

FREQUENTLY ASKED QUESTIONS

What is a Project Development and Environment (PD&E) Study?

A PD&E Study is a formal process that the FDOT uses to ensure that consideration is given to environmental and social impacts, public input, engineering design, and project costs, when evaluating the preferred type, design and location of improvements for transportation projects. This process is mandated by the National Environmental Policy Act (NEPA) and State law. It represents a combined effort by technical professionals who analyze information and document the best alternative for a community's transportation needs.

What is the purpose of this PD&E Study?

The primary purpose of this Study is to establish the location and design concepts for the rehabilitation or replacement of the existing New River CSX Railroad Bascule Bridge in Broward County, Florida. The no-build alternative (no-action) has also been thoroughly evaluated.

Why is this project needed?

The New River CSX Railroad Bascule Bridge was constructed in the late 1920's. This bridge has been inspected and determined to be structurally deficient. In addition, measures have been implemented in order to stabilize the bridge which have reduced the horizontal clearance of the waterway restricting navigation.

Which environmental factors were evaluated?

Amount and quality of wetlands potentially affected, endangered species habitat encroachment, noise impacts, air quality impacts, identification of historic and archaeological sites, recreation/conservation areas, floodplain encroachment, and identification of potentially contaminated sites were evaluated as part of this Study.

What public involvement activities occurred relative to this project?

The FDOT embarked on a Public Involvement Program as part of this PD&E Study. The public involvement began in July 2009 with a Project Kick-off Meeting and culminates with this evening's Public Hearing. Over the past 18 months, other public meetings have been held for the purposes of providing information about the project and seeking input from the affected parties. The goal of the Public Hearing is to present the preferred alternative that has been selected by the project team as a result of the PD&E analysis process and to obtain additional comments and feedback from the affected community. FDOT will continue to seek input from the affected community as the project proceeds to the design and construction phases.

TITLE VI CIVIL RIGHTS ACT

The Florida Department of Transportation is required to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns about Title VI may do so by contacting either:

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District 4 Title VI Coordinator, Marty Anderson
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
(954) 777-4389

Florida Department of Transportation
Statewide Title VI Administrator, Charlotte Thomas
605 Suwannee Street, Room 260, Mail Station 65
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CONTACT INFORMATION

For more information on the New River CSX Railroad Bascule Bridge PD&E Study, please call, e-mail, or write to:

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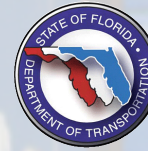
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Florida Department of Transportation
District Four



Welcome to the Public Hearing for:

New River CSX Railroad Bascule Bridge Project Development and Environment (PD&E) Study

Financial Project ID No. 406919-1-22-01

ETDM No. 9087

Broward County, Florida

Tuesday, January 25, 2011

Public Hearing Agenda

6:00 PM: Open House - Review Project Boards & Materials

6:30 PM: Project Presentation

Public Comment Period

International Game Fish Association
Hall of Fame, Events Hall

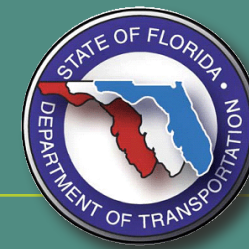
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New River CSX Railroad Bascule Bridge

Project Development and Environment (PD&E) Study



INTRODUCTION

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for the New River CSX Railroad Bascule (movable) Bridge in Fort Lauderdale, Broward County, Florida.

This bridge was fabricated by the Scherzer Rolling Lift Bridge Co. of Chicago and installed in its current location in the late 1920s as part of the Miami Extension for the Seaboard Air Line Railway. For many years this corridor has been utilized for the movement of freight and intercity passengers (Amtrak) to and from south Florida. In more recent years, this corridor has also been utilized for commuter passenger rail services by Tri-Rail.

