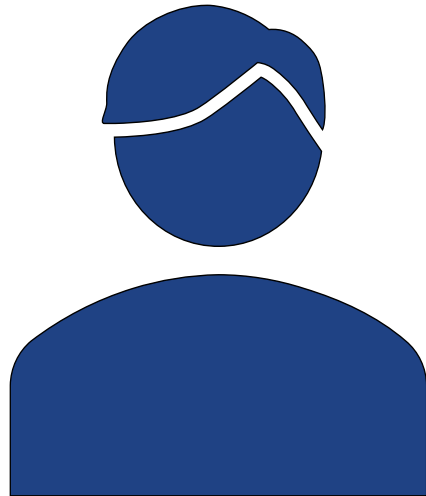




**State Road (S.R.) 401 Bridge Replacement
Project Development & Environment (PD&E) Study
Financial Project ID Number: 444787-1**

Public Information Meeting

February 23, 2022



Mary McGehee

FDOT Project Manager

Florida Department of Transportation

719 S. Woodland Blvd., MS 501

DeLand, FL 32720

Mary.McGehee@dot.state.fl.us

386-943-5063



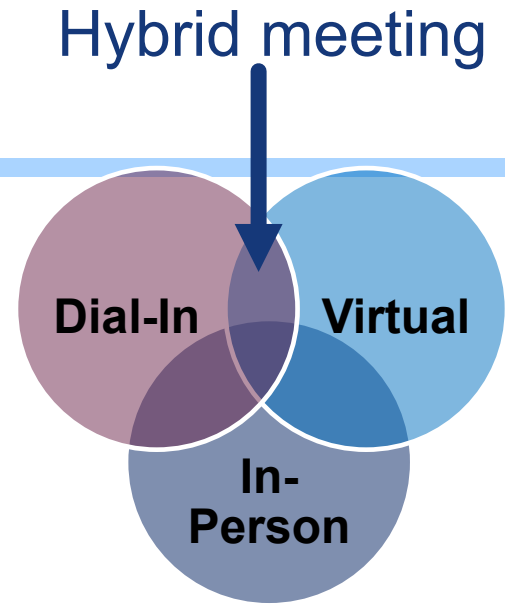
**State Road (S.R.) 401 Bridge Replacement
Project Development & Environment (PD&E) Study
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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. & 327 and Memorandum of Understanding dated 12/14/2016 and executed by FHWA and FDOT.

About the Public Meeting

This public meeting is being conducted in a hybrid format.

- In-Person
- Virtual
- Dial-in



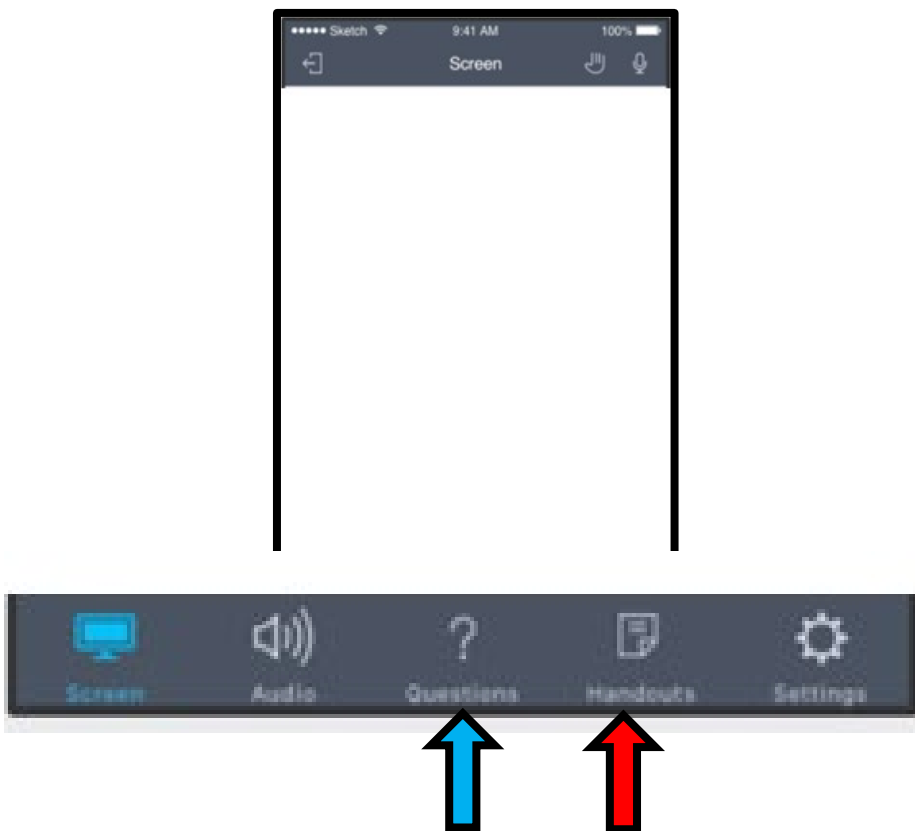
Dial-in attendees are “listen only”.

