

**Miami River Commission  
Public Meeting Minutes  
March 7, 2022**

The Miami River Commission's (MRC) public meeting convened at noon, March 7, 2022.

**Miami River Commission (MRC) Policy Committee Members and/or Designees attending:**

Patty Harris, designee for Governor  
Commissioner Eileen Higgins, Board of County Commissioners  
Neal Schafers, Designee for Downtown Development Authority  
Bruce Brown, Miami River Marine Group  
Sallye Jude, Neighborhood Rep. Appointed by Miami-Dade County  
John Michael Cornell, Designee for Luis Garcia  
Tom Kimen, Neighborhood Representative appointed by City of Miami  
Nilo Cuervo, designee for ST Attorney Katherine Fernandez-Rundle  
Sandy O'Neil, designee for Greater Miami Chamber of Commerce  
Phil Everingham, designee for Miami Marine Council

**MRC Staff:**

Brett Bibeau, Managing Director

**Others attending interested in the River:**

Sign in sheets available upon request.

**I) Chair's Report**

MRC Managing Director Brett Bibeau stated MRC Chairman Horacio Stuart Aguirre has a cold and is unable to attend.

The Miami River Commission's February public meeting minutes were emailed in advance of today's meeting and unanimously adopted by the MRC.

It is with immense sadness that the officers, directors and staff of the Miami River Commission note the passing of Dr. Ernest L. Martin. His departure leaves an immense void in the commission and in our hearts. His decades of service on the commission and to the Miami River District cannot be summarized in just a few minutes. His tireless advocacy to greatly improve the quality of life along the banks of the river and in the river district are legendary. His dapper elegance, refined sense of diplomacy, knowledge of the subject matter and all-heart dedication made him a living legend. To so many, he was considered the "Godfather" of the Miami River Greenway, otherwise known as the Riverwalk. His years of service as Chairman of the MRC's joint Miami River Greenway and Urban Infill Subcommittee (with colleague James Murley) provided the heart and soul of so many of the recommendations presented to the river commission and adopted by the full board of commissioners. His intellectual integrity was beyond discussion; he could not be comprised. His infectious smile and unwavering optimism pushed the commission through

difficult issues and challenging times. To so many of us, he was something far greater than all mentioned above; he was a true friend. We shall long miss him and trust that from up above, he will be smiling down on us as we continue to make the Miami River and the Miami River District even better than what it is today. "Shine on Ernie, thank you so much for all you did and until we see you again, we toast in your name!"

MRC Chairman Aguirre had a very effective trip to Tallahassee this legislative session, and the renewal of the MRC's \$150,000, for which the details have been distributed, are currently included in both the Senate and House Budgets. I would like to thank our bill sponsors, Senator Ileana Garcia and Representative Nick Duran. In addition, I thank Commissioner Higgins and the County Commission for including this item in the County's Legislative requests. Now the MRC is asking Miami River District residents and businesses to write Governor DeSantis in support of the funding.

The Miami River Commission has been actively assisting the efforts of the City, County, State, and private sector to clean up the Miami River District. In addition to the maintenance professionals the MRC pays daily to remove litter, invasive plant species, graffiti and provide landscaping and pressure washing services along the Miami River, the MRC thanks the volunteers from Hands on Miami, whom on February 20 picked up garbage along the public Riverwalk in Curtis Park, and on February 6 picked up garbage along the Miami River's shoreline in Sewell Park.

## **II) Election of MRC Vice Chair**

The MRC unanimously elected Jim Murley as Vice-Chair of the Miami River Commission.

## **III) Presentation Regarding Permit Application to Reconstruct Existing Piers at Hurricane Cove Marina & Boatyard**

John Michael Cornell stated he works for the subject applicant, therefore recused himself due to conflict of interest and left the meeting. Spencer Crowley, FIND, presented the previously distributed plans for the submitted permit application to reconstruct the existing Piers at Hurricane Cove Marina & Boatyard. Although generally the Army Corps of Engineers allows the reconstruction of existing structures built up to, but not inside, of the federal navigable channel, surprisingly the Army Corps originally requested a 20 foot setback followed by a 10 foot setback from the Federal Navigable Channel line, although the subject submerged land is privately owned. Doing so would result in the loss of some slips and set a concerning precedent for the Miami River. There are no known navigational issues or concerns at this location

The MRC expressed support for MRC Chairman Aguirre to write a letter in support of the presented Hurricane Cove Marina and Boatyard Plans / Permit application to reconstruct their old existing piers, none of which are located in the Federal Navigable Channel.

### **III) Discussion of the Railroad Bridge Replacement**

Binod Basnet, Florida Department of Transportation, and Naldo Gonzalez, Gannett Fleming, presented the attached PowerPoint, and stated they would communicate often with local businesses and minimize disruptions.

### **IV) Miami River Commission Subcommittee Reports**

#### **A. Urban Infill and Greenways**

Since the City and County's adoption of the *Miami River Greenway Action Plan*, 6.75 miles or 67.5% of the planned 10-mile public Miami River Greenway has been constructed.

Currently 4 sections of the public Riverwalk are under construction at Aston Martin, One Miami, Miami River SAP, and a new restaurant in Little Havana.

The MRC, City and County continues working on numerous private and public sector potential funding opportunities to secure the remaining funding needed to finish construction of the public Riverwalk.

#### **B. Stormwater Subcommittee**

The January Stormwater Subcommittee public minutes were distributed. The subcommittee most recently convened last Wednesday, March 2.

The public meeting adjourned.

**MIAMI RIVER COMMISSION  
PUBLIC MEETING  
MARCH 7, 2022**

Miami River — Miami Intermodal Center Capacity Improvement

**MR-MICCI**





# PROJECT OVERVIEW

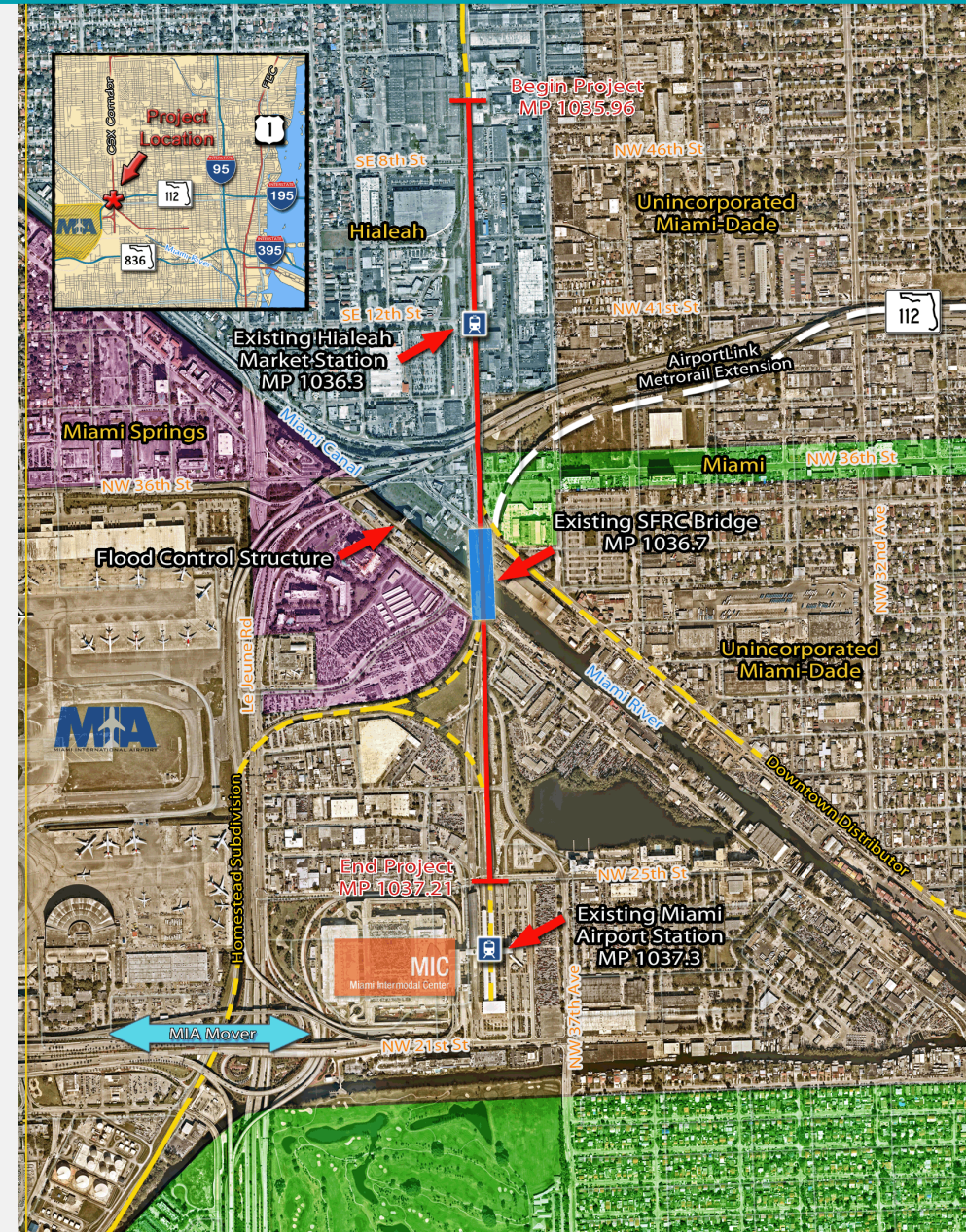
## Improve System Linkage on South Florida Rail Corridor (SFRC)