The CSX railroad bascule bridge is owned by the Florida Department of Transportation (FDOT). The cost of maintenance on the bridge is currently shared by agreement between CSX and FDOT. Rail traffic over the single-track bascule bridge primarily consists of CSX freight trains. Daily unit stone trains, plus local CSX freight service and CSX work trains are moved over the bascule bridge. In the event of maintenance or shutdown of the parallel Tri-Rail high-level bridge, Tri-Rail and Amtrak trains may utilize the trackage over the bascule span.



SCHEDULE MILESTONES

- NOTICE TO PROCEED-JANUARY 2009
- PROJECT KICK-OFF MEETING-JULY 2009
- IDENTIFY PREFERRED ALTERNATIVE-JANUARY 2010
- FDOT PUBLIC HEARING-JANUARY 2011
- SUBMIT BRIDGE APPLICATION TO USCG-SPRING 2011
- ENVIRONMENTAL APPROVAL & PERMITS-SUMMER 2012
- BEGIN CONSTRUCTION-SUMMER 2013

PURPOSE AND NEED FOR STUDY

An inspection of this bridge conducted in 2005 revealed a significant loss of strength in the piles supporting the bridge, resulting in the determination that the bridge has become structurally deficient. The bridge was also subject to an emergency structural repair in 2005 required to stabilize the approach spans. The additional supports implemented as a result of this action restrict the width of channel available for navigation. This condition, along with the substandard train clearances of the bascule bridge, has also rendered this bridge functionally obsolete. As a result, the purpose of this PD&E Study is to identify the preferred bridge alternative (either no-build, rehabilitation or replacement) that will adequately accommodate future rail and marine traffic in the study area.

The CSX railroad corridor is an important mode of transportation for freight in Broward County and the surrounding region. The rehabilitation or replacement of this bridge is necessary to ensure safety and to allow for continued operation of the railroad corridor. Although the adjacent Tri-Rail track connects to the CSX track south and north of the bridge, the Tri-Rail track is too steep to handle freight traffic. Thus, this is the only crossing that allows for CSX freight movement south of this location.

The project's identified objectives meet the provisions of the U.S. Department of Transportation's Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In addition, this project is consistent with the FDOT Mission Statement which states that:

The department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.



YEAR BUILT: 1927 • SPAN LENGTH: 73'-9" • FM# 406919-1-22-01

PROJECT SUMMARY

Project Name: New River CSX Railroad Bascule Bridge Project Development and Environment (PD&E) Study

FM No.: 406919-1-22-01

ETDM No.: 9087

Project Limits: The limits of the project study area are from the overpass of State Road 84 to the overpass of Davie Boulevard (State Road 736). The total length of the study area is approximately 1.25 miles.

Project Scope: To conduct a PD&E Study that evaluates the no-build (no-action), the rehabilitation, and replacement alternatives for the existing railroad bascule bridge over the South Fork of the New River in Broward County, Florida.

Class of Action: It has been determined that the Class of Action is an Environmental Assessment (EA). A draft of the Environmental Assessment document is on display for review at this Public Hearing.

Preferred Alternative: Project alternatives were evaluated from a technical engineering perspective and in terms of their environmental impacts. Public input was received with respect to the project alternatives throughout the PD&E process at scheduled meetings and workshops. The preferred alternative provides for the construction of a new movable bridge to be located approximately 35 feet to the west of the existing bridge.

Section 106: Both the bridge and the railroad tracks are considered eligible for listing in the National Register of Historic Places. As such, FDOT is holding Cultural Resources Committee (CRC) meetings with key agencies, organizations, and local parties. This element of the public involvement process complies with Section 106 of the National Historic Preservation Act and requires specific documentation regarding the historic resources and possible effects, as well as the resolution of the effects.

Next Steps: The public will have an additional ten (10) days following this Public Hearing to comment on the proposed project. Approval of the preferred alternative will be issued in the form of a Finding Of No Significant Impact (FONSI) and a Bridge Permit, both issued by the United States Coast Guard. These approvals are anticipated in the Summer of 2012. The affected stakeholders will continue to be consulted during the design and construction phases of this project.