

# **Miami River Commission's Stormwater Subcommittee Public Meeting Minutes April 16, 2025**

The Miami River Commission (MRC) Stormwater Subcommittee's public meeting convened April 16, 2025, 10 AM, 1407 NW 7 ST. The attendance sheet is attached.

- I. **"Miami River Basin Water Quality Improvement Plan" Agency Quarterly Implementation Progress Reports** – Ms. Juliet Ruggiero, Miami Dade County's Department of Environmental Resource Management's (DERM), emailed a report covering October – December 2024 in advance of the meeting. The most alarming water quality violations were detected at Wagner Creek testing stations WC02 & WC03 in October had enterococci Bacteria of 24,196 (cfu/100ml) when the safe water quality standard is only 130 (cfu/100ml). Attendees encouraged the authorities to locate and eliminate the source(s) of the bacteria using cameras in the sanitary sewer lines.
- II. **Discussion Regarding 169 NW South River Drive** – Attendees discussed the City of Miami owned crushed stormwater outfall, located beneath the County owned 169 NW South River Drive. The County riverfront parcel is a sanitary sewer easement where a sewer line tunnels beneath the Miami River to the sewage pump station on the opposite side of the River, there is often sanitary odor and sanitary manholes are clogged. MRC Director Bibeau will be working with Debbie Griner, WASD, on this.
- III. **Discussion Regarding Collapsing Shoreline Along South River Drive West of 27 Ave**

The MRC Stormwater Subcommittee's December 4, 2024 public meeting minutes state:

"NW South River Drive from 27 Ave to 20 ST proceeds along a portion of the Miami River which has an unconsolidated shoreline, and several large and growing areas where the shoreline is collapsing into the River. When one of several large sink holes previously grew past the street's steel safety barrier, the City of Miami placed temporary plastic barricades around the hole to keep pedestrians and cars from falling into the Miami River. As the shoreline sink hole(s) grew larger over time, the ground under one of the plastic barriers fell into the River, along with the temporary barricade. Now the large sink hole (one of several) is slightly into the actual street's paved asphalt, and erosion has hollowed out under a portion of the street, where there is no longer solid ground beneath a portion of the street's asphalt. School buses etc. drive on this street (which has no sidewalks, no drainage, no curb and gutter, etc.) On March 6, 2023 the MRC adopted a unanimous resolution stating in part, "encouraging the City of Miami to apply for a TAP (FDOT – TPO) grant or seek a State / Federal cost share / earmark to repair the additional 2 adjacent shoreline collapses, while constructing a public Riverwalk and new stretch of the riverfront portion of South River Drive from NW 20 ST to NW 27 Ave, featuring landscaping, decorative lighting, etc.

The eastern most section of the subject collapsed shoreline is around a broken stormwater outfall (owned by FDOT) which drains 27 Ave. During the MRC's March 6, 2023 public meeting FDOT representatives presented construction engineering documents to repair this collapsed area, while

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planning to reconstruct a small portion of NW South River Drive (still with no sidewalks, no drainage, no curb and gutter, etc.) The distributed MRC Urban Infill and Greenways subcommittee's September 23, 2024 public meeting minutes with this item on the agenda state, "The FDOT representatives stated the City of Miami indicated they maintain this portion of South River Drive, but do not own it, and the City granted a permit for the planned FDOT repair. The City of Miami clarified that the permit issued for the FDOT collapsed shoreline restoration project was issued for work and Maintenance of Traffic within the City right-of-way (25 feet from Southerly R/W line of the Miami Canal to the south).

Attendees reviewed and discussed several maps and plats previously emailed from the City of Miami, Miami-Dade County, and or SFWMD. For the eastern half of the subject riverfront portion of NW South River Drive (east of the stone bridge over tributary), the City of Miami and Miami-Dade County Representatives stated they believe South River Drive and the shoreline are part of the Miami River ROW, and therefore owned by SFWMD. Armando Vilaboy, SFWMD, provided numerous titles etc. supporting SFWMD's belief that they only own the water in the subject area, and no land. Mr. Vilaboy indicated if SFWMD is wrong, and the City and County are correct in that SFWMD indeed owns the shoreline and this portion of South River Drive, SFWMD does not own or reconstruct streets therefore would be unable to assist with the needed project, but SFWMD would be willing to provide ownership of the subject area to the City free of charge. Ms. Molina, Miami-Dade County, stated since the City has been maintaining the subject portion of South River Drive, therefore the City could claim ownership from SFWMD. The City clarified that the City only has maintenance responsibilities within its right of way. Ms. Molina agreed to research the amount of impact fees the County recently collected from the immediate areas 3 large developments which are currently under construction, and if those impact fees may be used for the subject project. City of Miami Public Works Director Santana indicated he will be discussing these issues in the future with the City Manager.

City of Miami Public Works Director Santana stated the City of Miami owns the western half of the subject riverfront portion of South River Drive (west of the stone bridge over the tributary) in addition to 4 City of Miami owned riverfront folios which are managed by the City of Miami Parks Department. Director Santana suggested the MRC contact City of Miami Assistant City Manager Barbara Hernandez, whom oversees the Parks Department, as they are leading the City's efforts to repair the 2 large and growing collapsed portions of the shoreline in these City owned riverfront folios, and Public Works will coordinate with the Parks Department to include reconstructing this City owned portion of South River Drive in the subject future City of Miami project.

In addition to the TAP (FDOT / TPO) grant opportunity, attendees noted the subject project ("repair the additional 2 adjacent shoreline collapses, while constructing a public Riverwalk and new stretch of the riverfront portion of South River Drive from NW 20 ST to NW 27 Ave, featuring landscaping, decorative lighting, etc.") is a good fit for a large Federal grant."

Attendees reviewed and discussed a new color-coded aerial exhibit prepared by the MRC, showing the subject area and noting ownership of the 4 connecting areas. Attendees noted since the City of Miami owns a 25' wide easement between the private properties and the street, therefore there is sufficient space to shift the street towards the upland, which increases the space for the public Riverwalk. Attendees noted there is a new residential development under construction in the

subject area, with another planned development in planning, therefore the number of pedestrians and vehicles will be increasing. Jim Murley noted the following next four steps to bring this MRC recommendation to fruition:

- 1) Resolve Ownership
- 2) Design
- 3) Funding including City Applying for grants
- 4) Construction

The MRC continues to recommend enforcing the shoreline ordinance by making expedited emergency repairs to the collapsed shoreline and encouraging the City of Miami to apply for a TAP (FDOT – TPO) grant, Federal Grant, or seek a State / Federal cost share / earmark to construct a public Riverwalk featuring a new seawall, and a new stretch of the riverfront portion of South River Drive from NW 20 ST to NW 27 Ave, featuring landscaping, decorative lighting, drainage, curb and gutter, etc.”

A City of Miami representative stated the City commenced design only on the section they agree they own and are responsible for, which is the western half located to the north west of the low tributary fixed bridge. The City of Miami issued a permit to the Miami River Rapids Developer to reconfigure the subject portion of South River Drive, therefore perhaps they do own it.

#### **IV. Discussion Regarding Collapsing Shoreline Along Wagner Creek South of NW 20 ST**

The MRC Stormwater Subcommittee's December 4, 2024 public meeting minutes state:

“Carolina Zamora, City of Miami, presented the following: “Project Scope: Wagner Creek Canal embankment stabilization between NW 20 St and NW 19 St and restoration including all impacted adjacent roads, any other impacted infrastructure, lighting, and landscaping. Construct a new sidewalk path along the west side of the Wagner Creek Canal from NW 20th Street to NW 15th Avenue and on the east side of the Creek connecting NW 15th Avenue to NW 20th Street, adjacent to the impacted area to be restored by the shoreline stabilization improvements.”

Ms. Zamora stated the project has \$1.6 million secured and is expecting a \$2.3 million resilience grant to hopefully be awarded in 2025. The project's Technical Memo Design is estimated to be complete in April 2025.”

On April 9 Ms. Zamora emailed the following update:

“Good morning Mr. Brett,

I hope you are doing well. The consultant has provided the 15% Technical Memo on 2-28-2025. As per the 15% Technical Memo meeting conducted on 3-7-2025 the city will move forward with the following recommendations:

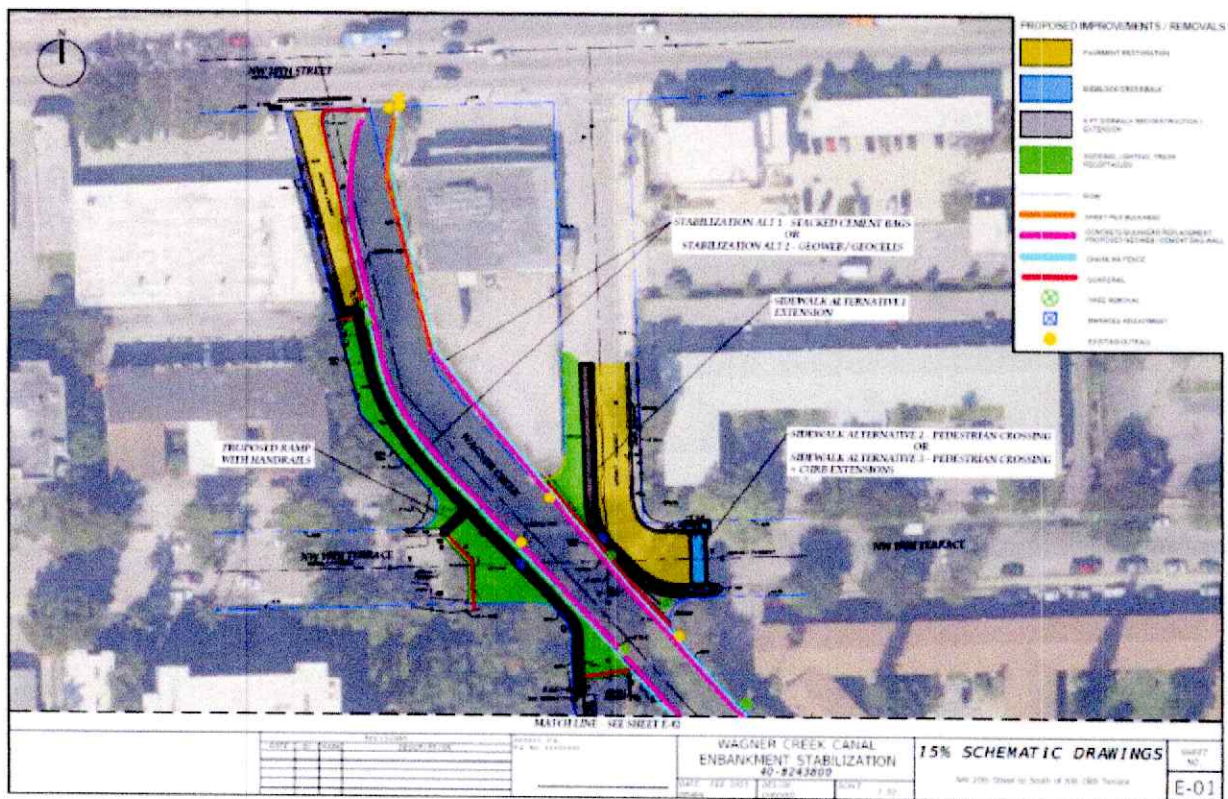
- \* Stabilizing the embankment using sheet piles adjacent to the AC Delco property and using

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geoweb/geocell in all other areas. Embankment will be elevated as needed to meet minimum elevation requirements.

- \*Implementing a midblock crossing on NW 19th Terrace, rather than extending the sidewalk.
- \* Constructing a new sidewalk path along the west bank of the canal.
- \*Reconstructing the roadway, as illustrated in the exhibit.
- \* Installing fencing, guardrails, drainage/outfall adjustments/upsizing with manatee grates where necessary.
- \*Installing tidal valves within the project limits



The city is anticipating receiving 30% Plans by the end of May 2025.

Updated March 2025 Project Estimate Cost: \$3,209,096.81.

The Resilient Florida Implementation Grant = \$2,336,954. As per the email received from Lilian Blondet on 3-5-2025 the project was not recommended for funding. On 3-13-2025 City applied for State Appropriation Grant \$2,00,000. (Pending for Approval). The city is anticipating receiving the status of the State Appropriation grant by July 2025.

If you have any additional questions, please contact me.

**PUBLIC DOCUMENT**



**V. Discussion Regarding Collapsing Shoreline at NW North River Drive and NW 25 Ave**  
The MRC Stormwater Subcommittee's December 4, 2024 public meeting minutes state:  
"MRC Managing Director Bibeau reported the City owned shoreline at NW North River Drive and NW 25 Ave around a City owned stormwater outfall is collapsing into the Miami River."

Charles Alfaro, Assistant Director City of Miami Public Works, recently emailed, "We have a project 40-B253603 and a project manager and design consultant have been assigned. I am looping [@Marquez, Giraldo](#) for him to provide more details and any schedule they might have."

**VI. Update Regarding FDEP's "Miami River Basin Stormwater Management" Grant Award** - MRC Director Bibeau thanked FDEP for awarding the MRC's submitted application for \$500,000 in grant funding from the State's FY 23-24's \$20 million for improving water quality in the Biscayne Bay Aquatic Preserve, by increasing frequency of vacuum truck services in stormwater manholes along the Miami River, landside garbage pickups, and landscaping i.e. removal invasive plant species along the Miami River. The stormwater system was identified as a source of pollution in the County's recent helpful Miami River Water Quality Assessment, which was reviewed during a previous MRC Stormwater Subcommittee public virtual workshop. In 2023 the MRC removed estimated 4,680 cubic yards of garbage (30 cubic yard dumpster filled three times per week) from the Miami River Basin. This grant is currently expiring, FDEP did not renew the grant application for the subsequent fiscal year, and the MRC will apply again in the future to be considered again to continue this grant funding.

**VII. New Business**

MRC Director Bibeau stated the Stormwater subcommittee will commence tracking the following additional repairs of collapsing shorelines:

1. City of Miami owned Miami River's North Shore at Flagler Bridge – FIND awarded a Phase 1 grant for design and permitting – City needs to hire engineer
2. City of Miami owned Miami River's South Shore at Flagler Bridge (Simon Bolivar Park - 1 SW North River Drive) – City needs to hire engineer
3. Private Owned 1175 NW North River Drive – owner indicated stabilization starting soon followed by repairing the collapsed seawall – Pool is closed and boats not docking on collapsed area

The next quarterly public MRC Stormwater Subcommittee meeting is scheduled July 2, 2025. 10 AM, 1407 NW 7 ST.

The public meeting adjourned.

# Miami River Commission's Stormwater Subcommittee

## Public Meeting

April 16, 2025 – 12:00 PM

1407 NW 7 ST, Miami, FL

Name

Organization

Telephone

Email

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SLCA/MRC

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" "

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MRC

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commission.org

Maria Molina

MDC



MIAMI RIVER COMMISSION  
May 5, 2025

# NW 17<sup>th</sup> Ave PD&E Study



## Presenters:

- ***Gabriel Delgado, P.E.*** - *Project Manager, Miami-Dade County Department of Transportation and Public Works - Highway Division*
- ***Rick Crooks, P.E.*** - *Consultant Project Manager, EAC Consulting, Inc.*



- Project Overview
- Purpose and Need
- Existing Conditions
- Study Process and Timeline
- Environmental Considerations
- Public Involvement
- Question and Answer Session

## **Federal-State Partnership**

### **FDOT's Office of Environmental Management as Lead Federal Agency**

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 May 26, 2022, and executed by the Federal Highway Administration (FHWA) and FDOT.

## **State-County Partnership**

Interlocal Agreement between FDOT and Miami-Dade County and dated 12/12/23

Coordination with the Greater Miami Expressway Agency

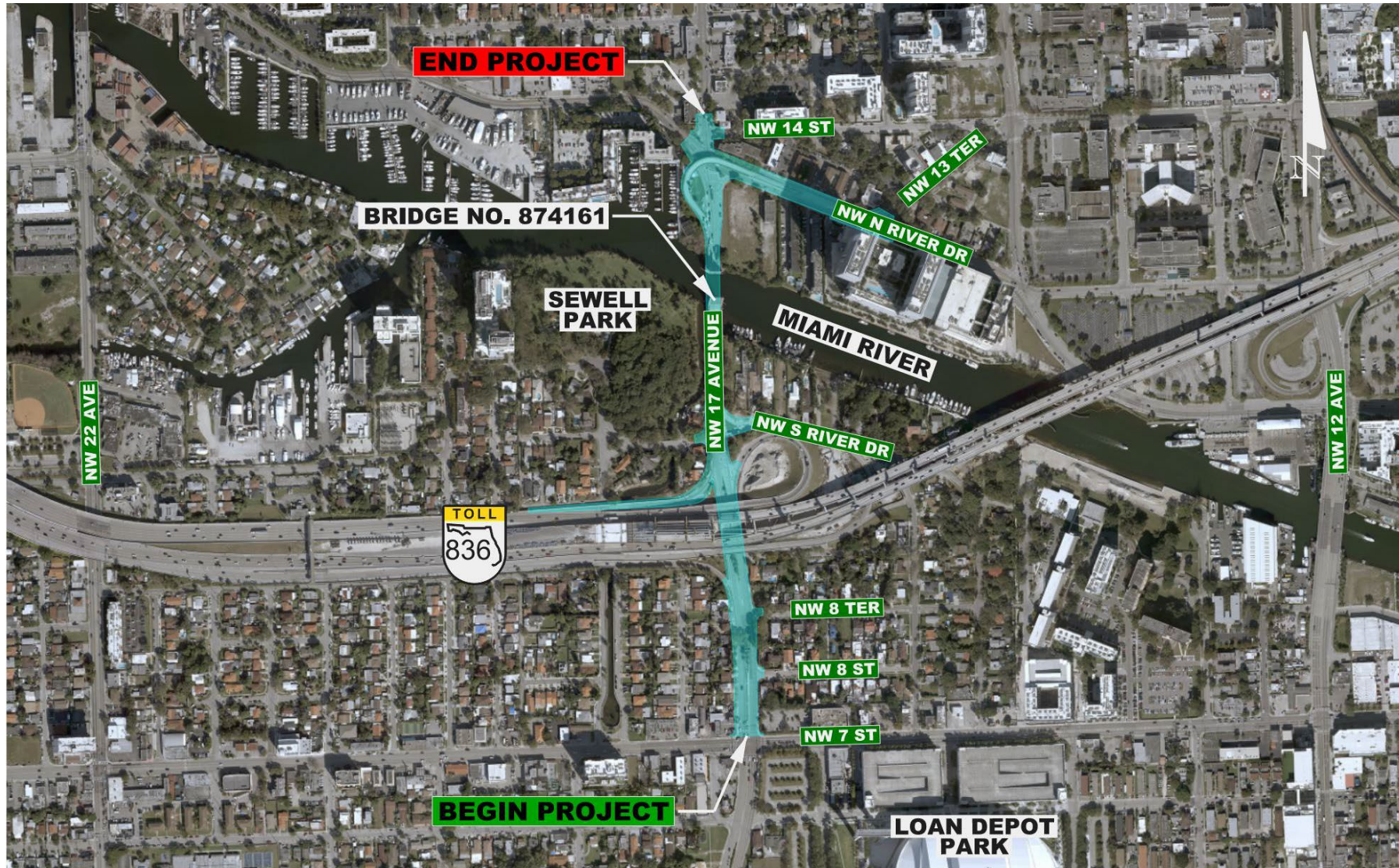
## **United States Coast Guard (USCG)**

Cooperating Agency

## **United States Army Corps of Engineers (USACE)**

Participating Agency





This project involves the potential improvements to the NW 17th Avenue Bascule Bridge over Miami River and the 0.5-mile segment of NW 17th Avenue extending north from NW 7th Street to NW 14th Street in the City of Miami, Miami-Dade County.

Also included is the entrance ramp to westbound SR 836/Dolphin Expressway from NW 17th Avenue, and NW North River Drive from NW 17th Avenue to NW 13th Terrace.

The bridge provides access to the westbound ramp of the SR 836/Dolphin Expressway, an emergency evacuation route. The bridge is also one of two access points from the south side of the Miami River to the Hospital/Civic District on the north side of the river between NW 17th Avenue and I-95.



The purpose of the NW 17th Avenue Bascule Bridge over Miami River project is to **address its operational reliability** as well as **identified functional deficiencies through potential alternatives, such as replacement or rehabilitation**. Additional objectives are to **improve traffic** on NW 17th Avenue for all modes and improve navigational traffic on the Miami River.



## Roadway & Bridge Deficiencies

Improve Operational Reliability & Function



## Transportation Deficiencies

Accommodate Projected Travel Demand



## Modal Interrelationships

Improve Pedestrian, Bicycle & Navigational Traffic



## Safety

Improve Safety Conditions



Originally Constructed in 1928. The age and deteriorated condition of the bridge has resulted in continuous repairs to keep it operational.

## Recent Repairs

- 2007 - A major emergency rehabilitation closed the bridge for six months
- 2014 - An operational drive system failure closed the bridge for two months
- 2014 to 2023:
  - Two separate incidents with the hydraulic motors/planetary gearboxes
  - One incident with a hydraulic motor
  - A vessel strike on the control house side
- 2023 – North leaf counterweight emergency replacement closed the bridge for 9 months



The project is included in the Miami-Dade Transportation Planning Organization's (TPO) 2050 Long-Range Transportation Plan (LRTP) as a priority 1 project.

The project is listed in the Miami-Dade TPO's 2025-2029 Transportation Improvement Program (TIP).

Local funding in the DTPW section of the TIP for PD&E, Design and Partial Construction totals \$12.114 million.