A copy of the presentation is available at www.cflroads.com/project/444787-1

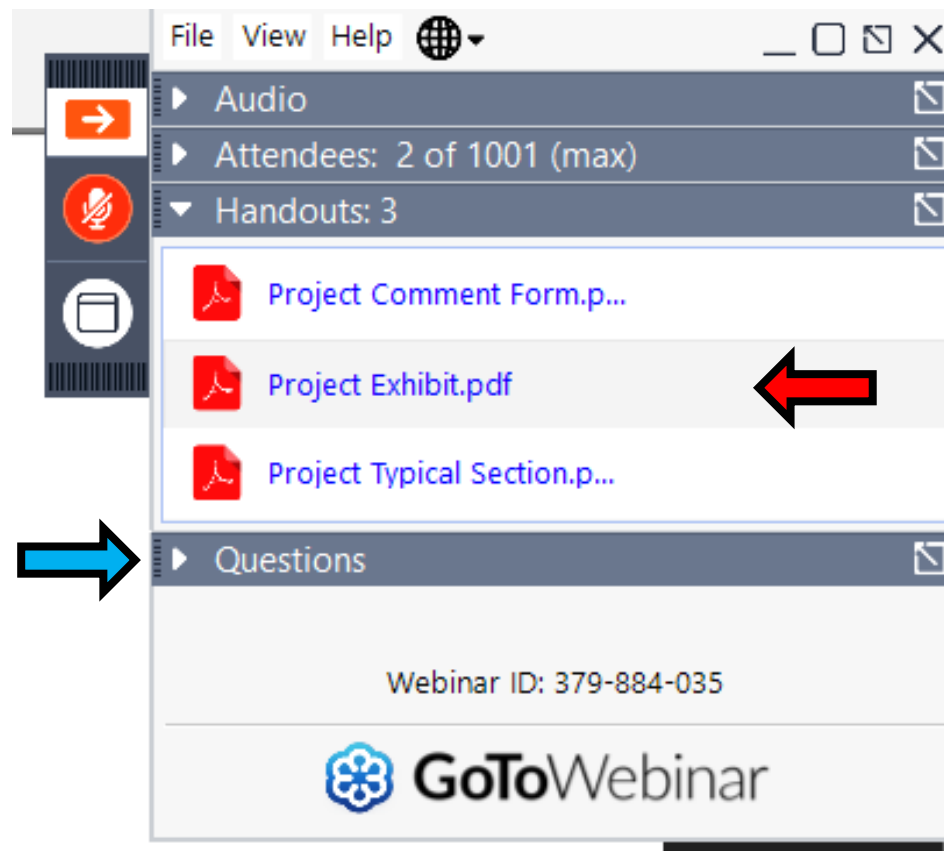


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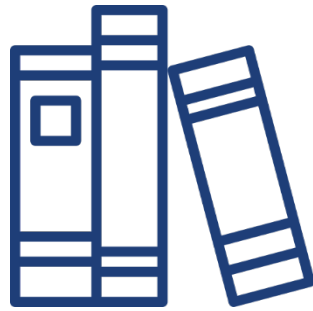


Send an email to
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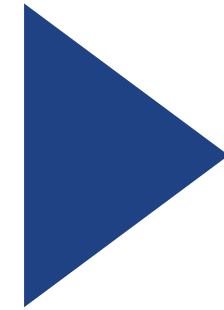
About Your Comments and Questions



All comments and questions are part of the public meeting record.



Please submit your comments and questions by March 9.



A recording of this presentation is on the project's web page.

Title VI of the Civil Rights Act of 1964

Title VI Compliance

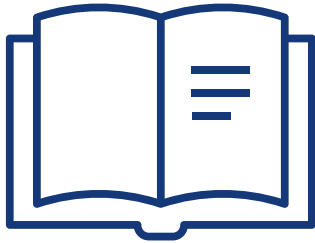
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns relative to FDOT compliance with Title VI may do so by contacting:

Jennifer Smith
District Five Title VI Coordinator
 719 South Woodland Boulevard
 DeLand, Florida 32720
 386-943-5367
 Jennifer.Smith2@dot.state.fl.us

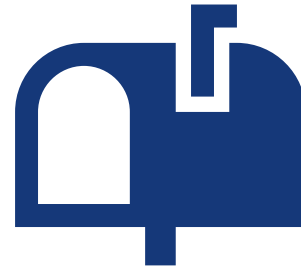
Jacqueline Paramore
State Title VI Coordinator
 605 Suwannee Street, Mail Station 65
 Tallahassee, Florida 32399-0450
 850-414-4753
 Jacqueline.Paramore@dot.state.fl.us

All inquiries or concerns will be handled according to FDOT procedure and in a prompt and courteous manner.

Public Notice



Florida Administrative Register



Property owner/tenant letters



Email to project contacts list



Department/project webpage



Newspapers



Social media

Project Documents



Project documents are available for public review at the following location and online.

Physical Location

Cape Canaveral Public Library
 201 Polk Avenue
 Cape Canaveral, FL 32920
 Mon 12 – 8 p.m., Tue-Fri 9 a.m. – 5 p.m.
 Sat 10 a.m. – 2 p.m.
 Tel: 321-868-1101



Project Website

www.cflroads.com/project/444787-1

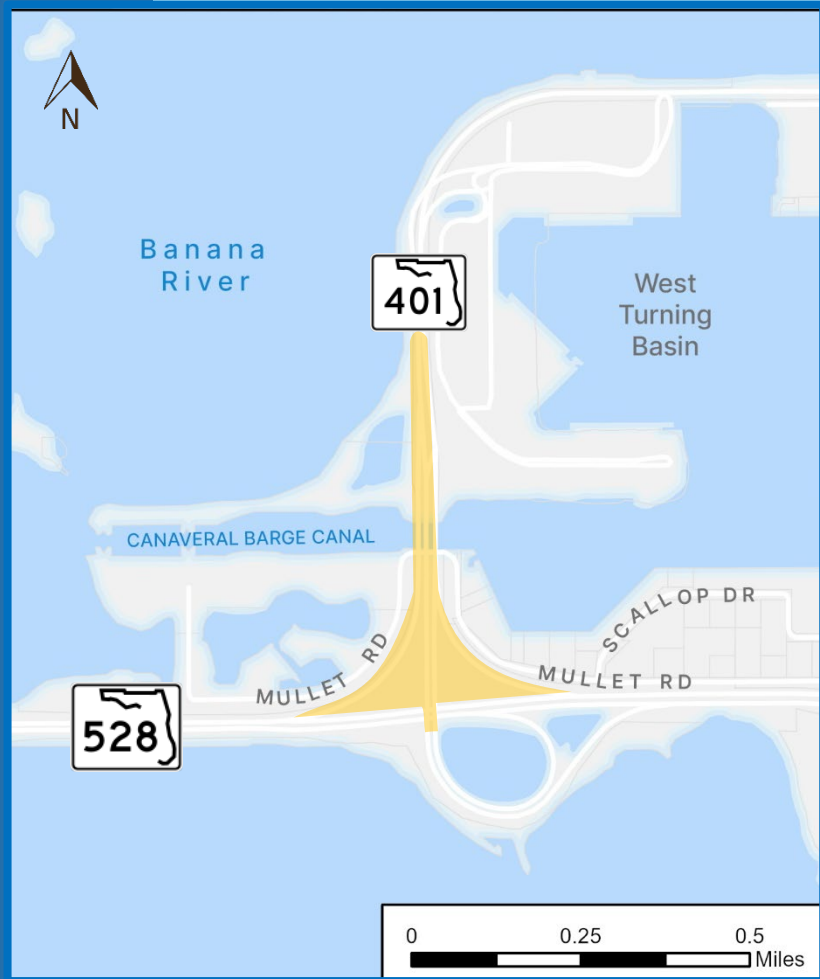


Transportation Development Process

A PD&E study is a blending of engineering, environmental assessments, and public involvement activities. The process is used by engineers and planners to determine the location and conceptual design of the preferred roadway improvements.



