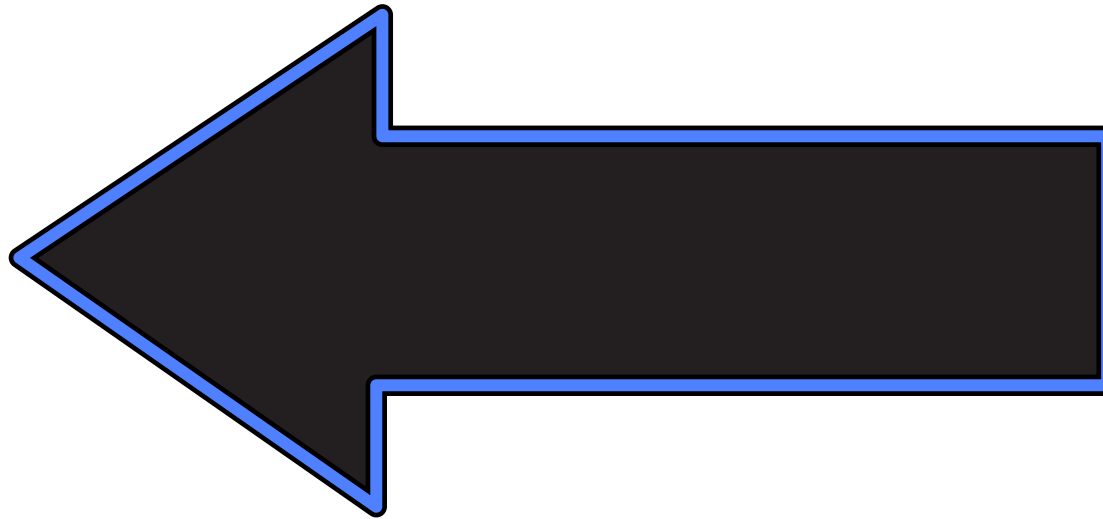




# Project Development & Environment (PD&E) Study

State Road A1A North Bridge Over ICWW  
From US-1 to approximately 2,000 feet East of Existing Bridge  
St. Lucie County, Florida  
FPID 429936-2-22-01 / ETDM #14052

## PUBLIC MEETING





# Project Development & Environment (PD&E) Study

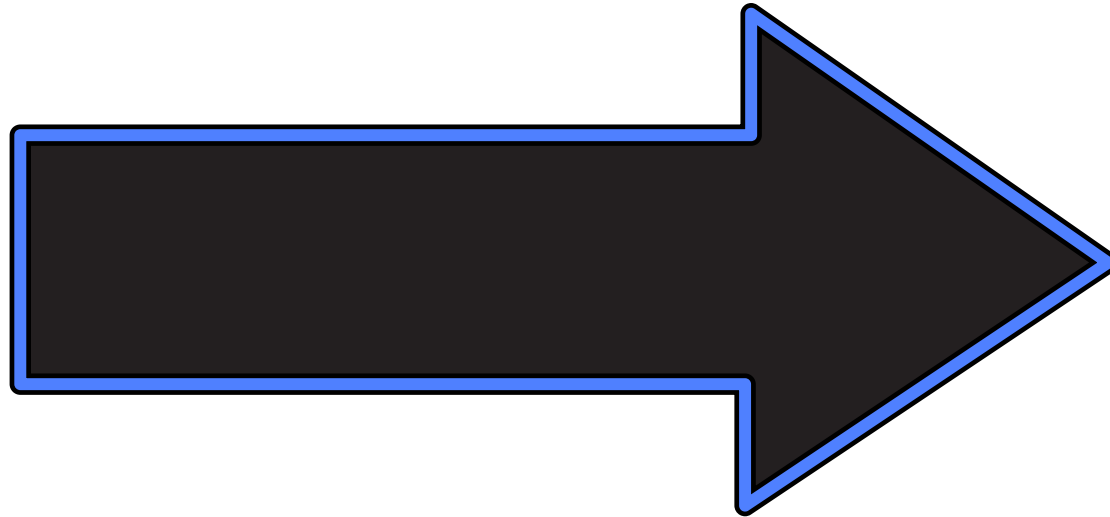
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State Road A1A North Bridge Over ICWW

From US-1 to approximately 2,000 feet East of Existing Bridge

St. Lucie County, Florida

FPID 429936-2-22-01 / ETDM #14052

# Contact

**Donovan Pessoa, P.E.**

**Project Manager**

**Florida Department of Transportation**

**District Four**

**3400 West Commercial Blvd.**

**Fort Lauderdale, Florida 33309-3421**

**(954) 777-4442**

**[www.SRA1ANORTHBRIDGE.com](http://www.SRA1ANORTHBRIDGE.com)**



# Project Development & Environment (PD&E) Study

State Road A1A North Bridge Over ICWW  
 From US-1 to approximately 2,000 feet East of Existing Bridge  
 St. Lucie County, Florida  
 FPID 429936-2-22-01 / ETDM #14052

