

# Welcome

## Florida Department of Transportation (FDOT) State Road (S.R.) 401 Bridge Replacement Project Development & Environment (PD&E) Study

Financial Project ID Number: 444787-1

Efficient Transportation Decision-making (ETDM) Number: 14397

# Public Hearing

January 31, 2023 (Virtual) and February 1, 2023 (In-Person)

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. & 327 and Memorandum of Understanding dated May 26, 2022 and executed by FHWA and FDOT.*

# Public Hearing Agenda

## Florida Department of Transportation (FDOT) State Road (S.R.) 401 Bridge Replacement Project Development & Environment (PD&E) Study

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**January 31, 2023 (Virtual) and February 1, 2023 (In-Person)**

**5:30 p.m.**

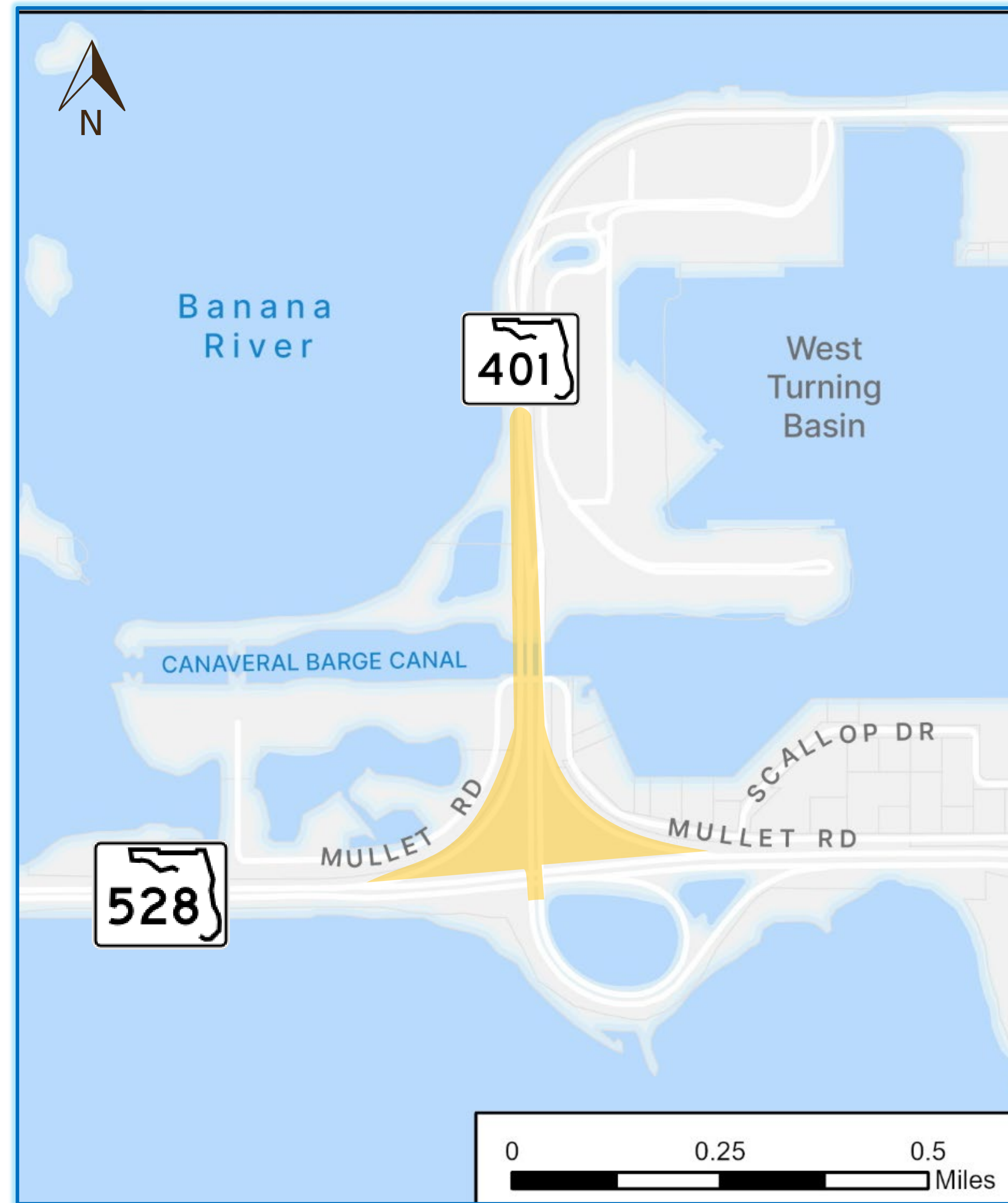
Open House

**6:00 p.m.**

Public Hearing Formal Presentation

Public Comment Period

# About this Project



## Purpose of the study

*Evaluate improvements to, or replacement of, existing S.R. 401 draw bridges over the Canaveral Barge Canal*