- Complete final link of SFRC, the only single-track section on 72-mile Tri-Rail System
- From just north of Tri-Rail Hialeah Market Station (MP 1035.96) to just north of Tri-Rail Miami Airport Station (MP 1037.21)

## Meet Commuter + Freight Demand on SFRC in Miami-Dade County

- SFRTA Tri-Rail: 50 trains weekdays/30 weekends
- Amtrak: future service to MIC for 2 trains daily
- CSX: 6 to 8 freight trains daily

## Improve Tri-Rail Travel Time and Schedule Adherence

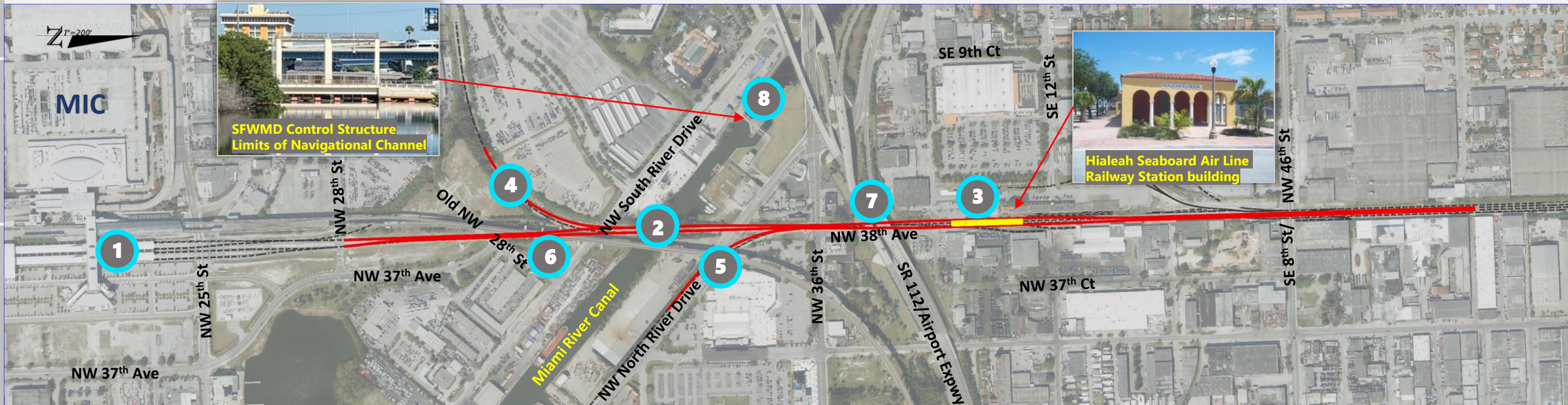




# PROJECT OVERVIEW

## Project Location Map

- 1 Existing Tri-Rail Miami Airport Station @ MICC
- 5 Downtown Spur
- 2 Existing bascule bridge/**Proposed fixed bridge**
- 6 Existing Metrorail crossing
- 3 **Hialeah Market Station**
- 7 Existing SR 112 bridge crossing
- 4 Homestead Spur
- 8 SFWMD Control Structure





# PROPOSED IMPROVEMENTS

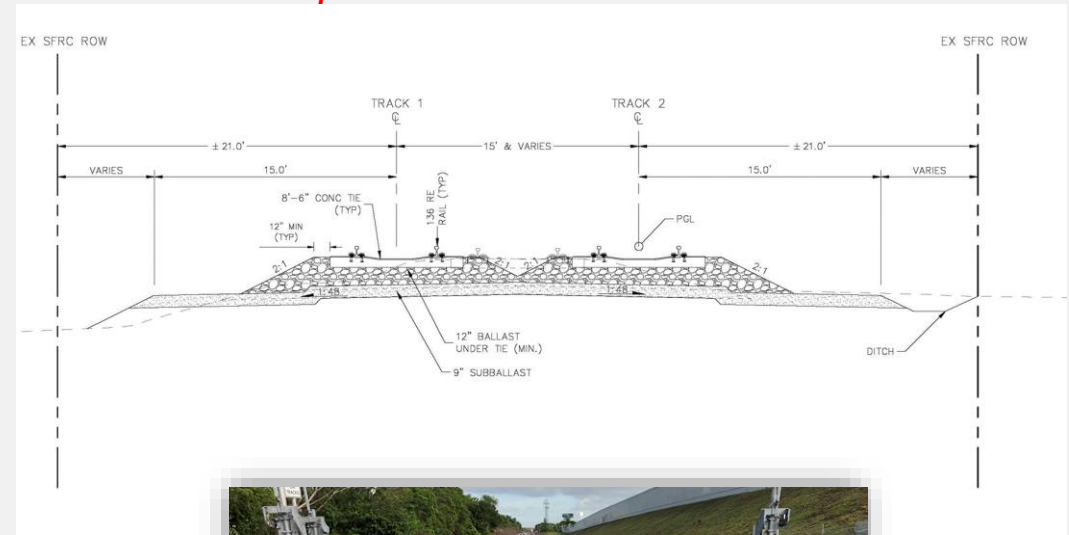
## PROPOSED RAILROAD TRACKS

Addition of a second mainline track for adding capacity to SFRC

*Existing Single Track*



*Proposed Double Track*



# PROPOSED IMPROVEMENTS

## PROPOSED 400-FT CENTER PLATFORM

*Existing Station – West Side Platform*



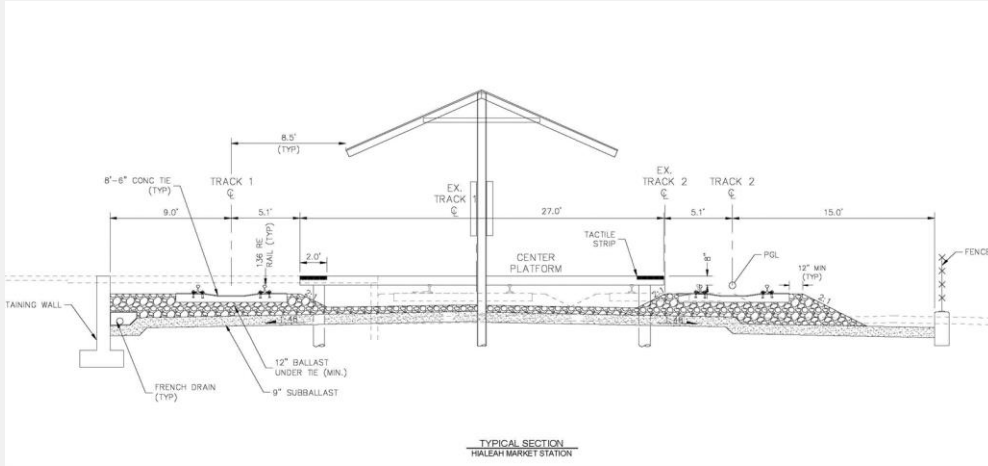
*Proposed Station – Center Platform*



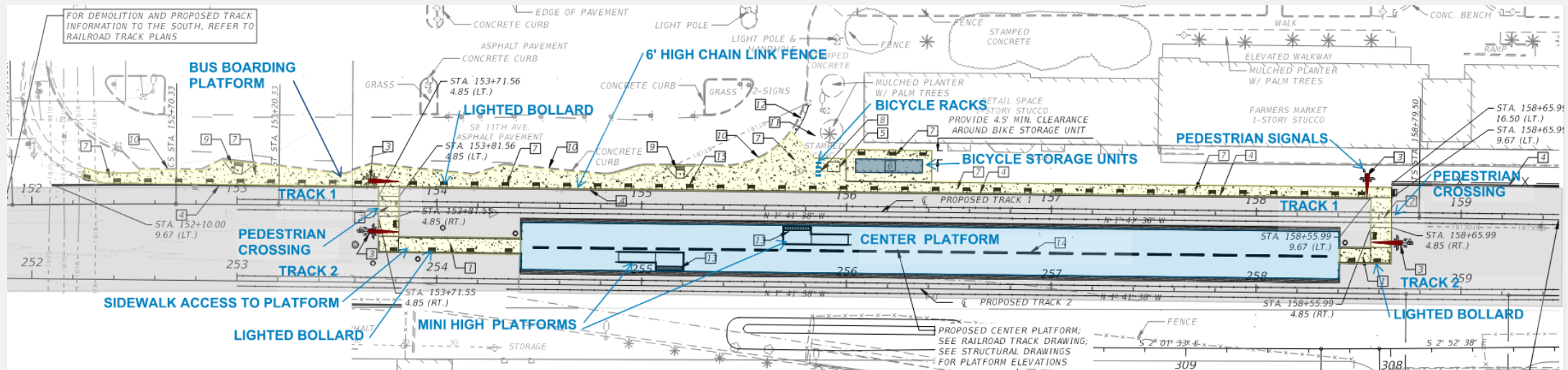


# PROPOSED IMPROVEMENTS

## PROPOSED 400-FT CENTER PLATFORM



## Center Platform Plan View



# PROPOSED IMPROVEMENTS

## BRIDGE OVER MIAMI RIVER

Replace single track bascule bridge with two fixed railroad bridges over Miami River

