

Meeting Minutes

Thursday, March 28, 2013

All Aboard Florida – SHPO Meeting

Location: RA Gray Building - 500 South Bronough Street, Tallahassee, FL 32399

Attendees:

Ginny Jones (FHDR/SHPO)

Dan McClarnon (FDHR/SHPO)

Tim Parsons (FHDR/SHPO)

Ken Hardin (Janus)

Amy Streelman (Janus)

Alex Gonzalez (FECI)

Jose Gonzalez (FECI)

Melvin Brown (HNTB)

Charlene Stroehlen (AMEC)

Dan Baker (Transystems)

1. **Introductions:** Jose G. provided the introductions and purpose of the meeting.
2. **Overview of Project and Status:** Jose G. provided an overview of the project including the two major corridors (East-West and North-South); project purpose, provide passenger rail service between Miami and Orlando, discussed document type, an EIS, and the lead agency, FRA, and the schedule (12 months).
3. **Area of Potential Effect:** Ken H. led the discussion regarding the Area of Potential Effect (APE) for the North-South corridor. SHPO agreed the same approach used for the Miami to West Palm Beach EA/FONSI should be used for the North-South corridor. SHPO also agreed the archeology/historic building survey for the East-West corridor can be based on existing data and previous studies. Exceptions would be if potential critical areas are identified. Approach to these areas, if identified, would be discussed with SHPO to determine appropriate action. North-South APE will include resources directly adjacent to the rail corridor and within the rail corridor. Reconnaissance survey work will be conducted for the North-South corridor. East-West APE will be based on previous cultural resources work as well as the alternative with the worst case scenario in terms of possible effects.

Overview of FEC System: Amy provided an overview of the existing rail system (North-South corridor). Most of the bridges to be replaced are simple structures made of metal, wood and concrete. The infrastructure of the historic bridges has degraded over time and Florida East Coast Railroad has been maintaining the bridges over the years. None of the older bridges are anticipated to have the original infrastructure. The historic nature is based on the rail system and the original footprint from the rail Right of Way, not the specific materials used in the original bridges. Discussion did cover the dynamic nature of the railroad and associated bridges, and how the evolution over time is necessary in order for it to remain a viable transportation corridor.

4. **Historic Bridges:** Open discussion regarding the three eligible historic bridges. The three bridges identified to date include the Oleta and the North and South Forks of the Middle River. These three bridges do not require Coast Guard Permits. The replacement of the bridges are required due to the safety and speed required for the proposed passenger rail system. The cross

sections of the new bridges were discussed and photos of the existing bridges were reviewed. Hand rails are required for safety of passenger disembarking from a train in the case of emergency and maintenance. Some bridges require replacement of the deck structure. There may be a slight gradual increase in rail height, 6 to 12 inches, in the bridge structure when going from a timber to a concrete deck. Examples of historic bridges installed in the early 1960's have a similar concrete deck structure.

Specific bridge discussions included Eau Gallie, built in 1925; AAF proposes to replace the bridge deck. The bridge over the St Lucie is to remain a single track; the train will be required to slow to 20 miles per hour over this structure. There is a movable bridge over the Lockahatchee. We will be adding the historic 2nd track back to the bridge. There is a Bascule Bridge across the Sebastian which requires electrical rehabilitation.

SHPO indicated they will not object to the replacement of the three bridges (Oleta and the North and South Forks of the Middle River), although they indicated they would further discuss this with their Architectural group. The architects at FHDR/SHPO will guide the team, not provide final review, in terms of appropriate suggestions for the bridge replacements/repairs so they are in keeping with the Secretary of the Interiors Standards.

North South Corridor: One archeological site of interest along the North-South corridor is at Hobe Sound National Wildlife Refuge, Mile Posts 274-275. There is a proposed curve reduction, which will stay within the existing maintained right of way and there will be double track added. The double track is to be placed in its historical location. SHPO indicated that they did not have issues with the activities proposed in this area.

5. **Consultation with Affected Parties:** Section 106 Consultation will be required. Consultation with the Tribal Historic Preservation Officer (THPO) will be required with the Seminole and the Miccosukee Indian Tribes of Florida. SHPO is willing to assist FRA with the Tribal consultation process. It is recommended that meetings, suggested at their offices, be scheduled soon to involve the tribes early in the process. SHPO felt that the upcoming public meetings where Ken H. would be present to speak about Section 106 would be acceptable as well. Due to past consultation meetings in the affected communities (i.e. West Palm Beach, Fort Lauderdale, Miami), additional separate meetings are unnecessary.
6. **Schedule:** Construction of the project is expected to begin in 2014.
7. **Open Forum:** Based on the discussions regarding the resources and proposed plans, SHPO felt a Conditional No Adverse Effect finding was possible. SHPO will work with AAF and Janus to develop design plans that minimize the impacts to historic nature of the project.
8. **Conclusion/Next Steps:** Conference call with FRA regarding the APE/Methodology.