NW 17<sup>th</sup> Ave Bascule Bridge Sufficiency Rating: 45.2  
(As of 1/31/2024)

## What is a Sufficiency Rating?

- A method established by the Federal Highway Administration to evaluate the health of a bridge.
- Ratings are used to help determine whether a bridge should be repaired or replaced.
  - Bridges with Sufficiency Ratings below 50 are eligible for Federal Highway Bridge Program funding as a replacement.
  - Bridges with Sufficiency Ratings between 50 and 80 are eligible for Federal Highway Bridge Program funding for rehabilitation

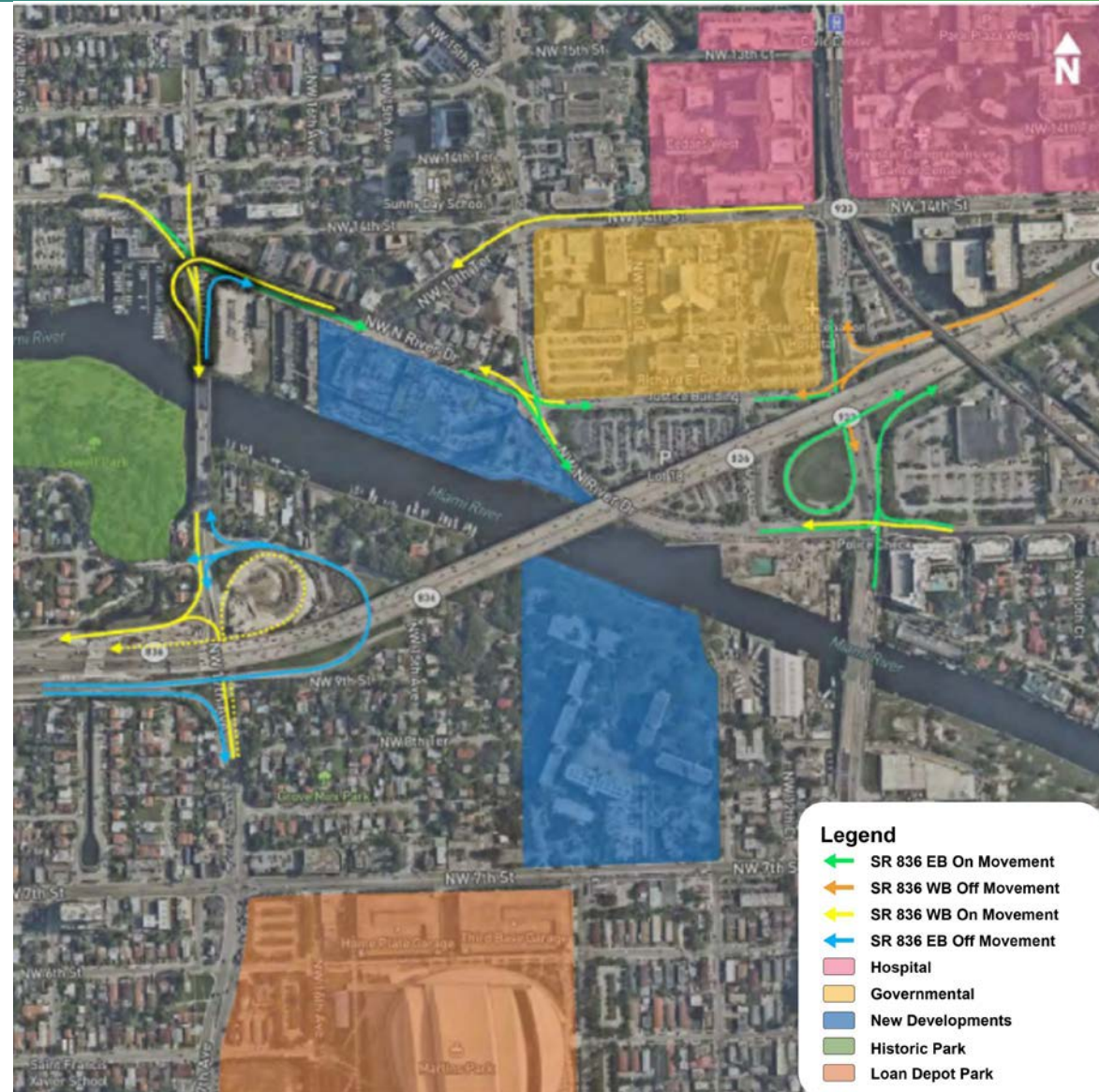
## A low Sufficiency Rating does not mean the bridge is unsafe

- NW 17<sup>th</sup> Ave Bridge's Functional Obsolescence contributes to its low sufficiency rating





The NW 17<sup>th</sup> Avenue and NW 12<sup>th</sup> Avenue interchanges operate as a complimentary pair, with NW 17<sup>th</sup> Avenue providing access to and from the west only, and NW 12<sup>th</sup> Avenue providing access to and from the east only. Because of this, traffic flows to/from SR-836 are dominant during peak daily periods.

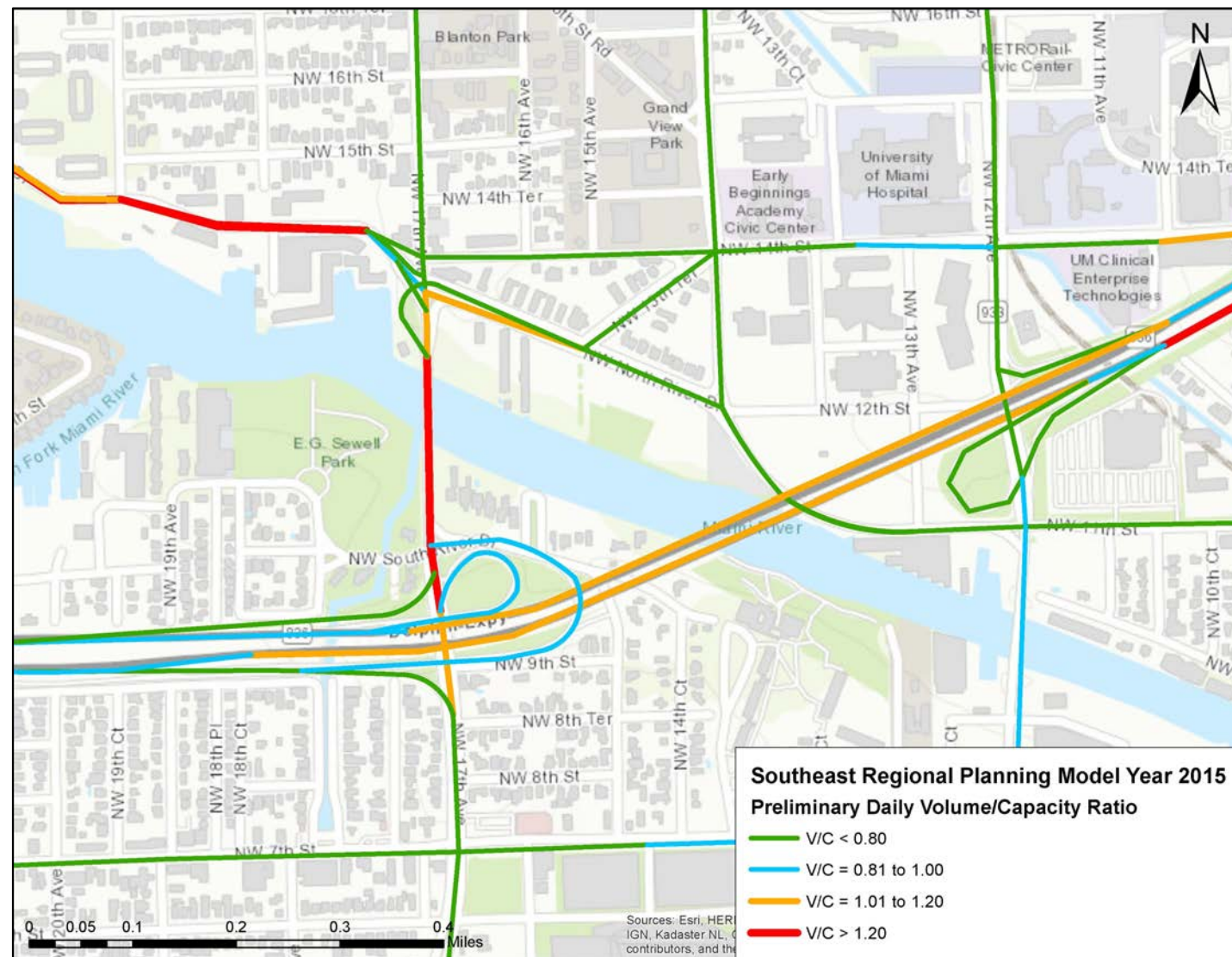




Southeast Regional Planning Model (SERPM), developed and adopted by Florida Department of Transportation, has the ability to model base year 2015 and future year 2045.

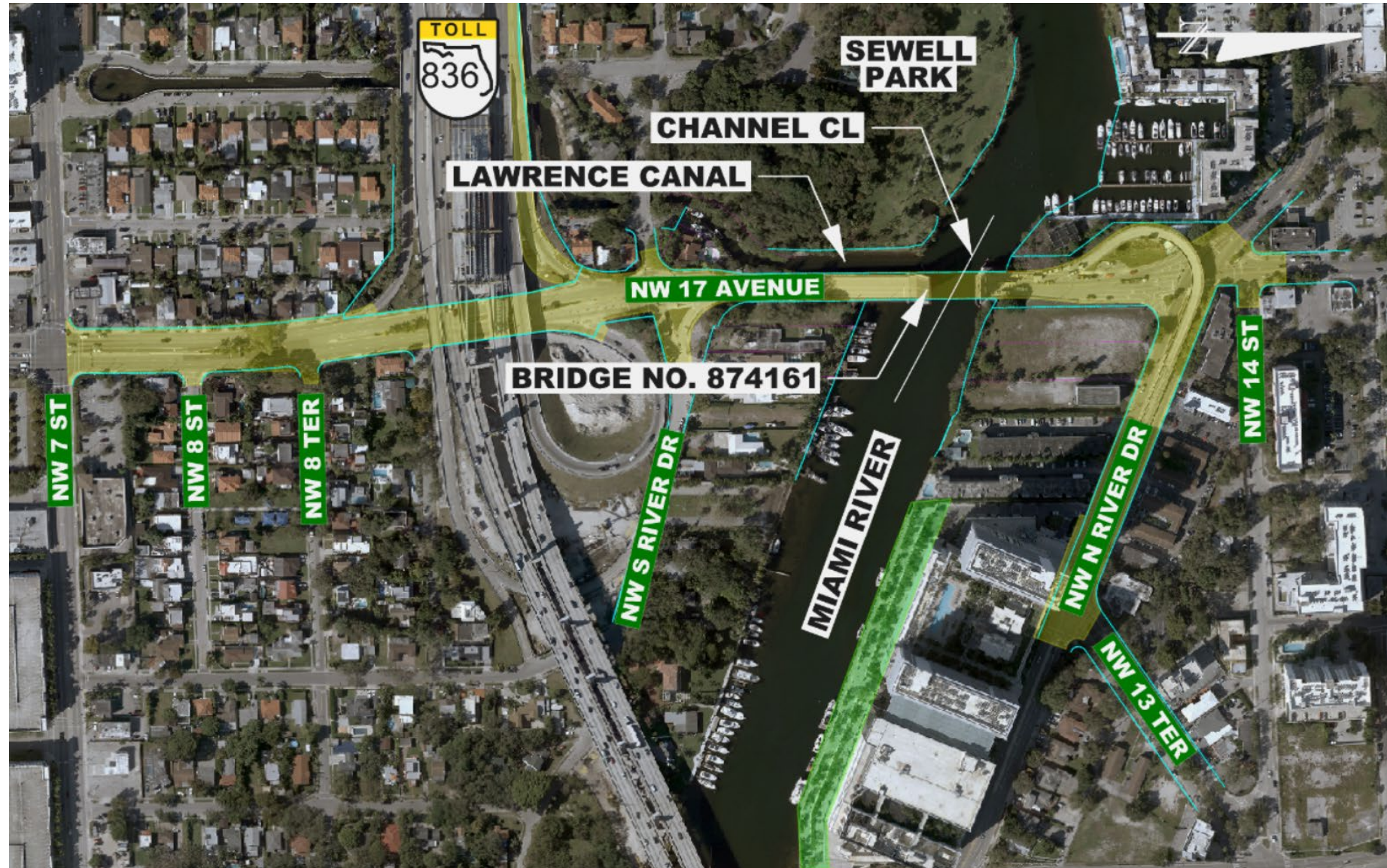
For base year 2015, the traffic near the NW 17th Ave bridge is already congested based on volume/capacity (V/C) ratios.

- Extremely Congested ( $V/C > 1.2$ )
  - NW 17th Ave Bridge
  - NW N River Dr west of NW 17th Ave
- Roadway Failure ( $V/C > 1.0$ )
  - SR 836
  - NW N River Dr east of NW 17th Ave
- Approaching Roadway Failure ( $V/C > 0.8$ )
  - SR 836 Ramps to 17th Ave
  - NW 12th Ave

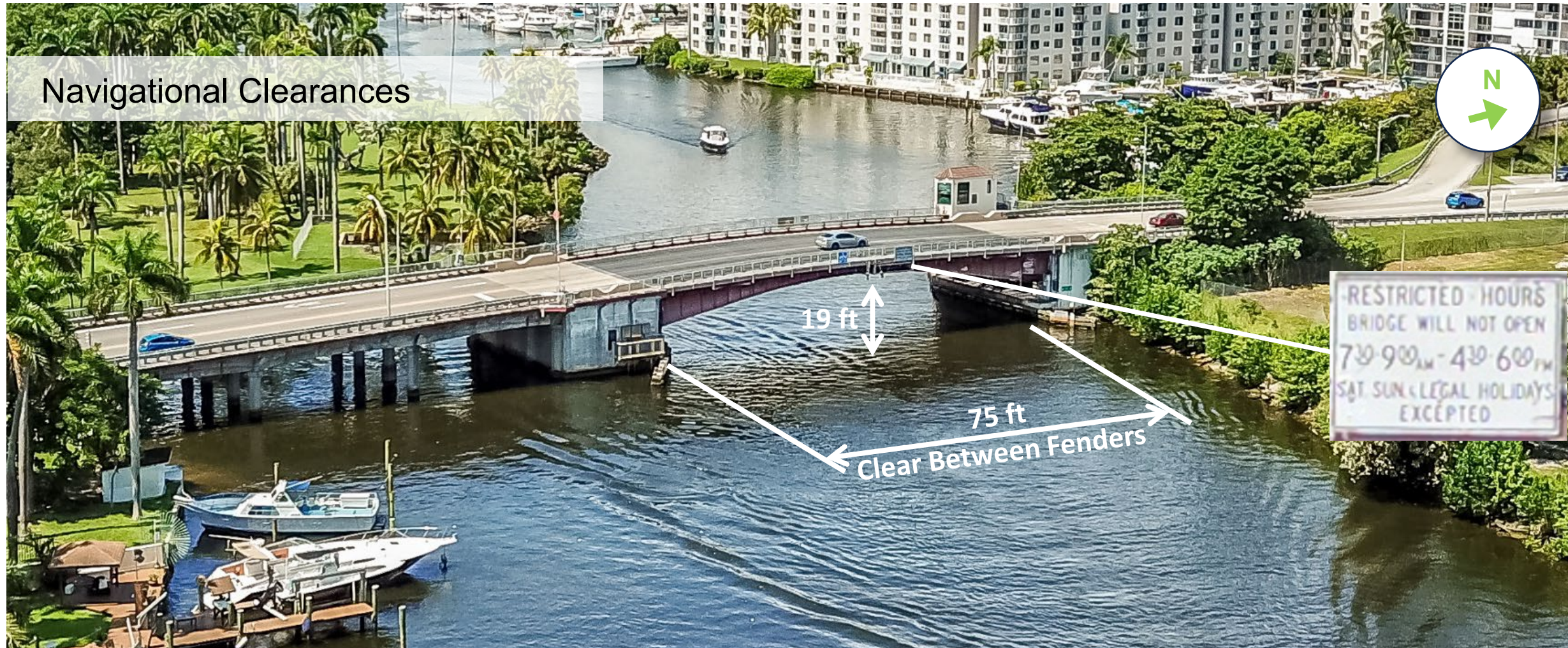




- An emergency evacuation route
- Provides access to SR 836 Expressway as well as the Hospital/Civic District
- Confined R/W
- Proximity to Lawrence Canal
- Limited Vertical Clearance on Bascule Bridge and Flyover Bridge

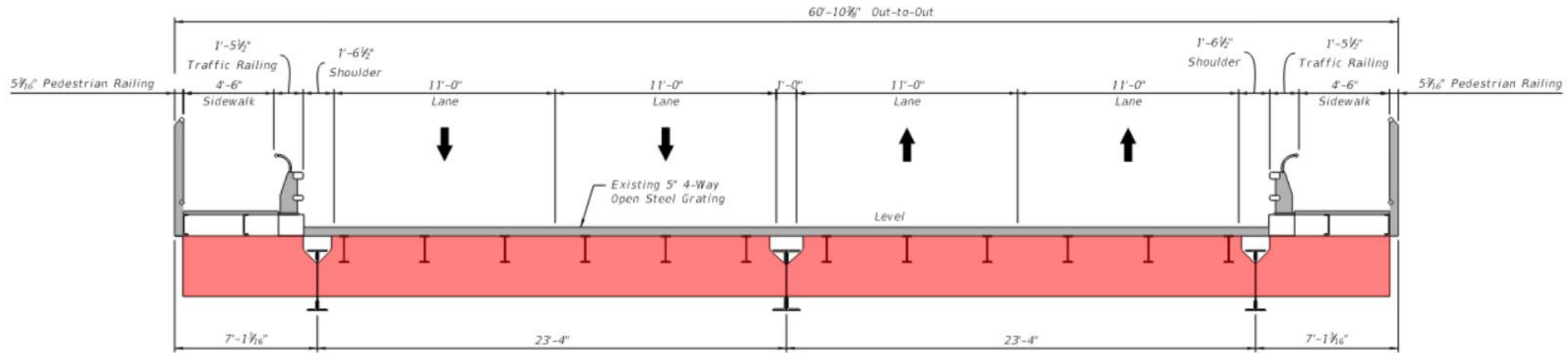






- Current USCG Clearance Guidelines – 90ft horizontal clearance, 25ft Vertical Clearance

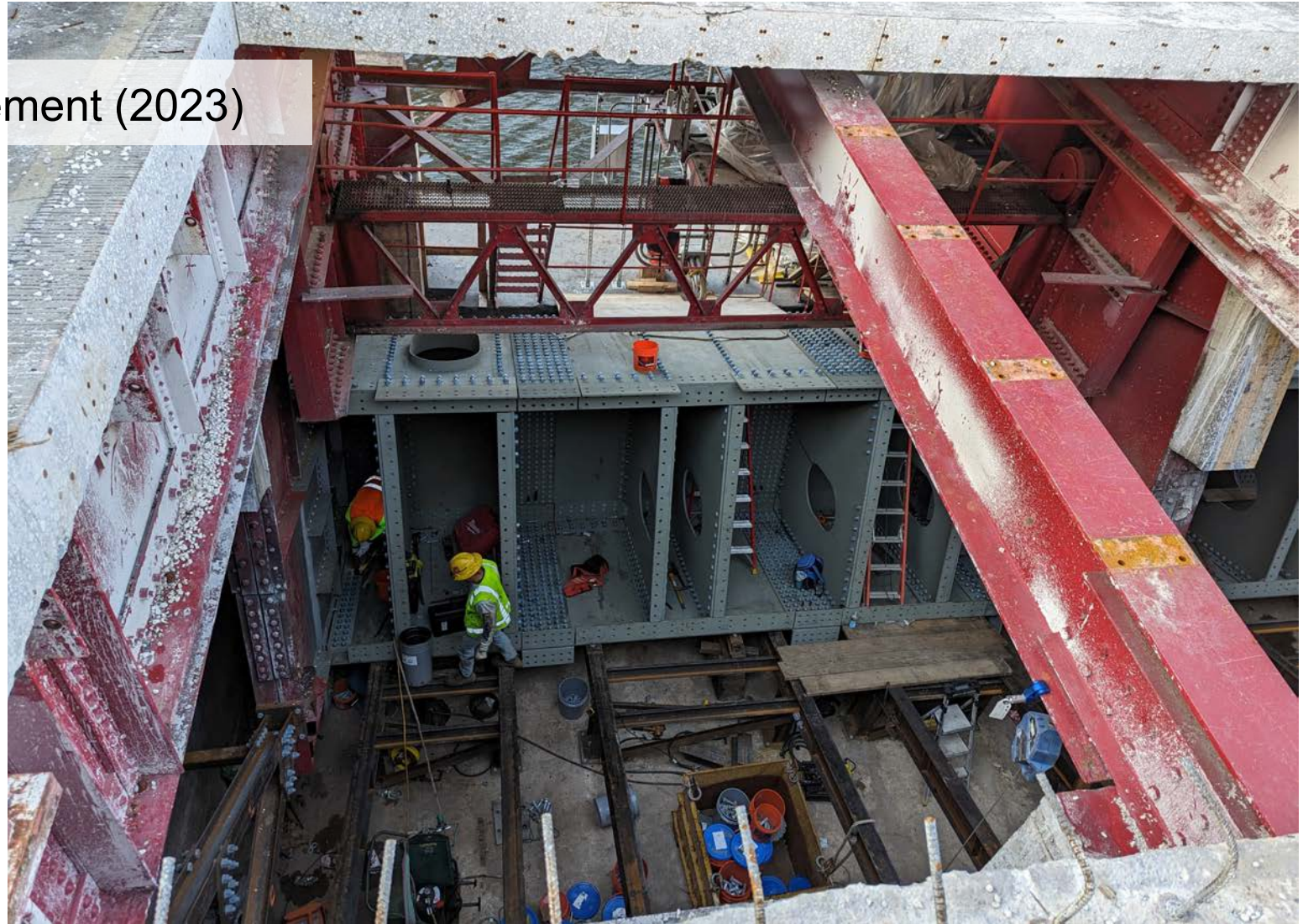
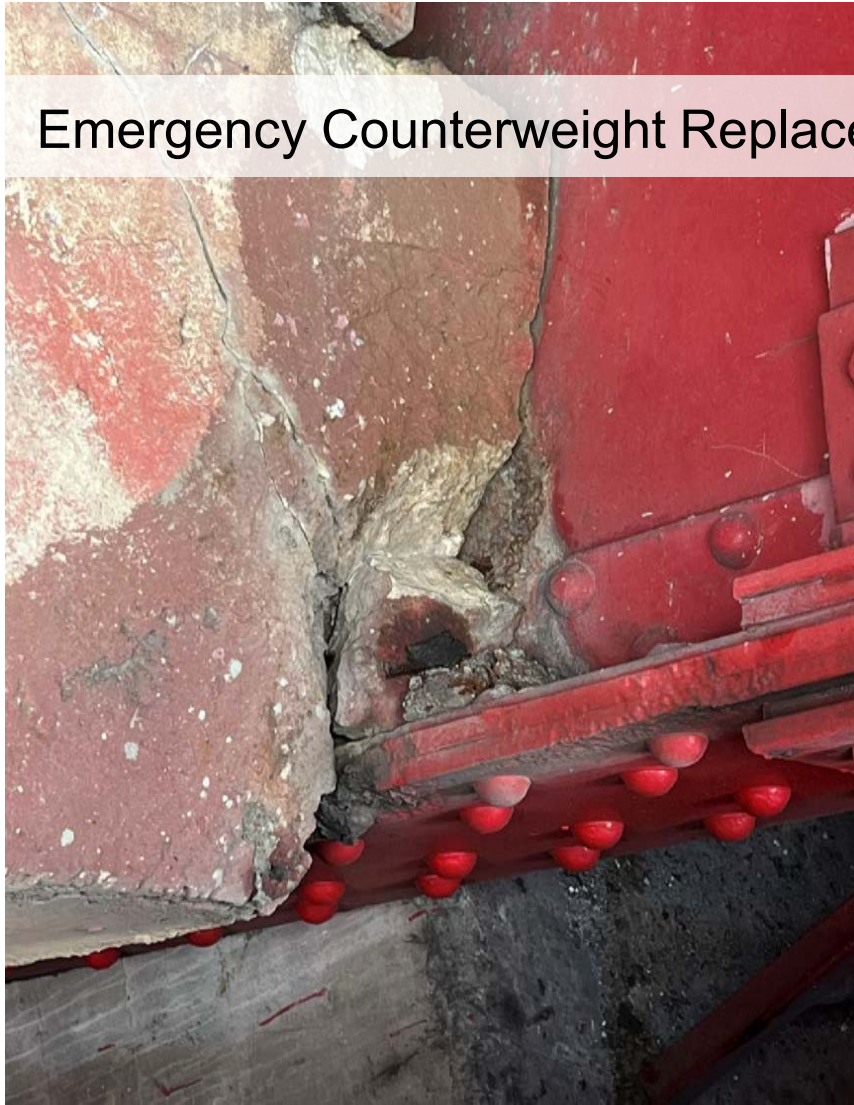




BASCULE SPAN TYPICAL SECTION A-A (EXISTING)



Emergency Counterweight Replacement (2023)





.....➔ CONTINUOUS AGENCY & PUBLIC ENGAGEMENT .....



