

ADMINISTRATIVE ACTION  
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation  
In cooperation with the US Coast Guard

TOWN OF BAY HARBOUR ISLANDS - BROAD CAUSEWAY BRIDGE PD&E STUDY

District: FDOT District 6

County: Miami-Dade County

ETDM Number: 14520

Financial Management Number: 452428-1-21-01

Federal-Aid Project Number: D624-029-B

Project Manager: Shakira Trabelsi

The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 23 CFR 771.115(b), and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

A handwritten signature in blue ink, appearing to read 'K. Trabelsi', is written over a solid black horizontal line.

October 10, 2025

Interim Director Office of Environmental Management  
Florida Department of Transportation

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On [05/30/2023](#) the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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# Figure 1: Project Location Map



## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

# 1. Project Information

## 1.1 Project Description

The project involves the potential replacement of the Broad Causeway Bridge connecting the Town of Bay Harbor Islands (Town) with the City of North Miami, within Miami-Dade County. The Project Location Map is shown in Figure 1. The bridge is part of the Broad Causeway, a roadway classified as "Urban Minor Arterial". This arterial also begins in Bal Harbour/Surfside and connects those commuters to the mainland. The limits of the project extend from the Broad Causeway Island (25 53'19.41"N, 80 8'54.52"W) on the west side (25 53'11.30"N, 80 8'18.93"W) to east of West Broadview Drive. The improvements include the bridge approaches and Broad Causeway Island circulation. The Florida Department of Transportation (FDOT) Bridge Identification (ID) Number (No.) is 875101. The project is approximately 0.77 miles in length.

The existing bascule bridge consists of four lanes, undivided (two lanes in each direction). The four travel lanes are 10 ft. wide, without a raised median. The outside travel lanes also include shared-use markings to accommodate bicycles. In addition, pedestrians are accommodated with a raised maintenance area on each side of the bridge, with a width that varies from 22 to 36 inches (in.). There are no guardrails separating the raised maintenance area from the travel lane. Crossing over the Intracoastal Waterway (ICWW), the bridge has a horizontal clearance of 79.7 ft., a maximum vertical clearance of 18.0 ft. at Mean Low Water (MLW) and a minimum vertical clearance of 15.7 ft. at Mean High Water (MHW) at the Bascule crossing. The ICWW at the bridge crossings is deemed a navigable waterway by the United States Coast Guard (USCG).

Existing right-of-way (ROW), owned by the Town, is anticipated to accommodate the replacement bridge and approaches. Included in the Town Charter by the 1953 Senate Bill No. 865, the State of Florida surrendered and granted to the Town any claim or control over all tidewaters and other lands, and all bayous and bay bottoms, beaches, waters, waterways and water bottoms, and all riparian rights within and adjacent to the Town limits for municipal purposes only, a strip of 300 ft. wide from Kane Concourse (SR 922), westwardly across Biscayne Bay to approximately 123rd Street in the City of North Miami. This 300 ft. wide strip is shown in the attached map as a bright yellow highlight. Therefore, the replacement bridge will be built within the 300 ft. strip over Biscayne Bay under claim or control by the Town.

### Preferred Alternative

The Preferred Alternative is the 65 ft. High-Level Fixed Bridge on a southern alignment that replaces the existing Broad Causeway Bridge and bridge approaches. The new bridge includes a 4-lane divided roadway with two, 11 ft. lanes in each direction separated by 4 ft. inside shoulders and a 2 ft. concrete barrier wall. The outside shoulders are 8 ft. wide, adjacent to concrete barrier walls. A 14 ft. shared-use path along the north side of the new bridge accommodates pedestrians and bicycles with a 1.5 ft. barrier wall to safely separate travel lanes and the path. The design and posted speed would be 30 miles per hour (mph), as it is today.

The new alignment would be located to the south of the existing bridge, allowing for traffic to be maintained along the existing bridge while the proposed bridge is constructed. Demolition of the existing bridge would be phased, so that traffic would be maintained within the existing corridor for most of the construction duration and progressively be transferred from the existing bridge to the new bridge. Emergency vehicles would have 24 hours a day, 7 days a week access to pass through the corridor for emergencies. The corridor would continue to be used as a Hurricane Evacuation Route during construction as it is today. See attached Preferred Alternative figure that includes the typical section, profile, and renderings for more details.

On the causeway island, west of the bridge, new access ramps are proposed to and from the existing service station. The Preferred Alternative provides extra greenspace along the north side of the causeway island. See attached Causeway Island Circulation Map for more details.

The existing median opening east of the bridge on State Road (SR) 922 at Broadview Terrace will remain open for U-turn only movements. A mid-block pedestrian crosswalk is proposed on Kane Concourse (SR 922) between the bridge and the existing median opening. The mid-block crossing will include a push-button crossing to allow pedestrians and bicyclists to cross the roadway. Extensive wayfinding signs will be included to direct pedestrian and bicycle movement in the vicinity of the bridge.

The Preliminary Design phase is scheduled to be initiated in 2025. Since there are no ROW acquisitions that phase is not applicable. The project will move from the Design phase directly into the Construction phase which is anticipated to start in the year 2028 and be completed by 2031.

## 1.2 Purpose and Need

### Purpose

The purpose of this project is to address the structural and functional deficiencies of the existing Broad Causeway Bridge. The feasibility of continued rehabilitation and repair versus replacement of the bridge was evaluated through the PD&E Study.

### Need

The need for the project is based on the identified bridge deficiencies as presented below.

### Bridge Deficiencies

Constructed in 1951, the 73-year-old bridge has been determined to be functionally obsolete with fracture critical components based on a Bridge Inspection Report prepared in January 2023 and determined to be structurally deficient based on a Bridge Inspection Report prepared in January 2024 by the FDOT. According to the Federal Highway Administration (FHWA), functionally obsolete means that the bridge was built to standards that are not used today. The Broad Causeway Bridge does not meet current design standards for lane widths, shoulder widths, or serve current or future traffic demand. A bridge is Structurally Deficient if it is in relatively poor condition or has an insufficient load-carry capacity. The bridge received a Sufficiency Rating of 11.1 [on a scale of 0 percent (poor) to 100 percent (very good)]. The Sufficiency Rating is essentially an overall rating of a bridge's fitness to remain in service. A low Sufficiency Rating may qualify a bridge for State or Federal replacement funds.

As part of the inspection process, several components were evaluated and assigned a rank or condition based on the National Bridge Inventory (NBI) system. The system was established to evaluate existing bridge deficiencies to ensure safety for the traveling public. The ranks/conditions were based on a scale of zero through nine. A rank of zero generally means that the bridge is out of service, beyond corrective action, and in need of replacement; a rank of nine means the bridge is in excellent condition and no deficiencies have been identified. The ranks/conditions for the components examined in the reports are as follows:

**Bridge ID Number 875101** (FDOT Inspection Date - January 19, 2024)

- Bridge Railings: 0 (Does not meet currently acceptable standards)

- Transitions: 1 (Meets currently acceptable standards)
- Approach Guardrails: 1 (Meets currently acceptable standards)
- Bridge Guardrails Ends: 0 (Does not meet currently acceptable standards)
- Deck: 4 (Poor)
- Superstructure: 5 (Fair)
- Substructure: 3 (Serious)
- Performance Rating: Poor
- Chanel: 7 (Minor Damage)
- Deck Geometry Appraisal: 2 (Intolerable; Replace)
- Approach Alignment Appraisal: 4 (Minimum Tolerable)
- Scour Critical: 5 (Stable within footing)

In 2017, major structural repairs were performed to the bridge at a construction cost of approximately \$17 million. As a result of a 2020 inspection carried out by FDOT, a design to address additional repairs identified by the 2020 inspection was completed. Estimated costs to perform these repairs amount to \$3.0 million. As a result of the 2024 inspection, temporary emergency repairs have been completed. As the structure continues to age, frequent, costly repairs will be needed to prevent closure or severe damages.

#### Transportation Demand

The Broad Causeway and Kane Concourse (SR 922) corridor have high traffic volumes since they connect the beach communities and Bay Harbor Islands to the mainland. The a.m. and p.m. peak hours are times of high congestion and future traffic volumes are anticipated to continue to increase based on the suggested annual growth rate of 1.0% detailed in the *Project Traffic Analysis Report (PTAR) (March 2024)*. Since the ICWW at the bridge crossing is deemed a navigable waterway by the USCG, the bridge bascule is required by the USCG to open twice per hour on the quarter and three-quarter hour but only opens if vessels are waiting. Having the bridge open potentially twice per hour further compounds traffic congestion. Having free flow of vehicular traffic or infrequent bridge openings will help relieve congestion and facilitate emergency evacuation.

#### Safety

Broad Causeway Bridge is a high vehicle crash location with many bicycle crashes. Based on information from Signal4 Analytics database, between 2018 and 2023 there were 47 total vehicle crashes occurring within the project limits of which 26 were on the undivided bridge and approach sections. The highest concentration of crashes was near West Broadview Drive. The study area exhibited a majority of the crashes to be sideswipe crashes (28%) and rear end crashes (26%). The high occurrence of rear-end and sideswipe crashes can be indicative of congestion along the corridor. Of the 47 vehicle crashes, none resulted in a fatality, but two resulted in serious injury and 18 resulted in injuries. While vehicle to vehicle crash rate of 1.90 for the undivided bridge section is below the statewide average (7.30) for this type of urban facility, vehicle to bicycle crashes (19% of total crashes) are exponentially higher as explained below. The outside travel lanes on Broad Causeway Bridge include shared-use markings to accommodate bicycles, but there are conflicting signs on each side of the bridge that direct bicyclists to get off the bicycle and walk. According to the FDOT's *Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook 2018)*, the minimum width of a shared traffic/bicycle lane is 14 ft. The existing lane width on Broad Causeway Bridge is only 10 ft. Therefore, the bicycles are sharing 30 mph travel lanes with vehicles on lane widths that do not meet current standards. As a result, there have been nine vehicle crashes involving bicycles. All nine crashes resulted in injury and occurred on the undivided bridge and approach sections. Vehicle to bicycle interactions account for 19% of the total crashes occurring within the project limits. This is 17.8% higher than the 1.2% average representing crashes involving a bicycle in 2022 for Miami-Dade County urban, non-interstate facilities (Source: Signal4, 2022).

In addition, pedestrians use a raised maintenance area with a width that varies from 22 to 36 in. on each side of the bridge. There are no guardrails separating the raised maintenance area from the travel lane. The west side of the bridge has a 6-inch curb to enter the maintenance area that does not provide ADA access. This creates an unsafe condition for pedestrians particularly if two pedestrians are walking across the bridge in opposite directions and need to pass each other. There are currently no sidewalks on the causeway island west of the bridge.

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management (FDEM) and Miami-Dade County, Broad Causeway Bridge plays a critical role in facilitating traffic between the beaches and the mainland of Miami during emergency evacuation periods. The project is needed to maintain emergency evacuation capabilities to approximately 40,000 residents from the municipalities of Bay Harbor Islands, Bal Harbour, Surfside, Miami Beach and Sunny Isles Beach. When winds are higher than 35 mph, the USCG requires the bridge to be closed (down position) to avoid damages to the wings. When there is an emergency evacuation situation, the USCG starts closing (down position) the movable bridges from the south and moving north. Typically, the Broad Causeway Bridge remains closed until the USCG contacts the Town of Bay Harbor Islands to open it for certain hours.

The existing structure and some of the mechanical components are over 70 years old and are failing. The Town of Bay Harbor Islands has completed numerous repairs in the recent years to keep the bridge operational. As time passes repairs are needed more frequently and at a higher cost. In addition, the Broad Causeway Bridge has only one undersized emergency generator. When the generator is needed to run the bascule portion of the bridge, the two wings cannot open at the same time, hence delaying the opening-closing cycle. If the bridge is stuck open because of mechanical failure or is damaged due to a hurricane, a direct emergency evacuation route for these communities will be eliminated. The detour route for those on the east end of the bridge heading north counterclockwise to the west end of the bridge would be 9.40 miles and heading south (clockwise) would be 11.12 miles. The detour route for those on the west end of the bridge heading north clockwise to the east end of the bridge would be 9.26 miles and heading south (counterclockwise) would be 11.29 miles as shown in the attached Project Detour Route for Bridge Closures Map.

#### Project Status

The project is a priority for the Town of Bay Harbor Islands and is included in their current Capital Improvements Program (CIP) with the following allocations to date:

- Fiscal Year (FY) 2021-2022 - PD&E phase - \$500,000
- FY 2022-2023 - PD&E phase - \$2,300,000
- FY 2023 - 2024 - PD&E phase - \$2,800,000
- FY 2024 - 2025 - Design phase - \$6,000,000
- FY 2025 - 2026 - Design phase - \$5,000,000
- FY 2026 - 2027 - Design phase - \$4,000,000

The project was approved by the Miami-Dade Transportation Planning Organization (TPO) on November 3, 2022 (TPO's Resolution #46-2022) (Planning Consistency Appendix) and added to the 2045 Long Range Transportation Plan (LRTP). Currently the Town is providing the Design funds from toll revenues, but is actively seeking Federal, state, and local funds while applying for all applicable grants to offset Design phase funding and fund the Construction phase. Also, the Congressional Community Project Funding of \$500,000 was received on May 15, 2024 that will be utilized for the Design phase. The Transportation Improvement Program (TIP) FY 2025- 2026 includes Design phase funds provided by the Town for FY 2025- FY 2027. The TPO provided a letter on July 7, 2025, stating that the TPO will work with the Town to update the TIP to reflect the additional Congressional funding. This funding is also reflected in the FDOT State

Transportation Improvement Program (STIP). The Construction phase is currently not funded with the exception of a \$1 million Earmark shown in the STIP. Ongoing coordination with the TPO has occurred to keep them apprised of funding. Supporting documentation for planning consistency is included in the Planning Consistency Appendix.

### 1.3 Planning Consistency

Currently Adopted L RTP- CFP	COMMENTS			
Yes	The Miami-Dade TPO on November 3, 2022, approved TPO Resolution #46-2022 to amend the 2045 LRTP and FY 2023 TIP to include in Priority I of the Plan the PD&E phase to advance the Broad Causeway Bridge Replacement Project, Project Number BC-160. The project is shown as #12 on the LRTP Summary of Amendments.			
	Currently Approved	\$	FY	COMMENTS
<b>PE (Final Design)</b>				
TIP	Y	\$6,000,000 \$5,000,000 \$4,000,000	2025 2026 2027	Town currently has funding programmed, but is seeking Federal, state, and local funds and applying for all applicable grants to offset Design phase funding. The TIP will be updated to reflect the \$500,000 Congressional Community Project Funding.
STIP	Y	\$500,000	2026	
<b>R/W</b>				
TIP	N			There will be no ROW phase.
STIP	N			There will be no ROW phase.
<b>Construction</b>				
TIP	N			Town is seeking Federal, state, and local funds and applying for all applicable grants for Construction phase funding. Construction is anticipated to start in 2028 and to be completed by 2031.
STIP	Y	\$1,000,000	2026	

## 2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
<b>3. Social and Economic</b>				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4. Cultural Resources</b>				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966, as amended	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>5. Natural Resources</b>				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6. Physical Resources</b>				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**USCG Permit**

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

\* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

### 3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

#### 3.1 Social

The Sociocultural Effects (SCE) Evaluation process is used to identify and address the effects of a transportation improvement project on a community and its quality of life. A quarter-mile buffer of the project study area was used to capture all aspects of the affected community. Additional details are located in the *Sociocultural Effects Evaluation Technical Memorandum (July 2024)*, found in the project files.

#### Demographics Analysis

This project is located entirely within the Town of Bay Harbor Islands, but this study area for the SCE also covers a small portion of North Miami, west of the project terminus.

A demographic profile of the study area was prepared and compared against Miami-Dade County. The demographic profile utilizes data from the Environmental Screening Tool (EST) Sociocultural Data Report (SDR). The SDR uses the 2018 to 2022 American Community Survey (ACS) data and reflects the approximation of the population based on the area of a quarter-mile buffer intersecting the Census block groups along the project corridor. The most current ACS data is used to characterize the population with potential to be directly affected by the project. **Table 2-1** provides a summary of the sociocultural characteristics within the project area.

Table 2-1 Sociocultural Characteristics

<b>Sociocultural Characteristics</b>	<b>Percent of Population</b>	
	<b>1/4-mile Study Area</b>	<b>Miami-Dade County</b>
<b>Race/Ethnicity</b>		
<i>Minority Population Percentage</i>	57.78%	86.97%
<i>Claim Two or More Races</i>	23.41%	29.15%
<i>Some Other Race Alone</i>	5.41%	6.34%
<i>Black or African American Alone</i>	3.25%	15.86%
<i>Hispanic or Latino</i>	48.44%	68.77%
<b>Age</b>		
<i>65 and over</i>	18.0%	16.61%
<i>18 and younger</i>	26.12%	20.10%
<i>Median</i>	40	40.6
<b>Disability</b>		
<i>Population 20 to 64 Years with a Disability</i>	4.14%	6.64%
<b>Income</b>		
<i>Households Below Poverty Level</i>	3.10%	16.21%
<b>Education Attainment</b>		
<i>High School Graduate or Higher</i>	93.58%	82.67%

<i>Bachelor's Degree or Higher</i>	56.42%	32.54%
<b>Language</b>		
<i>English Language Proficiency   Speaks English "Less than Very Well"</i>	15.80%	33.95%
<b>Housing</b>		
<i>Occupied Housing Units with No Vehicle</i>	3.40%	9.74%

### **Race and Ethnicity**

The data indicates that residents within a quarter-mile buffer of the project are at 57.78% minority, which is much lower than Miami-Dade County's minority population percentage of 86.97%. The minority population within a quarter-mile buffer is primarily "Claim Two or More Races" (23.41%) with about 48.44% of the population being Hispanic or Latino ethnicity (of any race).

### **Age and Persons with Disabilities**

The analysis indicates that roughly 18% of the population in the study area are age 65 and older, with the median age of 40 years, which is comparable to the median age in Miami-Dade County of 40.6 years. It should be noted that within the study area 26.12% of the population is 18 years or younger. Approximately 4.14% of the population aged 20 to 64 years has a disability compared to 6.64% in Miami.

### **Income/Poverty Status**

The median income has more than doubled for households within the study area between 2000 and 2020 to roughly \$113,258 which is \$59,283 higher than Miami-Dade County's median household income of \$53,975 in 2020. The percent of households within a quarter mile of the project living below the poverty level has decreased from 6.56% to 3.10% since 2010, which is 13.11% lower than Miami-Dade County's average of 16.21%.

### **Education Attainment**

The study area population has a high degree of educational attainment, with 93.58% high school graduates, while 56.42% have received a Bachelor's degree or higher education.

### **English Language Proficiency**

Approximately 15.8% of the population within a quarter mile of the project has limited English proficiency (LEP), or "Speaks English Less than Very Well", compared to 33.95% in Miami-Dade County.

### **Occupied Housing with No Vehicle**

About 3.4% of the households within a quarter mile buffer of the project do not have access to a vehicle, compared to 9.74% of households in Miami-Dade County.

### **Community Services and Focal Points**

Community focal points are public or private locations, facilities, or organizations that are important to local residents and communities. Community focal points include schools, worship centers, community centers, parks, cemeteries, fire stations, law enforcement facilities, government buildings, healthcare facilities, and social service facilities. All community focal points within a quarter-mile buffer were identified and are described below and shown in the attached Community Services and Focal Points Map.

### Florida Parks and Recreational Facilities

- Town of Bay Harbor Islands Tot Lot
- Florida Circumnavigational Saltwater Paddling Trail
- North Bayshore William Lehman Park
- South Passive Park
- Indian Creek Golf Club (privately owned)

It should be noted that the Ruth K. Broad Bay Harbor K-8 (Kindergarten through Eighth grade) Center (school), Morris N. Broad Community Center, Miami-Dade County Bay Harbor Islands Fire Rescue Station 76, and public library are located just outside of the quarter-mile buffer on 95th Street and West Bay Harbor Drive on the East Island.

### **Community Cohesion**

Data was collected regarding community cohesion for this project, which included identification of physical barriers, traffic patterns, social travel patterns, connectivity to transit and community features and facilities. Characteristics of the surrounding communities and local demographics are important considerations and are closely examined by the SCE process so that disproportionate impacts can be avoided.

The project bridge carries Broad Causeway over Biscayne Bay and the ICWW to connect the City of North Miami on the west with the Town of Bay Harbor Islands, Village of Bal Harbour, and Town of Surfside on the east, linking the beach communities with U.S. 1 and Interstate 95 (I-95) to the west. The project traverses the Town of Bay Harbor Islands, a U.S. Census Designated Place in northern Miami-Dade County. The Town consists of two islands: West Island and the East Island.

Many pedestrians walk or ride their bicycle in the Town of Bay Harbor Islands and over the existing Broad Causeway Bridge.

### **Social Resources Analysis Results**

In evaluating the potential for adverse environmental impacts to any distinct populations, the six SCE Evaluation issues (social, economic, land use changes, mobility, aesthetic effects, and relocation potential) were taken into consideration.

It is anticipated that the proposed project will have a positive impact on community cohesiveness. The project does not add any new physical barriers that will bisect the neighborhoods or separate residences from community facilities such as churches, schools, shopping area or civic or cultural facilities. Existing pedestrian and bicycle facilities on the bridge, causeway island and bridge approaches will be reconstructed or improved to accommodate the proposed roadway features and enhanced pedestrian features. The proposed project will not alter the existing routes or transit facilities within the corridor.

Quality of life and safety for community and regional residents will be improved by having free flow of vehicular traffic that will help relieve congestion, potentially reduce crashes, enhance local emergency response time, and facilitate emergency evacuation. Also, a new bridge will eliminate detours due to bridge malfunctions or repairs. In consideration of any mitigative or beneficial aspects to this project, the Broad Causeway Bridge project will provide enhancements to the inhabitants of the potentially National Register of Historic Places (NRHP) eligible historic district since it will improve vehicular, pedestrian and bicyclist safety by providing wider travel lanes, shoulders and a 14 ft. shared-use path. It will also improve access to the historic district and emergency evacuation since there will no longer be delays from opening a movable bridge. Lastly, it will provide pedestrian and bicycle facilities that can enhance the quality of life for inhabitants of the historic district. All of which facilitates the continued stewardship and preservation of the historic district.

There is also no ROW acquisition proposed for the Preferred Alternative. Therefore, there are no direct impacts to social or community resources as the improvements are mainly to the bridges and approaches located on the causeway. Therefore, the project will also avoid the Parks and Recreational Facilities previously identified, including the Tot Lot. The Florida Circumnavigational Saltwater Paddling Trail will have temporary impacts that are discussed further within the Cultural Resources section.

Phased construction will be completed within three major phases and will not affect the general traffic flow of two lanes in each direction. No restrictions are anticipated for residents and business owners adjacent to the project limits. Emergency evacuation will be maintained. Bicycle and pedestrian access will be maintained during construction through a temporary 5 ft. sidewalk that will be constructed along the north side of the proposed bridge. The latest edition of the FDOT's *Standard Specifications for Road and Bridge Construction* will be followed.

The Preferred Alternative is expected to have no significant impacts on social resources within the Broad Causeway Bridge corridor.

## **3.2 Economic**

As one of seven crossings of Biscayne Bay and the ICWW between the mainland and the barrier islands, Broad Causeway Bridge provides access from I-95 and U.S. 1 to the Town, Village of Bal Harbour, and Town of Surfside. The bridge on Broad Causeway is essential to maintaining the movement of people and goods along the corridor as well as providing access to local businesses in the Town, Village of Bal Harbour, Town of Surfside, and the City of North Miami. The project is located within two U.S. Census Designated Places [Bay Harbor Islands and North Miami] and is in an area of high tourist activity connecting North Miami to the beach communities such as Surfside and Bal Harbour. According to Miami-Dade Beacon Council, the labor force on Bay Harbor Islands is 3,139 people and the largest job counts are for office and administrative support, sales, managers, healthcare support, and financial operations with 25% being blue collar workers (perform manual labor) and 74% being white collar workers (office jobs). Based on online information from Zippia, major businesses in the North Miami area include Jackson North Medical Center, Grand Realty of America, City of North Miami Beach, ECE Consulting Group, and Klika Tech.

Overall, in the long term, the proposed project is expected to improve both the economic conditions of the area and mobility by maintaining an important regional connection to jobs, essential services, and tourist destinations.

Bridge replacement will also improve commercial and recreational boating as the new bridge will have a higher vertical clearance and will allow passage of more vessels without requiring a bridge opening. In addition, the project will reduce escalating maintenance costs of the existing bridge that is projected to continue if no corrective action occurs. The bridge replacement will also ensure the continuation of safe access to employment centers and economic focal points located in the Town and in Bal Harbour and Surfside Beaches. In addition, providing a safe vehicular and bicycle/pedestrian facility will enhance access to and from the commercial areas to the east and west of the corridor.

There are no changes to tax base or tax revenue as a result of the Preferred Alternative. The project is compatible with the economic land uses in the area since there is no change in land use and no anticipated change in property values.

The Preferred Alternative will have no significant impact to economic resources within the Broad Causeway Bridge corridor.

### 3.3 Land Use Changes

The project traverses the Town of Bay Harbor Islands, a U.S. Census Designated Place in northern Miami-Dade County. The Town consists of two islands: West Island and the East Island as shown on the Existing Land Use Map attached. The West Island contains exclusively single-family residential. The East Island contains a business/commercial district and multi-family residential housing with some public/institutional uses.

Along the project corridor, the existing land use for the project corridor primarily consists of infrastructure (transportation use) and commercial (service station) on the causeway island identified as the Causeway District and single family residential and parks and recreation land uses on the West Island. The attached Future Land Use Map shows the land uses are consistent with the existing land use.

According to the Town of Bay Harbor Islands Future Land Use Map, the project corridor will continue to support the noted land uses at existing densities. The Preferred Alternative will avoid property relocation and ROW acquisitions. The Preferred Alternative will have no significant impact on land use along the Broad Causeway Bridge corridor.

### 3.4 Mobility

The Broad Causeway Bridge connects the Town with the City of North Miami and extends to the communities of Bal Harbour and Surfside connecting those commuters to the mainland.

The existing bridge consists of four lanes (two in each direction) that are 10 ft. wide, without a raised median. The outside travel lanes also include shared-use markings to accommodate bicycles which is a safety concern due to substandard lane widths. There are conflicting signs on each side of the bridge that direct bicyclists to get off the bicycle and walk. According to the FDOT's *Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook 2018)*, the minimum width of a shared lane should be 14 ft. The existing lane width on Broad Causeway Bridge is only 10 ft. Therefore, bicycles are sharing 30 mph travel lanes with vehicles on lane widths that do not meet the current standards.

In addition, a raised maintenance area that is used by pedestrians is present on each side of the bridge, with a width that varies from 22 to 36 in. The typical width of the maintenance area and existing barrier wall is 3.75 ft. There are no guardrails separating the maintenance area from the travel lane creating a safety concern for pedestrians using the maintenance area to cross the bridge. The west side of the bridge has a 6-inch curb to enter the maintenance area that does not provide ADA access. Also, the maintenance area is not ADA compliant since it does not provide the required minimum widths of 36 in. or 32 in. at the point of an obstruction such as a light fixture/pole. This creates an unsafe condition for pedestrians, particularly if two pedestrians are walking across the bridge in opposite directions and need to pass each other. There are currently no sidewalks on the causeway island west of the bridge. The bridge approaches are generally consistent with the typical section of the bridge, except for west of the bridge where there are no sidewalks.

According to the Miami-Dade 2040 Bicycle/Pedestrian Plan, Broad Causeway is not listed as a bike/ped priority. The FDOT's *Bike Network Plan (February 2022)* defines the project area as a "County Connector." Bicyclists travel across the causeway island using the existing green bike lanes and sharrows on the Broad Causeway Bridge and Kane Concourse (SR 922). The maximum pedestrian and bicyclist counts from the two count locations on two separate days are listed below in **Table 2-2** and provided in the Project Traffic Analysis Report (PTAR) (*March 2024*).

Table 2-2 Multimodal Traffic Counts

<b>Date</b>	<b>Time</b>	<b>Type</b>	<b>Eastbound</b>	<b>Westbound</b>
Saturday, February 11, 2023	7:00 AM - 7:00 PM	Pedestrians	119	122
		Bicyclists	216	176
Tuesday, February 14, 2023	7:00 AM - 7:00 PM	Pedestrians	103	95
		Bicyclists	105	91

The complete streets approach of planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities was utilized to incorporate missing and substandard safe modes of transportation. The proposed design will provide improved forms of bicycle access throughout the corridor and the needed pedestrian access will be added to the project.

The Miami-Dade Transit Route 107 (G) traverses the proposed project area with a bus stop located at Broadview Terrace and NE 96th Street. Route 107 (G) starts at the Miami-Dade College North Campus and heads east over the Broad Causeway Bridge ending at Harding Avenue and 94th Street in the Town of Surfside. According to the Miami-Dade Transit, the Transit Development Plan (TDP) Annual Progress Report, for FY 2022- 2031, this municipal transit service is expected to continue to operate at current service levels.

The project is located within a transportation disadvantaged service provider area [Miami-Dade Transit Transportation Disadvantaged Program]. The Miami-Dade Transit Transportation Disadvantaged Program is a state-funded program that provides free transportation passes to qualifying Non-Profit Agencies/Programs for use by their Miami-Dade County resident clients who qualify as "Transportation Disadvantaged". The complimentary Bay Harbor Islands Shuttle Freebee ride service also operates within the project area.

The Miami-Dade TDP contains no transit needs or planned improvements for the project corridor, but the Transit Division of Miami-Dade County's Department of Transportation and Public Works (DTPW) noted that this is a key connection to Miami Beach and the Town of Bay Harbor Islands and future transit needs may be different than currently planned.

The replacement of the bridge will improve commercial and recreational boating as the new bridge will have a higher vertical clearance and will allow passage of more vessels without requiring a bridge opening.

Serving as part of the emergency evacuation route network designated by the FDEM and Miami-Dade County, Broad Causeway Bridge plays a critical role in facilitating traffic between the beaches and the mainland of Miami during emergency evacuation periods. The project is needed to maintain emergency evacuation capabilities to approximately 40,000 residents from the municipalities of Bay Harbor Islands, Bal Harbour, Surfside, Miami Beach and Sunny Isles Beach. The Preferred Alternative will maintain emergency evacuation along this route during construction.

### **Mobility Resources Analysis Results**

The Preferred Alternative will create improved facilities for bicyclists and pedestrians. Pedestrians and bicycles will be accommodated throughout the project corridor with a shared-use path around the causeway island perimeter (8 ft. to 14 ft.), and a 14 ft. shared-use path along the northern side of the bridge typical section. Connecting the pedestrians from the bridge section to the causeway island section is a 14 ft. shared-use path spiral ramp (helix) which is described in the *Preliminary Engineering Report (PER) (September 2025)*, found in the project files. All proposed pedestrian features will tie to existing sidewalks at both eastern and western project limits. To provide complete connectivity for pedestrians a midblock crossing is proposed just east of West Broadview Drive at Station (Sta) 144+80. The midblock crossing will connect pedestrians to the south sidewalk east of the project and will include warning signs and other special emphasis features to alert drivers of the upcoming crossing. During design the mid-block crossing will be further analyzed to determine what the safest and most efficient option will be for pedestrian and bicycle crossing. Potential design options include Rapid Rectangular Flashing Beacons and overhead pedestrian signals. Extensive wayfinding signs will be included to direct pedestrian and bicycle movement in the vicinity of the bridge.

The proposed project improvements are intended to enhance overall mobility in the area by maintaining an important regional connection between the islands and mainland of northern Miami-Dade County and enhance access to businesses/destinations for bicyclists and pedestrians through the provision of a new shared-use path. Also, having free flow of traffic will help relieve congestion and facilitate emergency evacuation. Having free-flow traffic will provide better on time reliability of the Maimi-Dade Transit and Bay Harbor Islands Shuttle routes that are currently operating in the project area. The enhancements to pedestrian accommodations will provide better and safer access to bus and shuttle stops.

There are currently no sidewalks on the causeway island west of the bridge. The bridge approaches are generally consistent with the typical section of the bridge, except for west of the bridge where there are no sidewalks. During construction, a temporary 5 ft. sidewalk will be constructed along the north side of the proposed bridge.

The Preferred Alternative is expected to enhance mobility within the Broad Causeway Bridge corridor.

### **3.5 Aesthetic Effects**

Landscaping and "Bay Harbor Islands" gateway signs are the main aesthetic features. Mature Coconut Palms and manicured shrubs scatter the causeway island portion of the corridor while mature Royal Palms with manicured shrubs line the median of SR 922 along the eastern end of the project.

The existing bridge is the main artery into the Town and the community has voiced concerns of the positive and negative impacts a 65 ft. High-Level Fixed Bridge will have during construction and after the new bridge is opened. The high-level bridge will change the existing character and aesthetics of the area since it will be at a higher profile and will have a wider footprint. The proposed option was refined through various alternative meetings with the Town officials and community to provide a product that will address more than the Town's transportation needs. Currently, the Town owns and maintains just one park within the project limits (Tot Lot). The Preferred Alternative provides extra greenspace along the north side of the causeway island.

Context sensitive solutions will be considered to ensure that the project accounts for the community's input on design preferences. However, the width and height profiles of the new bridge will alter viewsheds of the area from both the bridge

and from the residents and recreational areas along the shoreline. A profile and rendering of the Preferred Alternative are attached.

The increased height will be highlighted on the 14 ft. shared-use path where overlooks will be located on the east and west edges of the ICWW. The overlooks will give the users a place to rest if using the shared-use path as an exercise destination or a place to take pictures and take in the 360-degree panoramic views of the Town and Downtown Miami.

Another special feature of the shared-use path is the spiral ramp that brings the users down to the causeway island from the 65 ft. Fixed Bridge. To enhance safety measures on the spiral ramp, specific signage for pedestrians and bicyclists will be installed to indicate the direction of flow.

The historical and aesthetic significance of the existing bridge was an important consideration in developing the Preferred Alternative and are detailed in the *Cultural Resources Assessment Survey (CRAS) (April 2024)*, found in the project files.

Lighting and aesthetic treatments, including gateway features, will be evaluated. During the Design phase, bridge features such as aesthetics, landscaping and lighting will be coordinated with the community.

During construction, there may be temporary visual impacts that will be minimized through standard construction best management practices.

The Preferred Alternative is expected to have no significant aesthetic effects within the Broad Causeway Bridge corridor.

### **3.6 Relocation Potential**

The Preferred Alternative is expected to have no involvement related to relocation potential within the corridor; although, project impacts could include temporary driveway access closures and/or permanent driveway access modifications. The Preferred Alternative will have no ROW or relocation impacts.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

### **3.7 Farmland Resources**

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Miami and Miami Beach with no designated farmlands adjacent to the project corridor.

## 4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

### 4.1 Section 106 of the National Historic Preservation Act

The proposed project will result in unavoidable adverse effects to the resource(s) listed below, which are eligible for listing in the National Register of Historic Places (NRHP). FDOT and the State Historic Preservation Officer (SHPO) has executed a Memorandum of Agreement (MOA), which outlined conditions to minimize and mitigate the adverse effects resulting from the project. Consequently, FDOT commits to the stipulations provided below as outlined in the MOA.

The historical Area of Potential Effect (APE) was developed through a viewshed analysis using the Geodesic Viewshed tool in the Environmental Systems Research Institute (ESRI) Arc Geographic Information System (GIS) Pro proprietary software. The historical APE was then refined to only include parcels within a 1/2 mile radius that orient towards the project area. A historic resources desktop analysis was conducted prior to any field surveys to identify any previously recorded historic resources and any parcels of historic age with the potential for containing structures 52 years of age or older.

The archaeological APE was limited to the parcels in which potential ground disturbance may take place. The proposed replacement bridge alternatives have the potential to disturb both terrestrial and underwater areas within the project area. A review of the ICWW indicated that the United States Army Corps of Engineers (USACE) dredges this area for regular waterway maintenance (USACE, 2022). As such, the underwater soil stratigraphy of the waterway is highly disturbed and unlikely to contain intact archaeological material. Therefore, the archaeological APE was set to the terrestrial project limits. The FDOT and Town met with the SHPO on June 19, 2023, to discuss the *Cultural Resources Research Design and Survey Methodology (May 2023)*, found in the project files, and the SHPO agreed with the methodology presented.

No archaeological sites were identified that are eligible for listing in the NRHP within the archaeological APE. The causeway island consists entirely of fill material, making it unsuitable for archaeological study. No shovel tests of the archaeological APE plotted for the Bay Harbor Islands portion of the project area were conducted, as a field survey of the project area conducted on September 6 through September 8, 2023, revealed that the area was highly disturbed by construction activities, installation of landscaping, and the installation of underground utilities. Due to the disturbed nature of the area, the natural soils cannot be observed. Soils found on the manmade broad causeway island near the western end of the project APE are Udorthents that consist primarily of parks, vacant lots, or lawns. Both are highly disturbed soil types unlikely to contain bonded archaeological material (U.S. Department of Agriculture [USDA] 1996). The project will have no involvement with archeological resources.

The *Cultural Resource Assessment Survey (CRAS)* (April 2024) can be found in the project files. The background research and field survey identified 12 historic resources considered ineligible for listing in the NRHP that are also considered as non-contributing resources to a historic district. The survey determined that thirteen (13) historic resources are eligible for listing in the NRHP either individually, as contributing elements to a historic district within the APE, or which have insufficient information for a definitive eligibility evaluation; resources with insufficient information are presumed eligible until otherwise documented for the purpose of applying the criteria of adverse effect. A list of all identified extant resources are shown in **Table 3-1**. The location of the identified NRHP-eligible historic resources can be seen in the

attached NRHP Eligible Resources Map.

Table 3-1 All Extant Resources Identified During Survey

<b>FMSF No.</b>	<b>Address/Name</b>	<b>Constructi on Date</b>	<b>Type/Style</b>	<b>NRHP Eligibility/ Determination Date</b>
8DA10123	Broad Causeway/ FDOT Bridge No. 875101	c. 1951	Linear Resource	NRHP-Eligible  August 15, 2018/ Contributing to Bay Harbor Islands Historic District
8DA10435	9700 W Broadview Drive	c. 1955	Structure/ Masonry Vernacular	Contributing to Bay Harbor Islands Historic District
8DA10436	Citgo/1501 Broad Causeway	c.1951	Structure/ MiMo	NRHP-Eligible  August 15, 2018/ Contributing to Bay Harbor Islands Historic District
8DA10515	Bay Harbor Islands Historic District	c.1940s- 1960s	Resource Group	Insufficient Information  August 15, 2018
8DA11549	Keystone Islands	c. 1948- 1964	Resource Group	Insufficient Information
8DA21585	12385 Keystone Island Drive	1969	Structure/ Masonry Vernacular	Not Eligible
8DA21586	12405 Keystone Island Drive	1959	Structure/ Masonry Vernacular	Not Eligible
8DA21587	12415 Keystone Island Drive	1955	Structure/ Masonry Vernacular	Not Eligible
8DA21588	12425 Keystone Island Drive	1956	Structure/ Mid-Century Modern	Not Eligible
8DA21589	12445 Keystone Island Drive	1956	Structure/ Masonry Vernacular	Not Eligible
8DA21590	12455 Keystone Island Drive	1961	Structure/ Masonry Vernacular	Not Eligible
8DA21591	12475 Keystone Island Drive	1961	Structure/ Masonry Vernacular	Not Eligible
8DA21592	12505 Keystone Island Drive	1962	Structure/ Masonry Vernacular	Not Eligible
8DA21593	2395 Bayview Lane	1973	Structure/ Classical Revival	Eligible
8DA21594	Broad Causeway Island	1951	Resource Group	Contributing to Bay Harbor Islands Historic District
8DA21598	White House Inn on the Bay/ 2305 NE 123rd Street	1969	Structure/ Colonial Revival	Eligible
8DA21599	Majorca Towers/ 11930 N Bayshore Drive	1969	Structure/ Mid- Century Modern	Eligible
8DA21602	9730 W Broadview Drive	1957	Structure/ Masonry Vernacular	Not Eligible

8DA21603	9600 Broadview Terrace	1971	Structure/ Neo-eclectic Mansard	Contributing to Bay Harbor Islands Historic District
8DA21604	1350 96th Street	1970	Structure/ Masonry Vernacular	Not Eligible
8DA21605	9601 W Broadview Drive	1959	Structure/ Masonry Vernacular	Not Eligible
8DA21606	1371 96th Street	1961	Structure/ Masonry Vernacular	Contributing to Bay Harbor Islands Historic District
8DA21607	1330 96th Street	1971	Structure/ Masonry Vernacular	Contributing to Bay Harbor Islands Historic District
8DA21608	Indian Creek Country Club Golf Course/ 55 Indian Creek Island Road	1930	Resource Group	Insufficient Information
8DA21621	Town of Bay Harbor Islands Playground/ 9600 W Broadview Drive	1954	Resource Group	Not Eligible

The FDOT submitted the CRAS report to the SHPO on April 29, 2024, along with the District's determination that the proposed project will have an adverse effect on the individually NRHP-eligible Broad Causeway Bridge (8DA10123), the individually NRHP-eligible Citgo historic structure (8DA10436), and the NRHP-eligible Bay Harbor Islands Historic District (8DA10515). The SHPO concurrence was received on May 6, 2024, and can be found as an attachment to this document.

Additionally, the CRAS was provided to the Miami-Dade County Office of Historic Preservation for review. The County Historic Preservation Chief responded on January 11, 2024, with no additional comments. The transmittal letter and response are attached.

A *Section 106 Case Study (Case Study) Report* (May 2024), found in the project files, has also been prepared to evaluate the potential primary and secondary effects of the proposed undertaking on the thirteen (13) historic resources that are eligible for listing in the NRHP either individually or as part of a historic district within the APE (or have insufficient information to fully determine eligibility) under the Criteria of Adverse Effect found in 36 Code of Federal Regulations (CFR) Part 800.5 of the *National Historic Preservation Act (NHPA) of 1966*.

Based on the proposed undertaking to replace the Broad Causeway Bridge (8DA10123, FDOT Bridge No. 875101), the findings indicate that the Preferred Alternative will have an **adverse effect** on the individually NRHP-eligible Broad Causeway (8DA10123) linear resource, the individually NRHP-eligible Citgo/1501 Broad Causeway (8DA10436) historic structure, and the potentially NRHP-eligible Bay Harbor Islands Historic District (8DA10515). Furthermore, it is anticipated that this undertaking will have **no adverse effect** on the individually NRHP-eligible 2395 Bayview Lane (8DA21593), Whitehouse Inn on the Bay (8DA21598), and Majorca Towers (8DA21599) historic structures, nor the Indian Creek Country Club Golf Course (8DA21608) and Keystone Islands (8DA11549) resource groups. Additionally, there is **no adverse effect** to the following contributing resources in the Bay Harbor Islands Historic District (8DA10515) located within the APE: 9700 W Broadview Drive (8DA10435), Broad Causeway Island (8DA21594), 1371 96th Street (8DA21606), 1330 96th Street (8DA21607), and 9600 Broadview Terrace (8DA21603). There are no NRHP-eligible archaeological sites that are within the archaeological APE that will be affected by this undertaking.

The FDOT initially submitted the *Case Study Report* to the SHPO on May 20, 2024, along with the District's determination that the proposed project will have an adverse effect on the individually NRHP-eligible Broad Causeway Bridge (8DA10123) linear resource, the individually NRHP-eligible Citgo historic structure (8DA10436), and the potentially NRHP-eligible Bay Harbor Islands Historic District (8DA10515). The SHPO concurrence was received on May 24, 2024, and can be found as an attachment to this document.

The *Case Study Report* was also provided to the Miami-Dade County Office of Historic Preservation (OHP) for review. The OHP did not respond. The transmittal letter is attached.

The FDOT notified the Advisory Council on Historic Preservation (ACHP) electronically on July 16, 2024, of a finding that the undertaking will adversely affect historic properties, and/or invited the ACHP to participate in a Section 106 consultation related to the preparation of the Memorandum of Agreement (MOA). The ACHP has chosen not to participate pursuant to 36 CFR Section 800.6(a)(1)(iii).

A MOA between the FDOT, Town, and SHPO was executed on November 4, 2024. The MOA is attached. The MOA outlines conditions to minimize and mitigate the adverse effects resulting from the project, including Historic American Engineering Record (HAER) Level II documentation for the historic bridge, public education, which will include historic markers about the historic bridge and history of the Town; provide an updated survey of the historic district; and incorporation of project design elements. Please refer to the Cultural Resources commitments for more information regarding the MOA stipulations that have been committed to by the Town of Bay Harbor Islands.

The Broad Causeway linear resource consists of a fixed bridge, man-made island (Broad Causeway Island, 8DA21594), and bascule bridge (Broad Causeway, 8DA10123, FDOT Bridge No. 875101). Since the Broad Causeway Bridge, Citgo service station, and Bay Harbor Islands Historic District are within the project corridor and are NRHP-eligible, they have been evaluated as a Section 4(f) resource and are discussed in the Section 4(f) section below.

## **4.2 Section 4(f) of the USDOT Act of 1966, as amended**

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

The Section 4(f) resources identified are shown in the attached Section 4(f) Resources Map. The project falls within the Biscayne Bay Aquatic Preserve (BBAP), a Section 4(f) property; however, the Broad Causeway transportation corridor was established in 1949 which predates the creation of the preserve in 1974. As such, Section 4(f) protections are Not Applicable to the BBAP in this project area per 23 CFR 774.11(i).

### **Public Parks and Recreation Areas**

#### Town of Bay Harbor Islands Tot Lot

The Town-owned Tot Lot located on the northeast side of the bridge at 9600 West Broadview Drive has been identified as a Section 4(f) resource. It is a gated park with shaded playground equipment which includes ADA accessible components and a picnic pavilion. The Official with Jurisdiction (OWJ) is the Town.

The project will be constructed within the existing ROW with the exception of temporary construction easements. A portion of the project is located adjacent to the Tot Lot, but the proposed project has no use of the property within the meaning of Section 4(f). A temporary construction area will need to be utilized from the west side of the Tot Lot which will result in a temporary occupancy but will not result in a "use". The temporary construction area will be ~20 feet inland from the water's edge and will temporarily remove the Tot Lot picnic pavilion. This temporary construction area will be needed to construct a new seawall where the Tot Lot is located. This seawall construction will occur after the removal of the existing bridge and will last ~12 weeks. The Tot Lot will remain open during construction so it can continue to function as a park. As such, the project anticipates meeting the conditions of 23 CFR 774.13(d)(1-5) to have a temporary occupancy of land that is so minimal as to not constitute a use within the meaning of Section 4(f). The duration will be less than the time needed for construction of the project and there will be no change in ownership of land. The scope of work is minor and there are no adverse impacts to the protected activities, features, and attributes on a temporary or permanent bases. The park will be fully restored to current condition or better and all plans have been concurred with by the OWJ for the park. The OWJ provided concurrence on April 8, 2024, for this temporary occupancy provided as an attachment.

#### Florida Circumnavigational Saltwater Paddling Trail

The Florida Circumnavigational Saltwater Paddling Trail (Paddling Trail) begins at Big Lagoon State Park near Pensacola, extending around the Florida peninsula and Keys, and ending at Fort Clinch State Park near the Georgia state line in Fernandina Beach. The Florida Circumnavigational Saltwater Paddling Trail is a 1,515-mile sea kayaking paradise. It is the country's longest designated national recreation trail. Within the project area the trail follows the ICWW under the existing Broad Causeway Bridge. The Florida Circumnavigational Saltwater Paddling Trail has also been identified as a Section 4(f) resource and the OWJ is the Florida Department of Environmental Protection (FDEP).

Since the Paddling Trail at the ICWW under the existing Broad Causeway Bridge cannot be avoided, measures to maintain access to the Paddling Trail will be developed and a temporary detour route for the trail was developed as shown in the attached the Paddling Trail Detour Route Map around Bay Harbor Islands. The vertical clearance of Bridge No. 875103 between Bay Harbor Islands and Bal Harbour along the detour route is 11.8 ft. As such, the access to the Paddling Trail will be maintained during and after the project. The new bridge is being constructed within the existing right-of-way so there is no acquisition or occupation of land from the protected property on either a temporary or permanent basis, and no meaningful proximity impacts to protected property.

The FDOT, on behalf of the Town, sent emails to the FDEP on October 2, 2023, and November 15, 2023, concerning a determination of significance and the proposed detour route. Responses were not received from the FDEP. This correspondence is included as an attachment.

During design, coordination with FDEP Office of Greenways and Trails will be conducted regarding the temporary detour of the Paddling Trail during construction of the new Broad Causeway Bridge. Detour notifications will be provided to FDEP for posting on their website regarding the temporary closure.

The project will have "No Use" of the Paddling Trail within the meaning of Section 4(f).

#### Historic Sites

Broad Causeway Bridge and Citgo Service Station are NRHP-eligible resources and Bay Harbor Islands Historic District is a potential NRHP-eligible resource. These resources are located within the project corridor and were evaluated for potential Section 4(f) impacts. Coordination with the FDOT and SHPO was conducted to prepare a Memorandum of Agreement (MOA) for the Section 106 adverse effects to these resources. A MOA between the FDOT, Town, and SHPO

was executed on November 4, 2024 and is included within the attached Section 4(f) Resources Report. The FHWA Section 4(f) Policy Paper, Question 7B stated that "An 'adverse effect' under 36 CFR Part 800 does not automatically mean Section 4(f) applies". If a project does not permanently incorporate land from the historic property but results in an adverse effect, it will be necessary to further assess the proximity impacts of the project. If the project or proximity impacts would not "substantially impair the features or attributes that contribute to the NRHP eligibility of the historic site" or the historic district said historic property contributes to, then there is no use of the historic property within the meaning of Section 4(f).

#### Broad Causeway Bridge (8DA10123, FDOT Bridge 875101)

The Preferred High-Level Fixed Bridge Alternative proposes to remove and replace the Broad Causeway Bridge (8DA10123, FDOT Bridge 875101) with a fixed-span bridge with a vertical navigational clearance level of 65 feet above the MHW level. Based on the *Criteria of Adverse Effect*, the Preferred Alternative will have an Adverse Effect on the NRHP-eligible Broad Causeway (8DA10123) linear resource since it requires the demolition of the existing bridge. The Broad Causeway Bridge (8DA10123) is documented as a Programmatic Section 4(f) Evaluation and Approval for FHWA (Federal Aid) Projects that Necessitate the Use of Historic Bridges. The programmatic evaluation determined there are no feasible and prudent alternatives to the use of Broad Causeway Bridge and that the project included all possible planning to minimize harm resulting from such use. Mitigation for the demolition of Broad Causeway Bridge is captured in the Section 106 MOA.

#### Bay Harbor Islands Historic District (8DA10515)

The Bay Harbor Islands Historic District (8DA10515) is located at the eastern end of the project corridor and is connected to the man-made Broad Causeway Island (8DA21594) by the Broad Causeway Bridge (8DA10123, FDOT Bridge 875101). Both the individually NRHP-eligible Broad Causeway (8DA10123) and Citgo/1501 Broad Causeway (8DA10436) are contributing resources to the historic district. Additionally, the following resources were identified that are not individually NRHP-eligible but contribute to the Bay Harbor Islands Historic District (8DA10515): 9700 West Broadview Drive (8DA10435), Broad Causeway Island (8DA21594), 9600 Broadview Terrace (8DA21603), 1371 96th Street (8DA21606), and 1330 96th Street (8DA21607). Based on the *Criteria of Adverse Effect*, the Preferred Alternative would have an Adverse Effect on the NRHP-eligible Bay Harbor Islands Historic District (8DA10515) resource group since it would remove a contributing resource (Broad Causeway Bridge [8DA10123]) that is directly tied to its early developmental history. SHPO concurred with this evaluation on May 6, 2024.

Following consultation throughout the Section 4(f) and Section 106 processes with both OWJs, the SHPO, and the Town, it has been concluded that the proposed project has "no use" of the Bay Harbor Islands Historic District (8DA10515) within the meaning of Section 4(f) based on the following analysis and parameters:

- The Bay Harbor Islands Historic District (8DA10515) was originally recorded as having 312 contributing resources built in or prior to 1957. Additional resources would likely be considered contributing if an updated survey was conducted in the Town due to the large number of original buildings and structures built during the 1960s and early 1970s. With contributing resources numbering in the hundreds, the historic district remains potentially eligible even with the removal of the historic Broad Causeway Bridge (8DA10123) and changes to the Citgo/1501 Broad Causeway (8DA10436) historic setting.
- The Broad Causeway Bridge's contribution to the Bay Harbor Islands Historic District is based in functionality; the construction of said bridge facilitated the development of the historic district by providing access to the area during the period of significance. By constructing a new bridge, functionality is still provided to the historic district and therefore does not diminish the integrity of, or prohibit access to, the historic district.

- The replacement bridge alternatives will not be visible from the majority of the historic district. Therefore, the project will not alter the existing visual and aesthetic conditions of the resource group as a whole, its viewshed or setting, and will not introduce any new visually intrusive elements that will affect the resource group. Therefore, the project will have no constructive use of the historic district.
- The degree and nature of the project do not rise to the level of substantial impairment to the characteristics, activities, features, and attributes that make the historic district potentially eligible for the NRHP and a Section 4(f) protected property.
- In consideration of any mitigative or beneficial aspects to this project, the Broad Causeway Bridge project will provide enhancements to the inhabitants of the historic district since it will improve vehicular, pedestrian and bicyclist safety by providing wider travel lanes, shoulders and a 14 ft. shared-use path. It will also improve access to the historic district and emergency evacuation since there will no longer be delays from opening a movable bridge. Lastly, it will provide recreational facilities noted above that currently do not exist that can enhance the quality of life for inhabitants of the historic district. All of which facilitates the continued stewardship and preservation of the historic district.

#### Citgo/1501 Broad Causeway (8DA10436)

The Preferred Alternative was designed to avoid removing the Citgo/1501 Broad Causeway (8DA10436) by starting the elevated bridge approach further west on Broad Causeway Island and flying over a portion of the Citgo/1501 Broad Causeway (8DA10436). While this design is able to avoid all direct physical impacts to the buildings, it does change the historic setting of the resource, which has always been set on a visually open island with no other structures other than toll booths (now removed) in the vicinity. A *CRAS Report* completed for this project confirmed the significance and integrity of the structure remains unchanged and concluded the Citgo structure is still individually eligible and remains a contributing resource to the Bay Harbor Islands Historic District (8DA10515). SHPO concurred with this evaluation on May 6, 2024. Based on the Criteria of Adverse Effect, the Preferred Alternative would have an Adverse Effect on the NRHP-eligible Citgo/1501 Broad Causeway (8DA10436) resource.