## Why is the project needed?

- Improve traffic access, future mobility, congestion, and safety
- Improve system linkage and modal interrelationships

# Title VI of the Civil Rights Act of 1964

*This meeting, project, or study is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting:*

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**State Title VI Coordinator**  
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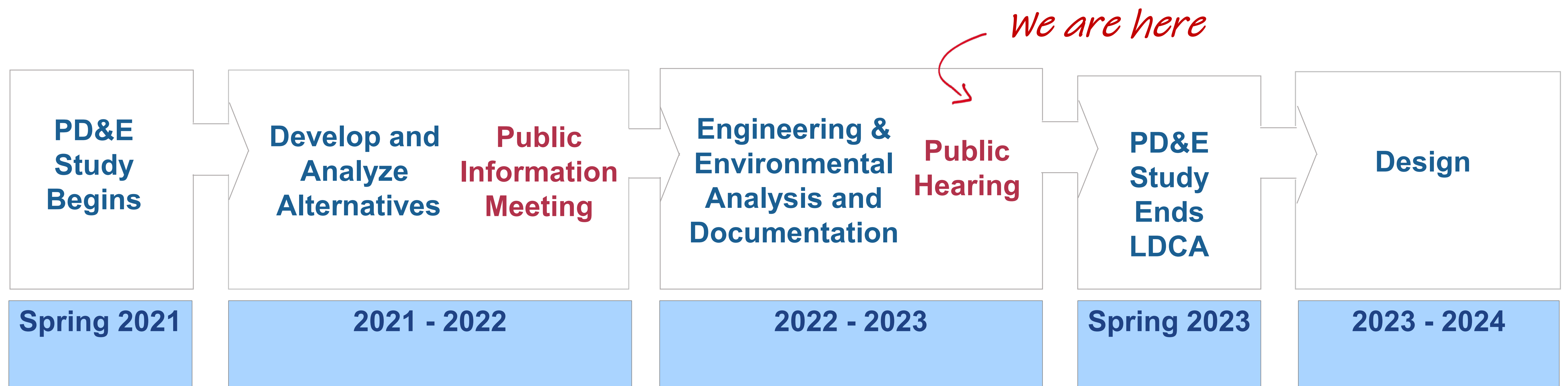
***All inquiries or complaints will be handled according to FDOT procedure and in a prompt and courteous manner.***