## PD&E Study Proposed Schedule

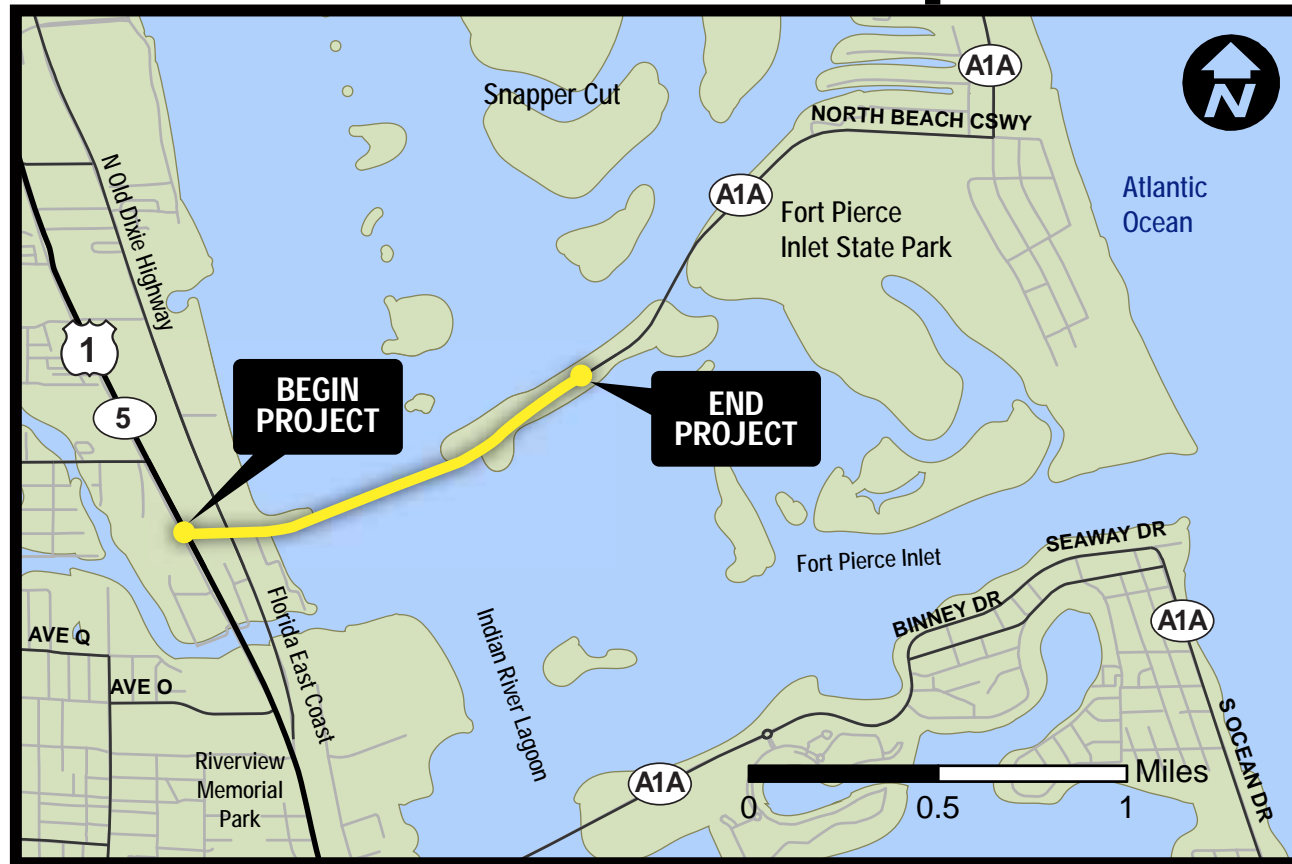
ACTIVITY	2014	2015	2016	2017
Begin Study		★		
Public Kick-off Meeting		★		
Public Input		[Bar]		
Develop Build Alternatives		[Bar]		
Alternatives Public Meeting			★	
Public Hearing No-Build and Build Alternative Presented			★	
Study Complete/Location Design Concept Acceptance				★
Public Involvement		[Bar]		



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St. Lucie County, Florida  
FPID 429936-2-22-01 / ETDM #14052

## Location Map





## Project Development & Environment (PD&E) Study

State Road A1A North Bridge Over ICWW  
From US-1 to approximately 2,000 feet East of Existing Bridge  
St. Lucie County, Florida  
FPID 429936-2-22-01 / ETDM #14052

# Welcome

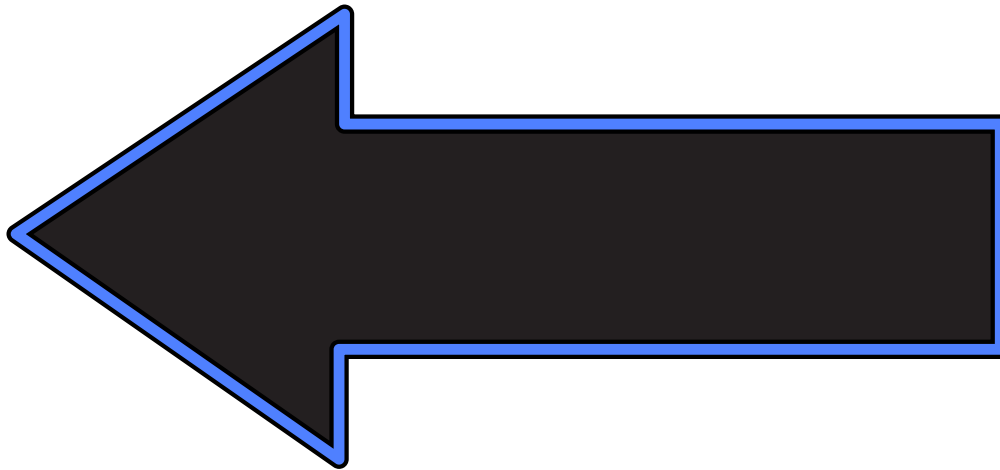
Florida Department of Transportation  
District Four  
Alternatives Public Meeting



# Project Development & Environment (PD&E) Study

State Road A1A North Bridge Over ICWW  
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## WHEELCHAIR-ACCESSIBLE WALKWAY THIS WAY





