New River Crossing

Mayor Dean Trantalis
City of Fort Lauderdale

CITY OF FORT LAUDERDALE

COASTAL LINK COMMUTER RAIL | SEFTC Southeast Florida Transportation Council

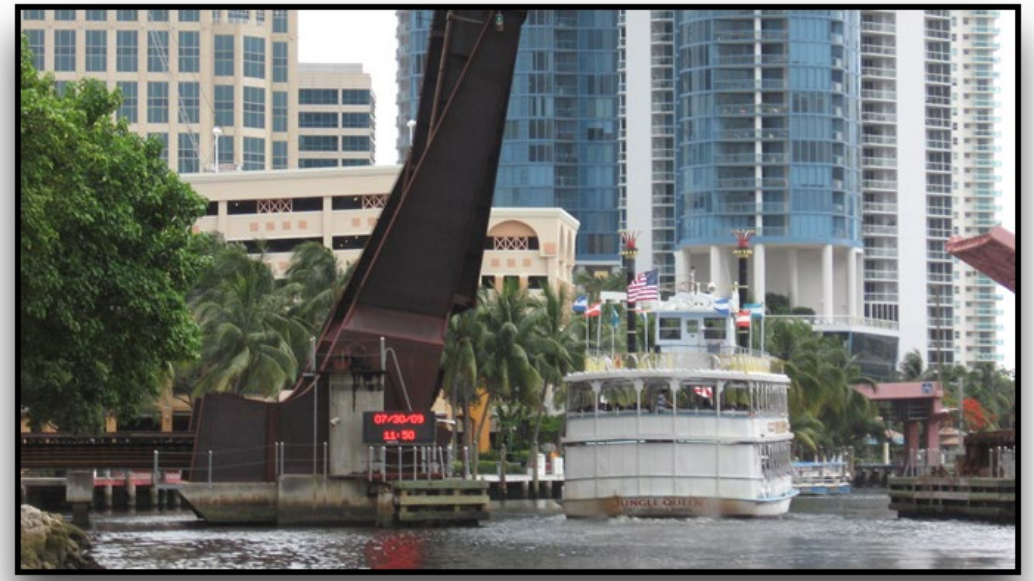
Existing Conditions

Currently the FEC Rail Corridor handles freight using the 40-year old railroad bridge to cross the New River

Once Brightline resumes service this fall, the bridge will be lowered more frequently

Disruptive to marine industry

Disruptive to nearby roads including Broward Blvd, Davie Blvd, Sistrunk Blvd among others



COASTAL LINK COMMUTER RAIL

SEFTC Southeast Florida Transportation Council

Future of Rail Service

Brightline planned restart this fall will include more stations

- Aventura that is under construction
- Boca Raton that is in the planning stage

Coastal Link Commuter Rail – New service

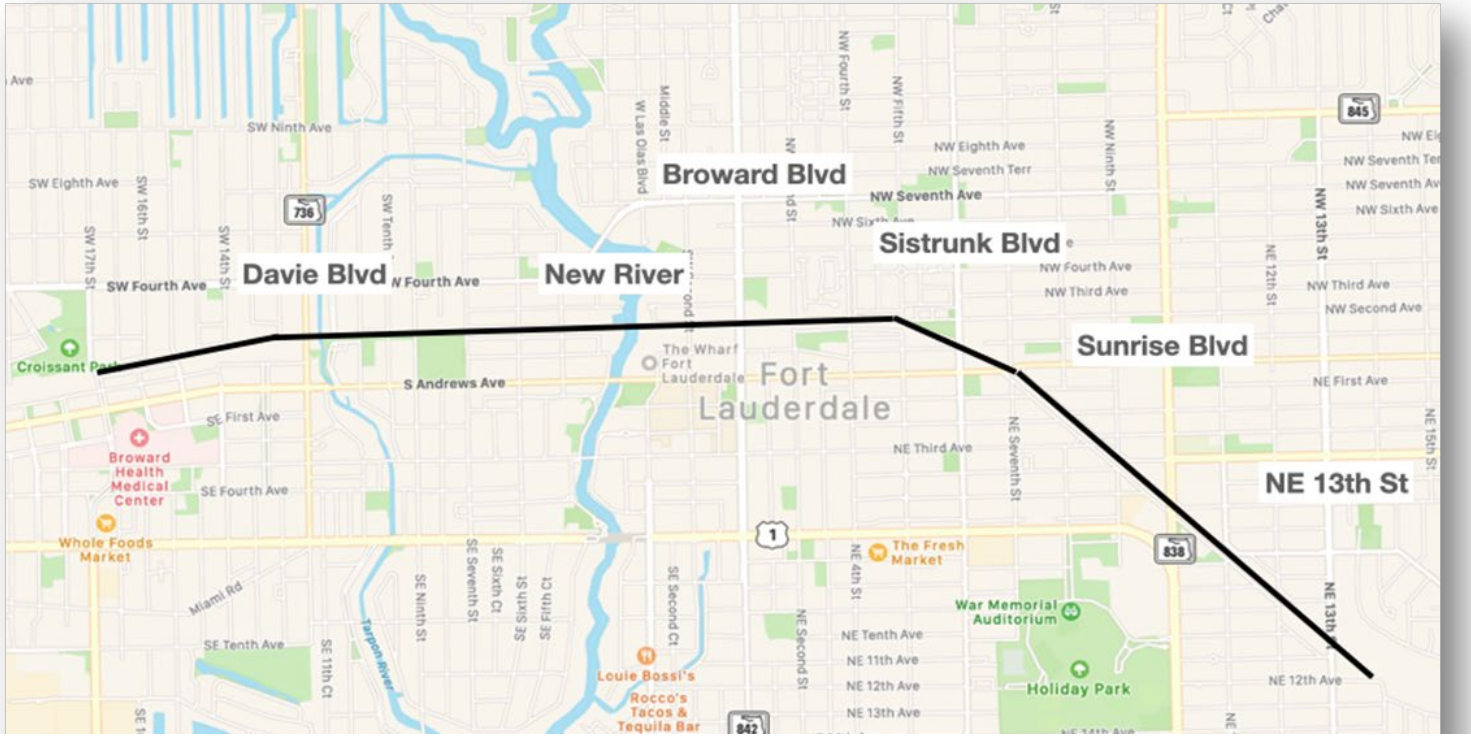
- New River crossing is pivotal for the tri-county service
- Existing railroad bridge will not be able to handle future service

