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Homeland Security

United States
Coast Guard



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Mr. Robert T. McMullen
c/o Gannett Fleming
Suite 701,
7300 Corporate Center Drive
Miami, FL 33126

Dear Mr. McMullen:

This is a follow-up letter to provide further comments on the Draft Programmatic EIS for the proposed South Florida East Coast Corridor Transit project in Miami-Dade, Broward, and Palm Beach Counties, Florida.

If the proposed rail corridor to the Miami Inter-modal Center (MIC) crosses the Miami Canal at or near the existing CSX Railroad drawbridge at waterway mile 0.95, then a fixed bridge proposal would have to provide a vertical clearance of 40 feet above mean high water and a horizontal clearance of at least 90 feet between fenders.

If the proposed rail crosses the New River system with a fixed structure, then a vertical clearance of 55 feet above mean high water and a horizontal clearance of at least 70 feet between fenders would be needed to meet the reasonable needs of navigation on this waterway.

Lastly, if a bascule bridge is selected for the New River or the Miami Canal crossings, the operation of any movable span across these waterways will need to be addressed. Presently, the FEC Railroad drawbridge in downtown Fort Lauderdale across the New River is remotely controlled and remains in the up (fully opened to navigation) position until a train approaches, at which time the span begins its closure sequence. This is also the current operation of the CSX Railroad drawbridge across the Miami Canal in Hialeah. Since rail traffic is projected to increase on the FEC Railroad corridor from Palm Beach to the MIC, remote operation and/or leaving the draw span in the up position until a train arrives at that particular waterway crossing, may not be feasible.

If you have any questions, please feel free to contact me at the above telephone number or by e-mail at Brodie.E.Rich@uscg.mil.

Sincerely,

BRODIE E. RICH
Federal Permitting Agent
Bridge Branch
U.S. Coast Guard
By direction

Copy: Mr. Scott Seeburger, FDOT Fort Lauderdale