WE ARE HERE

## Evaluate:

Engineering Alternatives

Environmental Impacts (Social, Cultural, Natural, & Physical Resources)

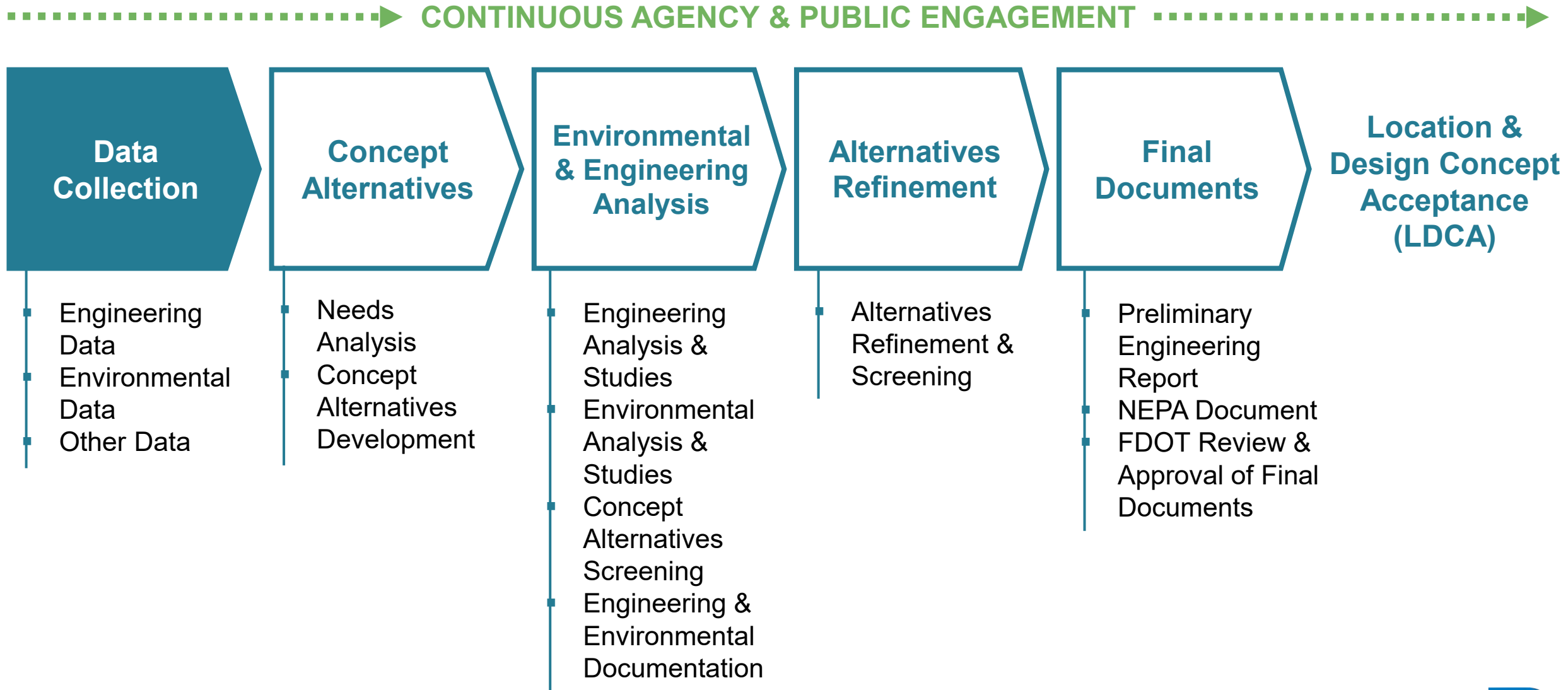
## Comply with:

National Environmental Policy Act (NEPA)

Federal & State Environmental laws

Requirements for Federal Funding



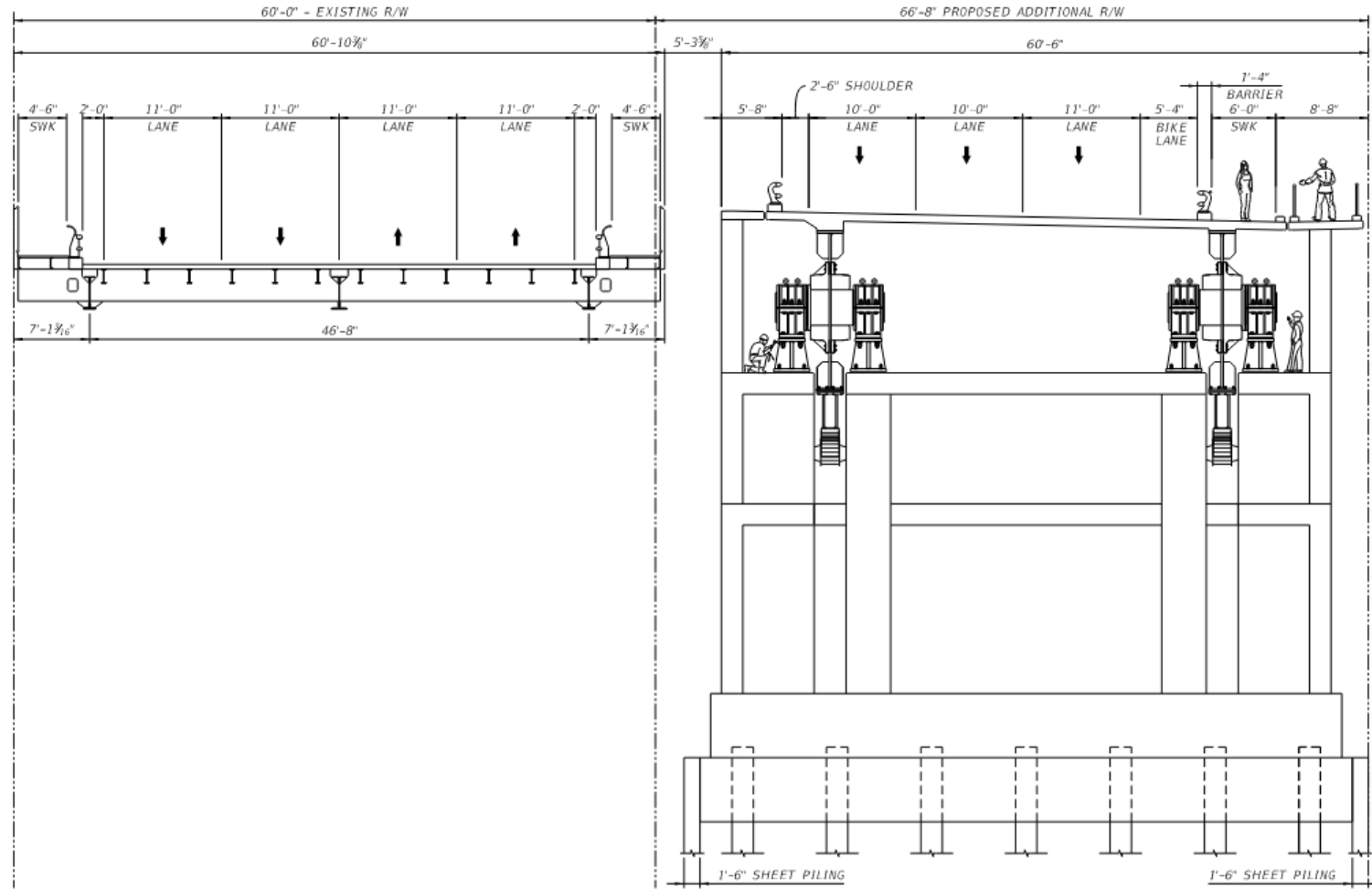


## **ALTERNATIVES THAT PRESERVE THE EXISTING HISTORIC BRIDGE**

- 1. *Alternative 1 No Action***
- 2. *Alternative 2 TSM&O***
- 3. *Alternative 3 Rehabilitation***
- 4. *Alternative 4 Rehabilitate the Existing Bridge and Build Adjacent Bridge***
  - *Alternative 4A with bike lanes*
  - *Alternative 4B with sharrows*

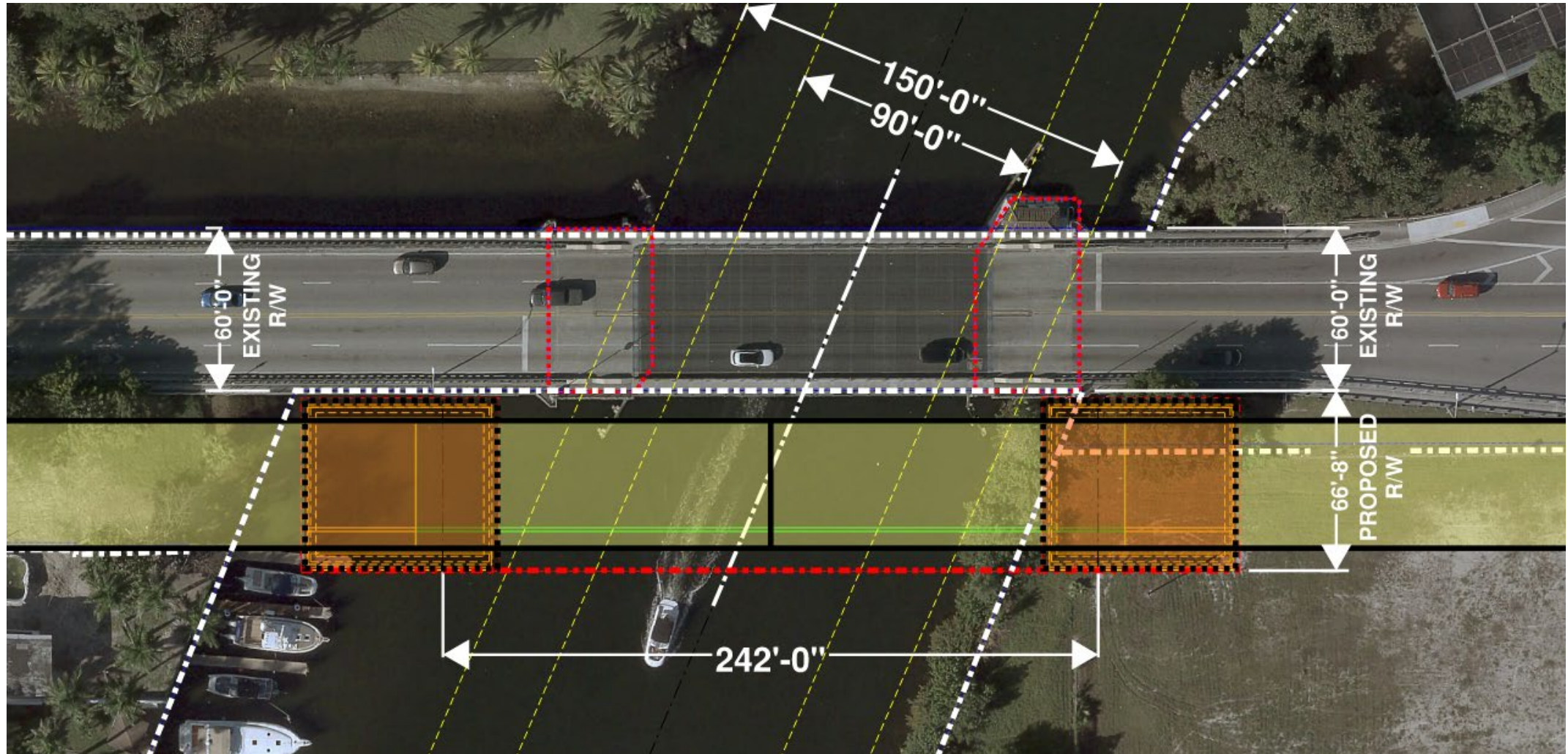


## Alternative 4A Rehabilitate the Existing Bridge and Build Adjacent Bridge with Bike Lanes



BASCULE PIER SECTION AT TRUNNION

## *Alternative 4A Rehabilitate the Existing Bridge and Build Adjacent Bridge with Bike Lanes*



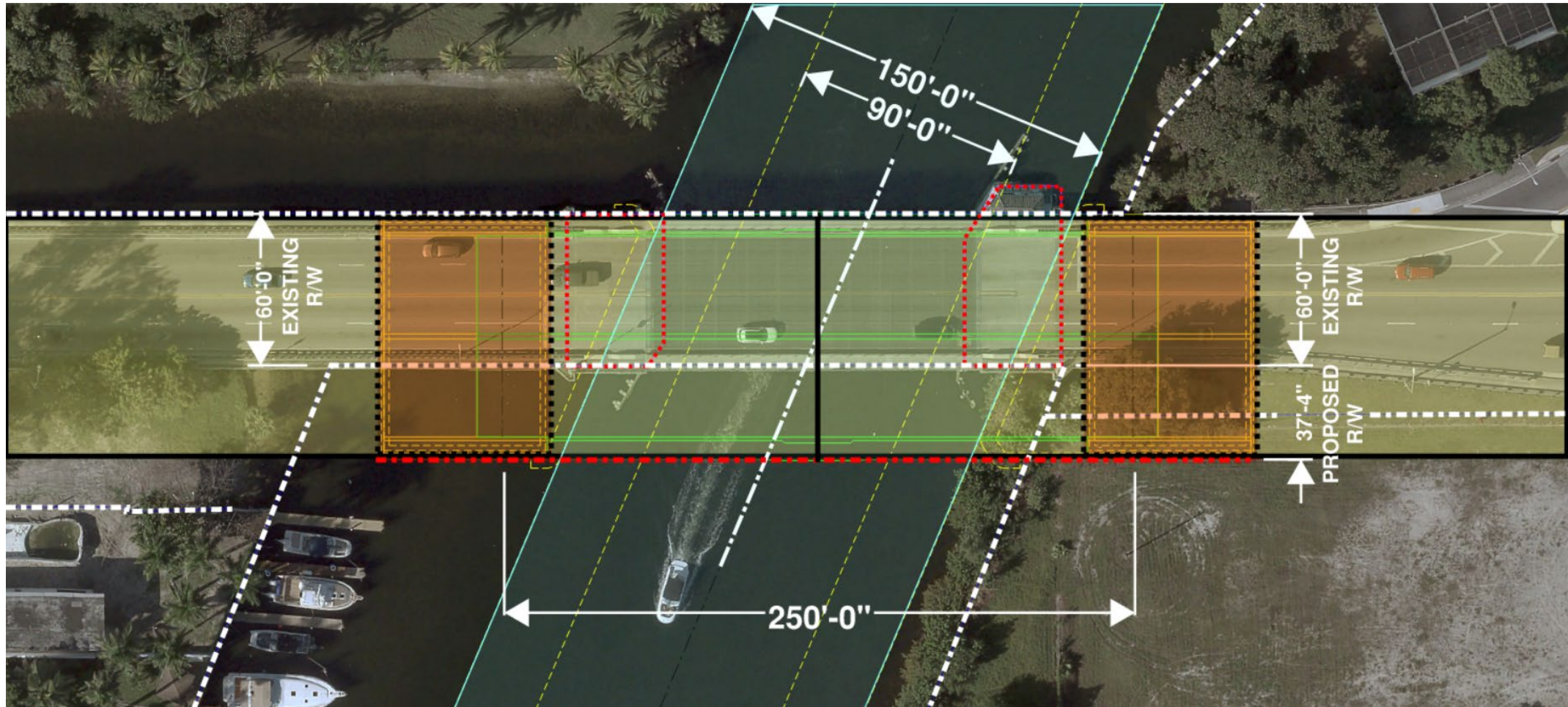


## REPLACEMENT ALTERNATIVES UNDER CONSIDERATION

1. *Alternative 5 Replacement – 6 lanes single bridge double leaf*
  - *Alternative 5A with bike lanes*
  - *Alternative 5B with sharrows*
2. *Alternative 6 Replacement - 5 lanes + 1 lane flyover to SR 836 - single bridge double leaf*
  - *Alternative 6A with bike lanes*
  - *Alternative 6B with sharrows*
3. *Alternative 7 Replacement - 6 lanes dual bridge double leaf*
  - *Alternative 7A with bike lanes*
  - *Alternative 7B with sharrows*
4. *Alternative 8 Replacement - 5 lanes + 1 lane flyover to SR 836 - dual bridge double*
  - *Alternative 8A with bike lanes*
  - *Alternative 8B with sharrows*
5. *Alternative 9 Replacement – 6 lanes Phased Construction for Maintenance of traffic (dual bridge double leaf)*
  - *Alternative 9A with bike lanes*
  - *Alternative 9B with sharrows*
6. *Alternative 10 Swing*
7. *Alternative 11 Lift*
8. *Alternative 12 High-Level*
9. *Alternative 13 Tunnel*

## REPLACEMENT ALTERNATIVES

- USCG Coast Guard Channel Clearances: 90ft Horizontal with 25ft Vertical (achieving the vertical clearance is challenging)





- Natural Resources
- Social Resources
- Physical Resources
- Cultural Resources
- Anticipated Class of Action: Environmental Assessment

*Efficient Transportation Decision Making Summary Table*

Degree of Effect Legend		Social and Economic							Cultural and Tribal			Natural					Physical					
		Social	Economic	Land Use Changes	Mobility	Aesthetic Effects	Relocation Potential	Farmlands	Section 4(f) Potential	Historic and Archaeological Sites	Recreational and Protected Lands	Wetlands and Surface Waters	Water Resources	Floodplains	Protected Species and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
N/A	N/A / No Involvement																					
1	Enhanced																					
2	Minimal																					
3	Moderate																					
4	Substantial																					
5	Potential Issue																					
Alternative #1		2	1	2	1	2	2	N/A	3	3	2	3	3	3	3	3	3	2	3	3	3	3
Published: 09/27/2024 Reviewed from 04/16/2024 to 05/31/2024)																						

## Wetlands & Other Surface Waters

Miami River

Lawrence Canal

Biscayne Bay Aquatic Preserve-  
Outstanding Florida Waters (OFW)

## Essential Fish Habitat

Spiny lobster and snapper-grouper  
complex

## Required Surveys

Florida bonneted bat survey

Benthic survey

Terrestrial survey

## Federal & State Protected Species and Habitats

American crocodile; Florida  
bonneted bat; Piping plover;  
Everglades snail kite; Eastern  
indigo snake; Sea turtles;  
Corals; Nassau grouper;  
Smalltooth sawfish; Giant  
manta ray

Wood stork Core Foraging  
Area

West Indian manatee Critical  
Habitat





## Religious Centers

New Apostolic Church

## Group Care Facilities

Camillus House, Inc.- Dormitory  
Lincoln Marti #14 Private School

## American Indian Lands & Native Entities

Embassy of the Miccosukee Tribe of  
Indians of Florida  
Miccosukee Caves

## Marinas & Parks

River Run Yacht  
Club and Marina  
Serenity On The  
River Marina  
Grove Mini Park  
Grove Park  
Sewell Park  
NW 16th Avenue  
Park



Lawrence Waterway and Sewell Park

*Sociocultural Effects Analysis will be conducted*

## Contamination Evaluation

Underground Storage Tanks

Hazardous Waste Sites

Potential Asbestos Containing Materials, Lead-Based Paint, or Metal Based

Phase I/Contamination Screening Evaluation will be conducted

## Noise Study

Moderate impacts are anticipated

Noise Study will be conducted

## Air Quality

Minimal impacts during project construction



Florida Department of Transportation  
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## **Section 106 of the National Historic Preservation Act is applicable**

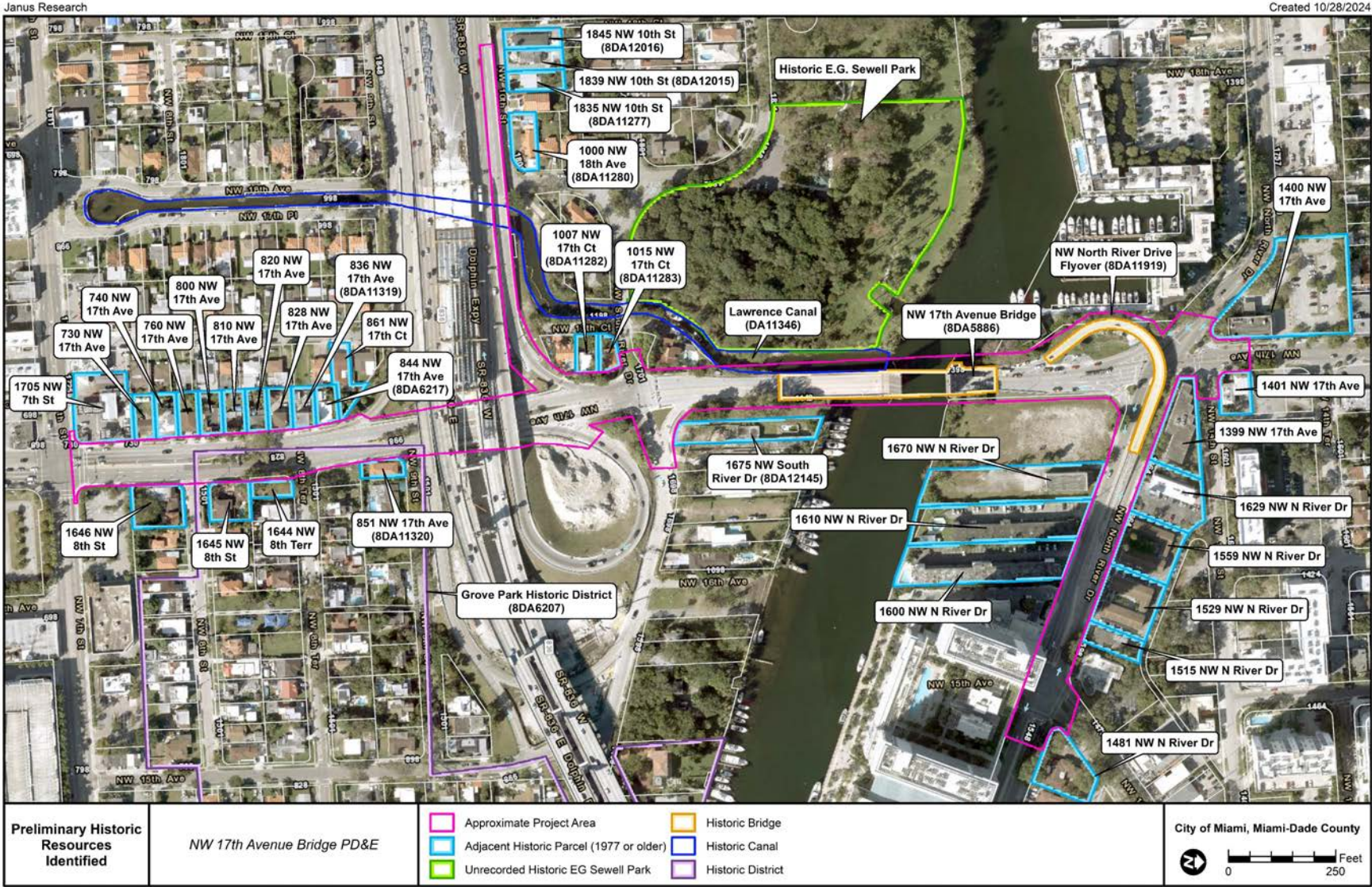
- Cultural Resource Assessment Survey (CRAS), Effects Case Study, Consultation, Memorandum of Agreement (MOA) anticipated
- CRAS is currently underway
- Archaeological fieldwork has started
- Historic Resources Area of Potential Effects (APE) – Preferred Alternative influences the APE and number of resources to be documented