# Project Development & Environment (PD&E) Study

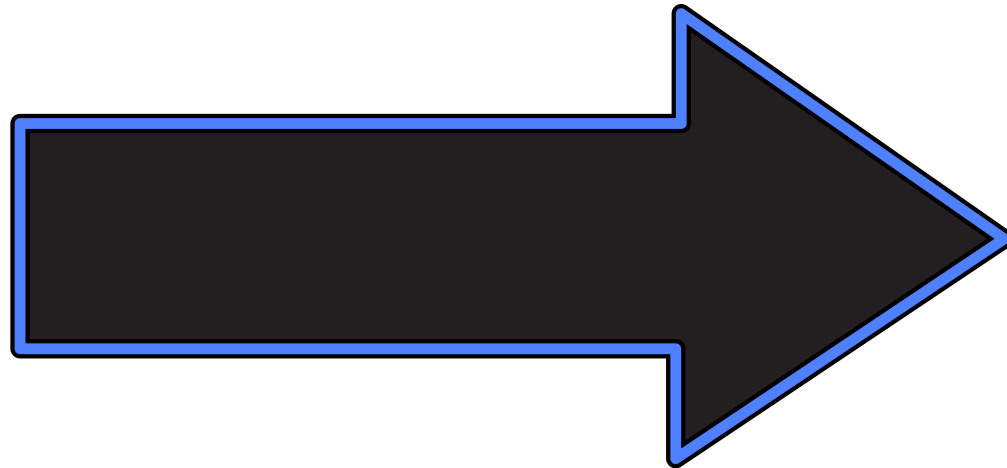
State Road A1A North Bridge Over ICWW

From US-1 to approximately 2,000 feet East of Existing Bridge

St. Lucie County, Florida

FPID 429936-2-22-01 / ETDM #14052

## WHEELCHAIR-ACCESSIBLE WALKWAY THIS WAY







# Project Development & Environment (PD&E) Study

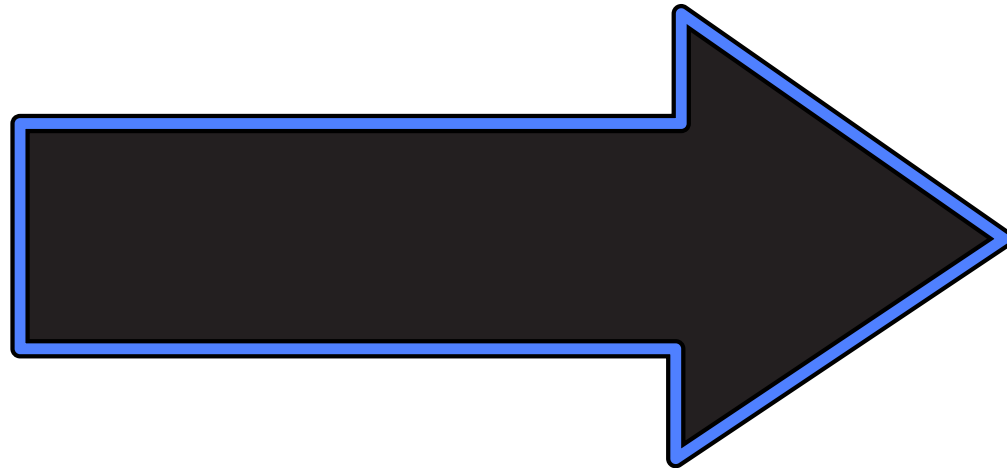
State Road A1A North Bridge Over ICWW

From US-1 to approximately 2,000 feet East of Existing Bridge

St. Lucie County, Florida

FPID 429936-2-22-01 / ETDM #14052

## WHEELCHAIR-ACCESSIBLE BATHROOM





# Project Development & Environment (PD&E) Study

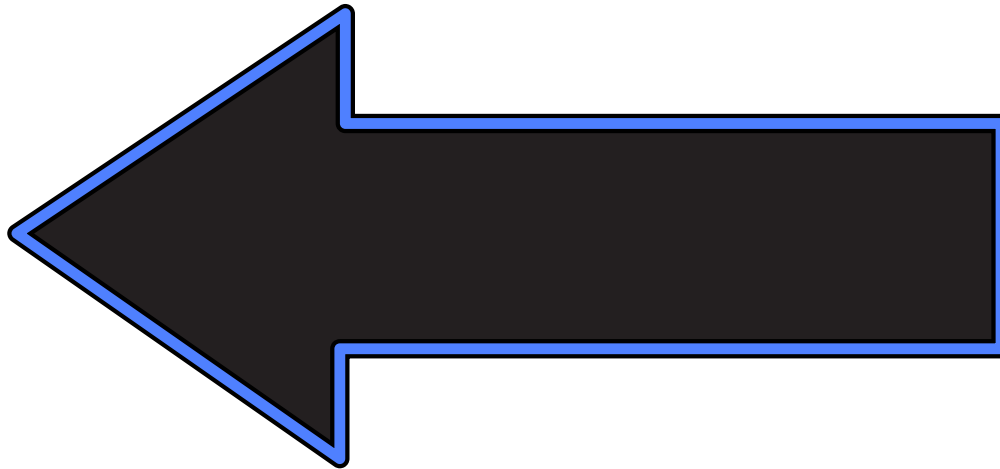
State Road A1A North Bridge Over ICWW

From US-1 to approximately 2,000 feet East of Existing Bridge