Project Background



Purpose and Need

- **What is the purpose of the study?**
 - Evaluate improvements to, or replacement of, existing S.R. 401 bascule bridges (drawbridges) over the Canaveral Barge Canal
- **Why is the project needed?**
 - Improve traffic access, future mobility, congestion and safety needs
 - System linkage and modal interrelationships
 - Access to strategic state and national assets
 - S.R. 401 is a Strategic Intermodal System Connector and Strategic Highway Network (STRAHNET) – a designation given to roads that provide defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Stakeholder Coordination



US Army Corps
of Engineers.



Strategic Position of Port Canaveral



- **Second busiest cruise port in the world**
- **Economic Impact to the State of Florida of \$3.9 Billion**
- **Generates 33,000 jobs**
- **Critical fuel supplier for the Central Florida Region and beyond**
- **Strategic location supports military missions and commercial space**

Traffic Conditions

Auto and Freight Traffic

Traffic Volumes

- High percentage of freight / trucks
- Traffic seasonality
- Canaveral Space Force Station, U.S. Coast Guard, and Commercial Space Industry access

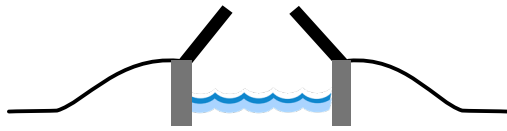
Marine Navigation and Vessel Survey

- Traffic delays caused by bridge openings
- Bridge alternatives to facilitate marine vessel navigation



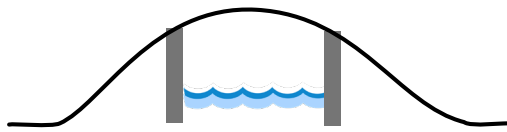
Alternatives Considered

- **No Build Alternative**

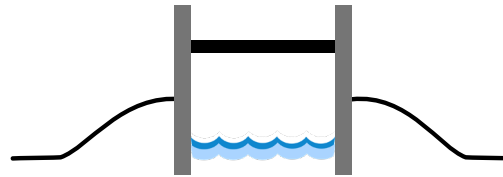


(Existing lower-level drawbridges would remain)