## **Known National Register Eligible and Listed Resources**

- NW 17<sup>th</sup> Ave Bridge
  - Part of the Harbor Bond Issue of 1926. The last remaining bridge constructed as part of this infrastructure effort.
  - Eligible for its historical associations with the Community Planning and Development of the City of Miami, and
  - Eligible in the area of Engineering as a historic bascule bridge and its Mediterranean Revival influenced design elements.
- NW North River Drive Flyover
  - 1969 Bridge Eligible in the area of Engineering as an early example of a reinforced continuous concrete boxed beam flyover bridge
- Grove Park Historic District (may be within or adjacent to APE; will have to determine based on alternative)

## **Section 4(f)**

- Park Impacts
- Historic Bridge Impacts - Likely Programmatic Evaluation







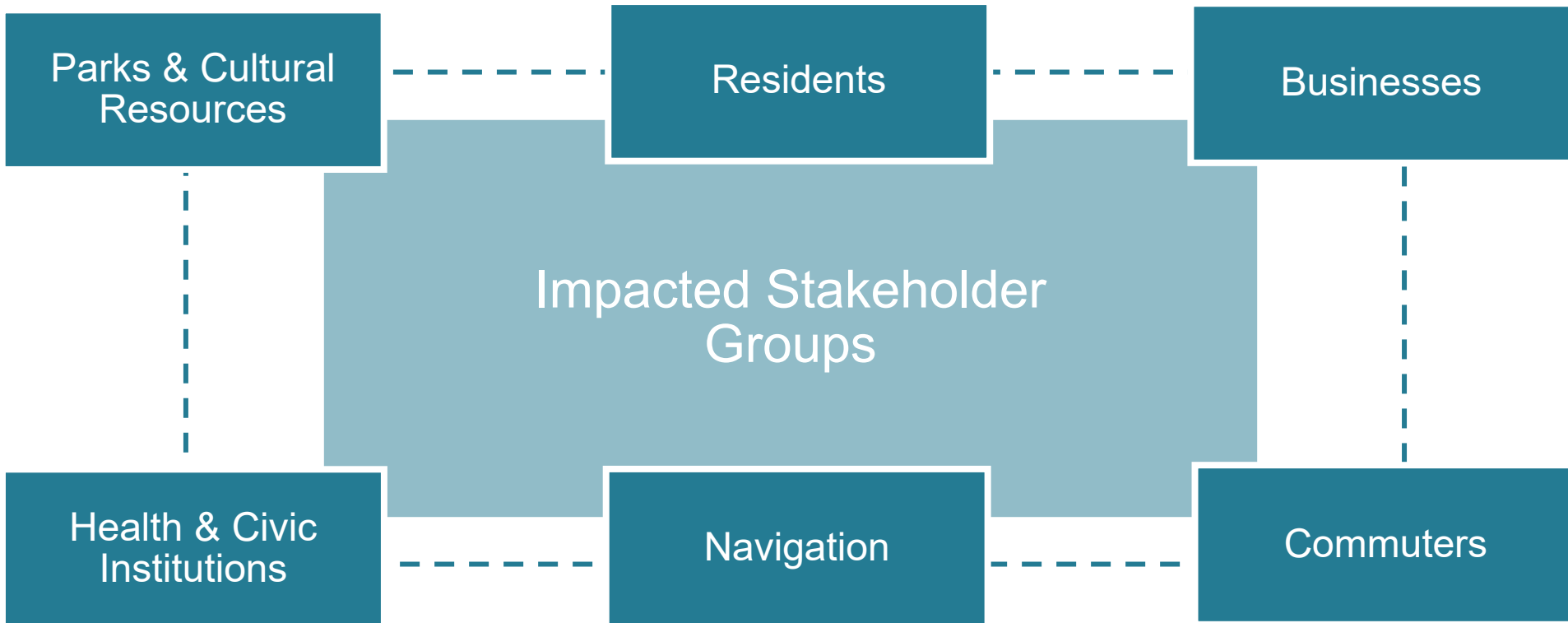
## GOAL

Execute comprehensive **proactive public involvement** that informs the public and provides opportunities for meaningful participation that gathers **feedback for the technical team** to consider as the potential project alternatives are developed.



## KEY ISSUES

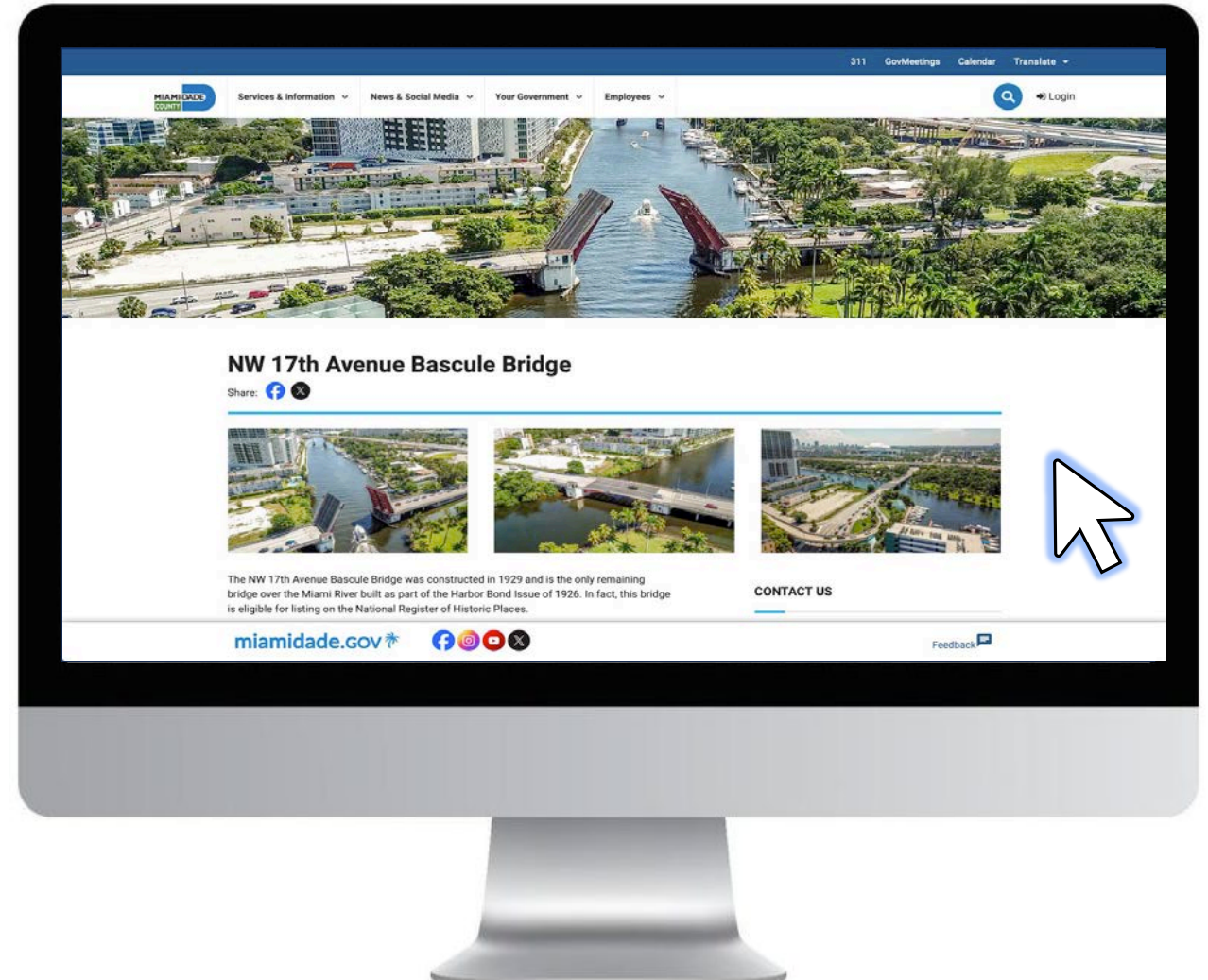
Historic significance of the Bascule Bridge and the Flyover Bridge  
Environmental and Navigational Impact to the Miami River  
Connectivity for residents, commuters, and emergency responders  
Mitigation of construction impacts





## Opportunities for Participation

- Public meetings, workshop, and a public hearing
- Small group presentations and one-on-one meetings
- Project Advisory Group (PAG) and Cultural Resource Committee (CRC)
- Briefings to elected officials
- Email - [17AveBridgeStudy@miamidade.gov](mailto:17AveBridgeStudy@miamidade.gov)
- Phone - 786-714-2792
- Project Website:  
<https://www.miamidade.gov/global/transportation/public-works/nw-17-ave-bridge.page>



## Alternatives Refinement

▼ Alternatives Development

▼ Alternatives Screening

▼ Alternatives Meeting

*Alternatives Presented to Public*

▼ Refine Alternatives

▼ Alternatives Development

▼ Public Hearing

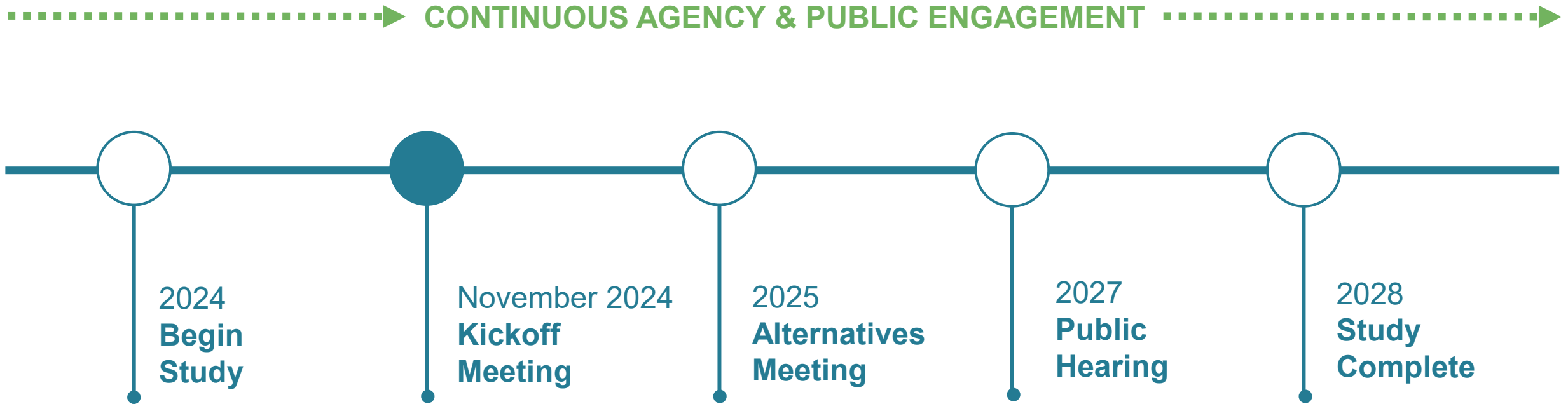
*Preferred Alternative Identified*

### Possible Screening Parameters

- *Meets Purpose and Need*
  - *Improves Operational Reliability and Function*
  - *Accommodates Projected Travel Demand*
  - *Improves Pedestrian, Bicycle & Navigational Traffic*
  - *Improves Safety Conditions*
- *Sensitivity to the Historic Resources*
- *Sensitivity to the Natural, Social and Physical Environment*
- *Community Preference*
- *Right of Way Impacts*
  - *Impacts to Lawrence Canal*
  - *Right of Way Acquisition*

.....▶ **CONTINUOUS AGENCY & PUBLIC ENGAGEMENT** .....▶







# *PUT IT DOWN*

## *FOCUS ON DRIVING*





## EMAIL

17AveBridgeStudy@miamidade.gov



## PHONE

786-714-2792

**Any additional questions or concerns?  
Email or call us!**

# Miami River - Miami Intermodal Center Capacity Improvement

## MR-MICCI

FM # 429487-2-52-01

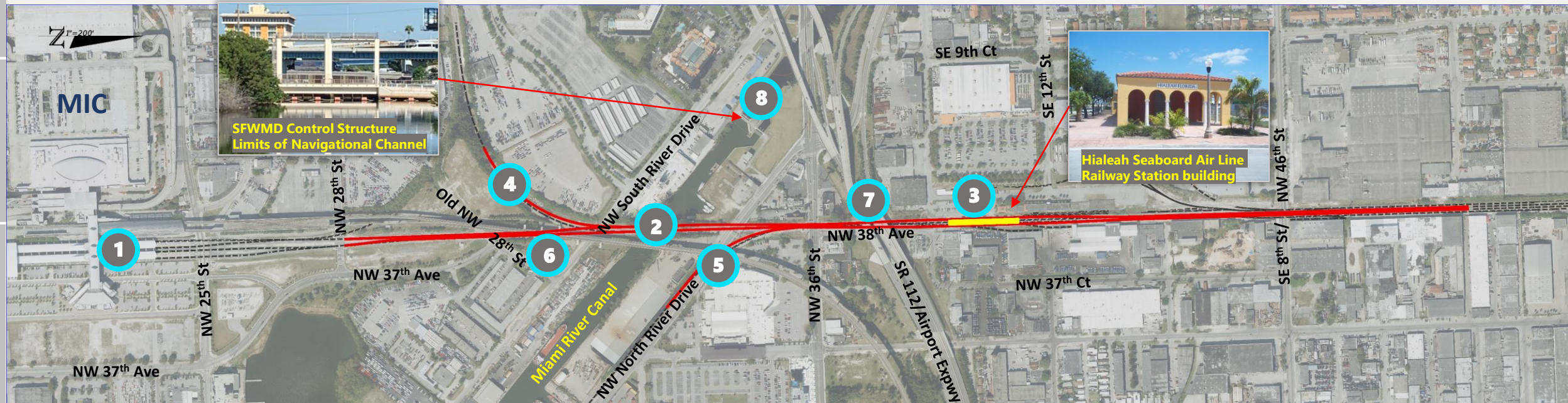
May 5, 2025



## Project Location Map

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

**From just north of Tri-Rail Hialeah Market Station (MP 1035.96) to just north of Tri-Rail Miami Airport Station (MP 1037.21)**





# EXISTING CONDITIONS

## STATIONS/STRUCTURES



**Tri-Rail Stations**

- Hialeah Market Station and adjacent Hialeah Seaboard Air Line Railway Station building



**Miami River Crossing**

- Single Track Bascule Bridge
- NRHP-eligible historic resource
- Limited bridge openings (On-call bridge tender)



**Roadway Over SFRC**

- Airport Expressway (SR 112)
- Eastbound SR 112
- Westbound SR 112
- Westbound Ramp to NW 36th Street



**Metrorail Over SFRC**

- Metrorail Orange Line (Airport Extension)



# EXISTING CONDITIONS

## TRACK CORRIDOR

- Single mainline track from North of NW 46<sup>th</sup> Street/ SE 8<sup>th</sup> Street to north of the new NW 28<sup>th</sup> Street
- Right-of way width varies from 50-ft to 100-ft
- Land use is primarily industrial
- Seven at-grade railroad/roadway crossings
  - NW 25<sup>th</sup> Street
  - NW 28<sup>th</sup> Street
  - Old NW 28<sup>th</sup> Street
  - NW South River Drive
  - NW North River Drive
  - NW 36<sup>th</sup> Street
  - NW 46<sup>th</sup> Street/SE 8<sup>th</sup> Street
- Two spurs
  - Downtown Lead
  - Homestead Subdivision
- Sidings





# PROPOSED IMPROVEMENTS

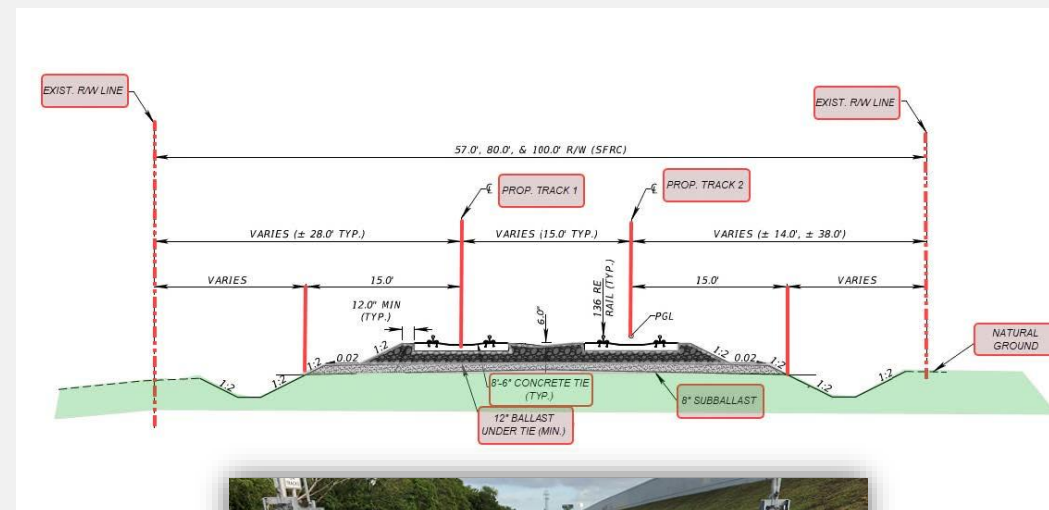
## PROPOSED RAILROAD TRACKS

Addition of a second mainline track for adding capacity to SFRC

*Existing Single Track*



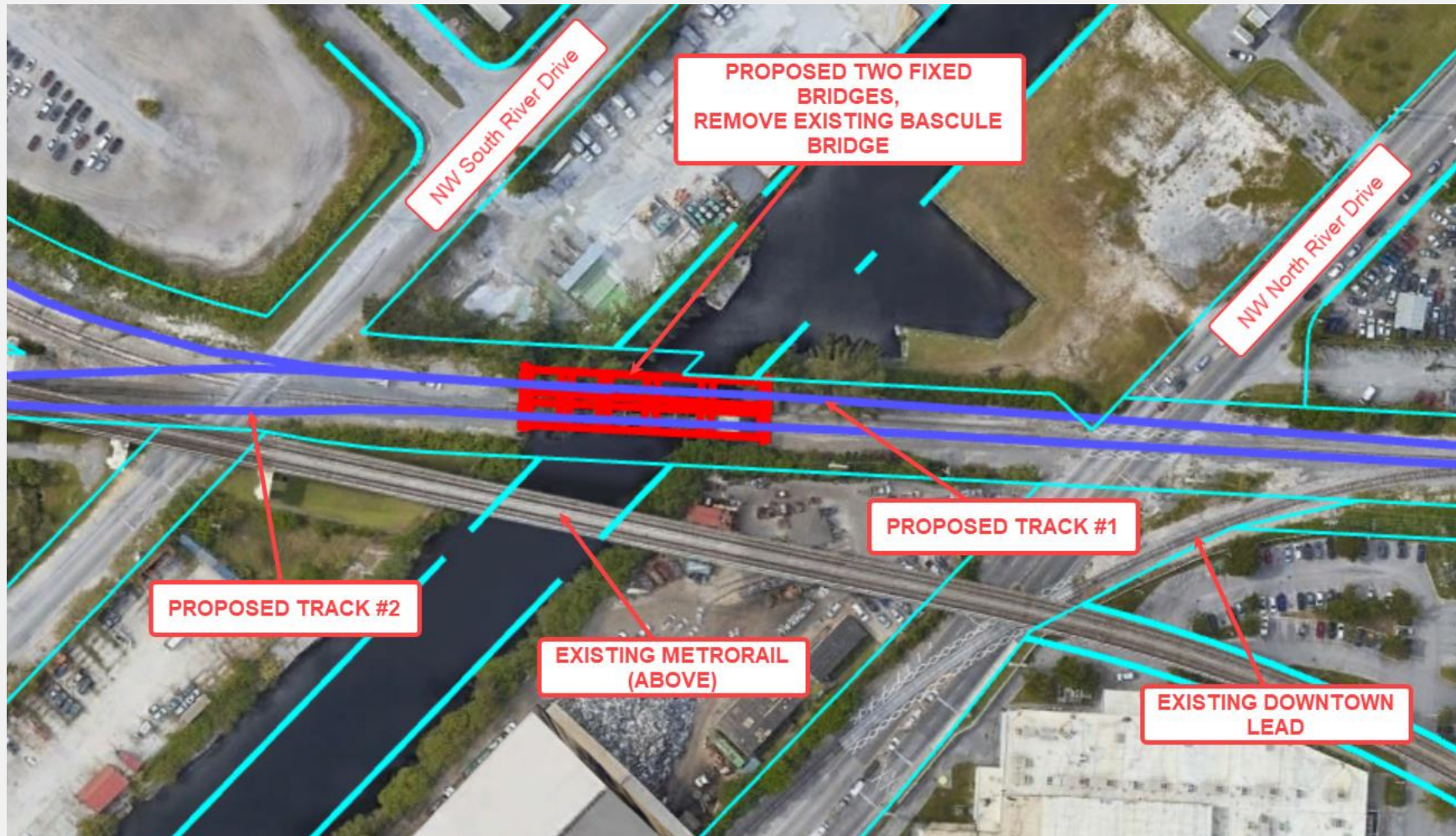
*Proposed Double Track*





# PROJECT IMPROVEMENTS

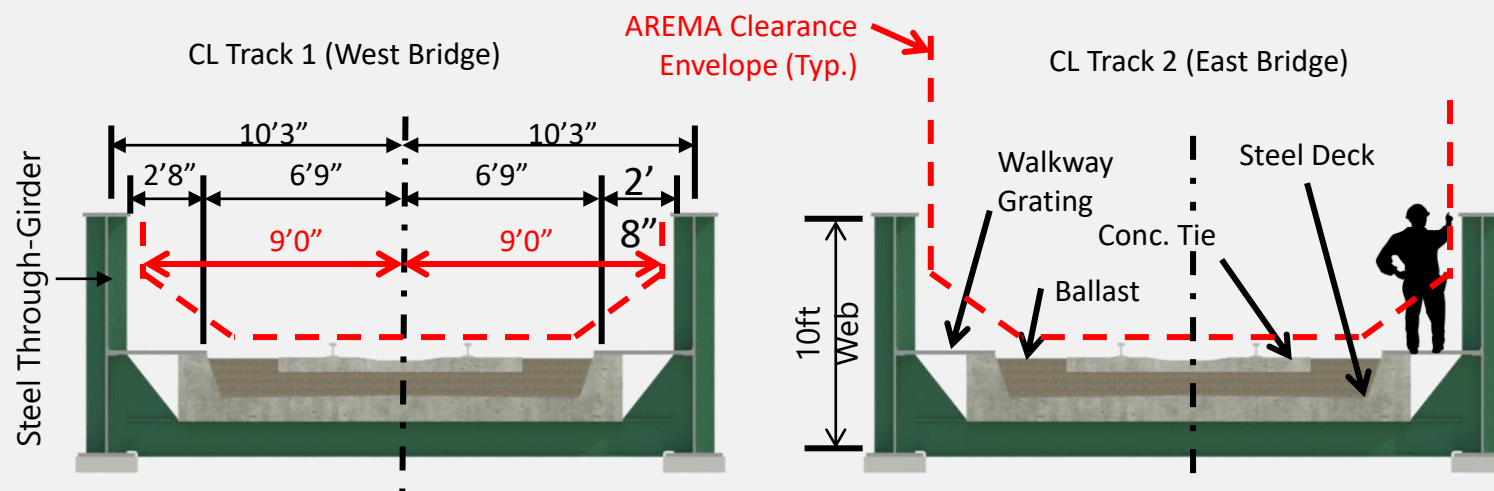
## REPLACE EXISTING MOVABLE BRIDGE WITH TWO FIXED SINGLE-TRACK BRIDGES