St. Lucie County, Florida

FPID 429936-2-22-01 / ETDM #14052

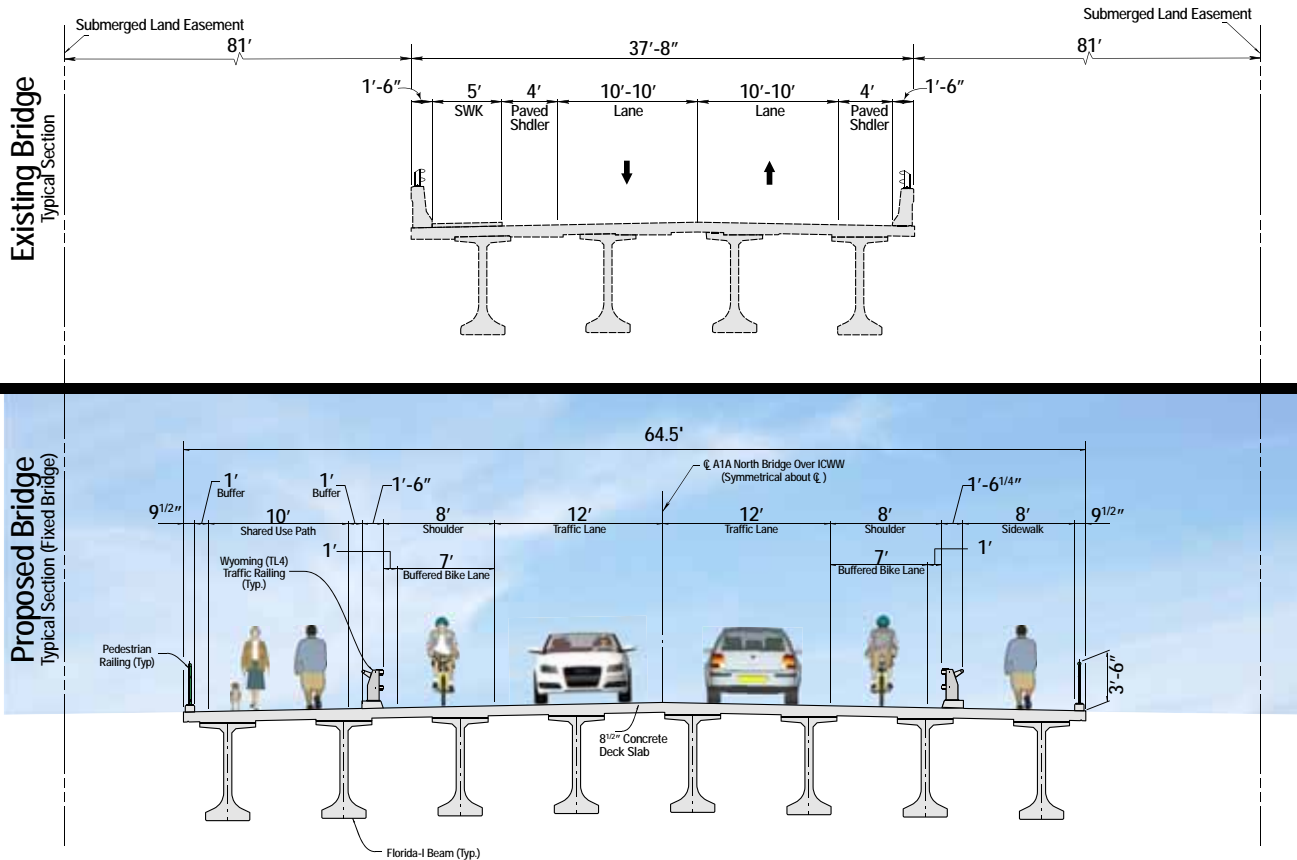
## WHEELCHAIR-ACCESSIBLE BATHROOM



# Project Development & Environment (PD&E) Study

State Road A1A North Bridge Over ICWW  
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 St. Lucie County, Florida  
 FPID 429936-2-22-01 / ETDM #14052

## Typical Sections



# Project Development & Environment (PD&E) Study

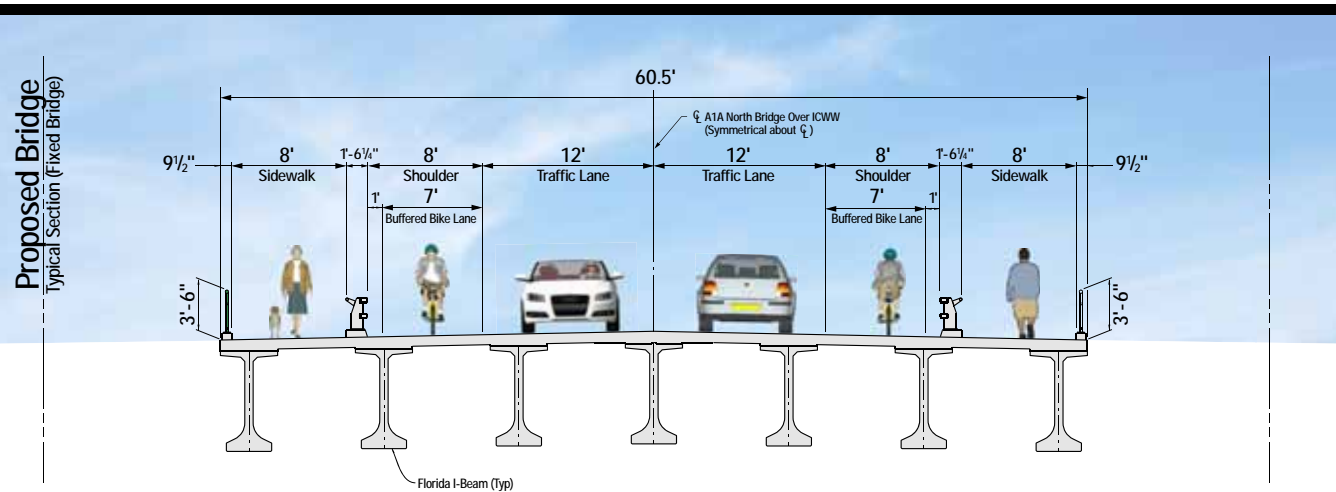
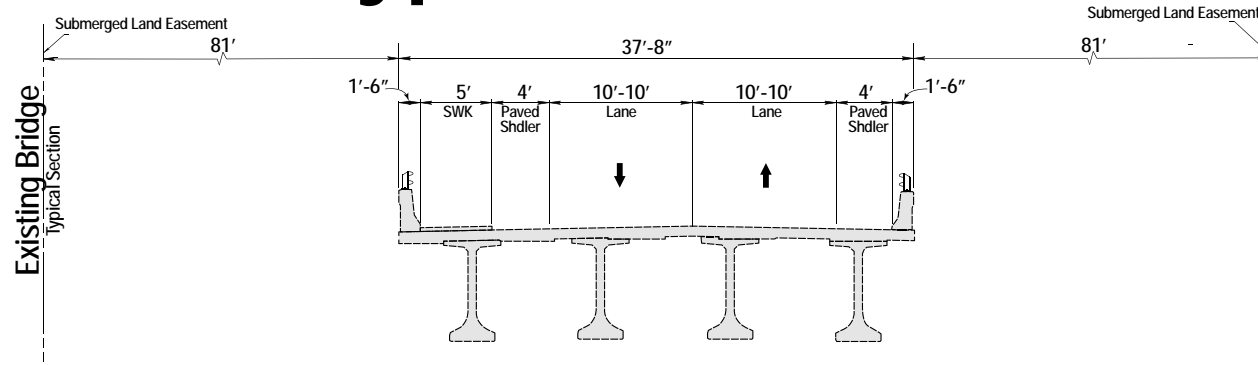
State Road A1A North Bridge Over ICWW

From US-1 to approximately 2,000 feet East of Existing Bridge

St. Lucie County, Florida

FPID 429936-2-22-01 / ETDM #14052

## Typical Sections



## **TITLE VI**

The proposed project is being developed in accordance with the Civil Rights Act of 1964 and 1968, as amended.

