



Welcome

Public Hearing

Virtual Meeting: December 13, 2022 | In-Person Meeting: December 15, 2022

SR-A1A over Sebastian Inlet

Bridge 880005

Bridge Replacement

Florida Department of Transportation

District Four

Project Development and Environment
(PD&E) Study

FM No. 445618-1-22-02 ETDM: 14433

<https://www.fdot.gov/projects/SebastianInletBridge>



Public Hearing Components

- Open House
- Formal Presentation
- Formal Public Comment Period

Public Notice



Property owner/tenant notifications



Emails to project contacts list



www.fdot.gov/projects/SebastianInletBridge



Florida Administrative Register



Newspaper Advertisements



Social Media

The public hearing is being held in accordance with:

- **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
- **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 **National Environmental Policy Act (NEPA) of 1969**

Title VI

The proposed project is being developed in accordance with the Civil Rights Act of 1964. Under Title VI of the Civil Rights Act, public participation is solicited 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 either:

Sharon SinghHagyan

FDOT District 4 Title VI Coordinator

3400 West Commercial Boulevard

Fort Lauderdale, FL 33309

(954) 777- 4190

Toll Free: (866) 336-8435, ext. 4190

Sharon.SinghHagyan@dot.state.fl.us

Stefan Kulakowski

State Title VI Coordinator

605 Suwannee Street

Tallahassee, Florida 32399-0450

(850) 414-4742

Toll Free: (866) 374-3368, ext. 4742

Stefan.kulakowski@dot.state.fl.us



Federal, State, County, or City Officials in Attendance

Participation Options



Virtual Option on December 13, 2022, starting at 5:30 p.m.

via a computer, tablet, or smartphone using GoToWebinar

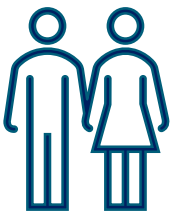
Attendees will remain **muted** throughout the meeting except for the formal public comment period at the end of the presentation.



Telephone Option on December 13, 2022, starting at 5:30 p.m.

Dial-in Attendees are in “**listen only**” mode.

If you are calling via a smart phone, you will be able to raise your hand to provide comments at the end of the presentation.



In-Person Option on December 15, 2022, from 5:30 p.m. to 7:30 p.m.

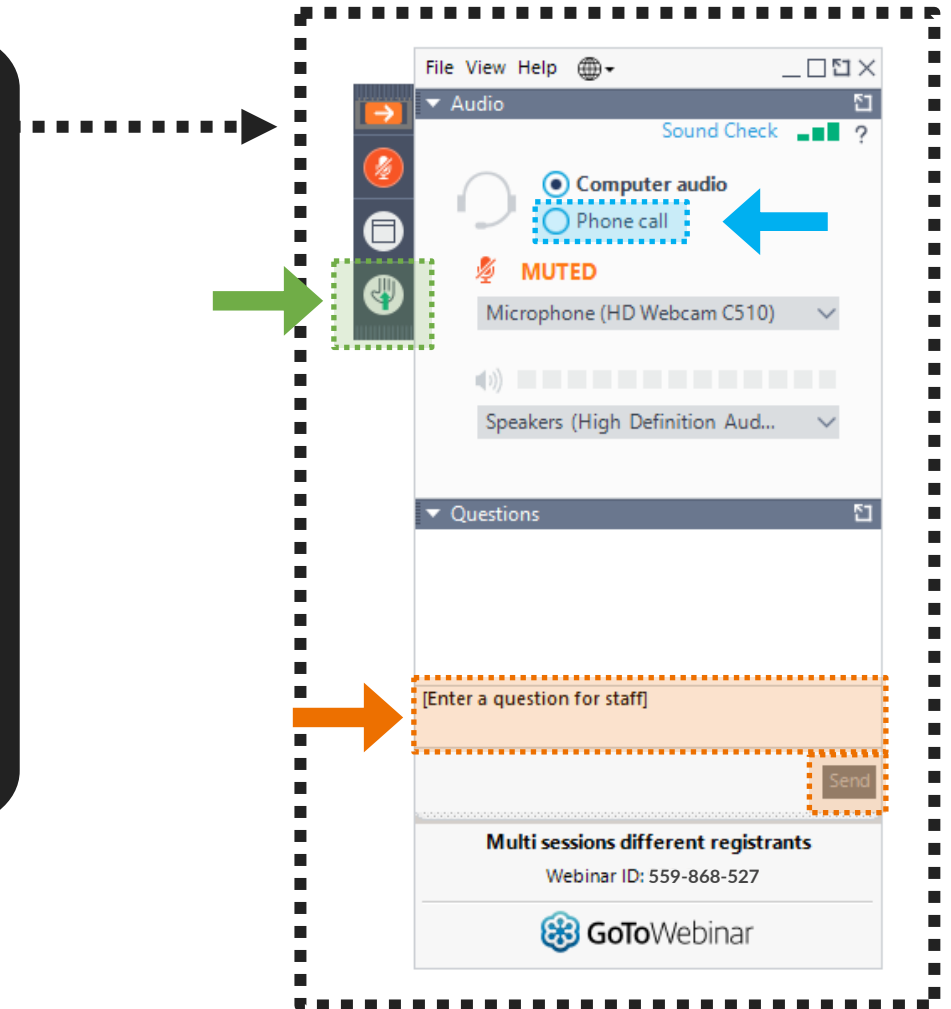
City of Sebastian Community Center

1805 N. Central Avenue

Sebastian, FL 32958

You will be able to provide oral statements at the microphone or directly to the court reporter.

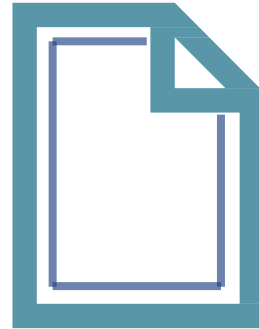
GoToWebinar Control Panel for Online Attendees



Technical Information for Dial-in by Phone Attendees



Dial-in attendees are **'listen only'**



Paper copy of meeting presentation



Presenter will say slide number being shown

To Report a Technical Issue



Type your
technical issue
in the control
panel Question
box



Send an email
Caroline.Sanchez@stantec.com



Call
786-437-6762



FEEDBACK



Public Comments

During the hearing


You will have the opportunity to provide oral statements during the comment period after the formal presentation.


Persons wishing to submit written statements or any other information, in place of or in addition to oral statements may do so via the virtual chat feature.

After the hearing

www.fdot.gov/projects/SebastianInletBridge

Binod.Basnet@dot.state.fl.us 

Binod Basnet, PE
 Florida Department of Transportation
 District Four
 3400 W Commercial Blvd
 Ft. Lauderdale, FL 33309 

(954) 777-4146 or
 Toll free at (866) 336-8435, ext 4146 

Please submit your comments by **December 27, 2022**

Viewing the Public Hearing Materials



SCAN ME



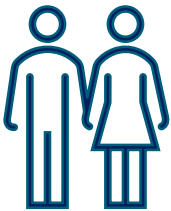
Sebastian City Hall

1225 Main Street, Sebastian, FL 32958
Monday through Friday, 8:00 a.m. to 4:30 p.m.
November 22, 2022 - December 27, 2022



Project Website

www.fdot.gov/projects/SebastianInletBridge



In-Person Option on December 15, 2022, from 5:30 p.m. to 7:30 p.m.

City of Sebastian Community Center
1805 N. Central Avenue
Sebastian, FL 32958



Viewing the Meeting Recording

The Public Hearing will be recorded and posted on the project website after the meeting.

www.fdot.gov/projects/SebastianInletBridge

Drinking and Driving Don't Mix



MYTH 1

A 12 fluid ounce (fl oz) beer has the same amount of alcohol as most other alcoholic drinks.

Fact: An average 12 fl oz beer has about 4.2-5% alcohol content, 8-9 fl oz of malt liquor has about 7% alcohol content, 5 fl oz of wine has about 12% alcohol content, and 1.5 fl oz of distilled spirits (gin, rum, tequila, vodka, whiskey, etc.) has about 40% alcohol content.



MYTH 2

Coffee or an energy drink will sober up an impaired person.

Fact: A person might be more awake, but they are still impaired. Only time can sober a person up.



MYTH 3

A friend only had a few drinks, they do not look drunk, they are OK to drive.

Fact: Just because someone does not look, does not mean they are not impaired. Judgment is the first thing affected when someone has been drinking – coordination and motor skills are second and third.



MYTH 4

If a person had a few drinks, they can just ride their bike home.

Fact: In Florida, bicycles are subject to the same laws as all other motor vehicles. If a person rides impaired, they can still get a DUI.





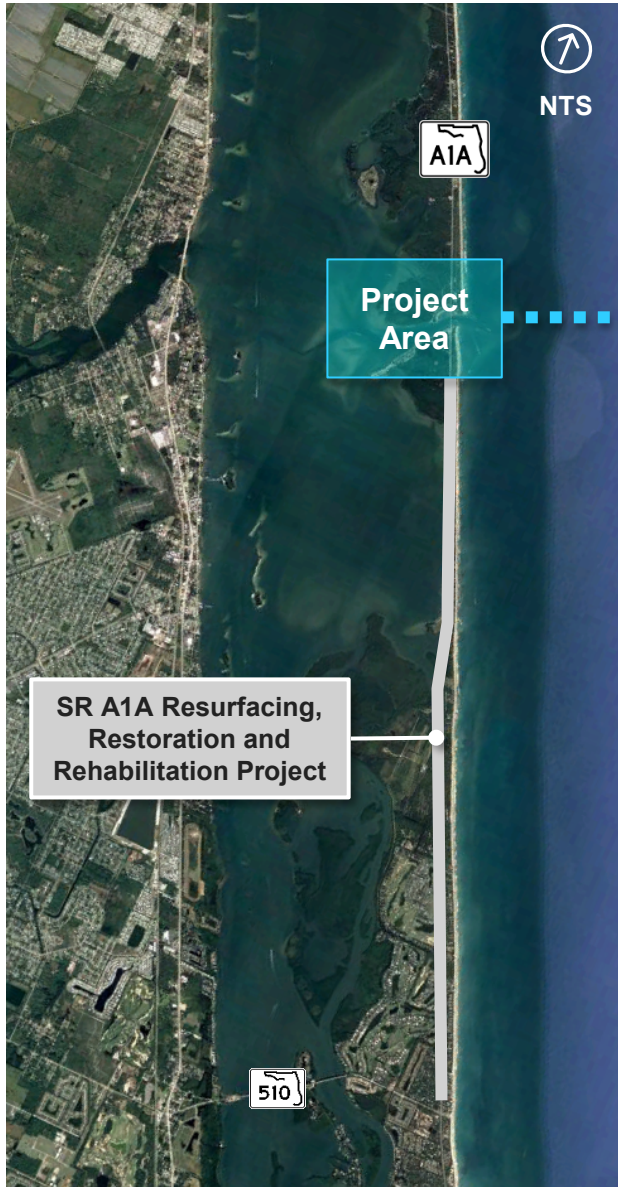


Presentation Agenda

- Project Location
- FDOT Transportation Delivery Process
- FDOT Project Development and Environment (PD&E) Study Process
- Project Background
- Project Purpose and Need
- Agency Coordination
- Engineering & Environmental Analyses
- Preferred Alternative
- Schedule