# PROPOSED IMPROVEMENTS

## PROPOSED TWIN BRIDGES OVER MIAMI RIVER



**Both bridges have same dimensions**



# PROPOSED IMPROVEMENTS

## PROPOSED BRIDGE OVER MIAMI RIVER

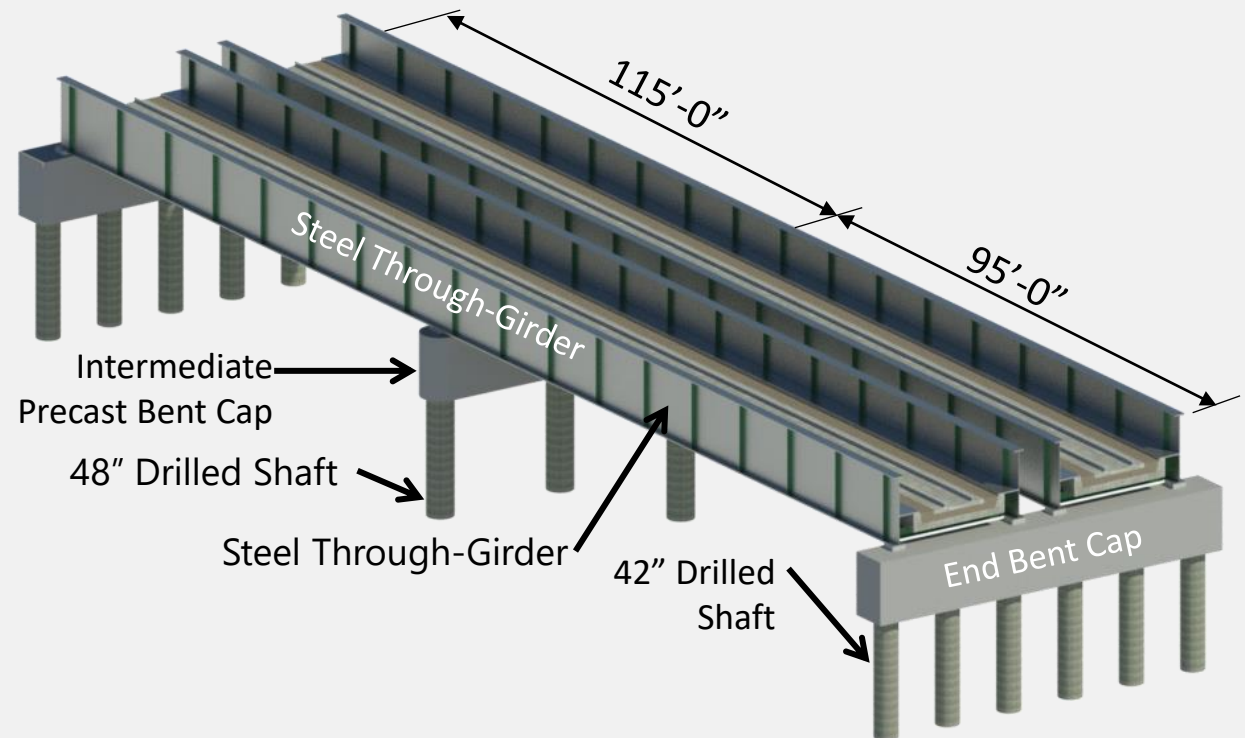
- Two parallel bridges
- CSX preferred details
- AREMA design criteria

### 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



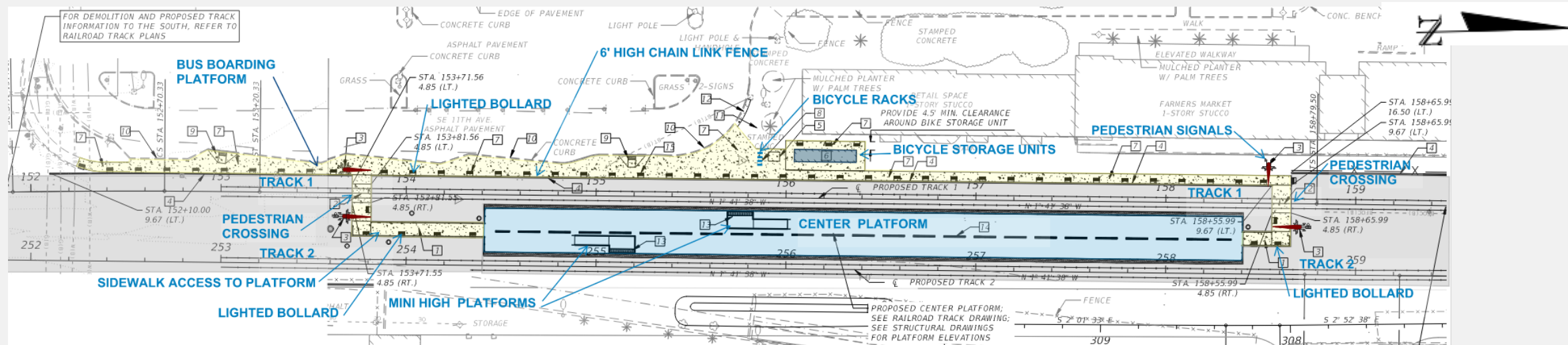
# PROPOSED IMPROVEMENTS

## CONSTRUCT A 400-FT CENTER PLATFORM AT HIALEAH MARKET STATION

- Primary and emergency egress points
- Single continuous canopy
- Near historic Hialeah Seaboard Airline Railway Station building
- Reconfigure the site
- Requires temporary closure of station (approx. 6-8 weeks)



### Center Platform Plan View





# PROPOSED IMPROVEMENTS

## CONSTRUCT A 400-FT CENTER PLATFORM AT HIALEAH MARKET STATION

- Tri-Rail Station blue canopy (i.e., Pompano Beach Station) distinct from the NRHP-listed Hialeah Seaboard Air Line Railway Station
- Reconfigured site for new bus parking, bicycle racks and storage units, trash receptacles, seating, and ticketing
- New station protection features (fencing and bollards), signing and lighting
- Construction requires approximately temporary closure of station (temporary bus shuttle to be provided)



# PROPOSED IMPROVEMENTS

## HISTORIC MARKER

- Coordinated with State Historic Preservation Officer (SHPO)
- Complies with PD&E Commitment and MOA with DHR
- Standard State Marker proposed at Tri-Rail Hialeah-Market Station
- Public awareness of the history of Seaboard Airline Railroad (SAL), SAL Station, Miami River, and the single span rolling lift movable bridge.





# PROPOSED IMPROVEMENTS

## UPGRADE RAILROAD SIGNALS, POSITIVE TRAIN CONTROL, AND CROSSINGS



# CONSTRUCTION AND IMPACTS

## ANTICIPATED CONSTRUCTION

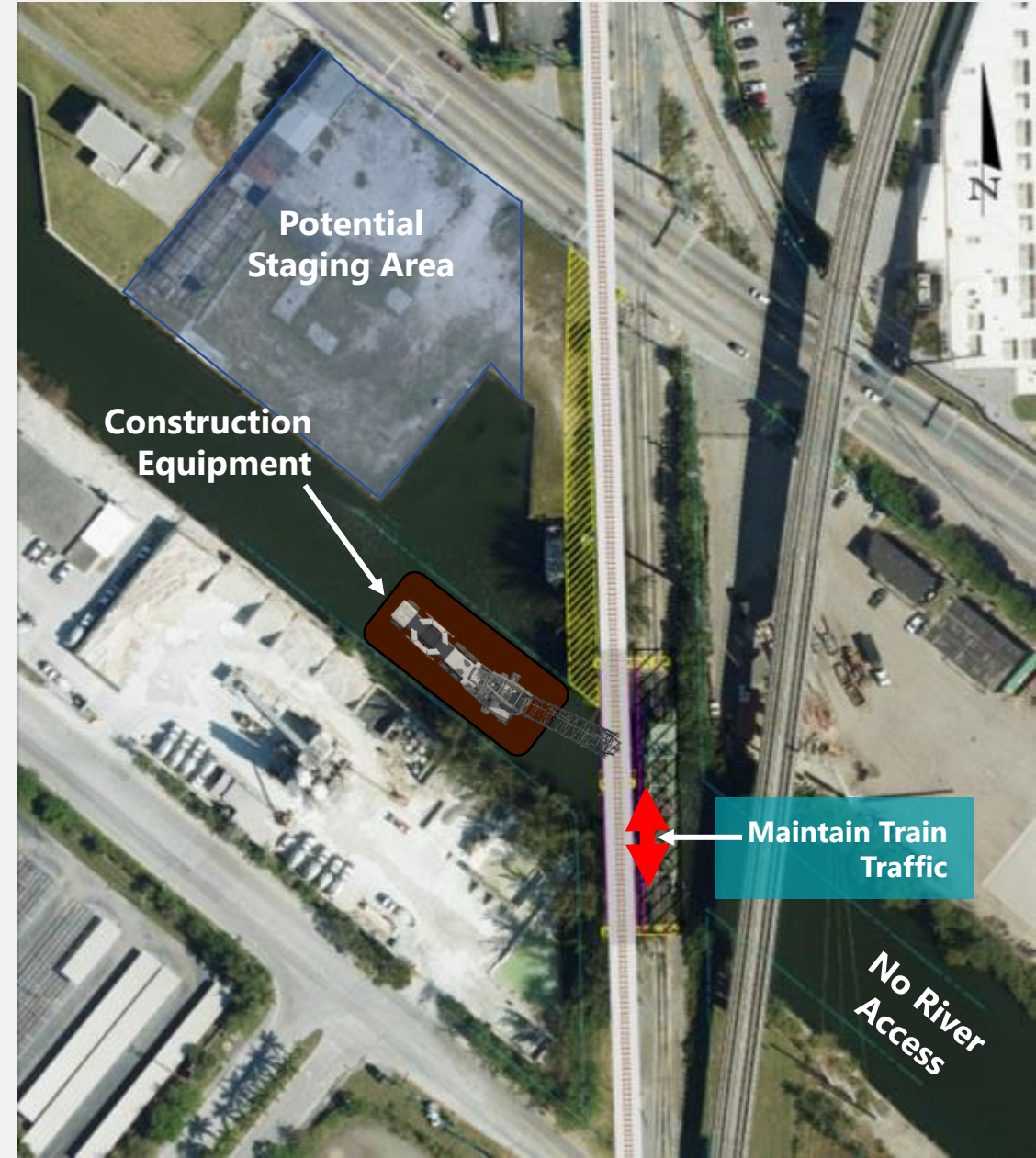
- Construct temporary tracks for phasing of construction
- Construct bridge replacement
  - Phase 1 – construct west bridge and maintain train service on existing bridge
  - Phase 2A – shift train service to newly constructed west bridge, demolish existing bridge
  - Phase 2B – maintain service on newly constructed west bridge and construct new east bridge
- Construct railroad crossings and with roadway closure and use detours
- Construct tracks and signals
- Construct Tri-Rail Hialeah Market Station
- Construct remaining railroad crossings – close roadways and use detours



# TEMPORARY TRAFFIC CONTROL PLAN

## PROPOSED BRIDGE OVER MIAMI RIVER

- Construction Phase 1 - West Bridge
  - Maintain train traffic on existing bridge
  - All access separated from existing bridge
  - Construct from cranes on barge

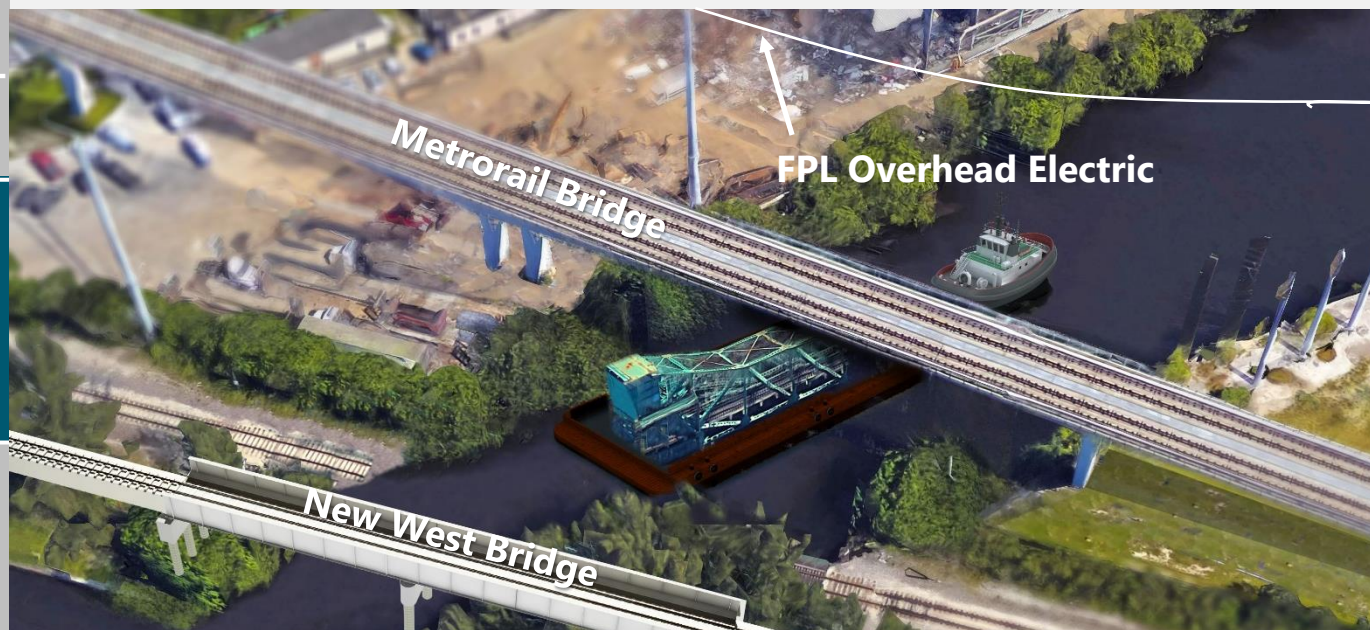




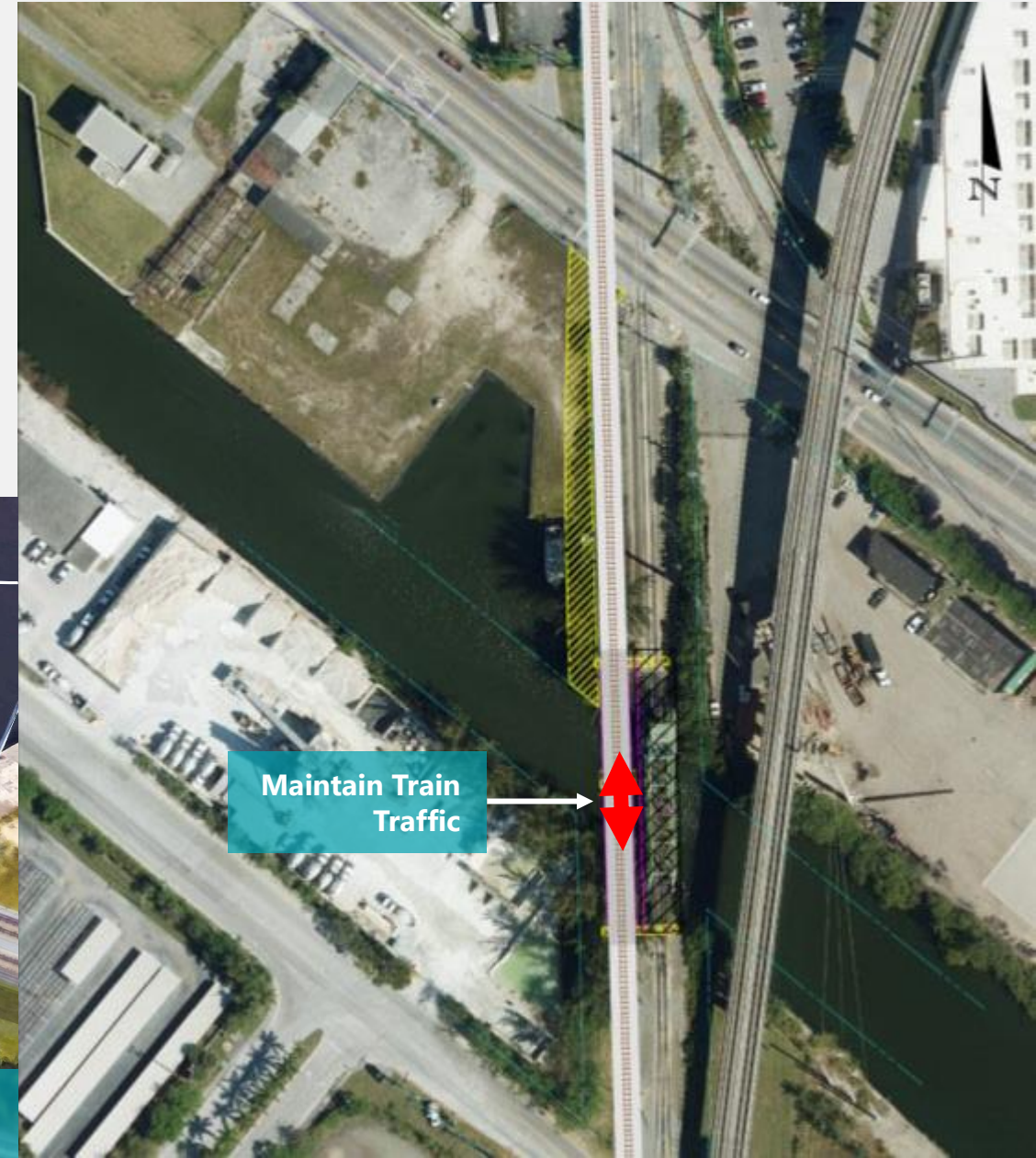
# TEMPORARY TRAFFIC CONTROL PLAN

## BRIDGE REPLACEMENT PHASING

- Construction 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

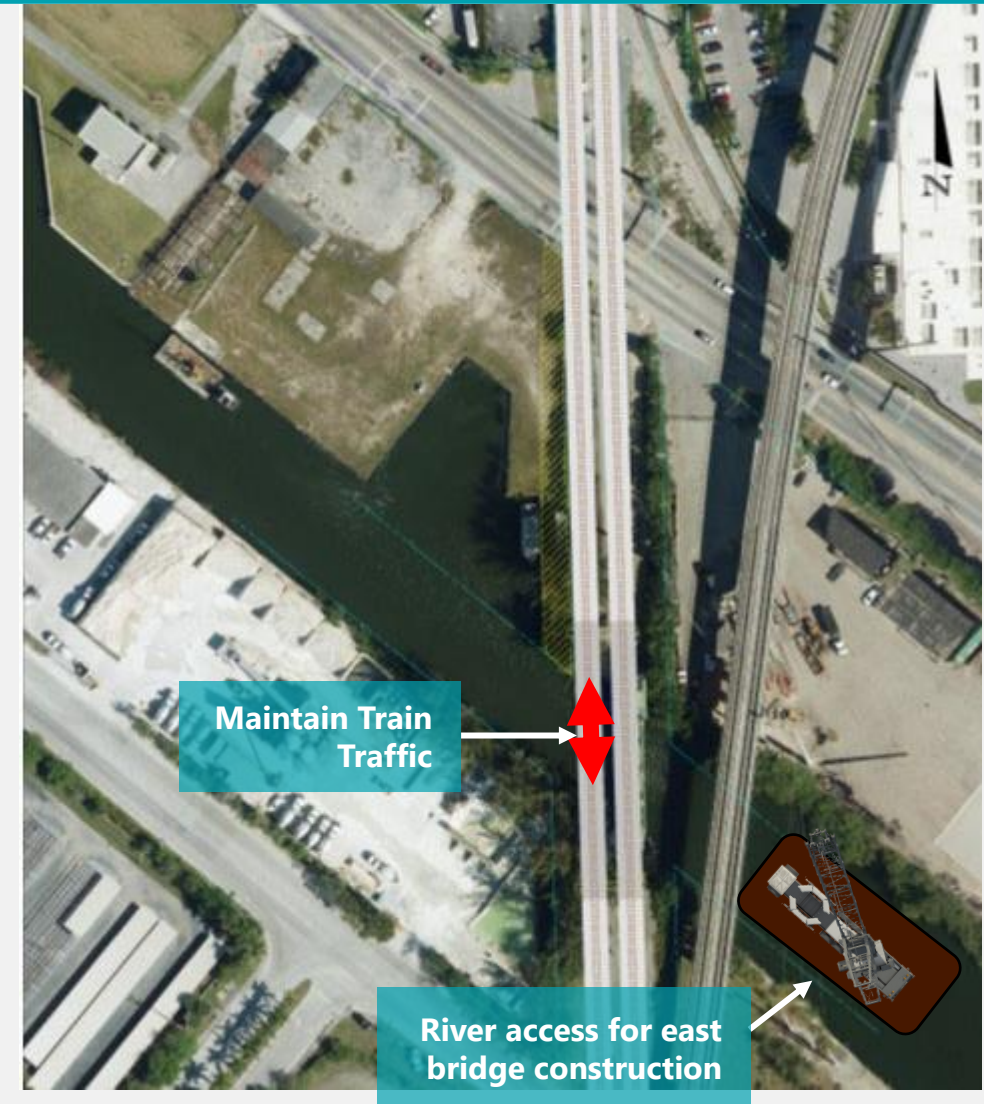




# TEMPORARY TRAFFIC CONTROL PLAN

## BRIDGE REPLACEMENT PHASING

- Construction 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



# TEMPORARY TRAFFIC CONTROL PLAN

## RAILROAD CROSSINGS RECONSTRUCTION

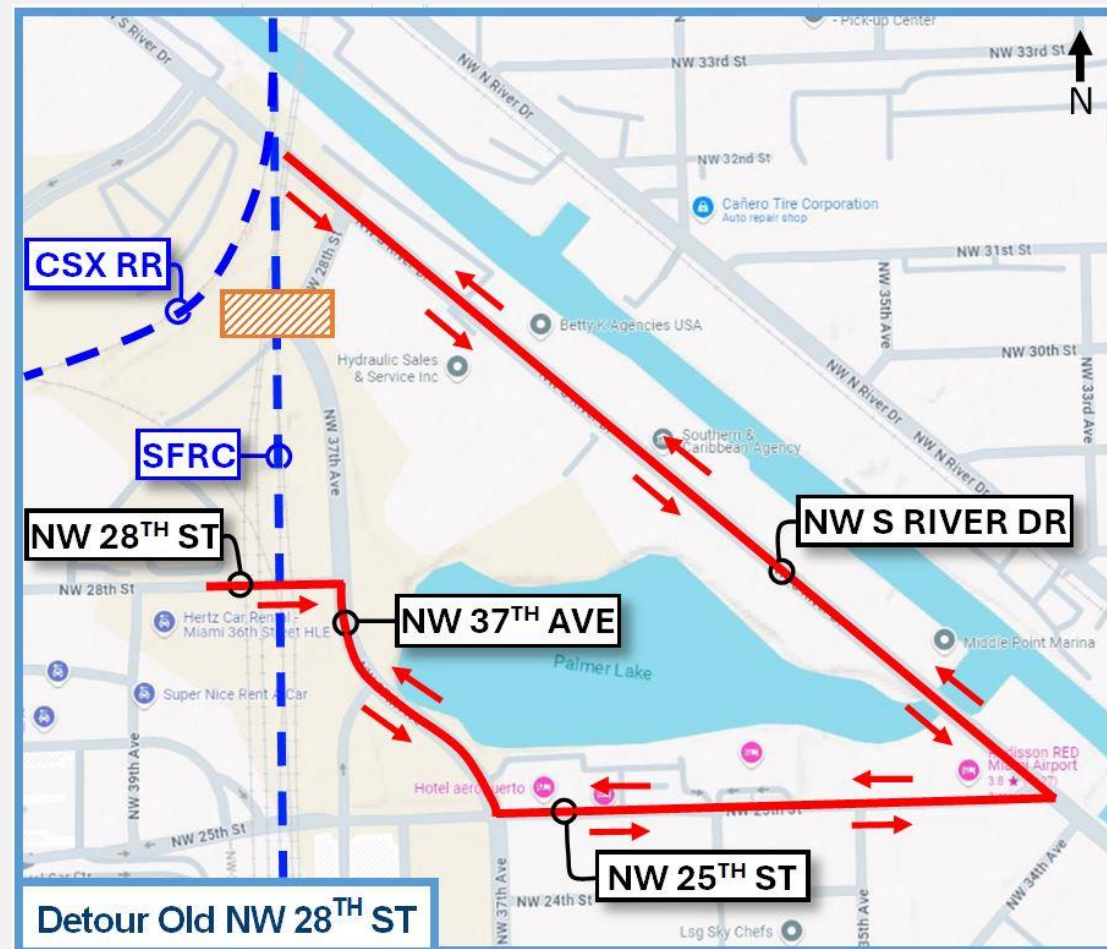
- Temporary road closures
  - Use continuous full roadway closures and detours – approximately 5 days duration (max), including weekends, for each crossing
  - No concurrent road closures and detours for more than one crossing shall be allowed
  - Advanced notice of 14 days shall be provided prior to closures and detours
  - Typical phasing of construction for crossings requiring closures:
    - 1) Install Temp. Traffic Control Devices to close road and detour traffic
    - 2) Construct rail crossings
    - 3) Reconstruct Roadway East of the track crossing
    - 4) Reconstruct Roadway West of the track crossing (lane closures)
      - Step 1 – Shift traffic to north side (two lanes, one lane per direction)
      - Step 2 – Shift traffic to south side (two lanes, one lane per direction)
    - 5) Complete roadway construction and signing and markings