Following consultation throughout the Section 4(f) and Section 106 processes with both OWJs, the SHPO, and the Town, it has been concluded that the proposed project has "no use" of the Citgo/1501 Broad Causeway (8DA10436) within the meaning of Section 4(f) based on the following analysis and parameters:

- The project will have no acquisition of land from the resource on a temporary or permanent basis.
- The project is not interrupting its function or access (i.e. operation as a rest/service station).
- There are no proximity impacts to the resource, including the change to the viewshed, that rise to the level of substantial impairment that would cause the structure to lose its NRHP eligibility individually or as contributing to the Bay Harbor Islands Historic District (8DA10515).
- The project improvements around and over the Citgo/1501 Broad Causeway (8DA10436) will not be visible from the majority of the historic district. Therefore, the project will not alter the existing visual and aesthetic conditions of the resource group as a whole, its viewshed or setting, and will not introduce any new visually intrusive elements that will affect the resource group. Therefore, the project will have no constructive use of the historic district.

See the Section 4(f) Resources Report attached in the Cultural Resources Appendix for additional information regarding the Section 4(f) analysis for recreational and historic resources.

### **4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965**

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

### **4.4 Recreational Areas and Protected Lands**

These project improvements will enhance connectivity and access to the Town of Bay Harbor Islands Tot Lot by providing bicycle and pedestrian facilities that connect the City of North Miami to the Town. Improved access and traffic flow to the Town can provide better access to the proposed public boat ramp to be located along the canal between the East and West Islands. The public boat ramp will provide access to the Florida Circumnavigational Saltwater Paddling Trail and the proposed submerged aquatic park the Town is designing as shown in the attached Proposed Recreational Areas Map. Minimal involvement regarding recreation areas and protected lands is anticipated given temporary impacts on access to and enjoyment of the paddling trail and the Tot Lot picnic pavilion during project construction.

The Preferred Alternative is expected to have no significant impacts on recreational resources within the Broad Causeway Bridge corridor.

## 5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

### 5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

A *Natural Resource Evaluation (NRE)* (April 2024), found in the project files, was conducted to identify and evaluate potential impacts to federal and state listed species with the potential to occur within the project area. Potential project impacts to listed species habitat were also evaluated. This project has potential involvement with species under the jurisdictional purview of both the United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS). An *NRE Addendum* (July 2024), available in the project files, was prepared to present a *Conceptual Blasting Plan* for the project which provides a summary of the anticipated blasting impacts on imperiled species and marine mammals and discusses the measures that will be implemented to minimize blasting impacts to marine mammals.

Two benthic surveys were conducted in August 2022 and July - August 2023 to characterize the benthic habitats and presence of federal and state listed species in the marine environment. In July 2023, project biologists conducted pedestrian surveys of the study area to identify and assess the wetland and terrestrial habitats in the area. The presence/absence of any evidence of listed species utilization was also identified as part of these terrestrial habitat assessments.

The project study area occurs within the USFWS's designated Consultation Areas for the West Indian manatee (*Trichechus manatus*), piping plover (*Charadrius melodus*), American crocodile (*Crocodylus acutus*), and Florida bonneted bat (*Eumops floridanus*). As shown in **Table 4-1** a total of 28 species (3 mammals, 6 birds, 1 insect, 7 reptiles, 3 fish, and 8 invertebrates) that are federally and/or state listed, or candidate or proposed for listing, were determined to occur or potentially occur within the project area. The project study area is located within critical habitat (CH) for the West Indian manatee and the proposed CH (PCH) for the green sea turtle. The tricolored bat (*Perimyotis subflavus*) was included due to its Proposed Endangered [P(E)] listing status and the monarch butterfly (*Danaus plexippus*) was included due to its Candidate (C) listing status.

Table 4-1 Federally and State Listed Wildlife Species Potentially Occurring within the Project Study Area and their associated Effect Determinations

<b>Common Name</b>	<b>Scientific Name</b>	<b>Listing Status*</b>	<b>Occurrence Potential</b>	<b>Effect Determination</b>
<b>MAMMALS</b>				
Florida bonneted bat	<i>Eumops floridanus</i>	FE	Low**	No effect
Tricolored bat	<i>Perimyotis subflavus</i>	P(E)	Low**	No effect
West Indian manatee	<i>Trichechus manatus</i>	FT	High (CH) ***	May affect, not likely to adversely affect
<b>BIRDS</b>				
Little blue heron	<i>Egretta caerulea</i>	ST	Moderate	No adverse effect anticipated

Piping plover	<i>Charadrius melodus</i>	FT	Low	No effect
Reddish egret	<i>Egretta rufescens</i>	ST	Low	No adverse effect anticipated
Roseate spoonbill	<i>Platalea ajaja</i>	ST	Low	No adverse effect anticipated
Tricolored heron	<i>Egretta tricolor</i>	ST	Low	No adverse effect anticipated
Wood stork	<i>Mycteria americana</i>	FT	Low	May affect, not likely to adversely affect
<b>INSECTS</b>				
Monarch butterfly	<i>Danaus plexippus</i>	P(T)	Low	Not Applicable
<b>REPTILES</b>				
American crocodile	<i>Crocodylus acutus</i>	FT	Low	No effect
Eastern indigo snake	<i>Drymarchon corais couperi</i>	FT	Low	May affect, not likely to adversely affect
Green sea turtle	<i>Chelonia mydas</i>	FT	Moderate (PCH)***	May affect, not likely to adversely affect
Hawksbill sea turtle	<i>Eretmochelys imbricata</i>	FE	Moderate	May affect, not likely to adversely affect
Kemp's ridley sea turtle	<i>Lepidochelys kempii</i>	FT	Low	May affect, not likely to adversely affect
Leatherback sea turtle	<i>Dermochelys coriacea</i>	FE	Low	No effect
Loggerhead sea turtle	<i>Caretta caretta</i>	FT	Low	May affect, not likely to adversely affect
<b>FISH</b>				
Giant manta ray	<i>Manta birostris</i>	FT	Low	May affect, not likely to adversely affect
Nassau grouper	<i>Epinephelus striatus</i>	FT	Low	No effect
Smalltooth sawfish	<i>Pristis pectinata</i>	FE	Low	May affect, not likely to adversely affect
<b>INVERTEBRATES</b>				
Boulder star coral	<i>Orbicella franksi</i>	FT	High	No effect
Elkhorn coral	<i>Acropora palmata</i>	FT	Low	No effect
Lobed star coral	<i>Orbicella annularis</i>	FT	Moderate	No effect
Mountainous star coral	<i>Orbicella faveolata</i>	FT	Moderate	No effect
Pillar coral	<i>Dendrogyra cylindrus</i>	FT	Low	No effect
Rough cactus coral	<i>Mycetophyllia ferox</i>	FT	Low	No effect
Staghorn coral	<i>Acropora cervicornis</i>	FT	Low	No effect
Queen conch	<i>Aliger gigas</i>	FT	Moderate	May affect, not likely to adversely affect

\*FE = Federally Endangered, FT = Federally Threatened, P(E) = Proposed for Listing as Federally Endangered, P(T) = Proposed for Listing as Federally Threatened, ST = State Threatened

\*\*Based on findings of the October 2023 Florida Bonneted Bat Survey (see Section 4.5 and **Appendix D** of the NRE for additional details).

\*\*\*(CH) - the project study area is located within designated CH for the manatee; (PCH) - the project study area is located within the proposed CH for the green sea turtle

The federally listed species fall under the jurisdiction of either USFWS or NMFS, as discussed below. It should be noted that as per the imperiled species rule, established by Florida Fish and Wildlife Conservation Commission (FWC) in 2010, all federally listed species are also considered to be state listed species.

#### USFWS Purview

**Florida bonneted bat (FBB):** The very eastern portion of the project study area falls within the USFWS's designated Consultation Area/Urban Development Boundary for the FBB. A FBB survey was conducted in 2023 which included a combination of acoustic and visual surveys (potential roost search). The *NRE* provides the findings of the FBB survey and the October 2023 Florida Bonneted Bat Survey Report. Based on lack of FBB calls, lack of potential roost trees, and poor suitability of roosting habitat within the project study area, a determination of **no effect** for the FBB was made. Because the project study area is located within the urban development boundary in Miami-Dade County (as delineated in the October 2019 Florida Bonneted Bat Consultation Guidelines), the Consultation Key was not utilized for the proposed project. A technical assistance call with USFWS was conducted on January 12, 2024, to discuss results of the FBB survey.

**Tricolored bat:** The tricolored bat is proposed for listing as federally endangered. No bats were observed during any of the field surveys. A FBB survey was conducted as described above. No tricolored bat calls were documented during the acoustic survey, and the project study area lacks potential roost trees and contains poor suitability of roosting habitat. The USFWS' Information for Planning and Consultation tool does not indicate the potential for this species to occur in the project limits; thus, a determination of no effect has been made for the tricolored bat.

**West Indian manatee:** The West Indian manatee (hereafter referred to as the "manatee") is listed as federally threatened. The project study area is located within manatee CH and suitable foraging habitat (seagrass) is located within the project study area. The total impacts to seagrass from the Preferred Alternative are not anticipated to be substantial (i.e., 0.279 ac).

To protect manatees during bridge construction, the *Standard Manatee Conditions for In-Water Work*, the *Protected Species Construction Conditions*, *National Oceanic and Atmospheric Administration (NOAA) Fisheries Southeast Regional Office*, and the *Vessel Strike Avoidance Measures*, *NOAA Fisheries Southeast Regional Office* will be implemented during all in-water construction activities. The construction methodologies for demolition of the existing bridge structures have not yet been determined; however, demolition via the use of explosives/blasting will be required for the removal of the two bascule piers and is explained in the Explosives/Blasting section below and in the *NRE*. The use of blasting may have both direct and indirect impacts on protected species (i.e., fish, sea turtles, marine mammals) and their habitats. To reduce the risk of entrapment and drowning of manatees, manatee exclusion devices (such as grating) shall be installed and maintained over any existing or proposed pipes or culverts greater than eight inches that are submerged or partially submerged and reasonably accessible to manatees. If horizontal or vertical bars are used, no more than 8-inch gaps on center shall be allowed. Grates shall be in place at the accessible end(s) during all phases of the construction process and as a final design element to restrict manatee access.

According to the USACE and USFWS Effect Determination Key for the Manatee in Florida (April 2013), the proposed project activities will result in a **may affect** determination for the manatee based on the inclusion of blasting activity. However, because the proposed project will: 1) implement the *Standard Manatee Conditions for In-water Work*, the *NMFS Protected Species Construction Conditions*, and *NMFS Vessel Strike Avoidance Measures* during in-water construction activities, 2) implement best management practices (BMPs) during construction to avoid or minimize unnecessary impacts to seagrasses, 3) mitigate for unavoidable impacts to seagrasses, 4) adhere to the agency-approved *Final Blasting Plan* and *Imperiled Species and Marine Mammal Watch Plan (ISMMWP)* to minimize impacts from the use of

blasting/explosives (blasting plan will adhere to the USFWS's May 2005 *Guidelines for the Protection of Marine Mammals and Sea Turtles During the Use of Explosives in the Waters of the State of Florida*); and 5) install manatee exclusion devices on any drainage culverts (between eight inches and eight feet in diameter) associated with the proposed project, the project determination of effect for the manatee is **may affect, not likely to adversely affect**. Furthermore, **the proposed project will not result in the destruction or adverse modification of manatee CH**. The USFWS provided concurrence with these effect determinations on May 2, 2024. The USFWS concurrence letter is included in the attachments.

**Wood stork** (*Mycteria americana*): The wood stork is listed as federally threatened. No rookeries or breeding colonies are located in the project study area. However, the project is located within the 18.6-mile radius Core Foraging Area of one previously documented wood stork colony as detailed in the *NRE*. No wood storks were observed during any of the field surveys. Two of the Other Surface Waters (OSWs) within the project study area may contain wood stork suitable foraging habitat (SFH). According to the Effect Determination Key for the Wood Stork in South Florida (May 2010), a determination of **may affect, not likely to adversely affect** has been made for the wood stork. No mitigation is anticipated to be required for impacts to OSWs and wood stork SFH within the proposed project study area. Based on the use of the Effect Determination Key for the Wood Stork in South Florida and the **not likely to adversely affect** determination of effect, no further consultation with the USFWS will be required.

**Monarch butterfly**: On December 12, 2024, the USFWS proposed to list the monarch butterfly as a threatened species under the ESA. The USFWS is not proposing to designate CH for this species in Florida. No monarch butterflies were observed during any of the field surveys. While there is a possibility that they could migrate through the proposed project area during construction, the urbanized areas in and around the project study area do not offer habitat for this species. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, during the design and permitting phase of the proposed project, consultation with the USFWS will be reinitiated to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.

**Eastern indigo snake** (*Drymarchon corais couperi*): The eastern indigo snake is a federally listed threatened species. No individuals were observed during the field surveys. Additionally, no gopher tortoise burrows or other suitable eastern indigo snake refugia were observed during any of the field surveys. Using the USFWS Eastern Indigo Snake Programmatic Effect Determination Key (January 25, 2010, and revised July 2017), the project determination of effect is **may affect, not likely to adversely affect** for the eastern indigo snake. The most recent version of the USFWS' *Standard Protection Measures for The Eastern Indigo Snake* will be implemented during construction. Based on the use of the USFWS Eastern Indigo Snake Programmatic Effect Determination Key and the resulting **may affect, not likely to adversely affect** effect determination, no further consultation is required for the eastern indigo snake.

The **piping plover** and **American crocodile** have a determination of no effect based on lack of suitable habitat within the project study area. Details of these determinations are in the *NRE*.

#### NMFS Purview

The **green sea turtle** (*Chelonia mydas*), **Kemp's ridley sea turtle** (*Lepidochelys kempii*), and **loggerhead sea turtle** (*Caretta caretta*) are listed as federally threatened. The project study area is located within the PCH for the green sea turtle. The **hawksbill sea turtle** (*Eretmochelys imbricata*) and **leatherback sea turtle** (*Dermochelys coriacea*) are listed as federally endangered. The project study area contains suitable foraging habitat for sea turtles. The *Protected Species Construction Conditions, National Oceanic and Atmospheric Administration (NOAA) Fisheries Southeast Regional Office and Vessel Strike Avoidance Measures, NOAA Fisheries Southeast Regional Office* will be implemented during all in-

water construction activities. Should any free-swimming turtles be discovered within the project area during construction, the project will adhere to state and federal regulations by providing these animals with the necessary space and time to exit the area safely. While the construction methodologies for demolition of the existing bridge structures have not yet been determined, demolition via the use of explosives/blasting will be required for the removal of the two bascule piers, as described in the Explosives/Blasting section below and in the NRE. Furthermore, a *Blasting Plan* and an *ISMMWP* will be reviewed and approved by the agencies prior to construction. Based on the *Conceptual Blasting Plan* and *ISMMWP*, the risk to sea turtles from the short duration of the proposed blasting is extremely unlikely to injure or kill sea turtles. Thus, the project determination of effect is may affect, not likely to adversely affect for green sea turtle, Kemp's ridley sea turtle, loggerhead sea turtle, and hawksbill sea turtle. The determination of effect for the leatherback sea turtle is no effect based on the lack of suitable habitat within the study area.

**Giant manta ray** (*Manta birostris*): The giant manta ray is listed as federally threatened. The project study area does not contain preferred habitat for the giant manta ray and this species would not be expected to inhabit the project study area; however, individual giant manta rays may travel through the project study area. No giant manta rays were observed during any of the field surveys. There is a possibility that this species could migrate through the proposed project area during construction, and the proposed bridge replacement project will involve in-water construction activities and blasting will be required for the removal of the two bascule piers. However, as described in the Explosives/Blasting section below and in the NRE, the project will implement the *Protected Species Construction Conditions*, *NOAA Fisheries Southeast Regional Office* and *Vessel Strike Avoidance Measures*, *NOAA Fisheries Southeast Regional Office*. Furthermore, a *Blasting Plan* and an *ISMMWP* will be reviewed and approved by the agencies prior to construction. Thus, project determination of effect is may affect, not likely adversely affect for the giant manta ray.

**Smalltooth sawfish** (*Pristis pectinata*): The smalltooth sawfish is listed as federally endangered. Since the smalltooth sawfish prefers sandy or muddy substrates, it is not likely to inhabit the project study area; however, individual smalltooth sawfish may travel through the project study area. The *Protected Species Construction Conditions*, *NOAA Fisheries Southeast Regional Office* and *Vessel Strike Avoidance Measures*, *NOAA Fisheries Southeast Regional Office* will be implemented during all in-water construction. As described in the Explosives/Blasting section below and in the NRE, a *Blasting Plan* and an *ISMMWP* will be reviewed and approved by the agencies prior to construction. Thus, the project determination of effect is may affect, not likely to adversely affect for the smalltooth sawfish.

The **boulder star coral** (*Orbicella franksi*), **lobed star coral** (*Orbicella annularis*), and **mountainous star coral** (*Orbicella faveolata*) are each listed as federally threatened. A future benthic survey will be conducted prior to construction which will include a thorough assessment and identification of coral colonies within the project impact area, including any listed coral colonies. The impacts on corals and listed corals, including boulder star coral, will be minimized by relocating all colonies of any listed corals prior to construction. The Town, in coordination with the FDOT, has committed to reinstate consultation with NMFS during the design and permitting phase of the project, where final impacts to listed corals will be determined and any required compensatory actions for unavoidable impacts will be defined. The details of coral relocation, including methodologies and recipient sites will be addressed in a *Coral, Octocoral, and Sponge Relocation and Monitoring Plan* which will be developed for the proposed project in accordance with the most recent version of the FWC's Coral and Octocoral Mitigation Relocation Recommendations and will be reviewed by the regulatory agencies for final approval. To minimize impacts to corals from the proposed seawall construction, the new seawalls will be constructed landward of the existing seawalls, the existing seawalls will remain in place, and all seawall construction activities will be conducted from land. The most likely seawall debris containment method to be utilized is a temporary floating platform that will be repositioned regularly to minimize shading impacts to corals. If the chosen debris containment method differs from a temporary floating platform, the Town, in coordination with the FDOT, has committed to reinstate consultation with the NMFS for the boulder star coral. Additional detail on the seawall construction is provided below under the Indirect

Impacts - Seawall Construction Section. Based on the technical assistance call with NMFS that occurred on December 6, 2024, the effect determinations for the three *Orbicella* corals (i.e., boulder star coral, lobed star coral, and mountainous star coral) is **no effect** because no listed corals were documented within the project area during the July and August 2023 quantitative benthic surveys conducted for the project. A December 20, 2024 Section 7 Revised Species Effects Determination technical memorandum to the file documents the *Orbicella* coral effect determinations (available in the project files). See additional detail on the December 6, 2024, technical assistance call under the Agency Coordination Section below.

**Queen conch** (*Aliger gigas*): The project study area is within the consultation area for the queen conch and contains suitable habitat for this species (i.e., seagrass beds, macroalgal beds, and live bottom). Effects to queen conch from the proposed project may include crushing or other physical impacts by construction activities affecting the benthic substrate. Queen conch are a mobile species and known to be present within the general area; therefore, a commitment has been added to implement the *Queen Conch Survey, Construction Conditions, Relocation and Reporting Guidelines*, NOAA Fisheries Southeast Regional Office during construction. If queen conch are found in the survey area during the conch survey, construction activities would cease all in-water work below the MHW line. Activities would not resume until *Queen Conch Survey, Construction Conditions, Relocation and Reporting Guidelines* have been implemented. To further prevent impacts to queen conch, work would be limited to daytime hours. Therefore, the risk of physical injury due to construction activity is extremely unlikely to occur. Thus, the project determination of effect for the queen conch is **may affect, not likely to adversely affect**.

The **Nassau grouper** (*Epinephelus striatus*), **elkhorn coral** (*Acropora palmata*), **pillar coral** (*Dendrogyra cylindrus*), **rough cactus coral** (*Mycetophyllia ferox*), and **staghorn coral** (*Acropora cervicornis*) have a determination of no effect based on lack of suitable habitat within the study area. Details of these effect determinations are provided in the *NRE* and *NRE Addendum* (July 2024).

#### State Listed Species

State-protected species were considered in accordance with Chapter 379 Florida Statutes (F.S.), which provides protection for wildlife from activities that could harm or endanger them. Section 379.2291 outlines the conservation and management of threatened and endangered species in Florida. It is noted that as per the imperiled species rule, established by FWC in 2010, all federally listed species are also considered state listed species. The project is not located within a Strategic Habitat Conservation Area, as designated by the Florida Natural Areas Inventory (FNAI) and FWC. There are four state listed wildlife species with the potential to occur within the project study area (based on potential availability of suitable habitat and known species ranges): **little blue heron** (*Egretta caerulea*), **reddish egret** (*Egretta rufescens*), **roseate spoonbill** (*Platalea ajaja*), and **tricolored heron** (*Egretta tricolor*).

It should be noted that the state listed threatened **Florida burrowing owl** (*Athene cunicularia floridana*) and **gopher tortoise** (*Gopherus polyphemus*) were also identified by the FNAI Biodiversity Matrix Query report; however, these species have no potential to occur within the project study area (based on a lack of suitable habitat).

The June 2023 field survey identified red and white mangrove propagules and saplings, as well as buttonwood, growing within the riprap surrounding the majority of the causeway island. The minimal size of these mangroves and buttonwoods and lack of canopy makes this habitat unsuitable for nesting by listed birds; however, wading birds may utilize the intertidal areas of the riprap for foraging.

The proposed project is not expected to result in any impacts to nesting areas, rookeries, or foraging habitat for the little blue heron, reddish egret, roseate spoonbill, or tricolored heron. Therefore, the project determination of effect is **no**

**adverse effect anticipated** for these bird species.

**State Listed Plants** - The FNAI Biodiversity Matrix Query report identified five plant species listed by the state (i.e., Florida Department of Agriculture and Consumer Services [FDACS]) that could potentially occur within the project area: **large-flowered rosemary** (*Conradina grandiflora* - threatened), **coastal vervain** (*Glandularia maritima* - endangered), **Florida royal palm** (*Roystonea regia* - endangered), **West Indies mahogany** (*Swietenia mahagoni* - threatened), and **redmargin zephyrlily** (*Zephyranthes simpsonii* - threatened). While the large-flowered rosemary, coastal vervain, and redmargin zephyrlily have been documented to occur in Miami-Dade County, they have no potential to occur within the project area or vicinity (based on habitat types that are not present within the project area). It should be noted that only vouchered wild specimens of Florida royal palm are protected by the state. No wild specimens of royal palm and no mahogany trees were observed within the project study area during the field reviews. No other state listed plants were observed during the June 2023 pedestrian field survey. Thus, the project determination of effect is **no effect anticipated** for these state listed plants. If any state listed plants are discovered within the project impact area prior to construction, coordination with FDACS and the Florida Native Plant Society or similar organization will occur to explore measures for avoiding impacts or relocating the plants.

#### Other Species

**Bald eagle** (*Haliaeetus leucocephalus*): The bald eagle is protected under the Migratory Bird Treaty Act of 1918 (MBTA), the Bald and Golden Eagle Protection Act, the Lacey Act 16 U.S.C. 3371-3378, and under 68A-16.002, Florida Administrative Code (F.A.C.). According to the Audubon Eagle Watch Public Nest Map website, the closest documented bald eagle nest (Nest DA011) is located approximately 5.1 miles west-southwest of the project study area. No eagles or their nests were observed during the field reviews. The USFWS and FWC Management Guidelines suggest the protection of a 660-ft habitat buffer around active bald eagle nests. The closest documented eagle nest is located well beyond the 660-ft nest protection buffer requirement.

**Common bottlenose dolphin** (*Tursiops truncatus*): Bottlenose dolphins are not listed under the ESA of 1973; however, they are protected under the Marine Mammal Protection Act. No observations of bottlenose dolphins were made during the field surveys; however, there is potential foraging habitat available within the project study area. The *Protected Species Construction Conditions*, *NOAA Fisheries Southeast Regional Office* and *Vessel Strike Avoidance Measures*, *NOAA Fisheries Southeast Regional Office* will be implemented during all in-water construction activities. If any dolphins (or any other free-swimming mammals) are found within the project area during construction, construction activities will cease, and they will be allowed the necessary space and time to leave in accordance with state and federal regulations. The construction methodologies for demolition of the existing bridge structures have not yet been determined; however, explosives/blasting will be required for the removal of the two bascule piers. A *Blasting Plan* and an *ISMMWP* will be reviewed and approved by the agencies prior to construction.

#### Indirect Impacts

Temporary indirect impacts to protected species and habitat resulting from construction of the Preferred Alternative may include:

- Disturbance to protected species and habitat associated with construction activities (pile installation, pile removal such as cutting or extraction, and barge operations).
- Increased turbidity and sedimentation during construction.
- Acoustical and vibrational impacts associated with pile driving and/or blasting.
- Water quality impacts associated with runoff, pollutants, and uncured or wet concrete.

- Impacts from bridge demolition debris.
- Temporary shading impacts from seawall debris containment platforms.

Temporary indirect impacts would be limited to the construction duration and will be addressed through established permit conditions, implementation of BMPs, and adherence to commitments and implementation measures to minimize impacts from construction.

Measures to minimize or compensate for impacts to protected species are discussed below.

**Explosives/Blasting.** Demolition of the two existing bascule piers is anticipated to require the use of explosives/blasting. An *NRE Addendum* (July 2024), available in the project files, was prepared to present a *Conceptual Blasting Plan* to provide general blasting information for the project, including proposed measures to minimize and mitigate potential effects on species. Prior to construction, a *Final Blasting Plan* will be developed containing details of the blasting means and methods, including the blasting design, an impact assessment, a mitigation plan, and an *ISMMWP* which will be reviewed and approved by the regulatory agencies. The blasting plan will be required to adhere to the USFWS's May 2005 *Guidelines for the Protection of Marine Mammals and Sea Turtles During the Use of Explosives in the Waters of the State of Florida*. The Town commits to submittal of the Blasting Contractor's individual blast reports/logs to the USFWS, NMFS, and FWC within two business days after completion of all blasting, and submittal of the Marine Mammal Watch Team's post-blast summary report to the USFWS, NMFS, and FWC within two weeks after completion of all blasting.

**Bridge Pier Installation.** All in-water construction activities will be limited to daylight hours. It is anticipated that the new bridge pilings/piers will be installed via impact hammer. During design, measures to minimize potential underwater noise impacts will be examined, including high-density cushion blocks, bubble curtains, and utilization of the ramp up or vibratory installation methodology for pile driving to warn and allow any listed species to vacate the area.

**Seawall Construction.** The design and construction methodology for the new seawall installation has been tailored to minimize impacts to corals, listed species, and managed species. The existing seawall is 75 years old and is deteriorating beyond repair. Because the existing seawall and the habitat adjacent to the seawall are colonized by corals and octocorals, the removal of the existing seawall would require the relocation of a substantial number of coral and octocoral colonies and would likely result in construction noise impacts to listed and managed species. In order to minimize impacts from the seawall construction, the new seawall will be constructed landward of (behind) the existing seawall and the existing seawall will be abandoned in place. All seawall construction activities will be conducted from land which will avoid the need for in-water seawall construction work and associated in-water noise impacts to listed and managed species.

During construction of the new seawalls, debris containment measures will be employed to prevent materials from entering the water. While the means and methods for the seawall debris containment will ultimately be determined by the construction contractor, the most likely seawall debris containment method to be utilized is a temporary floating platform positioned adjacent to the existing seawall in the area of construction. The use of a floating platform could result in shading impacts to corals; thus, the floating platform will be repositioned regularly to minimize shading impacts to corals. A *Conceptual Seawall Debris Containment Plan* will be developed during the design/permitting phase and provided to NMFS for their review and approval. A *Final Seawall Debris Containment Plan* will be developed by the contractor prior to construction and will be provided to NMFS for their review and approval. If the debris containment method differs from a temporary floating platform, consultation with the NMFS will be reinitiated for the boulder star coral.

#### Agency Coordination

A technical assistance call was conducted with NMFS on December 21, 2023. The findings of the 2023 quantitative benthic survey were presented and the proposed construction methodologies for the demolition of the bridge were presented to NMFS. Discussions took place with regard to the proposed commitments and implementation measures for the project, the species effect determinations for certain listed species under NMFS' purview (i.e., sea turtles, giant manta ray, smalltooth sawfish, and corals), and impacts to EFH and managed species.

A technical assistance call was conducted with USFWS on January 12, 2024. The species effect determinations for the manatee and the FBB were discussed. For the manatee, the anticipated seagrass impacts associated with the build alternatives were presented, the proposed construction methodologies for the demolition of the bridge were discussed (i.e., blasting required for removal of the two bascule piers), and the proposed commitments and implementation measures in relation to the manatee were reviewed. For the FBB, the consultation area was presented and the findings of the 2023 FBB Survey were summarized, including the FBB acoustic survey and the potential tree roost survey.

An additional technical assistance call was conducted with NMFS on February 21, 2024. The Town presented a proposed seawall design option which would minimize impacts to corals, listed species, and managed species by constructing a new seawall landward of the existing seawall and abandoning the existing seawall in place, with all seawall construction activities to be conducted from land. The NMFS indicated that this seawall design option would move more easily through the ESA consultation process since noise impacts would not need to be calculated. The NMFS requested that the likely seawall debris containment method be documented in the *NRE*, found in the project files, and that the Town include a commitment to reinstate consultation with NMFS if the contractor selects a different means and methods for seawall debris containment. The Town reviewed the blasting information that has been gathered to date, including information on similar bridge projects which included bascule pier demolition via blasting.

An *NRE* (April 2024) was completed to assess the project's impact to wetlands, essential fish habitat, and protected species. FDOT submitted the *NRE* to the NMFS and USFWS on April 30, 2024 to initiate informal consultation under Section 7 of the ESA. The *NRE* was also provided to the FWC for review.

Section 7 concurrence was received from the USFWS on May 2, 2024 and FWC agreed with the *NRE* findings on May 13, 2024.

Another technical assistance call with NMFS occurred on May 30, 2024, to discuss their concerns regarding blasting. During the call, the NMFS indicated that the Town should present a *NRE Addendum* to provide additional information with regard to the proposed Broad Causeway bridge project blasting in order to provide the NMFS with confidence in the estimated level of impact from the proposed project blasting. Specifically, the NMFS requested that the following be provided: 1) a review of the blasting plans and blasting reports for similar bridge blasting projects in Florida that have been approved/completed, 2) a comparison of these blasting projects to the proposed Broad Causeway Bridge blasting project, and 3) a tentative worst-case scenario for the impact of explosives on listed marine animals for the Broad Causeway Bridge *Conceptual Blasting Plan*. In addition, the NMFS requested that the blasting commitment in the *NRE* should be modified to state that reinitiation of consultation with NMFS will be required once the *Final Blasting Plan* has been prepared. During the call, it was also discussed that while green sea turtle CH has not yet been officially designated (status is still proposed CH), additional/enhanced seagrass impact avoidance is likely to be required for this project and would be addressed in the Section 7 consultation letter.

On August 12, 2024, an *NRE Addendum* (July 2024) was submitted to NMFS to present a Conceptual Blasting Plan for the project which provides a summary of the anticipated blasting impacts on imperiled species and marine mammals and discusses the measures that will be implemented to minimize blasting impacts to marine mammals.

A technical assistance call with NMFS occurred on December 6, 2024, to discuss final edits to the Request for Initiation of Expedited Informal Consultation letter. The effect determinations for the three *Orbicella* corals (i.e., boulder star coral, lobed star coral, and mountainous star coral) were discussed with NMFS. The NMFS indicated that because no listed corals were documented within the project area during the July and August 2023 quantitative benthic surveys conducted for the project, the effect determinations for the three *Orbicella* coral species will be no effect. FDOT prepared a memo to the file to document the change in effect determination in the NRE from **may affect, not likely to adversely affect** to **no effect** for the boulder star coral, lobed star coral, and mountainous star coral. The Request for Initiation of Expedited Informal Consultation letter was transmitted to NMFS on December 6, 2024, and is located in the project files along with an December 20, 2024 technical memorandum to the file documenting the change in the *Orbicella* coral effect determinations.

On March 24, 2025, a revised Request for Initiation of Expedited Informal Consultation was submitted to NMFS. The NMFS requested revisions to the December 6, 2024 letter, including the addition of a discussion regarding impacts to the queen conch (with a **may affect, not likely to adversely affect** determination of effect) and the addition of a commitment to implement the *Queen Conch Survey, Construction Conditions, Relocation and Reporting Guidelines*, NOAA Fisheries, Southeast Regional Office during construction.

On April 23, 2025, NMFS was provided with a technical memorandum documenting the addition of a PD&E commitment regarding post-blasting reporting requirements. The Town commits to submittal of the Blasting Contractor's individual blast reports/logs and the Marine Mammal Watch Team's post-blast summary report to the USFWS, NMFS, and FWC after completion of all blasting.

The final technical assistance call with NMFS occurred on June 16, 2025, to discuss NMFS concurrence with the species effect determinations. NMFS indicated that the *Final Blasting Plan* is necessary in order for NMFS to conclude Section 7 consultation for this project. NMFS indicated that they support the Reasonable Assurance process for Section 7 ESA for this project. A Request for Reasonable Assurance letter (dated June 18, 2025) was submitted to NMFS on June 24, 2025 (available in the project file).

The NMFS provided a Section 7 concurrence letter on July 10, 2025 in response to the March 24, 2025 Request for Initiation of Expedited Informal Consultation. Because the Section 7 concurrence letter was issued, the NMFS requested that FDOT withdraw the Request for Reasonable Assurance letter (email dated July 10, 2025). FDOT sent an email to NMFS on July 10, 2025 requesting the withdrawal of the Reasonable Assurance request for the project.

The meeting minutes for the USFWS and NMFS technical assistance calls are located in the project file. The agency concurrence letters are included as project attachments.

## 5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

An evaluation of wetlands within the project study area was carried out to identify, map, and assess potential impacts stemming from the project's construction. There are 18 jurisdictional wetland systems (seagrass beds) located within the Biscayne Bay portion of the project study area. The 18 seagrass beds range in size from 0.00002 ac to 0.29 ac. The

Preferred Alternative is anticipated to result in 0.172 acres of direct impact to seagrass (associated with the project footprint) with a functional loss of 0.018 and 0.107 acres of temporary impact to seagrass (associated with a 25-ft. construction impact buffer established around the project footprint) with a functional loss of 0.004. This equals 0.279 ac of total impacts to seagrass with a functional loss of 0.022. The seagrass beds within the project study area are under the jurisdiction of the USACE, the South Florida Water Management District (SFWMD), and the Miami-Dade County Division of Environmental Resource Management (DERM). A Wetlands Map and Wetlands Impacts for Preferred Alternative Map are attached.

Occasional mangrove propagules and saplings (no mature trees) were noted within the riprap along the causeway island. These mangroves do not constitute a wetland and do not lie within the project footprint. The area of impact to the riprap shoreline from construction activities (i.e., the proposed new seawall installation) will be re-evaluated during the permitting phase and any impacts to mangroves will be addressed.

Eight OSWs (i.e., artificial stormwater retention features) were documented within the causeway island portion of the project study area. These OSWs consist of impoundments constructed primarily to capture runoff from the existing road features on the causeway island. The grassy slopes of the OSWs are regularly mowed and maintained. No mitigation is anticipated to be required for impacts to these OSWs. The attached OSW Map depicts the eight OSWs identified within the project study area.

The Preferred Alternative will result in unavoidable permanent impacts to seagrasses from bridge pier installation and shading. Permanent indirect impacts to seagrasses would result from shading of the substrate by the new bridge structure.

The Broad Causeway Bridge replacement project is located within the Town of Bay Harbor Islands and adjacent to the City of North Miami Beach, both of which are fully developed and virtually built-out with little to no remaining vacant land. Thus, additional future development is likely to be in the form of reconstruction or redevelopment of existing facilities. Therefore, it is anticipated that cumulative impacts to wetlands and surface waters from the proposed action, when combined with other past, present, and future projects, are estimated to be minimal.

The *NRE*, found in the project files, details the wetlands and surface water evaluation. Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands.

#### Avoidance and Minimization of Wetlands

Efforts to avoid and minimize potential impacts to wetlands (seagrasses) were incorporated throughout the development of the Preferred Alternative alignment, where practicable. Seagrasses are located adjacent to both the north and south sides of the existing bridge. Minimization of direct impacts to seagrasses has been incorporated by design and selection of the Preferred Alternative. The project will incorporate measures to avoid or minimize impacts to seagrass during design, and avoidance and minimization of impacts to seagrasses will continue to be evaluated during the final design, permitting, and construction phases of the project. Proper implementation of BMPs during construction can avoid or minimize unnecessary impacts to wetlands and seagrasses during construction. Staging areas for the Contractor will be identified and maintained in accordance with the FDOT Standard Specifications for Road and Bridge Construction.

Barge spudding and staging has the potential to impact seagrass and corals beyond the temporary impact area (i.e., the 25-foot construction impact buffer around the project footprint) during both bridge construction and demolition. Barge

spudding and staging locations will be carefully selected to minimize impacts to seagrasses within the project area. Barge spudding, staging, and routes during construction will be further evaluated during the design/permitting phase and a *Barge Accessibility Plan* depicting the locations of barge work channels and barge exclusion zones will be coordinated with the regulatory agencies.

Prior to construction commencement, seagrasses within the vicinity of the project corridor will be delineated and marked with visible buoys to identify areas that should be avoided by barges and work boats for construction and staging. Additional seagrass surveys will be conducted prior to the commencement of construction, during construction, and post-construction to assess if impacts to seagrass have occurred as a result of the project.

All necessary measures will be taken to avoid and/or minimize impacts to surface waters during project design. A *Water Quality/Turbidity Monitoring Plan* will be developed and implemented during construction to ensure turbidity levels beyond containment measures are maintained at 0 Nephelometric Turbidity Units (NTUs) above ambient (background) levels. In addition, all applicable permits will be obtained or modified in accordance with federal, state, and local laws and regulations.

The project has been designed to avoid impacts to the occasional mangrove propagules and saplings present within the riprap along the causeway island. These mangroves fall outside the project footprint. BMPs will be implemented during construction to minimize impacts to mangroves during construction.

The proposed project will make an effort to maximize the treatment of stormwater runoff from the proposed project improvements. It is anticipated that the proposed stormwater improvements for this project will improve water quality by providing treatment where none currently exists or where treatment is currently limited. Additionally, BMPs will be employed during construction activities and an Erosion Control Plan (ECP)/ Stormwater Pollution Prevention Plan (SWPPP) will be implemented to control the effects of stormwater runoff during construction.

### Mitigation Measures

The project mitigation options are under investigation to offset unavoidable impacts to seagrass habitat associated with the Broad Causeway Bridge project. No seagrass mitigation banks are available to offset the proposed direct and indirect impacts to seagrass as a result of the bridge replacement project. A potential seagrass mitigation opportunity is currently being investigated to partner with Biscayne National Park (BNP) for the Broad Causeway Bridge Replacement project. The BNP has previously identified various potential seagrass restoration projects (primarily vessel grounding sites) within the BNP boundaries that can be restored for seagrass mitigation projects. Because southern Biscayne Bay has not experienced the recent seagrass die-offs that have occurred in northern and central Biscayne Bay, a mitigation project located within southern Biscayne Bay (including BNP) would have a higher potential for seagrass mitigation success than a project in northern Biscayne Bay near the Broad Causeway project area. During the February 21, 2023, technical assistance call, NMFS agreed that a seagrass mitigation project in southern Biscayne Bay would have a higher potential for success than a mitigation project near the Broad Causeway Bridge project area.

Coordination with project stakeholders and regulatory agencies to develop a *Seagrass Mitigation Plan* to offset the unavoidable impacts to seagrass from the proposed project will continue during the Design phase. The *Seagrass Mitigation Plan* will be sent to the regulatory agencies for review and approval.

As required under Executive Order 11990, wetland impacts (seagrasses) which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter

373, F.S., and 33 U.S.C. 1344. The Uniform Mitigation Assessment Method (UMAM) was established to fulfill the mandate of subsection 373.414(18), F.S., which requires the establishment of a uniform mitigation assessment method to determine the amount of mitigation needed to offset adverse impacts to wetlands and other surface waters and to award and deduct mitigation bank credits.

No mitigation is anticipated to be required for impacts to OSWs within the proposed project study area. In the event that mangrove saplings are present within the riprap impact area, mitigation for impacts to saplings can be compensated via a Biscayne Bay Environmental Enhancement Trust Fund (BBEETF) contribution.

In accordance with EO 11990 and USDOT Order 5660.1A, and based on the documentation of existing wetland conditions, and in consideration of the Preferred Alternative and its effects on wetlands, it is hereby determined that:

- The proposed project will have no significant short-term or long-term adverse impacts to wetlands.
- There is no practicable alternative to construction in wetlands.
- Measures will be taken to minimize harm to wetlands.

### 5.3 Essential Fish Habitat (EFH)

An Essential Fish Habitat (EFH) Assessment has been prepared and consultation has been completed in accordance with the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA). It has been determined that this project will have adverse effects to EFH.

The project study area occurs within the Biscayne Bay Aquatic Preserve and will involve in-water work; therefore, the project has the potential to directly and indirectly impact benthic resources and habitats that have been designated as Essential Fish Habitat (EFH) and Habitat Areas of Particular Concern (HAPCs) by the South Atlantic Fisheries Management Council (SAFMC).

An EFH Assessment, which included desktop GIS data reviews and benthic surveys (conducted in August 2022 and in July-August 2023), was conducted for the proposed project. For additional details on the findings of the 2023 quantitative benthic survey, see Appendix E of the *NRE*. The project study area overlaps the boundaries of designated EFH and HAPC from five fishery management plans: Penaeid Shrimp; Snapper-Grouper Complex; Spiny Lobster (*Panulirus argus*); Coastal Migratory Pelagics; and Coral, Coral Reefs and Live/Hard Bottom Habitat. It should be noted that the mangroves found within the riprap along the causeway are only propagules and saplings (no mature trees) and are not considered EFH. During the 2023 quantitative benthic survey, the following managed species were observed within the survey area: gray snapper (*Lutjanus griseus*), hogfish (*Lachnolaimus maximus*), mutton snapper (*Lutjanus analis*), yellowtail snapper (*Ocyurus chrysurus*), spiny lobster (*Panulirus argus*), and both stony corals and octocorals as detailed in the *NRE*.

There are three HAPCs occurring within the project study area: 1) Biscayne Bay, 2) submerged aquatic vegetation (SAV)/seagrass, and 3) Coral, Coral Reefs and Live/Hard Bottom Habitat. **Table 4-2** shows the managed species/groups associated with these HAPCs.

Five distinct benthic community types were identified within the survey area: Community 1 - Macroalgal Beds; Community 2 - Seagrass Beds/Patches; Community 3 - Live Bottom; Community 4 - Coral Habitat Adjacent to the Seawalls; and Community 5 - Existing Seawalls and Bridge Piers. These community types are described in detail in the *NRE*. **Table 4-3** summarizes the EFH types within the project study area, along with the associated benthic community types

(Communities 1-5). These are also shown in the attached Benthic Community Types Map.

Table 4-2 Habitat Area of Particular Concern within the Project Study Area

<b>HAPC</b>	<b>Managed Species/Group</b>
Biscayne Bay	Spiny Lobster Coral, Coral Reefs and Live/hard Bottom Habitat
SAV / Seagrass	Penaeid Shrimp Snapper-Grouper Complex Spiny Lobster Coastal Migratory Pelagics
Coral, Coral Reefs and Live/Hard Bottom Habitat	Corals Spiny Lobster

Table 4-3 Essential Fish Habitat within the Project Study Area

<b>EFH Type</b>	<b>Fishery Management Plans</b>	<b>Community Types Present</b>
Estuarine Water Column	Coastal Migratory Pelagics, Highly Migratory Species	1,2,3,4,5
Estuarine and Marine Submerged SAV (Seagrass and Macroalgae)	Shrimp, Snapper-Grouper, Spiny Lobster, Coastal Migratory Pelagics, Highly Migratory Species	1,2,3,4
Algal Communities (Laurencia)	Spiny Lobster	1,2
Live Bottom	Snapper-Grouper, Spiny Lobster, Highly Migratory Species, Coral and Coral Reefs	3,4
Rough, Hard, Exposed, Stable Substrate	Coral, Coral Reefs, and Live/Hard Bottom Habitats of the South Atlantic Region	3,4
Sponges	Spiny Lobster	1,2,3,4,5
Unconsolidated Estuarine Bottom	Shrimp, Snapper-Grouper	1, 2,3,4

The proposed project will include activities that may impact EFH, HAPC, and managed species, including installation of the proposed bridge structures (bridge piers and deck), installation of new seawalls, drainage installation on the causeway island (ponds), and existing bridge demolition. Permanent impacts on EFH and HAPC were calculated based on the footprint of the Preferred Alternative alignment and include both impacts from bridge pier installation and shading of habitats from the bridge deck. **Table 4-4** summarizes potential permanent and temporary direct and indirect impacts to the various EFH habitat types associated with the Preferred Alternative. Temporary impacts to rhizophytic macroalgae SAV, seagrass SAV, and live bottom within the project study area are anticipated in association with the construction of the Preferred Alternative. Temporary direct impacts were calculated based on a 25-ft. construction impact buffer established around each alternative alignment. Mitigation is required to offset unavoidable impacts to seagrass habitat and is identified as a commitment for the project. To minimize impacts to corals from the proposed seawall construction, the new seawalls will be constructed landward of the existing seawalls, the existing seawalls will remain in place, and all seawall construction activities will be conducted from land. A *Conceptual Seawall Debris Containment Plan* will be developed during the design/permitting phase and provided to NMFS for their review and approval. The most likely seawall debris containment method to be utilized is a temporary floating platform that will be repositioned regularly to minimize shading impacts to corals. A *Final Seawall Debris Containment Plan* will be developed by the contractor prior to construction and will be provided to NMFS for their review and approval. If the chosen debris containment method differs from a temporary floating platform, consultation with the NMFS will be reinitiated.

Temporary displacements of managed species, along with other benthic and demersal species, may occur during construction of the Preferred Alternative. However, these species are considered to be mobile and are expected to return to the project area once construction is complete since their associated EFH types are anticipated to naturally re-establish within the project area after construction. No significant impacts to these managed species are anticipated from this project.

On the basis of the avoidance and minimization measures to be implemented for this project, along with the compensatory mitigation to be conducted for unavoidable impacts to seagrass and corals, the project's impact on EFH is **"more than minimal but less than substantial."**

Table 4-4 Summary of Potential Permanent and Temporary Impacts to EFH and HAPC

<b>Habitat*</b>		<b>Impact Type</b>	<b>Preferred Alternative High-Level Fixed Bridge</b>	
<b>Estuarine Water Column EFH</b>	Estuarine Water Column	Permanent - Bridge Piers	4,343 cubic feet	
		Temporary	--	
<b>Estuarine and Marine Submerged SAV EFH</b>	Community 1 SAV (macroalgal beds)	Permanent - Bridge Piers, Shading	2.74 ac	
		Temporary - 25-foot Construction Buffer	1.00 ac	
	Community 2 SAV (seagrass)	Permanent - Bridge Piers, Shading	0.17 ac	
		Temporary - 25-foot Construction Buffer	0.11 ac	
	<b>Coral, Coral Reefs, and Live/hard Bottom Habitat EFH</b>	Community 3 Live Bottom	Permanent - Bridge Piers, Shading	0.12 ac**
			Temporary - 25-foot Construction Buffer	0.04 ac
Community 4 Coral Habitat Adjacent to Seawalls		Permanent	--	
		Temporary	--	
Community 5 Existing Seawalls and Bridge Piers	Permanent - Bridge Pier Demolition	Remove all 29 bridge piers		
	Temporary	--		

<b>Total Direct Impacts</b>		<b>4,343 cubic feet</b> (Estuarine Water Column)
		<b>3.03 ac</b> (Communities 1-3)
		<b>Remove all 29 bridge piers</b>
<b>Temporary</b>	<b>Permanent</b>	
	<b>1.15 ac</b> (Communities 1-3)	

\*Note that Unconsolidated Estuarine Bottom EFH was not delineated during the 2023 quantitative benthic survey because the extent of non-vegetated sediments within the project study area is minimal and these areas are scattered within the various habitats.

\*\*Shading impacts to Community 3 - Live Bottom are an overestimate since the non-photosynthetic organisms in this sponges-dominated community would continue to inhabit the substrate underneath the new bridge.

Indirect Impacts

Permanent indirect impacts to the EFH (SAV and live bottom) and HAPCs will result from shading of the substrate by the new bridge structure. Unavoidable permanent and indirect impacts to seagrasses will be mitigated. Temporary indirect impacts to EFH resulting from construction of the Preferred Alternative may include:

- Disturbance to managed species and EFH associated with construction activities (pile installation, pile removal such as cutting or extraction, and barge operations).
- Increased turbidity and sedimentation during construction.
- Acoustical and vibrational impacts associated with pile driving and/or blasting.
- Water quality impacts associated with runoff, pollutants, and uncured or wet concrete.
- Impacts from bridge demolition debris.
- Temporary shading impacts from seawall debris containment platforms.

Temporary indirect impacts will be limited to the construction duration and will be addressed through established permit conditions, implementation of BMPs, and adherence to commitments and implementation measures to minimize impacts from construction.

**Compensatory Mitigation for Impacts to Essential Fish Habitat**

The final design of the proposed project will avoid and minimize impacts to EFH and managed species to the greatest extent practicable and appropriate mitigation options will be provided for unavoidable impacts. Several mitigation options for unavoidable impacts to seagrass wetlands and EFH have been evaluated and are discussed below. Coordination with the regulatory agencies will be conducted to ensure that all mitigation requirements are fully satisfied. The specific type and extent of any required mitigation will be finalized during the design and permitting phase of the project.

Seagrass Mitigation

Based on the findings of the 2023 quantitative benthic survey, it is estimated that the Preferred Alternative alignment will result in a total seagrass impact of 0.279 acre (0.172 acre of permanent impact and 0.107 acre of temporary impact) with a total functional loss of 0.022. The project mitigation options are under investigation to offset unavoidable impacts to seagrass habitat associated with the Broad Causeway Bridge project. No seagrass mitigation banks are available to offset the proposed direct and indirect impacts to seagrass as a result of the bridge replacement project. A potential seagrass mitigation opportunity is currently being investigated to partner with BNP for the project. The BNP has previously identified various potential seagrass restoration projects (primarily vessel grounding sites) within the BNP boundaries that can be restored for seagrass mitigation projects. Because southern Biscayne Bay has not experienced the recent seagrass die-offs that have occurred in northern and central Biscayne Bay, a mitigation project located within southern Biscayne Bay

(including BNP) would have a higher potential for seagrass mitigation success than a project in northern Biscayne Bay near the Broad Causeway project area. During the Design phase of the project, coordination with project stakeholders and regulatory agencies will continue to be conducted to develop a *Seagrass Mitigation Plan* to offset the unavoidable impacts to seagrass from the proposed project. The *Seagrass Mitigation Plan* will be sent to the regulatory agencies for review and approval.

#### Coral Mitigation

A future benthic survey will be conducted prior to construction which will include a thorough assessment and identification of coral colonies within the project impact area, including any listed coral colonies.

During the Design phase, impacts to corals will be avoided and minimized to the maximum extent practicable. The impacts on corals and listed corals will be minimized by relocating all colonies of any listed corals to suitable habitat prior to construction. A *Conceptual Plan for Relocation and Monitoring of Corals, Octocorals, and Sponges* is currently being developed and will be coordinated with NMFS and FWC. Consultation with NMFS will be reinitiated during the design and permitting phase of the project, where final impacts to corals, octocorals, and/or sponges will be determined and any required compensatory actions for unavoidable impacts will be defined. The details of coral relocation, including methodologies and recipient sites will be addressed in a *Coral, Octocoral, and Sponge Relocation and Monitoring Plan* which will be developed for the proposed project in accordance with the most recent version of the FWC's Coral and Octocoral Mitigation Relocation Recommendations and will be reviewed by the regulatory agencies for final approval. Furthermore, BMPs to control turbidity and sedimentation will be utilized to reduce impacts to corals from turbidity and sedimentation during construction.

#### NMFS EFH Coordination

A technical assistance call was conducted with NMFS on December 21, 2023 to present the findings of the 2023 quantitative benthic survey and the proposed construction methodologies for the demolition of the bridge. Discussions took place with regard to the proposed commitments and implementation measures for the project and impacts to EFH and managed species.

A technical assistance call was conducted with NMFS on February 21, 2024 during which the Town presented a proposed seawall design option which would minimize impacts to corals, listed species, and managed species by constructing a new seawall landward of the existing seawall and abandoning the existing seawall in place, with all seawall construction activities to be conducted from land. The NMFS requested that the likely seawall debris containment method be documented in the *NRE*, found in the project files, and that the Town include a commitment to reinitiate consultation with NMFS if the contractor selects a different means and methods for seawall debris containment.

The FDOT submitted the *NRE* to the NMFS Habitat Conservation Division on April 30, 2024 to initiate EFH consultation for the proposed project (EFH transmittal letter available in the project file).

In a letter dated June 7, 2024 (attached), the NMFS provided EFH Conservation Recommendations for the project. FDOT provided an email response to the NMFS on August 2, 2024 (attached) stating that the Town and FDOT District Six agree to implement the EFH Conservation Recommendations listed in the June 7, 2024 letter. Commitments have been included to address the EFH Conservation Recommendations provided by NMFS.

The meeting minutes for the NMFS technical assistance calls are located in the project file.

## 5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), the project area has no FEMA Floodways, but the entire project, other than the elevated Broad Causeway Bridge over Biscayne Bay, is in the 100-year floodplain. The average elevation on the causeway island is 5 to 6 ft., North American Vertical Datum of 1988 (NAVD), and the average elevation east of the ICWW bridge is about 3.5 ft., NAVD, varying between 3 to 4 ft., NAVD. There are no regional cross drains or box culverts within the project limits.

Because the FEMA floodplains on this project are driven entirely by storm surge through Biscayne Bay, the Broad Causeway Bridge project will result in transverse encroachments of floodplains, but these encroachments will not increase the floodplain elevation. There is no practical way to avoid these given the elevation of the 100-year storm surge floodplains for the entire length of the project as detailed in the *Location Hydraulics Report (LHR) (July 2024)*, found in the project files. There are no longitudinal encroachments. The area surrounding the project is completely built out and is not expected to further develop in the future. The Floodplain Map is attached. There will be no impacts to the natural and beneficial values of the surrounding floodplain. There will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. In fact, the project will have a positive effect on emergency services in that the bascule bridge will be replaced with a fixed high-level bridge, eliminating bridge openings and associated interruptions. It has been determined that the encroachments associated with this project are minimal.

No stormwater flooding problems are reported by the Town. However, the drainage systems on the causeway island are occasionally inundated by backflow from Biscayne Bay. The *Pond Siting Report (PSR) (July 2024)*, found in the project files, details the existing and proposed drainage on the island.

A *Bridge Hydraulics Report (BHR) (July 2024)*, found in the project files, was developed for the project.

## 5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

## 5.6 Water Resources

A preliminary drainage assessment was performed for the project corridor based on information gathered for the project. No areas of existing persistent flooding are noted within the project limits. No drainage map for existing conditions is currently available.