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.

To express concern(s), please contact the following:

**Adrienne Brown**

**Title VI Coordinator**

**Florida Department of Transportation**

**District Four**

**3400 West Commercial Blvd.**

**Fort Lauderdale, Florida 33309-3421**

**(954) 777-4190**

**or**

**Jacqueline Paramore**

**Equal Opportunity Office**

**605 Suwannee Street**

**Mail Station 65**

**Tallahassee, Florida 32399-0450**

**(850) 414-4753**

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# Evaluation Matrix

## VERTICAL GEOMETRY ALTERNATIVES

Symbol	Description
+	The alternative meets or has a positive response to the Evaluation Category
0	The alternative has no affect or provides some benefit to the Evaluation Category
-	The alternative has a poor or negative response to the Evaluation Category
NOTE: ++ or -- denote greater impact positively or negatively	

	No Build	25' Bascule	35' Bascule	65' Fixed	86' Fixed	86' Fixed <i>(with temporary bridge)</i>
<b>Benefit to Marine Traffic</b>	No Change	The vertical clearance over the ICWW is the same as existing. Benefit to marine traffic is similar to No Build.	The vertical clearance above the ICWW will increase by about 10 feet. Larger vessels will be able to pass under the bridge and bridge openings will be reduced. This will benefit the marine traffic.	The vertical clearance above the ICWW is 65 feet. There are a few property owners to the north of the bridge that have vessels equal to or greater than 65 feet, but most vessels will be able to pass under the bridge greatly benefitting marine traffic.	The vertical clearance above the ICWW is 86 feet which will accommodate all known vessels owned and docked by property owners north of the bridge.	Same as 86' Fixed
	0	0	+	++	++	++
<b>Benefit to Vehicular Traffic</b>	No Change	The vertical clearance over the ICWW is the same as existing. Bridge openings will not change and no benefit to vehicular traffic will be realized.	The vertical clearance above the ICWW will increase by about 10 feet. Larger vessels will be able to pass under the bridge and bridge openings will be reduced. This will benefit vehicular traffic.	The fixed span bridge does not open and will not impede traffic.	Same as 65' Fixed	Same as 86' Fixed
	0	0	+	++	++	++
<b>Impact to West Approach</b>	No Impact	SR A1A is elevated over the FEC railroad and Old Dixie Highway. All horizontal alignment alternatives provide access to the properties between the FEC railroad and the Indian River Lagoon (lagoon). Some R/W acquisition is required.	Same as 25' Bascule	SR A1A is elevated over the FEC railroad and Old Dixie Highway. All horizontal alignment alternatives can be used to provide access to the properties between the FEC railroad and the lagoon. Alignment Alternative 3S had greater impact to Harbortown Marina located to the south of SR A1A. R/W acquisition is required.	SR A1A is elevated over the FEC railroad and Old Dixie Highway. Horizontal alignment alternatives No. 1N, 1S, 2N, and 2S, can be used to provide access to the properties between the FEC railroad and the lagoon. Alignment alternatives 3N and 3S cannot be used because the elevation of SR A1A between the FEC railroad and lagoon is too high to connect to the proposed ring road that would provide access to these properties. R/W acquisition is required.	Same as 86' Fixed
	0	0	0	--	--	--
<b>Impact to East Approach</b>	No Impact	Horizontal alignment alternatives No. 1N, 2N and 3N impact the North Causeway Park. This vertical alignment touches down prior to the park and a portion of the parking area must be relocated.	Same as 25' Bascule	The new bridge will cross over the corner of the parking area for the North Causeway Park, however, the bridge will have more than 16 feet of vertical clearance adequate to park vehicles beneath the bridge. The driveway access into the park will be moved eastward.	Same as 65' Fixed but the driveway access into the park will be moved 400 feet further east than the 65 foot fixed bridge alternative.	Same as 86' Fixed
	0	0	0	-	-	-
<b>Community Support</b>	The existing bridge is structurally deficient and the Department has determined that it will be replaced. The community supports the replacement of the existing bridge, and the community would not be in favor of the No-Build Alternative.	Based on public input the community will only support a fixed span bridge.	Same as 25' Bascule	The community supports a fixed span bridge. Several boats owned and docked by property owners north of the bridge are too high to pass beneath the bridge.	The community supports a fixed span bridge. It is rated higher than the 65' fixed span bridge because all boats owned by property owners north of the bridge can pass beneath the bridge.	Same as 86' Fixed
	--	--	--	+	++	++
<b>Evacuation</b>	No Change	No Change	This alternative has a vertical clearance over the ICWW that is 10 feet higher than existing. This will result in fewer bridge openings and will improve evacuation from the barrier island. It is noted that as a hurricane approaches land in the vicinity of the bridge the bascule bridge will be placed in an open position and no vehicular traffic will be permitted to pass over the bridge.	This fixed span alternative does not limit vehicle evacuation from the barrier island.	Same as 65' Fixed	Same as 86' Fixed
	0	0	+	++	++	++
<b>Traffic Operation</b>	No Change	As stated (see Benefit to Vehicular Traffic) this vertical alternative is the same as the existing and no benefit will be realized due to reduced bridge openings. The benefit to traffic is realized in that all horizontal alternatives cross over the FEC railroad and Old Dixie Highway.	The vertical clearance above the ICWW will increase by about 10 feet. Larger vessels will be able to pass under the bridge reducing bridge openings. This will benefit the marine and vehicular traffic.	Vehicular traffic operation will be greatly enhanced with the fixed span bridge and elevating SR A1A over the FEC Railroad and Old Dixie Highway. Boat traffic will also improve for all boats that can safely pass under a bridge with 65' of vertical clearance.	Vehicular traffic operation will be greatly enhanced with the fixed span bridge and elevating SR A1A over the FEC Railroad and Old Dixie Highway. Boat traffic will also improve because all boats owned and docked by property owners north of the bridge will be able to pass beneath the bridge.	Same as 86' Fixed
	0	+	+	++	++	++
<b>Construct-ability</b>	No construction activity	Bascule bridge construction is routinely performed in Florida, however, it is more complex than construction for a fixed span bridge.	Same as 25' Bascule	This fixed span bridge alternative will utilize conventional concrete pile substructure and pre-cast girder superstructure, which is conventional construction in Florida. Special provisions will be included in the construction bid package specifying certain activities during construction to minimize environmental impacts.	Same as 65' Fixed	This alternative will require an additional 18 months of construction time.
	0	--	--	++	++	-
<b>Bicycle/ Pedestrian</b>	No Change	The proposed bridge typical section has two 8 foot shoulders that accommodate buffered bicycle lanes a 8 foot sidewalk on the south and a 10 foot wide shared used path on the north. The shared use path has an additional 1 foot of clearance between the path and bridge rails. This vertical alternative has the lowest vertical elevation and is easiest for pedestrians and bicyclists to traverse.	The proposed bridge typical section has two 8 foot shoulders that accommodate buffered bicycle lanes, a 8 foot sidewalk on the south and a 10 foot wide shared used path on the north. The shared use path has an additional 1 foot of clearance between the path and bridge rails. This vertical alternative is only about 10 feet higher than the existing bridge and the 25' bascule alternative will not significantly alter the ability of the pedestrians and bicyclists to traverse the bridge.	The proposed bridge typical section has two 8 foot shoulders that accommodate buffered bicycle lanes, a 8 foot sidewalk on the south and a 10 foot wide shared used path on the north. The shared use path has an additional 1 foot of clearance between the path and bridge rails. This bridge will be about 40 feet higher than the existing bridge. It will take more effort for pedestrians and bicyclists to cross the bridge.	The proposed bridge typical section has two 8 foot shoulders that accommodate buffered bicycle lanes, a 8 foot sidewalk on the south and a 10 foot wide shared used path on the north. The shared use path has an additional 1 foot of clearance between the path and bridge rails. This bridge will be about 61 feet higher than the existing bridge. It will take the most effort of all vertical alternatives for pedestrians and bicyclists to cross the bridge.	Same as 86' Fixed
	0	++	++	+	+	+
<b>Bridge Construction Cost</b>	\$0	\$63,550,000	\$64,520,000	\$25,720,000	\$32,820,000	\$51,670,000
	0	--	--	++	++	-
<b>TOTAL POINTS</b>	-2	-3	0	+11	+12	+6