# 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.

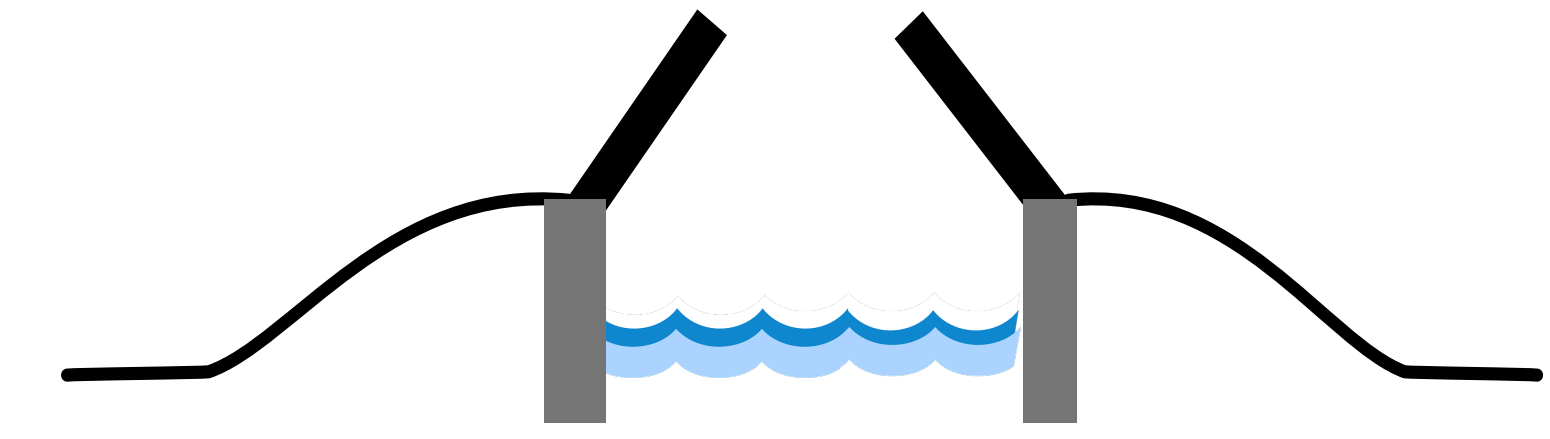


## PD&E Study Schedule

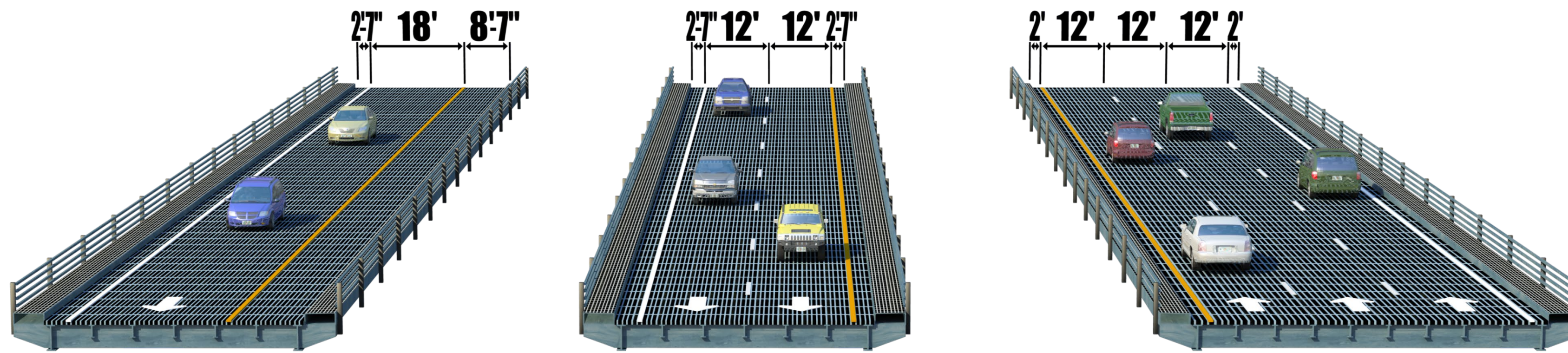


# No Build Alternative

## Typical Section & Aerial



Bridge Typical Section

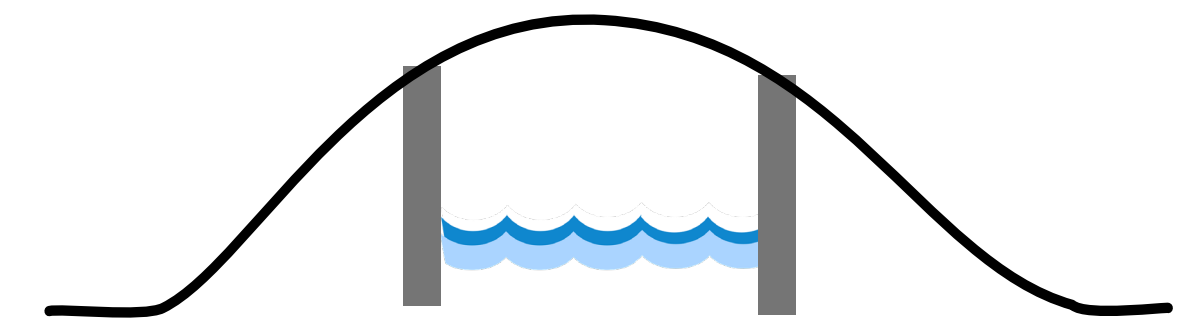


- Assumes no improvements and does not meet the project Purpose and Need
- Three drawbridges (one northbound and two southbound)
  - Minimum 12-foot travel lanes
  - Minimum 2-foot shoulders
  - 25-foot vertical clearance
  - 90-foot horizontal clearance