The project discharges to the Biscayne Bay Aquatic Preserve, which is designated as an Outstanding Florida Waters (OFW) and is designated by the FDEP as "Waters Not Attaining Standards" and is therefore considered a verified impaired waterbody. The Biscayne Bay Aquatic Preserve is within the SFWMD jurisdiction, the regional water management district. The project is also within Miami-Dade County's Department of Regulatory Economic Resources' (DRER) DERM jurisdiction, the local water management district. Section 24-48 of the Miami-Dade County Code requires that a Miami-Dade Class I Permit be obtained prior to performing any work in, on, over or upon tidal waters or coastal wetlands of Miami-Dade County or of any of the municipalities located within Miami-Dade County.

On the causeway island within Biscayne Bay, stormwater runoff flows are collected in small ponds and is conveyed via overflow structures to the bay. Within the Town of Bay Harbor Islands east of the bridge, roadway runoff is collected in a storm drain system and ultimately flows westward into Biscayne Bay via a 24" reinforced concrete pipe (RCP) outfall. Runoff from the bridge goes directly into Biscayne Bay through the grate of the bascule span or through 4" scuppers on the bridge.

There are no formal stormwater management facilities that were permitted by SFWMD within the boundaries of the proposed project. Stormwater collection systems either discharge directly to Biscayne Bay or overflow from ponds on the causeway island, realizing only informal water quality improvements. Stormwater collected on the existing bridge structure is also not treated before discharging into the bay through scuppers.

A *Water Quality Impact Evaluation (WQIE)* (September 2023), found in the project files, has been prepared to document water quality. Ponds and outfalls are identified, and OFW treatment requirements calculated, in the *Pond Siting Report* (July 2024), found in the project files. Because the entire project is in tidal water where peak stages are controlled by storm surge, no attenuation of the peak discharge is required. Since the entire project lies within the Biscayne Bay Aquatic Preserve, an OFW, treatment volumes are increased by 150%. Since the Biscayne Bay Aquatic Preserve is impaired, a pre/post nutrient analysis was developed.

All pervious areas within the causeway island, except for potential recreational areas in the northeastern portion of the causeway island, will be used for retention ponds. Also, a small retention pond will be constructed, at the southeast corner of the bridge, on land currently owned by the Town. The roadway east of the bridge, west of the existing West Broadview Drive intersection, is too low to store runoff in this retention pond or in French drains and will therefore be directly discharged in the proposed condition.

Water quality treatment volumes required, and volumes provided in the retention ponds are included in the Pond Siting Report. Water quality storage on the causeway island may be reduced by a historical underground contamination plume associated with the aged service station on the causeway island. Future discussions with the SFWMD and DERM will resolve any required separation between the pond storage areas and the underground contamination plume. If the causeway island's water quality storage is reduced below that which is required by the SFWMD, compensatory water quality treatment will be sought within the Biscayne Bay watershed.

The proposed stormwater management system will be developed to meet the design and performance criteria established in the SFWMD Environmental Resource Permit (ERP) Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to impaired waters and OFWs; the design will provide treatment of stormwater runoff from the proposed project improvements. It is anticipated that the proposed stormwater improvements for this project will improve water quality by providing treatment where none currently exists or where treatment is currently limited. Additionally, BMPs will be employed during construction activities. A SWPPP will also be implemented to control the effects of stormwater runoff during construction. All outfalls on the project will discharge to Biscayne Bay. The Florida Erosion Sediment Control Designer and Reviewer Manual will guide the placement of temporary BMPs to address potential impacts from stormwater runoff during construction. Likely BMPs include sequestering disturbed areas with stake silt fence and directing runoff through filtration BMPs before discharging to inlets.

Stormwater runoff will be collected within ponds on the causeway island; if percolation is sufficient, dry retention will be explored to attain greater water quality treatment.

Nature-based solutions and resiliency have also been considered throughout the PD&E study. Integration of nature-based environmental treatment into the shallow dry detention ponds on the causeway island is being proposed. Bio-swales, rain gardens, and bio-retention, will be employed, both under bridges and interspersed in open areas, with appropriate vegetation for the expected level of shading. These nature-based solutions will increase pollutant uptake within the detention ponds and provide a pleasant environment for recreation on the island.

The MHW and Seasonal High Groundwater Table (SHGWT) elevations within the proposed drainage design consider future sea level rise per the FDOT *Drainage Manual*. Additionally, to account for future sea level rise, the minimum seawall cap elevation is 6 ft above Mean Sea Level (MSL), which is 6.33 ft NAVD, per Town of Bay Harbor Islands Municode Chapter 23 / Article I / Section 23.12(10)(c).

Also, the required FDEP Sea-Level Impact Protection (SLIP) study notification and 30-day publication period were completed on April 26, 2023. As required in Section 161.551, F.S., the SLIP study will be maintained on the FDEP's website for a minimum of 10 years. The report has been uploaded to the SLIP study website and to OCULUS, FDEP's document management system, and is found in the project files. The 10-year period started Wednesday, April 26, 2023. All necessary permits will be obtained in accordance with federal, state, and local laws and regulations during subsequent project phases. Therefore, water quality will be improved with the Preferred Alternative.

## 5.7 Aquatic Preserves

Biscayne Bay is the most predominant natural feature in the project study area. Biscayne Bay is a major focal point for environmental analysis with regards to protected species. The project study area falls within BBAP which was established in 1974 and extends from the Oleta River headwaters south to Card Sound near Key Largo. The BBAP includes approximately 64,607 acres and was established to preserve and enhance Biscayne Bay and all natural waterways tidally connected to Biscayne Bay in an essentially natural condition so that its biological and aesthetic values may endure for the enjoyment of future generations (F.A.C. Rule 18-18.001).

The BBAP is within the NOAA Marine Protected Area and is designated as an OFW resource under Rules 18-18 and 62-302.700(9), FAC (see attached OFW Map). The BBAP is also within the Southern Everglades watershed boundary. The Preferred Alternative will not result in significant impacts to the preserve. The Preferred Alternative's approach span will be widened approximately 40-ft. from the existing 47-ft. 6-in. section, the bridge deck will be 87-ft. 5.5 in. and raised approximately 49-ft. which will allow for additional light to penetrate the water column. The Preferred Alternative includes replacing the existing scuppers with a drainage system which will treat runoff from the bridge decks. The Preferred Alternative will have approximately the same shading impacts to the BBAP as the existing bridge. However, the proposed stormwater treatment systems for the Preferred Alternative will eliminate the existing scuppers from the bridge to prevent direct runoff into Biscayne Bay, provide treatment and improve overall water quality, and result in an overall net benefit to the BBAP.

During construction, BMPs will be utilized to minimize temporary construction impacts to water quality. FDOT turbidity control measures will be established and maintained to minimize all construction related turbidity and sedimentation impacts. Appropriate turbidity control measures, and proper barge routes and spudding areas, will be determined during design and construction. A water quality/turbidity monitoring plan will be developed and implemented during construction

to ensure turbidity levels beyond containment measures are maintained at 0 NTUs (Nephelometric Turbidity Units) above ambient (background) levels. In addition, a Barge Use Plan and a Bridge Demolition/Debris Containment Plan will be developed in design.

As this project is evaluating the replacement of the existing bridge which provides access to the residences along the corridor and is a vital connection between the Cities of Miami and the Town of Bay Harbor Islands, there is no practicable alternative to locate this project outside of the limits of the aquatic preserve. Coordination with FDEP occurred during the PD&E phase to gain input on the resource, discuss potential impacts and to identify the coordination necessary during the design and permitting phase. A coordination letter and attachments were sent to FDEP on May 14, 2024. This coordination correspondence is attached. As part of the project, continued coordination with FDEP will occur during the Design phase and as part of the state permitting process. The SFWMD will issue the Environmental Resource Permit; however, FDEP will have the opportunity to review the permit application and to provide comments to the SFWMD regarding the aquatic preserve.

## **5.8 Outstanding Florida Waters**

The project is within the Biscayne Bay Aquatic Preserve, which is also a NOAA Marine Protected Area and OFW and is within the Southern Everglades watershed boundary.

On the causeway island within Biscayne Bay, stormwater runoff flows are collected in small ponds and is conveyed via overflow structures to the bay with no prior water quality treatment. Within the Town of Bay Harbor Islands east of the bridge, roadway runoff is collected in a storm drain system and ultimately flows westward into Biscayne Bay via a 24" reinforced concrete pipe (RCP) outfall without treatment. Stormwater collected on the existing bridge structure is also not treated before discharging into the bay through scuppers.

The proposed stormwater management system will be developed to meet the design and performance criteria established in the SFWMD ERP Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to impaired waters and OFWs; the design will provide treatment of stormwater runoff from the proposed project improvements. It is anticipated that the proposed stormwater improvements for this project will improve water quality by providing treatment where none currently exists or where treatment is currently limited. Additionally, BMPs will be employed during construction activities. A SWPPP will also be implemented to control the effects of stormwater runoff during construction. Therefore, the Preferred Alternative is expected to have no significant impacts on OFW resources within the Broad Causeway Bridge corridor. For more detail, please refer to the attached map showing OFW limits within the project area.

## **5.9 Wild and Scenic Rivers**

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

## **5.10 Coastal Barrier Resources**

It has been determined that this project is neither in the vicinity of, nor leads directly to a designated coastal barrier resource unit pursuant to the Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA).



## 6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

### 6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

The Broad Causeway Bridge is proposed to be replaced on a new southern alignment with alterations to both the vertical and horizontal component of the bridge to bring the bridge to current design standards and USCG requirements. Although capacity is not increasing, the vertical component is being altered in a manner where line of sight between the bridge and noise sensitive sites are changed. Therefore, according to 23 CFR 772, the project qualifies as a Type I project and requires a Noise Study.

The FHWA's Traffic Noise Model (TNM) was used to predict existing noise levels for receptors located near roadways and where traffic noise is dominant. An evaluation of substantial increases was performed for this PD&E Study phase analysis. Each noise sensitive site was assigned an existing noise level based on TNM predicted existing noise levels. Within the project limits, 390 receptors were used to evaluate noise levels at noise sensitive sites as shown on the attached Noise Map. The noise sensitive land uses along Broad Causeway for which there is a Noise Abatement Criteria (NAC) include:

- Activity Category B (residential areas) - 370 receptors representing 399 residences;
- Activity Category C - 16 receptors representing three parks and a school;
- Activity Category D - 1 receptor representing a library; and
- Activity Category E - 3 receptors representing a hotel, a motel and an outside dining area.

The *Noise Study Report (July 2024)*, found in the project files, documents the noise levels that were predicted at 390 receptor points representing 399 residences and 8 special land uses (i.e. non-residential land uses). For the year 2050 Build condition, noise levels are predicted to approach, meet, or exceed the NAC at 30 residences and one special land use within the project limits. A substantial increase of 15 dB(A) is not predicted to occur at any residence or special land use. These impacted noise sensitive sites were evaluated to determine the feasibility and cost reasonableness of providing barriers to reduce traffic noise.

The noise barrier evaluation identified that noise barriers are not a reasonable and feasible form of abatement due to openings in the noise barrier to accommodate access requirements for driveways to residential parcels along Kane Concourse (SR 922). Therefore, noise barriers are not recommended as part of this project.

No eye clinics, laser facilities, or senior care facilities (or other features that have a higher propensity to be impacted by noise and vibration effects) are reported within the project vicinity, but there are historic resources on the causeway island and the West Island. Pile driving, vibratory hammers, and blasting will be utilized during construction of the new bridge and seawalls and demolition of the existing bridge. Vibrational impacts associated with pile driving and/or blasting will be considered in design and the appropriate requirements will be included in the plans and contract documents.

The Preferred Alternative is expected to have no significant noise impacts within the Broad Causeway Bridge corridor.

## 6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to not change the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

A project level air quality analysis is only required for federal projects in non-attainment and maintenance areas. However, a screening test using COFL2012 was performed and documented in the *Air Quality Technical Memorandum (AQTM)* (December 2023), found in the project files. The results of the screening test did not exceed the NAAQS for CO. The project is expected to have no potential Mobile Source Air Toxics (MSAT) effects.

The Preferred Alternative is expected to have no significant air quality impacts within the Broad Causeway Bridge corridor.

## 6.3 Contamination

A contamination screening evaluation has been performed to evaluate potential impacts from contaminated sites to the project. See the *Contamination Screening Evaluation Report (CSER)* (May 2024), found in the project files. Risk rankings were assigned after reviewing data obtained from on-site reviews of the parcels, a review of historical land use, hazardous/petroleum site lists, and other data.

The contamination screening evaluation has resulted in a "High" ranking for one site (Sunshine #8), a "Medium" ranking for one site (Broad Causeway Bridge), a "Low" ranking for two sites (reported oil spill at 12405 Keystone Island Drive in North Miami and reported sheen at 9510 West Broadview Drive), and a "No" ranking for three sites (Broad Causeway, Broad Causeway West Relief Bridge, and disaster debris management site) as shown in **Table 5-1** and the Potential Contamination Sites Map attached.

All sites were evaluated through examination of historical resources such as topographic maps and aerial photographs, regulatory sources at the State and local levels, and site inspections. In addition, Asbestos Containing Materials (ACM), Metal Based Coatings (MBC), and Polychlorinated Biphenyls (PCB) surveys of the bridge were performed from February 13, 2023 through February 16, 2023. Potential sources of contamination were identified, and the sites were ranked with respect to their potential for contamination impacts. Results of these surveys are detailed in the *CSER*.

Table 5-1 Contamination Risk Rankings of Potentially Contaminated Sites

<b>Site No.</b>	<b>Facility ID No.</b>	<b>Site Name and Location</b>	<b>Regulatory Status</b>	<b>Potential Contamination Source</b>	<b>Distance from ROW</b>	<b>Risk Ranking</b>
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1	449438 (ERNS)	Reported Oil Spill 12405 Keystone Island Drive, North Miami	Closed	Petroleum	600 ft. northwest	Low
2	FLR10AJ00 (NPDES)	Broad Causeway West Relief Bridge NE 123 Street North Miami	Closed	None	100 ft. west	No
3	FLR10NG63 (NPDES)	SR 922 (Broad Causeway) Bay Harbor Islands	Closed	None	Adjacent to ROW	No
4	8503822 (FDEP)	Sunshine #8 1501 Broad Causeway Bay Harbor Islands	Active (DERM)	Petroleum	Within ROW	High
5	None	Broad Causeway Bridge (Structure) Bay Harbor Islands	N/A	Metals based coatings, PCBs	Within ROW	Medium
6	1240172 (ERNS)	Reported Sheen, 9510 West Broadview Drive Bay Harbor Islands	Closed	Petroleum	300 ft. southeast	Low
7	105012 (FDEP Solid Waste)	Disaster Debris Management Site, South of 97th Street and West of West Bay Harbor Drive Bay Harbor Islands	Closed	Contaminants from debris	1,000 ft. east	No

DERM = Miami-Dade Division of Environmental Resources Management

ERNS = Emergency Response Notification System

FDEP = Florida Department of Environmental Protection

N/A = Not Applicable

NPDES = National Pollutant Discharge Elimination System

PCBs = Polychlorinated Biphenyls

ROW = Right-of-Way

A discussion of the two sites which received a High or Medium ranking follows.

- At Site 4 (Sunshine #8), project concept plans indicate that roadway improvements, including stormwater structure installation, are to be located south and west of the service station. Bridge piers and other improvements are planned south of the service station. Due to the reported soil and groundwater contamination at this Site 4 (Sunshine #8), there likely are remaining contamination impacts at this property. No remediation has been performed at this site. DERM is currently overseeing investigations of this site, with additional soil and groundwater sampling planned for the near future. Petroleum groundwater plumes are currently located in the planned areas of roadway improvements, including installation of drainage structures. Therefore, the petroleum-contaminated groundwater may impact any dewatering activities in that area drainage design. Design of the bridge and helix structures were developed to avoid known contamination locations as to not exacerbate the existing plume. Due to the known groundwater contamination along the north side of the service station and due to the proximity of this site to the Broad Causeway Bridge project, the risk ranking for this site is **High**. It is likely that dewatering will be needed both south and north of the service station, and it will likely require a FDEP dewatering permit for contaminated sites. Soil borings and temporary monitoring wells will be installed both north and south of the service station.

- Broad Causeway Bridge (Site #5) was tested for ACMs and MBCs. In addition, the bridge was observed for potential PCB-containing components. ACMs were not identified in the materials tested. However, based on the age of the bridge, ACMs and MBCs may be present in the faying (surfaces that are in contact at the joint) surfaces of splices and top flanges embedded in concrete decks and other surfaces. Since there is documented lead content in the painted surfaces at this site which will be impacted if the bridge is replaced, the contamination risk ranking for this site is **Medium**. The rating is also justified due to the potential for PCB-containing bascule machinery leaking oils into the equipment bay. The lead-impacted coatings must be handled, managed, and disposed in compliance with United States Occupational Safety and Health Administration (OSHA) worker protection requirements and with USEPA requirements for disposal of hazardous waste (if found to be hazardous). Plans for handling, management and removal of any MBCs on coatings or ACMs will be prepared before demolition, modification, or rehabilitation of the bridge. Potential PCB-containing components and stained areas will be tested and, if found to contain PCBs, properly disposed.

During the Design phase, **Medium** and **High** rated sites will be further evaluated to determine if Level II testing is warranted based on the Project's future design.

If dewatering will be necessary during construction, a SFWMD Water Use Permit will be required. FDEP coordination will be required for NPDES dewatering within five hundred feet ( $\leq 500'$ ) of the service station to determine if the activity must be permitted under Rule 62-621.300(1) and will necessitate effluent treatment, sampling, and reporting. Any dewatering operations in the vicinity of potentially contaminated areas shall be limited to low-flow and short-term. A dewatering plan may be necessary to avoid potential contamination plume exacerbation. All permits will be obtained in accordance with Federal, State, and local laws and regulations.

Additionally, the contractor shall follow applicable FDOT *Standard Specifications for Road and Bridge Construction* for areas of unforeseen contamination. These specifications require that in the event any hazardous material or suspected contamination is encountered during construction, or any spills are caused by construction-related activities, the Contractor shall be instructed to stop work immediately and notify the Construction Project Manager.

The Preferred Alternative is expected to have no significant contamination impacts within the Broad Causeway Bridge corridor.

## 6.4 Utilities and Railroads

Existing utilities within the project study area were identified through Sunshine State One-Call of Florida, Inc. Base maps were sent to utility providers listed on the Sunshine 811 ticket 09821214 with a request to provide information on existing and planned utilities. Correspondence and sketches of the existing utilities are included in the *Utility Assessment Package (July 2024)*.

No railroads or railroad crossings are present within the study area.

The Preferred Alternative will require the relocation of some existing utilities and coordination with utility providers will continue as appropriate for relocations, as necessary. See **Table 5-2** for information on the potentially impacted existing utilities.

A 30 in. Miami Dade water main runs along the north side of the causeway island and approximately 123 ft. north of the existing Broad Causeway Bridge. This water main enters a 20 ft. utility easement at the existing Town-owned Tot Lot at the eastern side of the existing bridge approximately 50 ft. north of the existing roadway. There is an active electric line that runs across the north side of the bridge. This line powers the tender house and machinery.

The exact locations of existing utilities and the extent of impacts will be determined during the Design phase through coordination with the utility owners. Disruptions to service and utility relocations will be minimized to the greatest extent practicable.

Table 5-2 Potential Utility Impacts

<b>Owner</b>	<b>Type</b>	<b>Potential Impact</b>	<b>Station</b>	<b>Side</b>
<i>Breezeline/Comcast</i>	<i>Cable</i>	<i>Overhead cables may have to be raised to accommodate proposed elevated roadway profile</i>	<i>142+27.42</i>	<i>LT/RT</i>
<i>Miami-Dade WASD</i>	<i>Water</i>	<i>Fire hydrants may have to be relocated to accommodate proposed road work</i>	<i>104+30.49</i>	<i>RT</i>
<i>Miami-Dade WASD</i>	<i>Water</i>	<i>Fire hydrants to be relocated to accommodate preferred fixed-bridge alternative</i>	<i>107+30.59</i>	<i>LT</i>
<i>Miami-Dade WASD</i>	<i>Water</i>	<i>Fire hydrants to be relocated to accommodate preferred fixed-bridge alternative</i>	<i>110+09.41</i>	<i>LT</i>
<i>Miami-Dade WASD</i>	<i>Water</i>	<i>Fire hydrants to be relocated to accommodate preferred fixed-bridge alternative</i>	<i>112+82.78</i>	<i>RT</i>
<i>Miami-Dade WASD</i>	<i>Water</i>	<i>Fire hydrants to be relocated to accommodate preferred fixed-bridge alternative</i>	<i>115+55.56</i>	<i>LT</i>
<i>Miami-Dade WASD</i>	<i>Water</i>	<i>Fire hydrants to be relocated to accommodate preferred fixed-bridge alternative</i>	<i>118+15.00</i>	<i>RT</i>
<i>Miami-Dade WASD</i>	<i>Water</i>	<i>Fire hydrants to be relocated to accommodate preferred fixed-bridge alternative</i>	<i>120+35.69</i>	<i>LT</i>
<i>Miami-Dade WASD</i>	<i>Water</i>	<i>Fire hydrants to be relocated to accommodate preferred fixed-bridge alternative</i>	<i>122+23.89</i>	<i>LT</i>
<i>Miami-Dade WASD</i>	<i>Water</i>	<i>Fire hydrants to be relocated to accommodate preferred fixed-bridge alternative</i>	<i>122+36.62</i>	<i>LT</i>
<i>Miami-Dade WASD</i>	<i>Water</i>	<i>Fire hydrants to be relocated to accommodate preferred fixed-bridge alternative</i>	<i>141+73.58</i>	<i>LT</i>
<i>FPL</i>	<i>Electrical</i>	<i>13kV line to be relocated to preferred fixed-bridge alternative</i>	<i>123+82.57 to 140+45.89</i>	<i>LT</i>

The Preferred Alternative is expected to have no significant impacts on utilities within the Broad Causeway Bridge corridor.

## 6.5 Construction

The bridge is a critical regional coastal route and detour routes are limited. Because of this, the public expressed an overall common concern regarding maintenance of traffic and potential bridge closure during construction. The Temporary Traffic Control Plan is described in the *PER (September 2025)*, found in the project files, and clarifies that the four existing lanes will stay in operation throughout construction. Pedestrian and bicycle traffic will be temporarily impacted due to safety concerns as the existing facilities do not meet current standards. Uninterrupted access to the service station, during operating hours, during construction via the existing entry or an alternate entry point will be provided. If an alternate entry point is needed, detour signage and directions will be provided to the public to maintain access to the Section 4(f) protected property.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used to provide notice of access to local business and other pertinent information to the traveling public. The latest edition of the FDOT's *Standard Specifications for Road and Bridge Construction* will be followed.

The air quality effect of construction activities will be short-term and will mainly be in the form of dust from earth work and unpaved roads. These impacts will be minimized by adherence to all applicable State and Local regulations and to the FDOT's *Standard Specifications for Road and Bridge Construction*.

Bridges are built with heavy construction equipment and there is potential for noise and vibration impacts. Early identification of potential noise and vibration sensitive sites along the project is important in minimizing these impacts. Construction noise and vibration impacts to these sites will be minimized by adherence to the controls listed in the latest edition of the FDOT's *Standard Specifications for Road and Bridge Construction*.

Water quality effects resulting from erosion and sedimentation will be controlled in accordance with the latest edition of the FDOT's *Standard Specifications for Road and Bridge Construction*.

The proposed project will require securing an ERP through the SFWMD to meet requirements in Chapter 62-330, F.A.C. Construction activities will also require the development of a SRCC and proper coordination for National Pollutant Discharge Elimination System (NPDES) permit requirements. Additionally, a parallel permit will be required from the DERM.

The project is in Biscayne Bay, an OFW and designated Aquatic Preserve. The Preferred Alternative cannot completely avoid impacts to existing natural resources within the project area; however, avoidance and minimization measures will be incorporated during the construction of the project to minimize impacts to natural resources. BMPs are to be implemented to prevent impacts to threatened and endangered species, wetlands and surface water features, EFH, and benthic resources. Additional details regarding the measures to be implemented prior to and during construction are discussed in the *NRE and NRE Addendum (July 2024)*, found in the project files.

## **7. Engineering Analysis Support**

The engineering analysis supporting this environmental document is contained within the 452428-1\_BCB\_Preliminary Engineering Report .

## 8. Permits

The following environmental permits are anticipated for this project:

### Federal Permit(s)

USACE Section 10 or Section 404 Permit  
 USACE Section 408 Permit  
 USCG Bridge Permit

### Status

To be acquired  
 To be acquired  
 To be acquired

### State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)  
 DEP National Pollutant Discharge Elimination System Permit

### Status

To be acquired  
 To be acquired

### Local Permit(s)

Miami-Dade County Class I Coastal Construction Permit  
 Miami-Dade County Tree Permit  
 Miami-Dade County Class II Permit  
 Miami-Dade County Class VI Permit

### Status

To be acquired  
 To be acquired  
 To be acquired  
 To be acquired

### Other Permit(s)

SFWMD Consumptive Water Use Permit

### Status

To be acquired

### Permits Comments

Included in the Town Charter by the 1953 Senate Bill No. 865, the State of Florida surrendered and granted to the Town any claim or control over all tidewaters and other lands, and all bayous and bay bottoms, beaches, waters, waterways and water bottoms, and all riparian rights within and adjacent to the Town limits for municipal purposes only, a strip of 300 ft. wide from Kane Concourse (SR 922), westwardly across Biscayne Bay to approximately 123rd Street in the City of North Miami. This information will be included in the SFWMD ERP and Miami-Dade County Class I Permit applications to explain how the sovereign submerged lands are granted to the Town.

Since there are no sovereign submerged lands within the project area, an easement will not be required.

## 9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

### Summary of Activities Other than the Public Hearing

A *Public Involvement Program (PIP)* (February 2023), found in the project files, was developed and carried out as an integral part of this project.

The purpose of this program was to establish and maintain communication with the public at large and individuals and agencies interested in the project and its potential impacts. To ensure open communication and agency and public input, an early notification package was provided to state and federal agencies and other interested parties defining the project and, in cursory terms, describing anticipated issues and impacts. Comments received through agency coordination assisted with the development and analysis of alternatives and identification of permits and mitigation measures.

In addition, in an effort to resolve all issues identified, the FDOT has conducted an extensive interagency coordination and consultation effort and public participation process. The *Comments and Coordination (CAC) Report (July 2024)*, found in the project files, details the program to fully identify, address and resolve all project-related issues identified within the *PIP*. A summary of the outreach efforts and meetings conducted to date are provided in the following sections.

### Project Website

A project website is available at <https://www.bayharborislands-fl.gov/444/Broad-Causeway-Bridge-Replacement-PDE-St>. The website features information about the study; documents and publications; public notices and public meeting documents; and the project schedule. A comment form link is provided to leave feedback on the project.

### Project Kick-Off Notification

A Public Kick-off Meeting was held on February 9, 2023, at 6 PM, at the Town Hall Council Chambers on Bay Harbor Islands. The meeting started in an open house format where the public could view a looping video of the project area and project display boards with project team representatives present to address one-on-one questions. A formal presentation was given at 6:30 PM. The meeting introduced the project and the PD&E Study process to the public with the intent to inform the community on proposed improvements to Broad Causeway Bridge from causeway island to East of West Broadview Drive. Additionally, a Project Kick-off notification for the Broad Causeway Bridge Replacement was emailed to elected officials on January 20, 2023, from Mayor Joshua D. Fuller.

A total of 49 citizens and two (2) elected officials signed in at the public meeting. Eleven comments were received at the meeting, online, or via email to the Public Involvement Specialist during the 10-day review period following the in-person meeting. The majority of comments received were focused on pedestrian and bicyclist traffic, wildlife species, toll revenues, and project funding. A full summary of this meeting, including meeting materials and comments received, can be found in the *Comments and Coordination (CAC) Report* that was prepared as part of this study.

Public comments received were considered when developing the project alternatives and conducting the alternatives analysis.

### Hybrid Alternatives Public Workshop

A Hybrid Alternatives Public Workshop was held both virtually and in-person to provide interested persons an opportunity to express their views concerning the proposed improvements and vote on which alternative they preferred. Citizens were

strongly encouraged to attend either of these meetings to learn more about the project and the alternatives being considered.

The Hybrid Alternatives Public Workshop was held in accordance with *Title VI of the 1964 Civil Rights Act* and related statutes, as referenced in FDOT's *Non-Discrimination Policy, Topic Number 001-275-006* and implementing procedure *Topic Number 275-010-010*. Elected and appointed officials were notified first via email. Property owners and interested parties were notified of the workshops via either a project handout or the Town's monthly NewsWaves publication via U.S. Postal Service (USPS) mail. The project workshop was also announced through a Town website, press release, advertisements in the *Miami Herald* and *El Nuevo*, and the Florida Administrative Register. ETAT members were notified via a FDOT Environmental Screening Tool generated email notification. Additionally, an Alternatives Public Workshop invitation for Broad Causeway Bridge Replacement was emailed to elected officials on August 25, 2023, from Mayor Elizabeth Tricoche.

The In-house Alternatives Public Workshop was held on September 26, 2023, at 7 PM, at Morris N. Broad Community Center.

The meeting began with an informal open house from 7:00 to 7:15 PM, followed by a formal presentation and a public Question and Answer (Q&A) session. This meeting was recorded and made available at the project website. A total of approximately 20 citizens and two elected officials signed in at the Alternatives Public Workshop. This workshop was to provide the public with information about the proposed build alternatives, schedule and next steps. The PD&E team had an open Q&A session where the citizens asked questions about the project, provided comments, as well as voted for their preferred alternative. A total of twelve (12) citizens spoke during the Q&A session. Some of the issues brought up at the in-person meeting were:

- Project cost
- Traffic coming from the mainland
- Crosswalks with pedestrian features
- Preventative maintenance
- Lighting
- Process
- Cost of tolls

A virtual reality station was set up for the public to see three dimensional (3D) renderings of each proposed alternative while driving over the bridge to the causeway island. Attendees were provided with the project information materials.

A Virtual Alternatives Public Workshop was held on September 28, 2023, at 6 PM, via Zoom Webinar. The meeting was an opportunity for the citizens that were not able to attend in-person to be introduced to the proposed build alternatives for the project.

The meeting opened with a presentation followed by a Q&A session. The same presentation used at the in-house meeting was shown. A total of 42 citizens and two (2) elected officials signed in at the Virtual Alternatives Public Workshop. This meeting was to provide the public with information about the proposed build alternatives, schedule, and next steps.

At the Q&A session the citizens asked questions about the project. A total of eleven (11) comments were received from the public in the virtual portion of the meeting similar to the issues stated above that were commented on at the in-person meeting.

Both meetings were recorded and made available on the project website. The sign-in sheets, meeting handout in English and Spanish, display boards, photos from the meeting, comment form and speaker cards from the in-house meeting, the attendees report and Q&A reports from the virtual meeting, transcripts from both meetings, as well as comments received in the 10 days following the virtual meeting, can be found in the *Comments and Coordination (CAC) Report*.

The public was provided with an opportunity to communicate their preferences by participating in the Hybrid Public Alternatives Workshop. Additionally, a comment form was made available on the project website, and it remained accessible for ten days following the workshop sessions. To gather further input, a survey was designed for residents to complete, allowing them to share their comments, questions, and indicate their preferred bridge option. The team also received comments and votes via email, further expanding the channels through which the public could participate in the decision-making process. See below summary of votes received. Further details about these votes are in the *Comments and Coordination (CAC) Report*.

#### **Alternatives Votes:**

1. No Build Alternative - **8 votes**
2. Build Alternatives - **21 votes**
  - Alt. 1 High-Level Fixed Bridge - **13 votes**
  - Alt. 2 Mid-Level Movable Bridge - **8 votes**

#### Presentation of Preferred Alternative to the Town of Bay Harbor Islands Town Council

The recommendation for the Preferred Alternative was presented to the Town of Bay Harbor Islands Town Council at their regular meeting on November 8, 2023, at 7 PM. A presentation was made, Town Council questions were answered, and comments were received by the public in attendance. The Town's Town Council unanimously passed a resolution supporting the Preferred Alternative as Alternative 1 - 65 ft. High-Level Fixed Bridge. TBHI Resolution No. 2346, adopted on November 8, 2023, states "The Town Council finds it is in the best interest of the safety and mobility of the residents of the Town, the travelling public, and users of the Intracoastal waterway to select Alternative 1 - 65-ft. High Level Fixed Bridge as the Preferred Alternative". The Resolution is appended to the *Comments and Coordination (CAC) Report*, found in the project files.

#### Additional Coordination

The FDOT and Town met with the USCG on January 20, 2023, to discuss the required clearance for a new bridge. Consultation with the USCG indicated the navigation constraints for this bridge replacement project. Specifically, within Biscayne Bay, the USCG requires 90 ft. horizontal and 21 ft. (closed) vertical clearances (profile) for new bascule bridges and for new fixed bridges they require 90 ft. horizontal and a 65 ft. vertical clearance (profile). Another USCG constraint specified that the bridge spans will not be allowed to move the navigational channel from its existing location. USCG coordination documentation is included in the project file.

A meeting was held with the Miami-Dade TPO to address comments received October 19, 2023, on the proposed typical section of the Broad Causeway Bridge. The typical section that was reviewed by the TPO was presented during the Public Alternatives Workshop on September 26 and September 28, 2023 (virtual). Meetings were held with the TPO on October 30 and November 3, 2023, to discuss pedestrian and bicyclist safety and accommodations, and revising the typical section to fully address these accommodations. The project was presented to the TPO Bicycle Pedestrian Advisory Committee (BPAC) on February 13, 2024, and the Transportation Planning and Technical Advisory Committee (TPTAC) and Citizens' Transportation Advisory Committee (CTAC) on May 1, 2024. On May 31, 2024, the Town received Resolution #01-2024 in support of the Preferred Alternative from the CTAC.

Additionally, numerous agencies were coordinated with throughout the PD&E study. Table 7-1 lists the agency coordination to date.

Table 7-1 Agency Coordination Table

<b>Agency</b>	<b>Meeting Date</b>	<b>Topic</b>
USCG	January 20, 2023	Guide Clearance Requirements
State Historic Preservation Officer* (SHPO)	June 19, 2023	Cultural Resource Identification and Methodology
NMFS**	July 12, 2023	Benthic Survey Methodology
Miami-Dade TPO	October 30, 2023 November 3, 2023	Pedestrian and Bicyclist Accommodations
NMFS**	December 21, 2023	Technical Assistance Call
USFWS**	January 12, 2024	Technical Assistance Call
Miami-Dade TPO BPAC	February 13, 2024	Pedestrian and Bicyclist Accommodations
NMFS**	February 21, 2024	Technical Assistance Call
SHPO	April 18, 2024	Cultural Resource Assessment Survey
NMFS	April 30, 2024	Natural Resources Evaluation
Miami-Dade TPO TPTAC	May 1, 2024	Project Overview and Announcement of Public Hearing
Miami-Dade TPO CTAC	May 1, 2024	Project Overview and Announcement of Public Hearing
NMFS	May 30, 2024	Technical Assistance Call
SHPO	July 8, 2024	Memorandum of Agreement
NMFS	July 31, 2024	EFH Conservation Recommendations
NMFS	August 12, 2024	Natural Resources Evaluation Addendum
NMFS	December 6, 2024	Technical Assistance Call; Request for Initiation of Expedited Informal Consultation
NMFS	April 23, 2025	Post-blast Reporting Technical Memorandum
NMFS	June 16, 2025	Technical Assistance Call
NMFS	June 26, 2025	Request for Reasonable Assurance

\* SHPO coordination is documented in the CRAS (April 2024) and Section 106 Case Study Report (May 2024)

\*\* USFWS and NMFS coordination is documented in the NRE (April 2024), NRE Addendum (July 2024).

**Date of Public Hearing:** 06/24/2024

### **Summary of Public Hearing**

#### Hybrid Public Hearing

The Town of Bay Harbor Islands held a Hybrid Public Hearing to present the Preferred Alternative and give the public an opportunity to provide comments. The Public Hearing took place on June 24, 2024, at 6:30 p.m. at the Morris N. Broad Community Center. The virtual component of the hearing was made available via Zoom Webinar.

The Hybrid Public Hearing was held in accordance with *Title VI of the 1964 Civil Rights Act* and related statutes, as referenced in FDOT's *Non-Discrimination Policy, Topic Number 001-275-006* and implementing procedure *Topic Number 275-010-010*. Public Hearing notifications were sent by e-mail to elected and appointed officials. Meeting invitations were sent by mail to property owners within 300 feet of the proposed project, all residents of the Town of Bay Harbor Islands, and to other public officials, regulatory agencies, organizations, and individuals interested in the project.

The Public Hearing was advertised in advance with display advertisements in the Miami Herald, El Nuevo Herald, Le Floridien, and the Florida Administrative Register. Two press releases were distributed by the Town of Bay Harbor Islands and posted on the project website in advance of the Public Hearing. A Save the Date was published and printed in the Town's monthly newsletter.

Display boards were available for public viewing both in-person and online. The presentation and all materials provided at the Public Hearing were also made available for virtual attendees to view online at <https://www.bayharborislands-fl.gov/444/Broad-Causeway-Bridge-Replacement-PDE-St>. Project documents were available for viewing at the Public Hearing, on the project website, and at the Bay Harbor Islands Branch Library from June 3, 2024, through July 5, 2024. Translation services were available in Spanish and Creole.

There were 35 people that attended the Public Hearing in-person and 38 who attended virtually. Of these, 6 elected officials and 15 staff members from Town of Bay Harbor Islands, AtkinsRealis, FDOT, and Media Relations Group, LLC were present. A total of 4 speaker cards were submitted, and no comment cards were left at the hearing for response. Among those who provided input, one individual expressed full support for the new bridge design. Other comments raised questions about the costs associated with accommodating the Citgo station, highlighted existing safety concerns, voiced opposition to the proposed spiral ramp, and requested that the new bridge incorporate the existing lighting features and honor the historic resources slated for removal. Written questions were posed by 4 virtual attendees concerning weekend construction work, toll charges and proximity of proposed bridge to existing houses. The Public Hearing adjourned at 8:18 PM. The Public Hearing advertisements, meeting materials, transcript, comments/questions received, and responses can be viewed in the *Comments and Coordination (CAC) Report*. The Public Hearing Certification and Public Hearing Transcript are attached.

## 10. Commitments Summary

1. During the Design phase, the Town will coordinate bridge features such as aesthetic treatments, landscaping, gateway features, and lighting with the community.
2. The Town will coordinate with FDEP Office of Greenways and Trails during design regarding the temporary detour of the Florida Circumnavigational Saltwater Paddling Trail during construction of the new Broad Causeway Bridge.
3. As the Official with Jurisdiction, the Town commits to keeping the Tot Lot open during construction.
4. The Town will adhere to the stipulations included in the 2024 Memorandum of Agreement (MOA) between the Town and the SHPO.
5. The Town commits to providing uninterrupted access to the causeway island service station, during operating hours, during construction via the existing entry or an alternate entry point. If an alternate entry point is needed, detour signage and directions will be provided to the public to maintain access to the Section 4(f) protected property.
6. The USFWS and FWC Standard Manatee Construction Conditions for In-Water Work will be utilized during construction.
7. To reduce the risk of entrapment and drowning of manatees, manatee exclusion devices (such as grating) shall be installed and maintained over any existing or proposed pipes or culverts greater than eight inches that are submerged or partially submerged and reasonably accessible to manatees. If horizontal or vertical bars are used, no more than 8-inch gaps on center shall be allowed. Grates shall be in place at the accessible end(s) during all phases of the construction process and as a final design element to restrict manatee access.
8. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and if the project area is located within the consultation area, during the design and permitting phase of the proposed project, the Town in coordination with FDOT, commits to reinitiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.
9. The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be utilized during construction.
10. The NMFS Protected Species Construction Conditions, NOAA Fisheries Southeast Regional Office will be utilized during construction.
11. The NMFS Vessel Strike Avoidance Measures, NOAA Fisheries Southeast Regional Office will be utilized during construction.
12. The Town will coordinate with FDOT to reinitiate consultation with NMFS during the design and permitting phase of the project, where final impacts to corals, octocorals and/or sponges will be determined and any required compensatory actions for unavoidable impacts will be defined. During final design, a benthic survey will be conducted to identify listed coral species (boulder star coral, lobed star coral, and mountainous star coral) and to inventory corals and barrel sponges suitable for relocation prior to construction. The coral survey protocol will be coordinated with NMFS prior to completion. A Plan for Relocation and Monitoring of Corals, Octocorals, and Sponges will be developed and coordinated with the NMFS, USACE, SFWMD, and DERM during the permitting process.

13. A seagrass survey will be conducted during the peak seagrass growing season (i.e., June 1-September 30) in the Design phase. The seagrass survey protocol will be coordinated with NMFS prior to completion. If it is determined that there will be unavoidable impacts to seagrasses from the project, coordination with NMFS and USFWS will take place to determine appropriate avoidance and minimization measures to apply during construction.
14. The Town will provide mitigation for unavoidable impacts to seagrasses. A Seagrass Mitigation Plan will be developed to offset unavoidable impacts to seagrass from the proposed project. The Seagrass Mitigation Plan will be reviewed and approved by the NMFS, USFWS, USACE, SFWMD, and DERM during the permitting process.
15. A Barge Accessibility and Spudding Plan depicting the locations of barge work channels and barge exclusion zones will be prepared during permitting and coordinated with the NMFS, USACE, SFWMD, and DERM to minimize impacts to seagrass habitat.
16. To identify areas that should be avoided by barges and work boats for construction and staging, prior to construction commencement, the Town will delineate and mark with visible buoys seagrasses located adjacent to (outside of) the impact areas within the vicinity of the project corridor. The seagrass marking requirement will be coordinated with the NMFS and USFWS during the permitting process.
17. All in-water construction activities will be limited to daylight hours.
18. Measures to minimize potential underwater noise impacts from pile driving and in-water construction will be determined during design and implemented during construction. Noise abatement measures for the project will be coordinated with, and approved by, the NMFS and the USFWS during the design and permitting process.
19. Prior to construction, the Town and their contractor will submit a Final Blasting Plan containing details of the blasting means and methods, including the blasting design, an impact assessment, a mitigation plan, and an Imperiled Species and Marine Mammal Watch Plan which will be reviewed and approved by the USFWS, NMFS, USCG, USACE, and FWC. The Town will coordinate with FDOT to reinitiate consultation with the NMFS during design and permitting once the Final Blasting Plan has been prepared. The blasting plan will be required to adhere to the USFWS's May 2005 Guidelines for the Protection of Marine Mammals and Sea Turtles During the Use of Explosives in the Waters of the State of Florida.
20. The Town will coordinate with FDOT to reinitiate consultation during design and permitting with NMFS and USFWS for boulder star coral and manatee CH and will provide the information necessary to determine the type, degree, and extent of impacts to listed species [and/or CH] potentially adversely impacted by the proposed project. The Town will develop mitigation measures in consultation with the NMFS and USFWS to offset unavoidable impacts. Completion of consultation and documentation of the project's compliance with the avoidance, minimization and mitigation requirements for the impacted resources will be provided by the Town in a subsequent project reevaluation prior to advancing to construction.
21. The new seawall will be constructed landward of the existing seawall and the existing seawall will remain in place. All seawall construction activities will be conducted from land. A Conceptual Seawall Debris Containment Plan will be developed during the design/permitting phase and reviewed and approved by NMFS. The most likely means and methods for the seawall debris containment is the use of a temporary floating platform which will be repositioned regularly to minimize shading impacts to corals. A Final Seawall Debris Containment Plan will be developed by the contractor prior to construction and reviewed and approved by NMFS. If the contractor's seawall debris containment method differs from a temporary floating platform, the Town commits to reinitiating consultation with the NMFS for the boulder star coral.
22. The Town will submit the Blasting Contractor's individual blast reports/logs to the USFWS, NMFS, and FWC within two business days after completion of all blasting. The Town will submit the Marine Mammal Watch Team's post-blast summary report to the USFWS, NMFS, and FWC within two weeks after completion of all blasting.

23. The *Queen Conch Survey, Construction Conditions, Relocation and Reporting Guidelines*, NOAA Fisheries, Southeast Regional Office, will be followed during construction.

## 11. Technical Materials

The following technical materials have been prepared to support this Environmental Document and are included in the Project File.

USCG Cooperating Agency Draft Type 2 CE Correspondence 041924  
USCG Cooperating Agency Final Type 2 CE Correspondence 082625  
452428-1\_BCB\_Final\_SCE Tech Memo  
452428-1\_BCB\_Final\_CRAS\_04.03.24  
452428-1\_BCB\_Final\_Section 106 Case Study Report\_05.16.24  
452428-1\_BCB\_Final\_Section 106 Memorandum of Agreement\_11.04.24  
452428-1\_BCB\_Florida DEP SLIP Study Report\_Published  
452428-1\_BCB\_Natural Resources Evaluation  
452428-1\_BCB\_Final\_WQIE  
452428-1\_BCB\_Final\_PSR  
452428-1\_BCB\_Final\_BHR  
452428-1\_BCB\_Final\_Location Hydraulics Report  
452428-1\_BCB\_Natural Resources Evaluation Addendum  
452428-1\_Revised Request for Initiation of Expedited Informal Consultation under section 7(a)(2) of the ESA for BCB  
452428-1\_BCB\_Final\_CSER  
452428-1\_BCB\_Final\_Air Quality Tech Memo  
452428-1\_BCB\_Final\_NSR  
452428-1\_BCB\_Final\_Uilities Assessment Package  
452428-1\_BCB\_Final\_Geotech\_Roadway  
452428-1\_BCB\_Final\_Project Traffic Analysis Report  
452428-1\_BCB\_Final\_Geotech\_Structures  
452428-1\_BCB\_Preliminary Engineering Report  
452428-1\_BCB\_Final\_Bridge Development Report  
452428-1\_BCB\_Final\_Lighting Design Analysis Report  
452428-1\_BCB\_Final\_PIP\_02032023\_Exec Town\_Signed  
452428-1\_BCB\_Final\_Town of Bay Harbor Islands Resolution\_2346 - Preferred Alternative  
452428-1\_BCB\_Final\_CAC

## Attachments

### Project Information

Preferred Alternative Typical Section, Profile, and Rendering  
Depiction of 300 ft. Wide Strip from Kane Concourse to North Miami  
Causeway Island Circulation

### Planning Consistency

Project Planning Consistency Documentation

### Social and Economic

Project Detour Route for Bridge Closures Map  
Community Services and Focal Points Map  
Existing Land Use Map  
Future Land Use Map

### Cultural Resources

452428-1\_BCB Case Study Transmittal to Miami-Dade County Office of Historic Preservation  
452428-1\_BCB\_Final Section 106 Memorandum of Agreement\_11.04.24  
Correspondence with Miami-Dade County Office of Historic Preservation - CRAS Review  
SHPO Concurrence Letter\_CRAS  
NRHP Eligible Resources Map  
Proposed Recreational Areas Map  
SHPO Concurrence Letter\_Case Study  
Section 4(f) Resources within the Project Limits Map  
Paddling Trail Detour Route Map  
Official with Jurisdiction Letter - TBHI Tot Lot  
Official With Jurisdiction Correspondence - Paddling Trail  
Section 4(f) Report

### Natural Resources

Benthic Community Types Map  
NMFS Species Concurrence Letter\_071025  
Wetlands Map  
OSWs Within the Causeway Island Portion of the Project Study Area Map  
Floodplain Map  
BCB\_FDOT Response Email to NMFS EFH Conserv Recom\_08.02.2024  
Wetlands Impacts for Preferred Alternative Map  
USFWS Species Concurrence Letter\_050224  
Outstanding Florida Waters Map  
FDEP Correspondence for Aquatic Preserves\_051424  
FWC Species Coordination Letter\_051324  
NMFS EFH Concurrence Letter\_060724

**Physical Resources**

Potential Contamination Sites Map

Noise Map

**Public Involvement**

Public Hearing Certification Documentation

Public Hearing Transcript

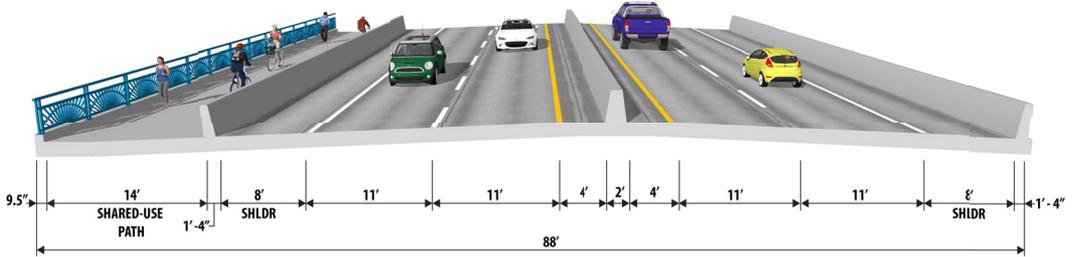
## **Project Information Appendix**

### **Contents:**

Preferred Alternative Typical Section, Profile, and Rendering  
Depiction of 300 ft. Wide Strip from Kane Concourse to North Miami  
Causeway Island Circulation

# Preferred Alternative

## 65 ft. High-Level Fixed Bridge Alternative Typical Section



## 65 ft. High-Level Fixed Bridge Alternative Profile in Comparison to the Existing Bridge



## 65 ft. High-Level Fixed Bridge Alternative Rendering



# Broad Causeway Bridge Replacement PD&E Study

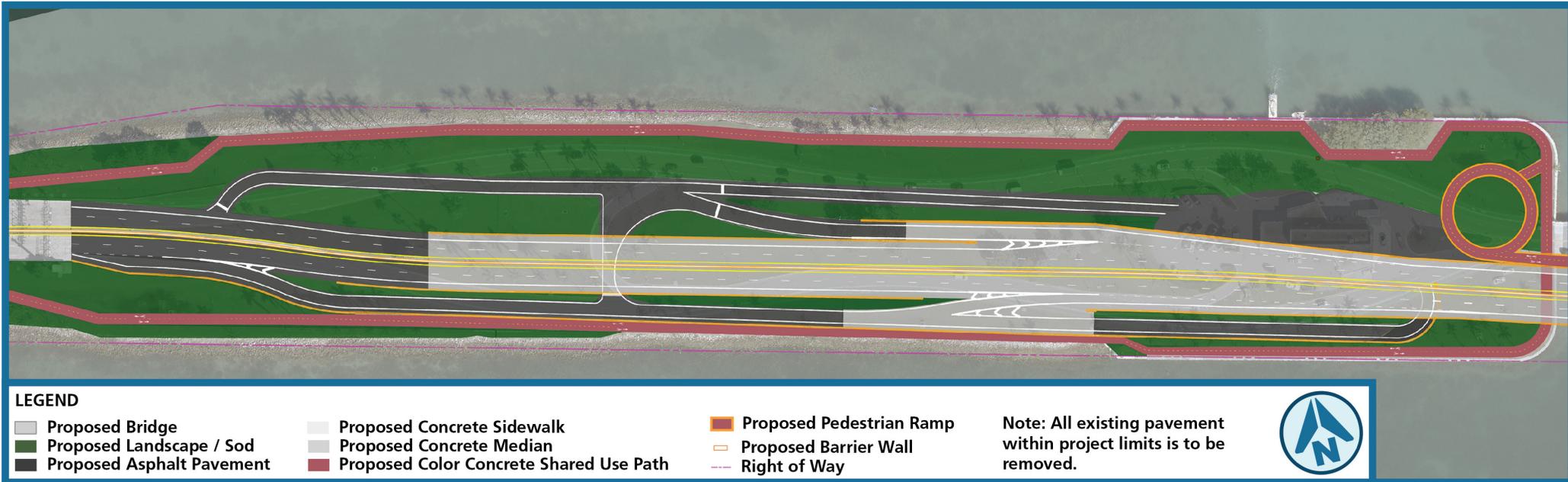
## Depiction of 300-ft. wide strip from Kane Concourse to North Miami



## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands    Miami - Dade County, Florida    FPID: 452428-1-21-01

## Causeway Island Circulation



## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

## **Planning Consistency Appendix**

Contents:

Project Planning Consistency Documentation

## **Planning Consistency Documents**

Broad Causeway Bridge from Broad Causeway Island to East of West  
Broadview Drive

Miami-Dade County

FM #452428-1

Type 2 CE

[September 3, 2025](#)

**Town of Bay Harbor Islands, FL**

# **ADOPTED**

# **Annual Budget**

# **FY 2024-2025**



**October 1, 2024**

## Public Buildings Requests

### Itemized Requests for 2025-2029

**BHI - 241 Artificial 3D Printed Reef - Marine Park** **\$86,600**

BHI - 241 Artificial 3D Printed Reef - Marine Park-\$363,400 will be a carry forward from FY 2024 to FY 2025. Nothing has been spent.

**BHI-001 Town Hall** **\$19,565,031**

BHI-001 BHI-246-Town Hall Demolition \$500,000 BHI-235 Temporary Trailers \$946,000 BHI-239 Temp Trailers Operating Exp. \$192,197 BHI-247 New Town Hall Building -Design \$1,500,000 BHI-247 New Town Hall Building -Design \$20,000,000 Grant for TH...

**Total: \$19,651,631**

## Causeway Fund Requests

### Itemized Requests for 2025-2029

**BC-158 ICW Bridge Repairs No. 875101** **\$1,600,000**

BC-158 Structural Repairs to the Intracoastal Bridge 875101

**BC-159 Indian Creek Bridge + Pipe Saddle Rep Bridge FDOT Post No. 875103** **\$1,500,000**

BC-159 Indian Creek Bridge + Pipe Saddle Rep Bridge FDOT Post No. 875103

**BC-160 Concept Design Intracoastal Bridge No. 875101** **\$15,000,000**

BC-160 Concept Design Intracoastal Bridge No. 875101

**BC-161 West Relief -N Miami - Bridge No. 875105** **\$2,200,000**

BC-161 West Relief -N Miami - Bridge No. 875105

**BC-162 Waterway Bridge-Betw Islands-No. 875102** **\$5,000,000**

BC-162 Waterway Bridge-Betw Islands-No. 875102

**BC-163 9600 Seawall Replacement** **\$280,000**

BC-163 9600 Seawall Replacement-U.S. Department of the Treasury / State of Florida Department of Environmental Protection / Resilient Florida Program / Coronavirus State and Local Fiscal Recovery Funds (CSFRF) / Seawall Replacement - 9600 West Bay...

**Vehicle 627 Ford F-150 17787** **\$6,240**

Vehicle 627 Ford f?150 17787

**Vehicle 628 Ford Cargo Van (Transit 150) 66147** **\$6,240**

Vehicle 628 Ford Cargo Van (Transit 150) 66147

**Total: \$25,592,480**

This requests information is generated from , Proposed Version.