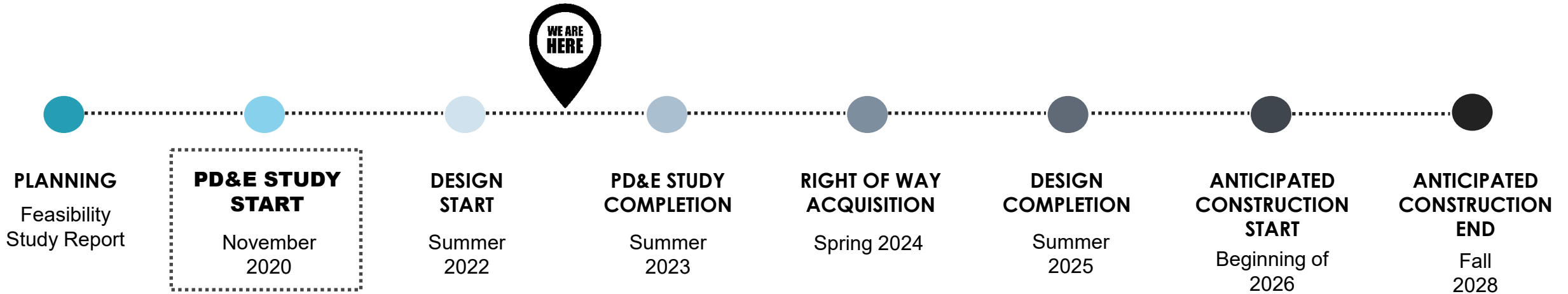
Federal-State Partnership

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 Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and FDOT.



LEGEND: — — — Project Limits — — — Existing Shared Use Path — — — Gap in Bicycle & Pedestrian Facilities - - - - - Existing 8-foot Sidewalk — — — SR A1A RRR Project

FDOT Transportation Project Delivery Process



A PD&E Study is FDOT's process to evaluate the social, economic, and environmental impacts associated with a planned transportation improvement project.

The PD&E Process is followed by FDOT

To evaluate:

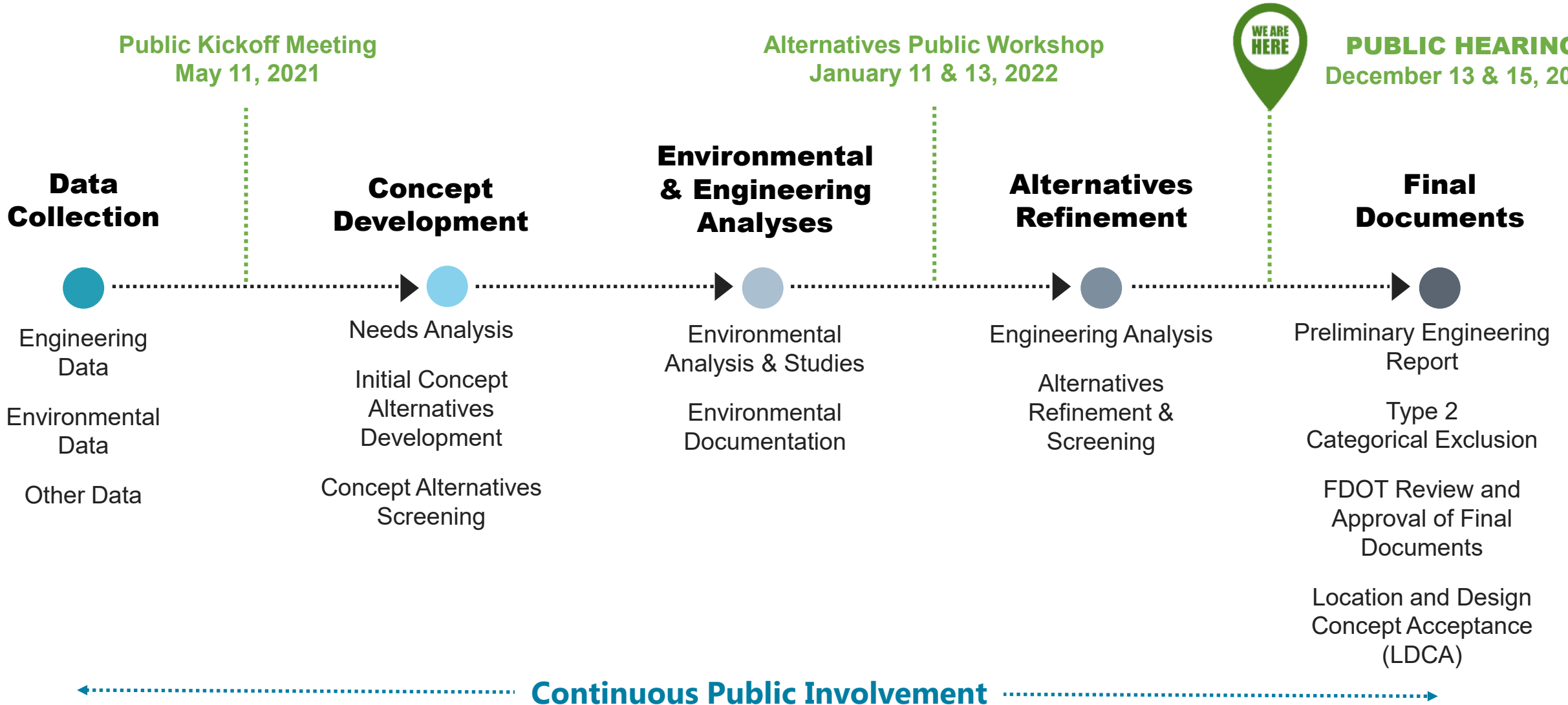
- Engineering Alternatives
- Environmental Impacts
- Social, Cultural, Natural, and Physical impacts

To comply with:

- National Environmental Policy Act (NEPA)
- Federal and State environmental laws
- Requirements involving federal funding

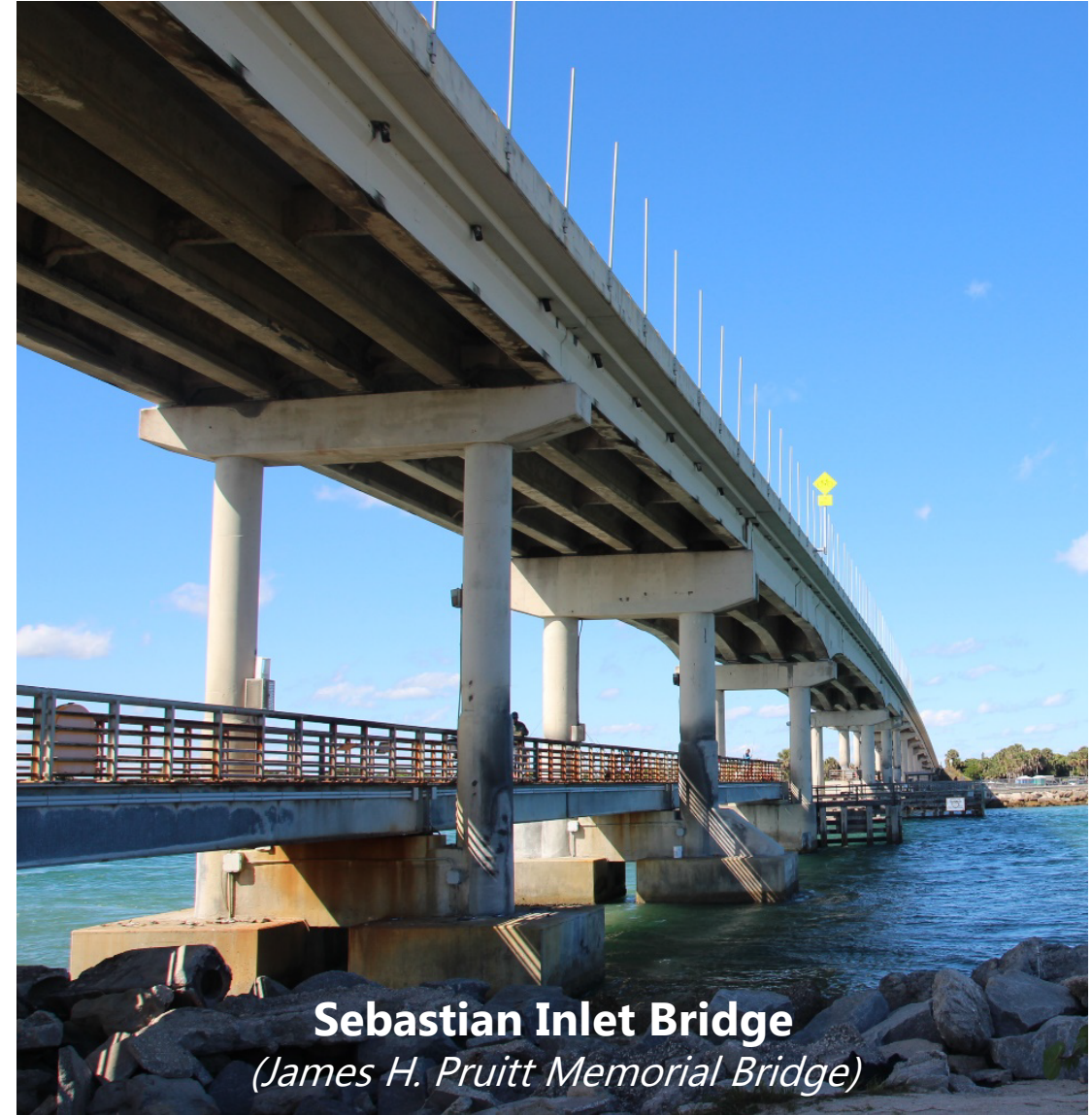
← Continuous Public Involvement →

Project Development & Environment (PD&E) Study Process



Project Background

- Constructed 1964
- Repaired or retrofitted – 1978 and 2003
- Existing Conditions
 - Bridge clearance: 39-foot vertical, 150-foot horizontal
 - Bridge width: 34-foot 3-inches
 - Observation/fishing piers under bridge deck - north and south
 - Two-lane facility – roadway and bridge
 - Two-foot-wide shoulders – on bridge
 - Shared use path – west side north of bridge
 - Sidewalk – west side south of the bridge
 - No bicycle or pedestrian facilities on the bridge
- Part of the Indian River Lagoon National Scenic Byway
- Eligible for the National Register of Historic Places
 - Criterion C – Engineering