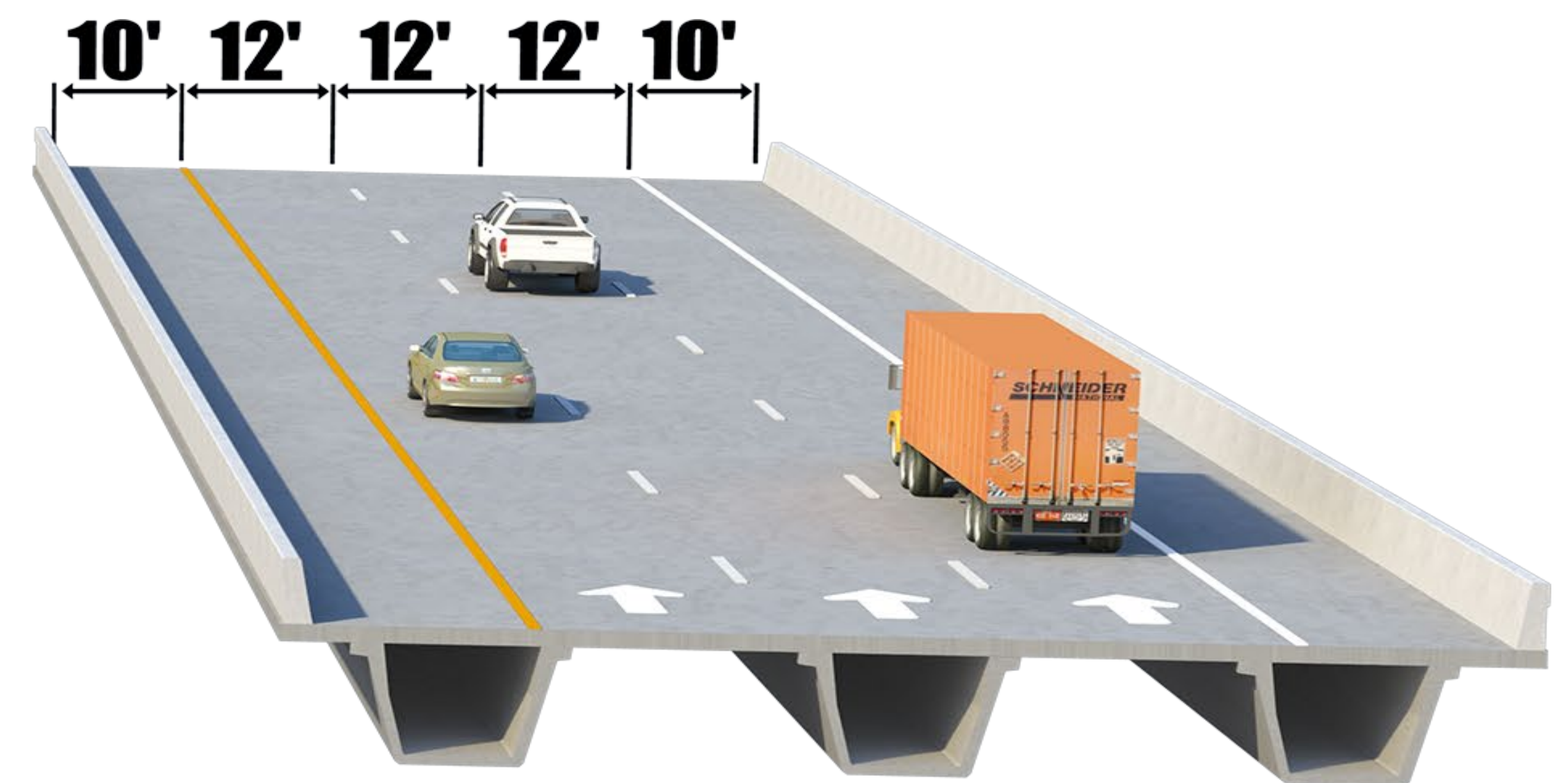
