



State Road (S.R.) 401 Bridge Replacement Project Development & Environment (PD&E) Study

Financial Project ID (FPID) Number: 444787-1

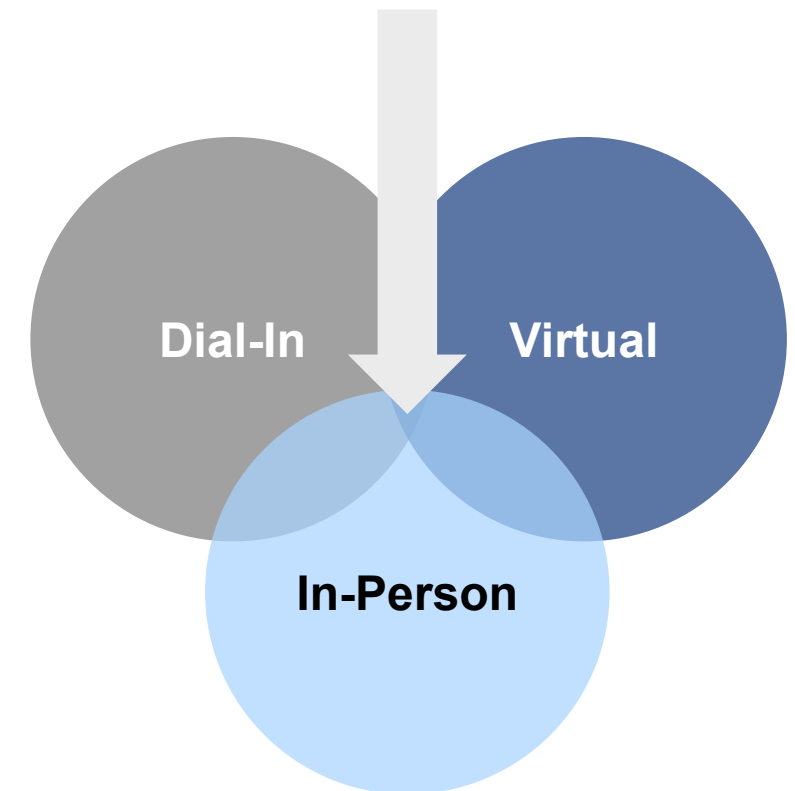
Efficient Transportation Decision-Making (ETDM) No. 14397

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 May 26, 2022 and executed by FHWA and FDOT.

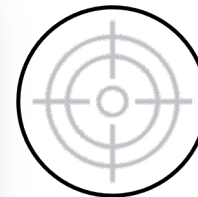
About the Public Hearing

- This public hearing is being conducted in a hybrid format
- Dial-in attendees not using the GoToWebinar app are “listen-only”
- A copy of the presentation can be found on the project website at: CFLRoads.com/project/444787-1

Hybrid Public Hearing



Public Hearing Agenda



Open House



Presentation



Hear your feedback



Title VI Compliance

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:

Melissa McKinney
FDOT District Five Title VI Coordinator
 719 S. Woodland Boulevard, MS 501
 DeLand, Florida 32720-6834
 386-943-5077
 Melissa.McKinney@dot.state.fl.us

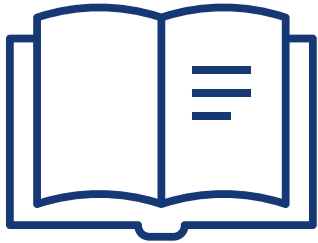
Stefan Kulakowski, FCCM, CPM
State Title VI Coordinator
 Florida Department of Transportation
 Equal Opportunity Office
 605 Suwannee St., MS 65
 Tallahassee, Fl. 32399-0450
 850-414-4742
 stefan.kulakowski@dot.state.fl.us