*Existing Single Track Bascule Bridge*



*Proposed – Two single track fixed bridges*





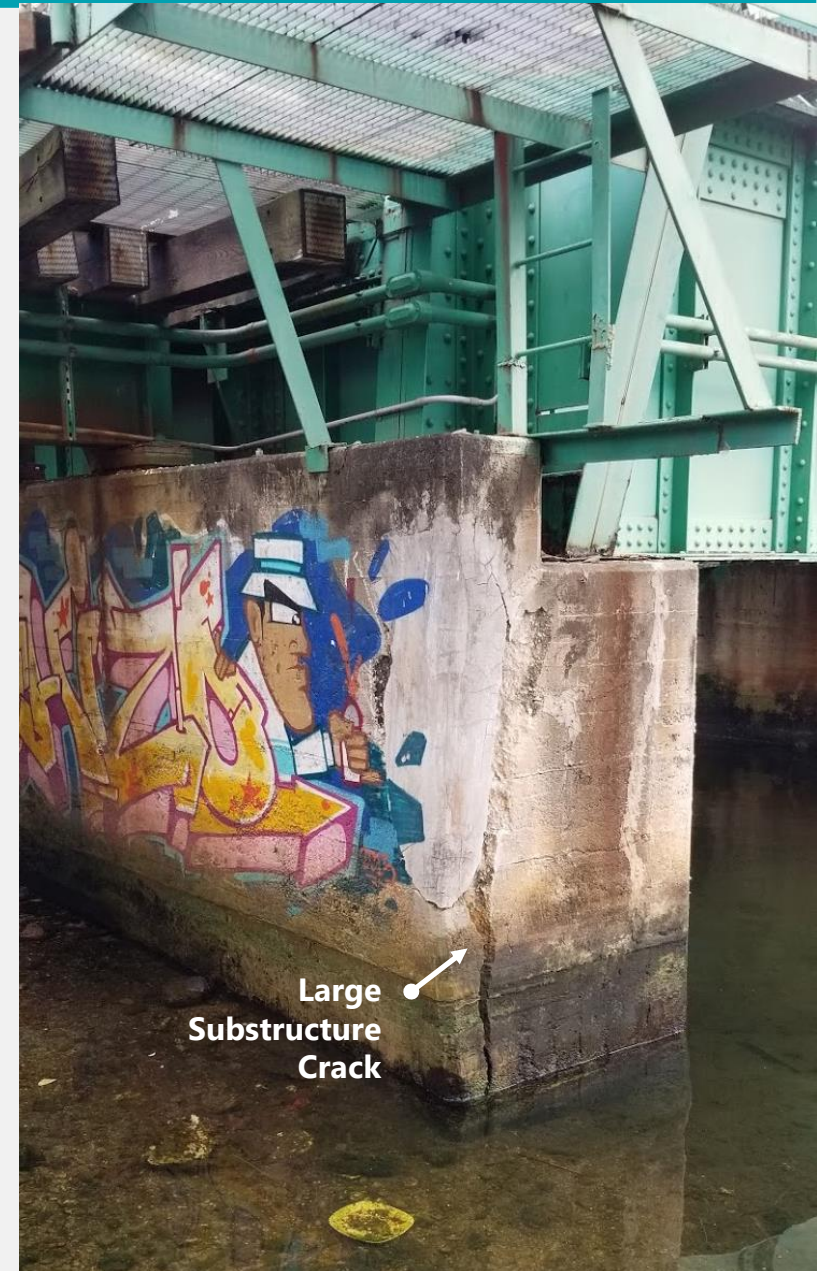
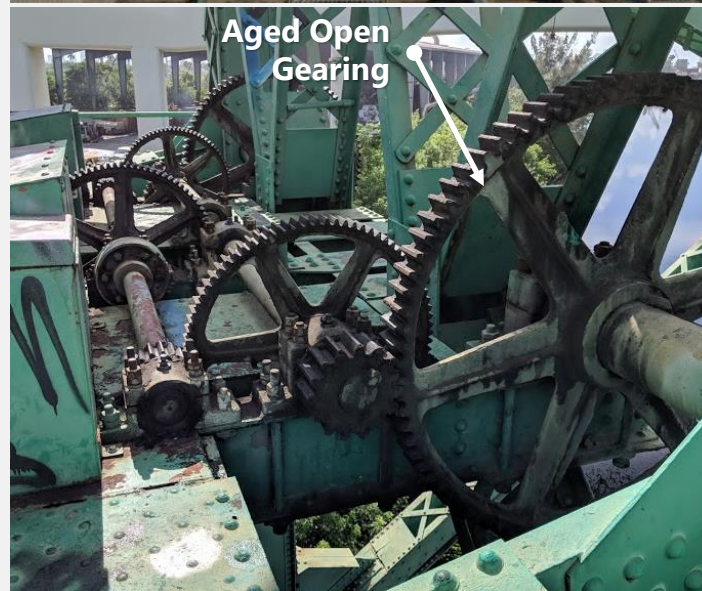
# PROPOSED IMPROVEMENTS

## REPLACE EXISTING BASCULE BRIDGE

- Built in 1926
- 114'-6" Single Leaf Scherzer Rolling Lift
- 196'-4½" Total Bridge Length
- 55'-0" Navigation Channel

### Existing Bridge Conditions

- Paint failure and significant steel corrosion
- Cracked and spalled substructure
- Damaged miter rails
- Mechanical/Electrical
  - No electrical control system
  - Aged and overloaded machinery
  - Requires team of maintenance staff to operate





# PROPOSED IMPROVEMENTS

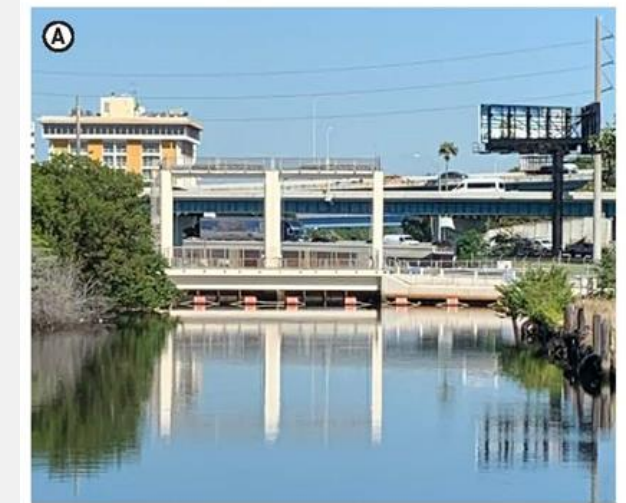
## DEAUTHORIZATION OF NAVIGATIONAL RIGHTS

- Deauthorization of navigational rights of Federal Project canal approved in December 2020 by U.S. Congress under Water Resource Development Act (WRDA)
- Defined the Miami River Canal as non-navigable from the existing bridge to the upstream SFWMD S-26 salinity barrier and flood control structure

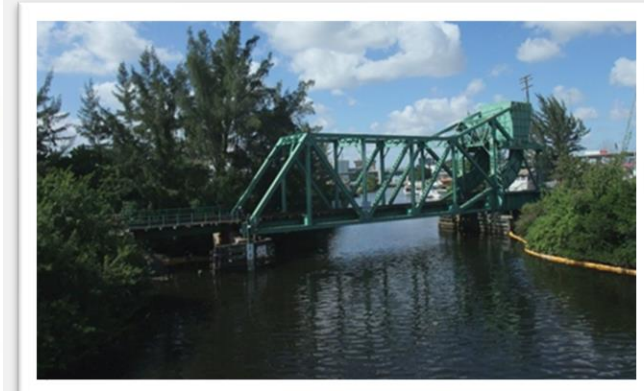
The Miami River Canal provision was approved via the Consolidated Appropriations Act, 2021 (12/21/2020) and is contained in Section 325 (page 3852) of the Water Resources Development Act of 2020 (page 3608): <https://www.govinfo.gov/content/pkg/BILLS-116hr133eah/pdf/BILLS-116hr133eah.pdf>

### 3 SEC. 325. MIAMI RIVER, FLORIDA.

4 The portion of the project for navigation, Miami River,  
 5 Florida, authorized by the Act of July 3, 1930 (46 Stat.  
 6 925; 59 Stat. 16; 74 Stat. 481; 100 Stat. 4257), beginning  
 7 at the existing railroad bascule bridge and extending ap  
 8 proximately 1,000 linear feet upstream to an existing salin  
 9 ity barrier and flood control structure, is no longer author  
 10 ized beginning on the date of enactment of this Act.



