

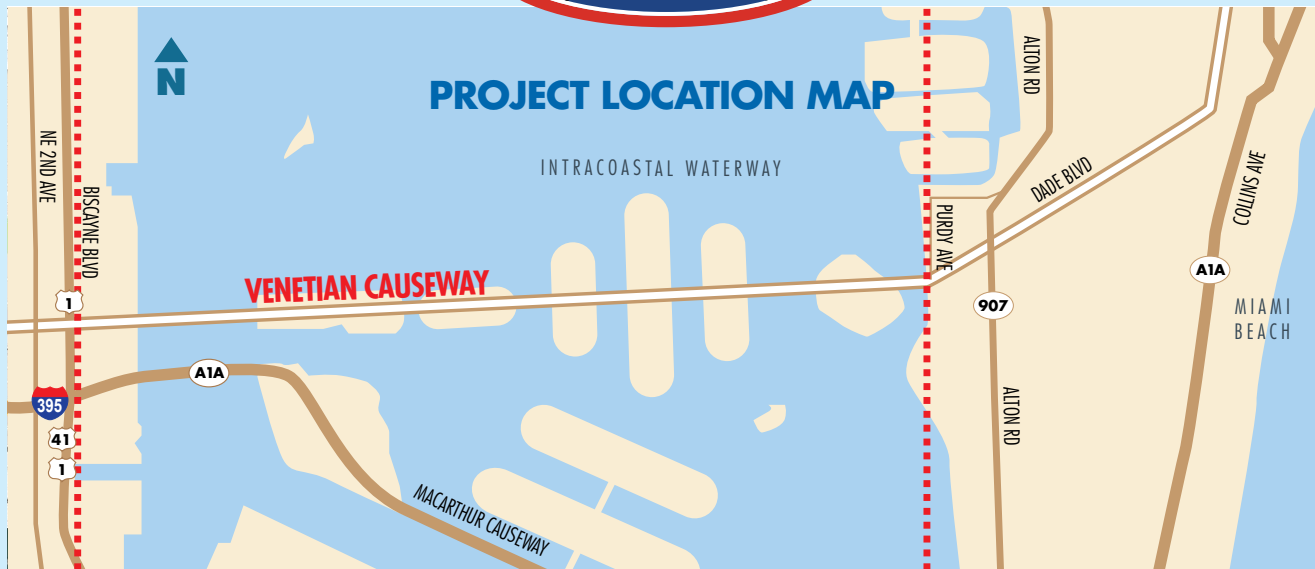


NEWSLETTER NO. 6 SEPTEMBER 2015

VENETIAN CAUSEWAY PD&E STUDY

FM NO. 422713-2-22-01

EFFICIENT TRANSPORTATION DECISION MAKING NO. (ETDM): 12756



CONTACT INFORMATION:

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www.fdotmiamidade.com/VenetianBridgeStudy

This newsletter is dedicated to project scoping activities for the Florida Department of Transportation (FDOT) District Six Project Development & Environment (PD&E) Study to examine the potential replacement or rehabilitation 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 no build, replacement or rehabilitation.

Project Activity

Since our last newsletter was published, FDOT District Six held two important meetings for the project – the Alternatives Public Workshop on May 13, 2015 and the second Cultural Resource Committee (CRC) meeting on May 14, 2015. Detailed information on each meeting is provided in this newsletter.



Alternatives Public Workshop

The Alternatives Public Workshop (APW) was held on Wednesday, May 13, 2015 at the Miami Beach Botanical Garden from 7:00 p.m. to 9:00 p.m. At the meeting, proposed “Build” alternatives developed for the potential replacement or rehabilitation of the bridges, as well as the “No-Build” alternatives were presented to the public. A description of the alternatives is presented on the following table:

ALTERNATIVE	DESCRIPTION
NO-BUILD ALTERNATIVES	
1	Do Nothing – 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	
3	Fixed Bridge Rehabilitation w/out Beam Strengthening – Rehabilitation of the fixed bridges to improve safety and load carrying capacity.
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.
T2	Wyoming Railing TL-4 at coping – This railing is different from the existing railing, but it allows views of the water from the bridges and satisfies the current standards for railings.
T3	Wyoming Railing TL-3 at curb and Original Venetian Railing at Coping – This alternative places the Wyoming railing between the bike lane and the sidewalk with a replication of the original Venetian railing at the bridge coping. This would allow the traffic railings on the bridges to meet current standards, yet maintain the Venetian Railing on the outside of the sidewalk at the bridge coping.
T4	Wyoming Railing TL-3 at curb and Custom Railing at Coping - This alternative places the Wyoming railing between the bike lane and the sidewalk with a new pedestrian railing at the bridge coping. This would allow the traffic railings on the bridges to meet current standards.
FIXED ALTERNATIVES	
The replacement of the bridges would require that the structural system for the fixed bridges be selected.	
5	Tunnel – This alternative replaces the movable bridges with a tunnel that maintains navigational traffic and connects to the residential islands.
6	High Level Fixed Bridge – This alternative replaces the movable bridges with a high-level bridge that maintains navigational traffic.
7	Arched Beams – This alternative provides low-level bridges, replicates the arched beams and maintains the look of the existing bridges.
8	Florida I Beams (FIB) with Arched Fascia – This alternative provides low-level bridges, replicates the existing arched beams at the fascia of the bridge and uses FIB for the interior beams.
9	Florida I Beams (FIB) - This alternative provides low-level bridges, uses FIB for all the beams.
10	Cast-in-Place Slab (Flat/Variable Depth) – This alternative provides low-level bridges that use a cast-in-place deck that can have either a flat profile or a variable profile that approximates an arch beam.
*	Infill Spoil Islands – It was suggested during the Alternatives Public Workshop that removing the existing bridges and filling to create a long spoil island that would bridge the gap to the residential island be evaluated as an alternative.
Movable Bridge Alternatives – The replacement of the eastern movable bridge would require that the movable bridge type be selected.	
M2	Swing Bridge – The existing double leaf bascule bridge (drawbridge) would be replaced with one that pivots around a center support and swings open to allow the passage of boats.
M3	Vertical Lift Bridge - The existing double leaf bascule bridge (drawbridge) would be replaced with one that lifts the bridge deck vertically to allow the passage of boats below the raised deck.
M4	Double Leaf Bascule Bridge – The existing bridge would be replaced in kind.
M5	Single Leaf Bascule Bridge – The existing double leaf bascule bridge (drawbridge) would be replaced with one that has only one leaf instead of two.

The corresponding initial environmental impacts, details and any relevant topics for each of the alternatives was presented. This workshop gathered project information and public opinion to use in the selection of the recommended alternative. The public was given the opportunity to rank each alternative using a ballot. The ballot required the person filling out the ballot to:

1. Select either No-Build, Rehabilitation or Replacement as the desired action.
2. Rank the alternatives within the action selected. A "1" was assigned to the top ranked alternative for the selected action, "2" for the second ranked alternative, etc.
3. Rank the Maintenance of Traffic Options, with "1" being the most preferred.

The ballots were handed in at the Alternatives Public Workshop, e-mailed or mailed to the FDOT Project Manager, Dat Huynh by 5/20/2015.

The following alternatives were considered for additional study:

- Alternative 4: Fixed Bridge Rehabilitation with Beam Strengthening
- Alternative M1: Bascule Bridge Rehabilitation
- Alternative T1: Replacement Typical Section with Venetian Railing
- Alternative 7: Fixed Bridge Replacement with Arched Beams
- Alternative M4: Movable Bridge Replacement with Double Leaf Bascule Bridge



Cultural Resource Committee

The second Cultural Resource Committee (CRC) for the project was held on Thursday, May 14, 2015 from 2 p.m. to 4 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. At the meeting, proposed alternatives developed during the study were presented to the public. Input and feedback on the alternatives was discussed and the attendees were given the opportunity to rank each alternative using a ballot.