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

Federal and State Requirements

- Americans with Disabilities Act of 1990 (ADA)
- Title VI of the Civil Rights Act of 1964 and Other Nondiscrimination Laws
- 49 CFR Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs
- 40 CFR Part 1506, Other Requirements of NEPA
- Section 120.525, F.S. Meetings, hearings, and workshops
- Section 286.011, F.S. Government in the Sunshine Law
- Section 335.199, F.S. Transportation projects modifying access to adjacent property
- Section 339.155, F.S. Transportation Planning

Public Notice



Florida Administrative Register



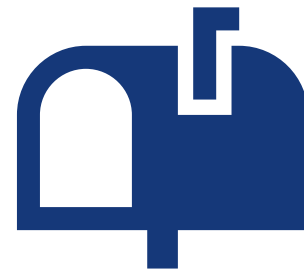
Department/project webpage



Newspapers



Social media



Property owner/tenant letters



Email to project contacts list

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 p.m. – 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



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

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.

Traffic Conditions

Auto and Freight 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



Stakeholder Coordination

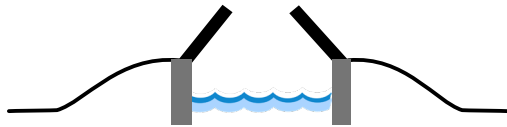


US Army Corps of Engineers



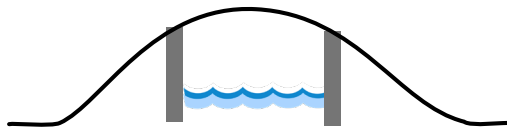
Alternatives Considered

No Build Alternative

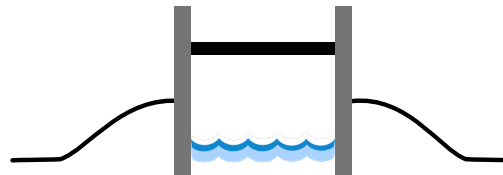


(Existing lower-level drawbridges would remain)

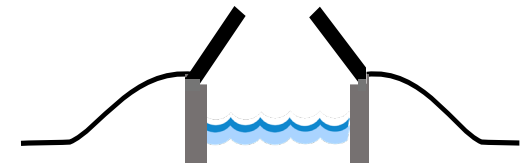
Three Build Alternatives



**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)
 - Minimum 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

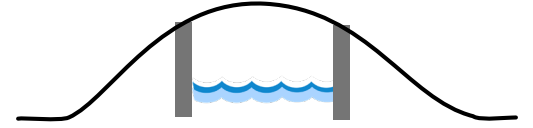
Canaveral Barge Canal and Lock

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



High-Level Fixed Bridge Alternative

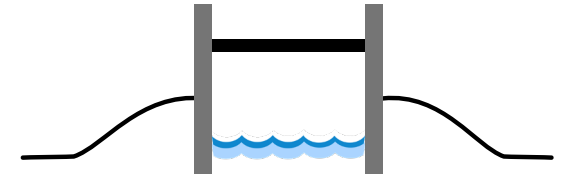
Conceptual Illustration



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



Lift Bridge Alternative Conceptual Illustration

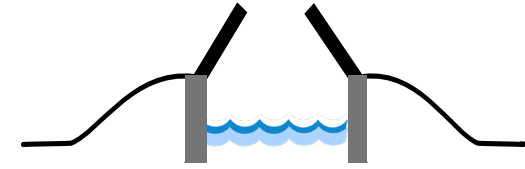


- Mid-level bridges with 40-foot vertical clearance over Canaveral Barge Canal (when closed)
- 85-foot vertical clearance (when open/lifted)
- 90-foot horizontal clearance
- 4% maximum road grade

