

CITY OF CORAL GABLES WATERWAY ADVISORY BOARD

WEDNESDAY, APRIL 7, 2021 - 5:30 P.M.

In-Person Meeting – Commission Chambers

- MEETING MINUTES -

<b>MEMBERS</b>	District	M 20	J 20	S 20	O 20	N	D 20	J 21	F 21	M 21	A 21	<b>APPOINTED BY:</b>
Lisette Stancioff	1	*	*	P	P	*	P	P	P	P	P*	Raul Valdes-Fauli
Carla Isaias	3	*	*	P	P	*	P	E	P	P	P*	Jorge L. Fors
Juan A. Galan Jr	3	*	*	P	P	*	P	P	P	P	P	Patricia Keon
Manny Chamizo	2	*	*	P	P	*	A	P	P	P	A	Vince Lago
Mario Lamar	4	*	*	P	P	*	P	P	P	E	P*	Michael Mena
Douglas Yoder	CR	*	*	P	P	*	P	A	P	P	P	Peter Iglesias
Bertram Goldsmith	7	*	*	P	P	*	P	P	P	P	P	Commission-As-A-Whole
John Swain	2	*	*	P	P	*	P	P	P	P	P	Commission-As-A-Whole
Andria Codina Miyares	6	*	*	P	A	*	A	P	P	P	E	Board-As-A-Whole

**P – Present**  
**P\*- Present (zoom)**  
**E – Excused Absence**  
**A – Absent**  
**(-) – No Appointment**  
**(\*) – No Meeting**

**STAFF:**

Jorge Acevedo, Utilities Division Director/Board Secretary  
 Pilar Wiese, Recording Secretary  
 Ray Toledo, Marine Patrol  
 Chris Challenger, Marine Patrol

**GUESTS:**

Gabriel Delgado, P.E., Project Manager, DTPW  
 Steven Shaup, P.E., Project Manager, TranSystems  
 Ryan Fisher, P.E., Manager, DTPW Bridge Engineering Division

**CALL TO ORDER:**

The meeting was called to order at 5:40 p.m. The roll was taken and in-person quorum was not reached.

## **PRESENTATIONS / DISCUSSIONS:**

- **Presentation - LeJeune Bridge Replacement**

Project Manager Mr. Gabriel Delgado, P.E. from Miami-Dade County Highway Bridge Engineering Division and Steve Shaup, P.E. consultant project manager and bridge design lead from TranSystems, made a presentation for the LeJeune Road bridge replacement project.

The project is a bridge replacement along SW 42<sup>nd</sup> Ave (LeJeune Rd) between Cartagena Plaza (Cocoplum Cir) and Riviera Dr., crossing the Coral Gables waterway. The bridge is located in Miami-Dade County within the City of Coral Gables.

The existing bridge was constructed in 1942 and is 78 years old. It has been categorized as functionally obsolete by Florida Department of Transportation due to the substandard elements, including bridge railings transitions and approach guardrails. It has also been categorized as structurally deficient and has been posted for reduced vehicular loading, making it difficult for emergency vehicles.

Because of the deficiencies, the county is currently performing emergency repairs to address the worst conditions to ensure the bridge can remain open and safe for traveling until the project begins. It is scheduled to be completed by this fall.

The primary goal of this project is to address the advanced deterioration in the existing bridge that has long exceeded its design life by replacing it with a new single-span truss bridge with a sidewalk on the west side. The new wider shoulders and sidewalk will provide improved safety for motorists, bicyclists, and pedestrians in order to minimize the impact to the neighborhood such as Ingraham Park and Cocoplum.

The project is focused on replacing the existing bridge as quickly as possible and includes only work required to tie the new bridge into the surroundings on the west side of the bridge.

The new bridge will have an impact to use the waterway. They are trying to balance the impacts to waterway traffic and roadway traffic. It is important to note that the more restrictive the waterway closures are, the longer the construction period may be. There will be some activities that will require some limitations be placed on channeling East such as removal of the existing bridge piers and during placement and movement of bridge materials over the water during construction to ensure safe environment. We expect a partial channel closure in order to demolish the existing concrete piers once they are removed. It

is likely that the truss ban will be placed using cranes at the roadway. Once the framing is connected, they should be able to place the deck in the remainder of the bridge with less impact to the channel. Placement of the new bridge parts will require the temporary closures for safety reasons. We are looking at ways to provide advanced notifications to the public.

The design is scheduled to be completed in fall 2021. Contractor selection activities will begin immediately afterwards. We anticipate maintenance of traffic activities to begin in late spring 2022 and full closure of the bridge to last approximately three to four months. We expect construction to conclude by spring of 2023.

- Discussion UM Storm Drainage

Mr. Swain said that while riding a bike through the University of Miami there is a little bridge behind the stadium just west of the lake right next to the wellness center. He had noticed water streaming down going right into the waterway without any filter. He has also noticed storm drains in the parking lot appear to may go directly into the waterway.

Mr. Acevedo said that as soon as he received the information from Mr. Swain, he has reached out to the university and to DERM. DERM is addressing violation with the university to correct this violation.

- Marine Patrol - report

\* Marina at the end of the Mahi-Mahi canal –

Officer Toledo has confirmed with DERM that if the marina was in place already, a pump out station is not required. If it has done major renovations and had more than 25 slips, a pump out station is required. If it has more than 50, a stationary pump station is required.

Mr. Galan intervened saying that the City of Coral Gables should be the one giving permits to operate a marine not DERM. Certain requirements should be in place in order for a marina to operate in the City. He said that enforcing pump outs is as important as storm water to keep quality of the water.

**ADJOURNMENT:**

The meeting adjourned at 7:00PM

**NEXT MEETING:**

Wednesday, April 7, 2021 at 5:30 p.m.