## BC-160 Concept Design Intracoastal Bridge No. 875101

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### Overview

Request Owner	Rodney Carrero-Santana, Town Engineer
Department	Causeway Fund
Type	Capital Improvement
Project Number	2023-BC-160

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### Description

BC-160 Concept Design Intracoastal Bridge No. 875101

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### Details

Type of Project	Other improvement
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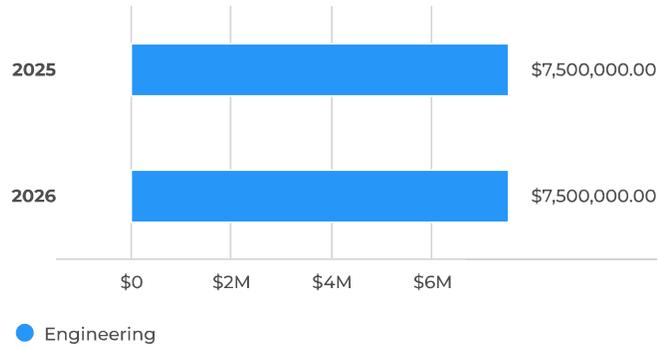
### Location



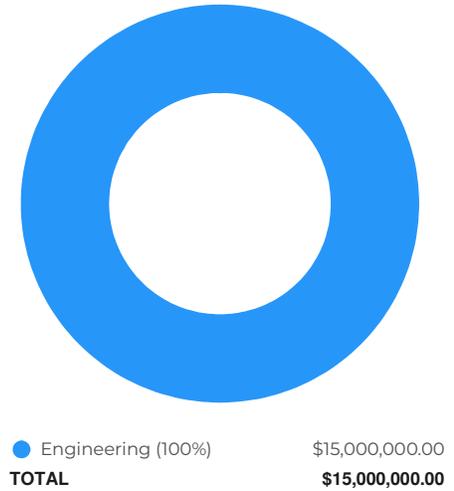
### Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
<b>\$2,162,231</b>	<b>\$7,500,000</b>	<b>\$15M</b>	<b>\$17.162M</b>

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



#### Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	Total
Engineering	\$2,162,231	\$7,500,000	\$7,500,000	\$17,162,231
<b>Total</b>	<b>\$2,162,231</b>	<b>\$7,500,000</b>	<b>\$7,500,000</b>	<b>\$17,162,231</b>

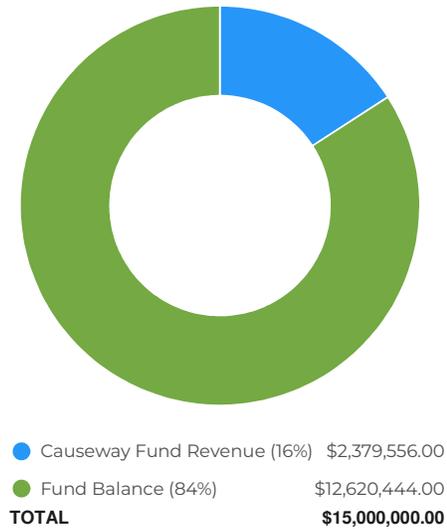
### Funding Sources

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
<b>\$2,162,231</b>	<b>\$7,500,000</b>	<b>\$15M</b>	<b>\$17.162M</b>

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



#### Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	Total
Causeway Fund Revenue		\$1,879,556	\$500,000	\$2,379,556
Fund Balance	\$2,162,231	\$5,620,444	\$7,000,000	\$14,782,675
<b>Total</b>	<b>\$2,162,231</b>	<b>\$7,500,000</b>	<b>\$7,500,000</b>	<b>\$17,162,231</b>

**TPO RESOLUTION #46-2022**

**RESOLUTION APPROVING AMENDMENTS TO THE 2045 LONG RANGE TRANSPORTATION PLAN AND FISCAL YEAR 2023 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE IN PRIORITY I OF THE PLAN THE PROJECT DEVELOPMENT AND ENVIRONMENT PHASE TO ADVANCE THE BROAD CAUSEWAY BRIDGE REPLACEMENT PROJECT, PROJECT NUMBER BC-160**

**WHEREAS**, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the Miami-Dade Transportation Planning Organization (TPO), in its role as the MPO, provides a structure to evaluate the adequacy of the transportation planning and programming process; and

**WHEREAS**, the Transportation Planning Council (TPC) has been established and charged with the responsibility and duty of fulfilling the aforementioned functions; and

**WHEREAS**, the TPC has reviewed the amendments to the 2045 Long Range Transportation Plan and 2023 Transportation Improvement Program, made a part hereof, and finds them consistent with the goals and objectives of the Transportation Plan for the Miami Urbanized Area,

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE TRANSPORTATION PLANNING ORGANIZATION IN ITS ROLE AS THE MPO FOR THE MIAMI URBANIZED AREA**, that the attached amendments to the 2045 Long Range Transportation Plan and Fiscal Year 2023 Transportation Improvement Program to include in Priority I of the Plan the Project Development and Environment Phase to advance the Broad Causeway Bridge Replacement Project, Project Number BC-160, are hereby approved.

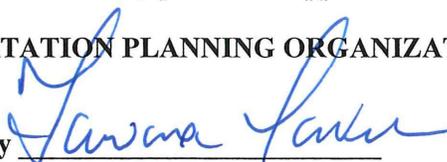
The adoption of the foregoing resolution was moved by Board Member Steven D. Losner. The motion was seconded by Board Member Roberto Martell, and upon being put to a vote, the vote was as follows:

**Chairman** Oliver G. Gilbert III - Aye  
**Vice Chairman** Juan Carlos Bermudez - Aye

Board Member Philippe Bien-Aime	- Absent	Board Member Steven D. Losner	- Aye
Board Member Esteban Bovo, Jr.	- Aye	Board Member Roberto Martell	- Aye
Board Member Danielle Cohen Higgins	- Absent	Board Member Kionne L. McGhee	- Absent
Board Member Jose "Pepe" Diaz	- Aye	Board Member Jean Monestime	- Aye
Board Member Rene Garcia	- Absent	Board Member Raquel A. Regalado	- Aye
Board Member Perla T. Hantman	- Absent	Board Member David Richardson	- Aye
Board Member Keon Hardemon	- Aye	Board Member Rebeca Sosa	- Absent
Board Member Rodney Harris	- Aye	Board Member Javier D. Souto	- Absent
Board Member Sally A. Heyman	- Absent	Board Member Francis Suarez	- Absent
Board Member Eileen Higgins	- Absent		

The Chairperson thereupon declared the resolution duly passed and approved this 3<sup>rd</sup> day of November, 2022.

**TRANSPORTATION PLANNING ORGANIZATION**

By   
**Tawana Parker, Clerk**  
**Miami-Dade TPO**



# Summary of Amendments and Administrative Modifications to the Miami-Dade 2045 Long Range Transportation Plan

NO.	PROPOSED CHANGES IN PROJECT LIMITS	CURRENT PRIORITY	APPROVED OR PROPOSED PROJECT DESCRIPTION	NATURE OF PROPOSED AMENDMENT/MODIFICATION	ORIGIN OF REQUEST	TPO GOVERNING BOARD RESOLUTION NUMBER	TPO ACTION	LRTP PAGE #
1	N/A	N/A	Resolution approving amendments to the 2045 Long Range Transportation Plan (LRTP) and Fiscal Year 2020 Transportation Improvement Program (TIP) to include in Period I of the Plan a roadway widening project along NW 82 Ave NE from two (2) to three (3) lanes long NW 7 Street to NW 10 Street and construction of a new four (4) lane road under State Road 836, from NW 10 Street to NW 12 Street, Project Number PW000034	The project will address roadway capacity needs in the area.	DTPW	60-19	December 19, 2019	07-58A & 07-59A
2	N/A	N/A	Resolution approving amendments to the 2045 Long Range Transportation Plan (LRTP) and Fiscal Year 2020 Transportation Improvement Program (TIP) to include in Period I of the Plan a roadway widening project along NW 84 Avenue from NW 58 Street to NW 74 Street from two (2) to four (4) lanes, Project Number PW0001169	Widen NW 84 Ave from NW 58 St to NW 74 St from 2 to 4 lanes. This project also consists of new drainage, signing, marking, and street lighting.	DTPW	10-2020	April 23, 2020	07-58A & 07-59A
3	N/A	N/A	Resolution approving amendments to the 2045 Long Range Transportation Plan (LRTP) to include in the partially funded section of the LRTP a roadway widening project along Hialeah Gardens Boulevard from approximately Okeechobee Road to NW 138 Street from four (4) lanes to six (6) lanes.	Widen Hialeah Gardens Boulevard from approximately Okeechobee Rd. to NW 138 St from four (4) lanes to six (6) lanes.	DTPW	17-2020	June 18, 2020	07-58A & 07-59A

\*Miami-Dade 2045 LRTP approved by TPO Governing Board on September 26, 2019

NO.	PROPOSED CHANGES IN PROJECT LIMITS	CURRENT PRIORITY	APPROVED OR PROPOSED PROJECT DESCRIPTION	NATURE OF PROPOSED AMENDMENT/MODIFICATION	ORIGIN OF REQUEST	TPO GOVERNING BOARD RESOLUTION NUMBER	TPO ACTION	LRTP PAGE #
11	N/A	N/A	Resolution approving an amendment to the 2045 Long Range Transportation Plan (LRTP) to include in priority I of the Plan the Venetian Causeway bridge replacement project.	Bridge replacements from Bayshore Drive to Purdy Avenue	DTPW	33-2022	October 4, 2022	
12	N/A	N/A	Resolution approving amendments to the 2045 Long Range Transportation Plan and Fiscal Year 2023 Transportation Improvement Program to include in Priority I of the Plan the project development and environment phase to advance the Broad Causeway bridge replacement project, project number BC-160.	Bridge Replacement DT BC-160	FDOT	46-2022	November 3, 2022	
13	N/A	N/A	Resolution approving amendments to the 2045 Long Range Transportation Plan and Fiscal Year 2023 Transportation Improvement Program to include in Priority I of the Plan a roadway widening project along NW 159 Street from NW 6 Avenue to NW 2 Avenue from two (2) to four (4) lanes, including intersection improvements at NW 6 Avenue/NW 159 Street.	Widen from 2 to 4 lanes, New right turn lane PW 0001212 PW 000505	DTPW	47-2022	November 3, 2022	
14	N/A	N/A	Resolution approving amendments to the Fiscal Year 2023 Transportation Improvement Program to disclose a cost estimate update to the Golden Glades Interchange program of projects.	Interchange Ramp (New) DT 4283581	FDOT	53-2022	December 8, 2022	

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 Municipal Projects

TPO Project No	Agency Project No	Facility/Project Name		Bicycle Accom	Type of Work		Project Cost (\$000s)	Prior Years' Funding (\$000s)	MIAMI-DADE COUNTY				
		From /Location	To /Location		Remarks	LRT/Ref							
		Detailed Project Description											
MUBC160		Broad Causeway Island			Bridge Replacement				Funding (in \$000s)				
		Broad Causeway Island	East of West Broadview Drive	0.0					Proposed	Tentative 3-Year Program			
BC160		Replacement of the Broad Causeway Bridge (Bascule). This bridge is part of the evacuation route for approximately 40,000 residents. (from Bay Harbor Islands, Surfside, Bal Harbor, Indian Creek, North part of Miami Beach).					140,000	5,500	2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029
									6,000	5,000	4,000	0	0
									PRELIMINARY DESIGN				

<b>Yearly Totals</b>	<b>6,000</b>	<b>5,000</b>	<b>4,000</b>	<b>0</b>	<b>0</b>
<b>5 Year TIP Total 15,000</b>					



# Miami-Dade Transportation Planning Organization

150 West Flagler Street, Suite 1900  
Miami, Florida 33130

July 7, 2025

**Chairman**  
Anthony Rodriguez

**Vice Chairman**  
Eric Diaz-Padron

**Members**  
Roberto J. Alonso  
Marleine Bastien  
Juan Carlos Bermudez  
Alix Desulme  
Christi Fraga  
René Garcia  
Oliver Gilbert III  
Roberto Gonzalez  
Keon Hardemon  
Rodney Harris  
Danielle Cohen Higgins  
Eileen Higgins  
Eduardo Lopez  
Steven D. Losner  
Kionne L. McGhee  
Natalie Millian Orbis  
Rodolfo Pages  
Raquel A. Regalado  
Micky Steinberg  
David Suarez  
Francis Suarez

Maria Lasday, Town Manager  
Town of Bay Harbor Islands  
9665 Bay Harbor Terrace  
Bay Harbor Islands, Florida 33154

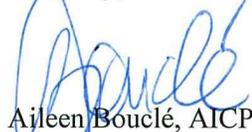
**SUBJECT: Broad Causeway Bridge Replacement – Community Project Funding**

Dear Ms. Lasday:

On behalf of the Miami-Dade Transportation Planning Organization (TPO), I am writing to confirm that Miami-Dade TPO has been notified that the Broad Causeway Bridge Replacement has successfully received additional Congressional Community Project Funding in the amount of \$500,000. Miami-Dade TPO will work with the Town of Bay Harbor Islands to update the Transportation Improvement Program (TIP) to reflect this additional funding in a timely manner.

Should you have any questions, or require additional information, please do not hesitate to contact me at 305-375-4507.

Sincerely,

  
Aileen Bouclé, AICP  
Executive Director  
Miami-Dade TPO

**Executive Director**  
Aileen Bouclé, AICP

- c. Maria Teresita Vilches, PE, Deputy Director – Transportation, TPO  
Zainab Salim, Deputy Director – Administration, TPO  
Bruce Libhaber, Assistant County Attorney

COMMITTEE ON  
EDUCATION AND LABOR  
RANKING MEMBER, SUBCOMMITTEE ON  
HIGHER EDUCATION AND WORKFORCE INVESTMENT  
SUBCOMMITTEE ON EARLY CHILDHOOD, ELEMENTARY,  
AND SECONDARY EDUCATION

FLORIDA PORTS CAUCUS  
FOUNDER AND CHAIR

CAUCUS ON THE U.S. COMMISSION ON THE  
SOCIAL STATUS OF BLACK MEN AND BOYS  
FOUNDER AND CHAIR



FREDERICA S. WILSON  
CONGRESS OF THE UNITED STATES  
24TH DISTRICT, FLORIDA

COMMITTEE ON  
TRANSPORTATION AND INFRASTRUCTURE  
SUBCOMMITTEE ON AVIATION

SUBCOMMITTEE ON WATER RESOURCES  
AND ENVIRONMENT

SUBCOMMITTEE ON RAILROADS, PIPELINES,  
AND HAZARDOUS MATERIALS

U.S. COMMISSION ON THE SOCIAL STATUS OF  
BLACK MEN AND BOYS  
FOUNDER AND CHAIR

May 15, 2024

Via email: [mlasday@bayharborislands-fl.gov](mailto:mlasday@bayharborislands-fl.gov)

Maria Lasday, Town Manager  
Town of Bay Harbor Islands  
9665 Bay Harbor Terrace  
Bay Harbor Islands, FL 33154

Dear Ms. Lasday:

Congratulations! I am pleased to inform you that your organization will receive **\$500,000 for the Broad Causeway Bridge Replacement from Florida District 24 Congressional Fiscal Year 2024 Community Project Funding** due to the application I submitted on your behalf. Use this information as you plan and develop your budget. Additional information from the agency funding your grant is listed at the end of this letter and we will share more as it becomes available.

The funding will be used to replace the 71 year old Broad Causeway Bridge which will connect thriving barrier island communities to the rest of the city, boosting their economic productivity, and providing a safe evacuation route in an emergency.

Please feel free to reach out to my staff at (305) 690-5905 with any questions or to share any further concerns.

Sincerely,

Frederica S. Wilson  
Member of Congress

**INSTRUCTIONS FROM THE FUNDING AGENCY:**

*Subcommittee: Transportation, Housing and Urban Development*  
*Agency: DOT/Federal Highway Administration*  
*Bureau: Highway Infrastructure Programs*  
*Account: Highway Infrastructure Projects*

WASHINGTON, DC OFFICE  
2080 RAYBURN HOB  
WASHINGTON, DC 20515  
(202) 225-4506  
(202) 226-0777 (FAX)

MIAMI BEACH OFFICE  
MIAMI BEACH CITY HALL  
1700 CONVENTION CTR. DR.  
FIRST FLOOR SUITE  
MIAMI BEACH, FL 33139  
(305) 690-5905

MIAMI GARDENS  
18425 NW 2ND AVENUE, SUITE 355  
MIAMI GARDENS, FL 33169  
(305) 690-5905  
(305) 690-5951 (FAX)

WEST PARK  
WEST PARK CITY HALL  
1965 SOUTH STATE ROAD 7  
WEST PARK, FL 33023  
(954) 989-2688

Contact the Florida Department of Transportation District Contact to proceed with the grant process.

District Traffic Operations Engineer:

Omar Meitin, P.E.  
1000 N.W. 111 Ave.  
Miami, FL 33172  
Phone: 305-470-5336  
Fax: 305-470-5815

The award/project title and amount is listed in the Joint Explanatory Statement linked below.

Highway Infrastructure Programs (HIP) account in the table at the end of the **Joint Explanatory Statement** accompanying the **Consolidated Appropriations Act, 2024** (Public Law No: 118-42)

The purpose of this email is to provide you with key information about this funding, the process, eligibility, and how the funding will be administered by the Federal Highway Administration (FHWA).

**Allocation of Funds for Obligation:** Under the HIP account, there are 690 line-item projects totaling almost \$1.9 billion administered by FHWA. Before this funding becomes available to the recipient for obligation, there are several important and necessary steps (see below for details). Although we cannot say at this time how long the entire process will take, we fully understand the need to make this funding available as quickly as possible. **In short, the best estimate we can provide you at this time is between weeks and months before this funding becomes fully available for obligation.** Some steps may take a matter of days, and others may take weeks. Some steps, such as step 4 below, are outside of FHWA's control.

**Funding Recipient:** Regardless of the project sponsor/recipient, all congressionally directed projects (except for Tribal projects) assigned to FHWA will flow through the appropriate State department of transportation (DOT). Some State DOTs may choose to serve as a pass-through and subaward the funding depending on the potential subrecipient's experience administering a Title 23 project; others may directly administer the project themselves. Regardless, as the direct recipient of these funds, the State DOT is ultimately responsible for the funding and ensuring that all Federal requirements are met. **To that end, we strongly encourage all questions from your office, or your constituents, be directed first to the State DOT once the funding becomes available for obligation.**

**Application of Title 23, U.S. Code:** Funds made available for these congressionally directed projects, other than funds for Tribal projects, will be administered as if apportioned under chapter 1 of Title 23, United States Code. **These projects will be subject to various Federal requirements (e.g., competition in contracting, Buy America, the National Environmental Policy Act, etc.).** Your State DOT and many large cities, Metropolitan Planning Organizations (MPOs), and others know these requirements well. Smaller local governments, or other entities that may have little to no experience managing Federal-aid highway projects and their applicable Title 23 requirements, likely will have the State DOT administer their projects. Funds made available for congressionally

directed projects that are Tribal projects shall generally be administered as if allocated under chapter 2 of Title 23, United States Code, with a few exceptions.

**The Federal-aid Highway program is a reimbursement program. Costs incurred prior to FHWA project authorization are not eligible expenses.**

**Period of Availability:** These funds are available for obligation until September 30, 2027. Any funding not obligated by the end of FY 2027 will lapse.

**Project Description:** The project description as shown in the Joint Explanatory Statement table defines the scope of work for the project on which the funds may be legally expended. Funding for a project can be used only for the activities within the scope of the physical limits as defined by the project description. For those that are described as "construction" or "construct," eligible activities would include any project development activities related to the described project, including environmental documentation, design, right of way activities, and physical construction, as generally outlined in Title 23. Recipients must utilize the funding for projects as defined in the project description/scope of work and projects must otherwise comply with Federal-aid highway funding requirements under Title 23.

**The table of projects in the Joint Explanatory Statement is incorporated by reference in the Consolidated Appropriations Act, 2024. Therefore, any proposed changes to the project description and the use of the funds would require an act of Congress.**

**Funding Steps for Congressionally Directed Projects:**

Below is a general list of the key steps in the process to obligate funds and to reimburse eligible expenses for congressionally directed highway projects under the Consolidated Appropriations Act, 2024 enacted on March 9, 2024.

1. The FHWA Budget Office prepares the required budgetary documents to submit to the Department of Transportation's Office of the Secretary and the Office of Management and Budget (OMB). OMB apportions budgetary resources to FHWA.
2. The FHWA Budget Office establishes a program code for the activity.
3. Funding is allotted to an FHWA program office who then allocates it to the appropriate FHWA division offices by State. Funding is loaded into the FHWA's Fiscal Management Information System (FMIS) to make it available to the State DOTs for obligation.
4. State DOTs request the funding by submitting a project authorization request in FMIS to their respective FHWA division office, containing a scope of work/project description.
5. The FHWA division office reviews the State DOT's authorization request to ensure the scope of work/project description complies with Federal-aid highway funding requirements under Title 23, United States Code, and aligns with the scope of the project's description in the Joint Explanatory Statement.
6. If there are no issues, the FHWA division office authorizes the project, and the funds are obligated.

7. *Projects may then incur eligible expenses in accordance with the project authorization and Title 23 requirements.*
8. *State DOTs receive the funds after submitting reimbursement requests for eligible expenses to their FHWA division offices.*

**Federal-Aid Program Management:** *For background, the Federal-aid highway program is a federally assisted, State-administered program. As such, Federal, State, and local transportation entities work together to implement the program. Under the program, FHWA makes Federal highway funds available to the State DOTs in accordance with law. State DOT officials are responsible for working with local officials and for the completion of the planning, design, and construction of those projects and programs that utilize this funding. The FHWA's role is to provide technical assistance and reviews at key stages to make sure the project meets all applicable Federal requirements.*

*Below are some links to additional information you may find helpful:*

- *Funding Information – This web page provides funding information by fiscal year for FYs 2022 through 2026, including an authorization table and notices for apportionments and obligation limitation. <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>*
- *Federal-aid Essentials for Local Public Agencies – A great resource with videos and information on the nuts and bolts of the Federal-aid program and how local agencies interact with FHWA. <https://highways.dot.gov/fed-aid-essentials/about-federal-aid-essentials-local-public-agencies>*
- *Federal-aid Program Overview – A great resource with videos and information on the Federal-aid Stewardship and Oversight process. <https://highways.dot.gov/fed-aid-essentials/videos/federal-aid-program-overview>*
- *Technical Assistance/Local Support – This web page provides support for local public agencies with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. [Bipartisan Infrastructure Law - Technical Assistance and Local Support | Federal Highway Administration \(dot.gov\)](#)*



**FREDERICA S. WILSON**  
CONGRESS OF THE UNITED STATES  
24TH DISTRICT, FLORIDA

May 10, 2024

Dear Chairman Cole and Ranking Member DeLauro:

I am requesting funding for the Broad Causeway Bridge Replacement in the fiscal year 2025. The entity to receive funding for this project is the Town of Bay Harbor Islands, located at 9665 Bay Harbor Terrace Bay Harbor Islands, Florida 33154. The funding would fund a portion of the replacement of the Broad Causeway Bridge, which carries Broad Causeway over Biscayne Bay, and the Intracoastal Waterway in Miami-Dade County. The existing bridge, constructed in 1951, has been determined to be structurally deficient, functionally obsolete, and contains fracture-critical components. The existing right-of-way, owned by the Town of Bay Harbor Islands, is anticipated to accommodate the replacement bridge and approaches. The project is an appropriate use of taxpayer funds because the need for this project is crucial due to the current bridge rating, safety concerns, and rising maintenance costs. The bridge is a critical designated evacuation route vital to commerce navigation. If the aging motor that raises the drawbridge becomes inoperable, the USCG will require the bridge to remain upright for boat passage. This will also require vehicles to take an alternate route, which, at minimum, adds 10 miles and is not feasible during an evacuation event.

The project has a federal nexus because the funding provided is for purposes authorized by 23 USC 133(b).

I certify that I have no financial interest in this project and neither does anyone in my immediate family.

Sincerely,

A handwritten signature in blue ink that reads "Frederica S. Wilson".

Frederica S. Wilson  
Member of Congress



**Miami-Dade  
Transportation Planning Organization**

150 West Flagler Street, Suite 1900  
Miami, Florida 33130

July 29, 2024

The Honorable Pete Buttigieg  
U.S. Secretary of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

**Chairman**  
Esteban Bovo, Jr.

**Vice Chairman**  
Oliver G. Gilbert III

**Members**  
Roberto J. Alonso  
Marleine Bastien  
Juan Carlos Bermudez  
Kevin Marino Cabrera  
Danielle Cohen Higgins  
Alix Desulme  
Eric Diaz-Padron  
Christi Fraga  
René Garcia  
Roberto Gonzalez  
Keon Hardemon  
Rodney Harris  
Eileen Higgins  
Steven D. Losner  
Kionne L. McGhee  
Rodolfo Pages  
Raquel A. Regalado  
Anthony Rodriguez  
Micky Steinberg  
David Suarez  
Francis Suarez

**SUBJECT: Bridge Investment Program (BIP) – Broad Causeway Bridge**

Dear Secretary Buttigieg:

I am writing this letter in support of the Town of Bay Harbor Island’s application to replace the Broad Causeway Bridge through the Bridge Investment Program (BIP) because the bridge is important to the citizens of Miami-Dade for reasons of safety, environmental sustainability, quality of life, community connectivity, economic competitiveness, state of good repair.

The Broad Causeway Bridge faces challenges related to its location along the Intracoastal Waterway, its age and its continual use. The span faces issues of deterioration and does not meet the changing mobility needs of our communities. The 71-year-old bridge has recently been downgraded by FDOT to “Structurally Deficient,” a reduction from the previous “Functionally Obsolete” designation. Thus, replacement should be a priority for our residents, the region and the nation.

Although located in the Town of Bay Harbor Islands, the outdated bridge provides an essential service to barrier island residents in many communities. The Broad Causeway Bridge serves as a main artery to the mainland, hosting 22,000 vehicles per day in connecting the towns of Bay Harbor Islands, Bal Harbour, Surfside, Sunny Isles and Miami Beach to the rest of Miami-Dade County. In the event of a coastal storm, the bridge serves as an evacuation route for our residents. The importance of maintaining this span in good condition and in a manner that is resilient to changes in our coastal environment is a priority for all nearby coastal communities to assure the safety of our residents and the future of our local economies.

To ensure the future of this necessary bridge, I ask you to consider funding the Broad Causeway Bridge Replacement project through BIP funding. Should you have any questions, or require additional information, please do not hesitate to contact me at (305) 375-4507.

Sincerely,

Aileen Bouclé, AICP  
Executive Director  
Miami-Dade TPO

**Executive Director**  
Aileen Bouclé, AICP

- c. Hon. Esteban Bovo, Jr., Chairman and Board members of the Miami-Dade TPO  
Zainab Salim, Deputy Director - Administration, TPO  
Maria Teresita Vilches-Landa, P.E., Deputy Director - Transportation, TPO  
Bruce Libhaber, Assistant County Attorney, Miami-Dade County

Attachment(s)



**Miami-Dade  
Transportation Planning Organization**

150 West Flagler Street, Suite 1900  
Miami, Florida 33130

June 16, 2023

The Honorable Secretary Pete Buttigieg  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC, 20590

**Chairman**  
Esteban Bovo, Jr.

**Vice Chairman**  
Oliver G. Gilbert III

**Members**  
Marleine Bastien  
Juan Carlos Bermudez  
Kevin M. Cabrera  
Danielle Cohen Higgins  
Alix Desulme  
Christi Fraga  
René Garcia  
Roberto Gonzalez  
Keon Hardemon  
Rodney Harris  
Eileen Higgins  
Steven D. Losner  
Roberto Martell  
Kionne L. McGhee  
Raquel A. Regalado  
David Richardson  
Anthony Rodriguez  
Micky Steinberg  
Francis Suarez

SUBJECT: PROTECT Grant application – Bay Harbor Islands Broad Causeway Bridge

Dear Secretary Buttigieg:

I am writing this letter in support of the Town of Bay Harbor Island’s application to replace the Broad Causeway Bridge through the PROTECT program. This project serves the Miami area by connecting our thriving barrier island communities to the rest of the County, boosting economic productivity, and providing a safe evacuation route for the residents in the event of an emergency. The Broad Causeway Bridge is consistent with the Adopted Miami-Dade Transportation Improvement Program (TIP) and 2045 Long Range Transportation Plan (LRTP).

More than 22,000 vehicles travel the Broad Causeway bridge per day, which is essential to connecting Miami’s barrier island communities to the mainland. While buses and cars enjoy the span today, replacing the bridge would ensure a facility that is open and safe for crossing the Intracoastal waterway, regardless of transportation choice. Thank you for your commitment to investing in transportation projects. I am pleased to support this grant application and appreciate your consideration.

Should you have any questions, or require additional information, please do not hesitate to contact me at (305) 375-4507.

Sincerely,



Aileen Bouclé, AICP  
Executive Director  
Miami-Dade TPO

**Executive Director**  
Aileen Bouclé, AICP

- c. Hon. Esteban Bovo, Jr., Chairman and Boardmembers of the Miami-Dade TPO  
Maria Teresita Vilches-Landa, P.E., Program Administrator- Transportation, TPO  
Zainab Salim, Program Administrator – Governing Board, TPO  
Bruce Libhaber, Assistant County Attorney, Miami-Dade County



**Miami-Dade  
Transportation Planning Organization**

150 West Flagler Street, Suite 1900  
Miami, Florida 33130

February 22, 2023

The Honorable Pete Buttigieg  
U.S. Secretary of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

**Chairman**  
Esteban Bovo, Jr.

**Vice Chairman**  
Oliver G. Gilbert III

**Members**  
Marleine Bastien  
Juan Carlos Bermudez  
Kevin M. Cabrera  
Danielle Cohen Higgins  
Alix Desulme  
Christi Fraga  
René Garcia  
Roberto Gonzalez  
Keon Hardemon  
Rodney Harris  
Eileen Higgins  
Steven D. Losner  
Roberto Martell  
Kionne L. McGhee  
Raquel A. Regalado  
David Richardson  
Anthony Rodriguez  
Shelly Smith Fano  
Micky Steinberg  
Francis Suarez

**SUBJECT: 2023 RAISE Grant Application – Broad Causeway Bridge**

Dear Secretary Buttigieg:

I am writing this letter in support of the Town of Bay Harbor Island’s application to replace the Broad Causeway Bridge through the RAISE program. This project serves the Miami-Dade County by connecting the thriving barrier island communities to the rest of the County, boosting economic productivity, and providing a safe evacuation route for the residents in the event of an emergency. The Broad Causeway bridge is consistent with the Adopted Miami-Dade Transportation Improvement Program (TIP) and 2045 Long Range Transportation Plan (LRTP).

More than 22,000 vehicles per day travel the Broad Causeway bridge, which is essential to connecting Miami’s barrier island communities to the mainland. While buses and cars enjoy the span today, replacing the bridge would ensure a facility that is open and safe for crossing the Intracoastal waterway, regardless of transportation choice.

Thank you for your commitment to investing in transportation projects. I am pleased to support this grant application and appreciate your consideration.

Should you have any questions, or require additional information, please do not hesitate to contact me at (305) 375-4507.

Sincerely,

Aileen Bouclé, AICP  
Executive Director  
Miami-Dade TPO

**Executive Director**  
Aileen Bouclé, AICP

- c. Hon. Esteban Bovo, Jr., Chairman and Boardmembers of the Miami-Dade TPO  
Wilson Fernandez, Program Administrator- Transportation, TPO  
Zainab Salim, Program Administrator – Governing Board, TPO  
Bruce Libhaber, Assistant County Attorney, Miami-Dade County



Florida Department of

# TRANSPORTATION

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Web Application

**Federal Aid Management** Sabrina Aubery - Manager

## STIP Project Detail and Summaries Online Report

**\*\* Repayment Phases are not included in the Totals \*\***

Selection Criteria	
Current STIP	Detail
Financial Project: 452428 1	Related Items Shown
As Of: 7/6/2025	

HIGHWAYS								
<b>Item Number:</b> 452428 1		<b>Project Description:</b> TOWN OF BAY HARBOUR ISLANDS - BROAD CAUSEWAY BRIDGE PD&E STUDY						
<b>District:</b> 06		<b>County:</b> MIAMI-DADE		<b>Type of Work:</b> BRIDGE REPLACEMENT		<b>Project Length:</b> 0.805MI		
		<b>Fiscal Year</b>						
<b>Phase / Responsible Agency</b>		<b>&lt;2025</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>All Years</b>
<b>P D &amp; E / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	ACSA-ADVANCE CONSTRUCTION (SA)			10,000				10,000
	DS-STATE PRIMARY HIGHWAYS & PTO	3,438						3,438
<b>Phase: P D &amp; E Totals</b>		<b>3,438</b>		<b>10,000</b>				<b>13,438</b>
<b>Item: 452428 1 Totals</b>		<b>3,438</b>		<b>10,000</b>				<b>13,438</b>
<b>Item Number:</b> 452428 3		<b>Project Description:</b> TOWN OF BAY HARBOUR ISLANDS - BROAD CAUSEWAY BRIDGE REPLACEMENT						
<b>District:</b> 06		<b>County:</b> MIAMI-DADE		<b>Type of Work:</b> PRELIMINARY ENGINEERING		<b>Project Length:</b> 0.786MI		
		<b>Fiscal Year</b>						
<b>Phase / Responsible Agency</b>		<b>&lt;2025</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>All Years</b>
<b>PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
<b>Fund Code:</b>	CD24-CONGRESS GF EARMARKS HIP 2024			500,000				500,000
	SA-STP, ANY AREA			10,000				10,000

<b>Phase: PRELIMINARY ENGINEERING Totals</b>				<b>510,000</b>				<b>510,000</b>
<b>Item: 452428 3 Totals</b>				<b>510,000</b>				<b>510,000</b>
<b>Item Number:</b> 452428 4 <b>Project Description:</b> BAY HARBOR ISLANDS BROAD CWAY BRIDGE REPLACEMENT PHASE II CONSTRUCTION								
<b>District:</b> 06		<b>County:</b> MIAMI-DADE		<b>Type of Work:</b> BRIDGE REPLACEMENT			<b>Project Length:</b> 0.000	
				<b>Fiscal Year</b>				
<b>Phase / Responsible Agency</b>		<b>&lt;2025</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>All Years</b>
<b>CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
<b>Fund Code:</b>	EM26-GAA EARMARKS FY 2026			1,000,000				<b>1,000,000</b>
<b>Item: 452428 4 Totals</b>				<b>1,000,000</b>				<b>1,000,000</b>
<b>Project Totals</b>		<b>3,438</b>		<b>1,520,000</b>				<b>1,523,438</b>
<b>Grand Total</b>		<b>3,438</b>		<b>1,520,000</b>				<b>1,523,438</b>

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:  
 Federal Aid Management  
 Sabrina Aubery: [Sabrina.Aubery@dot.state.fl.us](mailto:Sabrina.Aubery@dot.state.fl.us) Or call 850-414-4449  
 Or  
 Dawn Rudolph: [Dawn.Rudolph@dot.state.fl.us](mailto:Dawn.Rudolph@dot.state.fl.us) Or call 850-414-4465

[Reload STIP Selection Page](#)

**Office Home:** [Office of Work Program](#)

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Florida Department of Transportation

**Consistent, Predictable, Repeatable**

## **Social and Economic Appendix**

### **Contents:**

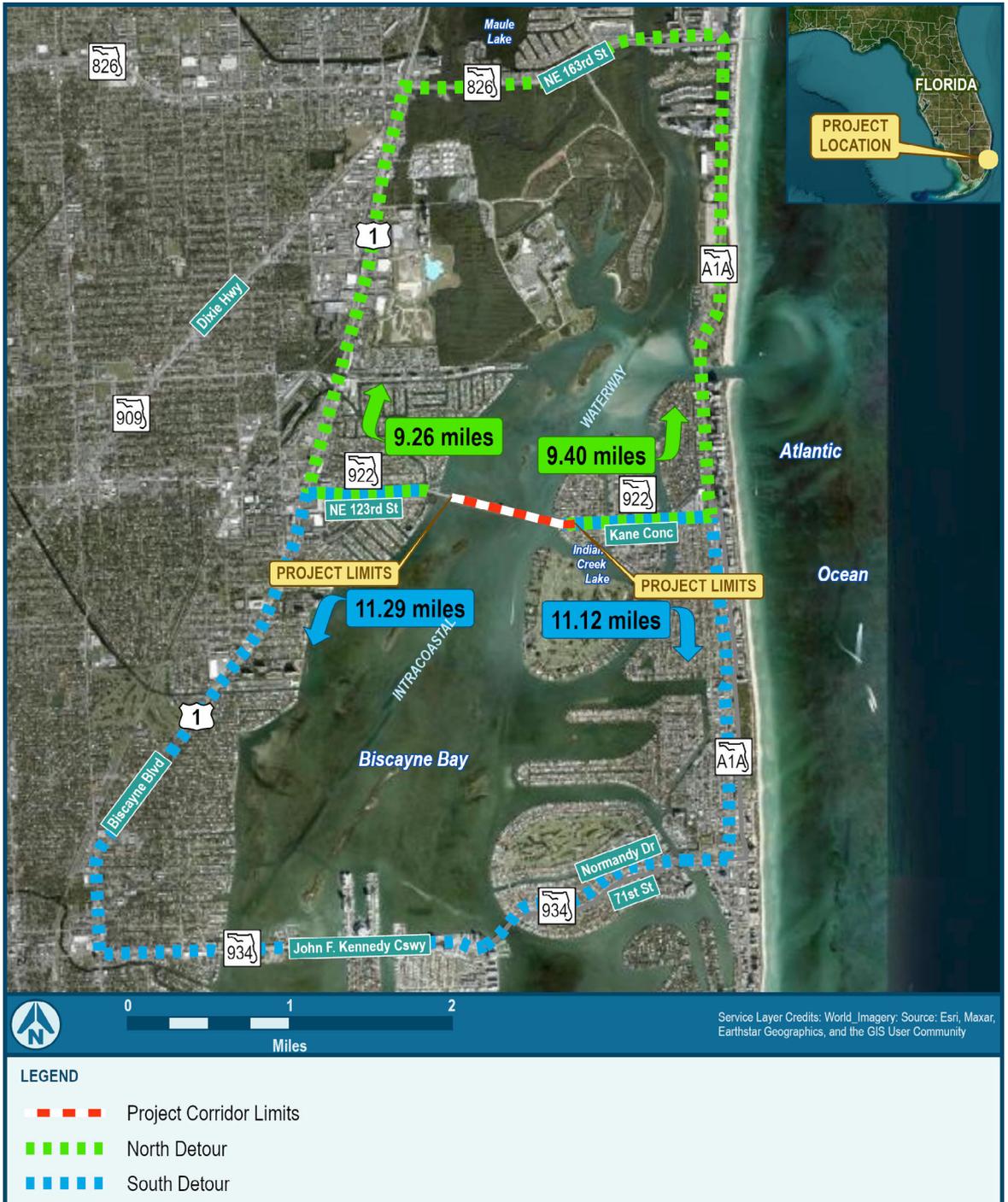
Project Detour Route for Bridge Closures Map

Community Services and Focal Points Map

Existing Land Use Map

Future Land Use Map

# Project Detour Route for Bridge Closures



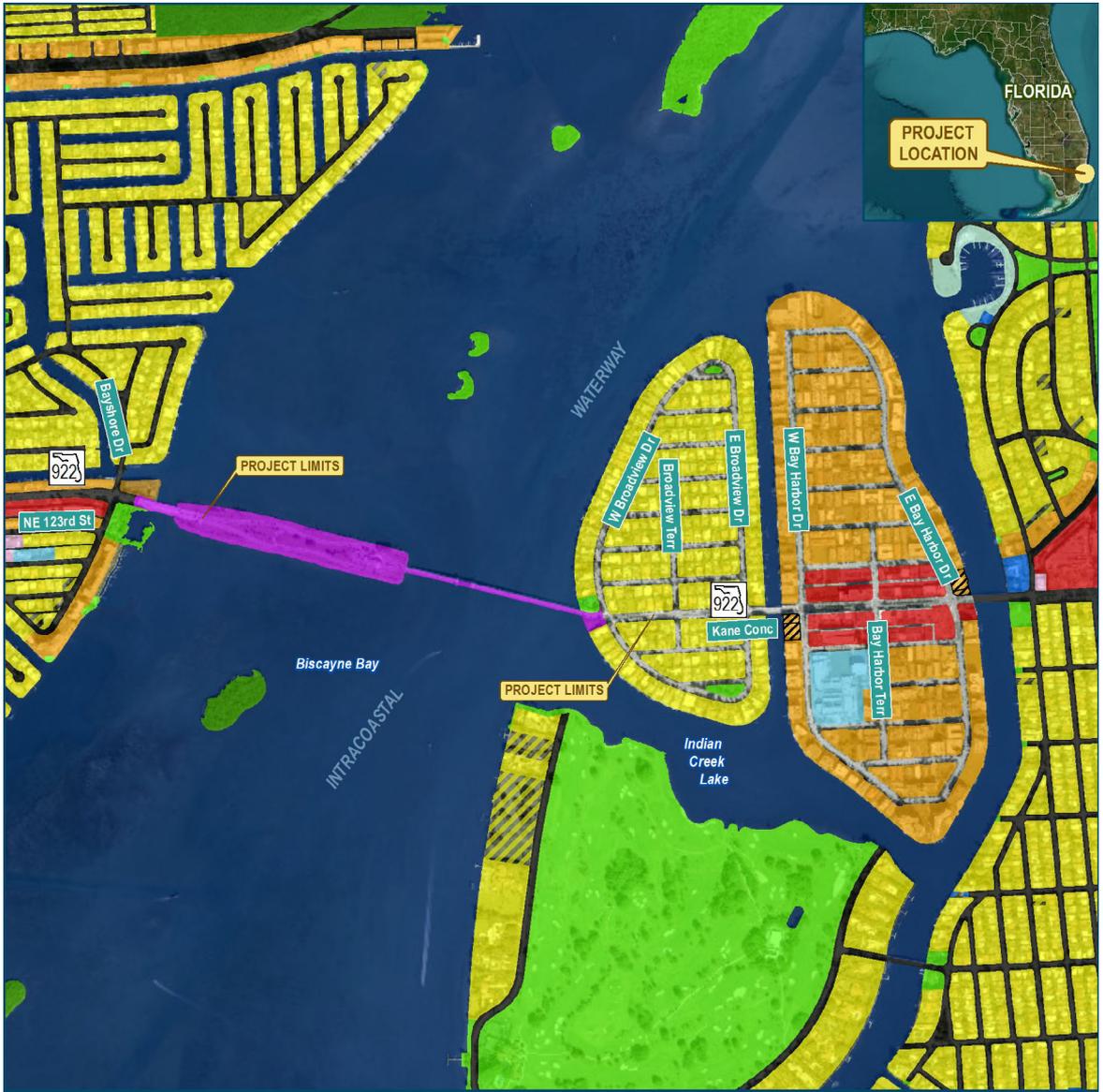
## Broad Causeway Bridge Replacement PD&E Study

# Community Services and Focal Points



## Broad Causeway Bridge Replacement PD&E Study

# Existing Land Use

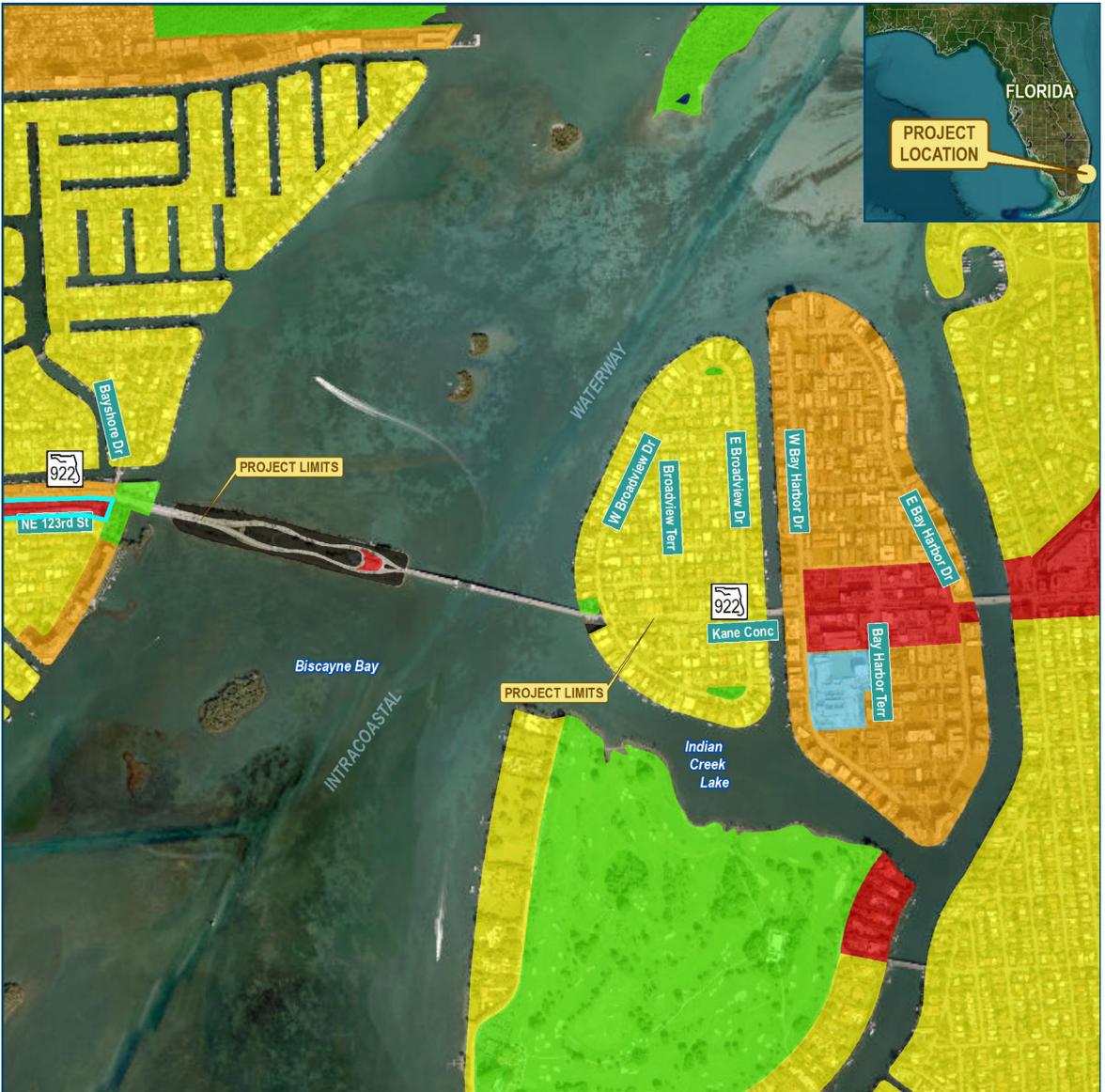


Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Existing Land Use (Miami-Dade Dept. of Regulatory and Economic Resources, Town of Bay Harbor Islands)						

## Broad Causeway Bridge Replacement PD&E Study

# Future Land Use



Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

**Future Land Use (University of Florida GeoPlan Center, Town of Bay Harbor Islands)**

- Commercial / Office
- Parks and Recreation
- Infrastructure
- Public / Institutional
- Multi-family Residential
- Single-family Residential

## Broad Causeway Bridge Replacement PD&E Study

## **Cultural Resources Appendix**

### **Contents:**

452428-1\_BCB Case Study Transmittal to Miami-Dade County Office of Historic Preservation

452428-1\_BCB\_Final Section 106 Memorandum of Agreement\_11.04.24

Correspondence with Miami-Dade County Office of Historic Preservation - CRAS Review

SHPO Concurrence Letter\_CRAS

NRHP Eligible Resources Map

Proposed Recreational Areas Map

SHPO Concurrence Letter\_Case Study

Section 4(f) Resources within the Project Limits Map

Paddling Trail Detour Route Map

Official with Jurisdiction Letter - TBHI Tot Lot

Official With Jurisdiction Correspondence - Paddling Trail

Section 4(f) Report



April 16, 2025

From: Town of Bay Harbor Islands

RE: Broad Causeway Bridge PD&E Study

Date: April 16, 2024

To: Miami-Dade County Office of Historic Preservation  
Stephen P. Clark Center  
111 NW 1st Street, 12th Floor  
Miami, FL 33128

**Town Council**

Joshua D. Fuller  
Mayor

Isaac Salver  
Vice Mayor

Stephanie Bruder  
Council Member

Molly Diallo  
Council Member

Teri D'Amico  
Council Member

Eric Rappaport  
Council Member

Robert Yaffe  
Council Member

**Town Officials**

Maria Lasday  
Town Manager

Yvonne Hamilton  
Town Clerk

Greenspoon Marder LLP  
Town Attorneys  
By: Joseph Geller, Esq.

Attached is a Section 106 Consultation Case Study report for the Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study, Financial Project Identification (FPID) No. 452428-1-21-01, prepared for the Town of Bay Harbor Islands and FDOT District 6. This locally funded project spans the Broad Causeway Bridge (FDOT Bridge No. 875101) that crosses the Intracoastal Waterway and connects the City of North Miami with the Town of Bay Harbor Islands within Section 27 of Township 52 South, Range 42 East in Miami-Dade County, Florida. The project will require state and federal permits.

Based on the proposed undertaking to replace the historic Broad Causeway (8DA10123, FDOT Bridge No. 875101), the findings presented in the Case Study indicate that the preferred alternative may have an Adverse Effect on the individually, potentially NRHP-eligible Broad Causeway (8DA10123) linear resource, the individually, potentially NRHP-eligible Citgo/1501 Broad Causeway (8DA10436) historic structure, and the potentially NRHP-eligible Bay Harbor Islands Historic District (8DA10515). No adverse effects to any other potentially historic properties are anticipated. Recommendations for mitigating the adverse effects identified in this Case Study are included in the document, and further coordination and consultation will occur among the SHPO, the Town of Bay Harbor Islands with FDOT District 6, the Advisory Council on Historic Preservation, other potential consulting parties, and the public to fulfill the Section 106 requirements to resolve the adverse effects. The result of the consultation will be recorded in a Memorandum of Agreement.

The Town of Bay Harbor Islands asks for your review and comments, if any, on the attached Case Study to ensure that it is complete and accurate regarding effects to historic resources within the project area of potential effect. Responses would be appreciated within 30 days of this notification.

Sincerely,

Rodney Carrero-Santana, PE, CFM, LEED AP  
Project Manager, Town of Bay Harbor Islands  
Office (305) 866-6241  
Email: rcarrerosantana@bayharborislands-fl.gov

MAYOR JOSEPH J. GARDNER GOVERNMENT CENTER

**MEMORANDUM OF AGREEMENT  
BETWEEN THE TOWN OF BAY HARBOR ISLANDS AND  
THE FLORIDA STATE HISTORIC PRESERVATION OFFICER  
REGARDING THE BROAD CAUSEWAY BRIDGE (FDOT Bridge No. 875101)  
REPLACEMENT UNDERTAKING, MIAMI-DADE COUNTY**

**WHEREAS**, the Town of Bay Harbor Islands (Town) plans to replace the Broad Causeway Bridge (FDOT Bridge No. 875101) and assume responsibilities for compliance with 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108); and

**WHEREAS**, federal financial assistance will be provided to the Town for the Broad Causeway Bridge (FDOT Bridge No. 875101) Replacement Project (Financial Project Identification [FPID] No. 452428-1-21-01) (**Project**); and

**WHEREAS**, the Town anticipates that the **Project** represents an undertaking in accordance with 36 CFR § 800.3(a); and

**WHEREAS**, the Town has defined the **Project's** area of potential effects (APE) as described in Attachment A; and

**WHEREAS**, the Town has consulted with the Florida State Historic Preservation Officer (SHPO) pursuant to the requirements of 36 CFR Part 800 and has determined that the **Project** will have an adverse effect on the Broad Causeway (8DA10123) linear resource, the Citgo/1501 Broad Causeway (8DA10436) historic structure, and the Bay Harbor Islands Historic District (8DA10515), which are eligible for listing in the National Register of Historic Places (NRHP); and

**WHEREAS**, the Town has consulted with the Miami-Dade Office of Historic Preservation regarding the effects of the **Project** on historic properties; and

**WHEREAS**, the Town has provided opportunities for public review and comment regarding the effects of the **Project** on historic properties, as appropriate; and

**WHEREAS**, in accordance with 36 CFR § 800.6(a)(1) the Town has notified the Advisory Council on Historic Preservation (ACHP) of the adverse effect determination with specified documentation and has invited the ACHP to comment and participate in consultation, and the ACHP has chosen not to participate pursuant to 36 CFR § 800.6(a)(1)(iii);

**NOW, THEREFORE**, the Town and the SHPO agree that the **Project** shall be implemented in accordance with the following stipulations to take into account the effect of the **Project** on historic properties.

## STIPULATIONS

The Town shall ensure that the following measures are carried out:

### **I. BROAD CAUSEWAY (8DA10123, FDOT BRIDGE NO. 875101)**

#### **A. Replacement Bridge Design**

1. The design of the replacement bridge will include enhanced access for pedestrians and bicyclists to Broad Causeway Island.
2. The replacement bridge design will incorporate Miami Modern (MiMo) architectural design elements common to the historic area and existing bridge.
3. Access to Broad Causeway Island will be maintained from both the east- and westbound lanes of the replacement bridge.
4. SHPO is to be provided the 60% and 90% design plans for review and comment to ensure compliance with the bridge design elements listed above.

#### **B. Documentation of Broad Causeway (8DA10123, FDOT Bridge No. 875101)**

1. Prior to authorizing any demolition or other activity that could damage any building, structure, or landscape, per guidance provided by the National Park Service (NPS), the Town will ensure that the bridge is documented in accordance with the standards and guidelines of the Historic American Engineering Record (HAER). Unless otherwise agreed to by the NPS, the Town will ensure that all documentation is completed and accepted in writing by the NPS prior to demolition. The HAER documentation for the Broad Causeway (8DA10123, FDOT Bridge No. 875101) will include, but is not limited to:
  - i. Written historical and descriptive data prepared in accordance with outline format guidelines containing a construction history of the bridge, including the history of the bridge type, an architectural description of the resource including alterations, and a description of the site and changes; and
  - ii. Reproduction of selected historical photographs and original construction drawings, if available; and
  - iii. Large-format (4" x 5" or larger negative size) photographs processed for archival permanence in accordance with HAER photographic specifications of the bridge as well as the relationship between the bridge and other historic resources (Citgo [8DA10436],

Broad Causeway Island [8DA21594], Bay Harbor Islands Historic District [8DA10515]); and

- iv. At least one color digital photograph of the resource and its setting; and
  - v. Photo locations keyed to the site plan and included with an “Index to Photographs.”
2. The Town shall provide draft HAER documentation (non-archival format, electronic version) to the NPS and SHPO for concurrent review and comment. SHPO shall have 30 days after receipt of the draft documentation for review, as per Stipulation VIII.
  3. The Town shall make requested edits and provide final copies of the HAER documentation, completed in accordance with Stipulation B.1, as follows:
    - i. An archival copy to the NPS Southeast Regional Office for review and approval prior to salvage and demolition of the structure, per HAER guidelines; and
    - ii. An archival copy to the SHPO for inclusion in the Florida Master Site File and the State Archives of Florida; and
    - iii. Non-archival copies and electronic copies to the HistoryMiami Museum and the Florida Room of the Miami-Dade County Main Library.
  4. Unless otherwise agreed to by the NPS, the Town will ensure that HAER documentation of Broad Causeway (8DA10123) is completed and accepted in writing by the NPS prior to authorizing demolition or other project activities that could adversely alter Broad Causeway (8DA10123).