Sebastian Inlet Bridge
(James H. Pruitt Memorial Bridge)



Structural and Functional Deficiencies

November 2018 FDOT bridge inspection:

- The bridge is rated structurally deficient
- Bridge Health Index of 79.8

Per FHWA's national bridge rating system

- A "structurally deficient" rating and the low health index does not mean the bridge is unsafe
 - These ratings indicate the need for repair or replacement



Structural and Functional Deficiencies

Structural Deficiencies

Bridges are rated on a scale of 0 to 9 for:

- Deck (riding surface)
- Superstructure (supports beneath riding surface)
- Substructure (bridge foundation)
- Culverts

A rating of 4 or less is a structural deficiency

- **The Bridge substructure is rated 4**

Functional Deficiencies

A functionally deficient bridge is one that is outdated and may be inadequate in one or all of the following:

- Lane widths
- Shoulder widths
- Vertical clearances to serve current traffic demand
- May be occasionally flooded



Purpose

- Address bridge structural and functional deficiencies
- Address the gap in system linkage for bicyclists and pedestrians
- Evaluate bridge alternatives

Need

- The bridge is rated structurally deficient (but still safe)
- The bridge health index indicates bridge repairs or replacement are needed
- Supports the Indian River County Bicycle and Pedestrian Plan for SR A1A at this location
- Bicycle and pedestrian counts support addressing the gap in system linkage

2019 Bicycle/Pedestrian Data Counts

Dec 12 – Dec 15 6:00 AM to 6:00 PM



231 Bicyclists



5 Pedestrians

Currently crossing the bridge despite not having appropriate bicycle and pedestrian facilities

Agency Coordination



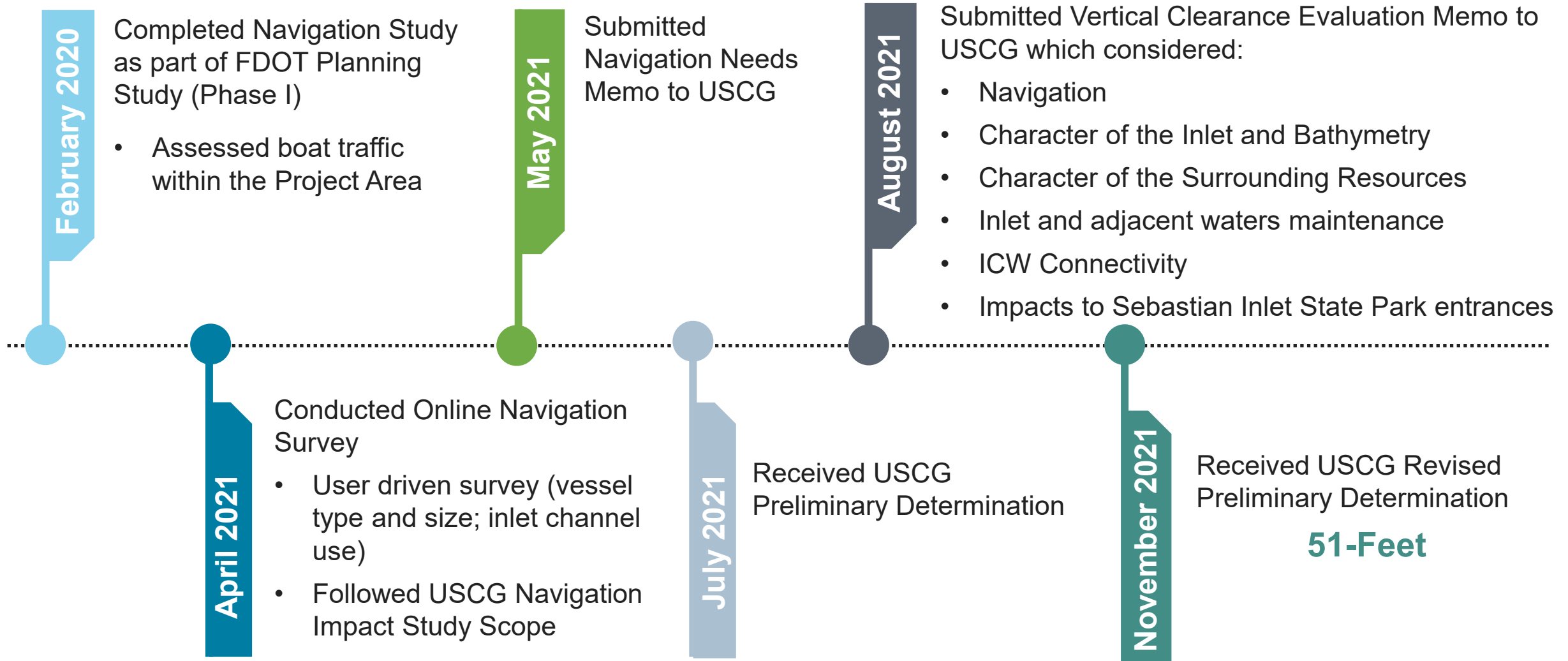
Federal and State

- US Coast Guard
- US Army Corps of Engineers
- US Fish & Wildlife Service
- NOAA National Marine Fisheries Service
- Florida Department of State Parks – Sebastian Inlet State Park
- Florida Department of Environmental Protection
- Florida Fish and Wildlife Conservation Commission
- State Historic Preservation Office
- St. Johns River Water Management District

Local Agencies

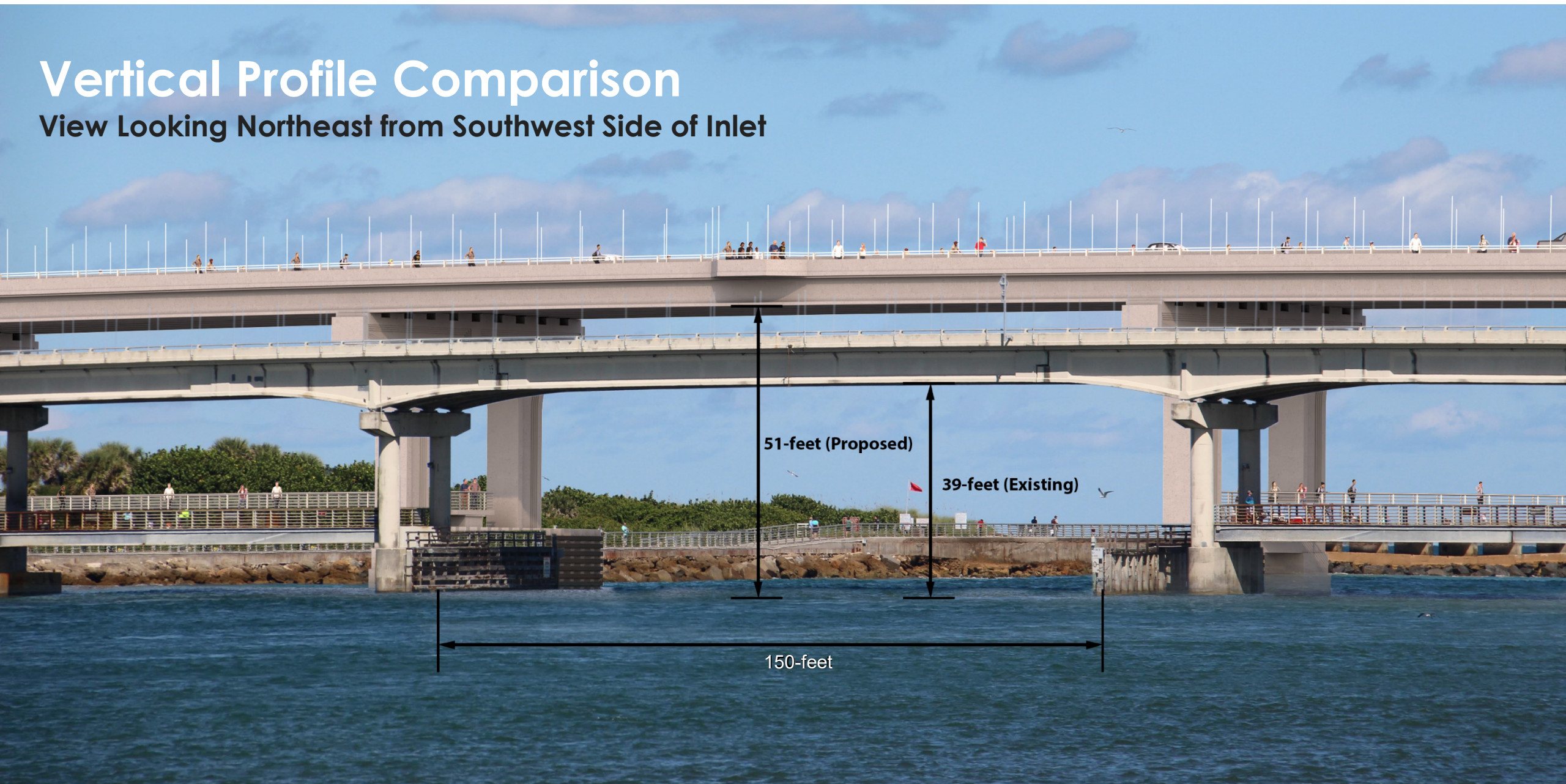
- Sebastian Inlet District
- Florida Inland Navigation District
- Indian River County and Metropolitan Planning Organization
- Brevard County
- Space Coast Transportation Planning Organization
- Indian River Lagoon Council
- Indian River Scenic Byway Coalition

USCG Coordination



Vertical Profile Comparison

View Looking Northeast from Southwest Side of Inlet



51-feet (Proposed)

39-feet (Existing)

150-feet

Engineering Analysis



Bridge

- Navigation Clearances – Vertical and Horizontal
- Bridge Horizontal Alignment
- Bridge Type and Superstructure
- Bridge Aesthetics/Features
- Bridge Bicycle and Pedestrian Facilities



Roadway

- Safety
- Right of Way
- Roadway Geometry
- Sebastian Inlet Park Entrance Geometry
- Roadway Shared Use Path and Bicycle Facilities
- Temporary Traffic Control



Other Project Areas

- Utilities
- Drainage
- Coastal
- Geotechnical
- Constructability
- Miscellaneous Structures

Environmental Analysis



Socio-Cultural

- Mobility
- Aesthetics
- Community & Recreational Resources
- Economic – marine industry
- Historic and Archaeological Sites
- Section 4(f) Resources

Natural

- Wetlands and Water, Water Quality
- Floodplains and Coastal
- Aquatic Preserve
- Wildlife and Habitat
- Essential Fish Habitat
- Outstanding Florida Water
- Indian River Lagoon National Estuary

