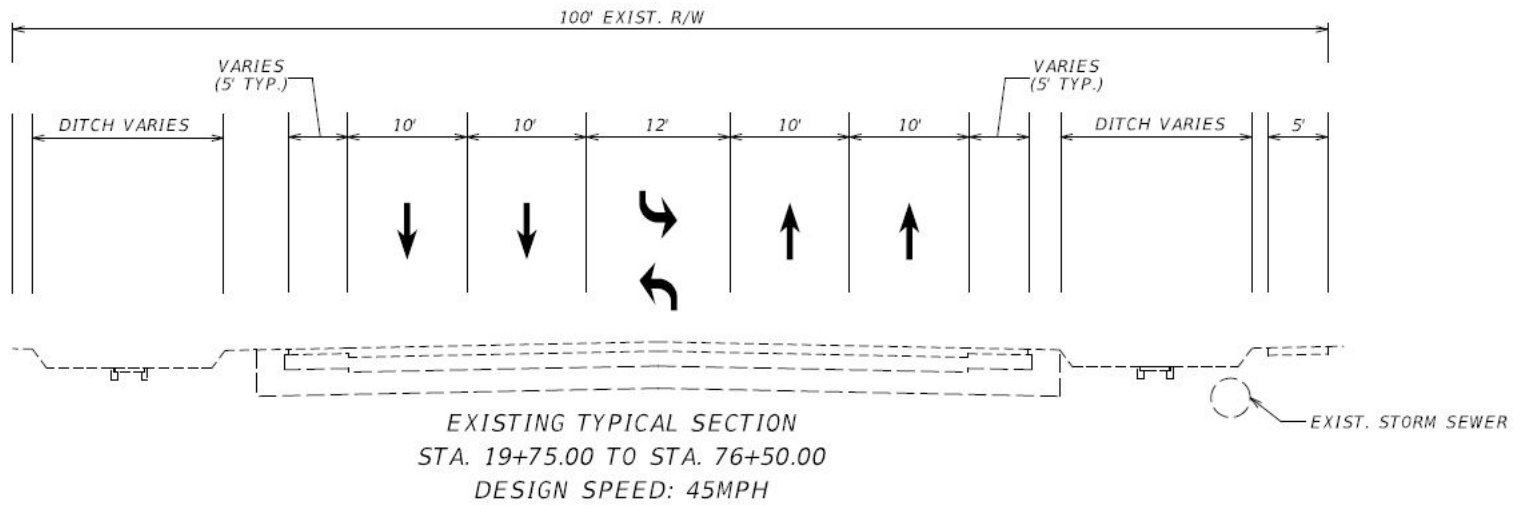
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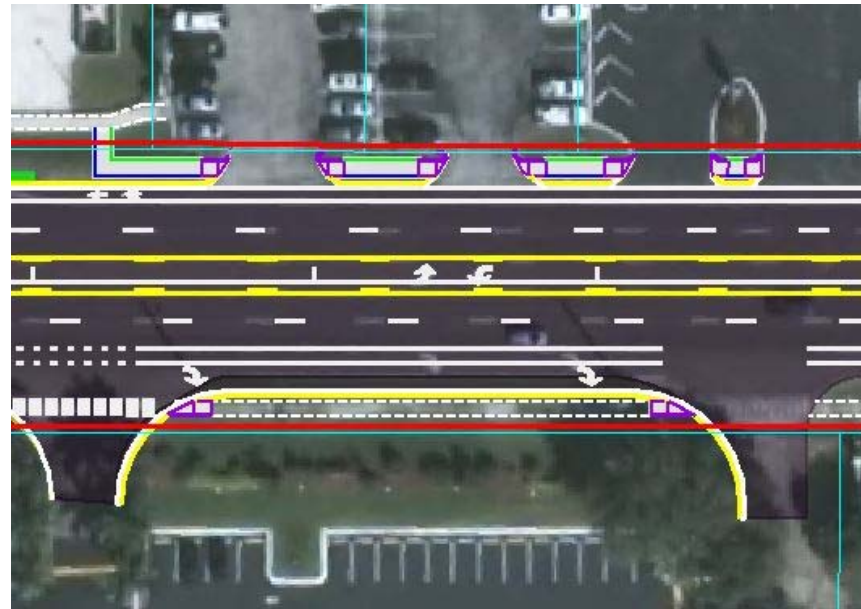
2