#### C. Salvage of Existing Features

1. Prior to demolition, the commemorative plaques from the existing bridge will be salvaged for reinstallation either on the new bridge or incorporated into the enhanced pedestrian and bicycling areas on Broad Causeway Island.

#### D. Public Education

1. A historical narrative will be prepared for a State Historical Marker (Marker) that will highlight the developmental history and creation of Bay Harbor Islands and the Broad Causeway Bridge and Island. The draft Marker text and location will be coordinated with the SHPO for review, as described in Stipulation VIII, and in accordance with the Historic

Marker Program process. The Marker is to be placed on Broad Causeway Island near public pedestrian or bike trails. Installation of the Marker will take place following construction completion in the designated location prior to final project acceptance.

2. A new commemorative plaque will be designed to be placed with the relocated historic plaques salvaged from the existing bridge. This new plaque will note the date of construction of the new bridge as well as the history of the original bridge.

## **II. CITGO/1501 BROAD CAUSEWAY (8DA10436)**

### **A. Replacement Bridge Design**

1. The replacement bridge will be designed in a manner that avoids Citgo/1501 Broad Causeway (8DA10436) and minimizes the portion of the bridge that is directly over the structure.
2. The size and location of the supports on the replacement bridge will be minimized to keep the site viewshed as open as possible, allowing the waterway to be visible from as many vantage points as possible.
3. The replacement bridge will retain vehicular access from both the west and eastbound lanes to Citgo/1501 Broad Causeway (8DA10436).

### **B. Other Design Elements**

1. As part of the **Project's** design, landscaping enhancements, along with pedestrian and bicycle trails, will be placed on Broad Causeway Island and near Citgo/1501 Broad Causeway (8DA10436) to support the continued use of the building.

## **III. BAY HARBOR ISLANDS HISTORIC DISTRICT (8DA10515)**

### **A. Design Elements**

1. Enhanced pedestrian and bicycle trails with landscaping will be provided as part of the **Project's** design to enhance Broad Causeway Island and support its use as a public amenity for the Town.

### **B. Survey**

1. An updated cultural resource survey of the Town will be completed in order to fully evaluate its potential for listing as a historic district in the NRHP. The survey will record all resources within the Town that are 50 years old or more with new or updated Florida Master Site File (FMSF) forms per Florida Division of Historical Resources Guidelines. The survey results, FMSF forms, and associated context will be submitted to SHPO for review and

concurrence on NRHP eligibility evaluations (both individual and contributing evaluations, as appropriate).

C. Public Education

1. A Florida Historical Marker is to be developed and installed within the Town, focusing on the developmental and architectural history of the Town. The draft Marker text will be coordinated with the SHPO for review, as described in Stipulation VIII, and in accordance with the Historic Marker Program process. The Marker location will be determined in coordination with SHPO, the Town, and other interested parties. Installation will take place after construction is completed in the chosen Marker location prior to final project acceptance.

**IV. PROFESSIONAL STANDARDS**

All archaeological and historic preservation work carried out pursuant to this Agreement shall be conducted by or under the direct supervision of a person or persons meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology and Historic Preservation as set forth at 62 FR 33708-33723 (June 20, 1997).

**V. DURATION**

This Memorandum of Agreement (MOA) will expire if its terms are not carried out within five (5) years from the date of execution or upon project acceptance, whichever comes first. Prior to expiration, the parties may agree to extend the timeframe for fulfillment of the terms by letter agreement.

**VI. MOA DOCUMENTATION**

Each year following the execution of this MOA until it expires or is terminated, the Town shall provide all parties to this MOA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in the Town's efforts to carry out the terms of this MOA.

**VII. POST-REVIEW DISCOVERIES**

- A. If properties are discovered that may be historically significant, or if unanticipated effects on historic properties are found, the Town, in accordance with 36 CFR § 800.13(a)(2), will immediately notify SHPO. Demolition or construction shall not resume without written approval from SHPO,
- B. In the unlikely event that human skeletal remains or associated burial artifacts are uncovered within the project area during construction, all work in that area must stop. The individual in charge of the activity that leads to the discovery must notify the Town. The discovery must be reported to local law enforcement and the appropriate medical examiner. The medical examiner will determine whether the

State Archaeologist should be contacted per the requirements of Section 872.05, Florida Statutes, and Rule 1A-44.004, Florida Administrative Code (FAC).

#### **VIII. REVIEW STIPULATION**

The Town shall afford the SHPO and other consulting parties a 30-day period for review and comment following the receipt of delivery of those submittals and reviews described above. If no comments are received at the end of these 30 days, the Town will presume there are no objections. Any objections to the findings or plans proposed in these submittals will be addressed in accordance with Stipulation IX below.

#### **IX. DISPUTE RESOLUTION**

Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the Town shall consult with such party to resolve the objection. If the Town determines that such objection cannot be resolved, they will:

- A. Forward all documentation relevant to the dispute, including the Town's proposed resolution, to the ACHP. The ACHP shall provide the Town with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the Town shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories, and concurring parties and provide them with a copy of this written response. The Town will then proceed according to its final decision.
- B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, the Town will make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the Town shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA and provide them and the ACHP with a copy of such written response.
- C. The Town's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remains unchanged.

#### **X. AMENDMENTS**

This MOA may be amended when such an amendment is agreed to in writing by all signatories. All signatories must signify their acceptance of the proposed changes to the MOA in writing within 30 days of their receipt. The amendment will be effective on the date a copy signed by all signatories is filed with the ACHP. In accordance with 36 CFR § 800.6(c)(7), if the ACHP was not a signatory to the original agreement and the signatories execute an amended agreement, the Town shall file the amended agreement with the ACHP.

#### **XI. TERMINATION**

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories in an effort to amend the MOA per Stipulation X above. If within thirty (30) days (or another time agreed to by all signatories) an amendment

cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the **Project**, the Town must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The Town shall notify the signatories as to the course of action it will pursue.

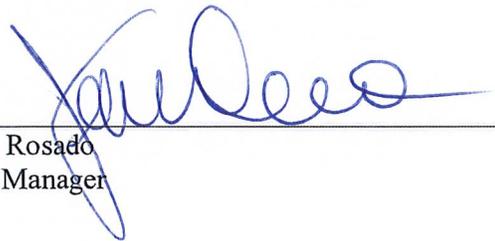
*Execution of this MOA by the Town and SHPO and implementation of its terms is evidence that the Town has taken into account the effects of this undertaking on historic properties per the requirements of Section 106 (Public Law 113-287 [Title 54 U.S.C. 306108]), and 36 CFR Part 800 (Protection of Historic Properties).*

**SIGNATORIES:**

FLORIDA STATE HISTORIC PRESERVATION OFFICER

 Date 10/31/24  
Alissa Slade Lotane  
Director, Division of Historical Resources  
State Historic Preservation Officer

TOWN OF BAY HARBOR ISLANDS

 Date 11/4/24  
Jenice Rosado  
Town Manager



From: Town of Bay Harbor Islands  
RE: Broad Causeway Bridge PD&E Study  
To: Miami-Dade County Office of Historic Preservation  
Stephen P. Clark Center  
111 NW 1st Street, 12th Floor  
Miami, FL 33128

**Town Council**

Elizabeth Tricoche  
Mayor

Joshua D. Fuller  
Vice Mayor

Stephanie Bruder  
Council Member

Molly Diallo  
Council Member

Teri D'Amico  
Council Member

Isaac Salver  
Council Member

Robert Yaffe  
Council Member

**Town Officials**

Maria Lasday  
Town Manager

Yvonne Hamilton  
Town Clerk

Greenspoon Marder LLP  
Town Attorneys  
By: Joseph Geller, Esq.

Attached is a Cultural Resource Assessment Survey (CRAS) for the Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study, Financial Project Identification (FPID) No. 452428-1-21-01, prepared for the Town of Bay Harbor Islands and FDOT District 6. This locally funded project spans the Broad Causeway Bridge (FDOT Bridge No. 875101) that crosses the Intracoastal Waterway and connects the City of North Miami with the Town of Bay Harbor Islands within Section 27 of Township 52 South, Range 42 East in Miami-Dade County, Florida. The project will require state and federal permits.

Proposed improvements for this project include the replacement of the current Broad Causeway Bridge. The PD&E Study evaluates the potential effects of bridge replacement alternatives that will utilize a new alignment adjacent to the existing bridge. The height and width of the bridge will be increased to meet current design standards and United States Coast Guard (USCG) requirements, which have the potential to change the visual setting of the area. Future bridge concepts will incorporate dedicated bicycle lanes and sidewalks as well as guardrails to comply with the Americans with Disabilities Act of 1990 (ADA) and increase safety for pedestrians and bicyclists.

The Town of Bay Harbor Islands asks for your review and comments, if any, on the attached CRAS to ensure that it is complete and accurate regarding historic resources within the project area of potential effect. Responses would be appreciated within 30 days of this notification.

Sincerely,

A handwritten signature in blue ink that reads "Rodney Carrero-Santana".

Rodney Carrero-Santana, PE, CFM, LEED AP  
Project Manager, Town of Bay Harbor Islands  
Office (305) 866-6241  
Email: rcarrerosantana@bayharborislands-fl.gov

## Peck, Jo-Anne

---

**From:** Cody, Sarah (RER) <Sarah.Cody@miamidade.gov>  
**Sent:** Thursday, January 11, 2024 1:50 PM  
**To:** Peck, Jo-Anne; Historic Preservation (RER)  
**Cc:** Lasher, Wendy G; rcarrerosantana@bayharborislands-fl.gov; Ransom, Jeff (RER)  
**Subject:** RE: Broad Causeway Bridge Replacement PD&E Study

Hi Jo-Anne,

Thanks very much for providing the study. We have reviewed and we do not have any comments or concerns about the APE or viewshed. Our office has not undertaken our own survey work in that particular area of Bay Harbor Islands, so we are not aware of any resources in addition to those that you've identified in the study.

Please let me know if you have any questions.

Thanks,

**Sarah Cody | Historic Preservation Chief**

[Office of Historic Preservation | Miami-Dade County](#)

(305) 375-4438 (office)

(786) 637-0748 (cell)

**Tell us about the places that are important to you! [Learn about our Heritage Survey.](#)**



*Miami-Dade County is a public entity subject to Chapter 119 of the Florida Statutes concerning public records. Email messages are covered under such laws and thus subject to disclosure. All emails sent and received are captured by our server and kept as a public record.*

**All Lobbyists must register with the Clerk of the Board prior to any meeting with County Personnel. [Register online](#) or in person at 111 NW 1st Street, 17th Floor, Miami, FL 33128. The Clerk's Office phone number is 305-375-5137.**

---

**From:** Peck, Jo-Anne <FiletransferNA@atkinglobal.com>  
**Sent:** Wednesday, December 20, 2023 4:54 PM  
**To:** Historic Preservation (RER) <historicpreservation@miamidade.gov>  
**Cc:** Wendy.Lasher@atkinsrealis.com; rcarrerosantana@bayharborislands-fl.gov  
**Subject:** Broad Causeway Bridge Replacement PD&E Study

### EMAIL RECEIVED FROM EXTERNAL SOURCE

Attached is a Cultural Resource Assessment Survey (CRAS) for the Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study, Financial Project Identification (FPID) No. 452428-1-21-01, prepared for the Town of Bay Harbor Islands and FDOT District 6.

The Town of Bay Harbor Islands asks for your review and comments, if any, on the attached CRAS to ensure that it is complete and accurate regarding historic resources within the project area of potential effect. Responses would be appreciated within 30 days of this notification.

- Jo-Anne Peck

*The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.*



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

1000 N.W. 111 Avenue  
Miami, Florida 33172

JARED W. PERDUE, P.E.  
SECRETARY

April 29, 2024

Alissa S. Lotane  
Director, Division of Historical Resources, and  
State Historic Preservation Officer  
R.A. Gray Building  
500 S. Bronough Street  
Tallahassee FL 32399-0250

Attn: Alyssa McManus, Transportation Compliance Review Program

Re: Cultural Resource Assessment Survey for the Broad Causeway Bridge Replacement  
PD&E Study, Financial Project Identification (FPID) No. 452428-1-21-01

Dear Ms. Lotane,

On behalf of the Town of Bay Harbor Islands and the Florida Department of Transportation District 6 (FDOT), AtkinsRéalis has prepared this Cultural Resource Assessment Survey (CRAS) for the Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study, Financial Project Identification (FPID) No. 452428-1-21-01. This locally funded project spans the Broad Causeway Bridge (FDOT Bridge No. 875101) that crosses the Intracoastal Waterway and connects the City of North Miami with the Town of Bay Harbor Islands within Section 27 of Township 52 South, Range 42 East in Miami-Dade County, Florida. The project will require state and federal permits.

Proposed improvements for this project include the replacement of the current Broad Causeway Bridge. This PD&E Study will evaluate the potential effects of bridge replacement alternatives. The height and width of the bridge will be increased to meet current design standards and United States Coast Guard (USCG) requirements, which have the potential to change the visual setting of the area. Future bridge concepts may incorporate dedicated bicycle lanes and sidewalks as well as guardrails to comply with the Americans with Disabilities Act of 1990 (ADA) and increase safety for pedestrians and cyclists. No right-of-way (ROW) acquisition is anticipated for the project.

Alissa S. Lotane, Director  
Broad Causeway Bridge Replacement PD&E Study  
Miami-Dade County  
FPID No.: 452428-1-21-01  
April 29, 2024  
Page 2

This assessment is designed to comply with Section 106 of the *National Historic Preservation Act* (NHPA) of 1966 (Public Law 89-665), as amended, as implemented by 36 Code of Federal Regulations (CFR) 800 (Protection of Historic Properties, effective August 2004), as well as Chapter 267, *Florida Statutes* (FS), Chapter 1A-46, *Florida Administrative Code* (FAC), and Stipulation VII of the *Section 106 Programmatic Agreement* among the Federal Highway Administration (FHWA), the Florida Department of Transportation (FDOT), the Advisory Council on Historic Preservation (ACHP), and the Florida State Historic Preservation Officer (SHPO) regarding Implementation of the Federal-aid Highway Program in Florida (2023 PA). All work will be performed in accordance with the standards outlined in the *Cultural Resources Management Standards and Operational Manual* (Florida Division of Historical Resources [FDHR], 2003), the *Cultural Resource Management Handbook* (Florida Department of Transportation [FDOT] 2013), and the *Project Development and Environment Manual* (FDOT 2023). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

The purpose of this CRAS is to locate and identify any cultural resources located within the Area of Potential Effects (APE) that have been established based on the proposed bridge replacement alternatives. Because the anticipated changes could potentially affect existing historic districts and other cultural resources, the historical APE has been developed through a viewshed analysis using the Geodesic Viewshed tool in the Environmental Systems Research Institute (ESRI) Arc GIS Pro proprietary software. Conceptual bridge locations were extracted from the concept designs developed by AtkinsRéalis and the visual impacts were evaluated to establish the historical APE for the project using the Geodesic Viewshed tool. The APE was then refined to only include parcels within a ½ mile radius that orient towards the project area. Based upon the scale and nature of the activities, the archaeological APE was limited to the parcels in which potential ground disturbance may take place.

Background research identified a total of nine (9) previously recorded historic resources and no previously recorded archaeological sites within the project APE. These included one (1) previously recorded linear resource (Broad Causeway [8DA10123, FDOT Bridge No. 875101]), six (6) previously recorded historic structures (9530 W Broadview Drive [8DA10268], 9520 W Broadview Drive [8DA10269], 9740 W Broadview Drive [8DA10431], 9720 W Broadview Drive [8DA10433], 9700 W Broadview Drive [8DA10435], and Citgo [8DA10436]), and two (2) previously recorded resource groups (Bay Harbor Islands Historic District [8DA10515] and Keystone Islands [8DA11549]). No previously recorded archaeological sites were identified within a half-mile radius of the project area. A FMSF update form was prepared for the previously recorded 9700 W Broadview Drive (8DA10435) historic structure since the previous FMSF form did not meet current Florida Division of Historical Resources (FDHR) standards. FMSF forms were not updated for other previously recorded resources as they met current standards and had not been altered since last recording.

Alissa S. Lotane, Director  
Broad Causeway Bridge Replacement PD&E Study  
Miami-Dade County  
FPID No.: 452428-1-21-01  
April 29, 2024  
Page 3

The architectural field survey also identified 20 previously unrecorded resources within the project APE. This included 17 structures (8DA21585-8DA21593, 8DA21598-8DA21599, and 8DA21602-8DA21607) and three (3) resource groups (Broad Causeway Island [8DA21594], Indian Creek Country Club Golf Course [8DA21608], and Town of Bay Harbor Islands Playground [8DA21621]). New FMSF forms were prepared for each of these unrecorded historic resources. No previously unrecorded archaeological sites were identified during the field survey.

The results of the CRAS identified five (5) historic resources eligible for listing in the National Register of Historic Places (NRHP) within the historical APE. This includes one (1) linear resource (Broad Causeway [8DA10123, FDOT Bridge No. 875101]) and four (4) structures (Citgo [8DA10436], 2395 Bayview Lane [8DA21593], Whitehouse Inn on the Bay [8DA21598], and Majorca Towers [8DA21599]). Three (3) resource groups (Bay Harbor Islands Historic District [8DA10515], Keystone Islands [8DA11549], and Indian Creek Country Club Golf Course [8DA21608]) were identified that had insufficient information to evaluate eligibility for listing in the NRHP as part of this project. Additionally, seven (7) historic resources were found within the APE that contribute to the Bay Harbor Islands Historic District (8DA10515) (Broad Causeway [8DA10123, FDOT Bridge No. 875101], 9700 W Broadview Drive [8DA10435], Citgo [8DA10436], Broad Causeway Island [8DA21594], 9600 Broadview Terrace [8DA21603], 1371 96th Street [8DA21606], and 1330 96th Street [8DA21607]), although this district has insufficient information to fully evaluate. The background research and field survey also identified 12 historic resources considered ineligible for listing in the NRHP that are also considered as non-contributing resources to a historic district. No archaeological sites were identified that are potentially eligible for listing in the NRHP within the archaeological APE.

Based on the results of this CRAS, adverse effects to historic properties are anticipated. A Section 106 Determination of Effects Case Study Report will be provided to the SHPO for review.

We kindly request that this cover letter is reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in 36 CFR, Part 800, as well as the provisions contained in the revised F.S. Chapter 267. If you have any questions regarding the subject project, please contact me at [Victoria.Vogt@dot.state.fl.us](mailto:Victoria.Vogt@dot.state.fl.us) or (305) 470-5420.

Sincerely,

DocuSigned by:  
  
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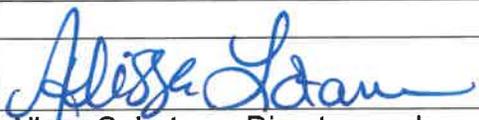
Victoria Vogt, M.S.  
District Cultural Resources Coordinator

Alissa S. Lotane, Director  
Broad Causeway Bridge Replacement PD&E Study  
Miami-Dade County  
FPID No.: 452428-1-21-01  
April 29, 2024  
Page 4

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and  concurs /  does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2024-945D. Or, the SHPO finds the attached document contains  insufficient information.

In accordance with the *Programmatic Agreement Among the FHWA, the FDOT, the ACHP, and the SHPO Regarding Implementation of the Federal-Aid Highway Program in Florida (2023 PA)*, and appended materials, if providing concurrence with a finding of **No Historic Properties Affected** for a whole project, or to **No Adverse Effect** on a specific historic property, SHPO shall presume that FDOT may pursue a *de minimis* use of the affected historic property in accordance with Section 4(f) as set forth within 23 C.F.R. Part 774 and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.

SHPO Comments:



Alissa S. Lotane, Director, and  
State Historic Preservation Officer  
Florida Division of Historical Resources

[DATE]

5/6/24

# NRHP Eligible Resources



Date: 4/9/2024

## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands Miami-Dade County, Florida FPID: 452428-1-21-01

# Location of Proposed Recreation Areas



Service Layer Credits: World Imagery, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

**LEGEND**

- Project Corridor Limits
- Proposed Public Boat Ramp
- Proposed Submerged Aquatic Park

## Broad Causeway Bridge Replacement PD&E Study

*The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.*



**Florida Department of Transportation**

**RON DESANTIS**  
GOVERNOR

1000 N.W. 111 Avenue  
Miami, Florida 33172

**JARED W. PERDUE, P.E.**  
SECRETARY

April 9, 2024

Alissa S. Lotane  
Director, Division of Historical Resources, and  
State Historic Preservation Officer  
R.A. Gray Building  
500 S. Bronough Street  
Tallahassee FL 32399-0250

Attn: Alyssa McManus, Transportation Compliance Review Program

Re: Section 106 Determination of Effects Case Study Report for the Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study, Financial Project Identification (FPID) No. 452428-1-21-01

Dear Ms. Lotane,

At the request of the Town of Bay Harbor Islands and the Florida Department of Transportation (FDOT), District 6, AtkinsRéalís has prepared this Section 106 Consultation Case Study Report for the Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study, Financial Project Identification (FPID) No. 452428-1-21-01, in the Town of Bay Harbor Islands, Miami-Dade County, Florida. In accordance with the provisions of Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004), this case study report documents potential effects of the proposed improvements to the National Register of Historic Places (NRHP) eligible resources identified during the Cultural Resources Assessment Survey (CRAS) for the Broad Causeway Bridge Replacement PD&E Study (April 2024).

The 2024 CRAS resulted in the identification of thirteen (13) historic resources that are eligible for listing in the NRHP either individually or as part of a historic district within the area of potential effects (APE) (or have insufficient information to fully determine eligibility). These identified resources include one (1) linear resource (Broad Causeway [8DA10123, FDOT Bridge No. 875101]), eight (8) historic structures (9700 W Broadview Drive [8DA10435], Citgo [8DA10436], 2395 Bayview Lane [8DA21593], Whitehouse Inn

Alissa S. Lotane  
April 9, 2024  
Page 2

on the Bay [8DA21598], and Majorca Towers [8DA21599], 9600 Broadview Terrace [8DA21630], 1371 96th Street [8DA21606], and 1330 96th Street [8DA21607]), and four (4) resource groups (Bay Harbor Islands Historic District [9DA10515], Keystone Islands [8DA11549], Broad Causeway Island [8DA21594], and Indian Creek Country Club Golf Course [8DA21608]). No archaeological sites that are eligible for listing in the NRHP within the archaeological APE were identified during the CRAS study.

The Section 106 process thus far has identified historic properties within the project APE, and this report presents the evaluation of the potential effects that the proposed project activities may have on the NRHP-eligible resources. The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to the significant historic resources to determine project effects on each of the eligible historic properties.

Based on the proposed undertaking to replace the Broad Causeway Bridge (8DA10123, FDOT Bridge No. 875101), the findings presented in this study indicate that the proposed replacement bridge alternatives will have an **adverse effect** on the individually NRHP eligible Broad Causeway (8DA10123) linear resource, the individually NRHP eligible Citgo/1501 Broad Causeway (8DA10436) historic structure, and the potentially NRHP eligible Bay Harbor Islands Historic District (8DA10515). Furthermore, it is anticipated that this undertaking will have **no adverse effect** on the individually NRHP eligible 2395 Bayview Lane (8DA21593), Whitehouse Inn on the Bay (8DA21598), and Majorca Towers (8DA21599) historic structures, nor the Indian Creek Country Club Golf Course (8DA21608) and Keystone Islands (8DA11549) resource groups. Additionally, there is **no adverse effect** to the following contributing resources in the Bay Harbor Islands Historic District (8DA10515) located within the APE: 9700 W Broadview Drive (8DA10435), Broad Causeway Island (8DA21594), 1371 96<sup>th</sup> Street (8DA21606), 1330 96<sup>th</sup> Street (8DA21607), and 9600 Broadview Terrace (8DA21630).

Public workshops involving Federal, State, and Local stakeholders for this project were held in-person on September 26, 2023, and virtually on September 28, 2023. The information provided included a project overview and a presentation of the proposed alternatives and their evaluation. The meeting also included information on how to stay informed of the project's progress, how to comment on the project, as well as a question-and-answer session. The meeting was also recorded for those unable to attend and was made available on the Town of Bay Harbor Islands website for the project. A Public Hearing is planned for June 24, 2024. A Memorandum of Agreement will be developed and available for public comment during the upcoming Public Hearing.

The CRAS report was provided to the Miami-Dade Office of Historic Preservation by the Town of Bay Harbor Islands for their review and comments in December 2023. Sara Cody, Historic Preservation Chief of the Miami-Dade Office of Historic Preservation, replied on January 11, 2024, stating that they had no comments or concerns with the information presented in the CRAS. This Case Study report will also be provided to the Miami-Dade Office of Historic Preservation for their review.

Alissa S. Lotane  
April 9, 2024  
Page 3

We kindly request that this cover letter is reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in 36 CFR, Part 800, as well as the provisions contained in the revised F.S. Chapter 267. If you have any questions regarding the subject project, please contact me at [Victoria.Vogt@dot.state.fl.us](mailto:Victoria.Vogt@dot.state.fl.us) or (305) 470-5420.

Sincerely,

DocuSigned by:  
  
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Victoria Vogt, M.S.  
District Cultural Resources Coordinator

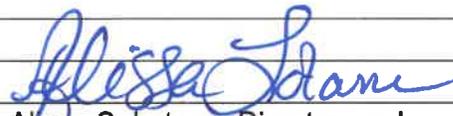
Alissa S. Lotane  
April 9, 2024  
Page 4

The Florida State Historic Preservation Officer finds the attached Section 106 Consultation Case Study Report complete and sufficient and  concurs /  does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR

Project File Number 2024-945E. Or, the SHPO finds the attached document contains \_\_\_\_\_ insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:



Alissa S. Lotane, Director, and  
State Historic Preservation Officer  
Florida Division of Historical Resources

5/24/24  
[DATE]

# Section 4(f) Resources Within the Project Limits



Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

**LEGEND**

- Historic Structure
- ▬ Historic Bridge
- Historic District
- Tot Lot

## Broad Causeway Bridge Replacement PD&E Study

# Florida Circumnavigational Saltwater Paddling Trail Proposed Detour Route



Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

### Paddling Trail

-  Existing Paddling Trail
-  Proposed Paddling Trail Detour

## Broad Causeway Bridge Replacement PD&E Study



April 8, 2024

**Town Council**

Elizabeth Tricoche  
Mayor

Joshua D. Fuller  
Vice Mayor

Stephanie Bruder  
Council Member

Molly Diallo  
Council Member

Teri D'Amico  
Council Member

Isaac Salver  
Council Member

Robert Yaffe  
Council Member

**Town Officials**

Maria Lasday  
Town Manager

Yvonne Hamilton  
Town Clerk

Greenspoon Marder LLP  
Town Attorneys  
By: Joseph Geller, Esq.

Mr. Steven Craig James  
District Environmental Administrator  
Florida Department of Transportation, District Six  
1000 NW 111<sup>th</sup> Avenue, Room 6109  
Miami, FL 33172

Subject: Town of Bay Harbor Islands Tot Lot  
Statement of Significance and Concurrence for the  
Temporary Occupancy  
Financial Project ID: 452428-1  
Town of Bay Harbor Islands Number: BC-160  
Broad Causeway Bridge from Causeway Island to East of  
West Broadview Drive Miami-Dade County, Florida

Dear Mr. James,

The Town of Bay Harbor Islands is currently in the Project Development and Environment (PD&E) Study for the Broad Causeway Bridge replacement project from Causeway Island to East of West Broadview Drive in Miami-Dade County. The purpose of this project is to address the functional deficiencies of the existing Broad Causeway Bridge. The feasibility of continued rehabilitation and repair versus replacement of the bridge was evaluated through the PD&E Study.

The Town-owned Tot Lot located on the northeast side of the bridge at 9600 West Broadview Drive is a gated park with shaded playground equipment which includes American with Disability Acts (ADA) accessible components and a picnic pavilion. The park has parking and access on West Broadview Drive and is open from Sunrise to Sunset, year-round. The project will be constructed within the existing right-of-way (ROW). A portion of the project is located adjacent to the Tot Lot, but the proposed project has no use of the property within the meaning of Section 4(f).

MAYOR JOSEPH J. GARDNER GOVERNMENT CENTER

Mr. Steven Craig James  
District Environmental Administrator  
Florida Department of Transportation, District Six  
April 8, 2024  
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A temporary easement will be needed to construct a new seawall where the Tot Lot is located. The new seawall will be constructed behind the existing seawall. An additional ~4 feet along the water's edge will be used for the new seawall, but the land will remain park property. The new seawall will provide an enhancement to the park because the Town is increasing the long-term stability of the seawall. The temporary easement will be ~20 feet inland from the water's edge and will temporarily remove the Tot Lot picnic pavilion. The Town will temporarily move the Tot Lot perimeter fence from the water's edge to the east side of the picnic pavilion and temporarily remove the pavilion. An additional construction fence will be installed for safety. This construction will occur after the removal of the existing bridge and will last ~12 weeks. Once construction is complete, the perimeter fence will be restored to a new location between the water's edge and the pavilion, and the pavilion will be returned to its original location or will be replaced with amenities the Town chooses to have. The project will not permanently convert Tot Lot property to transportation use. Furthermore, the proposed work will not require any access changes or closures.

Section 4(f) of the Department of Transportation Act governs the use of publicly owned lands including parks and recreation areas, wildlife and waterfowl refuges and publicly or privately owned historic sites. Section 4(f) regulations and requirements are codified under 23 U.S.C § 138 and 49 U.S.C. § 303. When a federally funded transportation project requires the use of a Section 4(f) protected property FDOT must make a finding regarding the use. For this project, the proposed work meets the conditions of a temporary occupancy listed under 23 CFR § 774.13 (d) as follows: 1) duration must be temporary, i.e., less than the time needed for construction of the project and there should be no change in ownership of the land; 2) scope of work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal; 3) there are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis; 4) the land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and 5) there must be documented agreement of the official(s) with jurisdiction (OWJ) over the Section 4(f) resource regarding the above conditions. Therefore, this project is eligible for a temporary occupancy exception under 23 CFR § 774.13.

This resource meets the requirements of a Section 4(f) protected property as a publicly owned recreational resource, located on Bay Harbor Islands in Miami-Dade County. The resource is also significant within the meaning of Section 4(f) regulations. Significance means that in comparing the availability and function of the Tot Lot with the objectives of that community, the land in questions plays an important role in meeting those objectives.

As the Official with Jurisdiction, please accept this letter as formal Statement of Significance for Town off Bay Harbor Islands Tot Lot and concurrence for the temporary occupancy and corresponding Section 4(f) exception determination under 23 CFR § 774.13 (d). In addition, the Town of Bay Harbor Islands acknowledges the temporary occupancy will not include any

Mr. Steven Craig James  
District Environmental Administrator  
Florida Department of Transportation, District Six  
April 8, 2024  
Page 3

permanent conversion of park property to transportation use and will not require any access changes or closures throughout the park property.

Should you have any questions or require additional information, please contact my office at 305-866-6241 or by email [mlasday@bayharborislands-fl.gov](mailto:mlasday@bayharborislands-fl.gov).

Sincerely,



Maria Lasday  
Town Manager  
Town of Bay Harbor Islands

## Lasher, Wendy G

---

**From:** Vogt, Victoria <Victoria.Vogt@dot.state.fl.us>  
**Sent:** Wednesday, November 15, 2023 9:23 AM  
**To:** Browne, Samantha  
**Cc:** James, Steven C.; McMullen, Robert; Ruiz, Sebastian; Lasher, Wendy G  
**Subject:** FM # 452428-1 Broad Causeway Bridge PD&E Section 4(f) Statement of Significance - FL Circumnavigational Saltwater Paddling Trail  
**Attachments:** Segment 16 Maps 1\_12\_23.pdf; BroadCauseway\_4f\_PaddlingTrailDetour.pdf  
**Importance:** High

Good afternoon Ms. Browne,

This is follow-up to our e-mail on October 2, 2023, requesting the Statement of Significance for the Florida Circumnavigational Saltwater Paddling Trail.

The Town of Bay Harbor Islands (Town) is conducting a Project Development & Environment (PD&E) Study to evaluate replacement of the Broad Causeway Bridge from Causeway Island to East of West Broadview Drive in Miami-Dade County.

This is a Town of Bay Harbor Islands (Town) project. Since federal funding may be used in future phases of the project, the Florida Department of Transportation (FDOT) will provide technical assistance during PD&E Study. The Federal Highway Administration (FHWA) is the Lead Federal agency and the FDOT Office of Environmental Management will be approving the National Environmental Policy Act (NEPA) documents on behalf of FHWA. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, executed by the FHWA and FDOT.

The Florida Circumnavigational Saltwater Paddling Trail follows the Intracoastal Waterway under the existing Broad Causeway Bridge. See attached Florida Department of Environmental Protection (FDEP) Segment 16 map with the Broad Causeway Bridge identified. The Town has chosen Alternative 1 (high-level fixed bridge) as the Preferred Alternative proposed to be constructed on the south side of the existing bridge location and will utilize the same navigational channel. Since the proposed roadway improvements use federal funds, the FDOT must follow the evaluation process outlined in Section 4(f) (49 U.S.C § 303) of the U.S. Department of Transportation Act, which protects recreational properties, among others.

As part of the Section 4(f) process, the Town in cooperation with the FDOT must coordinate with the Official with Jurisdiction (OWJ) over the park facility which is the FDEP. In the absence of a determination of significance from the FDEP, the Town and FDOT are moving forward with our Section 4(f) process and will presume that the Florida Circumnavigational Saltwater Paddling Trail "is" a significant recreational resource. Significance means that in comparing the availability and function of the recreation area, park, or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays an important role in meeting those objectives.

Since the Town cannot avoid the Florida Circumnavigational Saltwater Paddling Trail at the Intracoastal Waterway under the existing Broad Causeway Bridge, our next step is to minimize harm to the trail and determine a temporary detour route for the trail. Attached is a graphic with our proposed alternative detour route around Bay Harbor Islands. The vertical clearance of Bridge No. 875103 between Bay Harbor Islands and Bal Harbour is 11.8 feet.

We are requesting your review of the proposed detour route. Please let us know if you approve and/or would like to meet and discuss further. We would like to receive your response no later than **Friday, December 8, 2023**, to continue this Section 4(f) evaluation process within the scheduled timeframe. Please let me know if you have any questions. Feel free

to contact me at the phone number or email below, or you may contact the Town's consultant assistant project manager, Mrs. Wendy Lasher, at 813-281-8309 or [wendy.lasher@atkinsrealis.com](mailto:wendy.lasher@atkinsrealis.com). Thank you in advance for your assistance.

**Victoria Vogt, M.S., FCCM**  
District Cultural Resources Coordinator/  
Environmental Supervisor

Planning and Environmental Management Office  
**Florida Department of Transportation - District 6**  
Adam Leigh Cann Building  
1000 NW 111th Avenue, Room 6111  
Miami, Florida 33172

Phone: (305) 470-5420; Fax: (305) 470-5205

E-mail: [Victoria.Vogt@dot.state.fl.us](mailto:Victoria.Vogt@dot.state.fl.us)

---

**From:** Vogt, Victoria <[Victoria.Vogt@dot.state.fl.us](mailto:Victoria.Vogt@dot.state.fl.us)>

**Sent:** Monday, October 2, 2023 3:03 PM

**To:** Browne, Samantha <[samantha.browne@dep.state.fl.us](mailto:samantha.browne@dep.state.fl.us)>

**Cc:** James, Steven C. <[Steven.James@dot.state.fl.us](mailto:Steven.James@dot.state.fl.us)>; McMullen, Robert <[Robert.McMullen@dot.state.fl.us](mailto:Robert.McMullen@dot.state.fl.us)>; Lasher, Wendy G <[Wendy.Lasher@atkinsrealis.com](mailto:Wendy.Lasher@atkinsrealis.com)>

**Subject:** FM # 452428-1 Broad Causeway Bridge PD&E Section 4(f) Statement of Significance - FL Circumnavigational Saltwater Paddling Trail

**Importance:** High

Good afternoon Ms. Browne,

The Town of Bay Harbor Islands (Town) is conducting a Project Development & Environment (PD&E) Study to evaluate replacement of the Broad Causeway Bridge from Causeway Island to East of West Broadview Drive in Miami-Dade County.

This is a Town of Bay Harbor Islands project. Since federal funding may be used in future phases of the project, the Florida Department of Transportation (FDOT) will provide technical assistance during the PD&E Study. The Federal Highway Administration (FHWA) is the Lead Federal agency and the FDOT Office of Environmental Management will be approving the National Environmental Policy Act (NEPA) documents on behalf of FHWA. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, executed by the FHWA and FDOT.

The Florida Circumnavigational Saltwater Paddling Trail follows the Intracoastal Waterway under the existing Broad Causeway Bridge. See attached Florida Department of Environmental Protection (FDEP) Segment 16 map with the Broad Causeway Bridge identified. The Town is evaluating both Alternative 1 (high-level fixed bridge) and Alternative 2 (mid-level bascule bridge) that is proposed to be constructed on the south side of the existing bridge location and will utilize the same navigational channel. Since the proposed roadway improvements use federal funds, the FDOT must follow the evaluation process outlined in Section 4(f) (49 U.S.C § 303) of the U.S. Department of Transportation Act, which protects recreational properties, among others.

As part of the Section 4(f) process, the Town in cooperation with the FDOT, must coordinate with the Official with Jurisdiction (OWJ) over the park facility. We would like to confirm that the FDEP, as OWJ of this facility, considers the Florida Circumnavigational Saltwater Paddling Trail as a significant recreational resource. Significance means that in comparing the availability and function of the recreation area, park, or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays an important role in meeting

those objectives. Please see the attached template Statement of Significance letter for your use. Please review the letter, update, sign and return this letter back to the FDOT on FDEP letterhead.

If the Florida Circumnavigational Saltwater Paddling Trail is considered significant, we can provide additional information regarding preliminary design alternatives and our proposed detour route for your review and discussion, if warranted.

We would like to receive your response no later than **Monday, October 16, 2023**, to continue this Section 4(f) evaluation process within the scheduled timeframe. Please let me know if you have any questions. Feel free to contact me at the phone number or email below, or you may contact the Town's consultant assistant project manager, Mrs. Wendy Lasher, at 813-404-4979 or [wendy.lasher@atkinsglobal.com](mailto:wendy.lasher@atkinsglobal.com). Thank you in advance for your assistance.

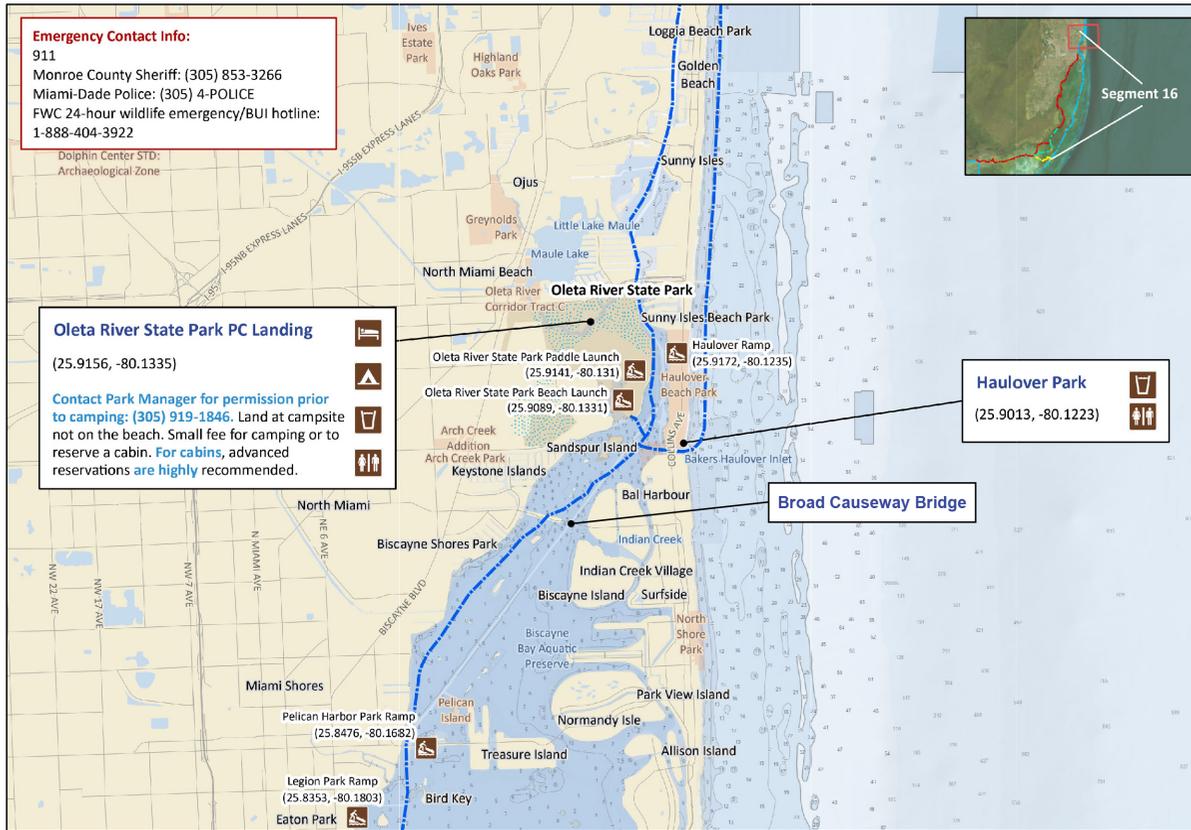
**Victoria Vogt, M.S., FCCM**  
District Cultural Resources Coordinator/  
Environmental Supervisor

Planning and Environmental Management Office  
**Florida Department of Transportation - District 6**  
Adam Leigh Cann Building  
1000 NW 111th Avenue, Room 6111  
Miami, Florida 33172

Phone: (305) 470-5420; Fax: (305) 470-5205  
E-mail: [Victoria.Vogt@dot.state.fl.us](mailto:Victoria.Vogt@dot.state.fl.us)

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# Florida Circumnavigational Saltwater Paddling Trail



## Florida Circumnavigational Saltwater Paddling Trail

### Segment 16: Biscayne Bay (Map 7 of 7)

Begin: John Pennekamp State Park, Key Largo

End: Oleta River State Park

Distance: 72.5 miles depending on route

Duration: 5-6 days

0 0.75 1.5 3 Miles

Disclaimer: This guide is intended as an aid to navigation only. A Global Positioning System (GPS) unit is required and persons are encouraged to supplement these maps with NOAA electronic or other maps.  
 Updated: 3/2023



# Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

# Florida Circumnavigational Saltwater Paddling Trail Proposed Detour Route



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### Paddling Trail

- Existing Paddling Trail
- Proposed Paddling Trail Detour

## Broad Causeway Bridge Replacement PD&E Study

## Section 4(f) Resources

Florida Department of Transportation

TOWN OF BAY HARBOUR ISLANDS - BROAD CAUSEWAY BRIDGE PD&E STUDY

District: FDOT District 6

County: Miami-Dade County

ETDM Number: 14520

Financial Management Number: 452428-1-21-01

Federal-Aid Project Number: D624-029-B

Project Manager: Shakira Trabelsi

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

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## Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Florida Circumnavigational Saltwater Paddling Trail	Paddling Trail	Park/Rec Area	FDEP	No Use	Determination 06-03-2024
Town of Bay Harbor Islands Tot Lot	Local park with playground and picnic area	Park/Rec Area	Town of Bay Harbor Islands	Exception/Exemption	Determination 06-03-2024
Broad Causeway (8DA10123, FDOT Bridge No. 875101)	National Register of Historic Places (NRHP)-eligible Historic Bridge	Historic Site	Town of Bay Harbor Islands/State Historic Preservation Officer (OWJ)	Programmatic	Concurrence 12-16-2024
Bay Harbor Islands Historic District (8DA10515)	Historic District	Historic Site	State Historic Preservation Officer	No Use	Determination 06-03-2024
Citgo/1501 Broad Causeway (8DA10436)	NRHP-eligible Historic Structure	Historic Site	Town of Bay Harbor Islands/State Historic Preservation Officer (OWJ)	No Use	Determination 07-15-2024



October 10, 2025

Interim Director of the Office of Environmental Management  
Florida Department of Transportation

## Florida Circumnavigational Saltwater Paddling Trail

**Facility Type:** Paddling Trail

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: Biscayne Bay, FL, USA

Latitude: 25.531430 Longitude: -80.083263

**Description of Property:**

The Florida Circumnavigational Saltwater Paddling Trail (Paddling Trail) begins at Big Lagoon State Park near Pensacola, extending around the Florida peninsula and Keys, and ending at Fort Clinch State Park near the Georgia state line in Fernandina Beach. The Florida Circumnavigational Saltwater Paddling Trail is a 1,515-mile sea kayaking paradise. It is the country's longest designated national recreation trail. Within the project area the trail follows the Intracoastal Waterway (ICWW) under the existing Broad Causeway Bridge. The Paddling Trail has also been identified as a Section 4(f) resource and the OWJ is the Florida Department of Environmental Protection (FDEP).

**Owner/Official with Jurisdiction:** FDEP

**Relationship Between the Property and the Project**

The Paddling Trail follows the ICWW under the existing Broad Causeway Bridge as shown on the attached Florida Department of Environmental Protection (FDEP) Segment 16 map (Page 30). Since the Town cannot avoid the Paddling Trail at the ICWW under the existing Broad Causeway Bridge, measures to maintain access to the Paddling Trail will be developed and a temporary detour route for the trail was developed as shown in the attached Project Detour Route Map around Bay Harbor Islands shown on Page 29. The vertical clearance Bridge No. 875103 to be used for the detour between Bay Harbor Islands and Bal Harbour along the detour route is 11.8 ft. As such, the access to the Paddling Trail will be maintained during and after the project. The new bridge is being constructed within the existing right of way so there is no acquisition or occupation of land from the protected property on either a temporary or permanent basis, and no meaningful proximity impacts to protected property. The project will have 'No Use' of the Paddling Trail within the meaning of Section 4(f).

The FDOT, on behalf of the Town of Bay Harbor Islands (Town), sent emails to the FDEP on October 2, 2023, and November 15, 2023, concerning a determination of significance and the proposed detour route. The most recent letter is attached on Page 27. Responses have not been received to date from the FDEP. In the absence of a determination of significance from the FDEP, the Town and FDOT have moved forward with the Section 4(f) process and have presumed that the Florida Circumnavigational Saltwater Paddling Trail "is" a significant recreational resource within the meaning of Section 4(f) [49 United States Code (U.S.C.) 303] of the U.S. Department of Transportation Act regulations.

The Town will coordinate with FDEP Office of Greenways and Trails during design regarding the temporary detour of the Florida Circumnavigational Saltwater Paddling Trail during construction of the new Broad Causeway Bridge. The Town will provide detour notifications to FDEP for posting on their website regarding the temporary detour.

**Yes No**

Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** 06-03-2024

## Town of Bay Harbor Islands Tot Lot

**Facility Type:** Local park with playground and picnic area

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: 9600 W Broadview Dr, Bay Harbor Islands, FL, 33154, USA

Latitude: 25.88682 Longitude: -80.13689

**Description of Property:**

The Town-owned Tot Lot located on the northeast side of the bridge at 9600 West Broadview Drive has been identified as a significant Section 4(f) resource under US DOT Act of 1966. It is a gated park with shaded playground equipment which includes American with Disability Act (ADA) accessible components and a picnic pavilion. The park has frontage on the Intracoastal Waterway on the west side and is surrounded by residential properties on the north, West Broadview Drive on the east and Kane Concourse on the south. The park has parking and access on West Broadview Drive and is open from Sunrise to Sunset, year-round.

The project will be constructed within the existing right-of-way. A portion of the project is located adjacent to the Tot Lot. A temporary construction area will be needed to construct a new seawall where the Tot Lot is located as shown on the map attachment on Page 38. The new seawall will be constructed behind the existing seawall. An additional ~4 feet along the water's edge will be used for the new seawall, but the land will remain park property. The new seawall will provide an enhancement to the park because the Town is increasing the long-term stability of the seawall. The temporary construction area will be ~20 feet inland from the water's edge and will temporarily remove the Tot Lot picnic pavilion. The Town will temporarily move the Tot Lot perimeter fence from the water's edge to the east side of the picnic pavilion and temporarily remove the pavilion as shown on the attached map. An additional construction fence will be installed. This seawall construction will occur after the removal of the existing bridge and will last ~12 weeks. Once construction is complete, the perimeter fence will be restored to a new location between the water's edge and the pavilion, and the pavilion will be returned to its original location or will be replaced with amenities the Town chooses to have.

On April 8, 2024, the Town of Bay Harbor Islands, as the Official with Jurisdiction, provided a formal Statement of Significance letter for Town off Bay Harbor Islands Tot Lot and concurrence for the temporary occupancy and corresponding Section 4(f) exception determination under 23 CFR 774.13 (d). In addition, the Town of Bay Harbor Islands acknowledged the temporary occupancy will not include any permanent conversion of park property to transportation use and will not require any access changes or closures throughout the park property. The letter is included in the attachments on Page 39.

The project will not permanently convert Tot Lot property to transportation use. Furthermore, the proposed work will not require any access changes or closures. To accommodate the temporary construction area, the project will satisfy the conditions of a temporary occupancy of the Town Tot Lot that is so minimal as to not constitute a 'use' within the meaning of Section 4(f). As such, the project the project anticipates meeting the conditions of 23 CFR 774.13(d)(1-5) to have a temporary occupancies of land that is so minimal as to not constitute a use within the meaning of Section 4(f). The duration will be less than the time needed for construction of the project and there will be no change in ownership of land. The scope of work is minor and there are no adverse impacts to the protected activities, features, and attributes or a temporary or permanent bases. The park will be fully restored to current condition or better and all plans have been concurred with by the OWJ for the park.

**Owner/Official with Jurisdiction:** Town of Bay Harbor Islands

**Recommended Outcome:** Exception/Exemption

**Exception/Exemption Type:** Temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f) and that meet all of the conditions in (23 CFR 774.13(d)(1-5)).

**Exception/Exemption Justification:**

The project will not permanently convert Tot Lot property to transportation use. Furthermore, the proposed work will not require any access changes or closures. To accommodate the temporary construction area, the project will satisfy the conditions of a temporary occupancy of the Town Tot Lot that is so minimal as to not constitute a 'use' within the meaning of Section 4(f). As such, the project anticipates meeting the conditions of 23 CFR 774.13(d)(1-5) to have a temporary occupancies of land that is so minimal as to not constitute a use within the meaning of Section 4(f).

**OEM SME Determination Date:** 06-03-2024

## Broad Causeway (8DA10123, FDOT Bridge No. 875101)

**Facility Type:** National Register of Historic Places (NRHP)-eligible Historic Bridge

**Property Classification:** Historic Site

**Address and Coordinates:**

Address: Broad Cswy, Bay Harbor Is, FL, 33154, USA

Latitude: 25.88652 Longitude: -80.13888

**Description of Property:**

The Broad Causeway (8DA10123, FDOT Bridge No. 875101) linear resource spans from the man-made Broad Causeway Island (8DA21594) in the Intracoastal Waterway to the western Bay Harbor Island. Broad Causeway is a movable Bascule steel and poured concrete bridge that features Miami Modern (MiMo) style elements and two tender stations west of the movable span. The rectangular-shaped man-made Broad Causeway Island (8DA21594) to its west contains the Citgo (1501 Broad Causeway [8DA10436]) historic structure. The Broad Causeway was **determined individually NRHP-eligible by SHPO** under Criterion A for its association with the development of the Bay Harbor Islands during the post-World War II Boom as part of Survey 25327 (SEARCH 2018) on August 15, 2018. These historic resources are shown on the map attachment on Page 45. Additionally, Broad Causeway (8DA10123) is a contributing resource to the Bay Harbor Islands Historic District (8DA10515).

**Owner/Official with Jurisdiction:** Town of Bay Harbor Islands/State Historic Preservation Officer (OWJ)

**Recommended Outcome:** Programmatic (Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges)

**Describe in detail how the Section 4(f) property will be used.**

The Preferred High-Level Fixed Bridge Alternative proposes to remove and replace the Broad Causeway Bridge (8DA10123, FDOT Bridge 875101) with a fixed-span bridge with a vertical navigational clearance level of 65 feet above the MHW level. Based on the Criteria of Adverse Effect, the Preferred Alternative will have an Adverse Effect on the NRHP-eligible Broad Causeway (8DA10123, FDOT Bridge No. 875101) resource since it requires the demolition of the existing bridge. There are no feasible and prudent alternatives to the use of Broad Causeway Bridge and the project included all possible planning to minimize harm resulting from such use. Mitigation for the demolition of Broad Causeway Bridge is captured in the attached Section 106 Memorandum of Agreement on Pages 46 - 53. The Broad Causeway Bridge (8DA10123) is documented as a *Programmatic Section 4(f) Evaluation and Approval for FHWA (Federal Aid) Projects that Necessitate the Use of Historic Bridges*.

**Applicability**

**Yes No**

Does the project meet all of the following criteria?

1. The bridge is to be replaced or rehabilitated with Federal funds.
2. The project will require the use of a historic bridge structure which is on or is eligible for listing on the National Register of Historic Places.

3. The bridge is not a National Historic Landmark.
4. FDOT has determined that the facts of the project match those set forth in the sections below labeled Alternatives, Findings, and Measures to Minimize Harm.
5. Agreement among FDOT, the State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (ACHP), if participating, has been reached through procedures pursuant to Section 106 of the NHPA.

### Alternatives and Findings

1. No Build: The No Build Alternative has been studied and does not meet the Section 4(f) prudent and feasible standard. The No Build Alternative is not recommended based on the following:

- **Structural Deficiencies:** The No Build Alternative does not correct the situation that causes the bridge to be considered structurally deficient or significantly deteriorated. These deficiencies can lead to eventual structural failure/collapse. Normal maintenance is not considered adequate to address these deficiencies.
- **Functional/Geometric Deficiencies:** The No Build Alternative does not correct the situation that causes the bridge to be considered functionally/geometrically deficient. These deficiencies can lead to safety hazards to the traveling public or place unacceptable restrictions on transport and travel.