# TEMPORARY TRAFFIC CONTROL PLAN

## RAILROAD CROSSINGS RECONSTRUCTION

- Closure and Detour – Old NW 28<sup>th</sup> Street



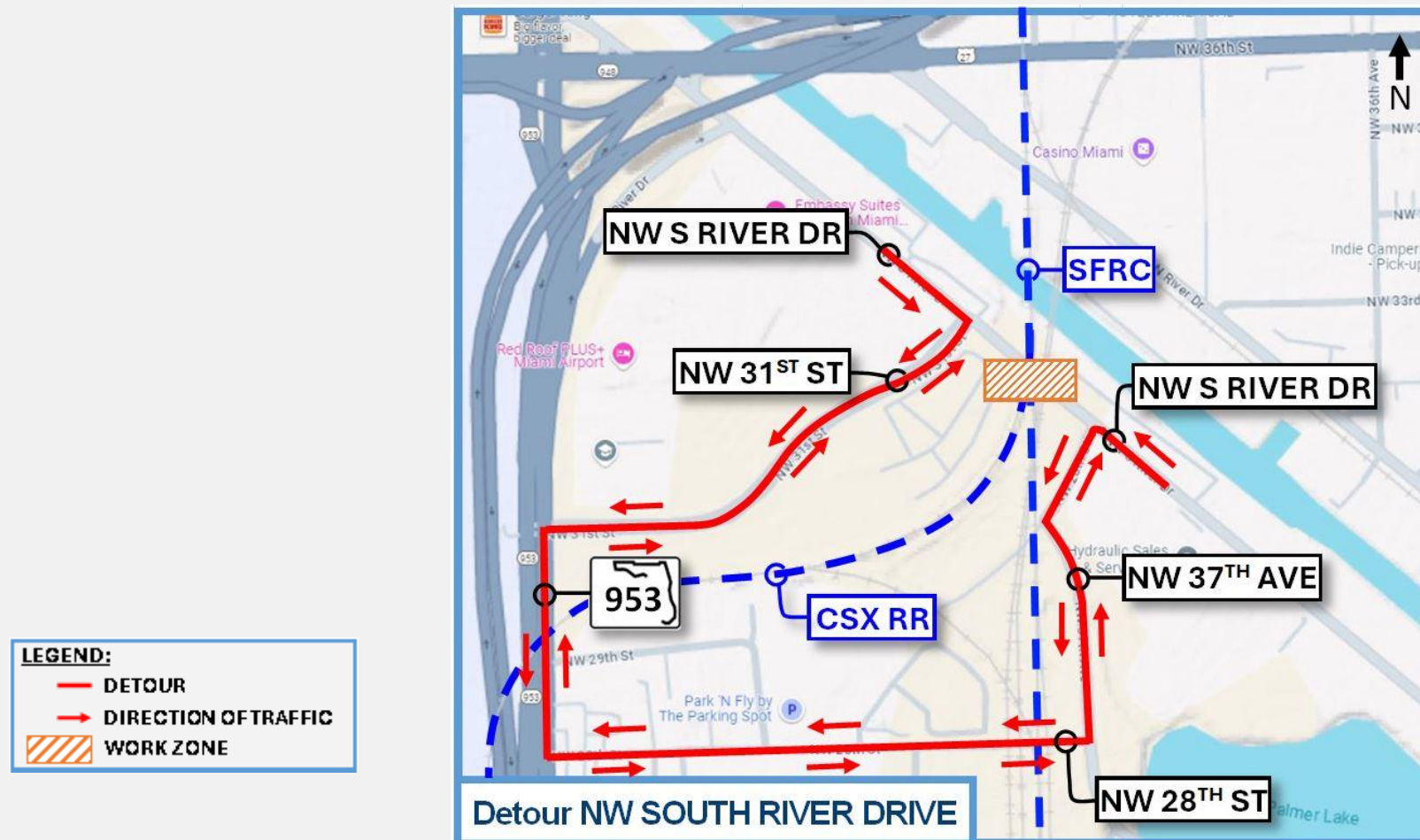
**LEGEND:**

- DETOUR
- DIRECTION OF TRAFFIC
- WORK ZONE

Detour Old NW 28<sup>th</sup> ST

# RAILROAD CROSSINGS RECONSTRUCTION

- Closure and Detour – NW South River Drive

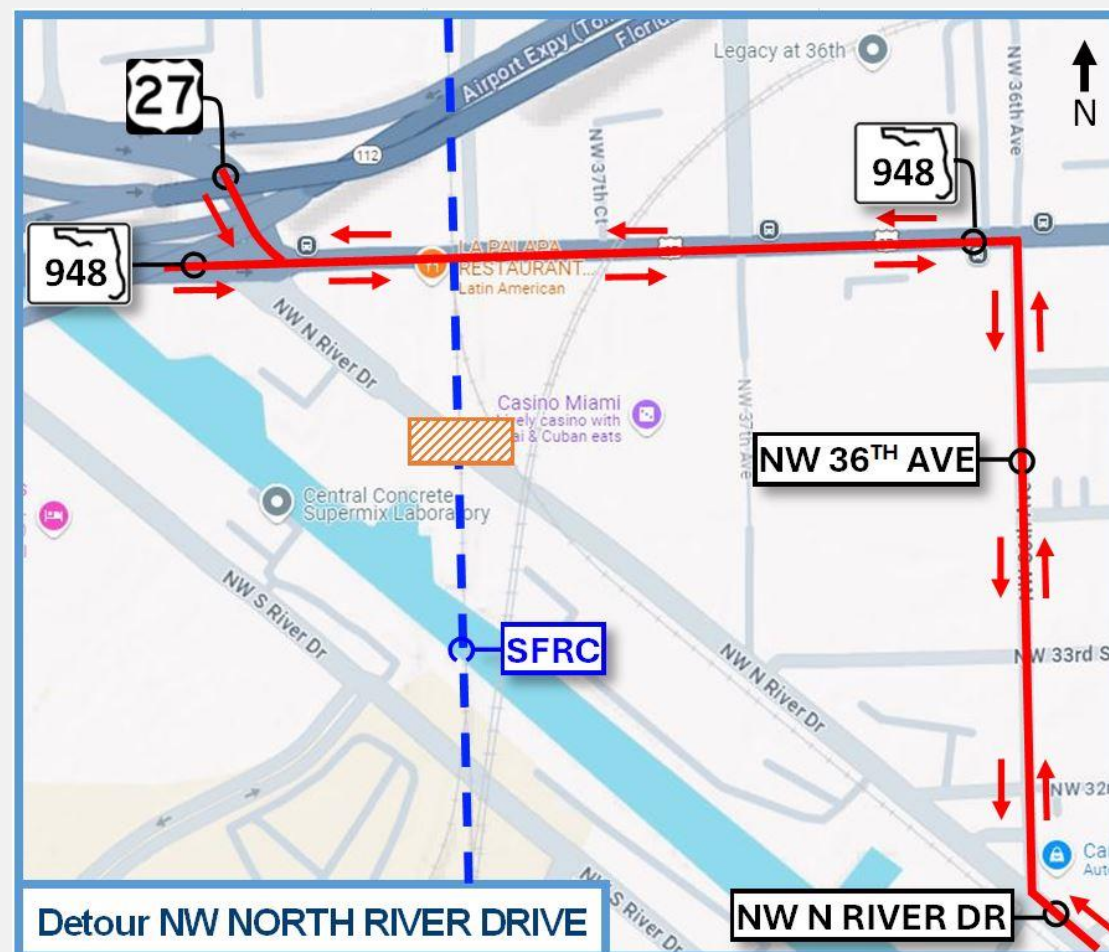




# TEMPORARY TRAFFIC CONTROL PLAN

## RAILROAD CROSSINGS RECONSTRUCTION

- Closure and Detour – NW North River Drive



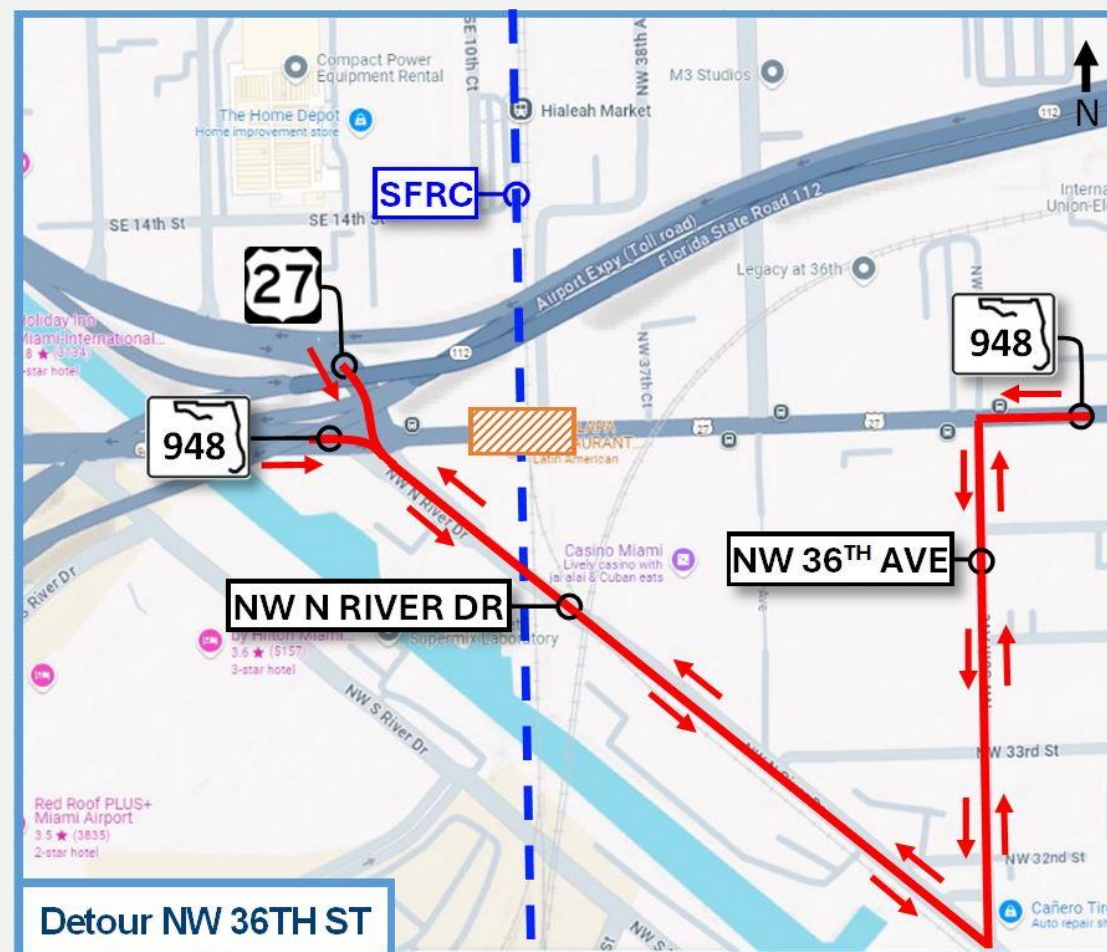
### LEGEND:

- DETOUR
- DIRECTION OF TRAFFIC
- WORK ZONE

# TEMPORARY TRAFFIC CONTROL PLAN

## RAILROAD CROSSINGS RECONSTRUCTION

- Closure and Detour – NW 36<sup>th</sup> Street

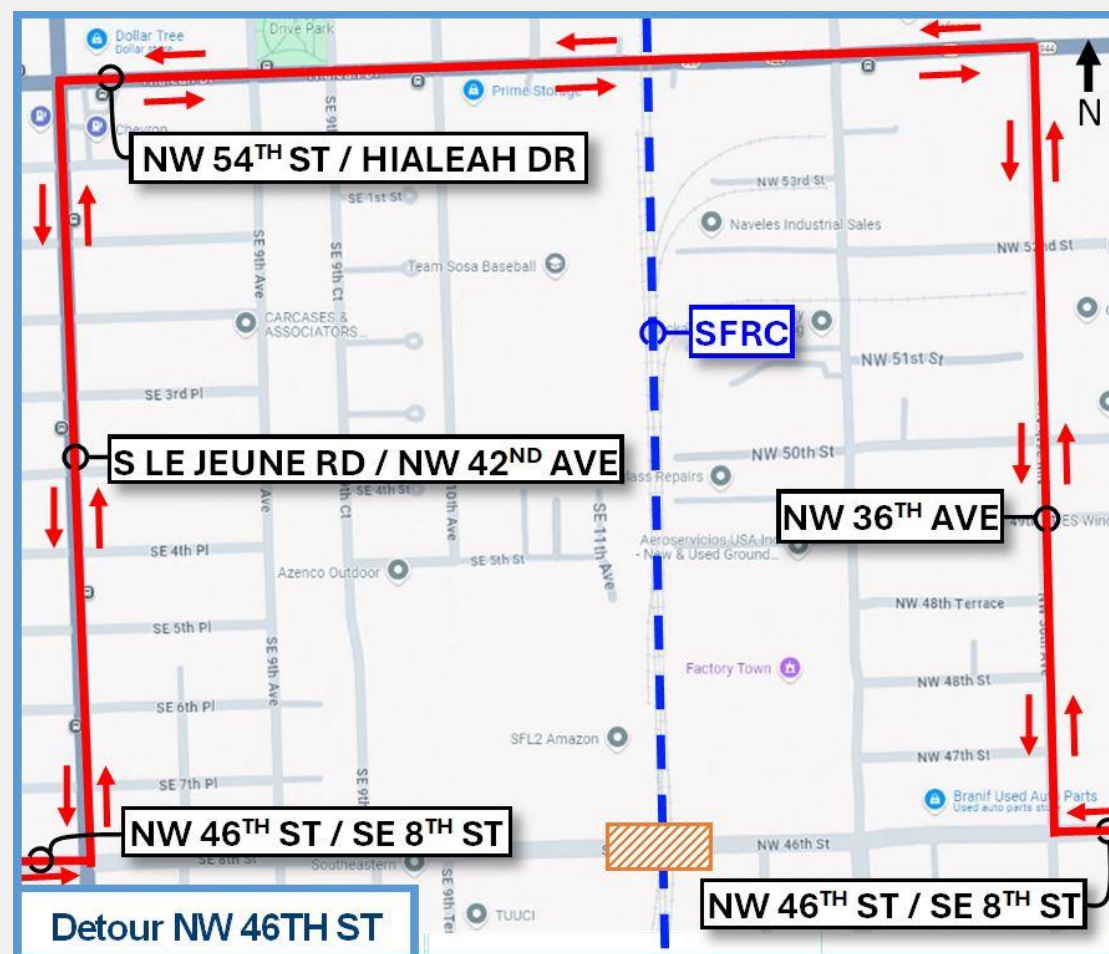




# TEMPORARY TRAFFIC CONTROL PLAN

## RAILROAD CROSSINGS RECONSTRUCTION

- Closure and Detour – NW 46<sup>th</sup> Street



# TEMPORARY TRAFFIC CONTROL PLAN

## Tri-Rail Hialeah Market Station

- Complete reconstruction of station site
  - Demolition of existing platform and station site
  - Construct new west track (track 2) at the station
  - Construct new center platform with canopy
  - Construct station site with amenities
- Temporary closure of station
  - Anticipated between 30 to 60 days (6 to 8 weeks)
  - Bus shuttle service to adjacent stations - Miami Airport/MIC and Metrorail Transfer
  - Notice of closure and bus shuttle provided in advance and during closure





# PROJECT SCHEDULE AND COST

## SCHEDULE AND COST

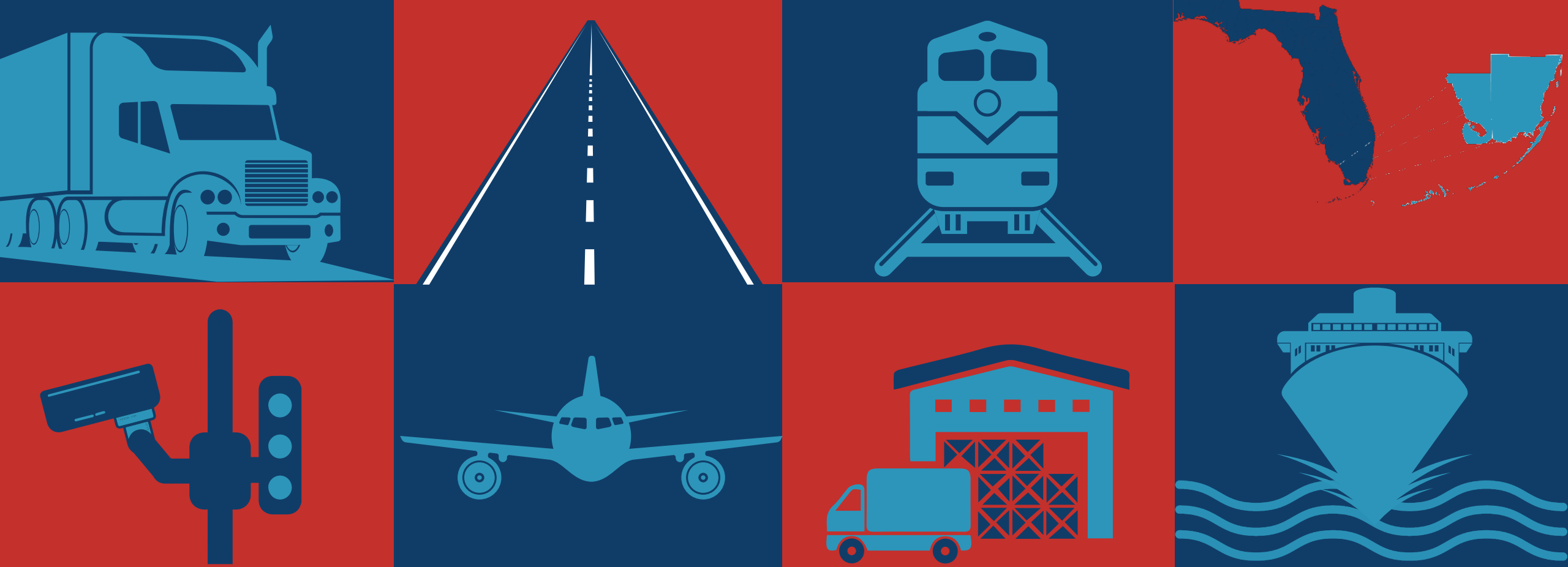
- Schedule
  - Biddability (90%): April 2025
  - Production: October 2025
  - Project Letting: February 2026
  - Anticipated Construction Start: Summer 2026
  - Anticipated Construction End: Spring 2029
- Project Funding
  - Estimated Construction Cost: \$85 Million
  - Construction Support (CEI and Post-Design): \$7 Million





# QUESTIONS





# District Six: Freight Village Countywide Analysis Study

Miami River Commission

May 5, 2025

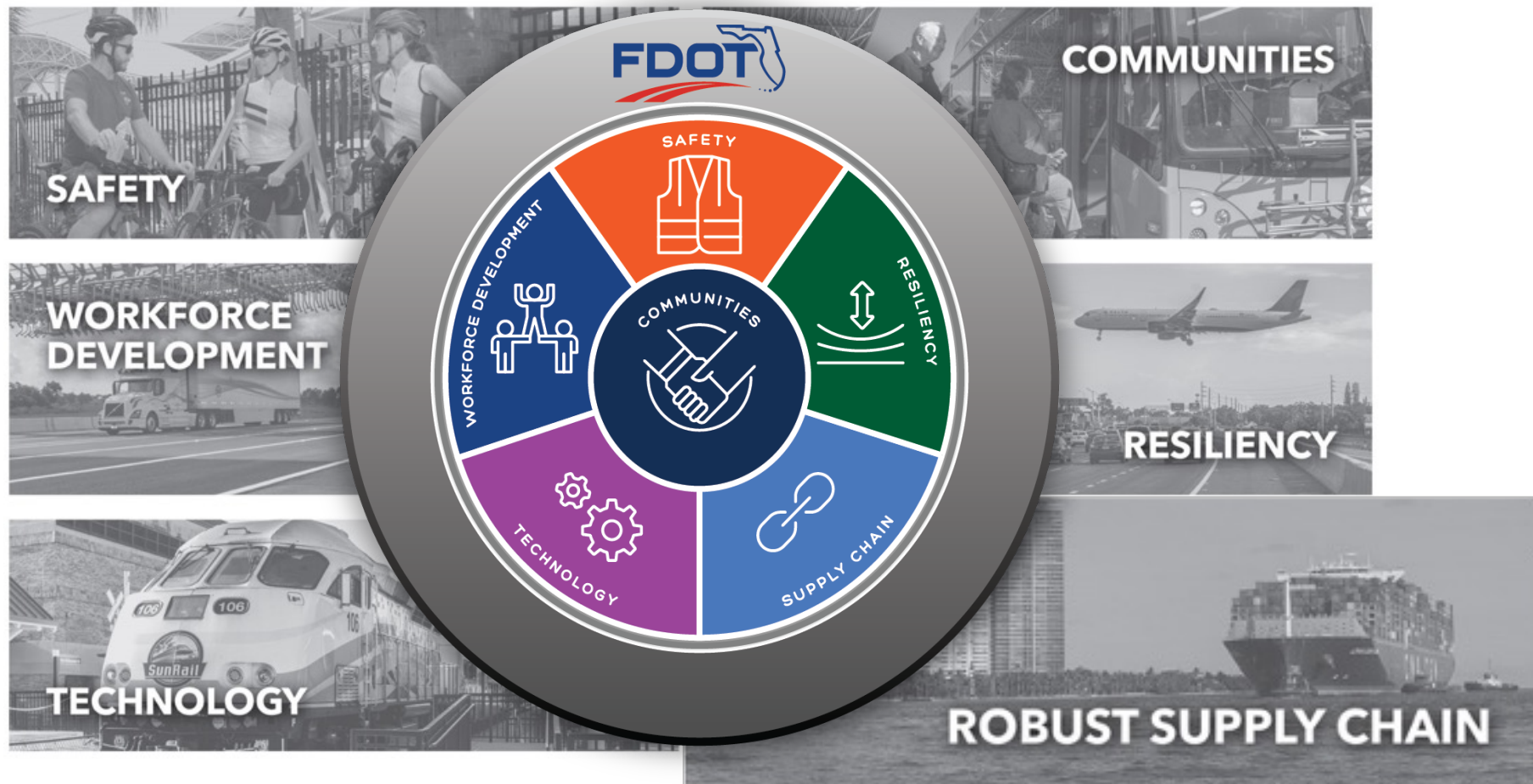
FPID: 437947-1



# FDOT Compass



This plan aims to improve Florida's global supply chain and economic competitiveness by identifying key transportation enhancements to maximize efficiency.