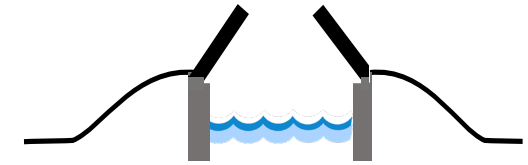
- **Three Build Alternatives**



**Fixed Bridge
Alternative**

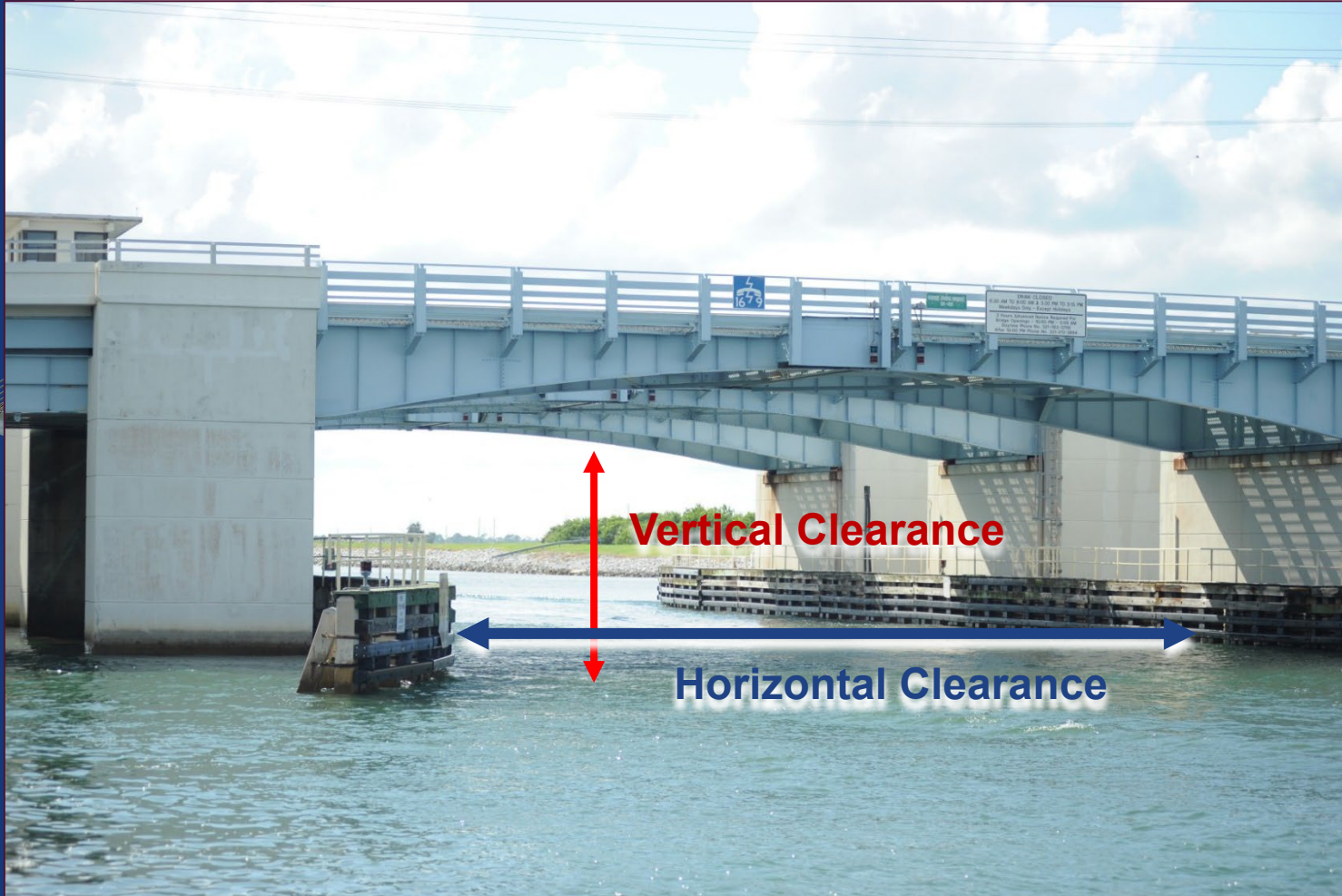


**Lift Bridge
Alternative**



**Bascule
(Drawbridge)
Alternative**

No Build Alternative



- Assumes no improvements and does not meet the project Purpose and Need
- Three drawbridges (one northbound and two southbound)
 - 12-foot travel lanes
 - Minimum 2-foot shoulders
 - 25-foot vertical clearance
 - 90-foot horizontal clearance

Build Alternative Design Drivers

Traffic Conditions

- Automotive, freight, and marine vessels

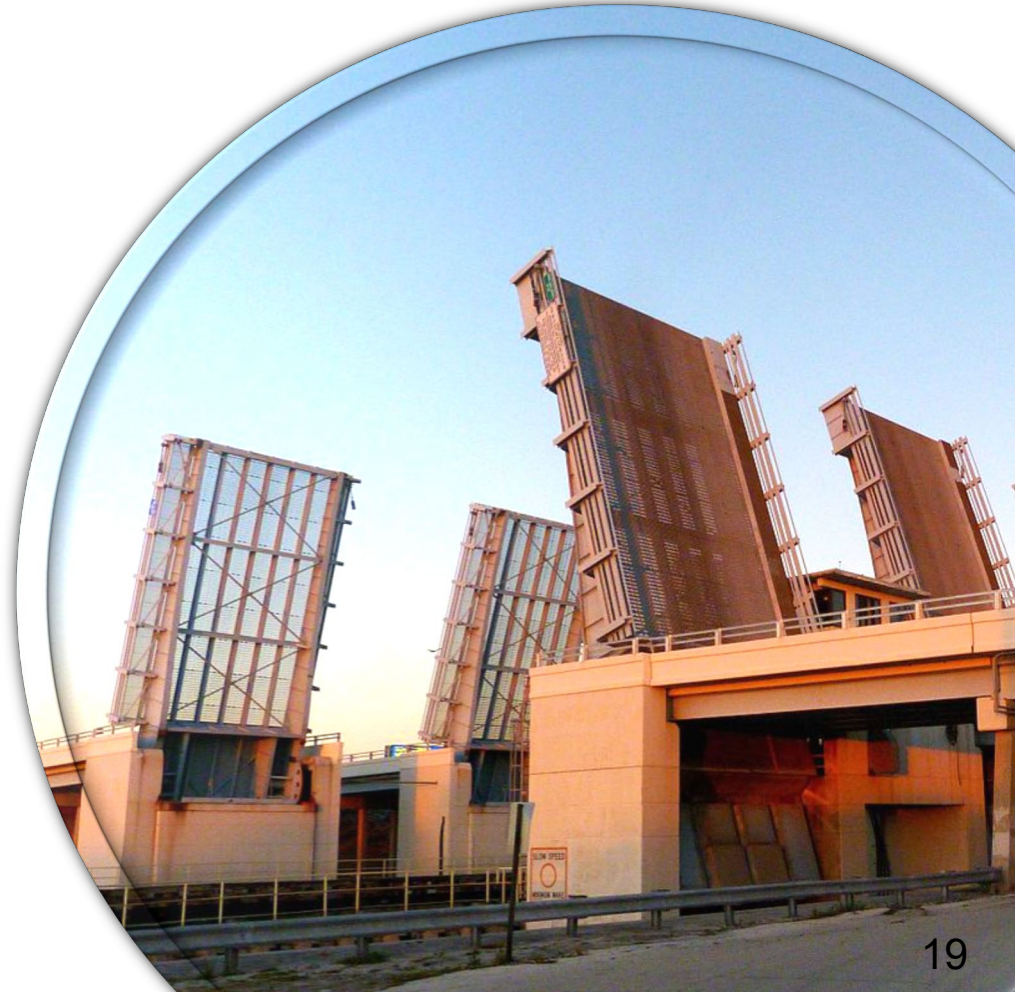
75-year Design Service Life

Existing Infrastructure

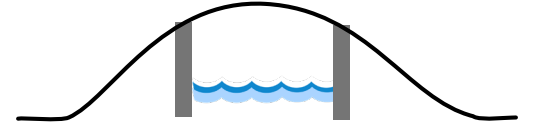
- Bridge house, foundations, utilities, signage, and roadways
- Roadways: proximity to S.R. 528 Ramps, Mullet Road, and Cruise Terminal entrance