# Evaluation Matrix

## HORIZONTAL ALTERNATIVES

**Symbol Description**  
 + The alternative meets or has a positive response to the Evaluation Category  
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	No Build	1N	1S	2N	2S	3N	3S	4
<b>GENERAL</b>								
<b>Community Support</b>	The existing bridge is structurally deficient and the Department has determined that it will be replaced. The community is in support of the replacement of the existing bridge, and the community would not be in favor of the No-Build Alternative.	This alternative is supported by the community	Same as 1N	Same as 1N	Same as 1N	This alternative cannot be used for the 86' fixed span bridge and may not receive community support.	Same as 3N	This alternative would receive general support from the community, but the additional cost of the temporary bridge (estimated to be about \$18 million) will not be supported.
	--	++	++	++	++	++	++	--
<b>Consistent with LRTP</b>	Consistent with the traffic requirements determined by the LRTP.	Yes	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N
	0	0	0	0	0	0	0	0
<b>Meets Purpose and Needs</b>	Does not meet the project Purpose and Need because the existing bridge is structurally deficient.	Yes	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N
	--	++	++	++	++	++	++	++
<b>ENGINEERING</b>								
<b>Traffic Operations</b>	Traffic operations will be similar for the existing bridge and delays experienced currently due to the bascule openings will remain.	This alternative improves traffic operation because it includes a bridge over the FEC railroad and Old Dixie highway connecting the bridge directly to US-1. The new bridge will be higher than the existing bridge reducing delays to vehicles using the bridge.	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N
	--	++	++	++	++	++	++	++
<b>Maintenance of Traffic</b>	No construction activities would occur with this alternative.	The new bridge will be constructed next to the existing bridge. Traffic across the lagoon will be maintained on the existing bridge during construction. A new road will be constructed approximately 1200 feet North of the US-1 and SR A1A intersection between US-1 and Old Dixie Highway. This will be completed prior to building SR A1A over the FEC railroad and Old Dixie Highway to replace the existing connection that SR A1A provides between US-1 and Old Dixie Highway. The new road will be used to route traffic from the existing SR A-1A to US-1 during construction.	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N	The temporary bridge will be constructed before the existing bridge is removed. Some delays will occur during switching phase when roadway connections are made from existing to the temporary bridge.
	0	-	-	-	-	-	-	-
<b>Drainage</b>	Untreated runoff will continue to discharge off the bridge deck into the Indian River Lagoon.	All stormwater permitting requirements will be met. Runoff from the new bridge will not be discharged into the lagoon but will be carried off the bridge and properly treated.	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N
	--	++	++	++	++	++	++	++
<b>Bike/Pedestrian Facilities</b>	No improvement to existing facilities. The proposed East Coast Greenway extension would not occur.	A shared use path will be constructed from US-1, on the new bridge and will connect to the existing East Coast Greenway on the east side of the bridge.	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N
	--	++	++	++	++	++	++	++
<b>Impact to Western Bridge Approach</b>	No Impact	The new bridge constructed to the north of the existing bridge. Access to the properties between Old Dixie Highway and the lagoon provided by a driveway located beneath the bridge. That driveway crosses over the FEC railroad and connects to Old Dixie Highway.	The new bridge constructed to the south of the existing bridge. The western bridge approach crosses over the existing south bank of SR A1A and affects a portion of the waterway adjacent to the shoreline. This results in access issues to the Harbortown Marina to the south of SR A1A.	The new bridge constructed to the north of the existing bridge. Access to the properties between Old Dixie Highway and the lagoon provided by a driveway. The driveway consists of one-way pairs with the eastbound driveway to the south of the bridge and the westbound driveway to the north. The driveway cross over the FEC railroad and connects to Old Dixie Highway at two locations.	The new bridge constructed to the south of the existing bridge. The western bridge approach crosses over the existing south bank of SR A1A and affects a portion of the waterway adjacent to shoreline. This results in access issues to the boat dock to the south of SR A1A. Access to the properties between Old Dixie Highway and the lagoon provided by a driveway. The driveway consists of one-way pairs with the eastbound driveway to the south of the bridge and the westbound driveway to the north. The driveways cross over the FEC railroad and connects to Old Dixie Highway at two locations.	The new bridge constructed to the north of the existing bridge. Access to the properties between Old Dixie Highway and the lagoon provided using a new road connected to the new SR A1A at two locations. The new road is located between the bridge over the FEC railroad and new SR A1A bridge over the lagoon. This alternative is only feasible for a bascule bridge or a fixed bridge with 65 feet of vertical clearance over the ICWW.	The new bridge constructed to the south of the existing bridge. Access to the properties between Old Dixie Highway and the lagoon provided using a new road connected to the new SR A1A at two locations. The new road is located between the bridge over the FEC railroad and new SR A1A bridge over the lagoon. This alternative is only feasible for a bascule bridge or a fixed bridge with 65 feet of vertical clearance over the ICWW.	The temporary impacts will occur to construct the temporary bridge. The overall permanent impacts will be less than all other alternatives.
	0	-	-	-	-	--	--	-