Ranking Ballot

A ranking ballot was presented at both the Alternatives Public Workshop (APW) and the Cultural Resources Committee (CRC) meeting. Each attendee was given a ballot and was asked to use the ballot to select their recommended alternative. The ballot was placed on the project website immediately following the Alternatives Public Workshop for attendees who preferred to complete their choices after the workshop.

A summary of the ballot results for the desired action to be taken is shown in the "Summary of Results" table. The tabulation of the results are provided in the "Ballot Results" table. Replacement of the bridges was ranked first with 16 votes and rehabilitation of the bridge was ranked second with 9 votes. There were no votes in favor of the No-Build alternatives.

Summary of Results

SUMMARY RESULTS	No Build	0
	Rehabilitation	9
	Replacement	16

Sample of the ballot that was used at the event.

Centennial Causeway Project Development & Environment (PD&E) Study from N. Bayshore Drive to Purdy Avenue

Name: _____ Phone No.: _____
 Address: _____ Email Address: _____

Ranking Ballot

APW # _____

1. Select either No-Build, Rehabilitation or Replacement in the Option column by circling the option. **Select one option only.**
2. Rank the alternatives within the option you selected. Assign a "1" to the top ranked alternative for the selected option, "2" your second ranked alternative, etc.
3. Rank the Maintenance of Traffic Options, with "1" being the most preferred.
4. Please hand in the Ranking Ballot at the Alternatives Public Workshop, e-mail to Dat.Huynh@dot.state.fl.us by 5/20/2015 or mail (post marked by 5/20/2015) to: Dat Huynh, P.E., Florida Department of Transportation – District 6, Adam Leigh Cann Building, 1000 NW 111 Avenue, Room 6251, Miami, Florida 33172

Option	Alternative	Description	Ranking	
No-Build Alternative	1	Do Nothing		
	2	Transportation System Management		
Rehabilitation Alternatives				
Build Alternatives Rehabilitation	3	Fixed Bridge Rehab w/out Beam Strengthening		
	4	Fixed Bridge Rehab with Beam Strengthening		
	M1	Bascule Bridge Rehabilitation		
Replacement Alternatives				
Typical Section Alternatives				
Build Alternatives Replacement	T1	Venetian Railing		
	T2	Wyoming Railing TL-4 at coping		
	T3	Wyoming Railing TL-3 at curb and Original Venetian Railing at Coping		
	T4	Wyoming Railing TL-3 at curb and Custom Railing at Coping		
	Fixed Alternatives			
	5	Tunnel		
	6	High Level Fixed Bridge		
	7	Arched Beams		
	8	FIB With Arched Fascia		
	9	FIB		
10	Cast-in-Place Slab (Flat/Variable Depth)			
Movable Bridge Alternatives				
M2	Swing Bridge			
M3	Vertical Lift Bridge			
M4	Double Leaf Bascule Bridge			
M5	Single Leaf Bascule Bridge			
Maintenance of Traffic				
Option 1	Detours			
Option 2	Phased Construction With Detour at East Bridge			
Option 3	Phased Construction With Temporary Bridge at East Bascule			

UPCOMING MEETINGS

- **Project Advisory Group (PAG) Meeting No. 3**
 - Date: TBD, 2015
 - Time: 7 p.m. to 9 p.m
 - Location: TBD
- **Cultural Resource Committee (CRC) Meeting No. 3**
 - Date: TBD
 - Time: 2 p.m. to 4 p.m.
 - Location: TBD

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. Eman Gomaa, P.E., at 305-470-5219 or in writing at the Florida Department of Transportation, District Six, 1000 NW 111 Avenue, Room 6111-A, Miami, Florida 33172 or by e-mail at eman.gomaa@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 el **Señor Carlos Fanjul**, al teléfono 305-904-6303 o por correo electrónico a carlos.fanjul@cg-mgs.com.

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

Dat Huynh, P.E.

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

For more information on the Miami-Dade County Emergency Bridge Replacement Project please contact:

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