Canaveral Barge Canal and Lock

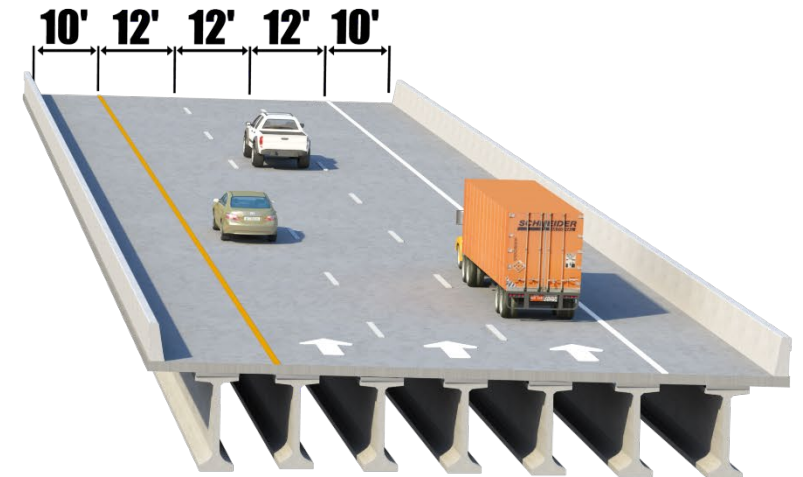
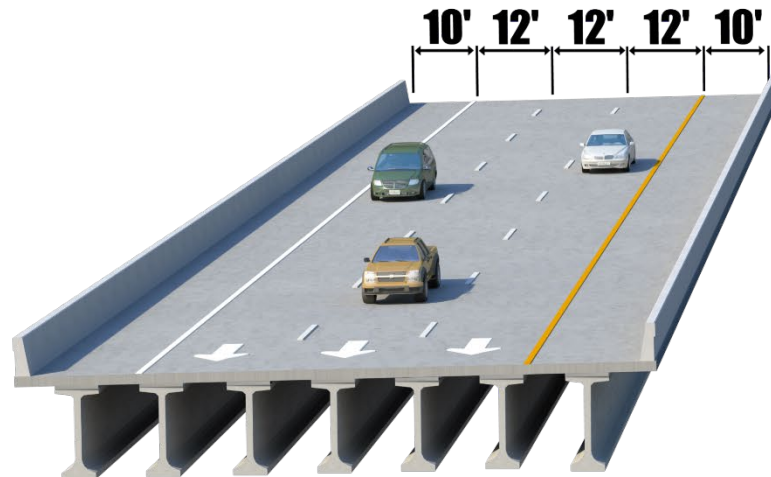
- Canaveral Lock system infrastructure
- 90-foot barge canal width
- Sea level rise
- Marine vessel height



Fixed Bridge Alternative Typical Section

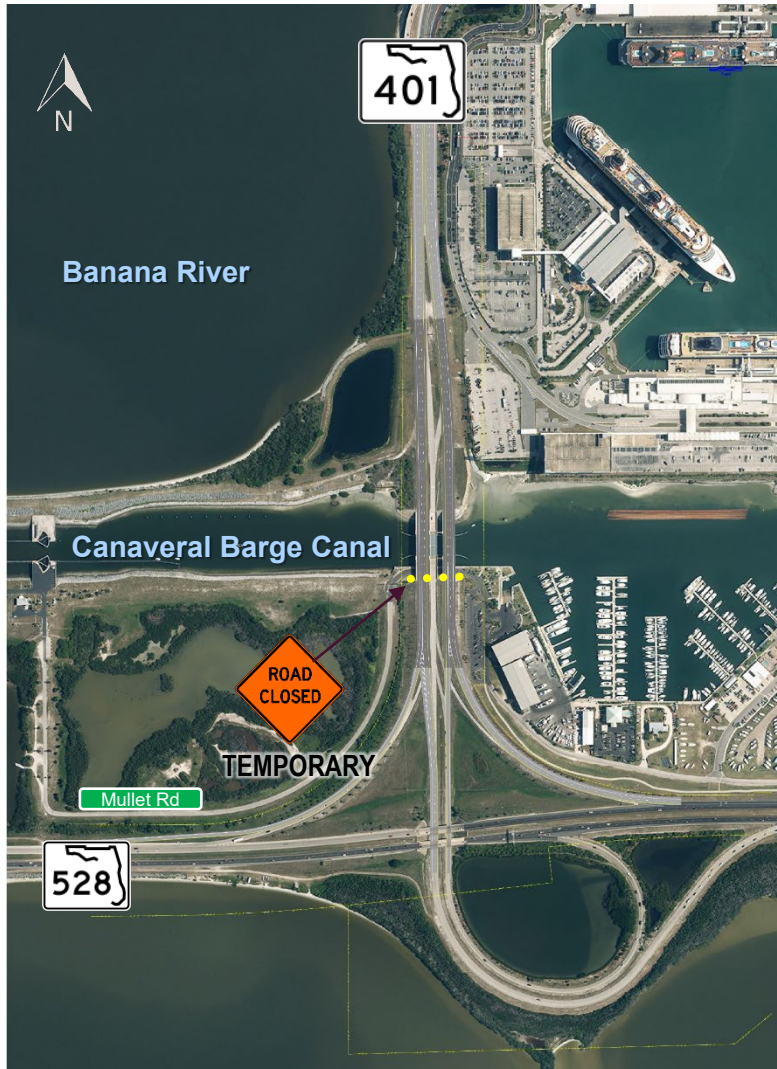
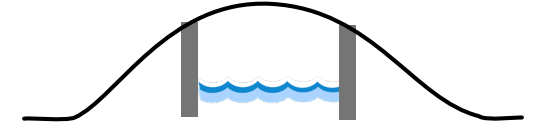


- Two fixed bridges
- Three 12-foot travel lanes in each direction
- 10-foot inside and outside shoulders in each direction
- No sidewalks or bike lanes
- 45 mph design speed



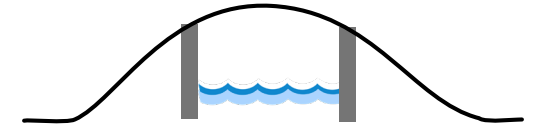
Fixed Bridge Alternative

Roadway Improvements



- **Embankment required for S.R. 528 ramps because the proposed bridge is higher than the existing bridge.**
- **Mullet Road temporarily closed during construction. Alternate access would be provided.**

Fixed Bridge Alternative Conceptual Illustration

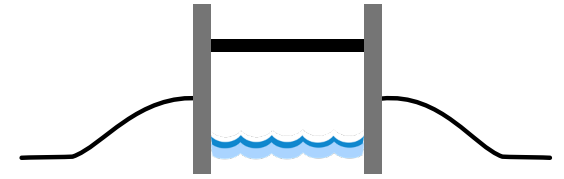


- **Two high-level bridges**
- **65-foot vertical clearance over the Canaveral Barge Canal**
- **90-foot horizontal clearance**
- **6% maximum road grade (design variation required)**

