

FDOT District 5

SR 406 - A. Max Brewer Bridge

Replacement & Enhancement Project

FM No. 241200-1

Began April 2009

Project Description

The Florida Department of Transportation (FDOT), District Five, in April began finalizing the design to replace the State Road 406 swing span bridge, also known as the A. Max Brewer Bridge, over the Indian River with a high level, fixed span bridge. This project also includes replacing the south relief bridge located west of the Max Brewer Bridge and building a 300-foot long fishing pier on the west bank under the north side of the bridge.



Project Limits: The overall project length is approximately 6,300 feet beginning west of U.S. Highway 1 at Washington Avenue and continuing east across the Indian River to the east side of the Florida Fish and Wildlife Conservation Commission's Division of Law Enforcement property. The new bridge will be built south of the existing bridge and will be approximately 3,207 feet long. The main span is anticipated to be 221 feet with 125 feet of horizontal navigable clearance.

Bridge Height: 65 feet of vertical clearance in the navigation channel

Typical Section: The bridge will provide a 12-foot lane in each direction with eight-foot, outside shoulders and five foot sidewalks separated from the shoulders by a concrete barrier with railing.

Construction Cost: \$44.75 million

Project Schedule: Construction on this 740-day project will begin in May and is slated to finish in spring 2011.

Design Build Team: The FDOT selected the design-build team of Lane Construction Corporation, the contractor, and DRMP, the design firm on this project. Parsons Brinckerhoff serves as the construction engineering and inspection firm, ensuring the project is built according to plans, on time and within budget.

The design-build format holds the contractor-led team responsible for both the way the bridge is designed and built. The intention of this project format is to greatly increase accountability and to decrease the likelihood of costly contractor claims.

This process also works to expedite completion of the project, since some work can begin while the design is being finalized. The plans for this project were nearly 90 percent complete in April.

Maintenance of Waterway Traffic: The swing span and boat traffic in the channels will be maintained at the bridge at all times during construction.

For safety reasons, crews can only work in the water from a half hour after sunrise until a half hour before sunset. The contractor could begin driving bridge test pile as early as May.

This project will include close coordination with the U.S. Coast Guard. Boaters should look for Coast Guard Notices to Mariners that will identify any potential changes to navigation through the bridge area.

Maintenance of Bridge Traffic: To minimize traffic impacts, the old bridge will stay in place until the new bridge is finished. However, traffic on the west end of the bridge will shift to the north relief bridge in mid-summer to accommodate construction activities.

Residents and motorists are advised that there will be night work and lane closures as part of this project. Lane closures will be avoided to the extent possible during heavy traffic periods.

Impacts to Amenities

Please be advised that areas under the south side of the bridge frequented by fishing enthusiasts and others will be temporarily removed early to allow construction to proceed.

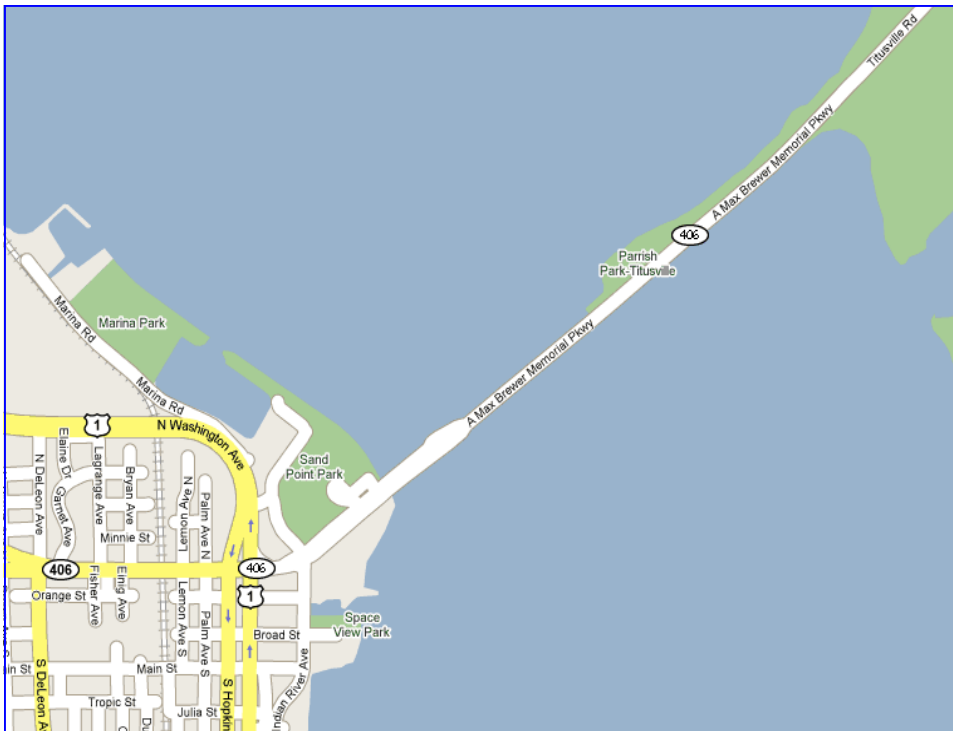
Shortly thereafter, work will require permanently removing the parking and pavilions on the southeast side of the bridge. Parking, pavilions and boat ramps on the north side of the bridge, adjacent to the FFWCC property, will remain in tact.

Protecting the Environment

The Department is aware that this area represents an environmental and recreational treasure to the community. Several parks are located within the project limits including a boat launching facility, baseball fields and tennis courts.

S.R. 406 also is the main access to the Merritt Island National Wildlife Refuge, the Canaveral National Seashore and route to Playalinda Beach.

Manatees are also a special concern for this project and will be protected in accordance with state and federal requirements. The FDOT also will ensure the contractor adheres to requirements to protect the sea grasses within the permitted area of the bridge.



Related Utility Work

This project also requires relocating several utilities, including Florida Power & Light's underwater line. Most other utilities are attached to the existing bridge and will remain until demolition occurs.

Safety Is Our Priority

For the safety of the public and the work crews, please obey all posted speed limits in the work zone, and be mindful of construction vehicles and equipment moving in and out of the travel lanes. Please be alert to and obey all posted construction warning signs and other devices.