Typical Section



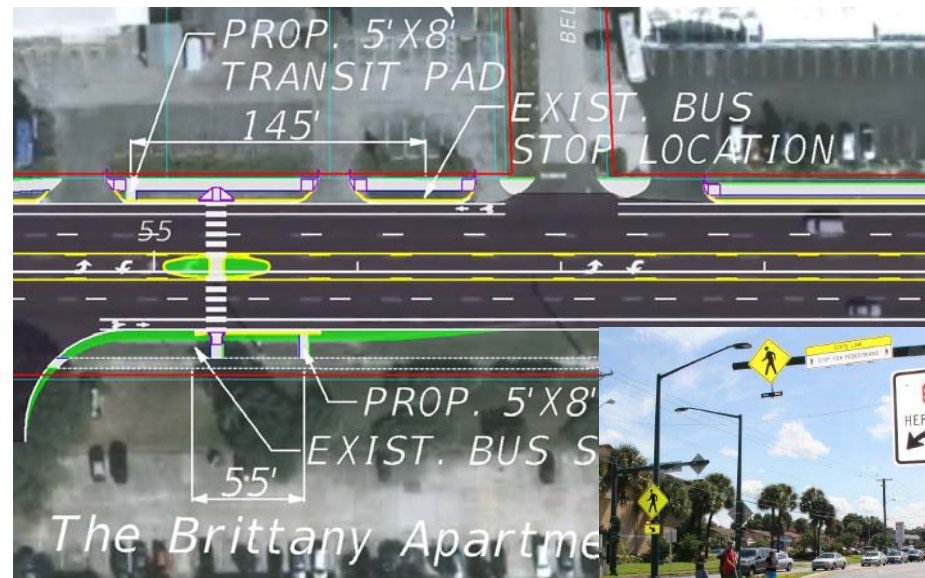
Pedestrians – Sidewalk

- Add to north side of S.R. 518
- Connect to existing
- Requires Closed Drainage



Pedestrians – Mid-Block Crossings

- Locations
 - Near Burns Boulevard
 - Transit Stop
- Visibility
 - Rectangular Rapid Flashing Beacons (RRFB's)