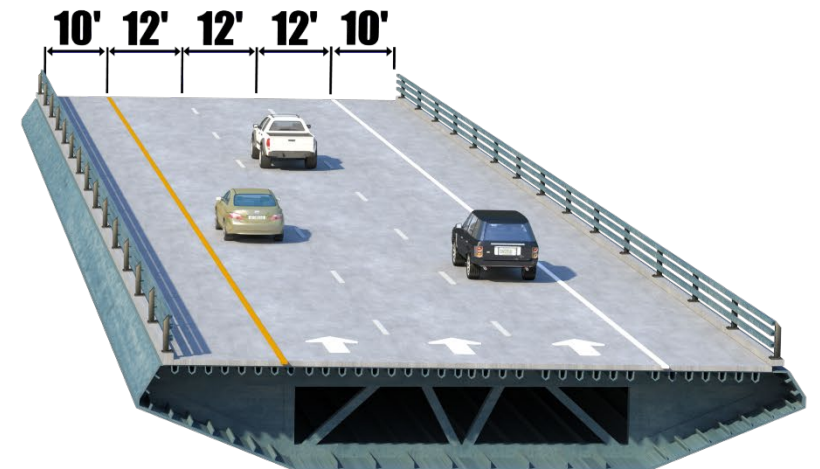
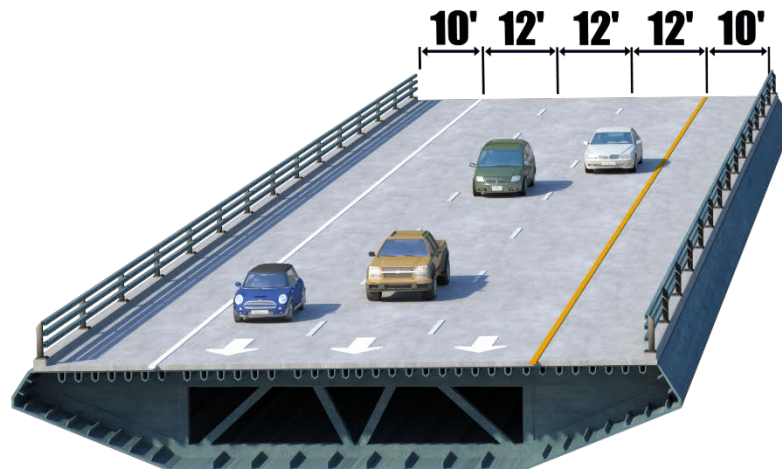


Lift Bridge Alternative

Typical Section

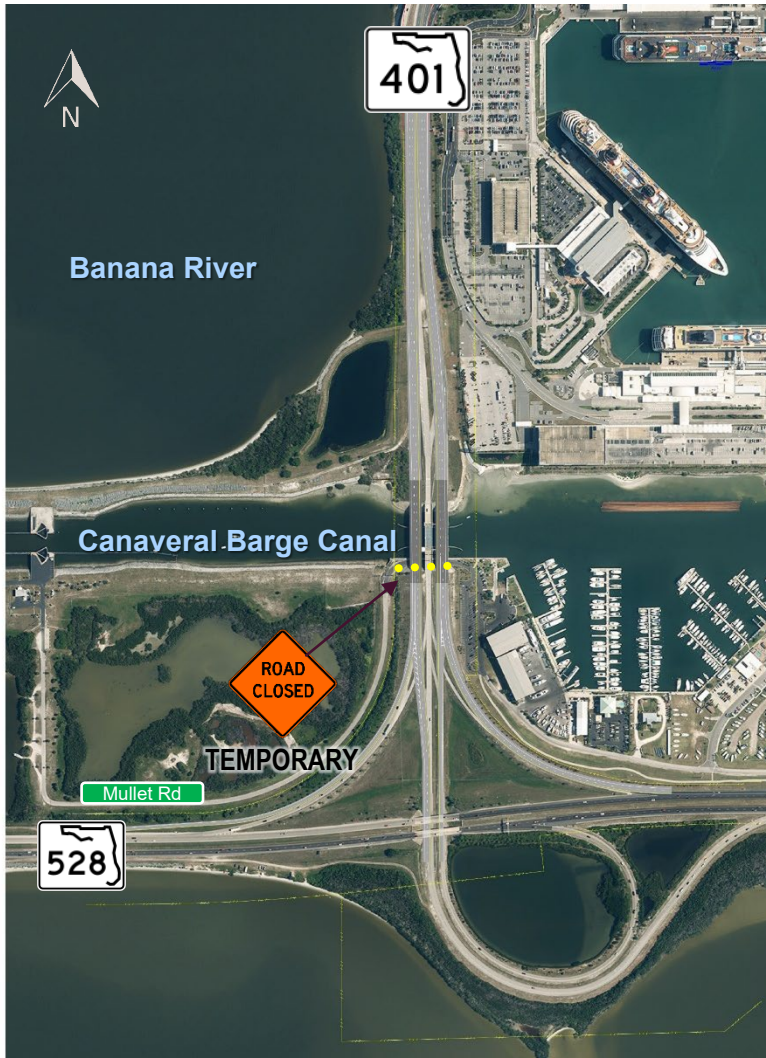
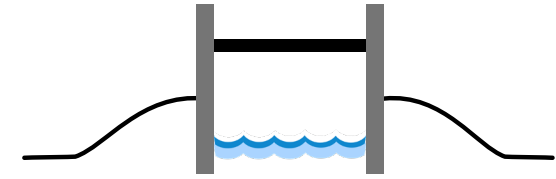


- Two movable lift bridges
- Three 12-foot travel lanes each direction
- 10-foot inside and outside shoulders in each direction
- No sidewalks or bike lanes
- 50 mph design speed



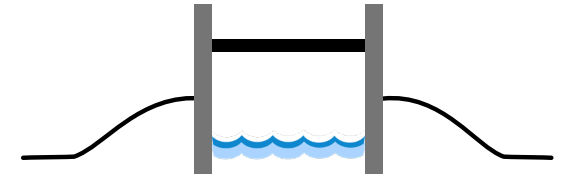
Lift Bridge Alternative

Roadway Improvements



- **Some embankment required for the S.R. 528 ramps because the proposed bridge is higher than the existing bridge.**
- **Mullet Road temporarily closed during construction. Alternate access provided.**