Physical

- Traffic Noise
- Air Quality
- Contamination
- Infrastructure

Alternatives Considered

No Build

- No improvements are made
- Serves as baseline for comparison of other alternatives

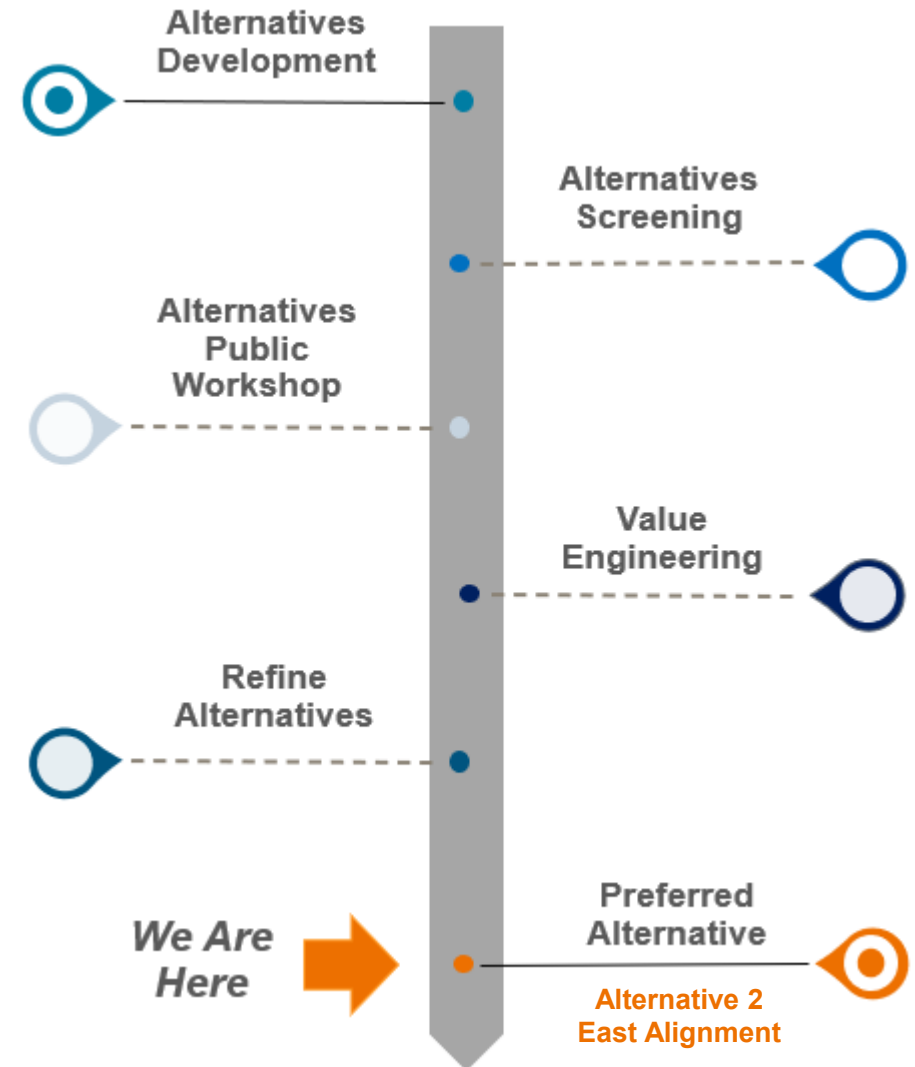
Rehabilitation

- Because the bridge is considered an eligible historic resource under Section 106 of the National Historic Preservation Act, a rehabilitation alternative was considered

Bridge Replacement

- Evaluation of alignment
 - Alternative 1: Center (along existing)
 - Alternative 2: East
 - Alternative 3: West

Alternatives Evaluation Process

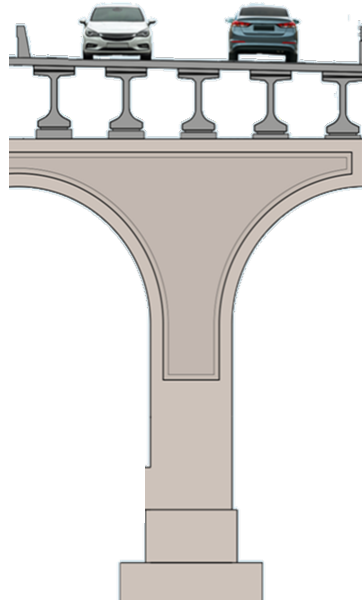


Maintenance of Traffic (MOT) During Construction



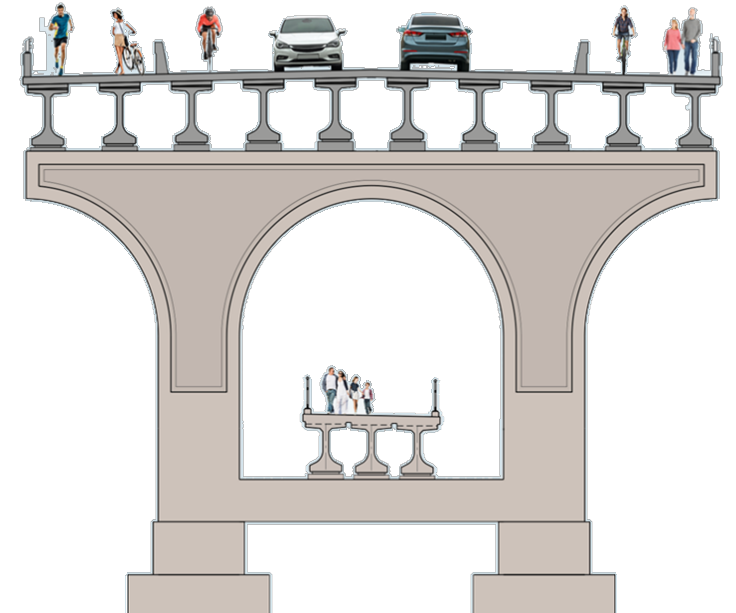
EXISTING BRIDGE

BRIDGE TO REMAIN OPEN TO TRAFFIC DURING PHASE 1 OF CONSTRUCTION



CONSTRUCTION OF NEW BRIDGE

TRAFFIC SHIFTED TO EAST HALF OF THE NEW BRIDGE DURING PHASE 2 OF CONSTRUCTION

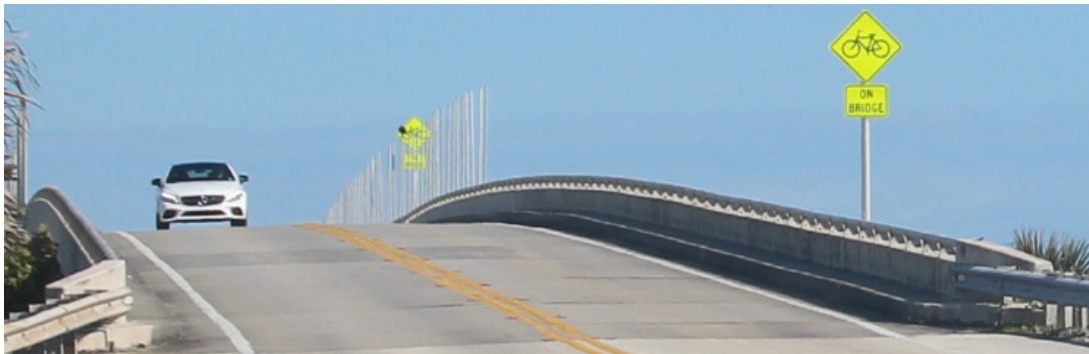
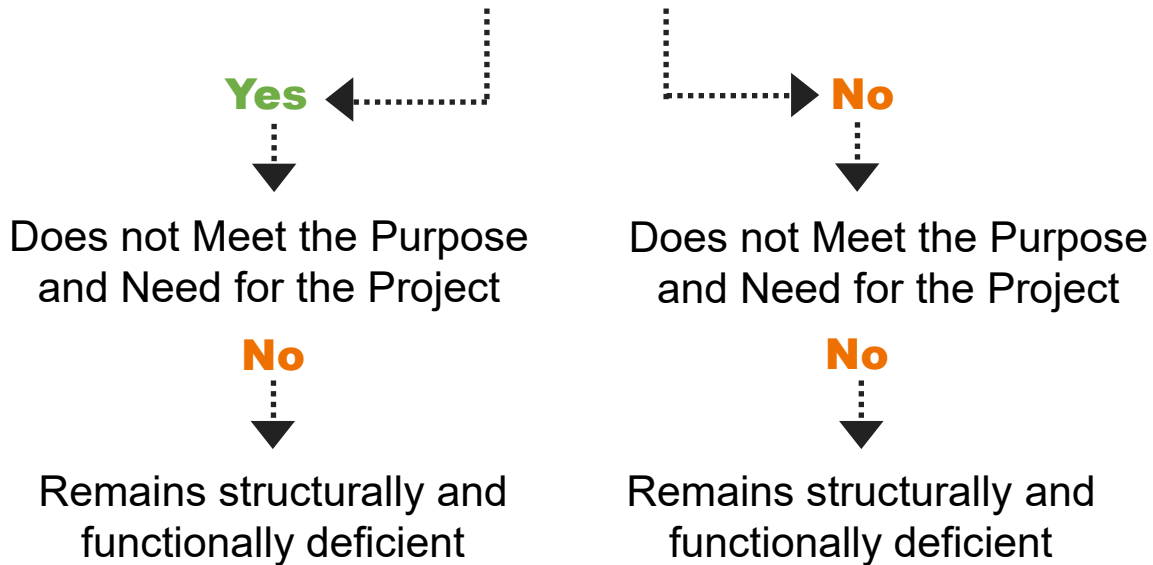


COMPLETED NEW BRIDGE

TRAFFIC SHIFTED TO NEW BRIDGE DURING PHASE 3 OF CONSTRUCTION

Rehabilitation Alternative

Rehabilitate to Existing Condition



Rehabilitate to Meet the Purpose and Need for the Project

- Meet current FDOT Design Standards
- At minimum, widen bridge deck by adding shoulders and bicycle/pedestrian facilities
- Provide a 75-Year Service Life
- Maintains existing vertical and horizontal clearances
- Maintain traffic during construction
- Minimize impacts to the natural, cultural, and physical environments



Section 106 Process

Initiate Section 106 Process

Establish undertaking, Identify appropriate SHPO/THPO, Plan to involve the public, Identify other consulting parties

Undertaking is type that might affect historic



Identify Historic Properties

Determine scope of efforts, Identify historic properties, Evaluate historic significance