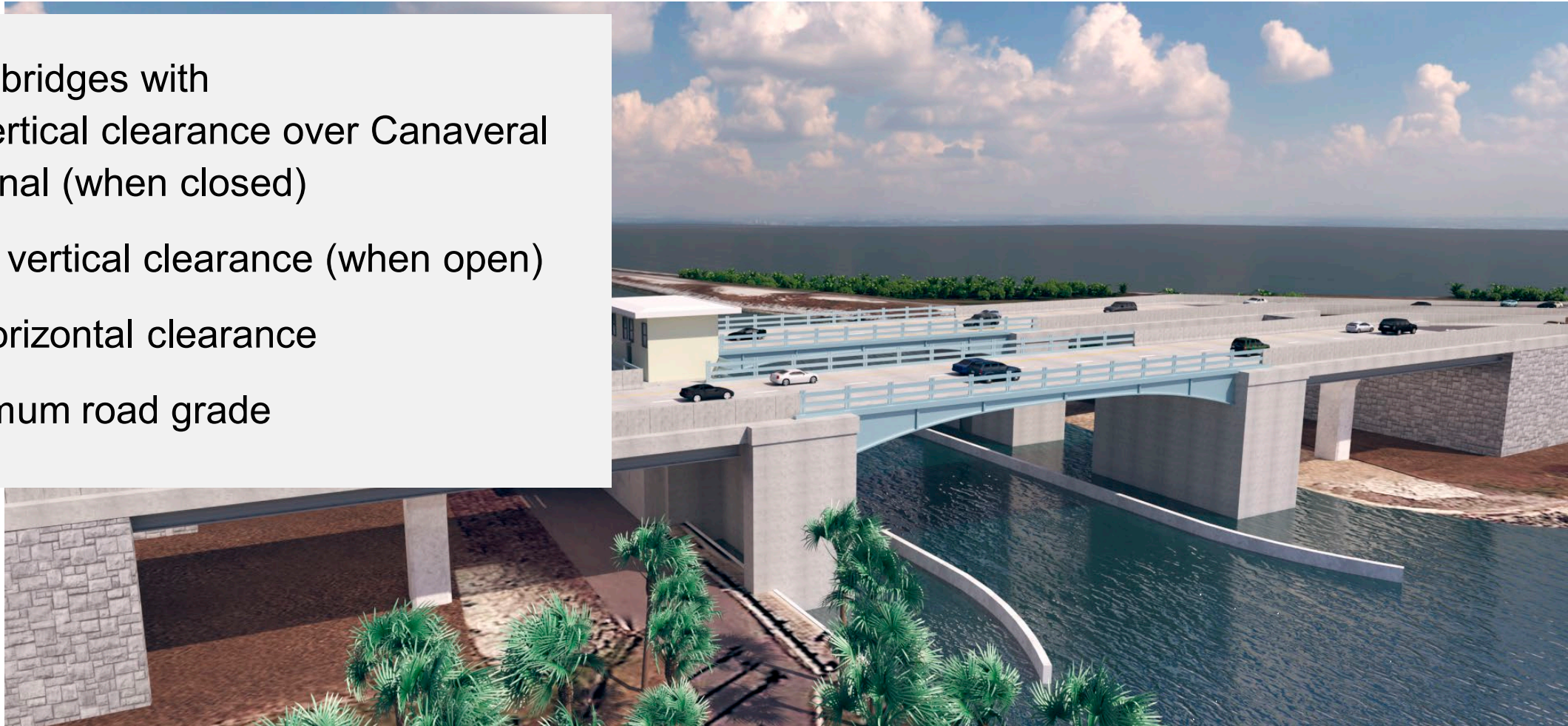


Bascule (Drawbridge) Alternative

Conceptual Illustration



- Mid-level bridges with 40-foot vertical clearance over Canaveral Barge Canal (when closed)
- Unlimited vertical clearance (when open)
- 90-foot horizontal clearance
- 4% maximum road grade