COASTAL LINK COMMUTER RAIL | SEFTC Southeast Florida Transportation Council

Options

FDOT is exploring four solutions for New River crossing:

1. Low-level bascule bridge: 21-foot clearance
2. Mid-level bascule bridge: 56-foot clearance
3. High-level fixed bridge: 80-foot clearance
4. Tunnel at 63-feet below grade



COASTAL LINK COMMUTER RAIL

SEFTC Southeast Florida Transportation Council

Bridge Options

Bridges historically divide communities – Detrimental effect on the transformation of downtown Fort Lauderdale into a vibrant urban center.

A bridge would divide Sistrunk Boulevard, the primary street in the city's historic black community, from downtown and the adjacent Flagler Village.

Traffic tie-ups would not be addressed at Davie and Sunrise Boulevards, nor at NE 13 Street.

COASTAL LINK COMMUTER RAIL

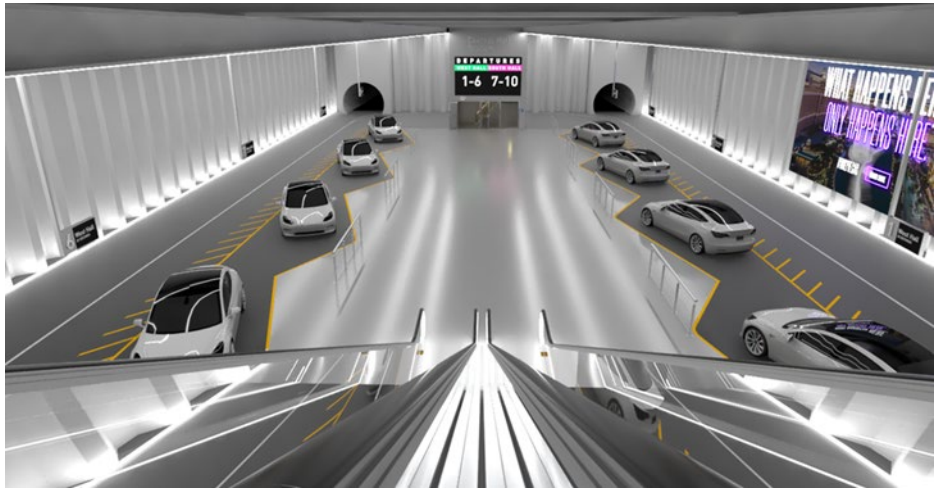
SEFTC Southeast Florida Transportation Council

Tunnel Option

Elon Musk founded The Boring Co. in 2016 after growing frustrated with traffic gridlock in Los Angeles.

He tweeted that “traffic is driving me nuts” and that he was “going to build a tunnel boring machine and just start digging.”

As proof of concept, he built a 1-mile test tunnel at his SpaceX headquarters in the LA suburb of Hawthorne. It was completed in 2018 at a cost of $10 million and now accommodates Teslas at speeds of up to 150 mph.



How it Works

- Breakthrough tunneling technology that allows simultaneous excavation, dirt removal and concrete superstructure installation. Equipment operates 15x faster.

- Reusable drills for tunnels. While traditional tunneling involves the construction of special drills for each project, Musk is standardizing tunnel size and reusing his equipment.

- Uses electric power rather than diesel, allowing the equipment to operate longer without having to ventilate the tunnel.

- Vertical integration through the use of in-house engineering and construction incentivizing project managers to keep costs down and work on schedule.