Historic properties are affected



Assess Adverse Effects

Apply criteria of Adverse Effect

Historic properties are adversely affected



Resolve Adverse Effects

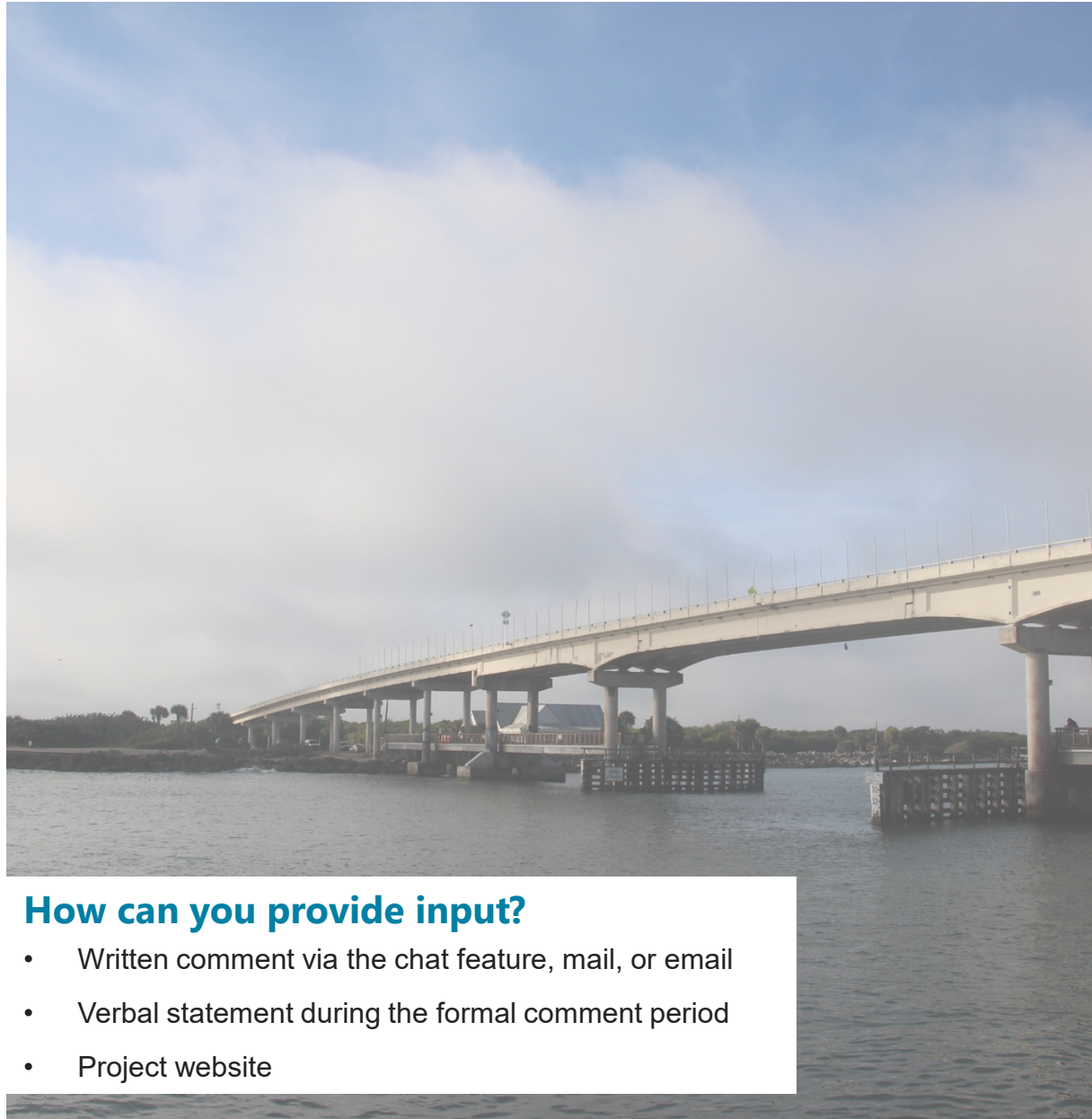


SECTION 106 CONSULTATION COMPLETE



Memorandum of Agreement





Section 106

Potential Measures to Minimize Harm

Through a future Memorandum of Agreement between FDOT and SHPO:

Documentation

- Prior to bridge demolition, FDOT will prepare Historic American Engineering Record (HAER) Level II documentation per and per National Park Service guidance.

Public Education

- FDOT will develop and fund two State Historic Markers to be placed north and south of the bridge
- FDOT will develop and fund two educational interpretive panels to be placed within the Sebastian Inlet State Park

Archaeological Monitoring

- FDOT will provide a qualified archaeologist to monitor ground disturbing activities during construction

How can you provide input?

- Written comment via the chat feature, mail, or email
- Verbal statement during the formal comment period
- Project website

Determination of Section 4(f) Impacts



How can you provide input?

- Written comment via the chat feature, mail, or email
- Verbal statement during the formal comment period
- Project website

Is the proposed project a transportation project and does it require FHWA funding or OEM approvals as required in the MOU between FDOT and FHWA, May 26, 2022?

YES

Are there any public parks, recreation areas, or historic sites that would be used by the project?

YES

During consultation with the OWJ over the public parks, recreational resources, or historic sites which the project will use, were any of the properties determined significant?

YES

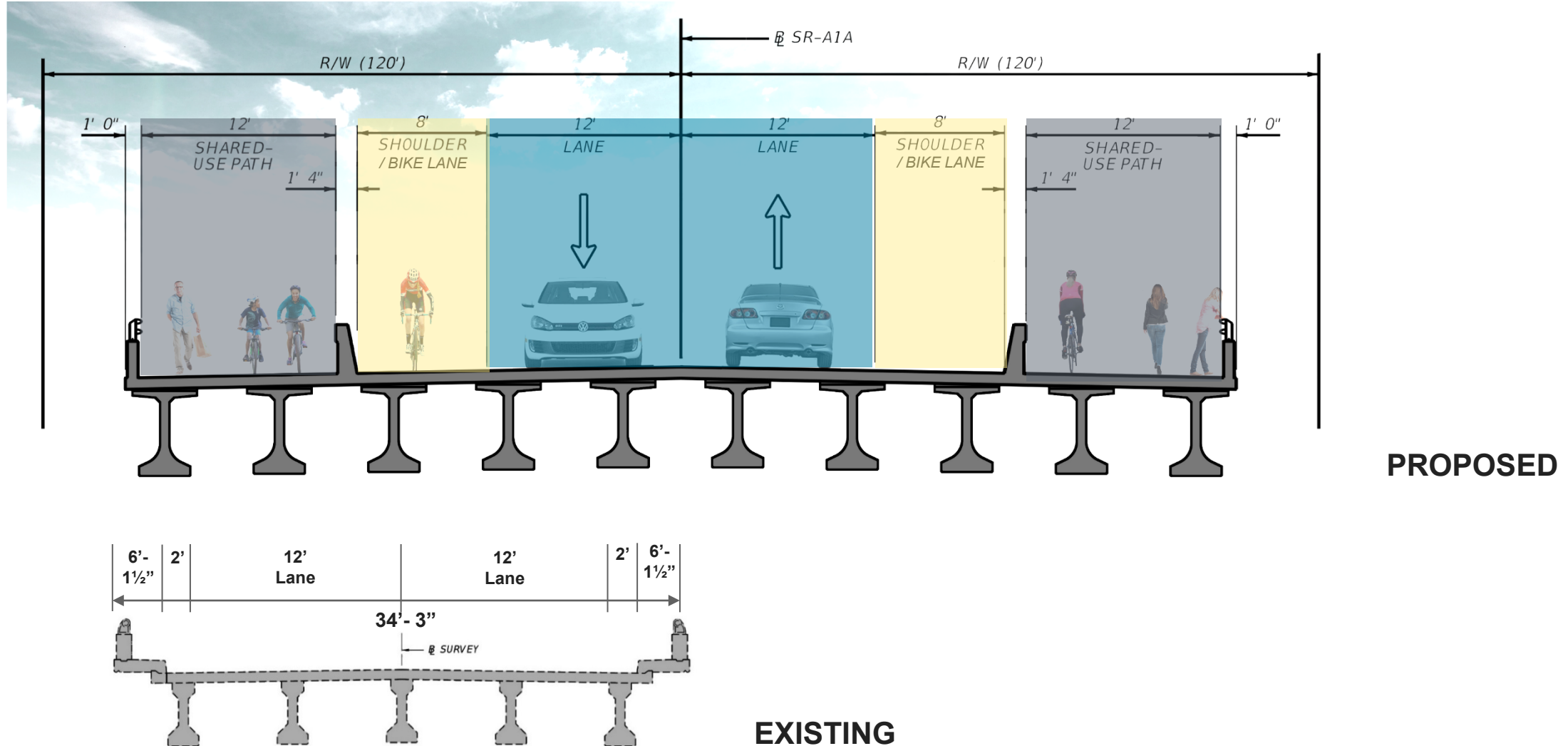
During consultation with the OWJ and OEM, was the use of the property determined to qualify for the minimis approval option?

Proceed with the documentation and consultation requirements to document and verify the appropriate de minimis approval of the proposed use of the property