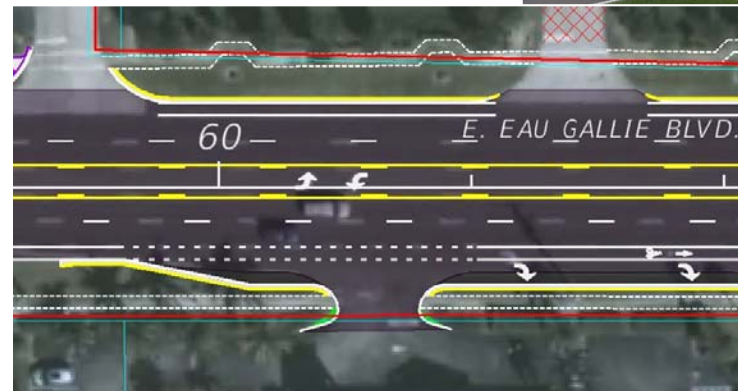
Transit

- Relocations of Transit Stops
- Add Bus Pads, access from sidewalks



Bicycle Facilities

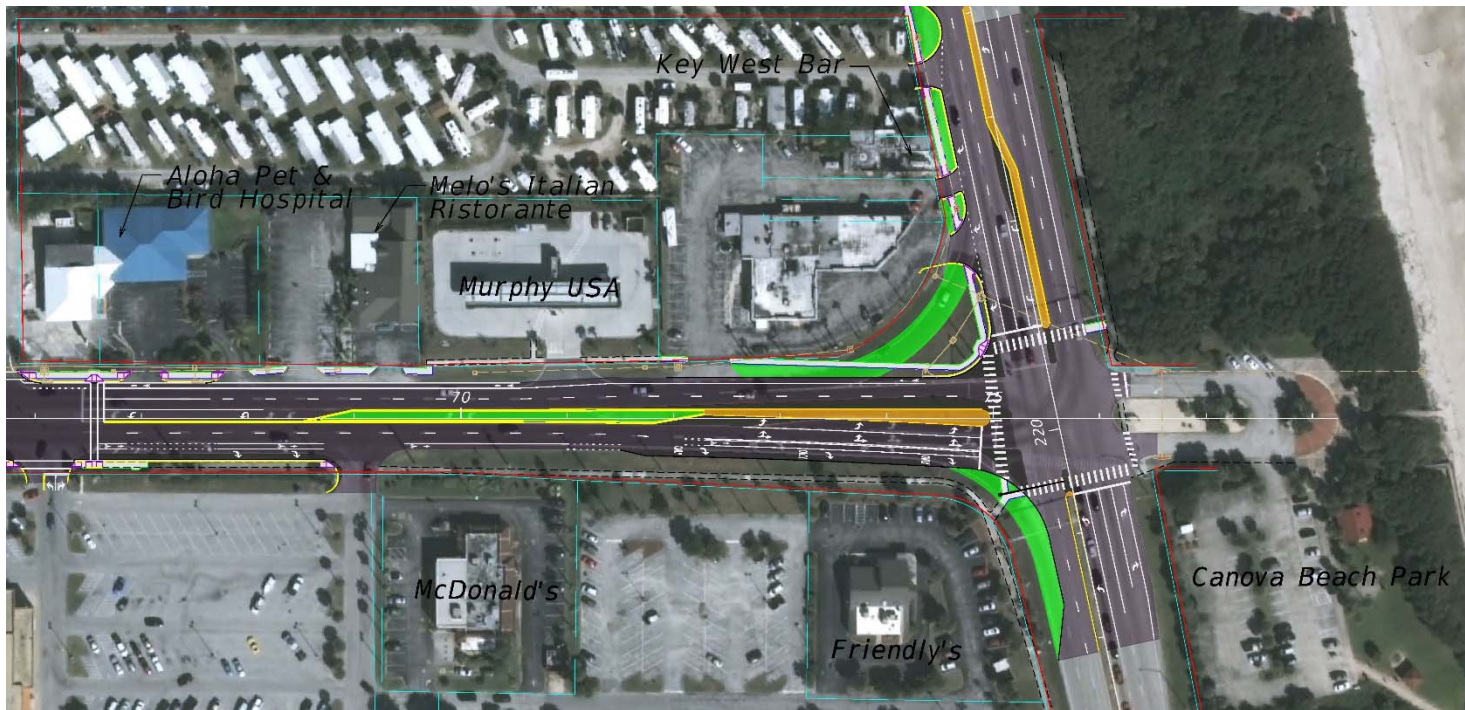
- Existing 5-foot shoulder with no “keyholes” at right turn lanes
- Addition of keyholes provides continuous route, but may impact existing drainage



S.R. A1A Intersection

- Removal of Free-flow Right Turn Lanes
 - Accommodates pedestrian crossing
- Remove weave condition on Southbound S.R. A1A
- Extend median on S.R. 518 to the west
 - No conflicts with queuing traffic

S.R. A1A Intersection



S.R. 513 Intersection

- Removal of one WB left-turn lane to accommodate u-turns
- Bulb-out in NE quadrant
- Extend median on S.R. 513 to the east
 - Eliminate conflicts with left turning traffic

S.R. 513 Intersection



Indian River Relief Bridge

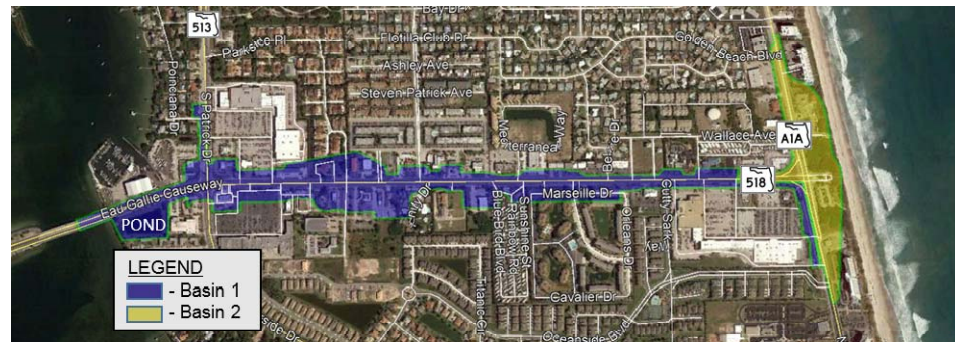
- Barrier separated pedestrian accommodations on south side
- Safe crossing from north to south at S.R. 513
- Safe protected route to Eau Gallie Causeway Boat Ramp and Indian River Bridge fishing pier
- Maintain existing conditions at relief bridge
 - Discussions with FDOT Design and Traffic Operations
 - No safe crossing north to south across S.R. 518 west of S.R. 513
- Separate Trail Project to be Placed on SCTPO Trail Priority List