Public Information Meeting

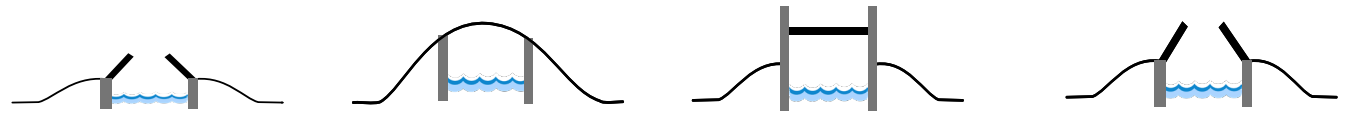


- February 2022 Public Information Meeting
- 37 attendees
- Exhibits, presentation, and public input
- Ongoing coordination

Alternatives Evaluation Matrix

Legend ● ● ●

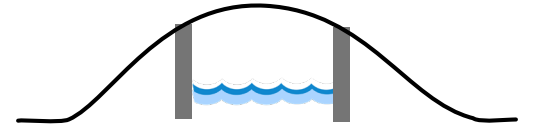
Most Desirable *Least Desirable*



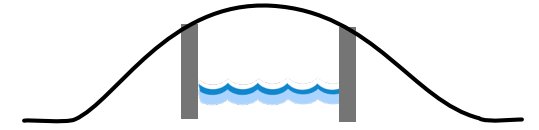
Evaluation Criteria		No Build	High-Level Fixed Bridge	Mid-Level Lift Bridge	Mid-Level Drawbridge
Traffic	Delays (final condition)	●	●	●	●
	Safety	●	●	●	●
Physical	Marine Navigation	●	●	●	●
	Infrastructure (Billboards, Access)	N/A	●	●	●
	Utilities	N/A	●	●	●
Natural	Habitat (Seagrasses, Coral)	N/A	●	●	●
	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 ● \$125 M	● \$43 M ● \$170 M	● \$42 M ● \$180M
	Approximate Construction Cost	-			

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

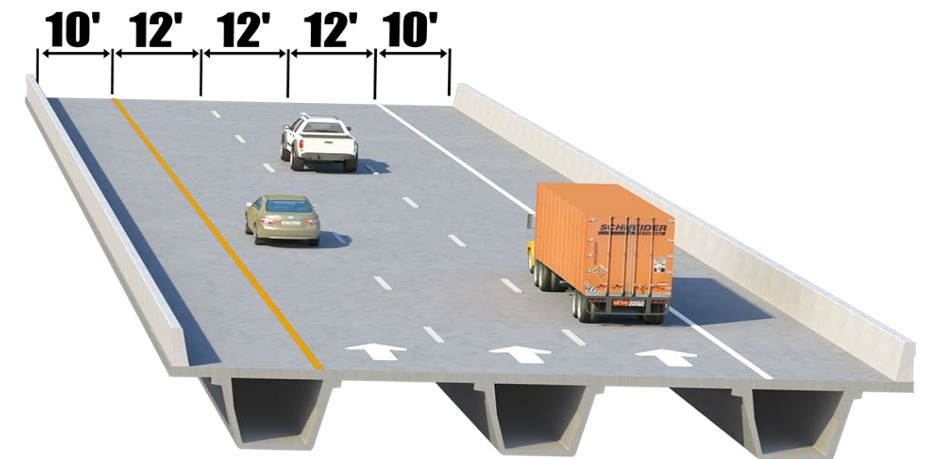
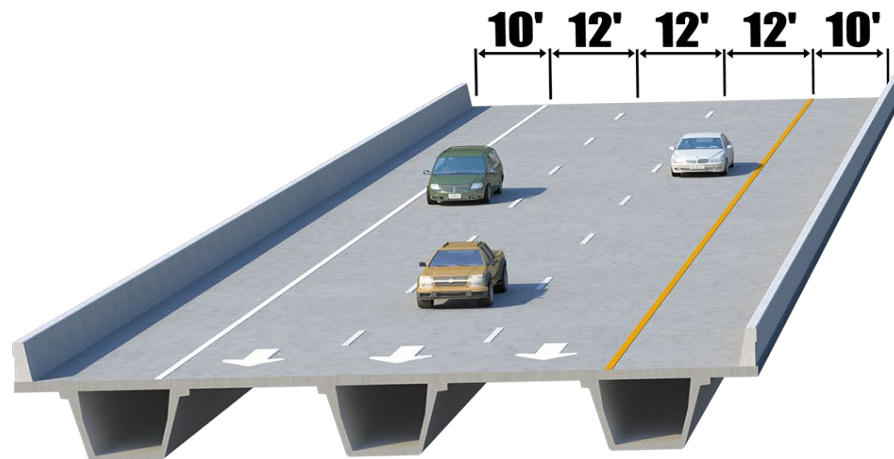
Preferred Alternative High-Level Fixed Bridge