Section 4(f) Complete

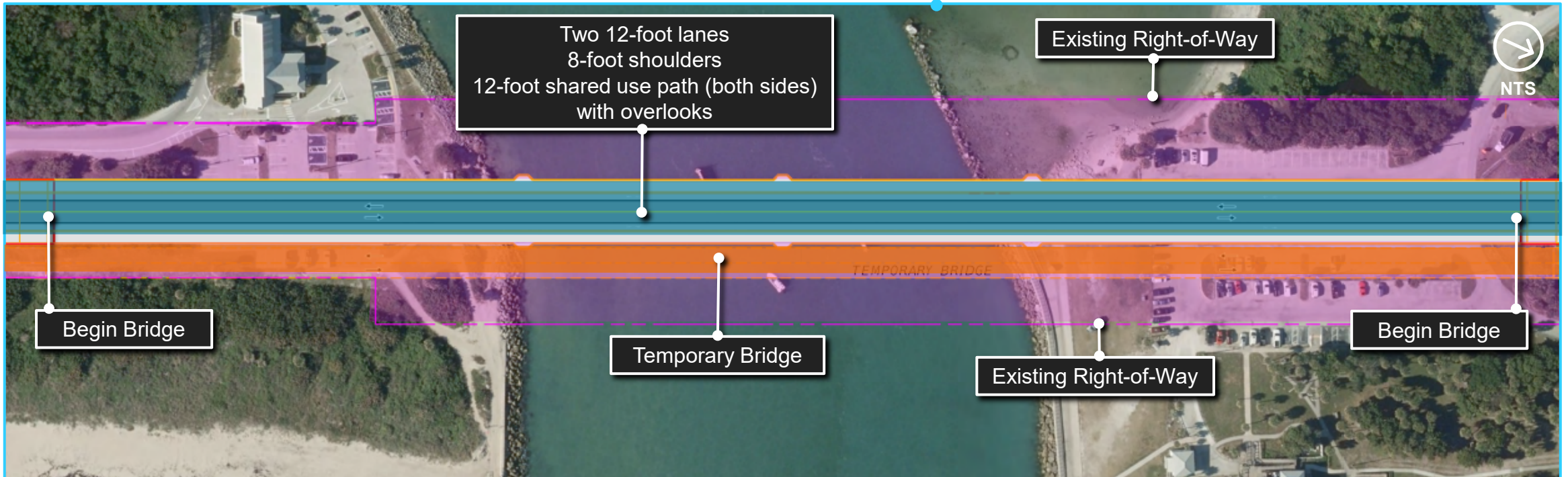
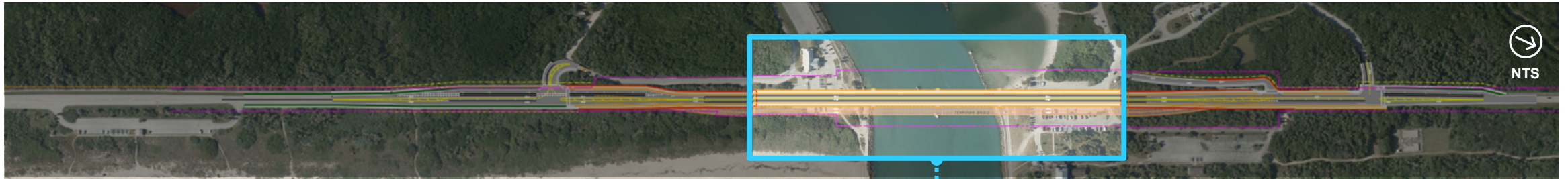
The project is adjacent to the Sebastian Inlet State Park which is a Section 4(f) protected property under 23 Code of Federal Regulations (CFR) § 774.17. Since this PD&E Study proposes minor impacts to and/or land acquisition from the Sebastian Inlet State Park, FDOT intends to pursue a de minimis determination for this property and is asking for the public's input on the proposed impacts.

Comparison of Existing and Proposed Bridge Typical Sections



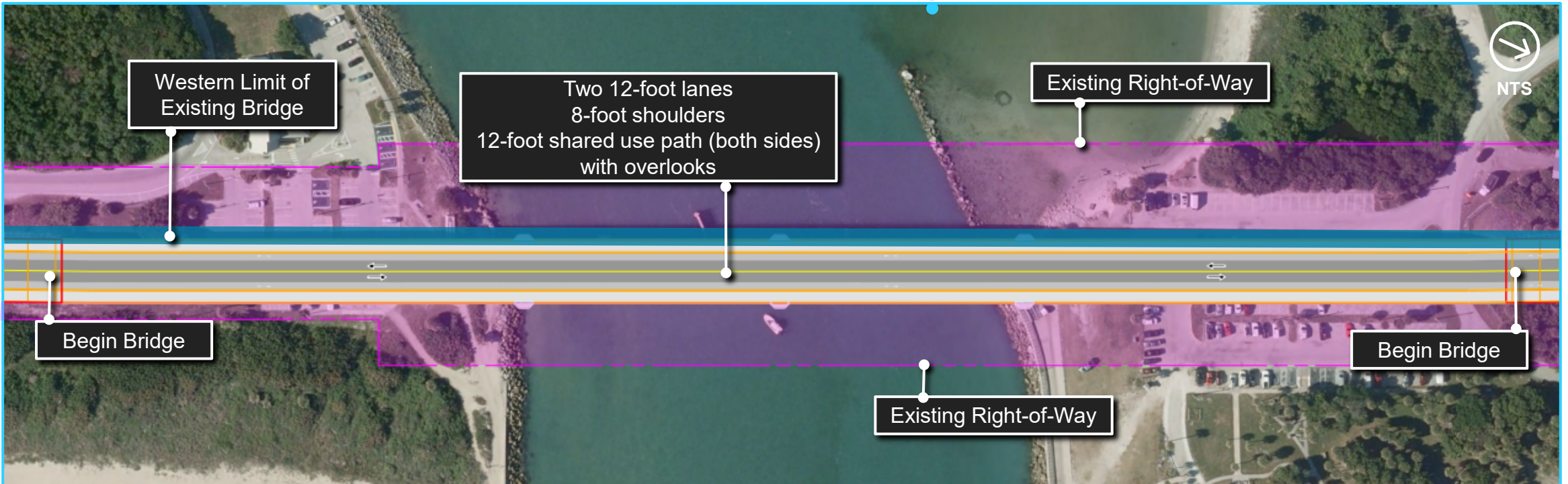
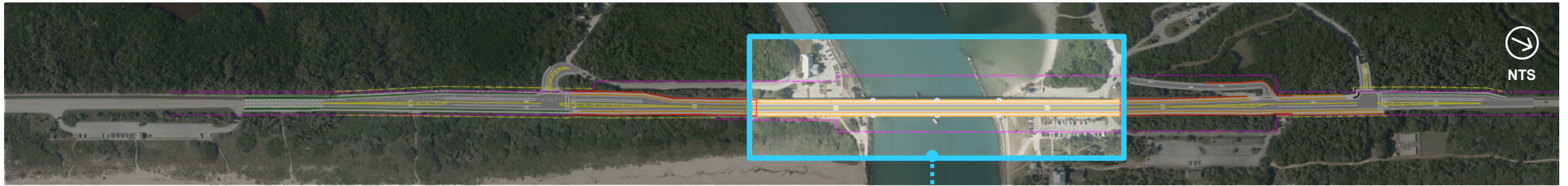
Alternatives Evaluated

Alternative 1: Existing Alignment with Temporary Bridge



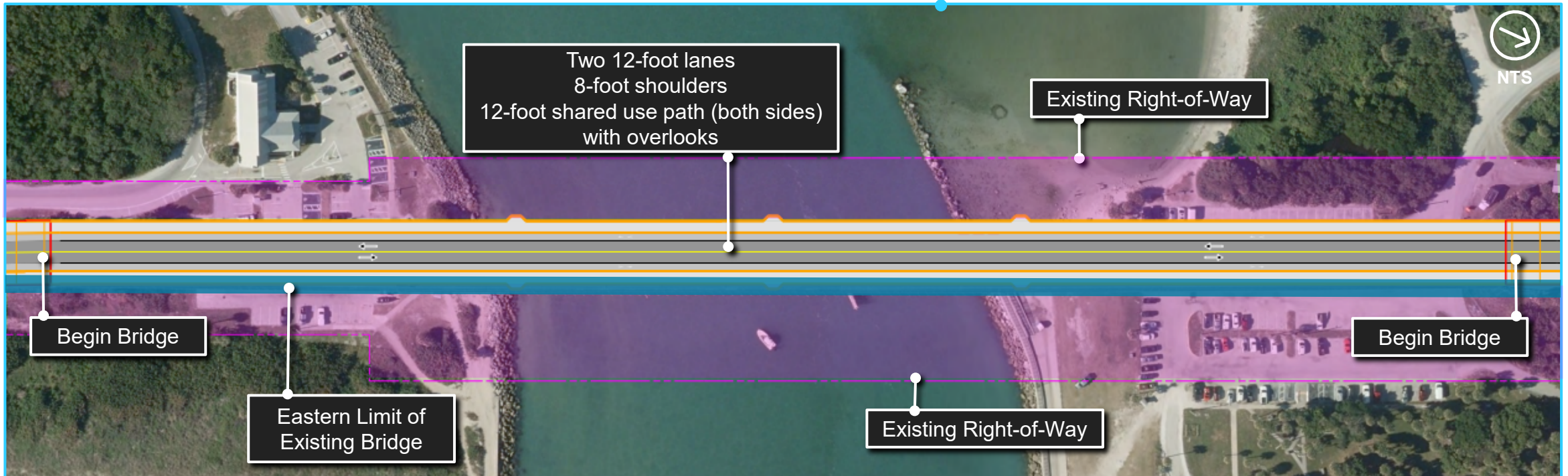
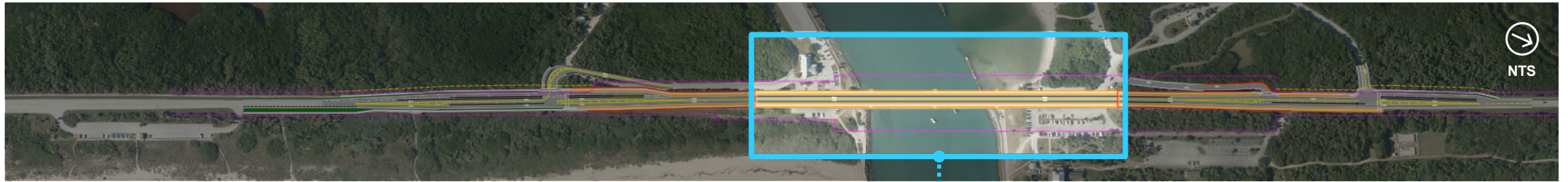
Alternatives Evaluated

Alternative 2: East Alignment



Alternatives Evaluated

Alternative 3: West Alignment





ALTERNATIVES EVALUATION MATRIX						
	Criteria/Category	No Build Alternative	Rehabilitation Alternative	Alternative 1 (Existing)	Alternative 2 (East)	Alternative 3 (West)
PURPOSE AND NEED	Meets Purpose and Need for the Project	No	No	Yes	Yes	Yes
BRIDGE	Vertical Navigational Clearance above Mean High Water	39-feet	39-feet	51-feet	51-feet	51-feet
	Horizontal Navigational Clearance Between Fenders	150-feet	150-feet	150-feet	150-feet	150-feet
	Benefit to Marine Traffic	No Change	No	Yes	Yes	Yes
	Temporary Bridge Required	N/A	No	Yes	No	No
	Bridge Closure or Detour During Construction	N/A	No	No	No	No
	Life of Alternative (Estimated Years) ¹	5	15	75	75	75
TRAFFIC OPERATIONS	Benefit to Vehicular Traffic	No	No	Yes	Yes	Yes
	Evacuation / Emergency Response (Improved)	No	No	Yes	Yes	Yes
	Sebastian Inlet State Park North Entrance (Improved)	No	No	Yes	Yes	Yes
	Sebastian Inlet State Park South Entrance (Improved)	No	No	Yes	Yes	Yes
	Sebastian Inlet District North Access Road (Improved)	No	No	Yes	Yes	Yes
NATURAL RESOURCES	Impacts to Wetlands (Acres)	0	0	1.61	0.11	2.03
	Impacts to Surface Waters (Acres)	No Change	2.73	1.23	0.81	0.81
	Impacts to Species/Habitat - EFH (Acres) / Beach Mice (Acres)	0	2.73 / 0.46	4.77 / 0	0.81 / 0	0.81 / 0
SOCIAL & CULTURAL RESOURCES	Impacts to Section 4(f) Resources (Park) (Acres)	No	No	3.79	3.58	5.04
	Potentially Eligible Archaeological Resources (Number)	0	0	1	0	1
	Eligible Historic Resources (Number)	0	1	1	1	1
	Bicycle and Pedestrian Facilities	No	No	Yes	Yes	Yes
PHYSICAL RESOURCES	Noise Receptors Impacted	0	0	0	0	1
	Contamination Sites ²	0	0	0	0	0
	Aesthetics / Visual Changes	No	Yes	Yes	Yes	Yes
RIGHT-OF-WAY	Additional Right-of-Way Required (Acres) ³	0	0	3.64	3.46	3.78
COSTS (Dollars)	Design	0	1,479,300	6,656,900	6,217,175	6,217,175
	Bridge and Roadway Construction	0	10,362,400	89,040,000	89,040,000	89,040,000
	Temporary Bridge Construction	0	0	6,906,600	0	0
TOTAL COST		0	11,841,700	102,603,500	95,257,175	95,257,175

