

= Florida State Road 404 =

State Road 404 (SR 404) , the Pineda Causeway , is an east ? west divided highway currently running from Interstate 95 (I @-@ 95) to SR A1A at Patrick Air Force Base , Florida , US . It was opened as a toll road in 1971 and classified as a state road two years later . The tolls were removed in 1990 . It was named after Pineda , a former village east of Suntree on U.S. Route 1 (US 1) . With interchanges at US 1 (SR 5) , South Tropical Trail (County Road 3 , CR 3) , and South Patrick Drive (SR 513) , the Pineda Causeway is (along with SR A1A) the primary access for Patrick Air Force Base and the southern end of Merritt Island . From US 1 to the eastern terminus , it is part of the Indian River Lagoon Scenic Highway system .

= = Route description = =

From I @-@ 95 , the Pineda Causeway Extension passes between developments to its north and south . After an intersection with a local road , the route curves to the northeast and later resumes its eastward course , reaching Wickham Road . The route turns to the east and moves across the Florida East Coast Railway .

East of the railway , the route crosses below US 1 . The eastbound lane has an exit ramp that connects to both directions of US 1 ; in contrast , the westbound lane has a dedicated exit for both US 1 northbound and a loop to US 1 southbound . The road continues to the east , crossing a small inlet and a small island before ascending over the Indian River with twin bridges . At the eastern end of the bridges , the route again crosses a small island and inlet before reaching a narrow portion of Merritt Island . There , the causeway intersects with CR 3 . The route crosses a series of islands , forming another twin set of bridges over the Banana River . After reaching land for the final time , the route enters South Patrick Shores . It has a partial interchange with SR 513 , with only an eastbound exit and a westbound entrance . After passing north of a housing development , the causeway ends at an intersection with SR A1A .

Along the causeway east of the extension , the Florida Department of Transportation (FDOT) estimated that 37 @,@ 500 cars drove on the route each day .

As part of a pilot project , FDOT has painted the shoulders as bike lanes , thus allowing cyclists on a controlled @-@ access highway that had been closed to them .

= = History = =

Due to high traffic involving the Kennedy Space Center and Patrick Air Force Base in eastern Brevard County , local politicians in the early 1960s petitioned the United States Bureau of Public Roads for federal funding in creating a new causeway across the Banana River , between the Eau Gallie Causeway and SR 520 . Although the federal agency declined twice due to low traffic projections , local officials maintained the need for the proposed causeway . In November 1969 , after FDOT opened bids for various state construction projects , the Gregg , Gibson & Gregg Inc. put out a \$ 7 @.@ 7 million estimate to build the causeway from US 1 to the eastern shore of the Banana River . Ultimately , the original Pineda Causeway was opened in 1972 , costing about \$ 7 million to construct . In the previous year , the route 's interchanges with US 1 and CR 3 , as well as the bridges , were completed . In 1972 , the interchange with SR 513 was finished . On May 31 , 1973 , FDOT classified the bridge and causeway as State Route 404 .

Initially it was a toll road , which funded the road 's maintenance . However , FDOT agreed in 1989 to remove the fee and pay for maintenance . In June 1990 , workers removed the toll along the Pineda Causeway , along with the Bennett Causeway to the north , at a cost of \$ 745 @,@ 000 . The interchange with U.S. 1 , which was first built in 1971 , was reconstructed in 1997 . In 1999 , the route became part of the newly created Indian River Lagoon Scenic Highway , which was a series of roads around the Indian River Lagoon .

In conjunction with a project to add additional lanes to I @-@ 95 , FDOT authorized funding in March 2008 to create an interchange with an extension of the Pineda Causeway . The two projects

were estimated to cost \$ 202 million upon completion . On May 2 , 2011 , the interchange with I @-@ 95 opened . FDOT also authorized \$ 10 million to complete the extension from the interchange to its original routing . The overall cost of the extension was estimated at \$ 27 million , of which the remainder not financed by FDOT was paid by impact fee and gas tax . Groundbreaking for the extension occurred on December 14 , 2007 , and the project was finished in May 2011 . This created a 1 @. @ 9 mi (3 @. @ 1 km) extension of the highway after decades of planning ; once finished , it became a hurricane evacuation route . The project was expected to aid the local economy due to ease of travel from I @-@ 95 to the beach .

The extension currently dead @-@ ends just west of the I @-@ 95 interchange ; this end will eventually connect to the St Johns Heritage Parkway / Palm Bay Parkway .

In October 2011 , five Brevard County commissioners voted to consider the option of purchasing right @-@ of @-@ way and creating an overpass for the causeway over the Florida East Coast Railway line , located just west of US 1 . Although there were no immediate plans for such a construction project , the vote allowed for the maintenance of funding , instead of FDOT transferring the money to other projects .

= = Exit list = =

The entire route is in Brevard County .