Drainage



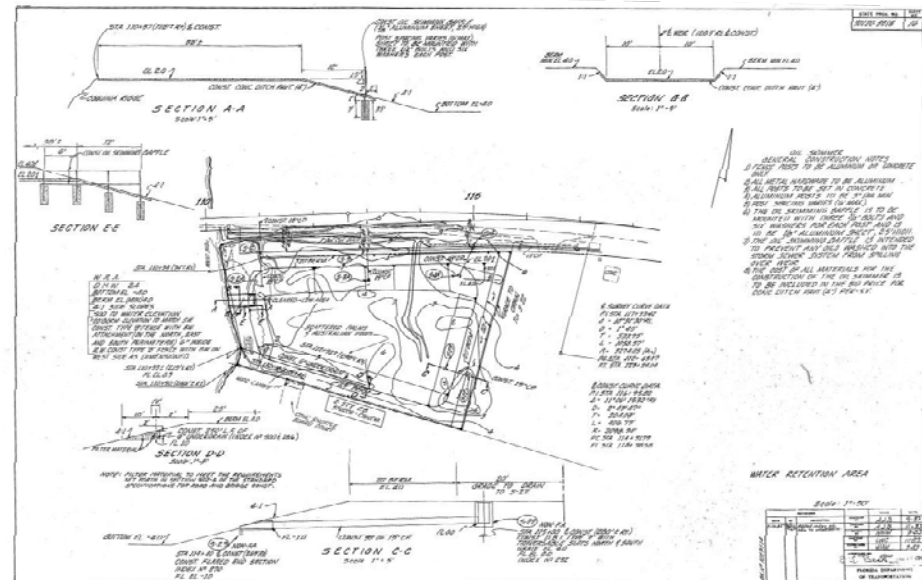
Drainage

- Existing System
 - Ditches and Stormsewer
 - Conveyed to Pond west of S.R. 513



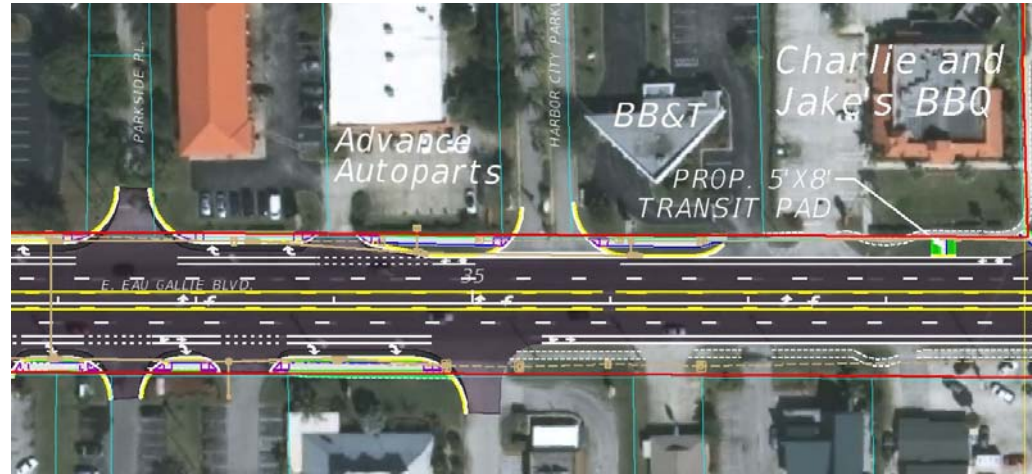
Existing Drainage System

- Stormwater Ponds
 - Large pond south of S.R. 518, west of S.R. 513
 - Two smaller ponds north and south of S.R. 518
 - Built as part of 1984 intersection improvements



Potential Drainage Concepts

- Additional Impervious Areas
 - Sidewalk to north
 - Bicycle Keyholes at Right Turn Lanes
 - Reduce / Eliminate conveyance swales



Potential Drainage Concepts

- Closed drainage system (curb and gutter) where swale not feasible
 - Approximately 5,400 ft. of additional curb and gutter
- May require modification to roadway grade



Potential Drainage Concepts

- Stormsewer
 - Construction of new trunk line / Reconstruction of existing trunk line
 - Pond treatment
 - Expand Existing Pond
 - Impacts to Utilities
 - S.R. 513 Intersection
 - Detailed analysis during next phase (Final Design)



Estimated Project Costs

- Design
 - ~\$500,000
- Construction
 - ~\$6,500,000



Next Steps

- Refine Alternatives
- Documentation
- Final Design
 - Not funded





Contact Information

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