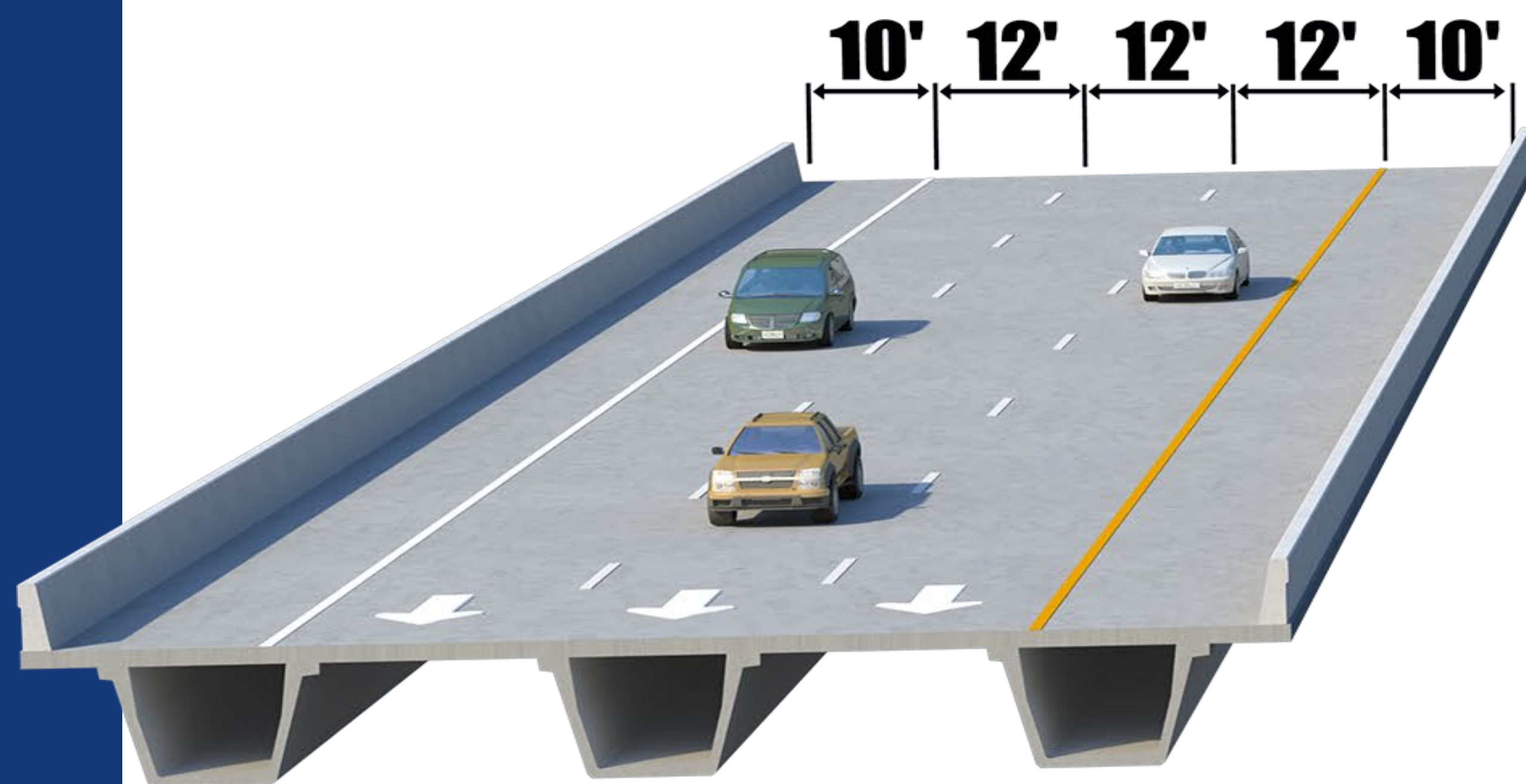