SFWMD S-26 Control Structure



Existing Bascule Bridge



# PROPOSED IMPROVEMENTS

## PROPOSED BRIDGE OVER MIAMI RIVER

Replace single track bascule bridge with two fixed railroad bridges over Miami River

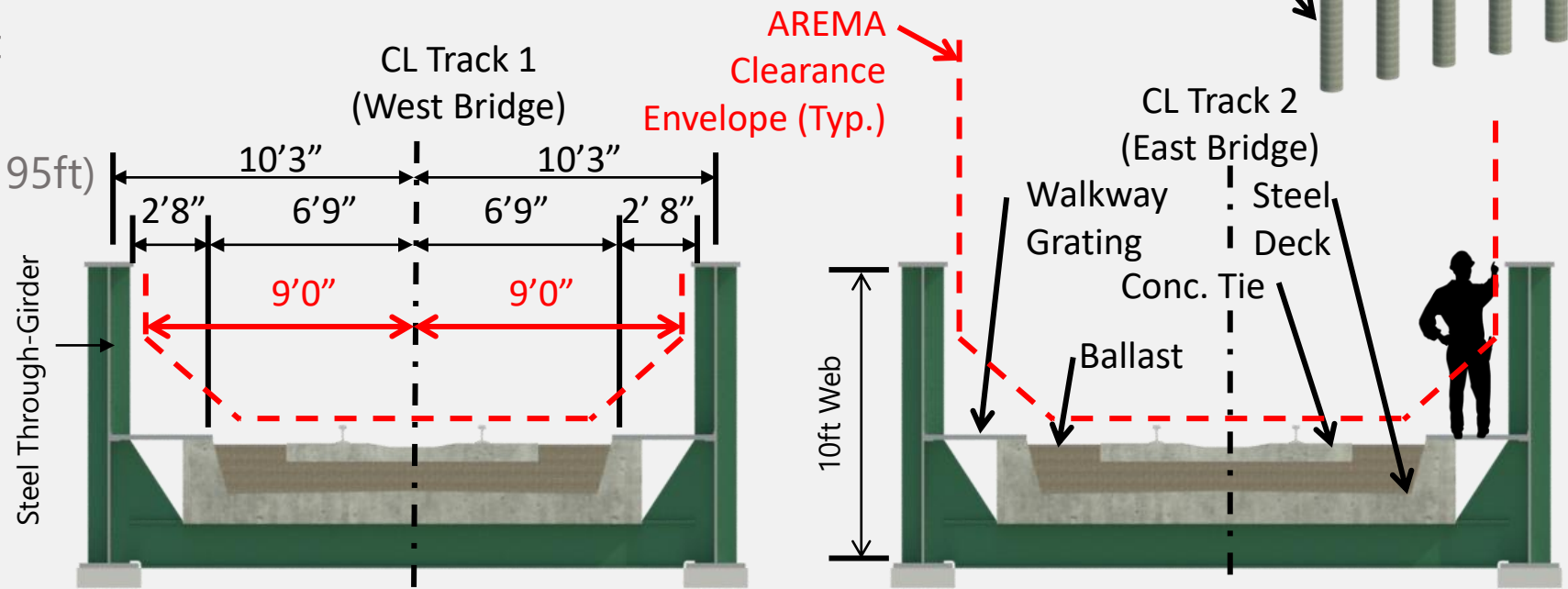
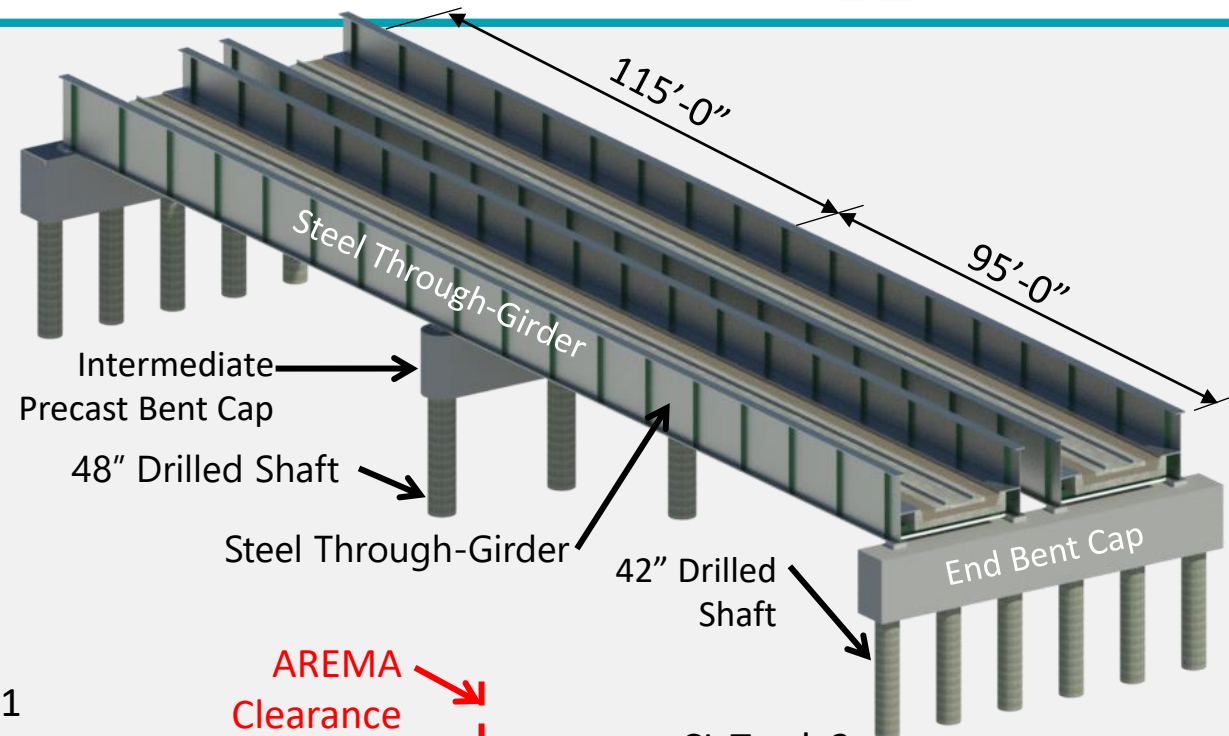
- Two parallel bridges
- CSX preferred details
- AREMA design criteria

### Substructure

- Cast-in-place concrete caps construction
- Designed for vessel impact

### Superstructure

- Two simple spans (115ft & 95ft)
- Steel through-girders
- Ballast steel deck plate
- Steel grating walkway
- Meets AREMA clearances



