

COVID-19 Public Engagement Activities Protocol

To protect the health of the public and to comply with state and federal instructions during the COVID-19 pandemic, the Florida Department of Transportation has developed an interim process for conducting public engagement activities at this time. This process will be in place until further notice. All public hearings, those required by state or federal law (access management hearings and those associated with National Environmental Policy Act (NEPA) and State Environmental Impact Report approvals), are to be postponed. All other public engagement meetings can continue except face-to-face public meetings. Go-To-Webinar or other approved online meeting platforms can be used and the public can provide questions and comments.

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. Irene I. Varela-Riaz, E.I., at (305) 470 5342 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 irene.varela@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:

Dat Huynh, P.E.
District Planning and Environmental Administrator
Florida Department of Transportation – District Six
Adam Leigh Cann Building
1000 NW 111 Avenue, Room 6111
Miami, Florida 33172
Phone: (305) 470-5201; Fax: (305) 470-5205

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

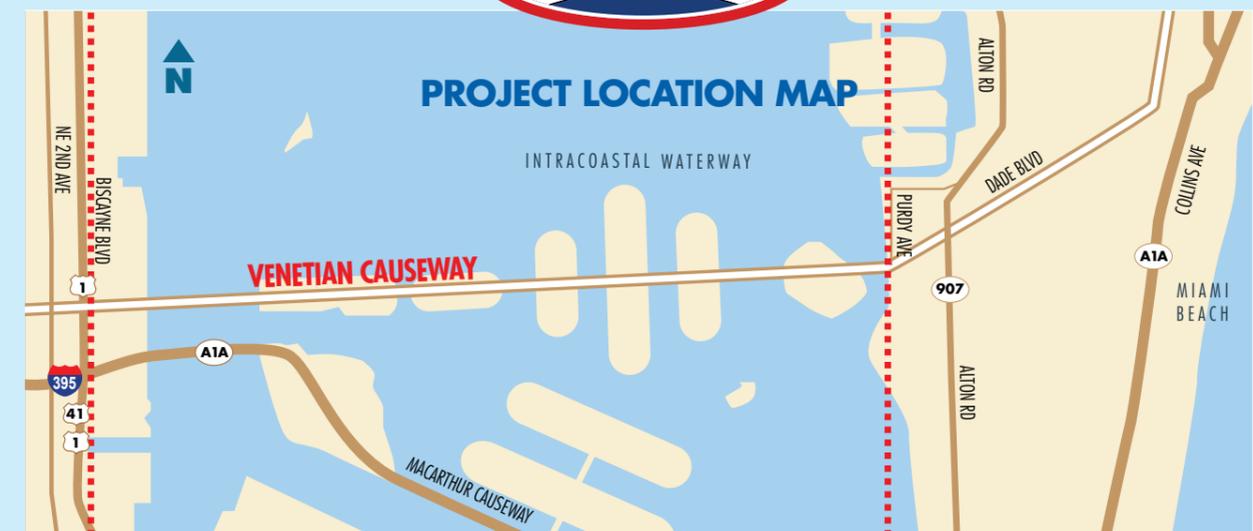


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VENETIAN CAUSEWAY PD&E STUDY

FM NO. 422713-2-22-01

EFFICIENT TRANSPORTATION DECISION MAKING NO. (ETDM): 12756



CONTACT INFORMATION:

Dat Huynh, P.E.

District Planning and Environmental Administrator
Florida Department of Transportation – District Six
Adam Leigh Cann Building
1000 NW 111 Avenue, Room 6111A
Miami, Florida 33172
Phone: (305) 470-5201; Fax: (305) 470-5205
E-mail: dat.huynh@dot.state.fl.us

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 no-build, 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

The Project Development and Environmental (PD&E) study began in 2014 and is working toward completion in 2021. Throughout the study the Project Team has conducted alternatives analysis with input from the public, affected parties and agencies. Alternatives were developed and evaluated based on the ability of each to meet the project's purpose and need. A screening methodology was used to identify the viable alternatives for additional study. After further study, the viable alternatives were evaluated to compare and contrast the performance of each in meeting the established evaluation criteria, and to quantify its impacts to the natural, social cultural and physical environment. Numerical ratings for specific and relevant qualitative and quantifiable criteria included a direct comparison of each of the alternatives such that the Preferred Alternative could be identified. Several public involvement meetings have taken place throughout this process. The last meeting conducted was the Cultural Resource Committee (CRC) Meeting No.3 on March 6, 2018. Information on each of public involvement meetings is provided in the project website at <http://fdotmiamidade.com/venetianbridgestudy>.

Upcoming Meeting

Cultural Resources Committee (CRC) Meeting No. 4

Date: May 20, 2020.
Time: 2:00 pm - 4:00 pm
Location: GoToMeeting (Virtual)



The purpose of the CRC meeting is to conduct and document good faith consultation with affected parties in compliance with Section 106 of the National Historic Preservation Act. During the meeting the Project Team will:

- Discuss the Project Status
- Discuss the Purpose of the CRC
- Present the Preferred Alternative as an outcome of the study
- Discuss the Historic Resources as an outcome of the study
- Discuss mitigation measures for the Preferred Alternative
- Discuss the Section 106 Process
- Present the next steps 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.

Preferred Alternative

Although all of the Viable Alternatives remain under consideration until after the public hearing, the Preferred Alternative for this PD&E is the Replacement Build Alternative that is comprised of Alternative T1: Venetian Railing; Alternative 7: Arched Beams; and Alternative M4: Double Leaf Bascule Bridge.

Replacement Alternative - Bridge Typical Section

Alt. T1 - Venetian Railing



Replacement Alternative - Fixed Bridges

Alt. 7 - Arched Beams



Replacement Alternative - Movable Bridges

Alt. M4 - Double Leaf Bascule Bridge