# Today's Objectives



- Brief the **Miami River Commission (MRC)**
- Gather **Your** Input



# Study Overview



- Key activities include:
  - Freight and logistics network overview
  - Assessment of multimodal freight mobility needs
  - Identification and prioritization of improvements
  - Programming and assessment of financial feasibility
  - GIS database and freight dashboard



# Freight Stakeholders Involved



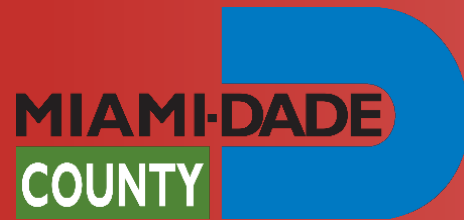
## State Level



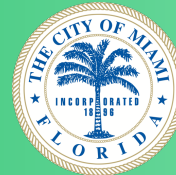
Florida Department of  
Agriculture and  
Consumer Services



## County Level



## Local Level



## Industry Level



# Goals and Objectives



## Goal

Improve Florida's standing as a hub for trade, logistics, and international trade activities.

## Primary Objective

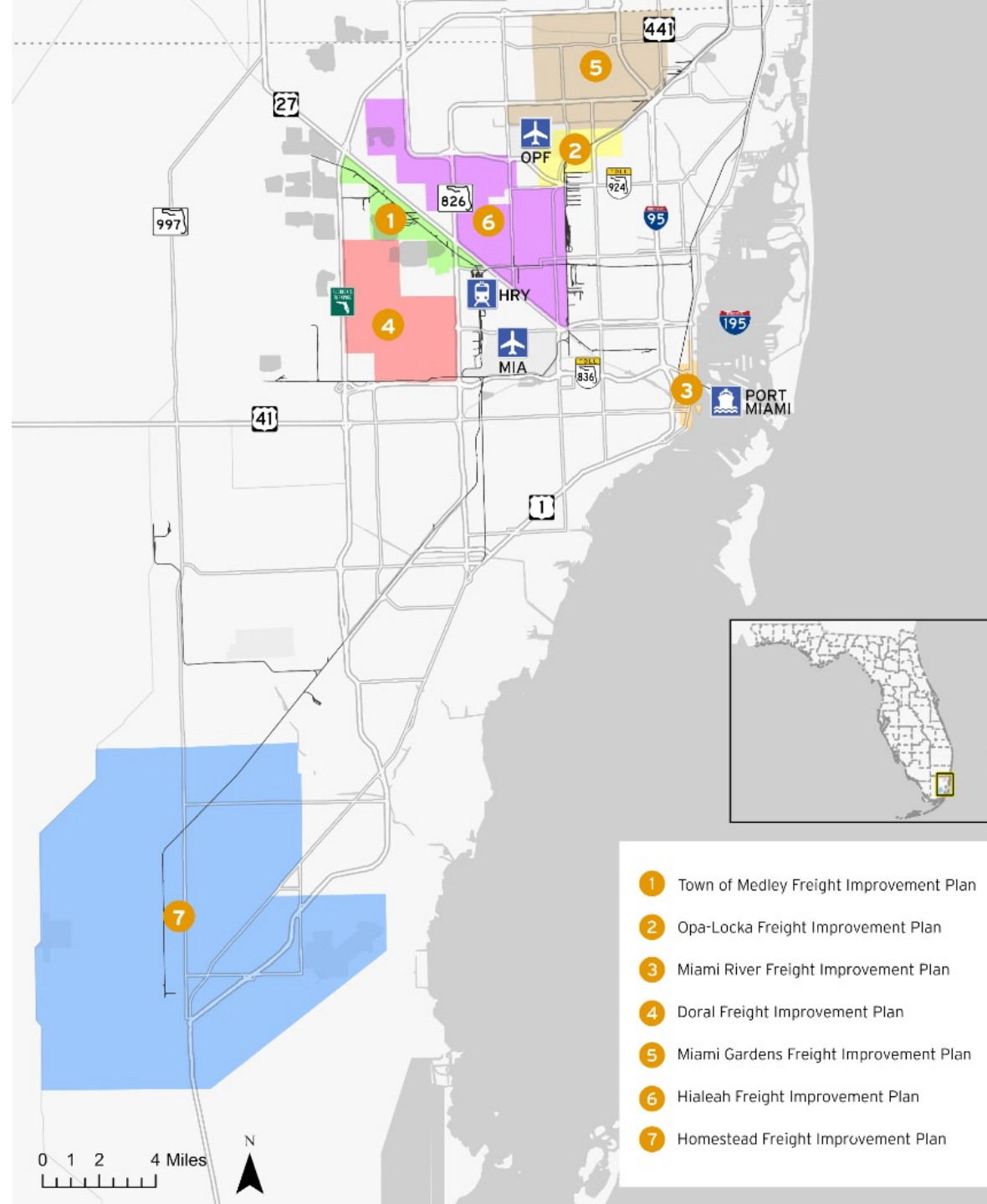
Develop a bank of freight infrastructure projects that meet existing and future needs, enabling key projects to be considered for inclusion in the District Six Work Program.



# Study Area

## Miami-Dade County

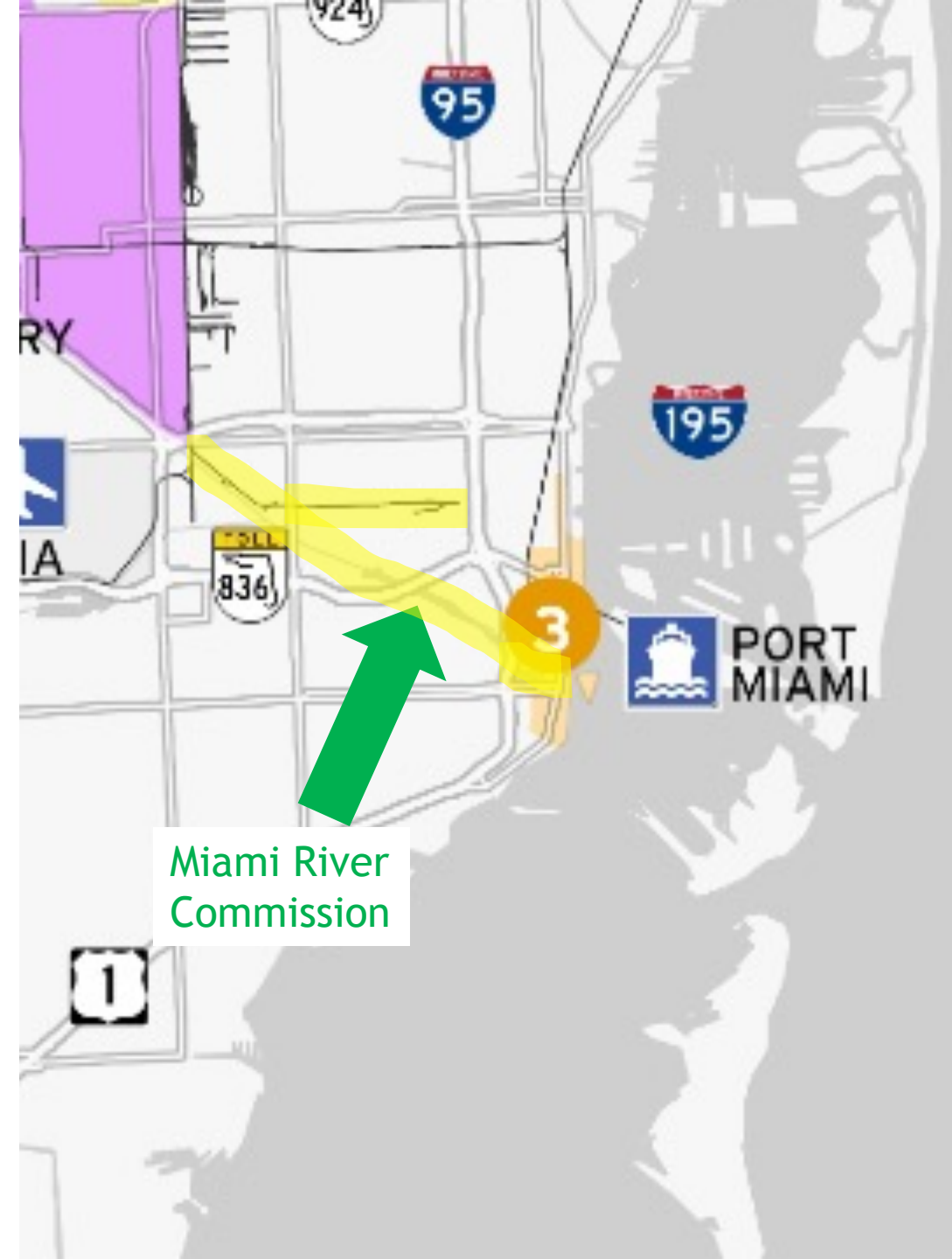
- Coordinated freight planning across the County
- District Six has completed eight (8) sub-area studies to date
  1. Medley
  2. Opa-Locka
  3. Miami-River
  4. Doral
  5. Miami-Gardens
  6. Hialeah
  7. Homestead
  8. Monroe County
- Freight movement does not stop at county or city boundaries



# Study Area

## Miami-Dade County

- Coordinated freight planning across the County
- District Six has completed eight (8) sub-area studies to date
  1. Medley
  2. Opa-Locka
  3. **Miami-River**
  4. Doral
  5. Miami-Gardens
  6. Hialeah
  7. Homestead
  8. Monroe County
- Freight movement does not stop at county or city boundaries





# Outreach Efforts



## Meetings and Coordination

- Website and Fact Sheet
- Public Meetings
  - Florida Freight Advisory Committee (FLFAC)
  - Miami-Dade TPO's Freight Transportation Advisory Committee (FTAC)
  - Miami River Commission (MRC)
- One-On-One Stakeholder Meetings (Ongoing)
- Stakeholder Coordination Memo (Pending)



# Emerging Outreach Themes



- **Infrastructure Improvements**

- Cargo Capacity
- Roadway Design
- Rail Connectivity
- Seawall Improvements

- **Safety & Operational Enhancements**

- Railroad Crossings
- Traffic Management Systems
- Congestion Management

- **Truck Parking & Traffic Flow**

- Parking Facilities
- Signal Optimization

- **Funding & Coordination**

- Increased Funding Resources
- Enhanced Partner and Stakeholder Collaboration

- **Modernization**

- Additional Energy Capacity
- Innovative Technology



# Implementation Framework



## Document Review, Policy Framework, and Implementation Guidance

- Review of Previous and Ongoing Studies
- Policy Framework for Freight System Development
- Freight Plans and Network
- Plan Performance Framework

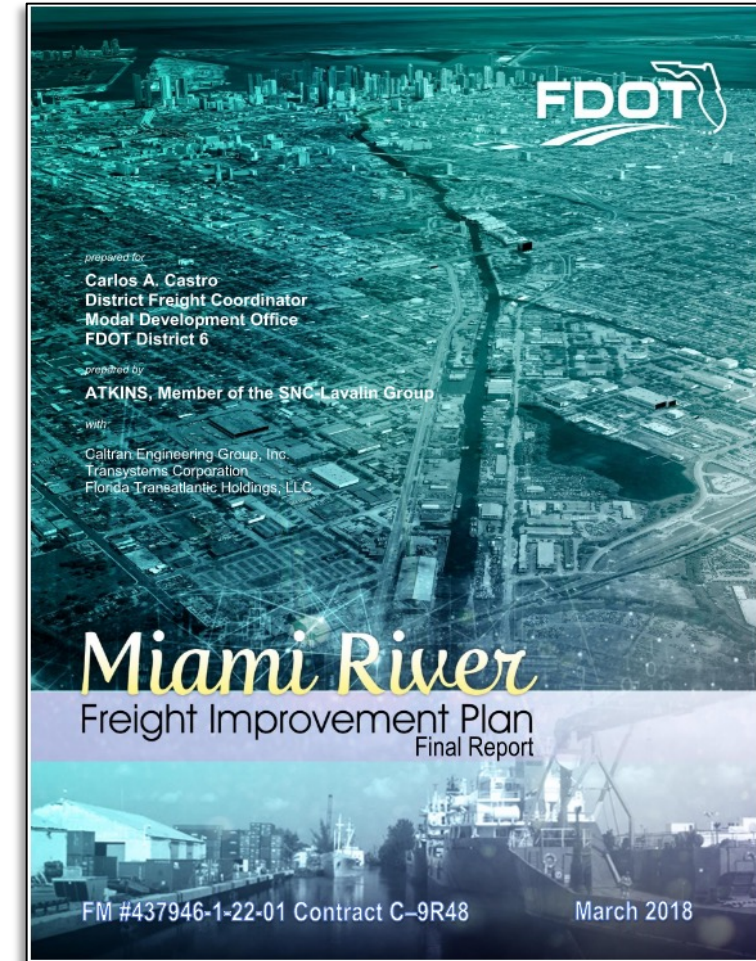


# Implementation Framework



## Document Review, Policy Framework, and Implementation Guidance

- Identify the Consistent Performance-related Themes
- The Miami River Freight Improvement Plan (2018)
- Coordination Across Multiple Levels of Government
- Networks Are Maintained by Multiple Levels of Government

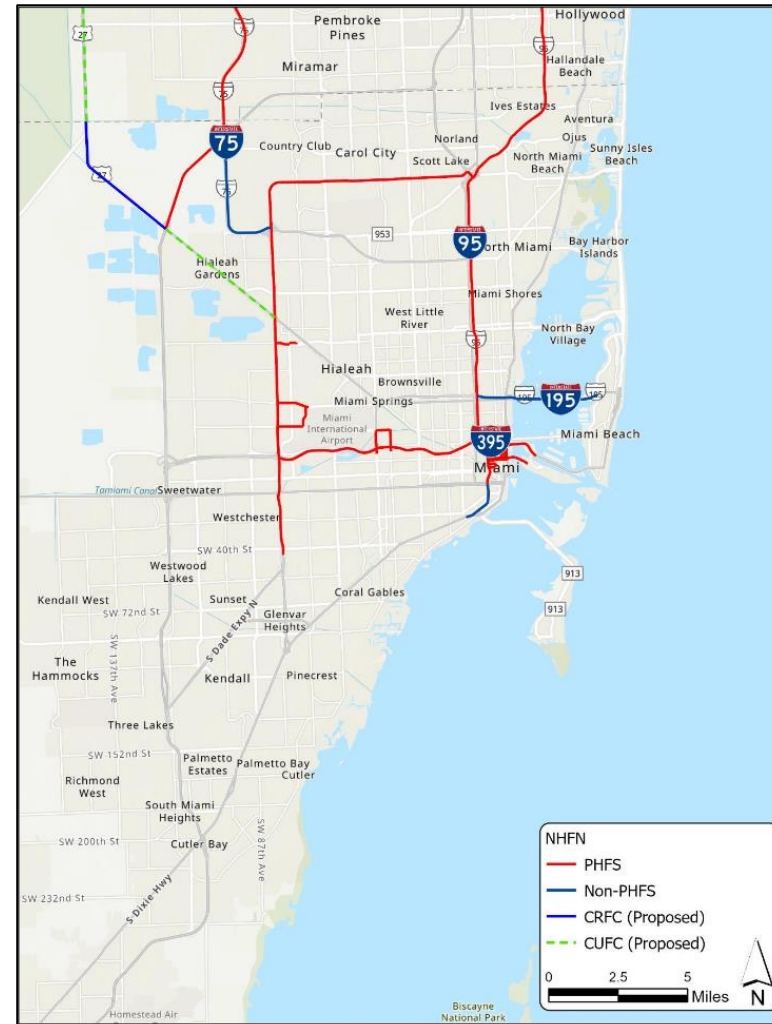




# Implementation Framework



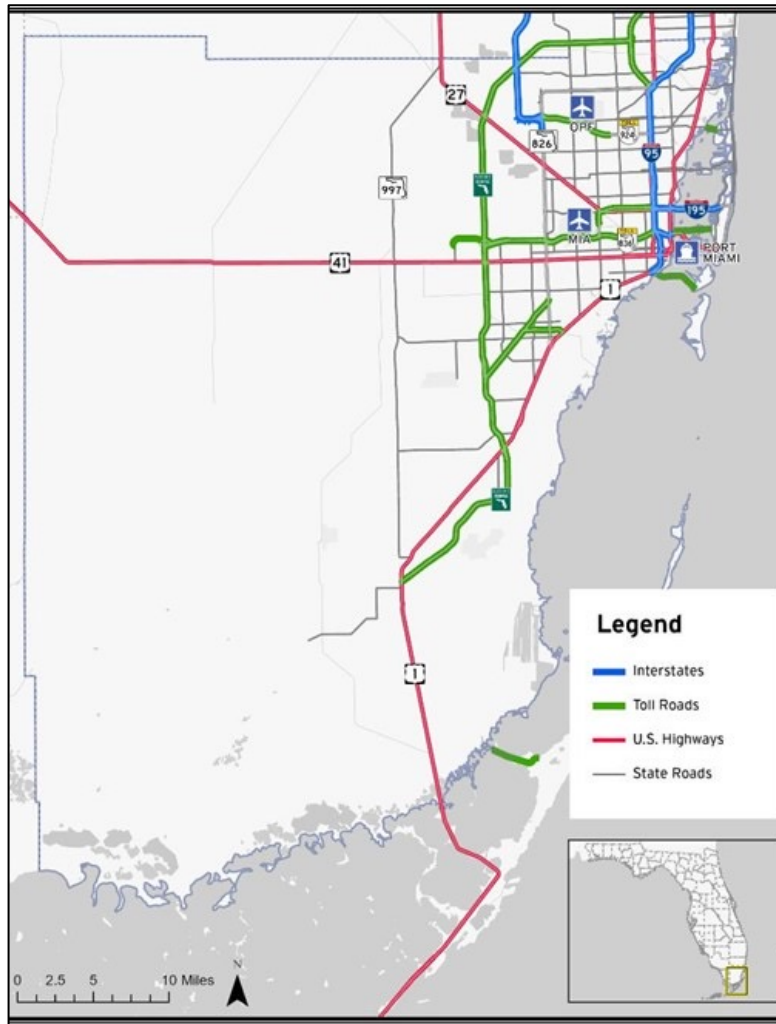
**National Highway System (NHS)**



**National Highway Freight Network (NHFN)**

- Backbone of Miami-Dade's Freight Transportation Network
- Both consist of subsystems
- NHS = 236.17 Centerline Miles
- NHFN = 72.30 Centerline Miles

# Implementation Framework



**State Highway System (SHS)**

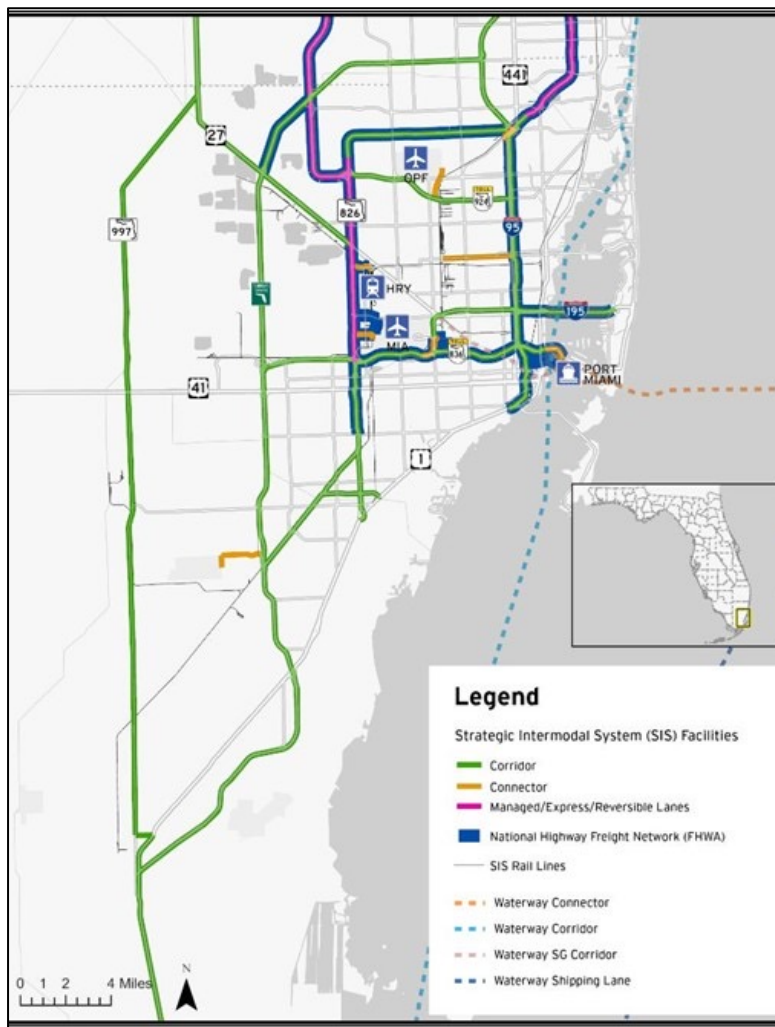


**Strategic Intermodal System (SIS)**

- SHS = 580.29 Centerline Miles
  - Interstates, Toll Roads, US Highways, & State Roads
  - 33,283,000 daily vehicle miles traveled
- SIS
  - 198 Centerline Miles
  - 50 Rail Miles
  - 15 Connector Miles