Typical Section

# PROPOSED IMPROVEMENTS

## PROPOSED BRIDGE OVER MIAMI RIVER

Photo of single-track railroad fixed bridge with steel through-girders



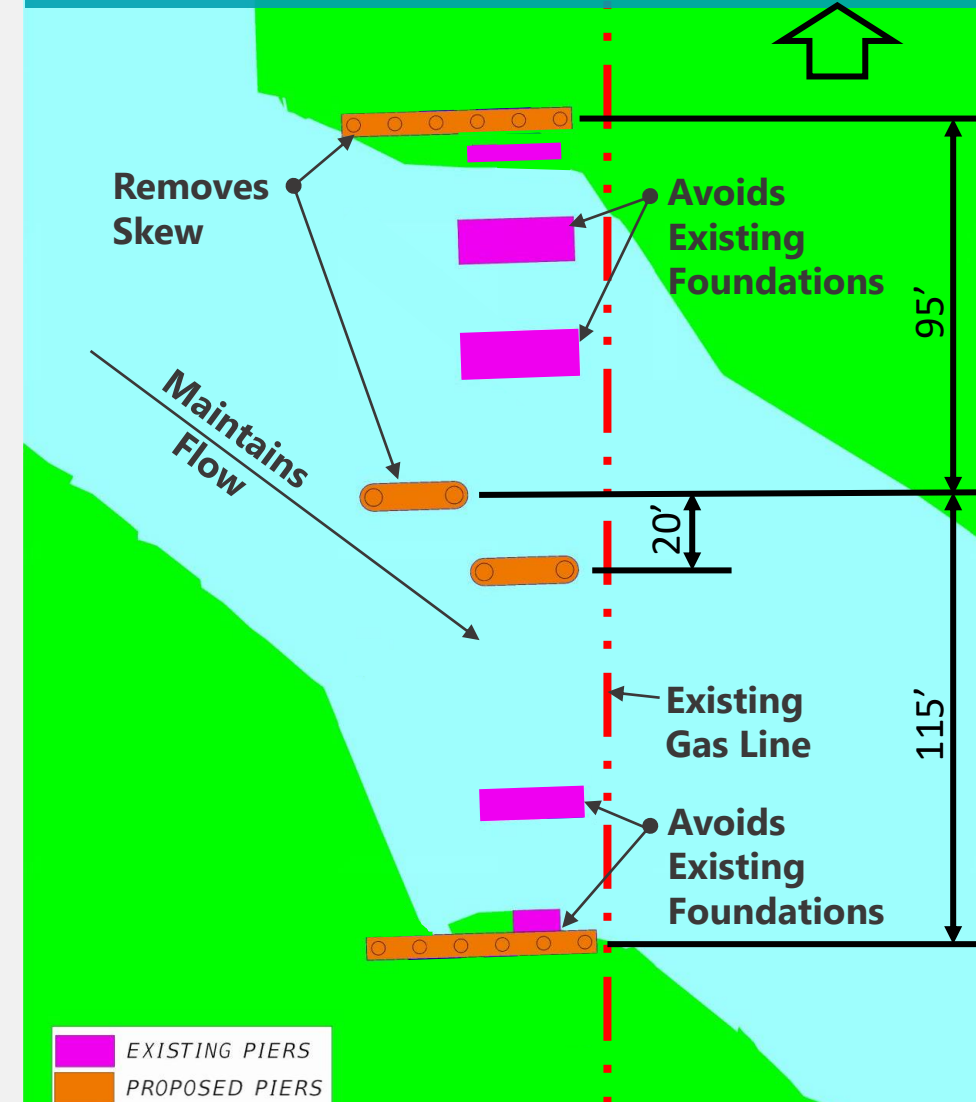


# PROPOSED IMPROVEMENTS

## PROPOSED BRIDGE OVER MIAMI RIVER

- Eliminates Pier Line
  - Reduces to a 2-span structure
- Maximizes Distance From Existing Piers
  - New bents avoid all existing foundations
  - Minimizes construction impacts to existing piers
  - Avoids full removal of existing foundation
  - New foundation installed in undisturbed soil
- Removes Skew - Simpler details, preferred by CSX
  - Drilled Shaft Placement
  - Shafts located directly beneath girder
  - 8 less drilled shafts to be installed in river
  - Bent stagger allows shafts to be spaced at 3D
- Maintains Hydraulic Conveyance
  - Staggered bents align with river flow improving existing hydraulic opening

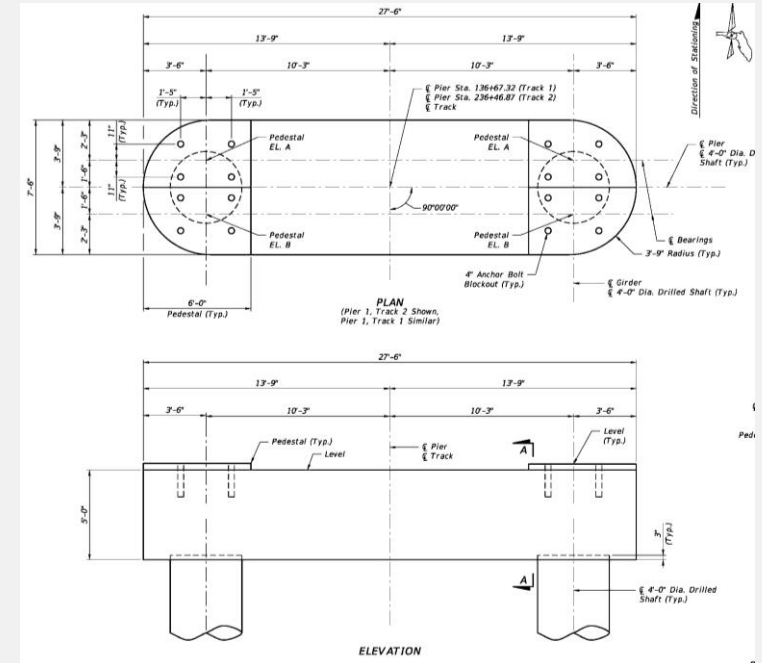
### Substructure Layout



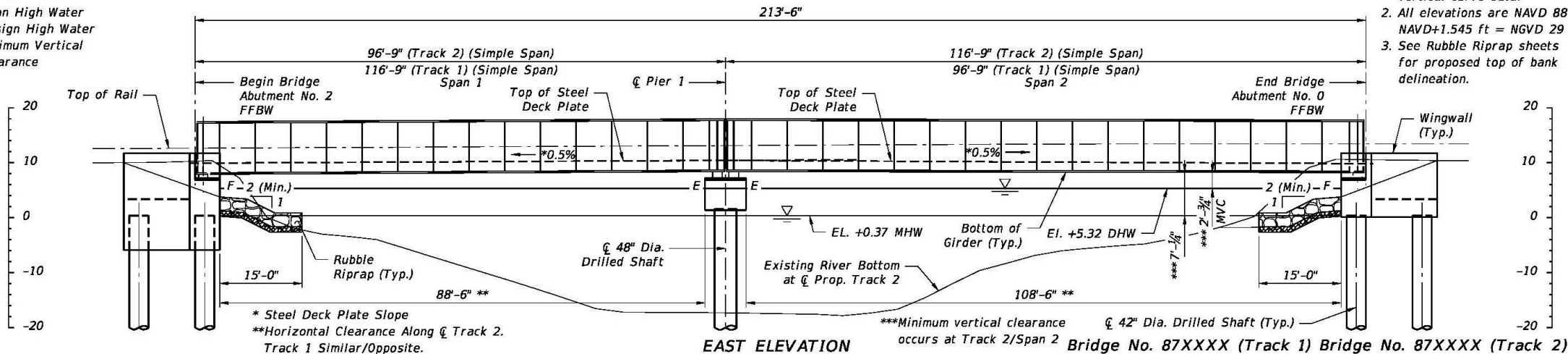
# PROPOSED IMPROVEMENTS

## PROPOSED BRIDGE OVER MIAMI RIVER

- Low-Level Bridge (2-ft above MHW)
- Steel through-girders
  - Painted per owner/maintaining agency
  - Protective coating due to aggressive environment
- Rounded pier caps for bents in water
  - Deflects for minimal vessel collision (empty barge)



- LEGEND**
- ⊕ Boring Location
  - MHW Mean High Water
  - DHW Design High Water
  - MVC Minimum Vertical Clearance



1. See Foundation Layout Sheet for top of rail vertical curve data.
2. All elevations are NAVD 88 NAVD+1.545 ft = NGVD 29
3. See Rubble Riprap sheets for proposed top of bank delineation.

\* Steel Deck Plate Slope  
 \*\*Horizontal Clearance Along  $\bar{C}$  Track 2. Track 1 Similar/Opposite.

\*\*\*Minimum vertical clearance occurs at Track 2/Span 2

Bridge No. 87XXXX (Track 1) Bridge No. 87XXXX (Track 2)



## PROPOSED BRIDGE OVER MIAMI RIVER

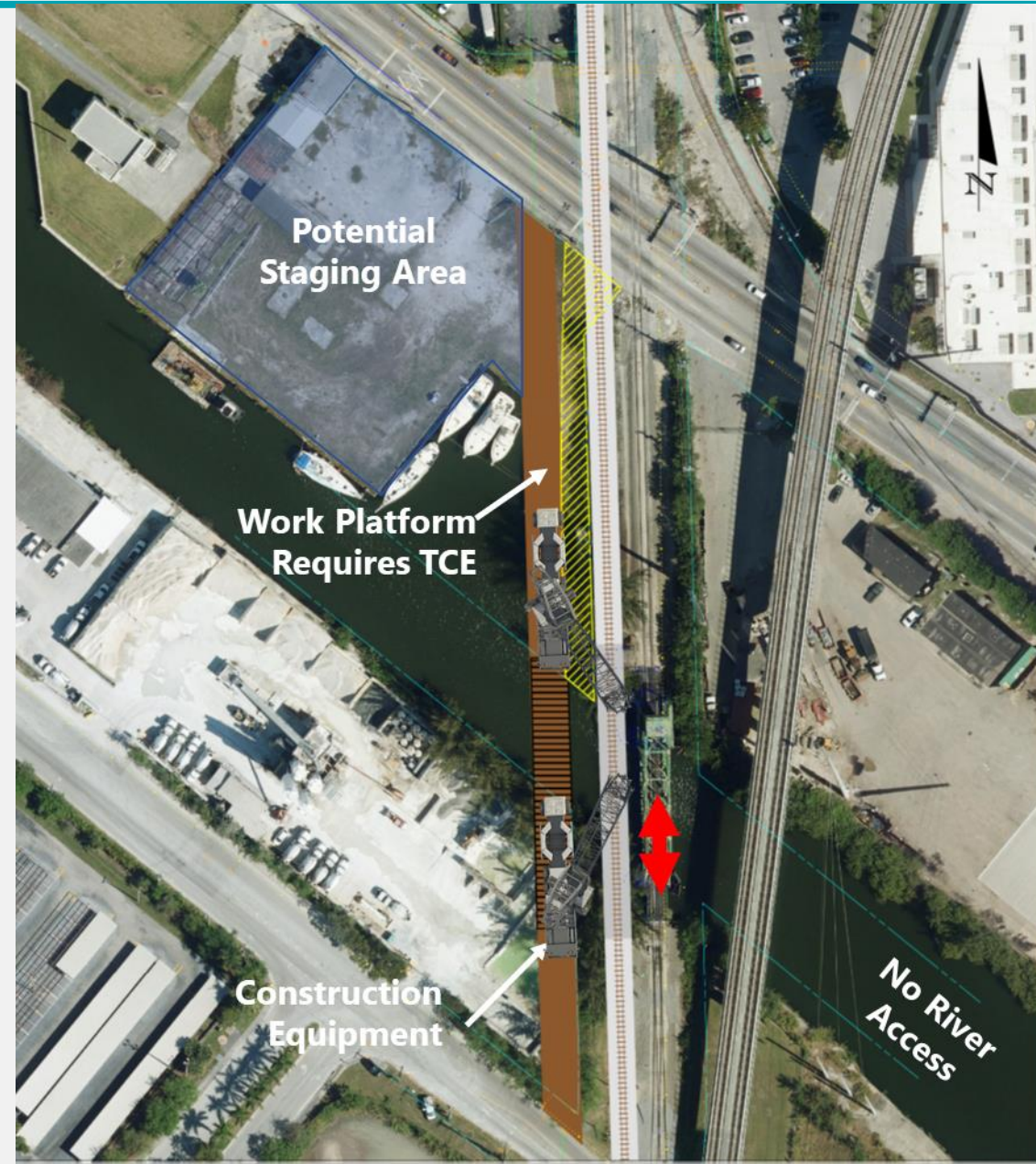
- Navigational Lights for safety for smaller recreational vessels at piers and 1/4 points of spans