Preferred Alternative
 High-Level Fixed Bridge

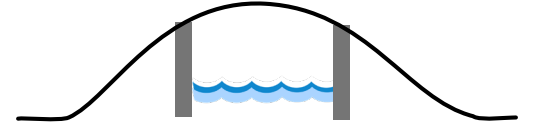


- Two fixed bridges
- Three 12-foot travel lanes in each direction
- 10-foot inside and outside shoulders in each direction
- No sidewalks or bike lanes
- 45 mph design speed and 6% maximum road grade



Preferred Alternative Benefits

High-Level Fixed Bridge



- Meets purpose and need
- Eliminates delays caused by bridge openings
- Addresses key resiliency factors such as sea level rise
- Does not adversely affect the Canaveral Barge Canal and Lock
- Maintains 90-foot Barge Canal width
- Lowest construction, operations and maintenance costs

Environmental Considerations

Natural



Social



Cultural



Physical



Natural

- Wetlands and Water Resources
- Wild and Scenic Rivers
- Floodplains
- Coastal Zone Consistency
- Listed species
- Essential Fish Habitat

Social and Economic

- Social and Economic Effects
- Land Use Changes
- Mobility
- Aesthetic Effects
- Relocation Potential
- Farmland Impacts

Cultural

- Historical sites
- Archaeological sites
- Recreational areas
- Section 4(f)

Physical

- Highway Traffic Noise
- Air Quality
- Contamination
- Utilities and Railroads
- Construction
- Bicycles and Pedestrians
- Navigation