The No Build Alternative has been studied and does not meet the Section 4(f) prudent and feasible standard. The No Build Alternative is not recommended based on the following:

The No-Build (Repair) Alternative would avoid the replacement of the existing bridge and loss of the linear resource by performing as-needed repairs and updates to the existing Broad Causeway Bridge (8DA10123, FDOT Bridge No. 875101) to extend its service life. By maintaining the existing Broad Causeway Bridge, the No-Build (Repair) Alternative would not address waterway clearance issues nor meet current road design and safety standards. This option would require ongoing extensive and costly repairs, often requiring bridge closures and rerouting traffic. Additionally, the expected lifespan of the existing bridge with routine maintenance is 15 to 25 years, at which time the structure would ultimately need to be decommissioned or replaced. The No-Build (Repair) Alternative does not meet the purpose and need of the proposed undertaking and is not considered a prudent nor feasible alternative compared to the build alternatives of this undertaking. Additionally, continual repairs may result in the loss of character-defining features of the bridge over time. The cost of the No Build Alternative is estimated to be \$72 million to reach year 2048, or 25 years. This cost is for preventative maintenance only, excludes building any new bridge in the future, and excludes major repairs since they are unpredictable as deterioration accelerates near the end of the bridge's service life.

2. Build on New Location Without Using the Old Bridge: This alternative has been studied and does not meet the Section 4(f) prudent and feasible standard. The New Location Alternative is not recommended based on the following:

- **Structural Deficiencies:** The New Location Alternative does not correct the situation that causes the bridge to be considered structurally deficient or significantly deteriorated. These deficiencies can lead to eventual structural failure/collapse. Normal maintenance is not considered adequate to address these deficiencies.
- **Functional/Geometric Deficiencies:** The New Location Alternative does not correct the situation that causes the bridge to be considered functionally/geometrically deficient. These deficiencies can lead to safety hazards to the traveling public or place unacceptable restrictions on transport and travel.

This alternative has been studied and does not meet the Section 4(f) prudent and feasible standard. The New Location Alternative without using the old bridge is not recommended based on the following:

A parallel alignment within the existing ROW would allow for a new bridge to be constructed to either the north or south of the existing bridge. It would diverge from the causeway island west of the existing bridge and touch down on a parcel either north or south of the existing bridge on the Bay Harbor Island. A one-way coupling is not prudent or feasible due to the safety and structural deficiencies of the existing bridge. Tying the new bridge along a parallel alignment down to the causeway island would avoid impacting the existing NRHP-eligible service station (another Section 4(f) property) and the traffic movements to and from the service station would be adjusted to meet either parallel alignment. Challenges for both the northern or southern parallel alignments include the continued deterioration and maintenance of the old bridge or the requirement to find an alternative responsible party to maintain said resource in addition to the cost and maintenance of the new bridge; no party has been located thus far. As with the No Build Alternative, the bridge would continue to degrade as it ages requiring both the \$72 million dollar preventative/routine maintenance budget from the No Build Alternative (even with the reduced stress of removing traffic from the bridge) as well as the unforeseen repairs that will develop as the bridge continues to age, and ultimately, the old bridge will come to the end of its useful life and eventually require demolition and replacement following this extended maintenance period. Additional impacts of either parallel alignment include environmental impacts greater than either the No Build or any of a current alignment alternative.

There are no additional aspects of the southern parallel alignment to take into consideration beyond those shared with the northern alignment as there are no utilities to the south and there is a Town-owned vacant lot to the south of the existing bridge that can be utilized for the eastern tie down.

Additional issues associated with the northern alignment include relocation of existing utility infrastructure and impacts to the Section 4(f) Tot Lot property. The northern alignment would require the relocation of an existing 30-inch water main owned by Miami Dade Water and Sewer that is currently installed 123 ft. north of the existing bridge. A major impact of the northern alignment is to the existing Tot Lot Section 4(f) property. The northern alignment touch down would require the Tot Lot to be removed or relocated to another town owned property. The Tot Lot is the only public park for children in the Town and is frequently used by residents. This alignment would ultimately trade impacting one Section 4(f) resource for impacts to another Section 4(f) property.

Based on the above impacts and evaluation, any parallel alignment alternative that leaves the bridge in place is neither feasible nor prudent.

3. Rehabilitation Without Affecting the Historic Integrity of the Bridge: This alternative has been studied and does not meet the Section 4(f) prudent and feasible standard. The Rehabilitation Alternative is not recommended based on the following:

- **Structural Deficiencies:** The Rehabilitation Alternative does not correct the situation that causes the bridge to be considered structurally deficient or significantly deteriorated. These deficiencies can lead to eventual structural failure/collapse. Normal maintenance is not considered adequate to address these deficiencies.
- **Functional/Geometric Deficiencies:** The Rehabilitation Alternative does not correct the situation that causes the bridge to be considered functionally/geometrically deficient. These deficiencies can lead to safety hazards to the traveling public or place unacceptable restrictions on transport and travel.

This alternative has been studied and does not meet the Section 4(f) prudent and feasible standard. The Rehabilitation Alternative is not recommended based on the following:

Rehabilitating the bridge would eliminate substandard issues; however, to provide wider sidewalks, lanes, and shoulders, the bridge would be widened to one or both sides in order to meet standard safety requirements. Widening to the north impacts the Section 4(f) Tot Lot and existing 30-inch water main. Widening to the south affects the existing bridge tender house and electrical room impacting the existing bridge design significantly and most likely causing the loss of character-

defining features. Rehabilitation also calls for deck replacement, mechanical and electrical upgrades, major repairs such as providing pile jackets to the existing piles, and full zinc metalizing to slow down corrosion. Rehabilitation of the existing bridge would include extensive traffic rerouting, including lane closures and detours for all the existing bridge users.

The rehabilitation costs are significant and lead to a 40-year estimated service life. Also, the rehabilitation does not meet the purpose and need since it does not improve the vehicular flow of traffic since the bascule would remain. Therefore, it was not considered to be a viable alternative. For these reasons, the No Build (Rehabilitation) Alternative was eliminated from further consideration.

4. Replacement: The Replacement Alternative has been studied and is determined to meet the Section 4(f) prudent and feasible standard. The Replacement Alternative is recommended based on the following:

- **Structural Deficiencies:**The Replacement Alternative corrects the situation that causes the bridge to be considered structurally deficient or significantly deteriorated.
- **Functional/Geometric Deficiencies:**The Replacement Alternative corrects the situation that causes the bridge to be considered functionally/geometrically deficient.

The Replacement Alternative has been studied and is determined to meet the Section 4(f) prudent and feasible standard. The Replacement Alternative is recommended based on the following:

- After analyzing the benefits and impacts of the No Build Alternative and two feasible Build Alternatives (Mid-Level Movable Bridge and High-Level Fixed Bridge), along with the public input received during the Hybrid Alternatives Public Workshop, the Town identified the 65 ft. High-Level Fixed Bridge on a southern alignment that replaces the existing Broad Causeway Bridge and bridge approaches as the Preferred Alternative. The Preferred Alternative is estimated to cost \$247 million dollars. The new bridge includes a 4-lane divided roadway with two, 11 ft. lanes in each direction separated by 4 ft. inside shoulders and a 2 ft. concrete barrier wall. The outside shoulders are 8 ft. wide, adjacent to concrete barrier walls. A 14 ft. shared use path along the north side of the new bridge accommodates pedestrians and bicycles with a 1.5 ft. barrier wall to safely separate travel lanes and the path. The design and posted speed would be 30 miles per hour (mph), as it is today.
- The 65 ft. High-Level Fixed Bridge allows all anticipated waterway users to safely navigate through the proposed structure and pass under the new bridge without any delay to roadway traffic. Without the need to stop automobiles, bicyclists, or pedestrians for bridge opening cycles, the traffic would be presented with free flow conditions to accommodate projected high traffic volumes that connect beach communities and Bay Harbor Islands to the mainland. Bicyclists and pedestrians would have continuous safe access without bridge opening delays.
- In emergency situations and during evacuation events, a high-level fixed bridge would play a critical role in facilitating the evacuation of approximately 40,000 residents from the municipalities of Bay Harbor Islands, Bal Harbour, Surfside, Miami Beach, and Sunny Isles Beach.
- A high-level fixed bridge does not have any mechanical moving parts or an electrical system that could malfunction and close the bridge. Without the chance of human error operating a drawbridge, the high-level fixed bridge would maintain operational reliability.
- The high-level fixed bridge alternative includes adequate lane widths and shoulders, and a shared use path. These features improve safety for both motorized and non-motorized roadway users by correcting existing roadway deficiencies.
- The high-level fixed bridge is proposed within the existing ROW, owned by the Town, making it a feasible option for the Town to address bridge deficiencies.
- The new alignment would be located to the south of the existing bridge, allowing for traffic to be maintained along the existing bridge while the proposed bridge is constructed. Demolition of the existing bridge would be phased, so that

traffic would be maintained within the existing corridor for most of the construction duration and progressively be transferred from the existing bridge to the new bridge. Emergency vehicles would have 24/7 access to pass through the corridor and should a hurricane warning be issued; the corridor would still be used as a Hurricane Evacuation Route during construction as it is today.

- The high-level fixed bridge on southern alignment avoids use of the Section 4(f) Tot Lot and Citgo/1501 Broad Causeway (8DA10436).
- On the causeway island, west of the bridge, new access ramps are proposed to and from the existing service station. The Preferred Alternative provides extra greenspace along the north side of the causeway island to provide an opportunity for new park and/or fitness destinations. See attached causeway island circulation drawing for more details.
- The existing median opening east of the bridge on State Road (SR) 922 at Broadview Terrace will remain open for U-turn only movements. A mid-block pedestrian crosswalk is proposed on Kane Concourse (SR 922) between the bridge and the existing median opening. The mid-block crossing will include a push-button crossing to allow pedestrians and bicyclists to cross the roadway. Extensive wayfinding signs will be included to direct pedestrian and bicycle movement in the vicinity of the bridge.

### Measures to Minimize Harm

- For bridges that are to be rehabilitated, the historic integrity of the bridge is preserved, to the greatest extent possible, consistent with unavoidable transportation needs, safety, and load requirements;
- For bridges that are to be rehabilitated to the point that the historic integrity is affected or that are to be moved or demolished, FDOT ensures that, in accordance with the Historic American Engineering Record (HAER) standards, or other suitable means developed through consultation, fully adequate records are made of the bridge;
- For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge; and
- For bridges that are adversely affected, agreement among the SHPO, FDOT, and ACHP (if participating in consultation) is reached through the Section 106 process of the NHPA on measures to minimize harm and those measures are incorporated into the project. This programmatic Section 4(f) evaluation does not apply to projects where such an agreement cannot be reached.

The proposed project meets all the applicable criteria set forth by the Federal Highway Administration's (FHWA) Guidance on Programmatic Section 4(f) Evaluation and Approval for FHWA Projects Which Necessitate the Use of Historic Bridges (23 CFR Part 774). All alternatives set forth in the subject programmatic evaluation were fully analyzed and the findings made are clearly applicable to this project. There are no feasible and prudent alternatives to the use of the historic bridge, and the project includes all possible planning to minimize harm.

### Public Involvement Activities:

Public workshops involving Federal, State, and Local stakeholders for this project were held in-person on September 26, 2023, and virtually on September 28, 2023. The information provided included a project overview and a presentation of the proposed alternatives and their evaluation. The meeting also included information on how to stay informed of the project's progress, how to comment on the project, as well as a question-and-answer session. The meeting was also recorded for those unable to attend and was made available on the Town of Bay Harbor Islands website for the project. A Public Hearing was held on June 24, 2024. Impacts to historic and Section 4(f) resources was provided to the public and announced in the presentation at the Hearing. No comments were received concerning these resources.

The CRAS report was provided to the Miami-Dade Office of Historic Preservation by the Town of Bay Harbor Islands for their review and comments on December 20, 2023. Sara Cody, Historic Preservation Chief of the Miami-Dade Office of

Historic Preservation, replied on January 11, 2024, stating that they had no comments or concerns with the information presented in the CRAS. The CRAS was submitted to the SHPO on April 5, 2024, and concurrence was received on May 6, 2024, and is attached on Page 20.

The Section 106 Case Study Report was provided to the Miami-Dade Office of Historic Preservation by the Town of Bay Harbor Islands for their review and comments on April 17, 2024. The Section 106 Case Study Report was submitted to the SHPO on April 9, 2024 and concurrence was received on May 24, 2024, and is attached on Page 28.

The CRAS and Section 106 Case Study Report are located in the project file.

Recommendations for mitigating adverse effects are identified in the Case Study Report. Further coordination and consultation have occurred among the SHPO, the Town of Bay Harbor Islands with FDOT District 6, the Advisory Council on Historic Preservation, other potential consulting parties, and the public to discuss mitigation avenues to fulfill the Section 106 requirements to resolve adverse effects. The results of the consultation have been recorded in a Final Memorandum of Agreement (MOA) signed by the SHPO on October 31, 2024 and the Town of Bay Harbor Islands on November 4, 2024. The signed MOA is attached on Pages 46 - 53.

**OEM SME Concurrence Date:** 12-16-2024

## Bay Harbor Islands Historic District (8DA10515)

**Facility Type:** Historic District

**Property Classification:** Historic Site

**Address and Coordinates:**

Address: Broad Cswy, Bay Harbor Is, FL, 33154, USA

Latitude: 25.88652 Longitude: -80.13888

**Description of Property:**

The Bay Harbor Islands Historic District (8DA10515) resource group is a well-preserved example of a post-World War II development located on the eastern side of the current project APE. Shepard Broad and Benjamin N. Kane designed and planned the Town of Bay Harbor Islands as a resort-style community in 1945. The Town of Bay Harbor Islands was incorporated on April 27, 1947, with Shepard Broad as its first mayor. A two-lane wooden bridge had been constructed across the Bay Harbor Waterway by that time, and the first structure built on the islands, an eight-unit apartment building, was underway by May 1947. Later that year, the Florida Legislature authorized the construction of the Broad Causeway, which linked the western island with North Miami, and it was opened in 1951. Just over 500 residents occupied 46 private residences within four years of the Town's incorporation. Additional details about the historic district and history of the island can be found in the Cultural Resource Assessment Survey (CRAS) located in the project file.

According to the FMSF (8DA10515), as of 2006, the Bay Harbor Islands Historic District resource group consists of 312 residential and commercial structures representing MiMo, Ranch, and Masonry Vernacular styles constructed from the 1940s through 1957. It is bounded by Indian Creek on the east, by Biscayne Bay and North Miami on the west, Biscayne Bay on the north, and Indian Creek on the south. It was first recorded during Survey No. 13458, and is significant for World War II and Aftermath (1941-1950) and Post-World War II (1940s-1960s) time periods in the areas of Architecture and Community Planning and Development. It was recommended as NRHP-eligible in Survey No. 25327. SHPO determined that there was **insufficient information regarding the NRHP eligibility** of the resource group as part of Survey 25327 on August 15, 2018. Since the majority of this resource group is outside the APE for this project, there will be no further assessment of NRHP eligibility. The **8DA10515 resource group will be evaluated for this project as if determined NRHP-eligible.**

**Owner/Official with Jurisdiction:** State Historic Preservation Officer

**Relationship Between the Property and the Project**

Because the anticipated changes could potentially affect existing historic districts and other cultural resources, the historical APE was developed through a viewshed analysis using the Geodesic Viewshed tool in the Environmental Systems Research Institute (ESRI) Arc GIS Pro proprietary software. Conceptual bridge locations were extracted from the concept designs and the visual impacts were evaluated to establish the historical APE for the project using the Geodesic Viewshed tool. The APE was then refined to only include parcels within a 1/2 mile radius that orient towards the project area as shown on the attached map on Page 50.

Seven (7) historic resources were identified within the APE that contribute to the Bay Harbor Islands Historic District (8DA10515) and are shown on the attached map on Page 50. This includes five (5) structures (9700 W Broadview Drive [8DA10435], Citgo [8DA10436], 9600 Broadview Terrace [8DA21603], 1371 96th Street [8DA21606], and 1330 96th Street [8DA21607]), one (1) linear resource (Broad Causeway [8DA10123, FDOT Bridge No. 875101]), and one (1)

resource group (Broad Causeway Island [8DA21594]). Two (2) of these contributing resources are also individually eligible for listing in the NRHP (Broad Causeway [8DA10123, FDOT Bridge No. 875101] and Citgo [8DA10436]). There are no physical impacts to any of the contributing resources within the APE. Other impacts on the contributing resources within the APE will be evaluated as part of the district as a whole.

The replacement bridge alternatives will not be visible from the majority of the Historic District. Therefore, it will not alter the existing visual and aesthetic conditions of the resource group as a whole, its viewshed or setting, and will not introduce any new visually intrusive elements that will affect the resource group. Based on the Criteria of Adverse Effect, the Preferred Alternative would have an Adverse Effect on the potentially NRHP-eligible Bay Harbor Islands Historic District (8DA10515) resource group since it would remove a contributing resource (Broad Causeway Bridge [8DA10123]) that is directly tied to its early developmental history. The SHPO provided concurrence with the determinations of Adverse Effect on May 24, 2024.

In consultation with both of the OWJs, it has been concluded that the proposed project has "no use" of the Bay Harbor Islands Historic District (8DA10515) within the meaning of Section 4(f) based on the following analysis and parameters:

- The Bay Harbor Islands Historic District (8DA10515) was originally recorded as having 312 contributing resources built in or prior to 1957. Additional resources would likely be considered contributing if an updated survey was conducted in the Town due to the large number of original buildings and structures built during the 1960s and early 1970s. With contributing resources numbering in the hundreds, the historic district remains potentially eligible even with the removal of the historic Broad Causeway Bridge (8DA10123) and changes to the Citgo/1501 Broad Causeway (8DA10436) historic setting.
- The Broad Causeway Bridge's contribution to the Bay Harbor Islands Historic District is based in functionality; the construction of said bridge facilitated the development of the historic district by providing access to the area during the period of significance. By constructing a new bridge, the Town is still providing that functionality to the Historic District and therefore does not diminish the integrity of, or prohibit access to, the Historic District.
- The replacement bridge alternatives will not be visible from the majority of the Historic District. Therefore, the project will not alter the existing visual and aesthetic conditions of the resource group as a whole, its viewshed or setting, and will not introduce any new visually intrusive elements that will affect the resource group. Therefore, the project will have no constructive use of the Historic District.
- The degree and nature of the project do not rise to the level of substantial impairment to the characteristics, activities, features, and attributes that make the Historic District potentially eligible for the NRHP and a Section 4(f) protected property.
- In consideration of any mitigative or beneficial aspects to this project, the Broad Causeway Bridge project will provide enhancements to the inhabitants of the Historic District since it will improve vehicular, pedestrian and bicyclist safety by providing wider travel lanes, shoulders and a 14 ft. shared-use path. It will also improve access to the Historic District and emergency evacuation since there will no longer be delays from opening a movable bridge. Lastly, it will provide pedestrian and bicycle recreational facilities noted above including a 14-foot shared use path that currently do not exist that can enhance the quality of life for inhabitants of the Historic District. All of which facilitates the continued stewardship and preservation of the Historic District.

**Yes No**

Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** 06-03-2024

## Citgo/1501 Broad Causeway (8DA10436)

**Facility Type:** NRHP-eligible Historic Structure

**Property Classification:** Historic Site

**Address and Coordinates:**

Address: 1501 Broad Cswy, Bay Harbor Islands, FL, 33154, USA

Latitude: 25.88788 Longitude: -80.14486

**Description of Property:**

The Citgo (8DA10436) historic structure, located at 1501 Broad Causeway, is a masonry vernacular auto repair/gas station with Miami Modern (MiMo) stylistic features constructed on the man-made Broad Causeway Island (8DA21594) that leads to the Broad Causeway Bridge (8DA10123, FDOT Bridge No. 875101). It is shown on the attached map on Page 52.

It was first recorded as part of Survey No. 13458 and is the only fueling/service station within the Town of Bay Harbor Islands. The station retains much of its original design integrity and is a contributing resource to the Bay Harbor Islands Historic District (8DA10515). The building is individually eligible for the National Register of Historic Places (NRHP) under Criteria A and C for its association with the development of northern Miami, its association with the importance of the automobile in the mid-twentieth century, and its architecture with Modern stylistic details, typifying gas stations of the time period. The structure was **determined NRHP-eligible by SHPO** on August 15, 2018.

Documented previous alterations to the Broad Causeway Cities Service station includes the replacement of the original hairpin style columns with round concrete columns sometime after the 1960s. The building was expanded when two bays were added to its western end in 1961, providing an additional 864 square feet of service area for the station. The Broad Causeway Cities Service station became the Broad Causeway Citgo around 1968 and remained in operation through the mid-1970s before becoming the Amoco of Bay Harbor Islands in 1977. The structure continued as the Amoco of Bay Harbor Islands through the early 1980s and ultimately became Broad Causeway Chevron by mid-decade.

**Owner/Official with Jurisdiction:** Town of Bay Harbor Islands/State Historic Preservation Officer (OWJ)

**Relationship Between the Property and the Project**

The CRAS was prepared to locate and identify any cultural resources located within the Area of Potential Effects (APE) that has been established to evaluate effects to those resources.

A CRAS Report completed for this project confirmed the significance and integrity of the structure remains unchanged and concluded the Citgo structure is still individually eligible and remains a contributing resource to the Bay Harbor Islands Historic District (8DA11549). SHPO concurred with this evaluation on May 6, 2024. The letter is attached on Page 15. The Preferred Alternative was carefully designed to avoid removing Citgo/1501 Broad Causeway (8DA10436) in whole or in part. However, each bridge design does so by starting the elevated bridge approach further west on Broad Causeway Island and flying over a portion of the Citgo/1501 Broad Causeway (8DA10436). While this design is able to avoid all direct physical impacts to the buildings and does not require the use of the Citgo property, it does change the historic setting of the resource, which has always been a visually open island with no other structures than toll booths (now removed) in the vicinity. The proposed undertaking will also remove the existing at-grade access to Citgo/1501 Broad

Causeway (8DA10436) and require ramps from the proposed elevated bridge to access the resource. This change in setting will adversely impact the viewshed from three sides of the building. Additionally, the building was historically sited centrally between the east and westbound lanes, with access to the gas pumps laid out in response to the roadway access. The Preferred Alternative provides extra greenspace along the north side of the causeway island to provide an opportunity for new park and/or fitness destinations. In the Preferred Alternative, the proposed roadway alignment will be located to the south of the Citgo/1501 Broad Causeway (8DA10436). This change will not impact the architectural integrity of the Mid-Century resource, nor its ability to continue to function as a gas station. However, it does change the relationship between the resource and the roadway and bridge alignment. In spite of this, the Citgo/1501 Broad Causeway (8DA10436) resource would likely remain individually eligible for listing on the NRHP under Criteria A and C since the resource still maintains its architectural integrity and ability to convey the relationship to its transportation and community development history. Additionally, the resource would remain a contributing resource to the Bay Harbor Islands Historic District (8DA10515).

Based on the Criteria of Adverse Effect, the Preferred Alternative would have an *Adverse Effect* on the NRHP-eligible Citgo/1501 Broad Causeway (8DA10436) resource. The SHPO concurrent with this determination on May 24, 2024, and is attached on Page 23.

In consultation with both of the OWJs, it has been concluded that the proposed project has "no use" of the Citgo/1501 Broad Causeway (8DA10436) within the meaning of Section 4(f) based on the following analysis and parameters:

- The project will have no acquisition of land from the resource on a temporary or permanent basis.
- The project is not interrupting its function or access (i.e. operation as a rest/gas station).
- There are no proximity impacts to the resource, including the change to the viewshed, that rise to the level of substantial impairment that would cause the structure to lose its NRHP eligibility individually or as contributing to the Bay Harbor Islands Historic District (8DA10515).
- The project improvements around and over the Citgo/1501 Broad Causeway (8DA10436) will not be visible from the majority of the Historic District. Therefore, the project will not alter the existing visual and aesthetic conditions of the resource group as a whole, its viewshed or setting, and will not introduce any new visually intrusive elements that will affect the resource group. Therefore, the project will have no constructive use of the Historic District.

**Yes No**



Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** 07-15-2024

## Project-Level Attachments

CRAS Concurrence Letter from SHPO 240506  
Renderings of Bridge Alternatives  
Renderings of Viewshed for Historic District Structures  
Section 4f Resources Map  
Case Study Report Concurrence Letter from SHPO 240524

*The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.*



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

1000 N.W. 111 Avenue  
Miami, Florida 33172

JARED W. PERDUE, P.E.  
SECRETARY

April 29, 2024

Alissa S. Lotane  
Director, Division of Historical Resources, and  
State Historic Preservation Officer  
R.A. Gray Building  
500 S. Bronough Street  
Tallahassee FL 32399-0250

Attn: Alyssa McManus, Transportation Compliance Review Program

Re: Cultural Resource Assessment Survey for the Broad Causeway Bridge Replacement  
PD&E Study, Financial Project Identification (FPID) No. 452428-1-21-01

Dear Ms. Lotane,

On behalf of the Town of Bay Harbor Islands and the Florida Department of Transportation District 6 (FDOT), AtkinsRéalis has prepared this Cultural Resource Assessment Survey (CRAS) for the Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study, Financial Project Identification (FPID) No. 452428-1-21-01. This locally funded project spans the Broad Causeway Bridge (FDOT Bridge No. 875101) that crosses the Intracoastal Waterway and connects the City of North Miami with the Town of Bay Harbor Islands within Section 27 of Township 52 South, Range 42 East in Miami-Dade County, Florida. The project will require state and federal permits.

Proposed improvements for this project include the replacement of the current Broad Causeway Bridge. This PD&E Study will evaluate the potential effects of bridge replacement alternatives. The height and width of the bridge will be increased to meet current design standards and United States Coast Guard (USCG) requirements, which have the potential to change the visual setting of the area. Future bridge concepts may incorporate dedicated bicycle lanes and sidewalks as well as guardrails to comply with the Americans with Disabilities Act of 1990 (ADA) and increase safety for pedestrians and cyclists. No right-of-way (ROW) acquisition is anticipated for the project.

Alissa S. Lotane, Director  
Broad Causeway Bridge Replacement PD&E Study  
Miami-Dade County  
FPID No.: 452428-1-21-01  
April 29, 2024  
Page 2

This assessment is designed to comply with Section 106 of the *National Historic Preservation Act* (NHPA) of 1966 (Public Law 89-665), as amended, as implemented by 36 Code of Federal Regulations (CFR) 800 (Protection of Historic Properties, effective August 2004), as well as Chapter 267, *Florida Statutes* (FS), Chapter 1A-46, *Florida Administrative Code* (FAC), and Stipulation VII of the *Section 106 Programmatic Agreement* among the Federal Highway Administration (FHWA), the Florida Department of Transportation (FDOT), the Advisory Council on Historic Preservation (ACHP), and the Florida State Historic Preservation Officer (SHPO) regarding Implementation of the Federal-aid Highway Program in Florida (2023 PA). All work will be performed in accordance with the standards outlined in the *Cultural Resources Management Standards and Operational Manual* (Florida Division of Historical Resources [FDHR], 2003), the *Cultural Resource Management Handbook* (Florida Department of Transportation [FDOT] 2013), and the *Project Development and Environment Manual* (FDOT 2023). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

The purpose of this CRAS is to locate and identify any cultural resources located within the Area of Potential Effects (APE) that have been established based on the proposed bridge replacement alternatives. Because the anticipated changes could potentially affect existing historic districts and other cultural resources, the historical APE has been developed through a viewshed analysis using the Geodesic Viewshed tool in the Environmental Systems Research Institute (ESRI) Arc GIS Pro proprietary software. Conceptual bridge locations were extracted from the concept designs developed by AtkinsRéalis and the visual impacts were evaluated to establish the historical APE for the project using the Geodesic Viewshed tool. The APE was then refined to only include parcels within a ½ mile radius that orient towards the project area. Based upon the scale and nature of the activities, the archaeological APE was limited to the parcels in which potential ground disturbance may take place.

Background research identified a total of nine (9) previously recorded historic resources and no previously recorded archaeological sites within the project APE. These included one (1) previously recorded linear resource (Broad Causeway [8DA10123, FDOT Bridge No. 875101]), six (6) previously recorded historic structures (9530 W Broadview Drive [8DA10268], 9520 W Broadview Drive [8DA10269], 9740 W Broadview Drive [8DA10431], 9720 W Broadview Drive [8DA10433], 9700 W Broadview Drive [8DA10435], and Citgo [8DA10436]), and two (2) previously recorded resource groups (Bay Harbor Islands Historic District [8DA10515] and Keystone Islands [8DA11549]). No previously recorded archaeological sites were identified within a half-mile radius of the project area. A FMSF update form was prepared for the previously recorded 9700 W Broadview Drive (8DA10435) historic structure since the previous FMSF form did not meet current Florida Division of Historical Resources (FDHR) standards. FMSF forms were not updated for other previously recorded resources as they met current standards and had not been altered since last recording.

Alissa S. Lotane, Director  
Broad Causeway Bridge Replacement PD&E Study  
Miami-Dade County  
FPID No.: 452428-1-21-01  
April 29, 2024  
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The architectural field survey also identified 20 previously unrecorded resources within the project APE. This included 17 structures (8DA21585-8DA21593, 8DA21598-8DA21599, and 8DA21602-8DA21607) and three (3) resource groups (Broad Causeway Island [8DA21594], Indian Creek Country Club Golf Course [8DA21608], and Town of Bay Harbor Islands Playground [8DA21621]). New FMSF forms were prepared for each of these unrecorded historic resources. No previously unrecorded archaeological sites were identified during the field survey.

The results of the CRAS identified five (5) historic resources eligible for listing in the National Register of Historic Places (NRHP) within the historical APE. This includes one (1) linear resource (Broad Causeway [8DA10123, FDOT Bridge No. 875101]) and four (4) structures (Citgo [8DA10436], 2395 Bayview Lane [8DA21593], Whitehouse Inn on the Bay [8DA21598], and Majorca Towers [8DA21599]). Three (3) resource groups (Bay Harbor Islands Historic District [8DA10515], Keystone Islands [8DA11549], and Indian Creek Country Club Golf Course [8DA21608]) were identified that had insufficient information to evaluate eligibility for listing in the NRHP as part of this project. Additionally, seven (7) historic resources were found within the APE that contribute to the Bay Harbor Islands Historic District (8DA10515) (Broad Causeway [8DA10123, FDOT Bridge No. 875101], 9700 W Broadview Drive [8DA10435], Citgo [8DA10436], Broad Causeway Island [8DA21594], 9600 Broadview Terrace [8DA21603], 1371 96th Street [8DA21606], and 1330 96th Street [8DA21607]), although this district has insufficient information to fully evaluate. The background research and field survey also identified 12 historic resources considered ineligible for listing in the NRHP that are also considered as non-contributing resources to a historic district. No archaeological sites were identified that are potentially eligible for listing in the NRHP within the archaeological APE.

Based on the results of this CRAS, adverse effects to historic properties are anticipated. A Section 106 Determination of Effects Case Study Report will be provided to the SHPO for review.

We kindly request that this cover letter is reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in 36 CFR, Part 800, as well as the provisions contained in the revised F.S. Chapter 267. If you have any questions regarding the subject project, please contact me at [Victoria.Vogt@dot.state.fl.us](mailto:Victoria.Vogt@dot.state.fl.us) or (305) 470-5420.

Sincerely,

DocuSigned by:  
  
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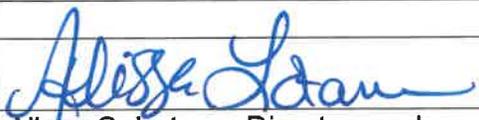
Victoria Vogt, M.S.  
District Cultural Resources Coordinator

Alissa S. Lotane, Director  
Broad Causeway Bridge Replacement PD&E Study  
Miami-Dade County  
FPID No.: 452428-1-21-01  
April 29, 2024  
Page 4

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and  concurs /  does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2024-945D. Or, the SHPO finds the attached document contains  insufficient information.

In accordance with the *Programmatic Agreement Among the FHWA, the FDOT, the ACHP, and the SHPO Regarding Implementation of the Federal-Aid Highway Program in Florida (2023 PA)*, and appended materials, if providing concurrence with a finding of **No Historic Properties Affected** for a whole project, or to **No Adverse Effect** on a specific historic property, SHPO shall presume that FDOT may pursue a *de minimis* use of the affected historic property in accordance with Section 4(f) as set forth within 23 C.F.R. Part 774 and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.

SHPO Comments:



Alissa S. Lotane, Director, and  
State Historic Preservation Officer  
Florida Division of Historical Resources

[DATE]

5/6/24

## Bridge Renderings of Viable Alternatives Evaluated

*Preferred Alternative – 65-foot High-Level Fixed Bridge*



*Alternative 2 – 40-foot Mid-Level Movable Bridge*



**Renderings of Preferred Alternative 65-foot High-Level Fixed Brodge from contributing structures of the Bay Harbor Islands Historic District (8DA11549) within the APE**

*Computer rendering of the preferred High-Level Fixed Bridge Alternative over Citgo/1501 Broad Causeway (8DA10436) with an access ramp to the resource seen on the left, facing northwest.*



*Computer rendering from the east end of Citgo/1501 Broad Causeway (8DA10436) with access ramp seen on the far side, facing south.*



*Looking West from Town of Bay Harbor Islands at a location just south 9700 W Broadview Drive  
(8DA10435)*



# Section 4(f) Resources Within the Project Limits



Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

**LEGEND**

<span style="color: green;">■</span> Historic Structure	<span style="color: green;">—</span> Historic Bridge	<span style="background-color: lightgreen;">■</span> Historic District	<span style="background-color: lightblue;">■</span> Tot Lot
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## Broad Causeway Bridge Replacement PD&E Study

*The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.*



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

1000 N.W. 111 Avenue  
Miami, Florida 33172

JARED W. PERDUE, P.E.  
SECRETARY

April 9, 2024

Alissa S. Lotane  
Director, Division of Historical Resources, and  
State Historic Preservation Officer  
R.A. Gray Building  
500 S. Bronough Street  
Tallahassee FL 32399-0250

Attn: Alyssa McManus, Transportation Compliance Review Program

Re: Section 106 Determination of Effects Case Study Report for the Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study, Financial Project Identification (FPID) No. 452428-1-21-01

Dear Ms. Lotane,

At the request of the Town of Bay Harbor Islands and the Florida Department of Transportation (FDOT), District 6, AtkinsRéalís has prepared this Section 106 Consultation Case Study Report for the Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study, Financial Project Identification (FPID) No. 452428-1-21-01, in the Town of Bay Harbor Islands, Miami-Dade County, Florida. In accordance with the provisions of Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004), this case study report documents potential effects of the proposed improvements to the National Register of Historic Places (NRHP) eligible resources identified during the Cultural Resources Assessment Survey (CRAS) for the Broad Causeway Bridge Replacement PD&E Study (April 2024).

The 2024 CRAS resulted in the identification of thirteen (13) historic resources that are eligible for listing in the NRHP either individually or as part of a historic district within the area of potential effects (APE) (or have insufficient information to fully determine eligibility). These identified resources include one (1) linear resource (Broad Causeway [8DA10123, FDOT Bridge No. 875101]), eight (8) historic structures (9700 W Broadview Drive [8DA10435], Citgo [8DA10436], 2395 Bayview Lane [8DA21593], Whitehouse Inn

Alissa S. Lotane  
April 9, 2024  
Page 2

on the Bay [8DA21598], and Majorca Towers [8DA21599], 9600 Broadview Terrace [8DA21630], 1371 96th Street [8DA21606], and 1330 96th Street [8DA21607]), and four (4) resource groups (Bay Harbor Islands Historic District [9DA10515], Keystone Islands [8DA11549], Broad Causeway Island [8DA21594], and Indian Creek Country Club Golf Course [8DA21608]). No archaeological sites that are eligible for listing in the NRHP within the archaeological APE were identified during the CRAS study.

The Section 106 process thus far has identified historic properties within the project APE, and this report presents the evaluation of the potential effects that the proposed project activities may have on the NRHP-eligible resources. The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to the significant historic resources to determine project effects on each of the eligible historic properties.

Based on the proposed undertaking to replace the Broad Causeway Bridge (8DA10123, FDOT Bridge No. 875101), the findings presented in this study indicate that the proposed replacement bridge alternatives will have an **adverse effect** on the individually NRHP eligible Broad Causeway (8DA10123) linear resource, the individually NRHP eligible Citgo/1501 Broad Causeway (8DA10436) historic structure, and the potentially NRHP eligible Bay Harbor Islands Historic District (8DA10515). Furthermore, it is anticipated that this undertaking will have **no adverse effect** on the individually NRHP eligible 2395 Bayview Lane (8DA21593), Whitehouse Inn on the Bay (8DA21598), and Majorca Towers (8DA21599) historic structures, nor the Indian Creek Country Club Golf Course (8DA21608) and Keystone Islands (8DA11549) resource groups. Additionally, there is **no adverse effect** to the following contributing resources in the Bay Harbor Islands Historic District (8DA10515) located within the APE: 9700 W Broadview Drive (8DA10435), Broad Causeway Island (8DA21594), 1371 96<sup>th</sup> Street (8DA21606), 1330 96<sup>th</sup> Street (8DA21607), and 9600 Broadview Terrace (8DA21630).

Public workshops involving Federal, State, and Local stakeholders for this project were held in-person on September 26, 2023, and virtually on September 28, 2023. The information provided included a project overview and a presentation of the proposed alternatives and their evaluation. The meeting also included information on how to stay informed of the project's progress, how to comment on the project, as well as a question-and-answer session. The meeting was also recorded for those unable to attend and was made available on the Town of Bay Harbor Islands website for the project. A Public Hearing is planned for June 24, 2024. A Memorandum of Agreement will be developed and available for public comment during the upcoming Public Hearing.

The CRAS report was provided to the Miami-Dade Office of Historic Preservation by the Town of Bay Harbor Islands for their review and comments in December 2023. Sara Cody, Historic Preservation Chief of the Miami-Dade Office of Historic Preservation, replied on January 11, 2024, stating that they had no comments or concerns with the information presented in the CRAS. This Case Study report will also be provided to the Miami-Dade Office of Historic Preservation for their review.

Alissa S. Lotane  
April 9, 2024  
Page 3

We kindly request that this cover letter is reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in 36 CFR, Part 800, as well as the provisions contained in the revised F.S. Chapter 267. If you have any questions regarding the subject project, please contact me at [Victoria.Vogt@dot.state.fl.us](mailto:Victoria.Vogt@dot.state.fl.us) or (305) 470-5420.

Sincerely,

DocuSigned by:  
  
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Victoria Vogt, M.S.  
District Cultural Resources Coordinator

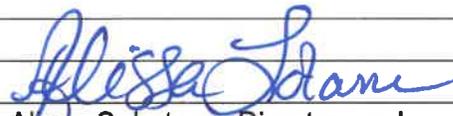
Alissa S. Lotane  
April 9, 2024  
Page 4

The Florida State Historic Preservation Officer finds the attached Section 106 Consultation Case Study Report complete and sufficient and  concurs /  does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR

Project File Number 2024-945E. Or, the SHPO finds the attached document contains \_\_\_\_\_ insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:



Alissa S. Lotane, Director, and  
State Historic Preservation Officer  
Florida Division of Historical Resources

5/24/24  
[DATE]

## Resource Attachments

### **Florida Circumnavigational Saltwater Paddling Trail**

BroadCauseway\_4f\_PaddlingTrailDetour

Segment 16 Maps 1\_12\_23\_with\_BCB

E-mail to FDEP\_Paddling Trail\_231115

### **Town of Bay Harbor Islands Tot Lot**

BCB\_TotLot\_4fTemporaryOccupancy\_Map

Tot Lot Statement of Significance Temp Occupancy Section 4f Letter

### **Broad Causeway (8DA10123, FDOT Bridge No. 875101)**

BroadCauseway\_Figures\_HistoricResource\_BroadCausewayBridge

452428-1\_BCB\_Final Section 106 Memorandum of Agreement\_11.04.24

### **Bay Harbor Islands Historic District (8DA10515)**

BroadCauseway\_Figures\_HistoricDistrict20240409

### **Citgo/1501 Broad Causeway (8DA10436)**

BroadCauseway\_Figures\_HistoricResource\_Citgo\_1501BroadCauseway

## **Florida Circumnavigational Saltwater Paddling Trail**

### **Contents:**

BroadCauseway\_4f\_PaddlingTrailDetour

Segment 16 Maps 1\_12\_23\_with\_BCB

E-mail to FDEP\_Paddling Trail\_231115

# Florida Circumnavigational Saltwater Paddling Trail Proposed Detour Route



Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

**Paddling Trail**

- Existing Paddling Trail
- Proposed Paddling Trail Detour

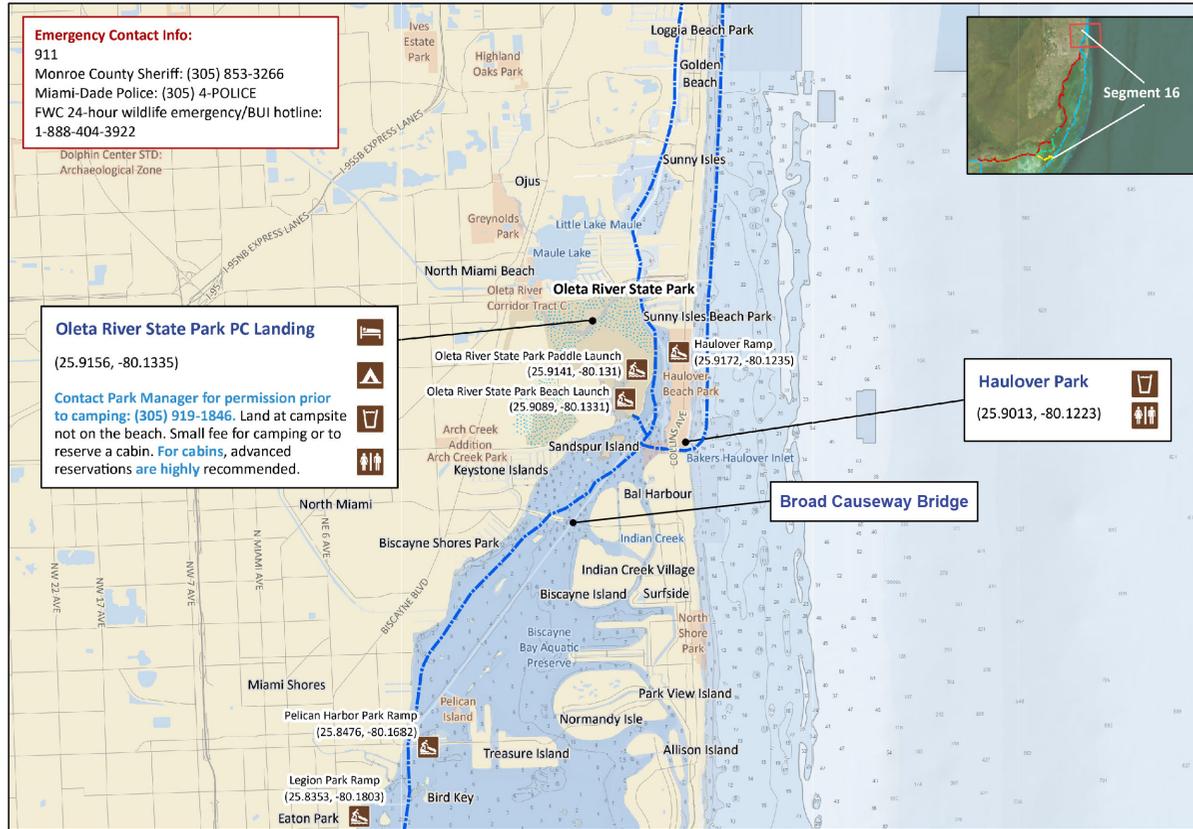
## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

# Florida Circumnavigational Saltwater Paddling Trail



**Emergency Contact Info:**  
 911  
 Monroe County Sheriff: (305) 853-3266  
 Miami-Dade Police: (305) 4-POLICE  
 FWC 24-hour wildlife emergency/BUI hotline:  
 1-888-404-3922

**Oleta River State Park PC Landing**  
 (25.9156, -80.1335)

Contact Park Manager for permission prior to camping: (305) 919-1846. Land at campsite not on the beach. Small fee for camping or to reserve a cabin. For cabins, advanced reservations are highly recommended.

**Haulover Park**  
 (25.9013, -80.1223)

**Broad Causeway Bridge**



## Florida Circumnavigational Saltwater Paddling Trail

### Segment 16: Biscayne Bay (Map 7 of 7)

Begin: John Pennekamp State Park, Key Largo  
 End: Oleta River State Park

Distance: 72.5 miles depending on route  
 Duration: 5-6 days

0 0.75 1.5 3 Miles

Disclaimer: This guide is intended as an aid to navigation only. A Global Positioning System (GPS) unit is required and persons are encouraged to supplement these maps with NOAA electronic or other maps.  
 Updated: 3/2023

# Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands Miami - Dade County, Florida FPID: 452428-1-21-01

**Lasher, Wendy G**

---

**From:** Vogt, Victoria <Victoria.Vogt@dot.state.fl.us>  
**Sent:** Wednesday, November 15, 2023 9:23 AM  
**To:** Browne, Samantha  
**Cc:** James, Steven C.; McMullen, Robert; Ruiz, Sebastian; Lasher, Wendy G  
**Subject:** FM # 452428-1 Broad Causeway Bridge PD&E Section 4(f) Statement of Significance - FL Circumnavigational Saltwater Paddling Trail  
**Attachments:** Segment 16 Maps 1\_12\_23.pdf; BroadCauseway\_4f\_PaddlingTrailDetour.pdf  
**Importance:** High

Good afternoon Ms. Browne,

This is follow-up to our e-mail on October 2, 2023, requesting the Statement of Significance for the Florida Circumnavigational Saltwater Paddling Trail.

The Town of Bay Harbor Islands (Town) is conducting a Project Development & Environment (PD&E) Study to evaluate replacement of the Broad Causeway Bridge from Causeway Island to East of West Broadview Drive in Miami-Dade County.

This is a Town of Bay Harbor Islands (Town) project. Since federal funding may be used in future phases of the project, the Florida Department of Transportation (FDOT) will provide technical assistance during PD&E Study. The Federal Highway Administration (FHWA) is the Lead Federal agency and the FDOT Office of Environmental Management will be approving the National Environmental Policy Act (NEPA) documents on behalf of FHWA. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, executed by the FHWA and FDOT.

The Florida Circumnavigational Saltwater Paddling Trail follows the Intracoastal Waterway under the existing Broad Causeway Bridge. See attached Florida Department of Environmental Protection (FDEP) Segment 16 map with the Broad Causeway Bridge identified. The Town has chosen Alternative 1 (high-level fixed bridge) as the Preferred Alternative proposed to be constructed on the south side of the existing bridge location and will utilize the same navigational channel. Since the proposed roadway improvements use federal funds, the FDOT must follow the evaluation process outlined in Section 4(f) (49 U.S.C § 303) of the U.S. Department of Transportation Act, which protects recreational properties, among others.

As part of the Section 4(f) process, the Town in cooperation with the FDOT must coordinate with the Official with Jurisdiction (OWJ) over the park facility which is the FDEP. In the absence of a determination of significance from the FDEP, the Town and FDOT are moving forward with our Section 4(f) process and will presume that the Florida Circumnavigational Saltwater Paddling Trail “is” a significant recreational resource. Significance means that in comparing the availability and function of the recreation area, park, or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays an important role in meeting those objectives.

Since the Town cannot avoid the Florida Circumnavigational Saltwater Paddling Trail at the Intracoastal Waterway under the existing Broad Causeway Bridge, our next step is to minimize harm to the trail and determine a temporary detour route for the trail. Attached is a graphic with our proposed alternative detour route around Bay Harbor Islands. The vertical clearance of Bridge No. 875103 between Bay Harbor Islands and Bal Harbour is 11.8 feet.

We are requesting your review of the proposed detour route. Please let us know if you approve and/or would like to meet and discuss further. We would like to receive your response no later than **Friday, December 8, 2023**, to continue this Section 4(f) evaluation process within the scheduled timeframe. Please let me know if you have any questions. Feel free

to contact me at the phone number or email below, or you may contact the Town's consultant assistant project manager, Mrs. Wendy Lasher, at 813-281-8309 or [wendy.lasher@atkinsrealis.com](mailto:wendy.lasher@atkinsrealis.com). Thank you in advance for your assistance.

**Victoria Vogt, M.S., FCCM**  
District Cultural Resources Coordinator/  
Environmental Supervisor

Planning and Environmental Management Office  
**Florida Department of Transportation - District 6**  
Adam Leigh Cann Building  
1000 NW 111th Avenue, Room 6111  
Miami, Florida 33172

Phone: (305) 470-5420; Fax: (305) 470-5205

E-mail: [Victoria.Vogt@dot.state.fl.us](mailto:Victoria.Vogt@dot.state.fl.us)

---

**From:** Vogt, Victoria <[Victoria.Vogt@dot.state.fl.us](mailto:Victoria.Vogt@dot.state.fl.us)>

**Sent:** Monday, October 2, 2023 3:03 PM

**To:** Browne, Samantha <[samantha.browne@dep.state.fl.us](mailto:samantha.browne@dep.state.fl.us)>

**Cc:** James, Steven C. <[Steven.James@dot.state.fl.us](mailto:Steven.James@dot.state.fl.us)>; McMullen, Robert <[Robert.McMullen@dot.state.fl.us](mailto:Robert.McMullen@dot.state.fl.us)>; Lasher, Wendy G <[Wendy.Lasher@atkinsrealis.com](mailto:Wendy.Lasher@atkinsrealis.com)>

**Subject:** FM # 452428-1 Broad Causeway Bridge PD&E Section 4(f) Statement of Significance - FL Circumnavigational Saltwater Paddling Trail

**Importance:** High

Good afternoon Ms. Browne,

The Town of Bay Harbor Islands (Town) is conducting a Project Development & Environment (PD&E) Study to evaluate replacement of the Broad Causeway Bridge from Causeway Island to East of West Broadview Drive in Miami-Dade County.

This is a Town of Bay Harbor Islands project. Since federal funding may be used in future phases of the project, the Florida Department of Transportation (FDOT) will provide technical assistance during the PD&E Study. The Federal Highway Administration (FHWA) is the Lead Federal agency and the FDOT Office of Environmental Management will be approving the National Environmental Policy Act (NEPA) documents on behalf of FHWA. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, executed by the FHWA and FDOT.

The Florida Circumnavigational Saltwater Paddling Trail follows the Intracoastal Waterway under the existing Broad Causeway Bridge. See attached Florida Department of Environmental Protection (FDEP) Segment 16 map with the Broad Causeway Bridge identified. The Town is evaluating both Alternative 1 (high-level fixed bridge) and Alternative 2 (mid-level bascule bridge) that is proposed to be constructed on the south side of the existing bridge location and will utilize the same navigational channel. Since the proposed roadway improvements use federal funds, the FDOT must follow the evaluation process outlined in Section 4(f) (49 U.S.C § 303) of the U.S. Department of Transportation Act, which protects recreational properties, among others.

As part of the Section 4(f) process, the Town in cooperation with the FDOT, must coordinate with the Official with Jurisdiction (OWJ) over the park facility. We would like to confirm that the FDEP, as OWJ of this facility, considers the Florida Circumnavigational Saltwater Paddling Trail as a significant recreational resource. Significance means that in comparing the availability and function of the recreation area, park, or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays an important role in meeting

those objectives. Please see the attached template Statement of Significance letter for your use. Please review the letter, update, sign and return this letter back to the FDOT on FDEP letterhead.

If the Florida Circumnavigational Saltwater Paddling Trail is considered significant, we can provide additional information regarding preliminary design alternatives and our proposed detour route for your review and discussion, if warranted.

We would like to receive your response no later than **Monday, October 16, 2023**, to continue this Section 4(f) evaluation process within the scheduled timeframe. Please let me know if you have any questions. Feel free to contact me at the phone number or email below, or you may contact the Town's consultant assistant project manager, Mrs. Wendy Lasher, at 813-404-4979 or [wendy.lasher@atkinsglobal.com](mailto:wendy.lasher@atkinsglobal.com). Thank you in advance for your assistance.

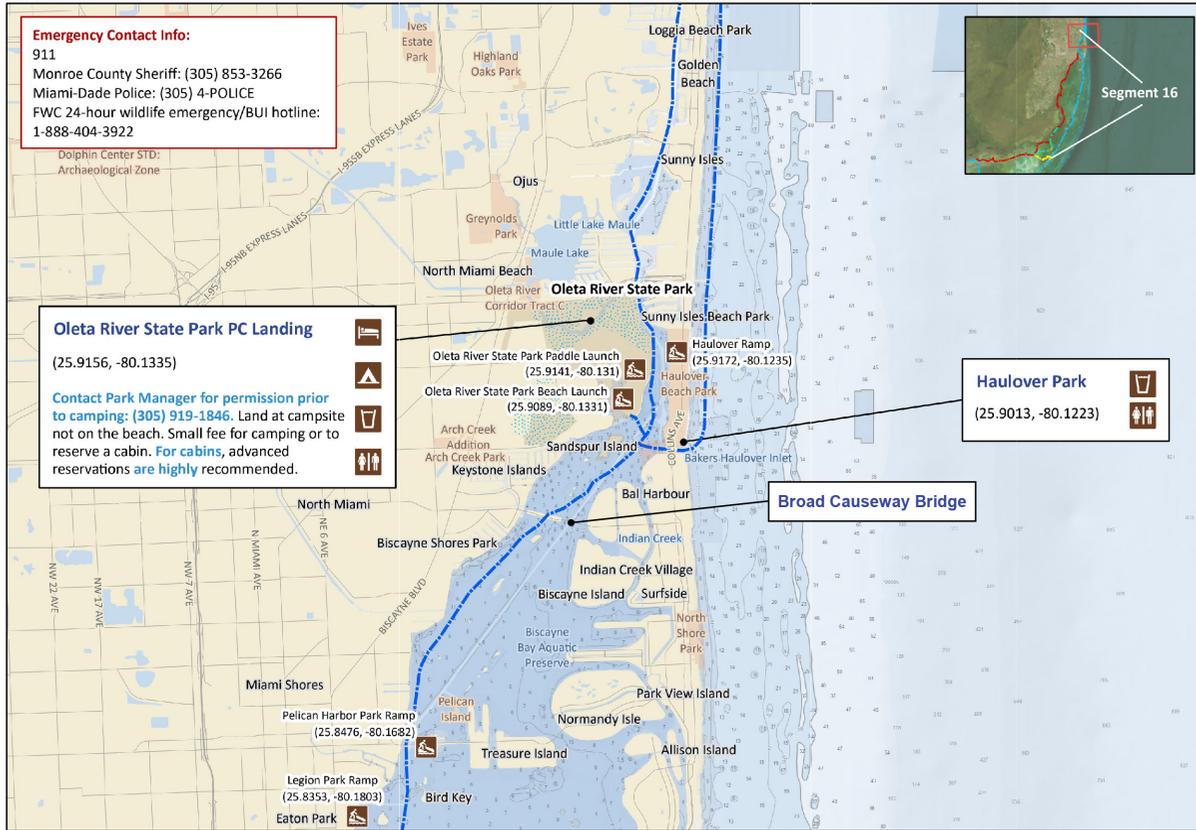
**Victoria Vogt, M.S., FCCM**  
District Cultural Resources Coordinator/  
Environmental Supervisor

Planning and Environmental Management Office  
**Florida Department of Transportation - District 6**  
Adam Leigh Cann Building  
1000 NW 111th Avenue, Room 6111  
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# Florida Circumnavigational Saltwater Paddling Trail

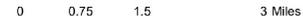


## Florida Circumnavigational Saltwater Paddling Trail

### Segment 16: Biscayne Bay (Map 7 of 7)

Begin: John Pennekamp State Park, Key Largo  
 End: Oleta River State Park

Distance: 72.5 miles depending on route  
 Duration: 5-6 days



Disclaimer: This guide is intended as an aid to navigation only. A Global Positioning System (GPS) unit is required and persons are encouraged to supplement these maps with NOAA electronic or other maps.  
 Updated: 3/2023



# Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

# Florida Circumnavigational Saltwater Paddling Trail Proposed Detour Route



0 500 1,000  
Feet

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

**Paddling Trail**

- Existing Paddling Trail
- Proposed Paddling Trail Detour

## Broad Causeway Bridge Replacement PD&E Study

October XX, 2023

Mr. Steven Craig James, RLA 1451  
District Environmental Manager  
Florida Department of Transportation, District Six  
1000 NW 111<sup>th</sup> Avenue, Room 6109  
Miami, FL 33172

Subject: Florida Circumnavigational Saltwater Paddling Trail  
Statement of Significance  
Financial Project ID: 452428-1  
Town of Bay Harbor Islands Number: BC-160  
Broad Causeway Bridge from Causeway Island to East of West Broadview Drive  
Miami-Dade County, Florida

Dear Mr. James,

As the Official with Jurisdiction, please accept this letter as formal Statement of Significance for the Segment 16 of Florida Circumnavigational Saltwater Paddling Trail. This recreational resource is located within the Town of Bay Harbor Islands and is a significant resource within the meaning of Section 4(f) (49 U.S.C. § 303) of the U.S. Department of Transportation Act regulations. Significance means that in comparing the availability and function of the recreation area, park or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays an important role in meeting those objectives.