# PROPOSED IMPROVEMENTS

## PROPOSED BRIDGE OVER MIAMI RIVER

- Construction Sequence Phase 1 - West Bridge
  - Work platform recommended for access to new west bridge
  - Maintain train traffic on existing bridge
  - All access separated from existing bridge
  - Barge from west would be landlocked

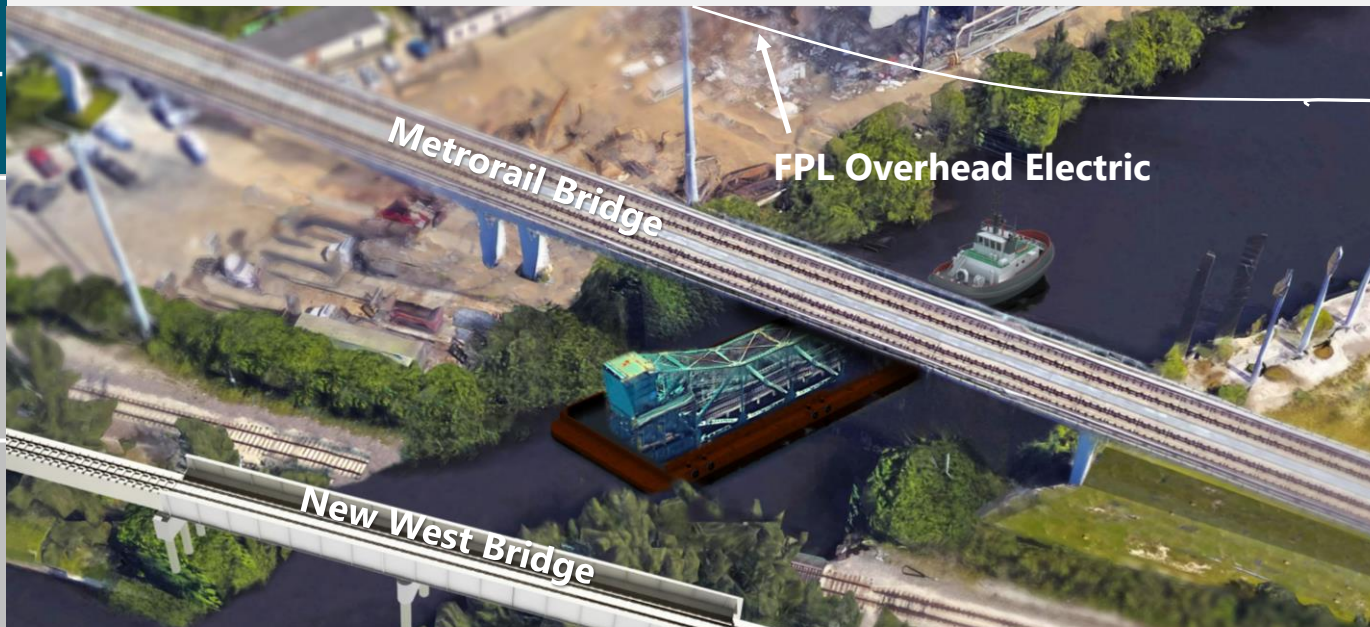




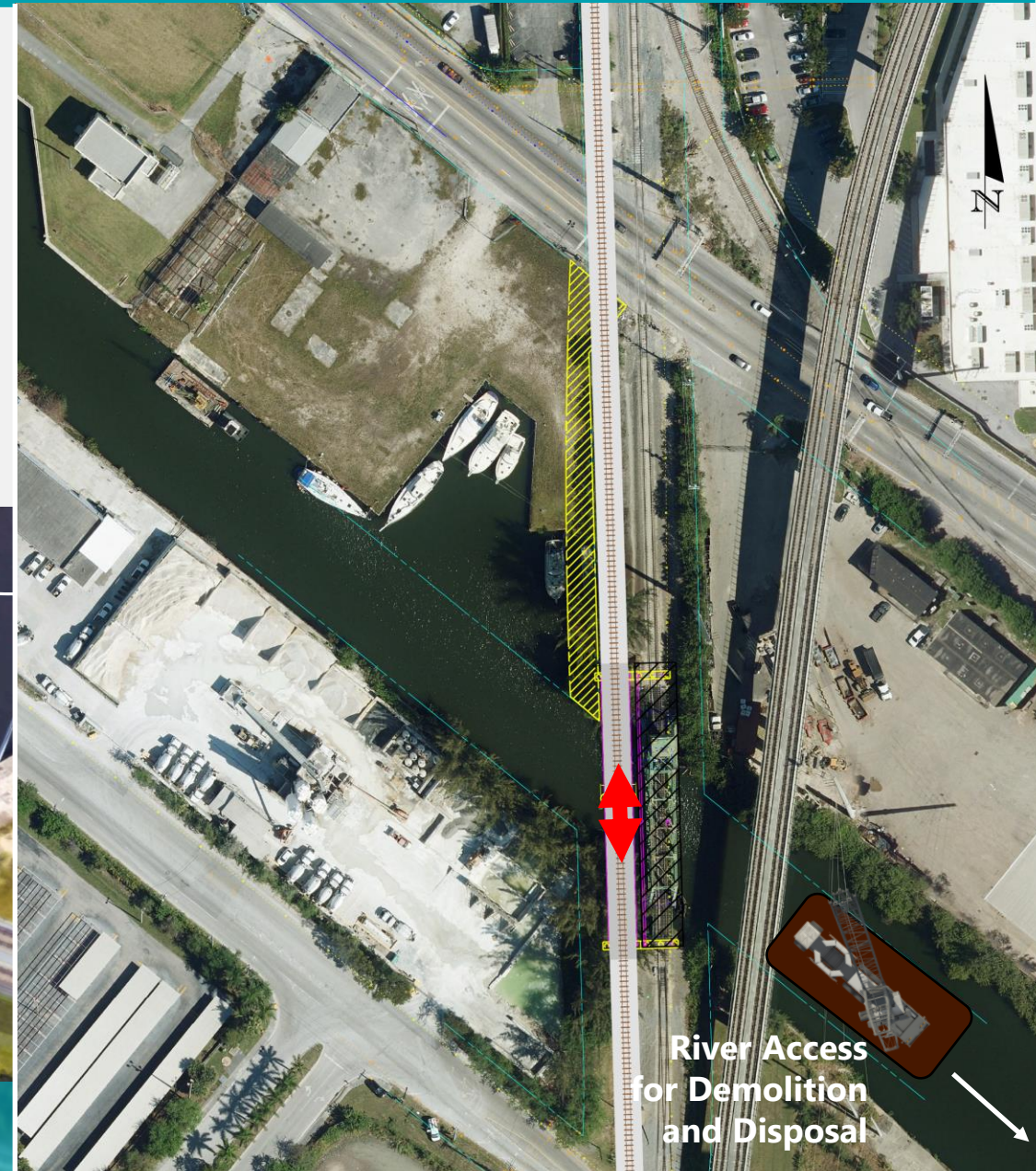
# PROPOSED IMPROVEMENTS

## PROPOSED BRIDGE OVER MIAMI RIVER

- Construction Sequence Phase 2A – Demolition
  - Shift railroad traffic to new west bridge
  - Demolish existing bascule bridge from barges
  - Float out bascule leaf in one piece
  - Existing foundations can be cut off at mudline (cofferdams not needed for containment)