# Evaluation Matrix

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	No Build	1N	1S	2N	2S	3N	3S	4
<b>ENGINEERING CONTINUED</b>								
<b>Impact to Eastern Bridge Approach</b>	No Impact	The new bridge constructed to the north of the existing bridge. The eastern approach of the bridge passes over the southwest corner of the existing parking lot for the North Causeway Park. New SR A1A is higher than the existing driveway connection into the park that requires the park driveway connection to be further east.	The new bridge constructed to the south of the existing bridge. The eastern approach of the bridge crosses over a portion of the southern bank of existing SR A1A and the land mass protruding southward out from SR A1A about 500 feet to the east of the existing bridge abatement. The vegetation on the bank and a portion of land mass are impacted.	Same as 1N	Same as 1S	Same as 1N	Same as 1S	The Temporary bridge will cause temporary impacts. Permanent impacts will be less than alternative 1N.
	0	-	--	-	--	-	--	--
<b>SOCIO-ECONOMIC</b>								
<b>Residential/Business Access</b>	No Impact	As a result of elevating SR A1A over the FEC railroad and Old Dixie Highway the elevation of SR A1A is raised over 10 feet at the two driveway connections (one north and one south). On SR A1A between Old Dixie Highway and US-1. Additionally, SR A1A is about 30 feet higher than the existing driveway connection for the properties between the FEC railroad and the lagoon. A new driveway connection is provided that is located beneath the proposed SR A1A bridge.	Same as 1N	As a result of elevating SR A1A over the FEC railroad and Old Dixie Highway. The elevation of SR A1A is raised over 10 feet at the two driveway intersections (one north and one south) on SR A1A between Old Dixie Highway and US-1. SR A1A is about 30 feet higher than the existing driveway connection between the FEC railroad and the lagoon. A new driveway connection is provided that consists of one way pairs with eastbound to the south and westbound to the north of the proposed SR A1A bridge.	Same as 1S	As a result of elevating SR A1A over the FEC railroad and Old Dixie Highway. The elevation of SR A1A is raised over 10 feet at the two driveway intersections (one north and one south) on SR A1A between Old Dixie Highway and US-1. Elevated SR A1A is about 30 feet higher than the existing driveway connection for the properties between the FEC railroad and the lagoon. To provide access to the properties between the FEC railroad and lagoon a new roadway is provided that connects at two locations to SR A1A. This alternative is only feasible for a bascule bridge or a fixed bridge with 65 feet of vertical clearance over the ICWW.	Same as 3N	Same as 1N
	0	0	0	0	0	--	--	0
<b>Business Relocations</b>	No Impact	The business located between Old Dixie Highway and the FEC railroad must be relocated to widen Old Dixie Highway and for stormwater management. Due to the loss of the driveway into the properties between US-1 and Old Dixie Highway business damages may result.	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N
	0	--	--	--	--	--	--	--
<b>Emergency Evacuation</b>		Emergency evacuation will be improved due to the grade separation of the FEC railroad and Old Dixie Highway and the higher bridge which will reduce delays for vehicles crossing over the bridge.	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N
	0	++	++	++	++	++	++	++
<b>Residential Relocations</b>	No Impact	No residential relocation are required.	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N
	0	0	0	0	0	0	0	0
<b>Recreational Impacts (Temporary)</b>	No Impact	Best practices will be implemented during construction; however, temporary impacts may occur to boat traffic, paddleboard users, swimmers, scuba divers, etc. The new construction crosses over a portion of the parking area for North Causeway Park and the access into the park must be relocated eastward. Phased construction will be used to minimize inconveniencing users of the park.	Best practices will be implemented during construction; however, temporary impacts may occur to boat traffic, paddleboard users, swimmers, scuba divers, etc. The new bridge of SR A1A and North Causeway Park will not be impacted, however, access into the park must be relocated eastward. Phased construction will be used to minimize inconveniencing users of the park.	Same as 1N	Same as 1S	Same as 1N	Same as 1S	Same as 1N
	0	--	-	--	-	--	-	--
<b>Recreational Access (Permanent)</b>	No Impact	The new bridge will cross over the corner of the parking area for the North Causeway Park, however, the bridge will have more than 16 feet of vertical clearance adequate to park vehicles beneath the bridge. The driveway access into the park will be moved eastward.	The new bridge will not directly impact the North Causeway Park, but the bridge touch down to existing ground is 400 feet east of the existing driveway and it will be relocated.	Same as 1N	Same as 1S	Same as 1N	Same as 1S	Same as 1S
	0	-	-	-	-	-	-	-