# Implementation Framework



**Miami-Dade County  
Freight Network (MDCFN)**

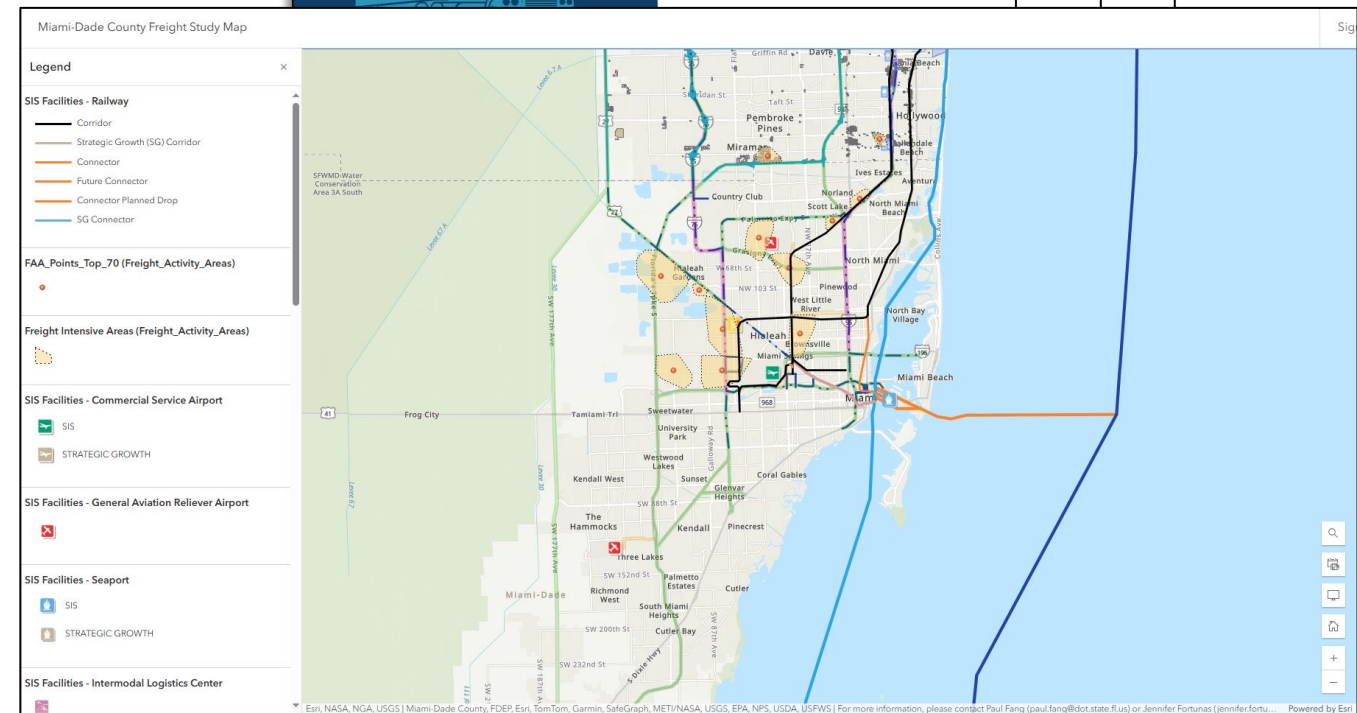
- Facilitates seamless movement of goods between regional and international destinations
- Integrated transportation modes
- Includes:
  - 198 miles of SIS roadways
  - Approximately 72 miles of National Highway Freight Network
  - The Miami River (previously designated as an Emerging SIS Waterway)
  - Miami-Kendall Airport (designated as a SIS airport)

# Data Collection and Network



## Data Collection, Network Components, and Performance

- Existing and Future Freight Conditions
- Freight Logistics Network Components
- Freight and Logistics Network Performance Overview
- GIS Application Development





# Data Collection and Network



*Table 1. Projected Growth of Outbound Commodity Tonnage in Miami-Dade County (2020-2050)*

Commodity Name	2020	2050	Growth
Minerals	2,943,000	3,424,000	16.3%
Waste	2,938,000	3,196,000	8.8%
Paper	1,582,350	2,333,700	47.5%
Other durable manufacturing	1,558,286	2,334,600	49.8%
Agricultural products	1,383,800	1,553,200	12.2%
Coal	1,363,300	1,507,725	10.6%
Nondurable manufacturing	1,241,350	1,846,325	48.7%
Petroleum products	943,475	953,600	1.1%
Chemicals	935,250	1,244,575	33.1%
Lumber	626,800	930,750	48.5%
Clay and stone	38,175	22,825	-40.2%
Total	15,553,786	19,347,300	24.4%

*Source: Freight Analysis Framework (FAF), Bureau of Transportation Statistics (BTS)*

# Data Collection and Network



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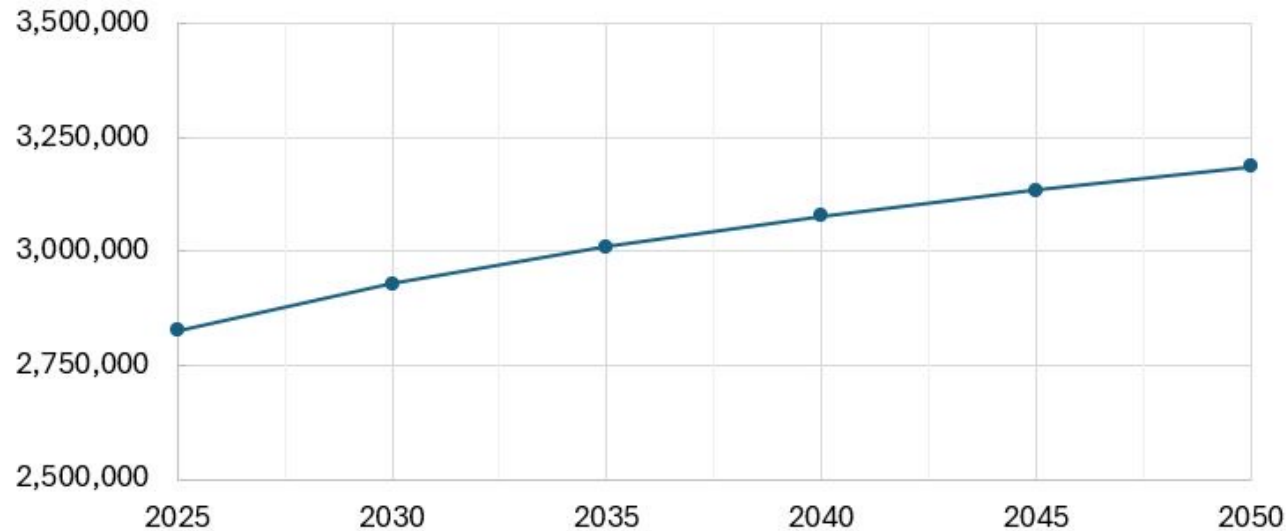
*Source: Freight Analysis Framework (FAF), Bureau of Transportation Statistics (BTS)*



# Data Collection and Network



*Population Trend from 2025 to 2050 in Miami-Dade County*



Source: BEBR

*Population from 2025 to 2050 in Miami-Dade County*

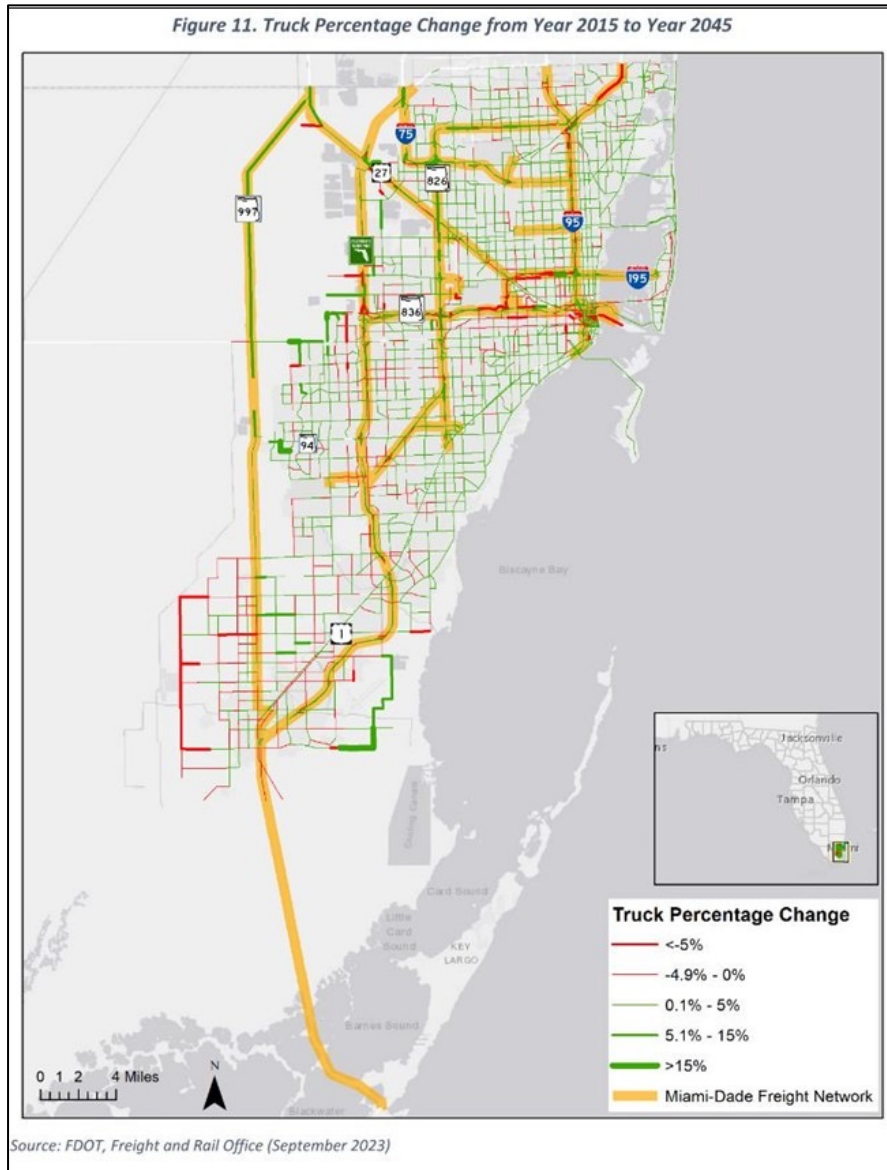
Year	Miami-Dade Population
2025	2,826,885
2030	2,928,190
2035	3,010,941
2040	3,076,907
2045	3,133,565
2050	3,186,934

Source: BEBR

## Demographic Changes (2025 to 2050)

- 2,826,885 in 2025
- 3,186,934 by 2050
- Total employment is projected to increase by 37.6% between 2015 and 2045

# Data Collection and Network



## Southeast Regional Planning Model (SERPM)

- Truck traffic (2015 to 2045)
- Most network segments show increases
- Most significant growth areas:
  - I-95 corridor
  - I-195 corridor
  - Florida's Turnpike
- These routes are projected to see increases of over 5,000 trucks per day



# Freight Needs Analysis (Ongoing)



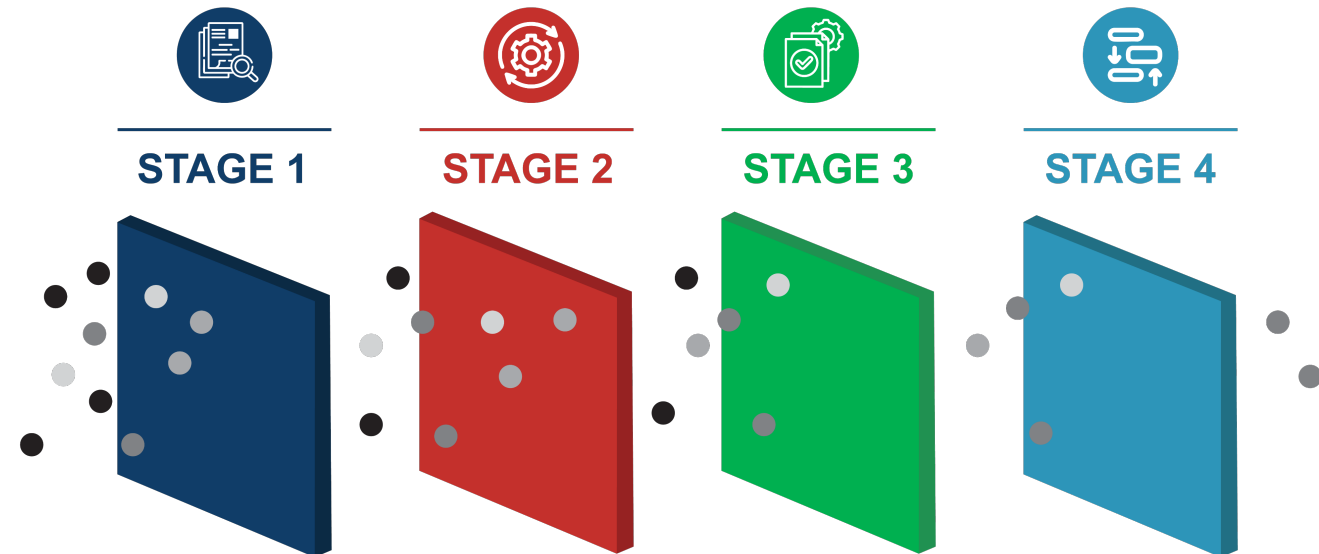
## Comprehensive Freight Mobility Needs Assessment

**Stage 1:** Review Existing Plans and Conduct Stakeholder Interviews

**Stage 2:** Update Status of Recommended Projects

**Stage 3:** Refine the Recommended Projects through Needs Analysis

**Stage 4:** Finalize and Prioritize Final Recommended Projects

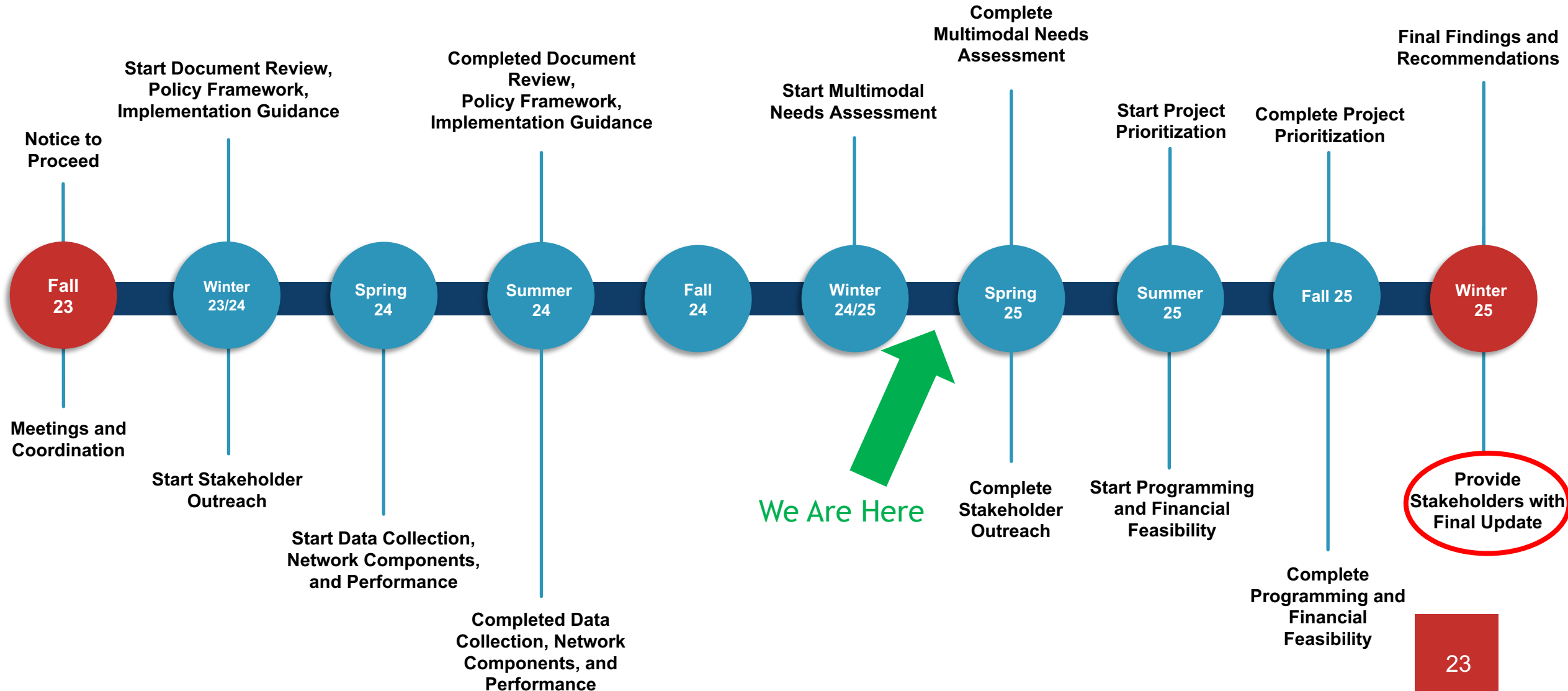


# Next Steps



- **Comprehensive Freight Mobility Needs Assessment** (Ongoing)
- **Future Task Work Orders**
  - Prioritization of Freight Projects and Actions
  - Programming and Financial Feasibility Analysis
  - Final Findings and Recommendations

# Schedule





# Watch For Motorcycles



FDOT District Six  
Safety Resources Site



# Thank You! | Questions?



## FDOT Project Manager

Sandra Villard

[sandra.villard@dot.state.fl.us](mailto:sandra.villard@dot.state.fl.us)

## HNTB Project Manager

Jessica Dean

[jedean@hntb.com](mailto:jedean@hntb.com)

## HNTB Deputy Project Manager

Daniel Crotty

[dcrotty@hntb.com](mailto:dcrotty@hntb.com)

## **Miami River Commission Public Meeting Minutes March 3, 2025**

The Miami River Commission's (MRC) public meeting convened at noon, March 3, 2025, in the Downtown Library Auditorium, 101 W Flagler. Sign in sheets are attached.

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

Horacio Stuart Aguirre, Chairman, Appointed by the Governor  
James Murley, Vice-Chairman, designee for Miami-Dade County Daniela Levine Cava  
Megan Kelly, designee for City of Miami Mayor Francis Suarez  
Eddie Marti Kring, designee for County Commissioner Eileen Higgins  
Betty Hermida, designee for City of Miami Commissioner Gabela  
Philip Everingham, designee for Marine Council  
Theo Long, Neighborhood Representative appointed by Board of County Commissioners  
Eileen Broton, Neighborhood Representative Appointed by City of Miami Commission  
Richard Murphy, designee for Neighborhood Representative Appointed by City of Miami Commission  
Bruce Brown, Miami River Marine Group  
Spencer Crowley, Member at Large Appointed by the City Commission  
Alvaro Coradin, designee for Member at Large Appointed by the County Commission  
John Michael Cornell, designee for Member at Large Appointed by the Governor  
Neal Schafers, designee for the Downtown Development Authority

### **MRC Staff:**

Brett Bibeau, Managing Director

### **I) Chair's Report and "Voluntary Improvement Plan" (VIP) Update**

The Miami River Commission unanimously adopted their February public meeting minutes.

MRC Chairman Horacio Stuart Aguirre provided the following report:

The Miami River Commission's February public meeting minutes were emailed in advance of today's meeting. Do I have a motion on the minutes?

Before you is your invitation to the free 26th Annual Miami Riverday, which will be held April 5, 2025, 1-6 PM, Lummus Park, 250 NW North River Drive, featuring free boat rides, live music, environmental education, historic reenactors, children's activities, food and drinks. We thank all of our listed generous sponsors which allow Riverday to remain free to the public, many of whom are represented here today such as Commissioner Higgins, Commissioner Gabela, John Michael Cornell from Hurricane Cove, Spencer Crowley from FIND and Akerman, and Alvaro Coradin from Antillean Marine.



- 2 -

MRC Vice Chairman Jim Murley provided the following Miami River Voluntary Improvement Plan (VIP) Update: 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. The MRC pays professional maintenance companies every day to remove litter, invasive plant species, graffiti and provide landscaping, pressure washing, vacuum truck, and Scavenger Water Decontamination Vessel services along the Miami River. In addition, the MRC thanks the Hands on Miami volunteers whom picked up garbage along the Miami River in Sewell Park on February 16, and in Curtis Park on February 23.

## **II. Discussion Regarding 22 Avenue Bridge**

Ryan Fisher, Miami Dade County Department of Transportation and Public Works, distributed and presented, "Fact Sheet - Miami Dade County Department of Transportation and Public Works – Project No. 20250026 Emergency Repairs at NW 22 Ave Movable Bridge No. 874383". The document stated in part, "expected to be completed by August 2025".

## **III. Update Regarding Removing Designated Derelict Vessels From the Miami River**

City of Miami Marine Patrol LT Tameron stated the City recently received FIND grant awards which provide a 50% cost share for the City of Miami to remove the 3 currently designated derelict vessels from the City of Miami's portion of the Miami River in the near future. The FWC has pledged the funding for and is planning the removal of the large "Borocho" derelict shipping vessel located in unincorporated Miami-Dade County.

## **IV. Presentation Regarding City of Miami Owned Public Right of Way Aling NW 20 ST from Miami River to NW North River Drive**

Attendees viewed pictures of the City of Miami Owned Public Right of Way Aling NW 20 ST from Miami River to NW North River Drive which a U-Haul business without City permission put a fence around and is storing vehicles without paying the City rent. Mr. Goldstein would like to include this City owned Right of way in his adjacent planned affordable housing development.

## **V. Presentation Regarding the Biscayne Bay Aquatic Preserve Draft Management Plan**

Griffin Alexander and Bethany Tober, Biscayne Bay Aquatic Preserve, presented the Biscayne Bay Aquatic Preserve Draft Management Plan.

## **VI. New Business**

The public meeting adjourned.

# Miami River Commission

## Public Meeting

March 3, 2025 - 12:00 PM

101 W Flagler, Miami FL - Main Library Auditorium

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# Miami River Commission

## Public Meeting

March 3, 2025 - 12:00 PM

101 W Flagler, Miami FL - Main Library Auditorium

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**Miami River Commission's  
Urban Infill and Greenways Subcommittee  
March 6, 2025**

Miami River Commission's (MRC) Urban Infill and Greenways Subcommittee Chairman Jim Murley convened a public meeting on March 6, 2025, 1407 NW 7 ST, at 10 AM. The attendee sign in sheet is attached.

**I) Update Regarding "River Parc" Located on the Miami River's South Shore at 1401-1407 NW 7 ST**

Andrew Velo, Urban Related Group, presented updated draft plans for future phases of the mixed income development. The plans still feature the publicly accessible riverwalk required by Miami 21 Section 3.11 and the Riverwalk Baywalk Design Standards and Guidelines. Mr. Velo stated he would return to the MRC when the draft plans are further developed.

**II) Presentation Regarding Proposed Development Located on Wagner Creek's East Shore at 800 NW 13 Ave**

Andrew Velo, Urban Related Group, presented draft plans for an affordable Housing Development at 800 NW 13 Ave. Miami-Dade County recently approved providing a County owned parcel on Wagner Creek for the project, which will remain a publicly accessible greenspace featuring the publicly accessible riverwalk required by Miami 21 Section 3.11 and the Riverwalk Baywalk Design Standards and Guidelines. Mr. Velo stated he would return to the MRC when the draft plans are further developed.

**III) New Business**

The public meeting adjourned.

# Miami River Commission's Urban Infill and Greenways Subcommittee

## Public Meeting

March 5, 2025 - 2:30 PM

1407 NW 7 ST, Miami, FL

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