

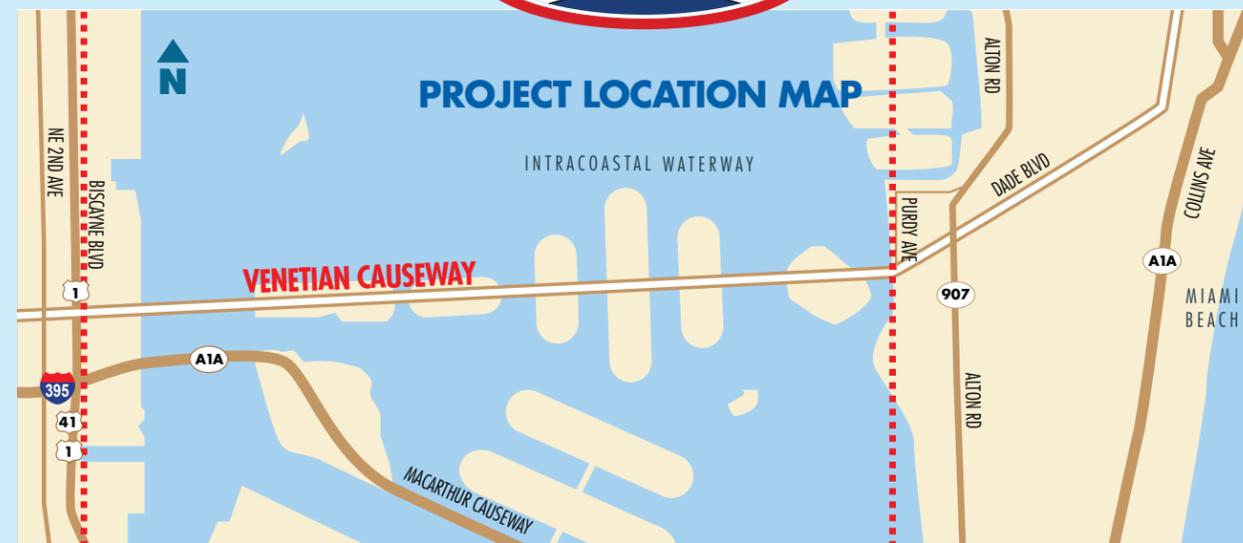


NEWSLETTER NO. 8 AUGUST 2018

VENETIAN CAUSEWAY PD&E STUDY

FM NO. 422713-2-22-01

EFFICIENT TRANSPORTATION DECISION MAKING NO. (ETDM): 12756



NEPA Assignment

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 December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Non-Discrimination Laws and Regulations

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Ms. Hong Benitez, P.E., at 305-470-5219 or in writing at the Florida Department of Transportation, District Six, 1000 NW 111 Avenue, Room 6111A, Miami, Florida 33172 or by e-mail at hong.benitez@dot.state.fl.us.

Para Preguntas en Español

Si usted tiene preguntas o comentarios o si simplemente desea más información sobre este proyecto, favor de ponerse en contacto con la Señora Tasha Cunningham, al teléfono (305) 335-8466 o por correo electrónico a tasha@publicinvolvement.com

For more information on the Venetian Causeway PD&E Study please contact:

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You can also find information about the project online by visiting:
<http://www.fdotmiamidade.com/venetianbridgestudy>

CONTACT INFORMATION:

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www.fdotmiamidade.com/VenetianBridgeStudy

This newsletter is dedicated to project public outreach activities for the Florida Department of Transportation (FDOT) District Six Project Development & Environmental (PD&E) Study to examine the potential rehabilitation or replacement of the twelve existing bridges that comprise the Venetian Causeway.

Purpose and Need

The purpose of the proposed project is to address identified structural and functional deficiencies of the twelve existing bridges (ten low-level fixed spans and two movable bascules) through potential alternatives such as replacement or rehabilitation.

Class of Action Determination

In October 2016, the Federal Highway Administration (FHWA) agreed the Venetian Causeway project is eligible to proceed under the National Environmental Policy Act (NEPA). In November 2016, the FHWA approved an Environmental Assessment (EA) Class of Action for the project.