Lift Bridge Alternative
 Conceptual Illustration

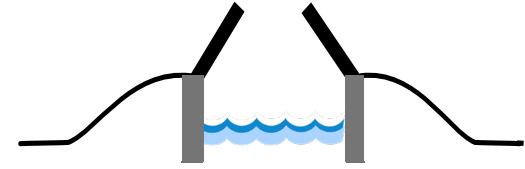


- Mid-level bridges with 40-foot vertical clearance over Canaveral Barge Canal (when closed)
40-foot clearance would reduce bridge opening time by 76% per year
- 85-foot vertical clearance (when open/lifted)
- 90-foot horizontal clearance
- 4% maximum road grade

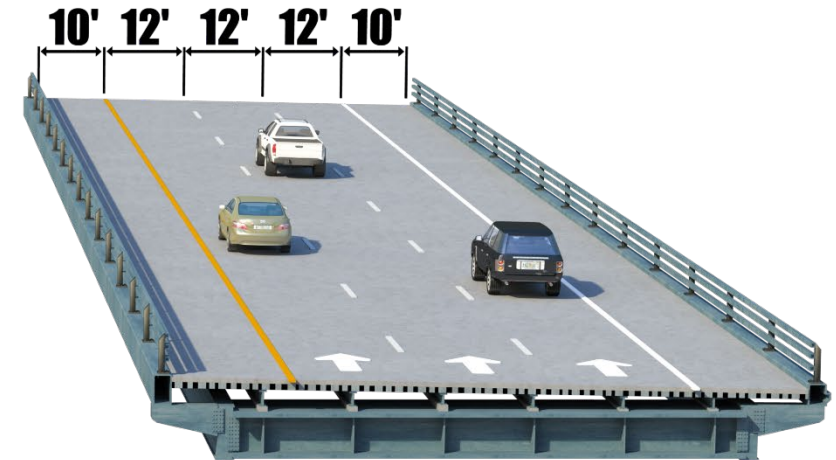
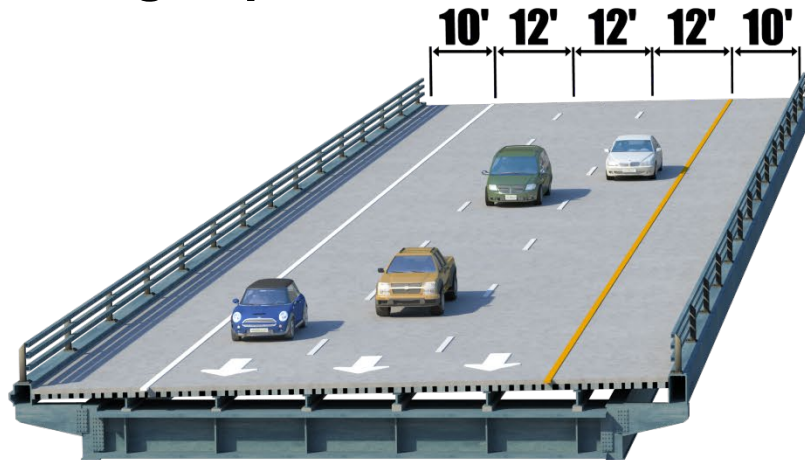


Bascule (Drawbridge) Alternative

Typical Section

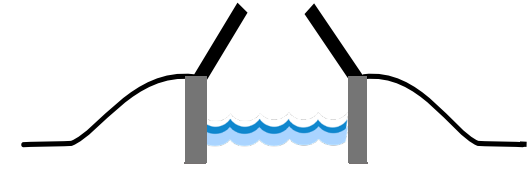


- Two movable drawbridges
- Three 12-foot travel lanes each direction
- 10-foot inside and outside shoulders in each direction
- No sidewalks or bike lanes
- 50 mph design speed



Bascule (Drawbridge) Alternative

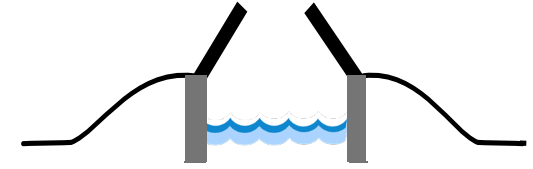
Roadway Improvements



- Some embankment required for S.R. 528 ramps because the proposed bridge is higher than the existing bridge.
- Mullet Road shifted to the south, and alternate access will be provided during construction.

Bascule (Drawbridge) Alternative

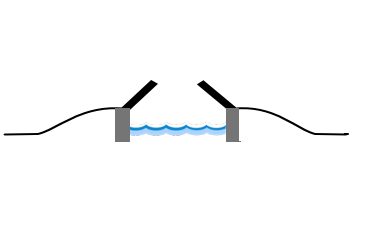
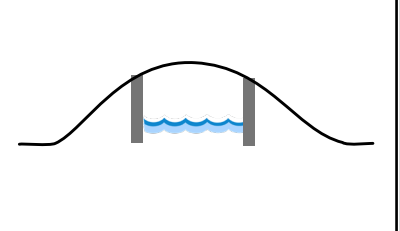
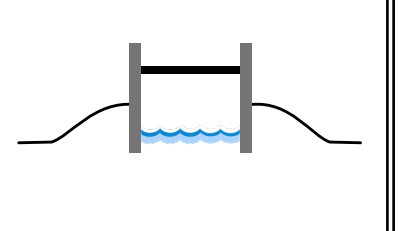
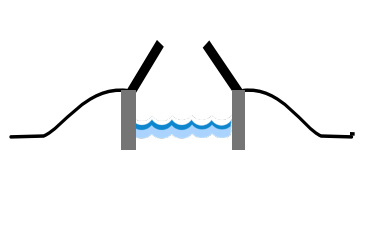
Conceptual Illustration



- **Mid-level bridges with 40-foot vertical clearance over Canaveral Barge Canal (when closed)**
40-foot clearance would reduce bridge opening time by 76% per year
- **Unlimited vertical clearance (when open)**
- **90-foot horizontal clearance**
- **4% maximum road grade**