Float Out Bascule Demolition



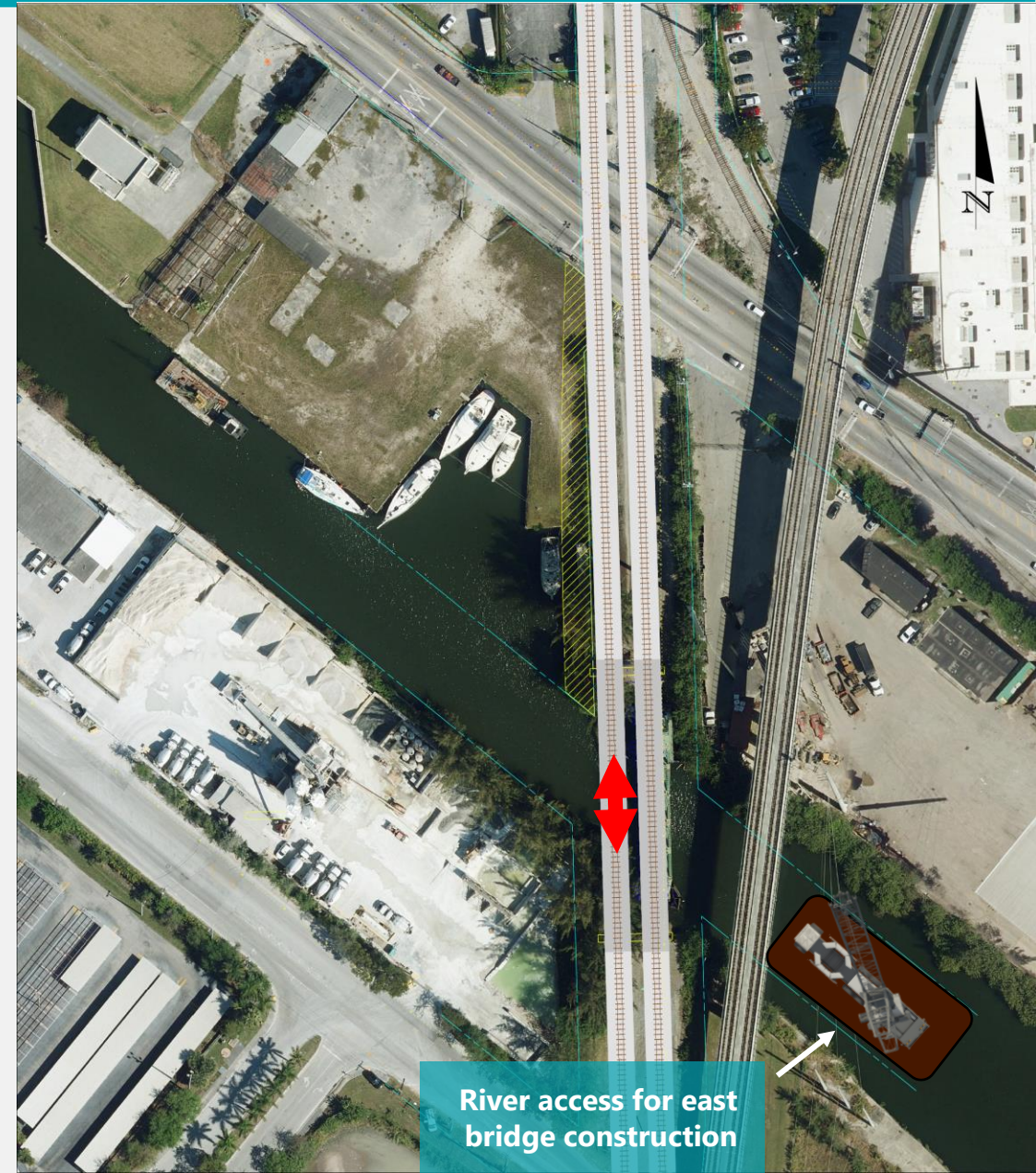
River Access for Demolition and Disposal



# PROPOSED IMPROVEMENTS

## PROPOSED BRIDGE OVER MIAMI RIVER

- Construction Sequence Phase 2B – East Bridge
  - Maintain railroad traffic on new west bridge
  - Use barges to construct east bridge
  - Maintain clearance from existing Metrorail bridge
  - Avoid or minimize impacts to utilities



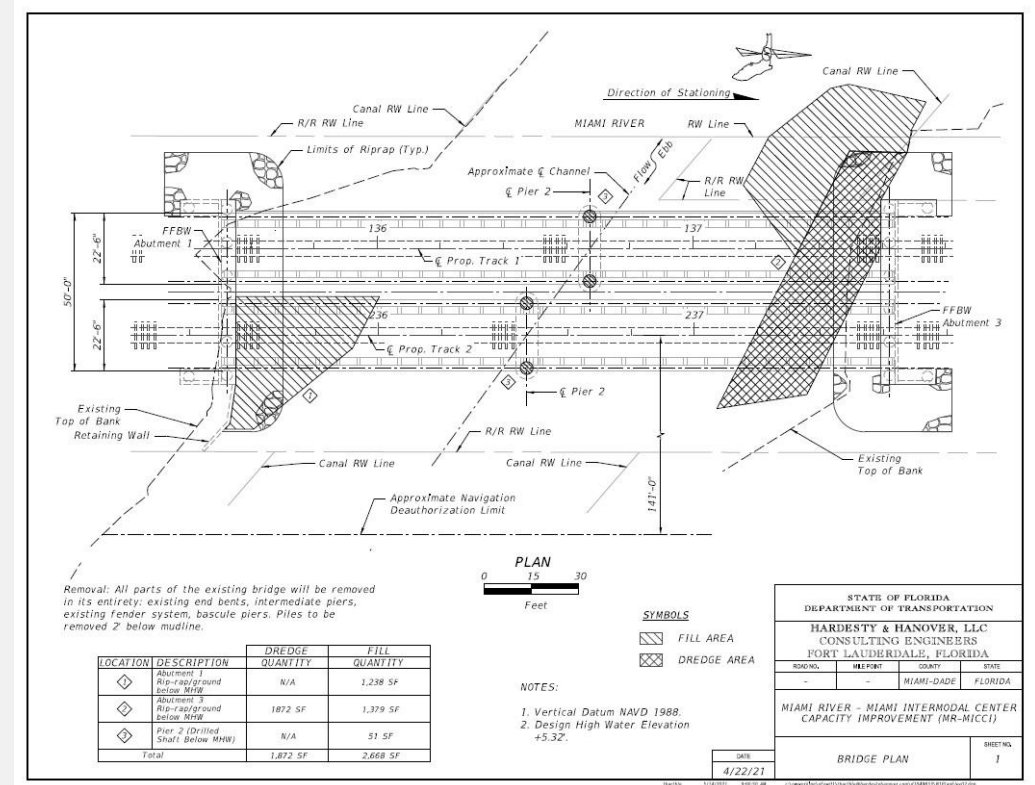
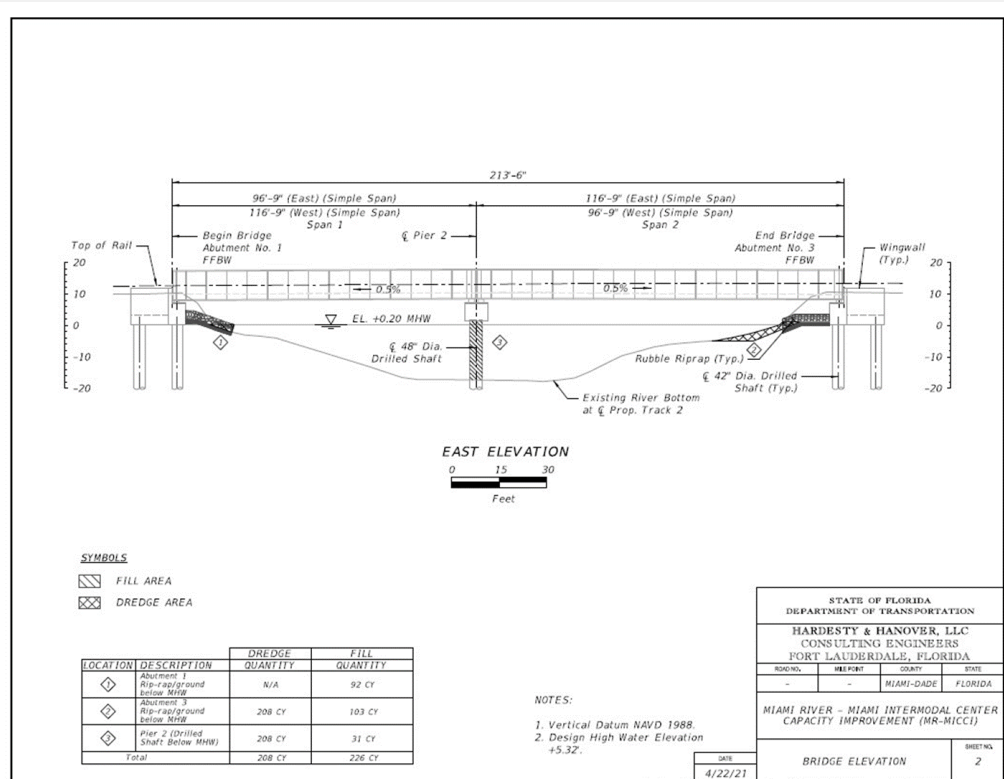
River access for east bridge construction