National Environmental Policy Act (NEPA) Assignment – Effective 12/14/2016 Pursuant to 23 United States Code (U.S.C) 327, the Florida Department of Transportation (FDOT) has assumed Federal Highway Administration’s (FHWA) responsibilities under the National Environmental Policy Act (NEPA) for highway projects on the State Highway System (SHS) and Local Agency Program (LAP) projects off the SHS. In general, FDOT’s assumption includes all highway and roadway projects in Florida whose sources of federal funding comes from FHWA or which constitute a federal action through FHWA. This includes responsibilities for environmental review, interagency consultation and other regulatory compliance-related actions pertaining to the review or approval of NEPA projects. Therefore, whereas FHWA was previously identified as the Lead Federal Agency, this function is now served by FDOT with approval authority resting in the Office of Environmental Management (OEM).

Project Status

Since our last newsletter, FDOT District Six held two (2) important meetings for the project; the Project Advisory Group (PAG) Meeting No. 4 on May 16, 2017 and the Cultural Resource Committee (CRC) Meeting No. 3 on March 6, 2018. Information on each meeting is provided in this newsletter, additional information can be found on the project website at <http://www.fdotmiamidade.com/venetianbridgestudy>

Project Advisory Group (PAG)

The Project Advisory Group (PAG) Meeting No. 4 was held on Tuesday, May 16, 2017 from 7 p.m. to 9 p.m. at the 1000 Venetian Way Condominium Clubhouse. The purpose of this meeting was to allow stakeholders to provide input on the project as the study progresses. At the meeting, Viable Alternatives developed during the study were presented to the public. Additionally, public comments during the previous PAG No. 3 Meeting as well as recommendations from the Value Engineering Report, resulted in further analysis of Alternative 6; the High Level Fixed Bridge. Alternative 6 consists of a single bridge that spans over existing bridges 9, 10 and 11, with sufficient vertical clearance to match the crossings north and south of the Venetian Causeway. Alternative 6; the High Level Fixed Bridge presented significant impacts to the homes on the bridge approaches and would change the look of the causeway. It was concluded that Alternative 6 was not a viable alternative for the project.



Viable Alternatives

NO-BUILD ALTERNATIVES	
1	No-Action – The bridges remain as is with routine maintenance only.
2	Transportation Systems Management & Operations (TSM&O) – The bridges remain as is with routine maintenance only. Transit and other operational improvements would be made to facilitate transportation along the corridor.
BUILD ALTERNATIVES - REHABILITATION	
4	Fixed Bridge Rehabilitation with Beam Strengthening – Rehabilitation of the fixed bridges to improve safety and load carrying capacity. Includes beam strengthening to achieve a higher load carrying capacity.
M1	Bascule Bridge Rehabilitation – Rehabilitation of the eastern movable bridge to improve safety and achieve a higher load carrying capacity.
BUILD ALTERNATIVES - REPLACEMENT	
Typical Sections – The replacement of the bridges would require that a new typical section be selected along with the railing type.	
T1	Venetian Railing – This railing replicates the existing railing on the bridges, but may not satisfy the current standards for railings.
Fixed Bridge Alternatives – The replacement of the bridges would require that the structural system for the fixed bridges be selected.	
7	Arched Beams – This alternative provides low-level bridges, replicates the arched beams and maintains the look of the existing bridges.
Movable Bridge Alternatives – The replacement of the eastern movable bridge would require that the movable bridge type be selected.	
M4	Double Leaf Bascule Bridge – The existing bridge would be replaced in kind.

Cultural Resource Committee (CRC)

Cultural Resource Committee (CRC) Meeting No. 3 was held on Tuesday, March 6, 2018 from 7 p.m. to 9 p.m. at the 1000 Venetian Way Condominium Clubhouse. The purpose of this meeting was to conduct and document good faith consultation with affected parties in compliance with Section 106 of the National Historic Preservation Act. The attendees included members of the community as well as representatives from the FDOT Office of Environmental Management (OEM), the Miami Design Preservation League (MDPL), Miami-Dade County Department of Transportation and Public Works (DTPW), and the State of Florida Historic Preservation Office (SHPO). There was a detailed presentation on the progress and status of the project. The presentation included an analysis of the Viable Alternatives and the historical resources impacts, the evaluation matrix that was completed on the Viable Alternatives and the resulting Recommended Alternative. The CRC members were given the opportunity to ask questions, give comments and share their opinions with the FDOT staff and other governmental representatives about the project.

Recommended Alternative

An evaluation of the Viable Alternatives resulted in the selection of the Replacement Build Alternative comprised of: Alternative T1 - Venetian Railing, Alternative 7 - Arched Beams and Alternative M4 - Double Leaf Bascule Bridge as the Recommended Alternative. The No-Build Alternatives will remain under consideration as a Viable Alternative.

Anticipated Project Schedule

The anticipated project schedule is shown below with the already completed milestones.