¹ FDOT policy states a structurally deficient bridge replacement be initiated within 6 years

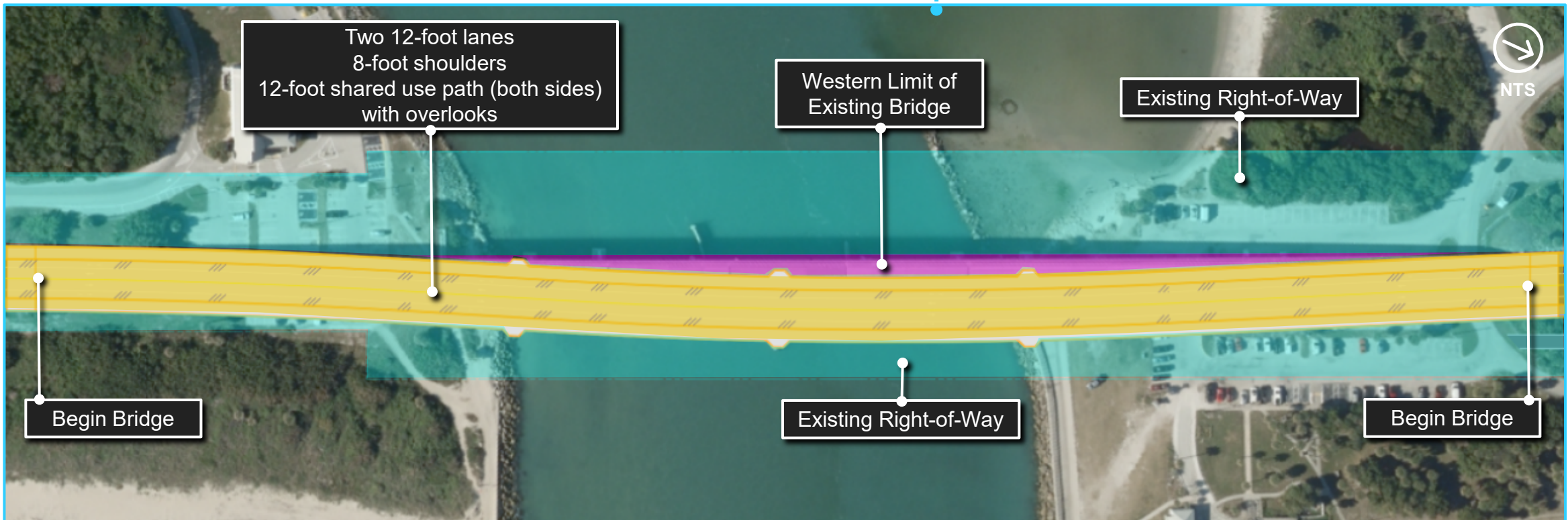
² Bridge will be evaluated for lead paint during design.

³ ROW required for clear zone and maintenance associated with bridge approaches, roadway, Park entrances, shared use path improvements, and stormwater management.