# Preferred Alternative

## High-Level Fixed Bridge Typical Section

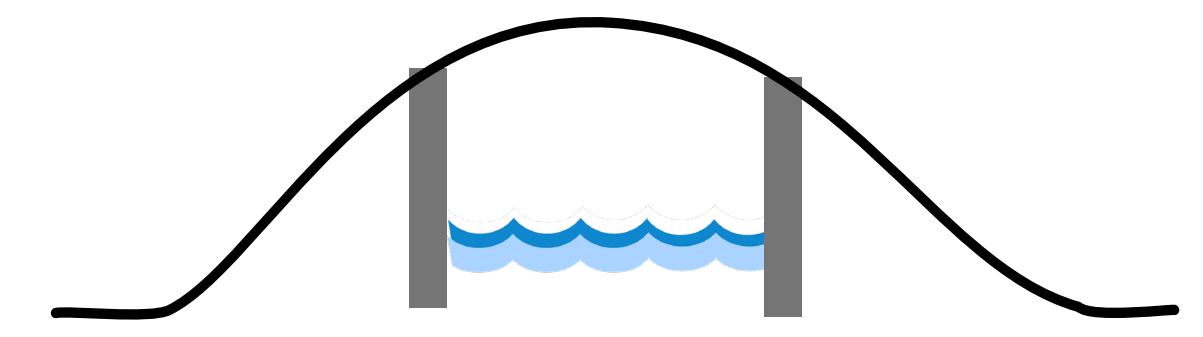


- **Two fixed bridges**
- **Three 12-foot travel lanes in each direction**
- **10-foot inside and outside shoulders in each direction**
- **No sidewalks or bike lanes**
- **45 mph design speed and 6% maximum road grade**



# Preferred Alternative

## High-Level Fixed Bridge Conceptual Illustration



# Key Environmental Considerations

## Preferred Alternative

***FDOT has mitigated or minimized the environmental effects of the preferred alternative.***

Feature	Potential Effects of Preferred Alternative
<b>Natural</b>	
<b>Habitat</b>	0.09 acres Essential Fish Habitat and 0.10 Acres Mangrove Impacts
<b>Protected Species</b>	8 Federally-Listed Species – May Affect, But Not Likely to Adversely Affect (MANLAA) 4 State-Listed Species – No Adverse Effect Anticipated
<b>Wetlands</b>	1.18 Acres of wetland impacts (1.08 Acres are within existing drainage systems)
<b>Social and Economic</b>	
<b>Recreational</b>	No Use of Section 4(f) Resources (Rodney S. Ketcham Park)
<b>Economic</b>	Enhanced economic impact by reducing delays and improving mobility
<b>Cultural</b>	
<b>Cultural Resources</b>	No adverse effects to the Canaveral Lock (Historic Resource)
<b>Physical</b>	
<b>Construction</b>	Temporary driveway changes for the Canaveral Lock during construction
<b>Noise</b>	Noise Levels at the Rodney S. Ketcham Park will exceed the criteria for all alternatives (including no-build alternative). No feasible / reasonable mitigation is available.



BRIDGE REPLACEMENT  
PD&E STUDY

# Preferred Alternative

## High-Level Fixed Bridge Conceptual Plan



LEGEND	
	PROPOSED BRIDGE
	PROPOSED ROADWAY
	PROPOSED POND
	PROPOSED ROADWAY (BY OTHERS)
	PROPOSED WALL
	EXIST LA R/W LINE
	EXIST R/W LINE



Banana River

Canaveral Barge Canal

Charles M. Rowland Dr.

Mullet Rd

Mullet Rd

401

528

RETENTION AREA PONDS

# Alternatives Evaluation Matrix

Legend Most Desirable Least Desirable

● (Green)   ● (Yellow)   ● (Red)



Evaluation Criteria		No Build	High-Level Fixed Bridge	Mid-Level Lift Bridge	Mid-Level Drawbridge
<b>Traffic</b>	Delays (final condition)	● (Red)	● (Green)	● (Yellow)	● (Yellow)
	Safety	● (Red)	● (Green)	● (Yellow)	● (Yellow)
<b>Physical</b>	Marine Navigation	● (Red)	● (Yellow)	● (Yellow)	● (Green)
	Infrastructure (Billboards, Access)	N/A	● (Yellow)	● (Yellow)	● (Yellow)
	Utilities	N/A	● (Yellow)	● (Yellow)	● (Red)
<b>Natural</b>	Habitat (Seagrasses, Coral)	N/A	● (Yellow)	● (Yellow)	● (Yellow)
	Species (Manatees, Wood Stork)	N/A	● (Yellow)	● (Yellow)	● (Yellow)
	Wetlands	N/A	● (Yellow)	● (Yellow)	● (Yellow)
<b>Social</b>	Historic/Cultural Resources	N/A	● (Green)	● (Green)	● (Green)
	Parks/Trails Impacts	N/A	● (Yellow)	● (Yellow)	● (Yellow)
	Right of Way	N/A	● (Green)	● (Green)	● (Green)
<b>Costs</b>	Operations & Maintenance (75 years)	● (Red) \$80 M	● (Green) \$20 M	● (Yellow) \$43 M	● (Yellow) \$42 M
	Approximate Construction Cost	-	● (Green) \$125 M	● (Yellow) \$170 M	● (Yellow) \$180M