Florida Circumnavigational Saltwater Paddling Trail begins at Big Lagoon State Park near Pensacola, extending around the Florida peninsula and Keys, and ending at Fort Clinch State Park near the Georgia state line in Fernandina Beach, the Florida Circumnavigational Saltwater Paddling Trail is a 1,515-mile sea kayaking paradise. It is the country's longest designated national recreation trail. Within the project area the trail follows the Intracoastal Waterway.

Should you have any questions or require additional information, please contact my office at 850-245-2076 or by email [samantha.browne@dep.state.fl.us](mailto:samantha.browne@dep.state.fl.us).

Sincerely,

Samantha Browne  
Chief  
Florida Department of Environmental Protection  
Office of Greenways and Trails

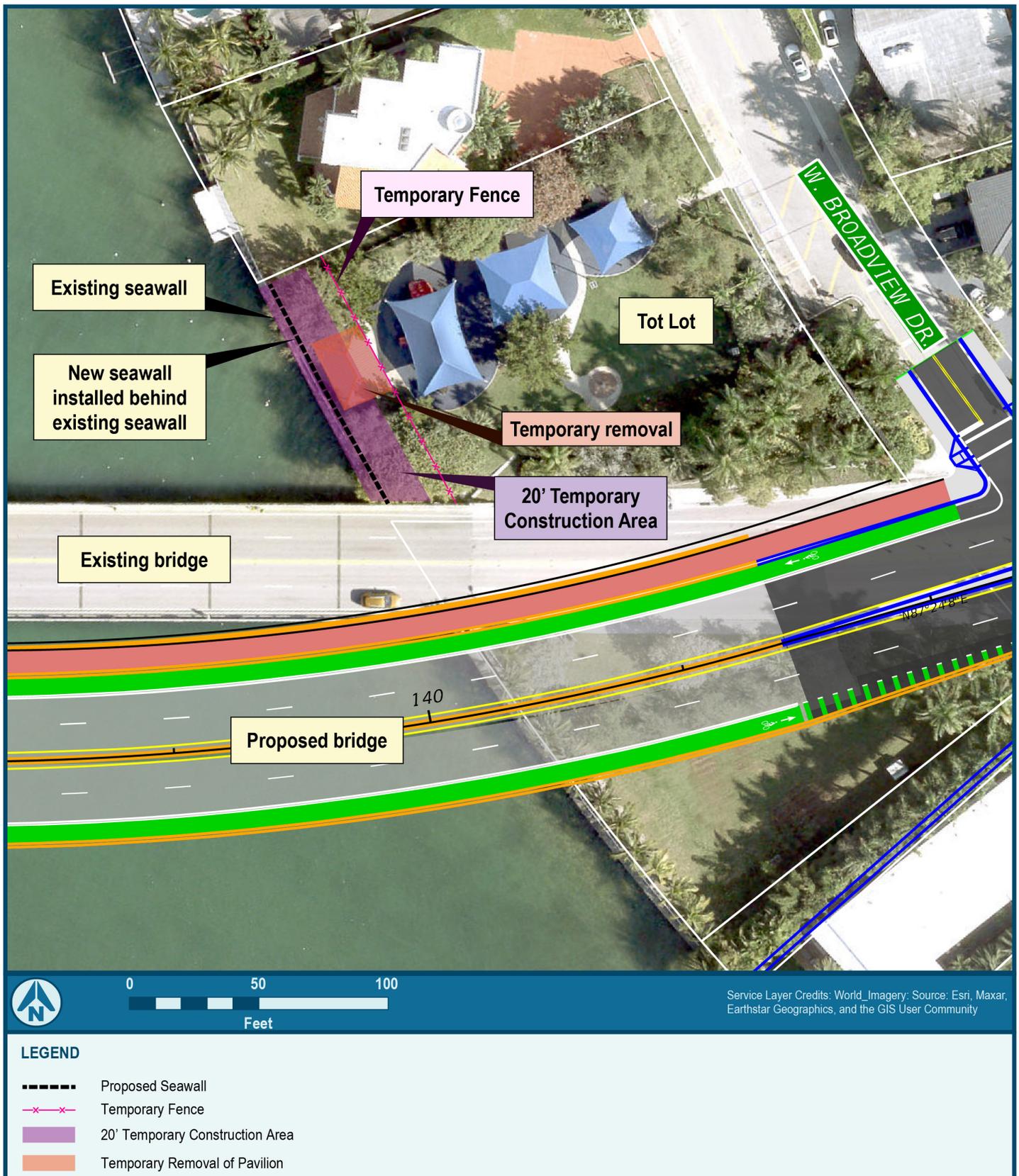
## **Town of Bay Harbor Islands Tot Lot**

### **Contents:**

BCB\_TotLot\_4fTemporaryOccupancy\_Map

Tot Lot Statement of Significance Temp Occupancy Section 4f Letter

# Section 4(f) Temporary Construction Area Map



## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01



April 8, 2024

**Town Council**

Elizabeth Tricoche  
Mayor

Joshua D. Fuller  
Vice Mayor

Stephanie Bruder  
Council Member

Molly Diallo  
Council Member

Teri D'Amico  
Council Member

Isaac Salver  
Council Member

Robert Yaffe  
Council Member

**Town Officials**

Maria Lasday  
Town Manager

Yvonne Hamilton  
Town Clerk

Greenspoon Marder LLP  
Town Attorneys  
By: Joseph Geller, Esq.

Mr. Steven Craig James  
District Environmental Administrator  
Florida Department of Transportation, District Six  
1000 NW 111<sup>th</sup> Avenue, Room 6109  
Miami, FL 33172

Subject: Town of Bay Harbor Islands Tot Lot  
Statement of Significance and Concurrence for the  
Temporary Occupancy  
Financial Project ID: 452428-1  
Town of Bay Harbor Islands Number: BC-160  
Broad Causeway Bridge from Causeway Island to East of  
West Broadview Drive Miami-Dade County, Florida

Dear Mr. James,

The Town of Bay Harbor Islands is currently in the Project Development and Environment (PD&E) Study for the Broad Causeway Bridge replacement project from Causeway Island to East of West Broadview Drive in Miami-Dade County. The purpose of this project is to address the functional deficiencies of the existing Broad Causeway Bridge. The feasibility of continued rehabilitation and repair versus replacement of the bridge was evaluated through the PD&E Study.

The Town-owned Tot Lot located on the northeast side of the bridge at 9600 West Broadview Drive is a gated park with shaded playground equipment which includes American with Disability Acts (ADA) accessible components and a picnic pavilion. The park has parking and access on West Broadview Drive and is open from Sunrise to Sunset, year-round. The project will be constructed within the existing right-of-way (ROW). A portion of the project is located adjacent to the Tot Lot, but the proposed project has no use of the property within the meaning of Section 4(f).

MAYOR JOSEPH J. GARDNER GOVERNMENT CENTER

Mr. Steven Craig James  
District Environmental Administrator  
Florida Department of Transportation, District Six  
April 8, 2024  
Page 2

A temporary easement will be needed to construct a new seawall where the Tot Lot is located. The new seawall will be constructed behind the existing seawall. An additional ~4 feet along the water's edge will be used for the new seawall, but the land will remain park property. The new seawall will provide an enhancement to the park because the Town is increasing the long-term stability of the seawall. The temporary easement will be ~20 feet inland from the water's edge and will temporarily remove the Tot Lot picnic pavilion. The Town will temporarily move the Tot Lot perimeter fence from the water's edge to the east side of the picnic pavilion and temporarily remove the pavilion. An additional construction fence will be installed for safety. This construction will occur after the removal of the existing bridge and will last ~12 weeks. Once construction is complete, the perimeter fence will be restored to a new location between the water's edge and the pavilion, and the pavilion will be returned to its original location or will be replaced with amenities the Town chooses to have. The project will not permanently convert Tot Lot property to transportation use. Furthermore, the proposed work will not require any access changes or closures.

Section 4(f) of the Department of Transportation Act governs the use of publicly owned lands including parks and recreation areas, wildlife and waterfowl refuges and publicly or privately owned historic sites. Section 4(f) regulations and requirements are codified under 23 U.S.C § 138 and 49 U.S.C. § 303. When a federally funded transportation project requires the use of a Section 4(f) protected property FDOT must make a finding regarding the use. For this project, the proposed work meets the conditions of a temporary occupancy listed under 23 CFR § 774.13 (d) as follows: 1) duration must be temporary, i.e., less than the time needed for construction of the project and there should be no change in ownership of the land; 2) scope of work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal; 3) there are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis; 4) the land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and 5) there must be documented agreement of the official(s) with jurisdiction (OWJ) over the Section 4(f) resource regarding the above conditions. Therefore, this project is eligible for a temporary occupancy exception under 23 CFR § 774.13.

This resource meets the requirements of a Section 4(f) protected property as a publicly owned recreational resource, located on Bay Harbor Islands in Miami-Dade County. The resource is also significant within the meaning of Section 4(f) regulations. Significance means that in comparing the availability and function of the Tot Lot with the objectives of that community, the land in questions plays an important role in meeting those objectives.

As the Official with Jurisdiction, please accept this letter as formal Statement of Significance for Town off Bay Harbor Islands Tot Lot and concurrence for the temporary occupancy and corresponding Section 4(f) exception determination under 23 CFR § 774.13 (d). In addition, the Town of Bay Harbor Islands acknowledges the temporary occupancy will not include any

Mr. Steven Craig James  
District Environmental Administrator  
Florida Department of Transportation, District Six  
April 8, 2024  
Page 3

permanent conversion of park property to transportation use and will not require any access changes or closures throughout the park property.

Should you have any questions or require additional information, please contact my office at 305-866-6241 or by email [mlasday@bayharborislands-fl.gov](mailto:mlasday@bayharborislands-fl.gov).

Sincerely,



Maria Lasday  
Town Manager  
Town of Bay Harbor Islands

## **Broad Causeway (8DA10123, FDOT Bridge No. 875101)**

### Contents:

BroadCauseway\_Figures\_HistoricResource\_BroadCausewayBridge

452428-1\_BCB\_Final Section 106 Memorandum of Agreement\_11.04.24

# Section 4(f) Historic Resource - Broad Causeway Bridge (8DA10123)



## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

**MEMORANDUM OF AGREEMENT  
BETWEEN THE TOWN OF BAY HARBOR ISLANDS AND  
THE FLORIDA STATE HISTORIC PRESERVATION OFFICER  
REGARDING THE BROAD CAUSEWAY BRIDGE (FDOT Bridge No. 875101)  
REPLACEMENT UNDERTAKING, MIAMI-DADE COUNTY**

**WHEREAS**, the Town of Bay Harbor Islands (Town) plans to replace the Broad Causeway Bridge (FDOT Bridge No. 875101) and assume responsibilities for compliance with 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108); and

**WHEREAS**, federal financial assistance will be provided to the Town for the Broad Causeway Bridge (FDOT Bridge No. 875101) Replacement Project (Financial Project Identification [FPID] No. 452428-1-21-01) (**Project**); and

**WHEREAS**, the Town anticipates that the **Project** represents an undertaking in accordance with 36 CFR § 800.3(a); and

**WHEREAS**, the Town has defined the **Project's** area of potential effects (APE) as described in Attachment A; and

**WHEREAS**, the Town has consulted with the Florida State Historic Preservation Officer (SHPO) pursuant to the requirements of 36 CFR Part 800 and has determined that the **Project** will have an adverse effect on the Broad Causeway (8DA10123) linear resource, the Citgo/1501 Broad Causeway (8DA10436) historic structure, and the Bay Harbor Islands Historic District (8DA10515), which are eligible for listing in the National Register of Historic Places (NRHP); and

**WHEREAS**, the Town has consulted with the Miami-Dade Office of Historic Preservation regarding the effects of the **Project** on historic properties; and

**WHEREAS**, the Town has provided opportunities for public review and comment regarding the effects of the **Project** on historic properties, as appropriate; and

**WHEREAS**, in accordance with 36 CFR § 800.6(a)(1) the Town has notified the Advisory Council on Historic Preservation (ACHP) of the adverse effect determination with specified documentation and has invited the ACHP to comment and participate in consultation, and the ACHP has chosen not to participate pursuant to 36 CFR § 800.6(a)(1)(iii);

**NOW, THEREFORE**, the Town and the SHPO agree that the **Project** shall be implemented in accordance with the following stipulations to take into account the effect of the **Project** on historic properties.

## STIPULATIONS

The Town shall ensure that the following measures are carried out:

### **I. BROAD CAUSEWAY (8DA10123, FDOT BRIDGE NO. 875101)**

#### **A. Replacement Bridge Design**

1. The design of the replacement bridge will include enhanced access for pedestrians and bicyclists to Broad Causeway Island.
2. The replacement bridge design will incorporate Miami Modern (MiMo) architectural design elements common to the historic area and existing bridge.
3. Access to Broad Causeway Island will be maintained from both the east- and westbound lanes of the replacement bridge.
4. SHPO is to be provided the 60% and 90% design plans for review and comment to ensure compliance with the bridge design elements listed above.

#### **B. Documentation of Broad Causeway (8DA10123, FDOT Bridge No. 875101)**

1. Prior to authorizing any demolition or other activity that could damage any building, structure, or landscape, per guidance provided by the National Park Service (NPS), the Town will ensure that the bridge is documented in accordance with the standards and guidelines of the Historic American Engineering Record (HAER). Unless otherwise agreed to by the NPS, the Town will ensure that all documentation is completed and accepted in writing by the NPS prior to demolition. The HAER documentation for the Broad Causeway (8DA10123, FDOT Bridge No. 875101) will include, but is not limited to:
  - i. Written historical and descriptive data prepared in accordance with outline format guidelines containing a construction history of the bridge, including the history of the bridge type, an architectural description of the resource including alterations, and a description of the site and changes; and
  - ii. Reproduction of selected historical photographs and original construction drawings, if available; and
  - iii. Large-format (4" x 5" or larger negative size) photographs processed for archival permanence in accordance with HAER photographic specifications of the bridge as well as the relationship between the bridge and other historic resources (Citgo [8DA10436],

Broad Causeway Island [8DA21594], Bay Harbor Islands Historic District [8DA10515]); and

- iv. At least one color digital photograph of the resource and its setting; and
  - v. Photo locations keyed to the site plan and included with an “Index to Photographs.”
2. The Town shall provide draft HAER documentation (non-archival format, electronic version) to the NPS and SHPO for concurrent review and comment. SHPO shall have 30 days after receipt of the draft documentation for review, as per Stipulation VIII.
  3. The Town shall make requested edits and provide final copies of the HAER documentation, completed in accordance with Stipulation B.1, as follows:
    - i. An archival copy to the NPS Southeast Regional Office for review and approval prior to salvage and demolition of the structure, per HAER guidelines; and
    - ii. An archival copy to the SHPO for inclusion in the Florida Master Site File and the State Archives of Florida; and
    - iii. Non-archival copies and electronic copies to the HistoryMiami Museum and the Florida Room of the Miami-Dade County Main Library.
  4. Unless otherwise agreed to by the NPS, the Town will ensure that HAER documentation of Broad Causeway (8DA10123) is completed and accepted in writing by the NPS prior to authorizing demolition or other project activities that could adversely alter Broad Causeway (8DA10123).

#### C. Salvage of Existing Features

1. Prior to demolition, the commemorative plaques from the existing bridge will be salvaged for reinstallation either on the new bridge or incorporated into the enhanced pedestrian and bicycling areas on Broad Causeway Island.

#### D. Public Education

1. A historical narrative will be prepared for a State Historical Marker (Marker) that will highlight the developmental history and creation of Bay Harbor Islands and the Broad Causeway Bridge and Island. The draft Marker text and location will be coordinated with the SHPO for review, as described in Stipulation VIII, and in accordance with the Historic

Marker Program process. The Marker is to be placed on Broad Causeway Island near public pedestrian or bike trails. Installation of the Marker will take place following construction completion in the designated location prior to final project acceptance.

2. A new commemorative plaque will be designed to be placed with the relocated historic plaques salvaged from the existing bridge. This new plaque will note the date of construction of the new bridge as well as the history of the original bridge.

## II. CITGO/1501 BROAD CAUSEWAY (8DA10436)

### A. Replacement Bridge Design

1. The replacement bridge will be designed in a manner that avoids Citgo/1501 Broad Causeway (8DA10436) and minimizes the portion of the bridge that is directly over the structure.
2. The size and location of the supports on the replacement bridge will be minimized to keep the site viewshed as open as possible, allowing the waterway to be visible from as many vantage points as possible.
3. The replacement bridge will retain vehicular access from both the west and eastbound lanes to Citgo/1501 Broad Causeway (8DA10436).

### B. Other Design Elements

1. As part of the **Project's** design, landscaping enhancements, along with pedestrian and bicycle trails, will be placed on Broad Causeway Island and near Citgo/1501 Broad Causeway (8DA10436) to support the continued use of the building.

## III. BAY HARBOR ISLANDS HISTORIC DISTRICT (8DA10515)

### A. Design Elements

1. Enhanced pedestrian and bicycle trails with landscaping will be provided as part of the **Project's** design to enhance Broad Causeway Island and support its use as a public amenity for the Town.

### B. Survey

1. An updated cultural resource survey of the Town will be completed in order to fully evaluate its potential for listing as a historic district in the NRHP. The survey will record all resources within the Town that are 50 years old or more with new or updated Florida Master Site File (FMSF) forms per Florida Division of Historical Resources Guidelines. The survey results, FMSF forms, and associated context will be submitted to SHPO for review and

concurrence on NRHP eligibility evaluations (both individual and contributing evaluations, as appropriate).

C. Public Education

1. A Florida Historical Marker is to be developed and installed within the Town, focusing on the developmental and architectural history of the Town. The draft Marker text will be coordinated with the SHPO for review, as described in Stipulation VIII, and in accordance with the Historic Marker Program process. The Marker location will be determined in coordination with SHPO, the Town, and other interested parties. Installation will take place after construction is completed in the chosen Marker location prior to final project acceptance.

**IV. PROFESSIONAL STANDARDS**

All archaeological and historic preservation work carried out pursuant to this Agreement shall be conducted by or under the direct supervision of a person or persons meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology and Historic Preservation as set forth at 62 FR 33708-33723 (June 20, 1997).

**V. DURATION**

This Memorandum of Agreement (MOA) will expire if its terms are not carried out within five (5) years from the date of execution or upon project acceptance, whichever comes first. Prior to expiration, the parties may agree to extend the timeframe for fulfillment of the terms by letter agreement.

**VI. MOA DOCUMENTATION**

Each year following the execution of this MOA until it expires or is terminated, the Town shall provide all parties to this MOA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in the Town's efforts to carry out the terms of this MOA.

**VII. POST-REVIEW DISCOVERIES**

- A. If properties are discovered that may be historically significant, or if unanticipated effects on historic properties are found, the Town, in accordance with 36 CFR § 800.13(a)(2), will immediately notify SHPO. Demolition or construction shall not resume without written approval from SHPO,
- B. In the unlikely event that human skeletal remains or associated burial artifacts are uncovered within the project area during construction, all work in that area must stop. The individual in charge of the activity that leads to the discovery must notify the Town. The discovery must be reported to local law enforcement and the appropriate medical examiner. The medical examiner will determine whether the

State Archaeologist should be contacted per the requirements of Section 872.05, Florida Statutes, and Rule 1A-44.004, Florida Administrative Code (FAC).

#### **VIII. REVIEW STIPULATION**

The Town shall afford the SHPO and other consulting parties a 30-day period for review and comment following the receipt of delivery of those submittals and reviews described above. If no comments are received at the end of these 30 days, the Town will presume there are no objections. Any objections to the findings or plans proposed in these submittals will be addressed in accordance with Stipulation IX below.

#### **IX. DISPUTE RESOLUTION**

Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the Town shall consult with such party to resolve the objection. If the Town determines that such objection cannot be resolved, they will:

- A. Forward all documentation relevant to the dispute, including the Town's proposed resolution, to the ACHP. The ACHP shall provide the Town with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the Town shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories, and concurring parties and provide them with a copy of this written response. The Town will then proceed according to its final decision.
- B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, the Town will make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the Town shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA and provide them and the ACHP with a copy of such written response.
- C. The Town's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remains unchanged.

#### **X. AMENDMENTS**

This MOA may be amended when such an amendment is agreed to in writing by all signatories. All signatories must signify their acceptance of the proposed changes to the MOA in writing within 30 days of their receipt. The amendment will be effective on the date a copy signed by all signatories is filed with the ACHP. In accordance with 36 CFR § 800.6(c)(7), if the ACHP was not a signatory to the original agreement and the signatories execute an amended agreement, the Town shall file the amended agreement with the ACHP.

#### **XI. TERMINATION**

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories in an effort to amend the MOA per Stipulation X above. If within thirty (30) days (or another time agreed to by all signatories) an amendment

cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the **Project**, the Town must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The Town shall notify the signatories as to the course of action it will pursue.

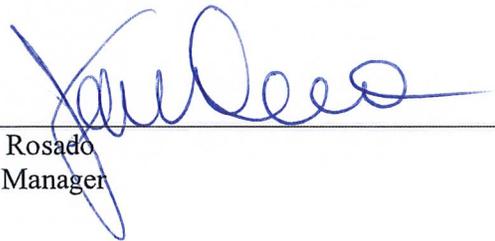
*Execution of this MOA by the Town and SHPO and implementation of its terms is evidence that the Town has taken into account the effects of this undertaking on historic properties per the requirements of Section 106 (Public Law 113-287 [Title 54 U.S.C. 306108]), and 36 CFR Part 800 (Protection of Historic Properties).*

**SIGNATORIES:**

FLORIDA STATE HISTORIC PRESERVATION OFFICER

 Date 10/31/24  
Alissa Slade Lotane  
Director, Division of Historical Resources  
State Historic Preservation Officer

TOWN OF BAY HARBOR ISLANDS

 Date 11/4/24  
Jenice Rosado  
Town Manager

## **Bay Harbor Islands Historic District (8DA10515)**

Contents:

BroadCauseway\_Figures\_HistoricDistrict20240409

# Section 4(f) Historic Resources Contributing to Bay Harbor Islands Historic District (8DA10515)



## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

## **Citgo/1501 Broad Causeway (8DA10436)**

### Contents:

BroadCauseway\_Figures\_HistoricResource\_Citgo\_1501BroadCauseway

# Section 4(f) Historic Resource - Citgo / 1501 Broad Causeway (8DA10436)



Service Layer Credits: World Imagery, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



LEGEND	
	Area of Potential Effect (APE)
	Bay Harbor Islands Historic District (8DA10515)
	Broad Causeway Island (8DA21594)
	Broad Causeway Bridge (8DA10123)
	Contributing Historic Structure

## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

## **Natural Resources Appendix**

### **Contents:**

Benthic Community Types Map

NMFS Species Concurrence Letter\_071025

Wetlands Map

OSWs Within the Causeway Island Portion of the Project Study Area Map

Floodplain Map

BCB\_FDOT Response Email to NMFS EFH Conserv Recom\_08.02.2024

Wetlands Impacts for Preferred Alternative Map

USFWS Species Concurrence Letter\_050224

Outstanding Florida Waters Map

FDEP Correspondence for Aquatic Preserves\_051424

FWC Species Coordination Letter\_051324

NMFS EFH Concurrence Letter\_060724

# Benthic Community Types within the Project Study Area



## Broad Causeway Bridge Replacement PD&E Study



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL MARINE FISHERIES SERVICE  
Southeast Regional Office  
263 13<sup>th</sup> Avenue South  
St. Petersburg, Florida 33701-5505  
<https://www.fisheries.noaa.gov/region/southeast>

07/10/2025

F/SER31:KG  
SERO-2024-03067

Mr. Steven Craig James, Environmental Manager  
Florida Department of Transportation, District 6  
1000 N.W. 111 Avenue  
Miami, Florida 33172

Ref.: SERO-2024-03067, Florida Department of Transportation and Town of Bay Harbor Isles,  
Broad Causeway Bridge Replacement, in the Town of Bay Harbor Isles, Miami-Dade  
County, Florida – EXPEDITED TRACK

Dear Mr. James,

This letter responds to your March 24, 2025 request pursuant to Section 7 of the Endangered Species Act (ESA) for initiation of consultation with the National Marine Fisheries Service (NMFS) on the subject action. We reviewed the action agency's consultation request document and related materials. Based on our knowledge, expertise, and the action agency's materials, we concur with the action agency's conclusions that the proposed action is not likely to adversely affect the NMFS ESA-listed species or designated critical habitat.

Updates to the regulations governing interagency consultation (50 CFR part 402) were effective on May 6, 2024 (89 Fed. Reg. 24268). We are applying the updated regulations to this consultation. The 2024 regulatory changes, like those from 2019, were intended to improve and clarify the consultation process, and, with one exception from 2024 (offsetting reasonable and prudent measures), were not intended to result in changes to the Services' existing practice in implementing section 7(a)(2) of the Act. 84 Fed. Reg. at 45015; 89 Fed. Reg. at 24268. We have considered the prior rules and affirm that the substantive analysis and conclusions articulated in this letter of concurrence would not have been any different under the 2019 regulations or pre-2019 regulations.

This concludes your consultation responsibilities under the ESA for species and/or designated critical habitat under NMFS's purview. Reinitiation of consultation is required and shall be requested by the action agency or by NMFS where discretionary Federal involvement or control over the action has been retained or is authorized by law and: (a) take occurs; (b) new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered in this consultation; (c) the action is subsequently modified in a manner that causes an effect to the listed species or critical habitat not previously considered in this consultation; or (d) if a new species is listed or critical habitat designated that may be affected by the action.

We look forward to further cooperation with you on other projects to ensure the conservation of our threatened and endangered marine species and designated critical habitat. If you have any questions on this consultation, please contact Kurtis Gregg, Consultation Biologist, at (561) 291-9843 or by email at Kurtis.Gregg@noaa.gov.

Sincerely,

HOWARD.JAMES.B  
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Digitally signed by  
HOWARD.JAMES.BRANDON.12  
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for

Dennis Klemm  
Acting Assistant Regional Administrator  
for Protected Resources

File: 1514-22.1.4

# Wetlands Map



## Broad Causeway Bridge Replacement PD&E Study

# OSWs within the Causeway Island Portion of the Project Study Area



## Broad Causeway Bridge Replacement PD&E Study

# Floodplains Map



## Broad Causeway Bridge Replacement PD&E Study

**Subject:** FW: NMFS EFH Conservation Recommendations for Broad Causeway Bridge over Biscayne Bay FPN-45242801-21-01

**From:** Moore, Megan <[Megan.Moore@dot.state.fl.us](mailto:Megan.Moore@dot.state.fl.us)>

**Sent:** Friday, August 2, 2024 9:14 AM

**To:** Gregg, Kurtis <[kurtis.gregg@noaa.gov](mailto:kurtis.gregg@noaa.gov)>

**Subject:** Re: NMFS EFH Conservation Recommendations for Broad Causeway Bridge over Biscayne Bay FPN-45242801-21-01

Mr. Gregg,

The Town of Bay Harbor Islands (Town), working in cooperation with the Florida Department of Transportation (FDOT), District Six, has reviewed NMFS' letter dated June 7, 2024 regarding the Natural Resources Evaluation (NRE) submitted for the Broad Causeway Bridge Replacement project. In the letter, NMFS stated that the proposed project would have an adverse impact on EFH and included the following seven EFH Conservation Recommendations for the project:

1. FDOT and the Town should conduct preconstruction benthic surveys during the seagrass growing season (June-September) to inform final impact estimates, coral, octocoral, and sponge relocation, seagrass mapping, and potential mitigation for impacts to EFH.
2. FDOT and the Town should reinitiate consultation when further avoidance and minimization of impacts to seagrass, live/hardbottom, and coral EFH are refined.
3. FDOT and the Town should coordinate development of the proposed relocation plan for stony coral, octocoral, and barrel sponges with NMFS in the final project design phase.
4. FDOT and the Town should develop a barge spudding plan in coordination with NMFS to ensure the intersection of barge work areas and mapped seagrass habitat are minimized.
5. FDOT and the Town should develop a sea wall debris containment plan using floating work platforms to prevent discharge of debris into Biscayne Bay. The proposed plan should include regular movement of work platforms to minimize temporary shading impacts to corals. We recommend the final sea wall debris containment plan (developed by the contractor) to be coordinated with NMFS for review and approval prior to construction.
6. FDOT and the Town should develop a complete mitigation plan that includes appropriate success criteria and is based on functional assessments to fully offset unavoidable impacts to EFH. NMFS staff is available to assist FDOT and the Town.
7. FDOT and the Town should implement best management practices to minimize indirect impacts and water quality degradation. Best management practices should include staked turbidity curtains around the project area and staked filter fabric along upland staging areas and barge loading areas.

The Town and FDOT District Six agree to implement all seven Conservation Recommendations, which are currently reflected in the NRE document as Commitments or Implementation Measures for the project. Additional coordination and reinitiation of consultation with NMFS will occur during the design and permitting phase of the project. Please consider this email to be an official response to NMFS' June 7, 2024 letter. If any further information is required at this time, please let me know.

Kind regards,

**Megan Moore, M.P.S., FCCM**

Environmental Specialist III



Florida Department of Transportation - District 6

Planning and Environmental Management Office

Adam Leigh Cann Building

1000 NW 111th Avenue, Room 6109

Miami, Florida 33172

Phone: (305) 470-5405, Fax: (305) 470-5205

E-mail: [Megan.Moore@dot.state.fl.us](mailto:Megan.Moore@dot.state.fl.us)

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**From:** Kurtis Gregg - NOAA Federal <[kurtis.gregg@noaa.gov](mailto:kurtis.gregg@noaa.gov)>

**Sent:** Tuesday, June 11, 2024 8:13 AM

**To:** Moore, Megan <[Megan.Moore@dot.state.fl.us](mailto:Megan.Moore@dot.state.fl.us)>

**Subject:** Fwd: NMFS EFH Conservation Recommendations for Broad Causeway Bridge over Biscayne Bay FPN-45242801-21-01

**EXTERNAL SENDER:** Use caution with links and attachments.

Hi Megan,

It was signed and sent to Craig last week. I did not see that you were not cced when my Branch Chief sent it. Apologies for the oversight. Please see the conservation recommendation letter attached.

Thanks,

Kurtis

----- Forwarded message -----

**From:** Pace Wilber - NOAA Federal <[pace.wilber@noaa.gov](mailto:pace.wilber@noaa.gov)>

**Date:** Fri, Jun 7, 2024 at 7:49 AM

Subject: NMFS EFH Conservation Recommendations for Broad Causeway Bridge over Biscayne Bay FPN-45242801-21-01

To: <[Steven.James@dot.state.fl.us](mailto:Steven.James@dot.state.fl.us)>

Cc: Putnam, Christopher <[christopher\\_putnam@fws.gov](mailto:christopher_putnam@fws.gov)>, <[Sable.Kacy@epa.gov](mailto:Sable.Kacy@epa.gov)>, Gregg, Lisa <[lisa.gregg@myfwc.com](mailto:lisa.gregg@myfwc.com)>, Danielle Sattelberger ([dsattelb@sfwmd.gov](mailto:dsattelb@sfwmd.gov)) <[dsattelb@sfwmd.gov](mailto:dsattelb@sfwmd.gov)>, <[Danielle.Sattleberger@dep.state.fl.us](mailto:Danielle.Sattleberger@dep.state.fl.us)>, Kathleen Howington <[Kathleen.Howington@safmc.net](mailto:Kathleen.Howington@safmc.net)>, Kurtis Gregg - NOAA Federal <[kurtis.gregg@noaa.gov](mailto:kurtis.gregg@noaa.gov)>

--

Pace Wilber, Ph.D.  
South Atlantic and Caribbean Branch Chief  
Habitat Conservation Division  
NOAA Fisheries Service  
331 Ft Johnson Road  
Charleston, SC 29412

843-592-3024 (NOAA Google Voice)  
[Pace.Wilber@noaa.gov](mailto:Pace.Wilber@noaa.gov)

--

Kurtis Gregg,  
Natural Resource Specialist,  
NOAA, National Marine Fisheries Service,  
Southeast Regional Office, Habitat Conservation Division,  
C/O FDOT District 2  
2198 Edison Avenue, MS2814  
Jacksonville, FL 32204  
Office Phone (561) 291-9843

# Wetlands Impacts for Preferred Alternative Map



## Broad Causeway Bridge Replacement PD&E Study



## Florida Ecological Services Field Office

Service Project Code No. **2024-0071206**

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the Florida Ecological Services Field Office.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

**ROBERT  
CAREY**

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Environmental Review Supervisor

**RON DESANTIS**  
GOVERNOR

April 30, 2024

Mr. John Wrublik  
U.S. Fish and Wildlife Service  
South Florida Ecological Services Office  
1339 20<sup>th</sup> Street  
Vero Beach, FL 32256-7517

Subject: **ESA Section 7 Coordination**  
**Project Name:** Town of Bay Harbor Islands Broad Causeway Bridge Replacement  
**Limits:** Broad Causeway Bridge from Broad Causeway Island to East of West Broadview Drive  
**Financial Management No.:** 452428-1-21-01  
**Federal Aid No.:** Not Assigned  
**County:** Miami-Dade

Dear Mr. Wrublik,

The Town of Bay Harbor Islands (Town) conducted a Project Development and Environment (PD&E) Study in cooperation with the Florida Department of Transportation (FDOT), District Six, to evaluate potential bridge replacement alternatives of the existing Broad Causeway Bridge which connects the Town of Bay Harbor Islands with the City of North Miami, in Miami Dade County, Florida. As part of the study, a Natural Resources Evaluation (NRE), including a Protected Species and Habitat Evaluation was completed to determine potential impacts to federal and state listed species as a result of the proposed bridge replacement project. The Protected Species and Habitat Evaluation was conducted in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et seq), and the FDOT PD&E Manual. The following summarizes the project and federally listed species evaluation and effect determinations. This letter, and the attached NRE, are being transmitted to US Fish and Wildlife Service (USFWS) for review and concurrence in support of the PD&E Study.

The Preferred Alternative will address the structural and functional deficiencies of the existing Broad Causeway Bridge by replacing the existing bridge with a new 65-foot High-Level Fixed Bridge on a southern alignment. The new bridge includes a 4-lane divided roadway with two, 11-foot lanes in each direction separated by 4-foot inside shoulders and a 2-foot concrete barrier wall. The outside shoulders are 8 feet wide, adjacent to concrete barrier walls. A 14-foot shared use path along the north side of the new bridge accommodates pedestrians and bicycles with a 1.5-foot barrier wall to safely separate travel lanes and the path. In addition to the bridge replacement, the proposed project also includes new access ramps to the service station on the causeway island, a mid-block pedestrian crosswalk on Kane Concourse, signing, stormwater management facilities, and installation of new seawalls east and west of the existing bridge. In-water construction work is anticipated in association with the installation of the new bridge piers and demolition of the existing bridge. The new seawalls will be constructed landward of (behind) the existing

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seawalls on the east and west sides of the bridge, and the existing seawalls will be abandoned in place. All seawall construction activities will be conducted from land. The existing 27 bridge piers will have the piles cut off at the mudline with the portions below the mudline abandoned in place. Demolition of the two existing bascule piers is anticipated to require the use of explosives/blasting.

It is anticipated that the new bridge pilings/piers will be installed via impact hammer. The pile caps for the new bridge piers will be installed at the mean high water line without the need for dredging or changes to the mudline. The construction barge details (e.g., draw depths and weight/displacement) have not yet been determined. Thus, it is unclear whether the water depths within the project area will allow for barge movement during the new bridge pier/fender installation, and it is not yet known whether dredging will be required to allow for barge maneuvering during construction.

To identify and characterize the benthic habitats and biological resources to support the PD&E study, benthic surveys were conducted in August 2022 (Preliminary Benthic Survey) and July-August 2023 (Quantitative Benthic Survey). In addition, a June 2023 pedestrian field survey found occasional mangrove propagules and saplings (no mature trees) within the riprap along the causeway island. These mangroves are not considered essential fish habitat since they are very small and do not provide canopy or any substantial root structure that would provide any significant habitat for managed species. Five distinct benthic community types were identified within the survey area: Community 1 (Macroalgal Beds); Community 2 (Seagrass); Community 3 (Live Bottom); Community 4 (Coral Habitat Adjacent to the Seawalls); and Community 5 (Existing Seawalls and Bridge Piers). Each of these community types is described in the NRE and anticipated impacts to each community type are discussed below.

The following federal listed species were identified as having the potential to occur within the project study area – Florida bonneted bat (*Eumops floridanus*), West Indian manatee (*Trichechus manatus*), piping plover (*Charadrius melodus*), wood stork (*Mycteria americana*), American crocodile (*Crocodylus acutus*), and eastern indigo snake (*Drymarchon corais couperi*). Additionally, the tricolored bat (*Perimyotis subflavus*) and monarch butterfly (*Danaus plexippus*) were assessed as part of this project. The USFWS Information for Planning and Consultation (IPaC) and/or Florida Natural Areas Inventory (FNAI) Biodiversity Matrix Query reports identified 16 federally listed plant species with the potential to occur within the project study area: beach jacquemontia (*Jacquemontia reclinata*), Blodgett's silverbush (*Argythamnia blodgettii*), Cape Sable thoroughwort (*Chromolaena frustrata*), Carter's mustard (*Warea carteri*), Carter's small-flowered flax (*Linum carteri carteri*), crenulate lead-plant (*Amorpha crenulata*), deltoid spurge (*Chamaesyce deltoidea ssp. deltoidea*), Everglades bully (*Sideroxylon reclinatum ssp. austrofloridense*), Florida brickell-bush (*Brickellia mosieri*), Florida pineland crabgrass (*Digitaria pauciflora*), Florida prairie-clover (*Dalea carthagenensis floridana*), Florida semaphore cactus (*Consolea corallicola*), pineland sandmat (*Chamaesyce deltoidei pinetorum*), sand flax (*Linum arenicola*), Small's milkpea (*Galactia smallii*), tiny polygala (*Polygala smallii*), and Florida filmy fern (*Trichomanes punctatus ssp. floridanum*).

The project is within the USFWS designated Consultation Areas for the West Indian manatee, piping plover, American crocodile, and Florida bonneted bat. The project area also occurs within the Core Foraging Area of one previously documented wood stork colony. The project study area is located within the designated critical habitat (CH) for the West Indian manatee.

The effect determination for each of the federally listed species is discussed below and shown in **Table 1**.

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### Mammals

**Florida bonneted bat (FBB)** - Because the project study area is located within the limits of the USFWS-designated 2019 FBB Consultation Area and within the South Florida Urban Bat Area, a FBB survey was conducted in 2023 which included a combination of acoustic and visual surveys (potential roost search). Based on the lack of FBB calls during the acoustic survey, the lack of potential roost trees, and the poor suitability of roosting habitat within the project study area, an effect determination of ***no effect*** has been made for the FBB.

**West Indian manatee** - The project study area is located within the designated critical habitat for the manatee and foraging habitat (seagrass) is located within the project study area. Manatees are known to travel through the project study area; however, no manatees were observed during any of the field surveys. The construction methodologies for demolition of the existing bridge structures have not yet been determined; however, demolition via the use of explosives/blasting will be required for the removal of the two bascule piers. Because the proposed project will: 1) implement the *Standard Manatee Conditions for In-water Work*, the National Marine Fisheries Service (NMFS) *Protected Species Construction Conditions* and the NMFS *Vessel Strike Avoidance Measures* during in-water construction activities (Appendix G of the NRE); 2) implement best management practices (BMPs) during construction to avoid or minimize unnecessary impacts to seagrasses; 3) mitigate for unavoidable impacts to seagrasses; 4) adhere to the agency-approved *Final Blasting Plan* and *Imperiled Species and Marine Mammal Watch Plan* to minimize impacts from the use of blasting/explosives (blasting plan will adhere to the USFWS's May 2005 *Guidelines for the Protection of Marine Mammals and Sea Turtles During the Use of Explosives in the Waters of the State of Florida* - Appendix G of the NRE); and 5) install manatee exclusion devices on any drainage culverts (between eight inches and eight feet in diameter) associated with the proposed project, the project determination of effect for the manatee is ***may affect, not likely to adversely affect***. Furthermore, ***the proposed project will not result in the destruction or adverse modification of manatee critical habitat***.

### Birds

**Piping plover** - No piping plovers were observed within the project study area during any of the field surveys. Because the project study area does not contain suitable nesting or foraging habitat for this species, the project determination of effect for the piping plover is ***no effect***.

**Wood stork** – The only potential wood stork suitable foraging habitat (SFH) within the project study area consists of two other surface waters (OSW 2 and OSW 7) that are stormwater features comprised almost entirely of mowed and maintained St. Augustine grass that may hold ponded water year-round. Permanent direct impacts to OSW 2 and OSW 7 are anticipated in association with construction of the proposed stormwater management ponds (a total impact of 0.236 ac). The project study area also lacks potential perching or roosting trees. No wood storks were observed during any of the field surveys. According to the Effect Determination Key for the Wood Stork in South Florida (May 2010), the project determination of effect for the wood stork is ***may affect, not likely to adversely affect*** based on the following pathway: A→B→***not likely to adversely affect (NLAA)***.

### Reptiles

**American crocodile** - The project study area does not contain foraging habitat and includes limited basking/nesting habitat due to dense riprap and concrete rubble used to stabilize shorelines. Apart from the possibility of individual crocodiles traveling through the project study area, it is highly unlikely that this species would inhabit the project study area. No American crocodiles were observed during any of the field

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surveys. While there is a possibility that they could migrate through the proposed project area during construction, the urbanized areas in and around the project study area do not offer suitable foraging, basking, or nesting habitats for this species. Therefore, the project determination of effect for the American crocodile is ***no effect***.

**Eastern indigo snake** – No eastern indigo snakes were observed during the field surveys. Additionally, no gopher tortoise burrows or other suitable eastern indigo snake refugia were observed during any of the field surveys. Using the USFWS *Eastern Indigo Snake Programmatic Effect Determination Key* (January 25, 2010 and revised July 2017), the project determination of effect for the Eastern indigo snake is ***may affect, not likely to adversely affect*** based on the following pathway: A→B→C→D→*may affect, not likely to adversely affect*. To increase protection of this species during construction, the Town will adhere to the most current version of the *Standard Protection Measures for The Eastern Indigo Snake* (Appendix G of the NRE).

### Plants

The USFWS IPaC and/or FNAI Biodiversity Matrix Query reports identified 16 federally listed plant species with the potential to occur within the project study area (see above and Table 1). None of these federally listed plant species have the potential to occur within the project study area or vicinity based on lack of suitable habitat within the project study area and/or habitat ranges that are well outside of the project area. No federally listed plants were observed during the June 2023 pedestrian field survey. Therefore, the project determination of effect for the federally protected plant species listed in Table 1 is ***no effect***.

### Other Species

**Tricolored bat** - A FBB survey was conducted in 2023 which included a combination of acoustic and visual surveys (potential roost search). No tricolored bat calls were documented during the acoustic survey. Furthermore, the project study area lacks potential roost trees, and contains poor suitability of roosting habitat. Based on the lack of FBB calls during the acoustic survey, the lack of potential roost trees, and the poor suitability of roosting habitat within the project study area, the probability of occurrence is low.

**Monarch butterfly** - The project study area does not contain suitable habitat for the monarch butterfly. No milkweed or suitable flowering vegetation was observed within the project study area during the pedestrian field survey. Apart from the possibility of individual monarchs traveling through the project study area, it is highly unlikely that this species would inhabit the project study area. No monarch butterflies were observed during any of the field surveys. While there is a possibility that they could migrate through the proposed project area during construction, the urbanized areas in and around the project study area do not offer habitat for this species, and the probability of occurrence is low.

**Table 1: Federally Listed Species Potentially Occurring within the Project Study Area and their associated Effect Determinations**

Species Name	Listing Status <sup>1</sup>	Occurrence Potential	Effect Determination <sup>2</sup>
<b>MAMMALS</b>			
Florida bonneted bat	FE	Low <sup>3</sup>	<i>No effect</i>
Tricolored bat	P(E)	Low <sup>3</sup>	<i>N/A</i>
West Indian manatee	FT	High (CH) <sup>4</sup>	<i>May affect, not likely to adversely affect</i>
<b>BIRDS</b>			

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Species Name	Listing Status <sup>1</sup>	Occurrence Potential	Effect Determination <sup>2</sup>
Piping plover	FT	Low	<i>No effect</i>
Wood stork	FT	Low	<i>May affect, not likely to adversely affect</i>
<b>INSECTS</b>			
Monarch butterfly	C	Low	<i>N/A</i>
<b>REPTILES</b>			
American crocodile	FT	Low	<i>No effect</i>
Eastern indigo snake	FT	Low	<i>May affect, not likely to adversely affect</i>
<b>PLANTS</b>			
Beach jacquemontia	FE	None	<i>No effect</i>
Blodgett's silverbush	FT	None	<i>No effect</i>
Cape Sable thoroughwort	FE	None	<i>No effect</i>
Carter's mustard	FE	None	<i>No effect</i>
Carter's small-flowered flax	FE	None	<i>No effect</i>
Crenulate lead-plant	FE	None	<i>No effect</i>
Deltoid spurge	FE	None	<i>No effect</i>
Everglades bully	FT	None	<i>No effect</i>
Florida Brickell-bush	FE	None	<i>No effect</i>
Florida pineland crabgrass	FT	None	<i>No effect</i>
Florida prairie-clover	FE	None	<i>No effect</i>
Florida semaphore cactus	FE	None	<i>No effect</i>
Pineland sandmat	FT	None	<i>No effect</i>
Sand flax	FE	None	<i>No effect</i>
Small's milkpea	FE	None	<i>No effect</i>
Tiny polygala	FE	None	<i>No effect</i>
Florida filmy fern	FE	None	<i>No effect</i>

<sup>1</sup>FE = Federally Endangered, FT = Federally Threatened, P(E) = Proposed for Listing as Federally Endangered, C = Candidate for Federal Listing

<sup>2</sup>N/A = Not Applicable

<sup>3</sup>Based on findings of the October 2023 Florida Bonneted Bat Survey (see Section 4.5 and Appendix F of the NRE for details).

<sup>4</sup>(CH) – the project study area is located within designated CH for the manatee

The following commitments are proposed by the Town to avoid and minimize impacts to protected species:

1. If the listing status of the tricolored bat is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area during the design and permitting phase of the proposed project, the Town commits to reinitiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the tricolored bat.
2. The USFWS and Florida Fish and Wildlife Conservation Commission (FWC) *Standard Manatee Construction Conditions for In-Water Work* will be utilized during construction.

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April 30, 2024

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3. To reduce the risk of entrapment and drowning of manatees, manatee exclusion devices (such as grating) shall be installed and maintained over any existing or proposed pipes or culverts greater than eight inches that are submerged or partially submerged and reasonably accessible to manatees. If horizontal or vertical bars are used, no more than 8-inch gaps on center shall be allowed. Grates shall be in place at the accessible end(s) during all phases of the construction process and as a final design element to restrict manatee access.
4. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and if the project area is located within the consultation area, during the construction phase of the proposed project, the Town commits to reinitiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.
5. The most recent version of the USFWS *Standard Protection Measures for the Eastern Indigo Snake* will be utilized during construction.
6. The NMFS *Protected Species Construction Conditions, NOAA Fisheries Southeast Regional Office* will be utilized during construction.
7. The NMFS *Vessel Strike Avoidance Measures, NOAA Fisheries Southeast Regional Office* will be utilized during construction.
8. A seagrass survey will be conducted during the peak seagrass growing season (i.e., June 1-September 30) in the design phase. The seagrass survey protocol will be coordinated with NMFS prior to completion. If it is determined that there will be unavoidable impacts to seagrasses from the project, coordination with NMFS and USFWS will take place to determine appropriate avoidance and minimization measures to apply during construction.
9. The Town will provide mitigation for unavoidable impacts to seagrasses. A *Seagrass Mitigation Plan* will be developed to offset unavoidable impacts to seagrass from the proposed project. The *Seagrass Mitigation Plan* will be reviewed and approved by the NMFS, USFWS, US Army Corps of Engineers (USACE), South Florida Water Management District (SFWMD), and Miami-Dade County Department of Regulatory and Economic Resources Division of Environmental Resource Management (DERM) during the permitting process.
10. To identify areas that should be avoided by barges and work boats for construction and staging, prior to construction commencement, the Town will delineate and mark with visible buoys seagrasses located adjacent to (outside of) the impact areas within the vicinity of the project corridor. The seagrass marking requirement will be coordinated with the NMFS and USFWS during the permitting process.
11. All in-water construction activities will be limited to daylight hours.
12. Measures to minimize potential underwater noise impacts from pile driving and in-water construction will be determined during design and implemented during construction. Noise abatement measures for the project will be coordinated with, and approved by, the NMFS and the USFWS during the design and permitting process.

452428-1-21-01: Town of Bay Harbor Islands Broad Causeway Bridge Replacement

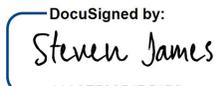
April 30, 2024

Page 7

13. A *Conceptual Blasting Plan* to provide general blasting information for the project, including proposed measures to minimize and mitigate potential effects on species, will be developed during the design process and reviewed/approved by the USFWS, NMFS, US Coast Guard (USCG), USACE, and FWC. Prior to construction, the Town and their contractor will submit a *Final Blasting Plan* containing details of the blasting means and methods, including the blasting design, an impact assessment, a mitigation plan, and an *Imperiled Species and Marine Mammal Watch Plan* which will be reviewed and approved by the USFWS, NMFS, USCG, USACE, and FWC. The blasting plan will be required to adhere to the USFWS's May 2005 *Guidelines for the Protection of Marine Mammals and Sea Turtles During the Use of Explosives in the Waters of the State of Florida*.
14. The Town commits to reinitiating consultation during design and permitting with NMFS and USFWS for boulder star coral and manatee CH and will provide the information necessary to determine the type, degree, and extent of impacts to listed species [and/or CH] potentially adversely impacted by the proposed project. The Town will develop mitigation measures in consultation with the NMFS and USFWS to offset unavoidable impacts. Completion of consultation and documentation of the project's compliance with the avoidance, minimization and mitigation requirements for the impacted resources will be provided by the Town in a subsequent project reevaluation prior to advancing to construction.

We ask that USFWS review the attached NRE for this project and provide concurrence to support the PD&E Study. Thank you for your continued cooperation on various FDOT projects. If you have any questions or require additional information, please contact Steven James at [Steven.James@dot.state.fl.us](mailto:Steven.James@dot.state.fl.us) or by phone at (305) 470-5221.

Sincerely,

DocuSigned by:  
  
44A2F58851B5476...

Steven Craig James  
District Environmental Manager, FDOT District 6

cc: Rob McMullen, Environmental Scientist III / District Noise Specialist, FDOT District 6  
Megan Moore, Environmental Specialist III, FDOT District 6  
Rodney Carrero-Santana, Town Engineer, Town of Bay Harbor Islands  
David Konz, Senior Technical Manager, AtkinsRéalis

Attachments: Natural Resources Evaluation

# Outstanding Florida Waters Map



Service Layer Credits: World Imagery, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

## LEGEND

-  Project Corridor Limits
-  Outstanding Florida Waters - Biscayne Bay Aquatic Preserve

## Broad Causeway Bridge Replacement PD&E Study



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

1000 NW 111th Avenue  
Miami, FL 33172-5800

JARED W. PERDUE, P.E.  
SECRETARY

May 14, 2024

Mr. Alex Reed  
Director, Office of Resilience and Coastal Protection  
Florida Department of Environmental Protection  
3900 Commonwealth Boulevard  
Mail Station 235  
Tallahassee, FL 32399-3000

**SUBJECT: Request for Aquatic Preserve and Outstanding Florida Water Concurrence**  
**Project Name:** Town of Bay Harbor Islands Broad Causeway Bridge Replacement  
**Limits:** Broad Causeway Island to East of West Broadview Drive  
**Financial Management No.:** 452428-1-21-01  
**Federal Aid No.:** Not Assigned  
**ETDM#:** 14520  
**County:** Miami-Dade

Dear Mr. Reed,

The Town of Bay Harbor Islands (Town) is conducting a Project Development and Environment (PD&E) Study, in cooperation with the Florida Department of Transportation (FDOT) District Six, to evaluate potential bridge replacement alternatives of the existing Broad Causeway Bridge which connects the Town of Bay Harbor Islands with the City of North Miami, in Miami Dade County, Florida. The purpose of this letter is to get your concurrence with the determination that no adverse impacts to the Biscayne Bay Aquatic Preserve or OFW are anticipated as a result of the proposed project based on the information provided below.

The intent of the project is to address identified structural and functional deficiencies of the 73-year-old bridge through potential replacement alternatives. The Town evaluated two (2) build alternatives and the No Build Alternative. The build alternatives consist of the Mid-Level Movable Bridge and a High-Level Fixed Bridge. The High-Level Fixed Bridge was selected as the Preferred Alternative based on engineering and environmental analysis, public input, cost, and safety. The Broad Causeway Bridge and causeway island lies within the limits of the Biscayne Bay Aquatic Preserve, an Outstanding Florida Water (OFW). Please see attached figures showing the project location and boundaries of the aquatic preserve and OFW.