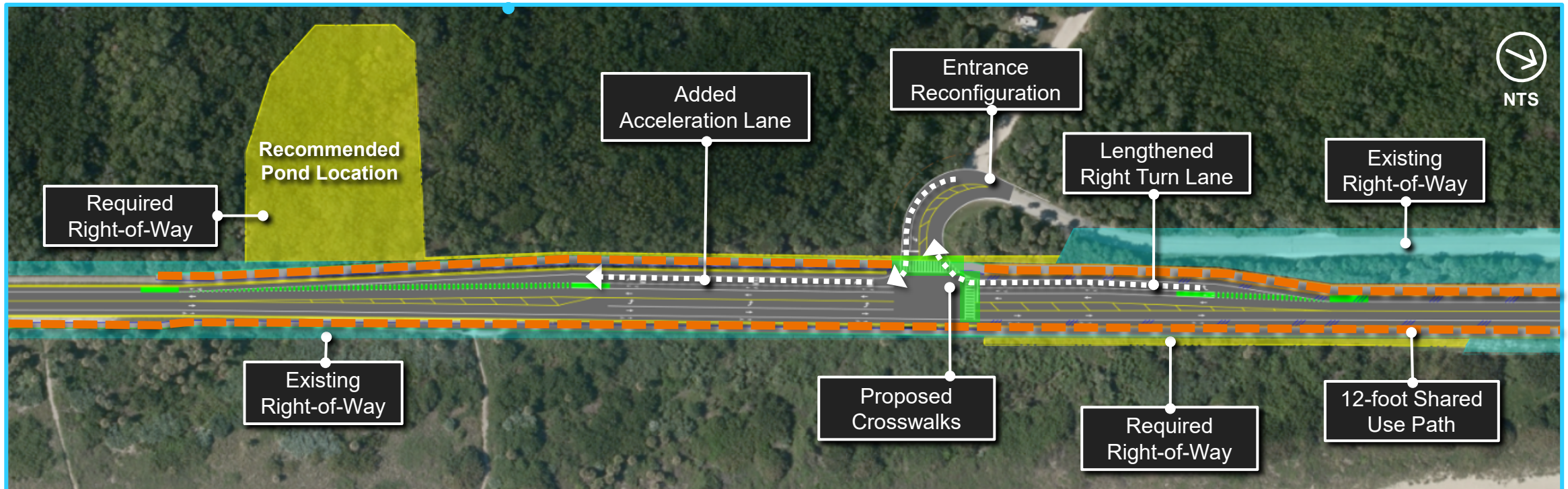
Best Good Worst

PRELIMINARY AND SUBJECT TO CHANGE

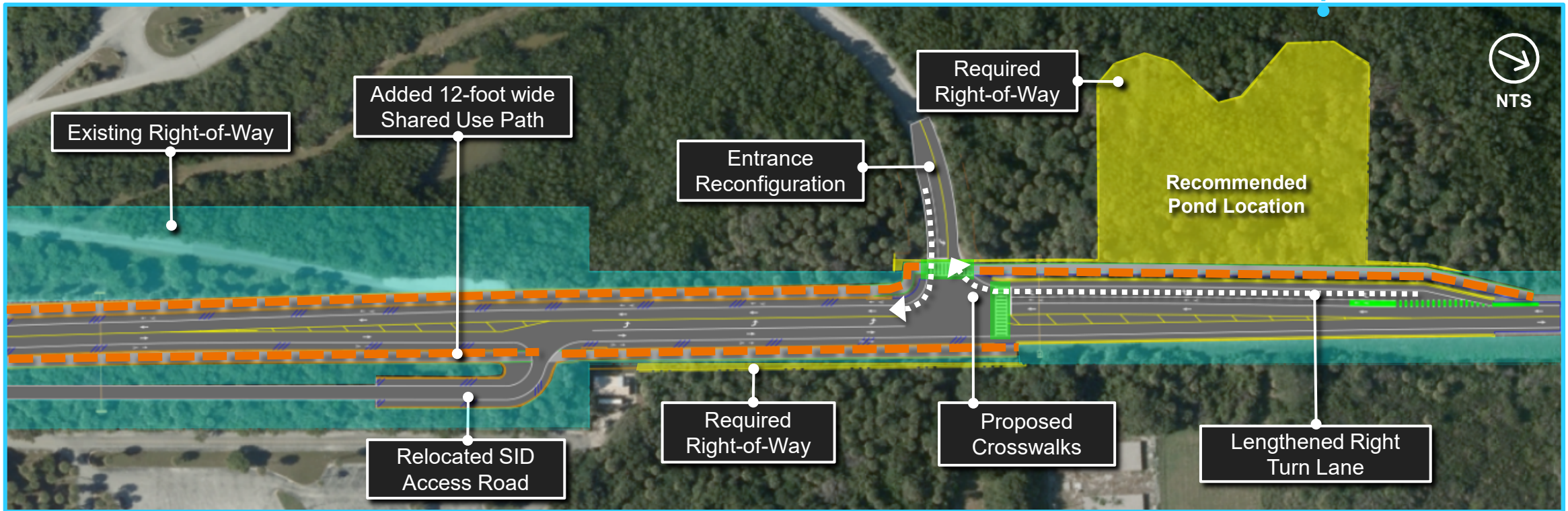
Preferred Alternative: East Alignment



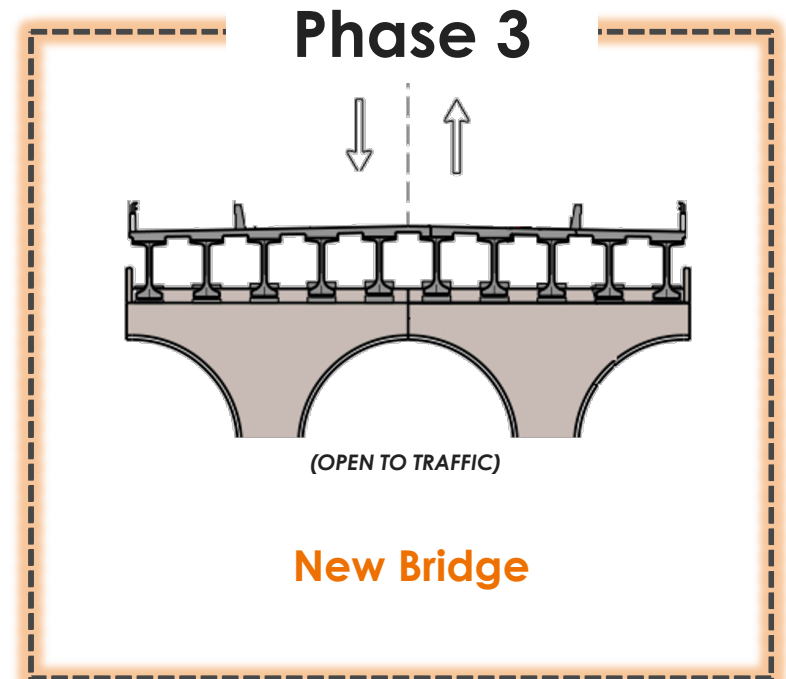
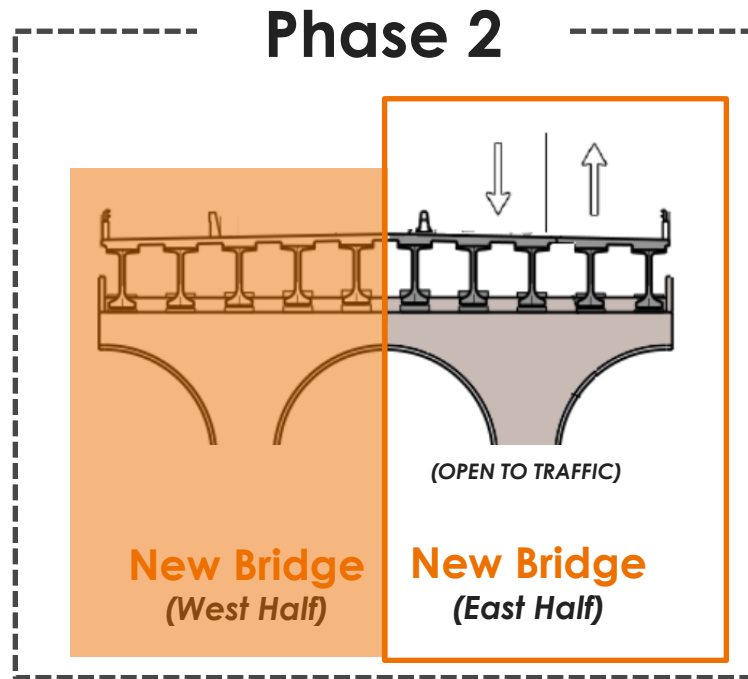
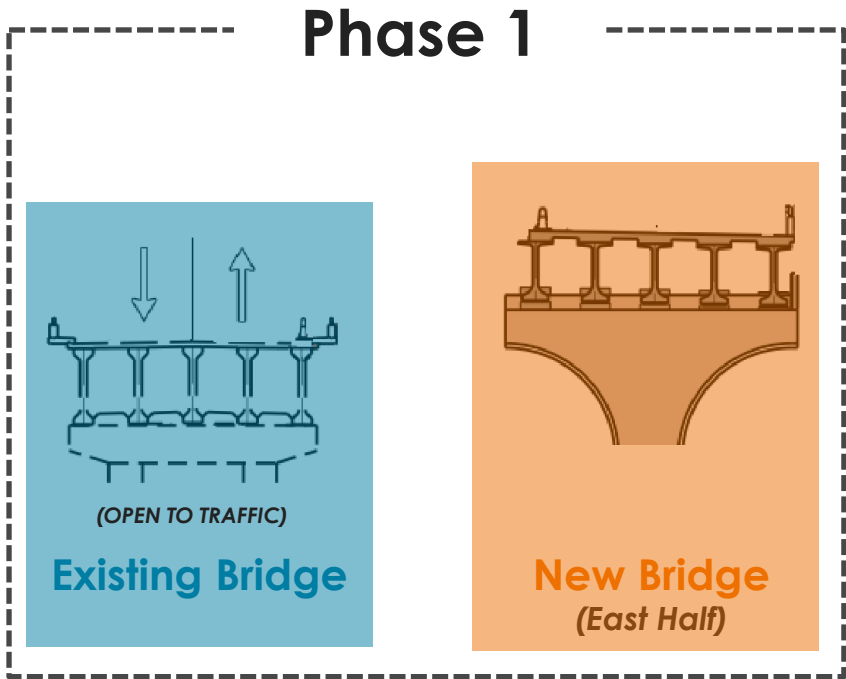
Preferred Alternative: East Alignment – South Entrance



Preferred Alternative: East Alignment – North Entrance/SID Access



Preferred Alternative - Bridge Construction Phases



1. Construct east half of new bridge

1. Shift traffic to east half of new bridge
2. Demolish existing bridge and construct west half of new bridge

1. Complete new bridge
2. Shift traffic to new bridge



Preferred Bridge

Looking Northwest from South Side of Inlet



Preferred Bridge

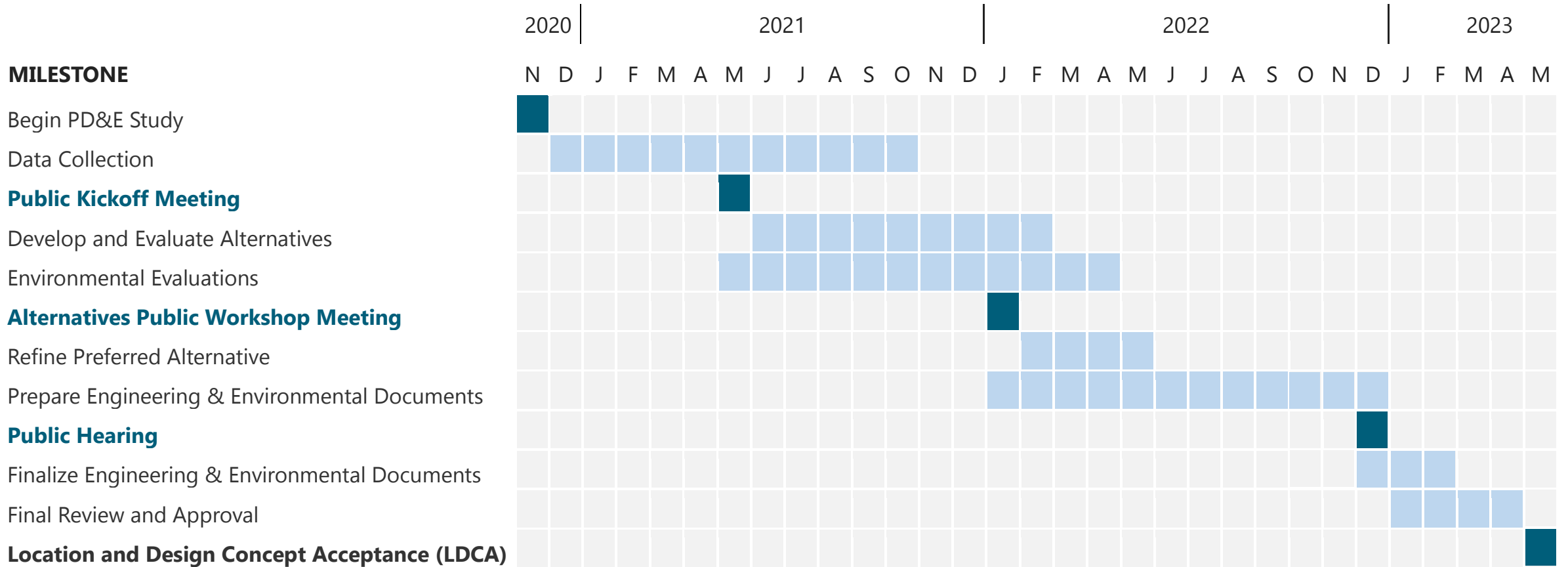
Looking North from South Park Entrance



Preferred Bridge

Looking South from North Park Entrance

PD&E Study Schedule



Schedule is Subject to Change

..... **Continuous Public Involvement** ➔

Public Comment Period



Verbal

- Click the **Raise Hand** button on your Smart Phone
- State your **name** and **address**

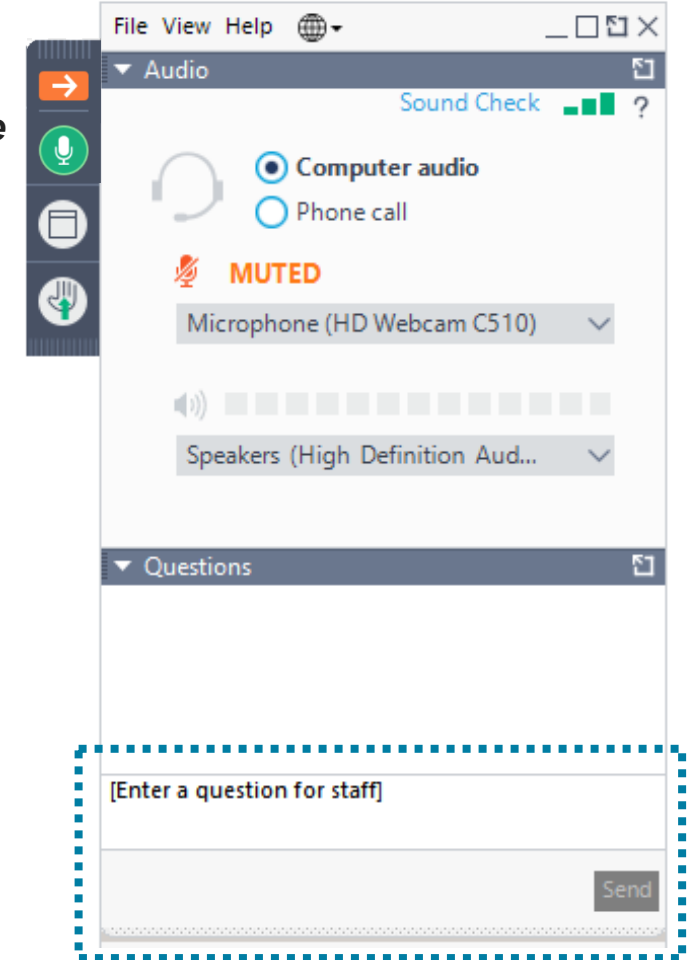


Written

- Type in the **Question box** on the Control Panel. Include your **name** and **address**.
- **Comment Form**
- **Project Website:** www.fdot.gov/projects/SebastianInletBridge
- **Email:** Binod.Basnet@dot.state.fl.us
- **Mail:** Binod Basnet, PE
 Florida Department of Transportation, District Four
 3400 W Commercial Boulevard, Ft. Lauderdale, FL 33309
- **Submit written comments by December 27, 2022 to be included in the Public Hearing Record**

*Unmute
(green)*

*Raise
Hand*





Verbal Comment Period

1. Moderator will call on Registered Speakers first
2. State your name and address
3. Limit comments and/or questions to 3 minutes



Thank You for Attending!

Public Hearing

Please complete our **exit survey**

The exit survey will appear upon leaving
GoToWebinar.

SR-A1A over Sebastian Inlet

Bridge 880005

Bridge Replacement

**Project Development and
Environment (PD&E) Study**

www.fdot.gov/projects/SebastianInletBridge