# PROPOSED IMPROVEMENTS

## ENVIRONMENTAL & PERMITTING:

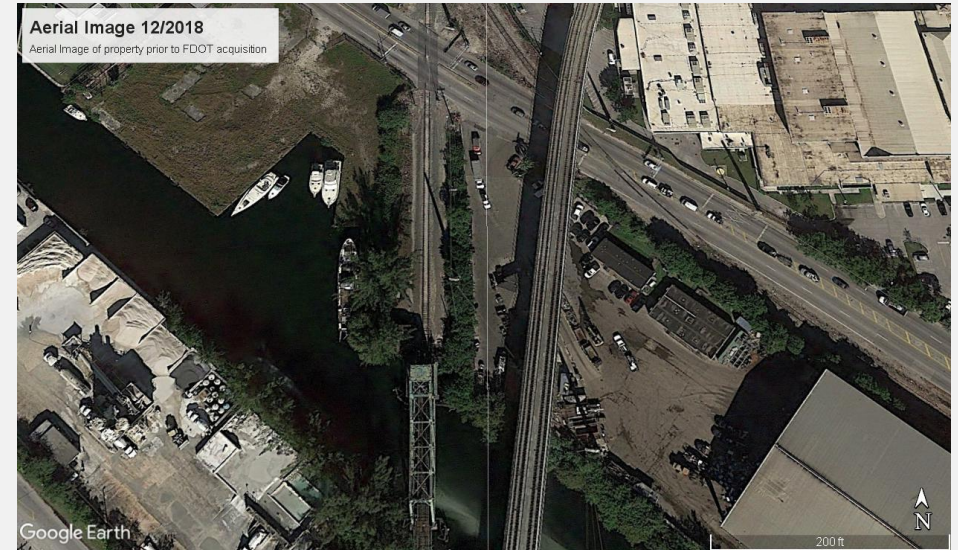
- Dredge and Fill
  - 0.20 acres only within the Miami River Canal
  - USACE Section 404 Permit
  - Project qualifies for Nationwide 14 Permit



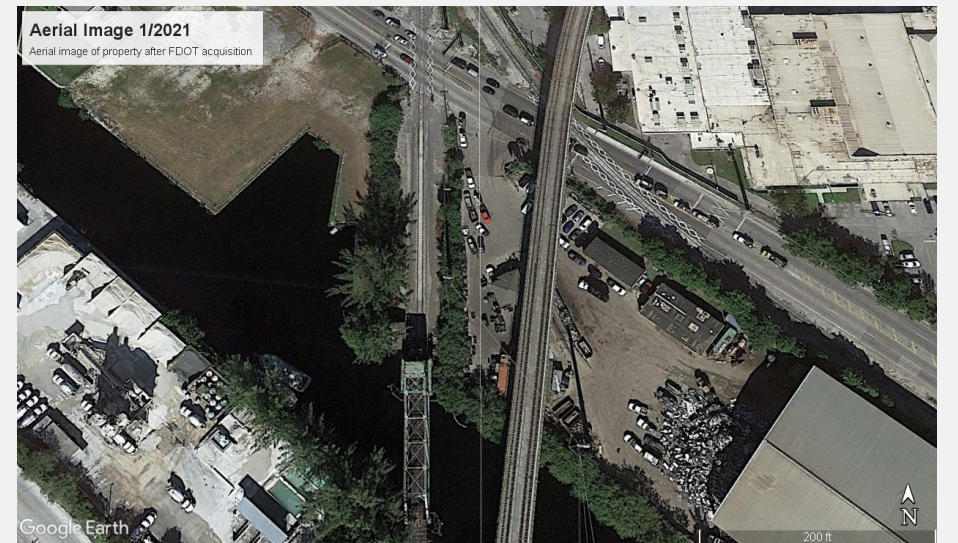
# PROPOSED IMPROVEMENTS

## ENVIRONMENTAL & PERMITTING:

- USCG Bridge Permit
  - Conducted a navigation (vessel) survey
  - Permit under review
  - Public notice is out
  
- USACE 408 Review not required
  
- SFWMD
  - Right-of-Way Occupancy (ROW) Permit Issued (Feb. 15, 2022)
  - ERP
  
- Miami-Dade County RER Class I and Class VI Permits
  
- FDEP NPDES (by contractor)



Aerial Photo at Bridge 2018



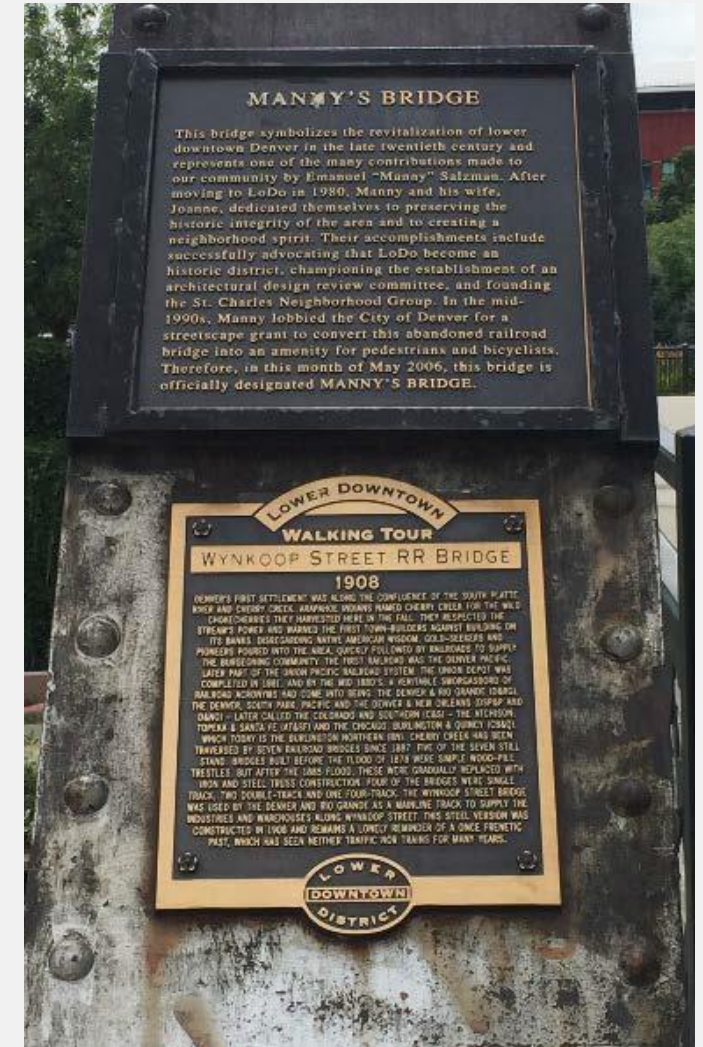
Aerial Photo at Bridge 2021



# PROPOSED IMPROVEMENTS

## ENVIRONMENTAL & PERMITTING: Section 106 (NEPA)

- National Historic Preservation Act (NHPA) requires federal agencies to consider effects on historic properties
  - Existing bridge is protected as National Register of Historic Places (NRHP)—Eligible Resource
- Memorandum of Agreement (signed January 2018) among:
  - Federal Transit Administration (FTA)
  - SFRTA
  - FDOT
  - Florida State Historic Preservation Officer (SHPO)
- Stipulations
  - Compliance with project description—no changes shall be made to the project without consultation with FTA, FDOT, and SHPO
  - Documentation of the CSXT Railroad Bridge
  - CSXT Railroad Bridge Public Recognition and Education- a Florida Historical Marker



# PROJECT BUDGET

## COST ESTIMATE AND FUNDING

- COST ESTIMATES AND FUNDING AMOUNTS
  - Preliminary Engineering Funding: \$5.2M
  - Right-of-Way Estimate: \$19.6M
  - Construction Cost Estimate: \$48M
  - Construction Support Funding: \$6.3M
- FUNDING TYPE
  - State (FDOT)- currently, only state funds committed (Construction & Right of Way acquisition partially funded)
  - FDOT is seeking other funding opportunities through local funds (SFRTA) and federal grants



# PROJECT SCHEULDE

- PD&E Completed (by SFRTA): January 2018
- Design Start: September 2019
  - Initial Engineering (30% Plans): May 2020
  - Constructability (60% Plans): December 2022
  - Permits: September 2023
  - Biddability (90% Plans): November 2023
  - Right of way: July 2024
  - Production: September 2024
- Construction
  - Anticipated Letting: 2025
  - Anticipated Construction Start: 2025



# QUESTIONS