Key Environmental Considerations

Preferred Alternative

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

Planning Consistency

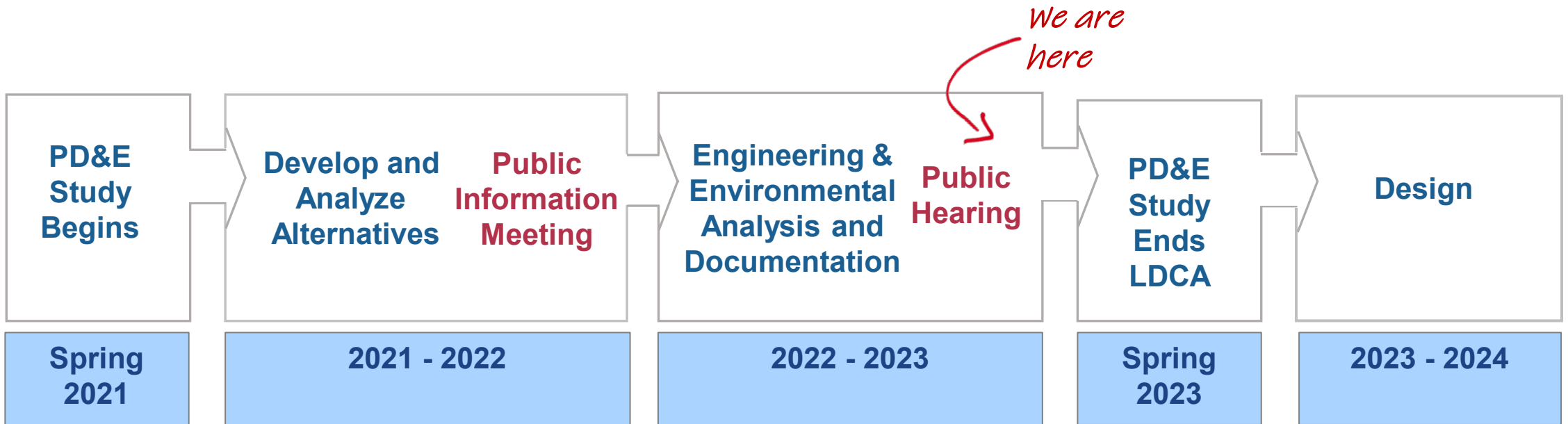


Amendment One

Due to developments in the FDOT Work Program the following projects have moved into the first 5 year time period of the LRTP. The limits of project T1.8b have been updated to be consistent with other planning documents. Cost Feasible Table 11.1 (PDF page 142) has been updated to reflect these changes. The changes below do not impact the cost feasibility of current or future projects.

Cost Feasible Project No.	Facility	From	To	Phase	Year	Amount
T1.8a	NASA Causeway Bridge Replacement			CST	2022	\$134,205,657
T1.8b	Space Commerce Way Widening	NASA Parkway West	Kennedy Parkway	CST	2023	\$24,810,000
T1.15	SR 401 Bridge Replacement			PE	2022	\$2,038,318

Project Schedule



Get Involved



In Person



Virtually



Email or Mail



Telephone

**Comments received or postmarked by February 11, 2023
will be included in the public hearing record.**

Ways to Submit Written Comments

In-person

- Speak with a project team member

To Submit a Written Comment

- Complete a comment form
- Provide comments directly to the court reporter

S.R. 401 State Road (S.R.) 401 Bridge Replacement
Project Development and Environment (PD&E) Study
Brevard County, FL

Public Hearing Comment Form

Hearing Dates: Tuesday, January 31, 2023 (Virtual) and Wednesday, February 1, 2023 (In-Person)
Financial Project Identification (FPID) No. 444787-1
Efficient Transportation Decision-making (ETDM) Number: 14397

Please print your questions or comments in the space provided below
(attach additional pages, if necessary).

Commentor Name: _____
Organization (if any): _____
Mailing Address: _____
City: _____ State: _____ Zip: _____
Email: _____

While comments and questions will be accepted at any time, those submitted or postmarked by February 11, 2023, ten business days after this public hearing, will become part of the project's public hearing record. All questions will be responded to in writing.

Return to:
David Graeber, Project Manager
Florida Department of Transportation
719 S. Woodland Boulevard, MS 501
DeLand, Florida 32720
David.Graeber@dot.state.fl.us | 386-943-5392



Stay Informed

Type 444787-1 here



- Go to the project website on www.cflroads.com
- Enter the project number **444787-1** in the search box at the top right and click “Go”

Welcome to FDOT's District Five Projects Website

District Five Service Area

Flagler, Marion, Volusia, Lake, Seminole, Orange, Osceola, Brevard

Other Service Areas

Southwest Florida, South Florida, Northeast Florida, West Central Florida, Northwest Florida, Turnpike, Southeast Florida

Public Comments and Questions



Public Comments

The Department will respond to all questions in writing after the hearing.

Public Comment Period In-Person Participants

- Fill out a **speaker request card**
- Come to the microphone when called upon
- State your name and address
- Provide your comments/questions within a 3-minute time frame
- The speaker timer is on the screen



0:00

Thank You For Participating

**SAFETY IS
EVERYONE'S
RESPONSIBILITY**

**THE
SAFE
SYSTEM**

APPROACH

Zero is our goal. A Safe System is how we will get there.



David Graeber
FDOT Project Manager
719 S. Woodland Blvd., MS 501
DeLand, FL 32720
386-943-5392
David.Graeber@dot.state.fl.us

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