Bridge Alternative Features Summary

				
Feature	No Build	Fixed Bridge	Lift Bridge	Drawbridge
Travel Lanes in each direction	3	3	3	3
Design Speed	50 mph	45 mph	50 mph	50 mph
Maximum Grade	4%	6%	4%	4%
Clearance over Canal	Unlimited (open) 25 feet (closed)	65 feet (fixed)	85 feet (up/lifted) 40 feet (down)	Unlimited (open) 40 feet (closed)
Number of Openings / Year (2025)	1,296	0	312	312
Bridge Opening Time / Year (2025)	~ 138 hours	0	~33 hours	~33 hours

Alternatives Analysis – Environmental Features

Physical



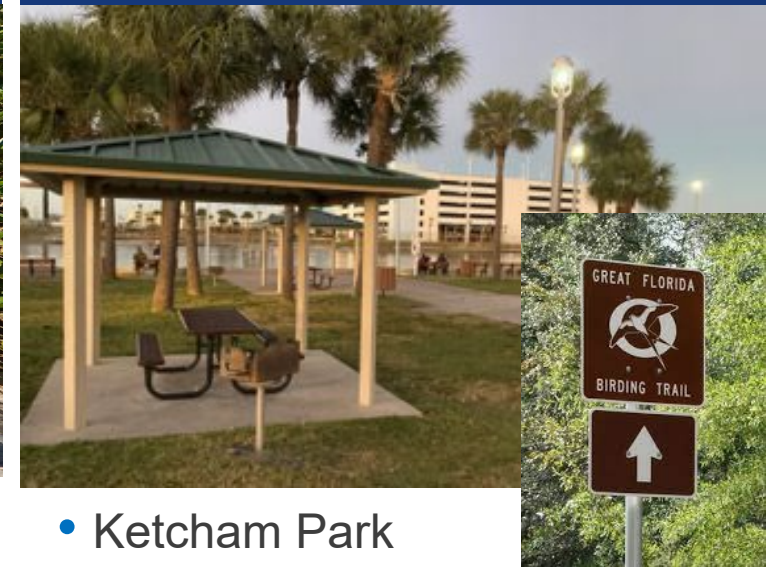
- Canaveral Lock & Barge Canal
- Mullet Road
- Billboard/signage
- Utilities
- Emergency access

Natural



- Natural habitat (seagrass, coral)
- Protected species (manatees, wood stork)
- Wetlands/outstanding Florida waters/aquatic preserve

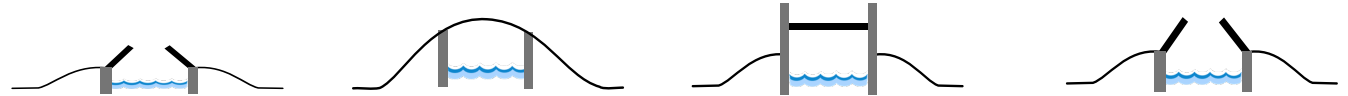
Social



- Ketcham Park
- Private marinas
- Great Florida Birding and Wildlife Trail
- Future trail along S.R. 528

Preliminary Evaluation Matrix Summary

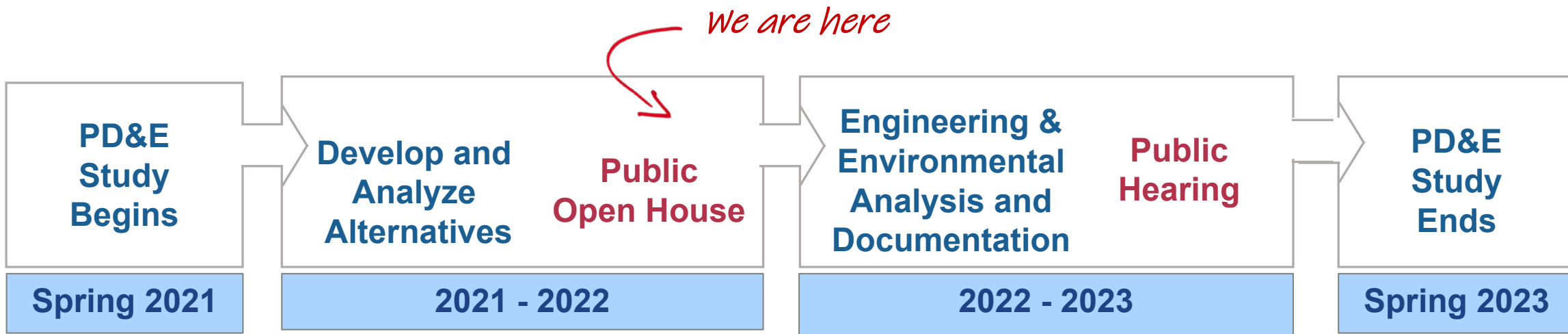
Legend ● Most Desirable ● ● Least Desirable



Evaluation Criteria		No Build*	Fixed Bridge	Lift Bridge	Drawbridge
Traffic	Delays (final condition)	●	●	●	●
	Safety	●	●	●	●
Physical	Marine Navigation	●	●	●	●
	Infrastructure (Billboards, Access)	N/A	●	●	●
	Utilities	N/A	●	●	●
Natural	Habitat (Seagrasses, Coral)	N/A	●	●	●
	Species (Manatees, Wood Stork)	N/A	●	●	●
	Wetlands	N/A	●	●	●
Social	Historic/Cultural Resources	N/A	●	●	●
	Parks/Trails Impacts	N/A	●	●	●
	Right of Way	N/A	●	●	●
Costs	Operations & Maintenance (75 years)	● \$80 M	● \$20 M	● \$45 M	● \$45 M
	Approximate Construction Cost	-	● \$115 M	● \$175 M	● \$190 M

**The no build alternative does not meet the project's purpose or need.*

Project Schedule



Public Comments and Questions

- **In-person**
 - Submit Comment Form
- **Virtually**
 - GoTo Webinar: Type your comment/question in the **questions box**
 - Online at the project website
www.cflroads.com/project/444787-1
 - By email to FDOT Project Manager
- **By U.S. mail to FDOT Project Manager**
- **By phone at 386-943-5063**

Project Manager Contact Information

Mary McGehee
Florida Department of Transportation
719 S. Woodland Boulevard MS 501
DeLand, Florida 32720
Mary.McGehee@dot.state.fl.us
386-943-5063

Thank you for participating.

Please submit comments and questions by March 9, 2022

Mary.McGehee@dot.state.fl.us



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