# Evaluation Matrix

## HORIZONTAL ALTERNATIVES

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	No Build	1N	1S	2N	2S	3N	3S	4
<b>SOCIO-ECONOMIC CONTINUED</b>								
<b>Emergency Response</b>	No Change	Response time for the barrier island will improve because the bridge higher and traffic flow will improve. Constructing SR A1A over the FEC railroad and Old Dixie Highway will ensure that delays will not occur at either location.	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N
	--	++	++	++	++	++	++	++
<b>NATURAL ENVIRONMENT - EFH IMPACTS (acres)</b>								
<b>Seagrass/Mangrove Impacts</b>	No Impact	Seagrass 0.23 Mangrove 0.28	Seagrass 0.61 Mangrove 1.58	Seagrass 0.23 Mangrove 0.28	Seagrass 0.68 Mangrove 1.57	Seagrass 0.23 Mangrove 0.47	Seagrass 0.61 Mangrove 1.67	Seagrass 0.2 Mangrove 0.2
	0	-	--	-	--	-	--	-
<b>Other EFl Impacts</b>	No Impact	2.82	3.4	2.82	3.4	2.81	3.14	2.82
	0	-	--	-	--	-	--	-
<b>Floodplain Impacts (acreage - primarily over the river)</b>	No Impact	11.98	10.42	12.06	10.69	10.68	12.44	11.98
	0	-	-	-	-	-	-	-
<b>Wildlife &amp; Habitat (Endangered and Threatened Species)</b>	No Impact	11 listed species with high potential to occur in the project area. Impacts would be the same for all alternatives.	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N	Same as 1N
	0	-	-	-	-	-	-	-
<b>CULTURAL RESOURCES</b>								
<b>Historical/Archaeological</b>	No Impact	TBD	TBD	TBD	TBD	TBD	TBD	TBD
	0	0	0	0	0	0	0	0
<b>Section 4(f) Use</b>	No Impact	TBD	TBD	TBD	TBD	TBD	TBD	TBD
	0	0	0	0	0	0	0	0
<b>Parks/Recreational Areas/Trails</b>	No Improvements to existing facilities. The proposed East Coast Greenway will not be extended over the lagoon.	The new bridge will cross over the corner of the parking area for the North Causeway Park, however, parking for vehicles will be maintained beneath the bridge. The driveway access into the park will be moved eastward. Temporary impacts to Indian River Blueway Trail and Florida Circumnavigational Paddling Trail during bridge removal/construction.	The existing driveway for North Causeway Park will be relocated eastward. Temporary impacts to Indian River Blueway Trail and Florida Circumnavigational Paddling Trail during existing bridge demolition and new bridge construction.	The new bridge will cross over the corner of the parking area for the North Causeway Park, however, parking for vehicles will be maintained beneath the bridge. The driveway access into the park will be moved eastward. Temporary impacts to Indian River Blueway Trail and Florida Circumnavigational Paddling Trail during existing bridge demolition and new bridge construction.	The existing driveway for North Causeway Park will be relocated eastward. Temporary impacts to Indian River Blueway Trail and Florida Circumnavigational Paddling Trail during existing bridge demolition and new bridge construction.	The new bridge will cross over the corner of the parking area for the North Causeway Park, however, parking for vehicles will be maintained beneath the bridge. The driveway access into the park will be moved eastward. Temporary impacts to Indian River Blueway Trail and Florida Circumnavigational Paddling Trail during existing bridge demolition and new bridge construction.	The existing driveway for North Causeway Park will be relocated eastward. Temporary impacts to Indian River Blueway Trail and Florida Circumnavigational Paddling Trail during existing bridge demolition and new bridge construction.	The temporary bridge will require a temporary impact to the park parking area. The existing driveway for North Causeway Park will be relocated eastward. Temporary impacts to Indian River Blueway Trail and Florida Circumnavigational Paddling Trail during existing bridge demolition and new bridge construction.
	-	+	+	+	+	+	+	+
<b>PHYSICAL FEATURES</b>								
<b>Contamination</b>	No Impact	6 potential contamination sites identified.	10 potential contamination sites identified.	7 potential contamination sites identified.	10 potential contamination sites identified.	7 potential contamination sites identified.	10 potential contamination sites identified.	6 potential contamination sites identified.
	0	-	-	-	-	-	-	-
<b>Noise &amp; Vibration</b>	No Impact	TBD	TBD	TBD	TBD	TBD	TBD	TBD
	0	0	0	0	0	0	0	0
<b>Air Quality</b>	No Impact	TBD	TBD	TBD	TBD	TBD	TBD	TBD
	0	0	0	0	0	0	0	0
<b>Water Quality</b>	Untreated runoff will continue to discharge off the bridge deck into the Indian River Lagoon. The IRL aquatic preserve is located north of the bridge and the IRL is an Outstanding Florida Water (OFW).	2.71 acres over AP/OFW, but stormwater treatment will be provided.	No impact over AP/OFW. Improved stormwater treatment provided.	Same as 1N	Same as 1S	Same as 1N	Same as 1S	Same as 1N
	--	+	+	+	+	+	+	+
<b>COST</b>								
<b>Construction Cost</b>		\$43,500,000	\$43,500,000	\$43,860,000	\$43,860,000	\$45,260,000	\$45,260,000	\$62,400,000
<b>Survey, Permitting, Design &amp; CEI</b>		\$10,880,000	\$10,880,000	\$10,970,000	\$10,970,000	\$11,320,000	\$11,320,000	\$15,600,000
<b>Right-of-Way</b>		\$4,900,000	\$14,980,000	\$6,950,000	\$17,370,000	\$10,030,000	\$19,760,000	\$4,900,000
<b>TOTAL COST</b>		\$59,280,000	\$69,360,000	\$61,780,000	\$72,200,000	\$66,610,000	\$76,340,000	\$82,900,000
	0	+	-	+	--	-	--	--
<b>TOTAL POINTS</b>	-15	+5	0	+4	-1	-1	-6	-5

\* Includes cost for 86' fixed span bridge