452428-1-21-01: Town of Bay Harbor Islands Broad Causeway Bridge Replacement

May 14, 2024

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The Preferred Alternative will address the structural and functional deficiencies of the existing Broad Causeway Bridge by replacing the existing bridge with a new 65-foot High-Level Fixed Bridge on a southern alignment. The new bridge includes a 4-lane divided roadway with two, 11-foot travel lanes in each direction separated by 4-foot inside shoulders and a 2-foot concrete barrier wall. The outside shoulders are 8 feet wide, adjacent to concrete barrier walls. A 14-foot shared-use path along the north side of the new bridge accommodates pedestrians and bicycles with a 1.5-foot barrier wall to safely separate travel lanes and the path. In addition to the bridge replacement, the proposed project also includes new access ramps to the service station on the causeway island, a mid-block pedestrian crosswalk on Kane Concourse, signing, stormwater management facilities, and installation of new seawalls east and west of the existing bridge. In-water construction work is anticipated in association with the installation of the new bridge piers and demolition of the existing bridge. New seawalls will be constructed landward of (behind) the existing seawalls on the east and west sides of the bridge, and the existing seawalls will be abandoned in place. All seawall construction activities will be conducted from land. Dredge and fill will not be required for removal of the existing bridge piers, as the existing 27 bridge piers will have the piles cut off at the mudline with the portions below the mudline abandoned in place. Demolition of the two existing bascule piers is anticipated to require the use of explosives/blasting.

The current PD&E study was reviewed through FDOT's Efficient Transportation Making (ETDM) process where members of the Environmental Technical Advisory Team (ETAT) provided input/comments. The ETDM Programming Screening Summary Report (ETDM #14520) was published on September 28, 2023, along with the Advanced Notification Package (April 12, 2023). The ETDM report which includes agency comments, GIS analysis, and additional project information can be accessed at the following website: <http://etdmpub.fla-etat.org/est>. The project's class of action is a Type 2 Categorical Exclusion.

During the ETDM Programming Screen, the Florida Department of Environmental Protection (FDEP) did not assign a Degree of Effect (DOE) for Special Designations. The US Environmental Protection Agency (USEPA) assigned a DOE of *N/A / No Involvement* and the South Florida Water Management District (SFWMD) assigned a DOE of *None* to Special Designations. The overall DOE for Water Resources was *Moderate*. Comments were provided by FDEP, USEPA, and SFWMD under the Water Resources section. FDEP noted that every effort should be made to maximize the treatment of stormwater runoff from the proposed road project to prevent ground and surface water contamination. Stormwater treatment should be designed to maintain the natural pre-development hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands. The FDEP recommended that the PD&E study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. Retrofitting of stormwater conveyance systems would help reduce impacts to water quality. FDEP also recommended avoidance, minimization, and mitigation for the 20+ acres of seagrass within the 500-foot project buffer.

In accordance with the *FDOT PD&E Manual*, the environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or

452428-1-21-01: Town of Bay Harbor Islands Broad Causeway Bridge Replacement

May 14, 2024

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have been, carried out by the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and FDOT.

As part of the PD&E process, an evaluation of existing stormwater treatment adequacy was completed for the Preferred Alternative. Currently, no formal stormwater treatment mechanisms are provided for any of the existing Broad Causeway Bridge and stormwater discharges directly into Biscayne Bay via existing scuppers. The proposed stormwater system improvements associated with the Preferred Alternative eliminate the existing scuppers and will route runoff to the bridge approaches.

West of the crest of the proposed bridge, stormwater will be collected into stormwater ponds on the causeway island and will no longer drain into the bay. East of the crest of the proposed bridge, stormwater will be collected into a stormwater pond on the southeast corner of the proposed bridge. The roadway east of the bridge on West Broadview Drive is too low to be intercepted by water quality storage and will continue to discharge directly to Biscayne Bay. Overall, the proposed project stormwater system meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs under Rule 40E-4, F.A.C. and will include, at a minimum, the water quality requirements for the water quality impacts as required by the SFWMD in Chapter 62-302, F.A.C. It is therefore anticipated that no permanent adverse effects will occur to the water quality within the aquatic preserve as a result of the project.

During construction, the contractor will comply with all provisions in the most recent version of the *FDOT Standard Specifications for Road and Bridge Construction*. Best Management Practices (BMPs) including a National Pollutant Discharge Elimination System (NPDES) Stormwater Management Plan, erosion control measures, and turbidity controls, will be employed to avoid and minimize any temporary impacts to water quality. The Town also commits to minimizing impacts to natural resources to the greatest extent possible, including the following: 1) mitigation will be provided for unavoidable impacts to seagrasses; 2) corals and barrel sponges in the area of potential impact will be inventoried and those suitable will be relocated prior to construction; 3) a *Barge Accessibility Plan* depicting the locations of barge work channels and barge exclusion zones will be prepared during permitting; 4) identify areas that should be avoided by barges and work boats during construction and staging. Prior to construction commencement, the Town will delineate and mark with visible buoys seagrasses located adjacent to (outside of) the impact areas within the vicinity of the project corridor; 5) to minimize coral impacts, the new seawall will be constructed landward of the existing seawall (the existing seawall will remain in place), and all seawall construction activities will be conducted from land.

Following completion of this PD&E Study, coordination with environmental regulatory agencies will continue through the final design phase and permitting process. The following

452428-1-21-01: Town of Bay Harbor Islands Broad Causeway Bridge Replacement

May 14, 2024

Page | 4

permits are anticipated to be required for the project:

- US Coast Guard (USCG) Bridge Permit
- US Army Corps of Engineers (USACE) Nationwide 15 Permit (including Section 408 review)
- SFWMD Environmental Resource Permit
- SFWMD Consumptive Water Use Permit
- Miami-Dade County Department of Regulatory and Economic Resources (DRER) Class I Coastal Construction Permit
- Miami-Dade County Class II Permit
- Miami-Dade County Class VI Permit
- Miami-Dade County Tree Permit

As the overall stormwater improvements will benefit water quality in the aquatic preserve and OFW, and only temporary impacts to water quality may occur during construction which will be minimized with the implementation of BMPs. The FDOT in cooperation with the Town of Bay Harbor Islands, is requesting your concurrence that no adverse impacts to the Biscayne Bay Aquatic Preserve or OFW are anticipated as a result of the proposed project. We kindly request that you provide a response within 30 days of receiving this letter.

If you have any questions, please contact me at (305) 470-5221 or [steven.james@dot.state.fl.us](mailto:steven.james@dot.state.fl.us) or Kimberly Taveras, at (305) 470-5138 or [kimberly.taveras@dot.state.fl.us](mailto:kimberly.taveras@dot.state.fl.us). Thank you for your assistance with this project.

Sincerely,

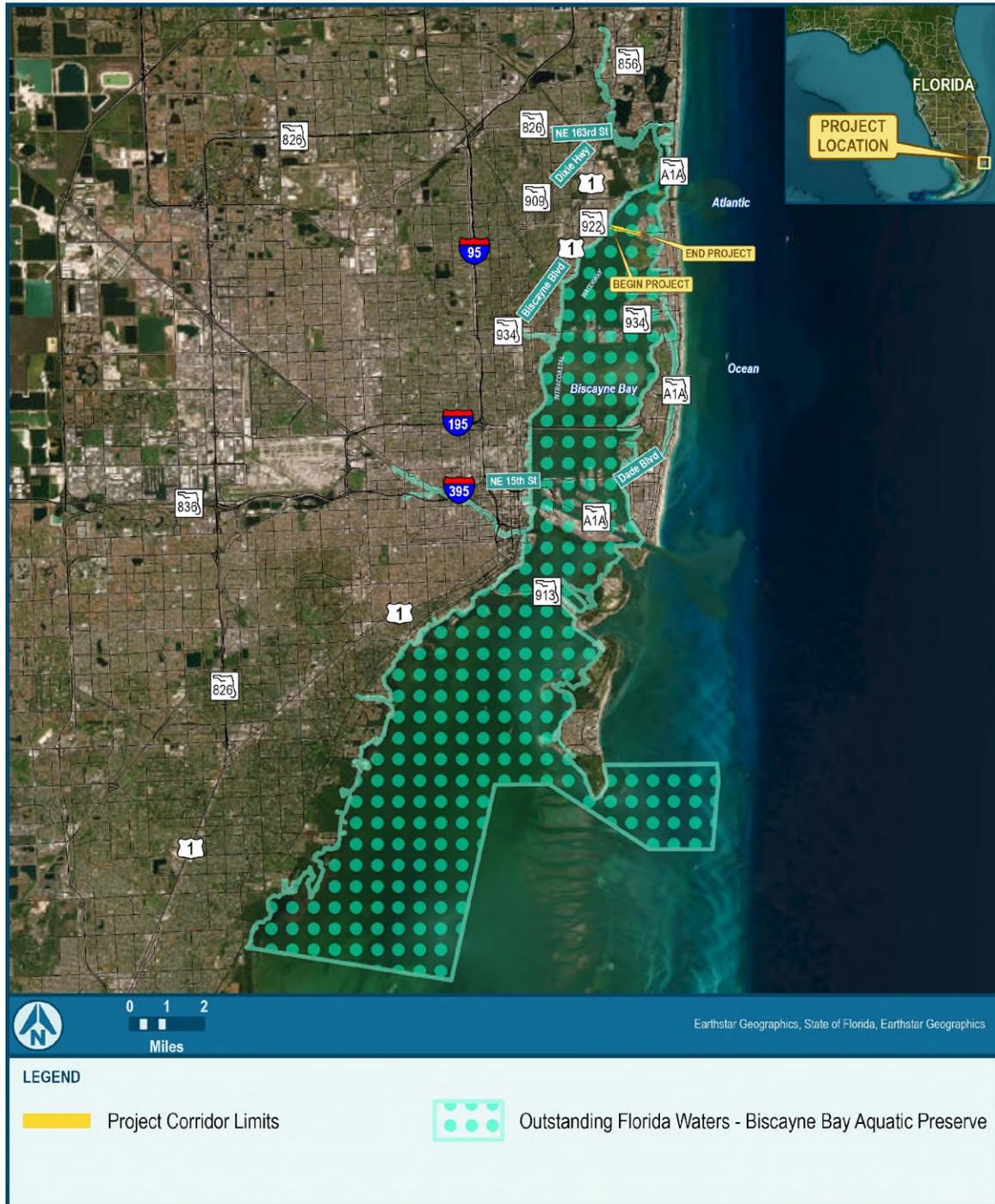
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44A2F58851B5476...

Steven Craig James, RLA  
Environmental Manager

Attachments

cc: Dat Huynh, PE - FDOT  
Kimberly Taveras – FDOT  
Wendy Lasher, AICP – AtkinsRéalis  
Rodney Carrero-Santana, PE, CFM, LEED AP – Town of Bay Harbor Islands

## Outstanding Florida Waters and Aquatic Preserves Map - Biscayne Bay Aquatic Preserve



### Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

## Outstanding Florida Waters and Aquatic Preserves Map



### Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01



**Florida Fish and Wildlife Conservation Commission**

Commissioners  
**Rodney Barreto**  
Chairman  
Coral Gables

**Steven Hudson**  
Vice Chairman  
Fort Lauderdale

**Preston Farris**  
Tampa

**Gary Lester**  
Oxford

**Albert Maury**  
Coral Gables

**Gary Nicklaus**  
Jupiter

**Sonya Rood**  
St. Augustine

Office of the  
Executive Director  
**Roger A. Young**  
Executive Director

**Charles "Rett" Boyd**  
Assistant Executive Director

**George Warthen**  
Chief Conservation Officer

**Jessica Crawford**  
Chief of Staff

850-487-3796  
850-921-5786 FAX

*Managing fish and wildlife resources for their long-term well-being and the benefit of people.*

620 South Meridian Street  
Tallahassee, Florida  
32399-1600  
Voice: 850-488-4676

Hearing/speech-impaired:  
800-955-8771 (T)  
800-955-8770 (V)

MyFWC.com

May 13, 2024

Steven James  
Florida Department of Transportation District 6  
1000 NW 111th Avenue  
Miami, FL 33172-5800  
[Steven.James@dot.state.fl.us](mailto:Steven.James@dot.state.fl.us)

Re: Town of Bay Harbor Islands Broad Causeway Bridge Replacement, Natural Resource Evaluation, Miami-Dade County

Dear Mr. James:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced Natural Resources Evaluation (NRE) report in accordance with FWC's authorities under Chapter 379, Florida Statutes, and Chapter 68A-27, Florida Administrative Code.

The Town of Bay Harbor Islands conducted a Project Development and Environment (PD&E) Study in cooperation with the Florida Department of Transportation (FDOT) District 6 to evaluate potential bridge replacement alternatives of the existing Broad Causeway Bridge which connects the Town of Bay Harbor Islands with the City of North Miami, in Miami-Dade County. The project was previously evaluated through the Efficient Transportation Decision Making screening process (No. 14520). The limits of the project are from Broad Causeway Island to east of West Broadview Drive, approximately 0.97 miles in length. The preferred alternative will address the structural and functional deficiencies of the existing bridge by replacing it with a new 65-foot high-level fixed bridge on a southern alignment. The new bridge includes a 4-lane divided roadway with two, 11-foot lanes in each direction separated by 4-foot inside shoulders and a 2-foot concrete barrier wall, 8-foot-wide outside shoulders, and a 14-foot shared use path along the north side of the new bridge. The project also includes new access ramps to the service station on the causeway island, stormwater management facilities, and installation of new seawalls east and west of the existing bridge. In-water work is anticipated with installation of the new bridge piers and demolition of the existing bridge. The new seawalls will be constructed landward of the existing seawalls which will be abandoned in place. All seawall construction activities will be conducted from land. Demolition of the two existing bascule piers is anticipated to require the use of explosives.

The NRE report was prepared as part of the PD&E study to document wetlands, surface waters, protected species, critical habitat, and essential fish habitat within the project's corridor; evaluate potential impacts associated with the proposed project; provide effect determinations for protected species; identify mitigation needs, and coordinate with federal and state regulatory and resource agencies. FWC staff agrees with the effect determinations and supports the project implementation measures and commitments for protected species. Further coordination could be required during future species-specific surveys and project permitting.

For specific technical questions regarding the content of this letter, please contact Kristee Booth at (850) 363-6298 or [KristeeBooth@MyFWC.com](mailto:KristeeBooth@MyFWC.com). All other inquiries may be directed to [ConservationPlanningServices@MyFWC.com](mailto:ConservationPlanningServices@MyFWC.com).

Sincerely,



Laura DiGruttolo  
Land Use Planning Supervisor  
Office of Conservation Planning Services

ld/kb  
Broad Causeway Bridge NRE\_58846\_05092024



UNITED STATES DEPARTMENT OF COMMERCE  
 National Oceanic and Atmospheric Administration  
 NATIONAL MARINE FISHERIES SERVICE  
 Southeast Regional Office  
 263 13<sup>th</sup> Avenue South  
 St. Petersburg, Florida 33701-5505  
<https://www.fisheries.noaa.gov/region/southeast>

June 7, 2024

F/SER47:KG/pw

Mr. Steven Craig James  
 District Environmental Manager  
 Florida Department of Transportation, District Six  
 1000 NW 111th Avenue  
 Miami, Florida 33172-5800

Attention: Megan Moore

Dear Mr. James:

NOAA's National Marine Fisheries Service (NMFS) reviewed a request for consultation and Natural Resources Evaluation (NRE) received via email on April 30, 2024. The Town of Bay Harbor Islands (Town) in coordination with the Florida Department of Transportation, District Six (FDOT), proposes to replace the Broad Causeway Bridge over Biscayne Bay, Miami-Dade County (FPN-45242801-21-01). Specifically, the Town proposes to remove the bascule bridge and replace it in the same alignment with a wider, high-level fixed bridge meeting current FDOT standards for traffic and pedestrian safety. New sea walls will be installed at each end of the bridge. Dredging may be required for access by construction barges, but will be avoided if possible. Benthic surveys conducted during the seagrass growing seasons in 2022 and 2023 indicate the proposed structure would impact 119,354.4 square feet (2.74 acres) of attached benthic macroalgae, 7,405.2 square feet (0.17 acres) of seagrass, and 5,227 square feet (0.12) acres of live/hardbottom including coral. The initial determination by FDOT is the proposed impacts to macroalgae, seagrass, live/hardbottom, and coral habitats in the Biscayne Bay Aquatic Preserve designated Habitat Areas of Particular Concern (HAPC) by the South Atlantic Fishery Management Council (SAFMC), would have more than minimal but less than substantial adverse impacts on essential fish habitat (EFH) or federally managed fishery species. As the nation's Federal trustee for the conservation and management of marine, estuarine, and anadromous fishery resources, the following comments and recommendations are provided pursuant to authorities of the Fish and Wildlife Coordination Act and the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act).

#### *Essential Fish Habitat in the Project Area*

The NRE indicates EFH in the project area consists of unconsolidated estuarine bottom, seagrass, benthic macroalgae, sponge dominated live bottom, and coral. The seagrass present within and adjacent to the footprint of the proposed bridge consists of paddle grass (*Halophila decipiens*), manatee grass (*Syringodium filiforme*), and turtle grass (*Thalassia testudinum*). Sponge dominated live/hardbottom also includes stony coral and octocoral colonies. Attached benthic macroalgae (*Laurencia* sp.) and sponges are designated EFH for spiny lobster (*Panulirus argus*). The SAFMC identifies coral and seagrass habitat as EFH for several species, including adult white grunt (*Haemulon plumieri*); juvenile and adult gray snapper (*Lutjanus griseus*) and Lane snapper (*Lutjanus synagris*); juvenile mutton snapper (*Lutjanus analis*); goliath grouper (*Epinephelus itajara*); and larval and juvenile pink shrimp (*Farfantepenaeus duorarum*). SAFMC also identifies seagrass, live/hardbottom, coral, and all of the Biscayne Bay Aquatic Preserve as HAPC under the fishery management plans for spiny lobsters and the snapper/grouper complex. HAPCs are subsets of EFH that are rare, particularly susceptible to human-induced degradation, especially important ecologically, or located in an environmentally stressed area. Seagrass, live/hardbottom and coral directly benefit fishery resources of Biscayne Bay by providing nursery habitat. Seagrass, live/hardbottom, and coral are part of a habitat complex that includes mangrove, marine, and



estuarine bottom, and this habitat complex is abundant in Biscayne Bay and supports a diverse community of fish and invertebrates within the area. Seagrass also provide important water quality maintenance functions (such as pollution uptake), stabilize sediments, attenuate wave action, and produce and export detritus (decaying organic material), which is an important component of marine and estuarine food chains. SAFMC provides additional information on EFH and its support of federally managed fishery species in Fishery Ecosystem Plan of the South Atlantic Region, which is available at [www.safmc.net](http://www.safmc.net).

#### *Impacts to Essential Fish Habitat*

The NRE describes permanent impacts to 0.17 acres of seagrass and 2.74 acres of macroalgae habitats by installing new piles and shading. Temporary construction impacts to 1.0 acres of macroalgae and 0.17 acres of seagrass are also described in the NRE. Temporary impacts to seagrass from barge spudding and dredging for barge access may occur but are not yet quantified. Impacts to live bottom with stony coral, octocoral, and sponges may occur from bridge pile removal and placement of new bridge piers.

#### *Avoidance and Minimization of Impacts to EFH*

The Town and FDOT propose to construct new sea walls landward of the existing sea walls and leave in place the existing structures colonized by stony coral, octocoral, and sponges. Construction of the replacement sea walls will occur from land, further avoiding and minimizing potential impacts to coral EFH. Relocation prior to construction is proposed for stony coral, octocoral, and barrel sponges (*Xestospongia muta*) occurring in other portions of the project area. A conceptual plan for relocation and monitoring corals, octocoral and sponges will be developed by the Town and coordinated with NMFS in the final design and permitting phase. A barge spudding plan will be developed in coordination with NMFS to minimize the intersection of barge work areas and mapped seagrass. The Town and FDOT commit to reinitiating consultation in the final design and permitting phase to fully address avoidance and minimization of project impacts to EFH and mitigate unavoidable impacts.

### **EFH Conservation Recommendations**

NMFS finds the proposed bridge replacement would have an adverse impact on EFH. Section 305(b)(4)(A) of the Magnuson-Stevens Act requires NMFS to provide EFH conservation recommendations when an activity is expected to adversely impact EFH. Based on this requirement, NMFS provides the following:

1. FDOT and the Town should conduct preconstruction benthic surveys during the seagrass growing season (June-September) to inform final impact estimates, coral, octocoral, and sponge relocation, seagrass mapping, and potential mitigation for impacts to EFH.
2. FDOT and the Town should reinitiate consultation when further avoidance and minimization of impacts to seagrass, live/hardbottom, and coral EFH are refined.
3. FDOT and the Town should coordinate development of the proposed relocation plan for stony coral, octocoral, and barrel sponges with NMFS in the final project design phase.
4. FDOT and the Town should develop a barge spudding plan in coordination with NMFS to ensure the intersection of barge work areas and mapped seagrass habitat are minimized.
5. FDOT and the Town should develop a sea wall debris containment plan using floating work platforms to prevent discharge of debris into Biscayne Bay. The proposed plan should include regular movement of work platforms to minimize temporary shading impacts to corals. We recommend the final sea wall debris containment plan (developed by the contractor) to be coordinated with NMFS for review and approval prior to construction.
6. FDOT and the Town should develop a complete mitigation plan that includes appropriate success criteria and is based on functional assessments to fully offset unavoidable impacts to EFH. NMFS staff is available to assist FDOT and the Town.

7. FDOT and the Town should implement best management practices to minimize indirect impacts and water quality degradation. Best management practices should include staked turbidity curtains around the project area and staked filter fabric along upland staging areas and barge loading areas.

Section 305(b)(4)(B) of the Magnuson-Stevens Act and implementing regulation at 50 CFR Section 600.920(k) require FDOT to provide a written response to this letter within 30 days of its receipt. If it is not possible to provide a substantive response within 30 days, in accordance with the “findings” with FDOT, an interim response should be provided to NMFS. A detailed response then must be provided prior to final approval of the action. The detailed response must include a description of measures proposed by FDOT to avoid, mitigate, or offset the adverse impacts of the activity. If the response is inconsistent with the EFH conservation recommendations FDOT must provide a substantive discussion justifying the reasons for not following the recommendations.

Thank you for the opportunity to provide comments. Please direct related correspondence to the attention of Mr. Kurtis Gregg at 2198 Edison Avenue MS2814, Jacksonville, Florida 32204. He may be reached by telephone at (561) 291-9843, or by e-mail at Kurtis.Gregg@noaa.gov.

Sincerely,

WILBER.THOMAS.186  
PAYSON.1365820  
186

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WILBER.THOMAS.PAYSON.136  
5820186  
Date: 2024.06.07 07:43:04  
-04'00'

/ for

Virginia M. Croom  
Assistant Regional Administrator  
Habitat Conservation Division

cc: FWS, Christopher\_Putnam@fws.gov  
EPA, Sabel.Kacy@epa.gov  
FWCC, Lisa.Gregg@MyFWC.com  
FDEP ERP, Danielle.Sattleberger@dep.state.fl.us  
SAFMC, Kathleen.Howington@safmc.net  
F/SER47, Kurtis.Gregg@noaa.gov

## **Physical Resources Appendix**

### **Contents:**

Potential Contamination Sites Map

Noise Map



# Noise Map - 1 of 4



## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

# Noise Map - 2 of 4



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

	<p><b>Legend</b></p> <p><b>Noise Sensitive Sites</b></p> <table border="0"> <tr> <th>Height (ft.)</th> <th>NAC</th> <th>Impact</th> </tr> <tr> <td>○ 5</td> <td>○ 45</td> <td>B <span style="color: green;">■</span> Not Impacted</td> </tr> <tr> <td>○ 15</td> <td>○ 55</td> <td>C <span style="color: red;">■</span> Impacted</td> </tr> <tr> <td>○ 25</td> <td>○ 65</td> <td>D <span style="color: red;">■</span> Validation Sites</td> </tr> <tr> <td>○ 35</td> <td>□ E</td> <td><span style="color: green;">★</span></td> </tr> </table>	Height (ft.)	NAC	Impact	○ 5	○ 45	B <span style="color: green;">■</span> Not Impacted	○ 15	○ 55	C <span style="color: red;">■</span> Impacted	○ 25	○ 65	D <span style="color: red;">■</span> Validation Sites	○ 35	□ E	<span style="color: green;">★</span>	<p>Broad Causeway Bridge Replacement Town of Bay Harbor Island Noise Map - 2 of 4</p>	<p>N</p> <p>1 inch = 200 feet</p>	<p>Sheet 2</p> <p>Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community</p>
Height (ft.)	NAC	Impact																	
○ 5	○ 45	B <span style="color: green;">■</span> Not Impacted																	
○ 15	○ 55	C <span style="color: red;">■</span> Impacted																	
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○ 35	□ E	<span style="color: green;">★</span>																	

## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

# Noise Map - 3 of 4



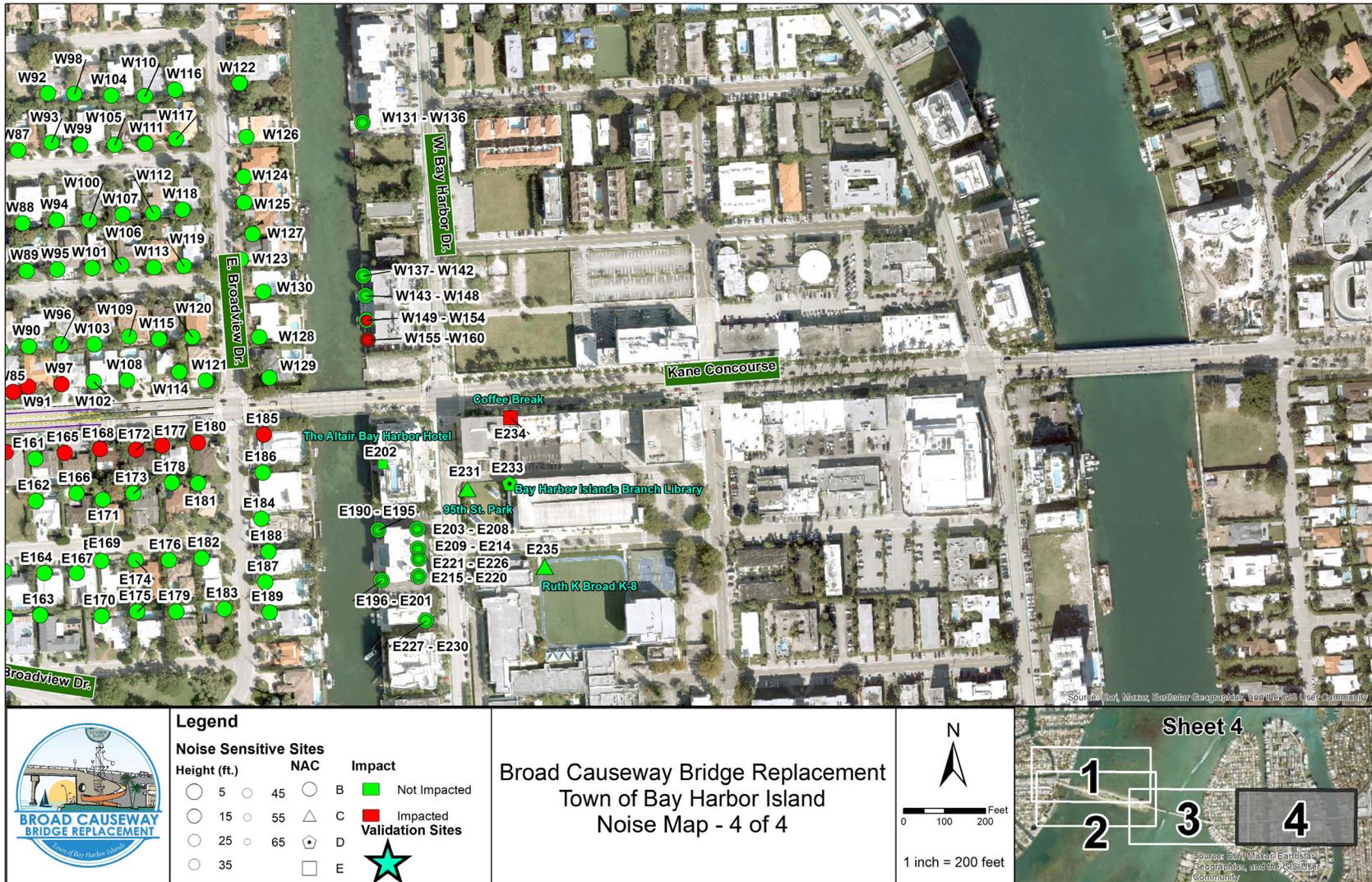
## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

# Noise Map - 4 of 4



## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

## **Public Involvement Appendix**

### **Contents:**

Public Hearing Certification Documentation

Public Hearing Transcript

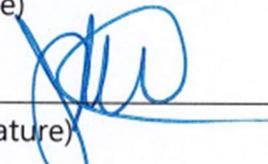
Town of Bay Harbor Islands  
PUBLIC HEARING CERTIFICATION

**Broad Causeway Bridge Replacement**  
**Project Development and Environment (PD&E) Study**  
**From Causeway Island to East of West Broadview Drive**  
**Miami-Dade County, Florida**  
**Town of Bay Harbor Islands Project No.: BC-160**  
**Financial Management No.: 452428-1**

I certify that a public hearing was conducted on June 24, 2024, beginning at 6:30 p.m. for the above project. A transcript was made, and the document attached is a full, true, and complete transcript of what was said at the hearing.

Janice Rosado  
(Name)

7/25/24  
(Date)

  
(Signature)

Town Manager  
(Title of Town Representative)

1 BROAD CAUSEWAY BRIDGE REPLACEMENT PD&E STUDY

2 PUBLIC HEARING (FPID 45248 1-21-01)

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June 24, 2024  
7:15 p.m. - 8:18 p.m.  
1175 95th Street  
Bay Harbor Islands, Florida

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13 Taken before SANDRA LISH, Court Reporter and Notary  
14 Public in and for the State of Florida at Large in the above  
15 cause.

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1 APPEARANCES:  
2 MAYOR JOSHUA FULLER  
3 JENICE ROSADO, Town Manager  
4 WENDY LASHER  
5 DAVID KONZ  
6 DAYANA SANJURJO  
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1 Thereupon, the following proceedings were had)

2           MAYOR FULLER: Good evening, everyone. Welcome to  
3 our meeting tonight. We are talking about the bridge,  
4 the PD&E study meeting. Ms. Rosado is going to be  
5 running the meeting and then heading Atkins, who is our  
6 consultant.

7           Please listen to everything. We will take  
8 questions later on and will all be later on explained.  
9 Thanks for coming tonight.

10           MS. ROSADO: Good evening. The Town of Bay Harbor  
11 Islands in coordination with the Florida Department of  
12 Transportation would like to welcome you to the public  
13 hearing for the Broad Causeway Bridge Replacement PD&E  
14 study.

15           My name is Jenice Rosado, and I am Town Manager to  
16 Bay Harbor Islands.

17           This public meeting is relative to: The Florida  
18 Department of Transportation, or FDOT, Financial  
19 Project Identification Number 452428-21-01.

20           FDOT Efficient Transportation Decision Making  
21 Number 14520, Town of Bay Harbor Islands Number BC-160.  
22 Bridge Number 875101.

23           The proposed improvement involves the Broad  
24 Causeway Bridge, located along Broad Causeway in  
25 Miami-Dade County. The project limits are from Bay

1 Harbor Islands to East of West Broadview Drive.

2 This hearing is being held to provide you with the  
3 opportunity to comment on this project.

4 Here with me tonight are Mayor Joshua Fuller,  
5 Rodney Carrero-Santana, the Town Engineer and Project  
6 Manager, Alicia Gonzalez, our Community Outreach  
7 Specialist with Media Relations Group leading the  
8 public outreach effort for this project. David Konz,  
9 the Broad Causeway Bridge Project Manager, and Wendy  
10 Lasher, the Deputy Project Manager, both of who are  
11 with AtkinsRealis Consulting.

12 At this time we would like to recognize any  
13 federal, state, county, or city officials who may be  
14 present tonight.

15 Are there any officials who would like to be  
16 recognized?

17 I see a council member. There's a councilman.

18 If there are any the officials online who would  
19 like to be recognized, please submit your name, title,  
20 and affiliation in the question box and you will be  
21 recognized later in the presentation.

22 We will now begin the presentation that will be  
23 led by Wendy and David.

24 MS. LASHER: The purpose of this public hearing is  
25 to share information with the general public about the

1 proposed improvements; its conceptual design; all  
2 alternatives under study; and the potential and adverse  
3 social, economic, and environmental impacts upon the  
4 community.

5 Information about ways you can comment on the  
6 project will be presented. The public hearing also  
7 serves as the official forum providing an opportunity  
8 to the public to express their opinions and concerns  
9 regarding the project.

10 This hearing is being conducted in accordance with  
11 all applicable federal and state laws.

12 This public hearing was advertised consistent with  
13 federal and state requirements. Persons wishing to  
14 express their concerns about Title VI may do so by  
15 contacting either the Town of Bay Harbor Islands Title  
16 VI coordinator, Jenice Rosado, or the Tallahassee  
17 office of the Florida Department of Transportation.

18 This contact information is also provided in the  
19 project handout and on a sign displayed at this  
20 hearing.

21 Public participation is solicited without regard  
22 to race, color, national origin, sex, religion,  
23 disability, or family status.

24 If translation services are needed during this  
25 meeting, please see Dayana here for assistance.

1           "Si usted necesita servicios de traduccion durante  
2           esta reunion, por favor hable con Dayana en el fondo de  
3           la sala para obtener ayuda."

4           "Si gen moun ki bezwen moun tradui pou yo pandan  
5           reyinyon sa a, al kote Dayana ki deye a nan sal la pou  
6           I ede w."

7           Public notice for this meeting was provided in  
8           notifications to property owners and tenants in and  
9           surrounding the project area and those living within  
10          the Town of Bay Harbor Islands.

11          In addition, emails were sent to interested  
12          individuals, elected and appointed officials,  
13          government agencies, and local and state and federal  
14          agencies.

15          This public meeting was advertised on the town  
16          website, in the Florida Administrative Register, in the  
17          Miami Herald, El Nuevo, and Le Floridien, and via  
18          social media.

19          Before I continue, are there any officials who  
20          would like to be recognized that noted their presence  
21          virtually?

22          MS. SANJURJO: No.

23          MS. LASHER: This is a hybrid public hearing being  
24          held simultaneously, in-person, and virtually.

25          If you are attending tonight's meeting using a

1 computer, tablet, or smartphone via Zoom, you will  
2 remain muted throughout the meeting, except for the  
3 formal comment period at the end of the presentation.

4 Before we begin tonight's presentation, we would  
5 like to share a few items regarding the logistics for  
6 the webinar and the comment period.

7 There are three primary components to tonight's  
8 hearing by the Town:

9 First, the open house which occurred prior to this  
10 presentation where you were invited to view the project  
11 displays and to speak directly with the project team  
12 and provide your comments in writing or to the court  
13 reporter.

14 Second, this presentation, which will explain the  
15 project purpose, and need, study alternatives,  
16 potential impacts, both beneficial and adverse, and  
17 proposed methods to mitigate adverse project impacts;  
18 and third, a formal comment period following this  
19 presentation where you will have the opportunity to  
20 provide oral statements at the microphone, or you may  
21 continue to provide your comments to the court reporter  
22 or in writing.

23 A recording of this presentation and meeting  
24 materials will be available on the project website, on  
25 the town project website shortly after the public

1 hearing.

2 For online attendees, if you happen to experience  
3 any technical issues during this meeting, please type  
4 the issue in the question box or send an email to  
5 vsalinas@mrgmiami.com or call (786)614-0050 to report  
6 it. Staff will do their best to assist you.

7 Project documents are available for your review  
8 during normal business hours at the Bay Harbor Islands  
9 Branch Library located in this building, 1175 95th  
10 Street, Bay Harbor Islands, Florida, 333154.

11 The documents will remain on display at the  
12 Morris N. Broad Community Center Library through  
13 July 5th, 2024. Project documents and meeting  
14 materials are also available on the project website or  
15 by scanning the QR code shown on the screen.

16 Shown on your right are the transportation  
17 development process starting with Planning and ending  
18 with the project being complete after Construction. We  
19 are currently in the project development and  
20 environmental or (PD&E) study phase.

21 The PD&E study began with data collection and  
22 review of existing conditions with the project limits.  
23 Transportation issues and concerns are studied, and  
24 solutions developed.

25 During the PD&E study, social, environment and

1           analyses are performed and documented regarding the  
2           proposed transportation improvement.

3           Engineering analysis includes the development of  
4           alternatives that meet the purpose and need of the  
5           project.

6           The environmental analysis determines what  
7           potential impacts the project might have on the social,  
8           natural and physical environments. These analyses  
9           supported decisions regarding the identification of a  
10          preferred alternative.

11          Public involvement is ongoing throughout the PD&E  
12          study. Your input also supports the project  
13          recommendations.

14          In addition to coordinating with you, the public,  
15          the Town has been coordinating with the FDOT and United  
16          States Coast Guard. This is a Town project, and the  
17          Town is funding the PD&E study, but Federal Highway  
18          funding and grants will be requested for future phases  
19          of the project, including design and construction.

20          Since Federal funds will likely be used, the Town  
21          is required to follow the National Environmental Policy  
22          Act, or NEPA. Based on the NEPA Assignment Memorandum  
23          of Understanding between the Federal Highway  
24          Administration and the FDOT, FHWA is the Lead Federal  
25          agency and FDOT will be approving the NEPA documents on

1           behalf of FHWA.

2           The Broad Causeway Bridge is over the Intracoastal  
3 Waterway, so the U.S. Coast Guard is a Cooperating  
4 agency.

5           There are numerous other agencies, as shown here,  
6 that the Town has or will coordinate with for project  
7 information, review, and permitting.

8           The existing bridge was constructed in 1951 and  
9 has been effectively maintained by the Town. The  
10 bridge has been rated in the past as good, but  
11 deterioration has occurred over time and the rating has  
12 been recently rated structurally deficient.

13           The Federal Highway Administration's National  
14 Bridge Inventory rating for a structurally deficient  
15 condition is given to any bridge when any component is  
16 in poor condition.

17           The Bridge is also functionally obsolete, which  
18 means the bridge design is out of date and does not  
19 meet current roadway design standards for features such  
20 as lane width, shoulder width or bicycle and/or  
21 pedestrian facilities.

22           Both the structurally and functional obsolete  
23 ratings do not mean the bridge is unsafe, but they do  
24 indicate the need for rehabilitation or replacement.  
25 As the structure continues to age, frequent costly

1 emergency repairs will be needed to prevent closure or  
2 severe deterioration.

3 A project specific purpose and need is required  
4 for these types of projects and must be approved by the  
5 FDOT.

6 All options for a new bridge, which are called  
7 Build Alternatives, are required to meet the Purpose  
8 and Need Statement. The purpose of the project is to  
9 identify the best solution for replacement of the  
10 existing bridge.

11 The need for the project is based on four points.  
12 First, address bridge deficiencies. To improve safety  
13 and flow of traffic. Lastly, to maintain emergency  
14 evacuation.

15 All alternatives evaluated during the PD&E study  
16 will keep the bridge open to traffic during  
17 construction to allow for emergency evacuation during  
18 the construction period.

19 This project is consistent with the Miami-Dade  
20 Transportation Planning Organization's Long Range  
21 Transportation Plan and Transportation Improvement  
22 Program.

23 MR. KONZ: Based on the engineering and  
24 environmental considerations and the project  
25 constraints, three alternatives were analyzed and

1 presented at the Alternative Public Workshop in-person  
2 on September 26, 2023, and virtually on September 28th,  
3 2023.

4 The No Build Alternative is where no improvements  
5 are made. This alternative remains throughout the PD&E  
6 study and serves as the baseline of comparison of the  
7 other build alternatives.

8 The two build alternatives presented included  
9 Build Alternative 1, a 65-foot high-level fixed bridge  
10 and Build Alternative 2, a 40-foot mid-level movable  
11 bridge.

12 The alternatives developed meet roadway and bridge  
13 design criteria with the goal of minimizing impacts to  
14 the community and the natural and physical  
15 environments.

16 Following the Alternatives Public Workshop  
17 conducted by the town, refinements were made to the  
18 build alternatives to increase the inside shoulder  
19 width from 2 feet to 4 feet. And also based on  
20 coordination with the Miami-Dade Transportation  
21 Planning Organization, the width of the shared use path  
22 was increased from 10 feet to 14 feet and bike lane  
23 markings were removed.

24 This information was presented to the Town of Bay  
25 Harbor Islands Town Council on November 8th, 2023, and

1 Build Alternative 1, the 65-foot high-level fixed  
2 bridge was approved by the town council as the  
3 Preferred Alternative as part of Resolution 2346.

4 The recommendation of Alternative 1, the 65-foot  
5 High Level Fixed Bridge as the Preferred Alternative is  
6 based on engineering and environmental analysis, public  
7 input, cost, and safety.

8 The justification for selection of this  
9 alternative is that it has an estimated 75-year  
10 lifespan, there will be no bridge openings or wait time  
11 for marine traffic, no impacts to Sovereign Submerged  
12 Lands, and a lower impact to Essential Fish Habitat  
13 compared to the other build alternative.

14 This alternative also has the lowest build  
15 alternative cost, public input received supported this  
16 alternative, and this alternative provides bicycle and  
17 pedestrian safety.

18 The No Build Alternative is where no improvements  
19 are made. This alternative is required to be  
20 considered in the NEPA process as a viable alternative  
21 throughout the PD&E study and will serve as a  
22 comparison to the Preferred Alternative.

23 The No Build Alternative does not meet the  
24 project's purpose and need to address bridge  
25 deficiencies, improve safety, improve the flow of

1 traffic, or maintain emergency evacuation.

2 The bridge will continue to deteriorate, and  
3 extensive periodic repairs and maintenance would be  
4 conducted to keep the bridge open.

5 The remaining life span of the existing bridge is  
6 estimated to be 15 to 25 years, at which time the  
7 bridge will have to be decommissioned or replaced.  
8 Please note, if the bridge is decommissioned, it will  
9 eliminate toll revenue and may cause tax increases.

10 An 11-mile detour to the south, shown in blue, and  
11 a 9-mile detour to the north, shown in green, would  
12 have to be utilized if the bridge is decommissioned or  
13 if there are bridge closures for extensive repairs.

14 These No Build Alternative detours would impact  
15 emergency response times and evacuation routes.

16 Now, this rendering shows the comparison of the  
17 existing bridge with a 15.7-foot vertical clearance as  
18 compared to the Preferred Alternative High-Level Fixed  
19 Bridge with a vertical clearance of 65 feet.

20 This height was chosen based on U.S. Coast Guard  
21 coordination and requirements. This height would allow  
22 for all boat traffic to go under the bridge. One of  
23 the benefits of this alternative is that there will be  
24 no drawbridge openings.

25 The proposed route or alignment for the Preferred

1 Alternative would be to the south side of the existing  
2 bridge. This avoids a submerged water line and the  
3 Town Tot Lot to the north (shown in blue), utilize the  
4 Town-owned vacant parcel to the south (shown in green),  
5 and avoided residential relocations.

6 The southern alignment eliminates land  
7 acquisition, and minimizes phased construction, and  
8 saves the Town time and money.

9 These two ariel images show what the Preferred  
10 Alternative would look like with the southern  
11 alignment.

12 This alignment will utilize the southern half of  
13 the causeway island. On the east end of the bridge,  
14 (which is on the right side of the slide) this  
15 alignment utilizes the Town's vacant parcel and  
16 reconnects to the existing roadway at West Broadview  
17 Drive.

18 These renderings show the Preferred Alternative  
19 looking from different advantage points. We now would  
20 like to take you on an ariel tour of the Broad Causeway  
21 Bridge with fly-throughs of 3-D engineering models  
22 showing the Preferred Alternatives.

23 The QR code shows the Preferred Alternative video  
24 animation.

25 Beginning in the Town and moving west, we see the

1 new pedestrian mid-block crosswalk. At the  
2 Intracoastal Waterway, the high-level fixed bridge  
3 provides 65' of vertical clearance. After construction  
4 is complete, the existing bridge will be removed,  
5 making way for larger boats and yachts to travel  
6 without delays.

7 Access is maintained to the service station by  
8 keeping Kane Concourse elevated. The existing toll  
9 gantry remains in place and the camera continues east.

10 A perimeter sidewalk provides recreation  
11 opportunities at the water's edge for exercise, picnic,  
12 or a scenic view.

13 The pedestrian helix is an architectural feature  
14 serving as a gateway to the community. The crosswalk  
15 uses familiar flashing lights with immediate response.  
16 At night LED programmable lighting can feature colors  
17 from the Town logo or accent special events (like using  
18 red, white and blue for Memorial Day or the Fourth of  
19 July.)

20 The Broad Causeway Bridge Replacement Project is a  
21 legacy project, a vital link that will stand for  
22 generations.

23 These renderings show what the Preferred  
24 Alternative looks like on the causeway island. This  
25 alternative shifts all vehicular traffic to the south,

1 leaving the northern portion of the island for  
2 potential recreational uses and dry retention ponds.

3 Proposed improvements on the island as part of the  
4 Preferred Alternative includes landscaping  
5 enhancements, lighting features, along with a  
6 pedestrian and bicycle shared-use path around the  
7 circumference of the island.

8 The proposed bridge typical section for the  
9 Preferred Alternative, is shown here on the top and  
10 includes two 11-ft. travel lanes in each direction  
11 separated by 4-ft, inside shoulders and 2-ft concrete  
12 barrier wall.

13 The outside shoulders are 8 ft. and are adjacent  
14 to concrete barrier walls, and a 14 ft. shared use path  
15 is proposed along the north side of the bridge with a  
16 48 inch high pedestrian/bicycle railing.

17 The proposed design speed is 30 miles per hour,  
18 maintaining the existing posted speed of 30 miles per  
19 hour.

20 The existing bridge typical section shown on the  
21 bottom is what you are driving on today. It has two  
22 10-foot undivided travel lanes and a narrow, raised  
23 maintenance walkway in each direction with no  
24 separation from motor vehicles.

25 The vehicle lane widths and sidewalks are

1           substandard. There's no dedicated bike lanes.

2                   Bicycles are sharing a 30-mile per hour travel  
3 lanes with vehicles on lane widths which do not meet  
4 current standards.

5           The raised maintenance walkway that is present not  
6 ADA compliant, and there are currently no sidewalks on  
7 the causeway island west of the bridge. This creates  
8 an unsafe condition for pedestrians along the corridor.

9           The Preferred Alternative will provide ADA  
10 compliant pedestrian accommodations including a 14 foot  
11 shared-use path on the north side of the bridge and  
12 bridge overlooks for pedestrians to rest and enjoy the  
13 view.

14           The circular (helix) ramp on the causeway island  
15 moves pedestrians and bicyclists from the elevated  
16 bridge down to the island where a perimeter shared-use  
17 path at the water's edge exists on both sides of the  
18 island.

19           These improvements provide recreation  
20 opportunities and connection with the Town to North  
21 Miami.

22           Since pedestrian accommodations are on the north  
23 side of the project, mid-block pedestrian crossing with  
24 a push-button feature will be provided with flashing  
25 warning lights, advanced signing, and striping.

1           The crosswalk will be located west of Broadview  
2 Terrace between West Broadview Drive and East Broadview  
3 Drive to move pedestrians from the south side to the  
4 north of the roadway.

5           Mid-block pedestrian crossings are used up and  
6 down Collins Avenue with on-demand pedestrian movement  
7 and vehicular traffic only being stopped for a few  
8 seconds.

9           Enhanced pedestrian wayfinding and traffic calming  
10 devices will help provide safe passage as pedestrians  
11 and bicyclists travel from north to south across Kane  
12 Concourse.

13           Some examples of calming methods are early warning  
14 signs, flashing lights, or even raised speed tables at  
15 the crosswalk with colored pavement.

16           The mid-block pedestrian crosswalk will allow  
17 pedestrian access to the bridge from the south side of  
18 the roadway.

19           For safety, there will be no other crossing of  
20 Kane Concourse at the base of the proposed bridge.

21           Median barriers or fencing will be installed to  
22 prevent unsafe crossings. This will not change the  
23 vehicular access to and from West Broadview Drive.

24           It should be noted that the location of the new  
25 mid-block crossing will be west of Broadview Terrace in

1 order to maintain the existing U-turn at Broadview  
2 Terrace.

3 This public hearing serves as notification of this  
4 change in access per Florida Statute 355.19. The  
5 Preferred Alternative Access Management Changes and an  
6 exhibit is available on the boards presented here  
7 tonight and available in the chat for online attendees.

8 Additional boards and documentation can be found  
9 on the project website. Please review the boards and  
10 fill out a comment card or make a statement to give us  
11 your views on the improvements and their potential  
12 effects.

13 You may also comment on the project website by  
14 mail or email to the Community Outreach Specialist.

15 The Preferred Alternative keeps the bridge open to  
16 traffic during construction phasing. This slide shows  
17 the construction phasing.

18 Phase 1, temporary traffic lanes will shift all  
19 traffic to the north side of the causeway island to  
20 provide space for construction to the south.

21 In Phase 2, all vehicular traffic will be shifted  
22 to the north side, to the new bridge -- I'm sorry --  
23 shifted to the new bridge.

24 In Phase 3, the existing bridge will be partially  
25 demolished while maintaining bicycle access.

1           In Phase 4, the new bridge is completed. The  
2 remainder of the existing bridge will then be  
3 demolished.

4           During all construction phases, maintenance of  
5 navigation through the Intracoastal Waterway and local  
6 notices to mariners will be coordinated with the U.S.  
7 Coast Guard.

8           MS. LASHER: An important element of this PD&E  
9 study was to evaluate the potential impacts and  
10 benefits of the proposed improvements as shown here.

11           There will be no land acquisition or relocations  
12 as part of the project. There will be visual changes  
13 looking at the bridge and from the bridge.

14           There are historic resources and recreational  
15 areas that I will explain impacts on the upcoming  
16 slide.

17           In accordance with Executive Order 19988  
18 "Floodplain Management", the project has been evaluated  
19 for potential floodplain involvement. The entire  
20 project area is located in the 100 year floodplain but  
21 will have no floodplain impacts because it is a tidal  
22 area.

23           Threatened and endangered plant and animal  
24 species are afforded special protection under the  
25 Endangered Species Act of 1973, as amended, and Florida

1 Statutes.

2 The project has been in consultation with the  
3 National Marine Fisheries Service and US Fish and  
4 Wildlife Service to develop measures to avoid,  
5 minimize, and mitigate impacts listed to species.

6 The Town will continue to coordinate with  
7 environmental agencies in the future phases of the  
8 project to meet all environmental permitting and  
9 construction requirements.

10 In accordance with Executive Order 11990,  
11 "Protection of Wetlands," the study team has evaluated  
12 this project for potential impact to wetlands and  
13 seagrasses and the project has been in consultation  
14 with the National Marine Fisheries Service concerning  
15 these resources.

16 It is anticipated that the Preferred Alternative  
17 will impact 0.279 acres of seagrass wetlands and 4.18  
18 acres of Essential Fish Habitat.

19 Appropriate mitigation options will be provided  
20 for unavoidable impacts and are reviewed and approved  
21 by regulatory agencies.

22 The project is expected to result in improved air  
23 quality from reduced vehicular idling by eliminating  
24 drawbridge openings.

25 Although this project will not add travel lanes or

1 vehicular capacity, a preliminary traffic noise  
2 analysis was performed to evaluate highway traffic  
3 noise levels for the project.

4 It was found that although some residents are  
5 predicted to experience traffic noise levels that  
6 approach, meet, or exceed noise abatement criteria  
7 established by Federal Highway Administration (FHWA) for  
8 the year 2050 Build condition, of the residences which  
9 are experiencing an increase in traffic highway noise  
10 levels, noise levels are expected to increase up to 3  
11 dB(A)., with the exception of one residence, which is  
12 predicted to receive a 4.3 dB(A) increase.

13 An increase in noise levels of 3 dB(A) is  
14 considered to be barely perceptible to the human ear by  
15 FHWA. Noise barriers were evaluated for residences  
16 which are expected to be impacted by highway traffic  
17 noise in the year 2050 Build condition, but the  
18 effectiveness of noise barriers was limited due to  
19 access requirements to accommodate driveways along Kane  
20 Concourse.

21 Therefore, noise barriers are not recommended as  
22 part of this project. Noise impacts will be further  
23 assessed in the design phase.

24 A hazardous materials and petroleum screening  
25 analysis identified one site with the potential for

1 high contamination improvement underground at the gas  
2 station on the causeway island.

3 Also, one site with potential for medium  
4 contamination involvement associated with the removal  
5 of the existing bridge.

6 The Town will further evaluate the potential  
7 contamination risks at these sites during the design  
8 phase of the project.

9 Before construction, specially trained crews will  
10 address contamination in these areas, as required.

11 For historic resources, the No Build Alternative  
12 results in no adverse effect. The Preferred  
13 Alternative results in an adverse effect on the  
14 individually National Register of Historic Places for  
15 NRHP eligible Broad Causeway Bridge, the individually  
16 NRHP eligible Citgo historic structure (currently the  
17 Chevron), and the potentially NRHP eligible Bay Harbor  
18 Islands Historic District.

19 Because of the adverse effect, the project team  
20 applied the Section 106 criteria and completed a  
21 Section 106 effects determination; consulted with  
22 affected parties, which is ongoing; and completed  
23 section 4(f) documentation.

24 The State Historic Preservation Office (or SHPO)  
25 concurred with the adverse effects findings on May 28,

1 2024.

2 The team has continued consultation with the SHPO  
3 to resolve the adverse effects through a Memorandum of  
4 Agreement. Once this is completed, Section 106 will be  
5 complete.

6 Potential measures to minimize harm as a result of  
7 the adverse effects to these historic resources will be  
8 documented in a future Memorandum of Agreement between  
9 the Town, FDOT, and the SHPO.

10 These measures include documentation to the U.S.  
11 Department of Interior Historic American Engineering  
12 Record documentation process for historic bridge;  
13 public education, which will include historic markers  
14 about the historic bridge and history of the Town.

15 It will provide an updated survey of the historic  
16 district; and incorporation of potential design  
17 elements.

18 You can provide input by reviewing the boards  
19 shown tonight and filling out a comment form or making  
20 a statement to give us your views on the improvements  
21 and their potential effects on the historic resources.

22 You may also comment on the project website, by  
23 mail or email to the Community Outreach Specialist.

24 The Preferred Alternative has temporary impacts to  
25 the Town of Bay Harbor Tot Lot and Florida

1 Circumnavigational Saltwater Paddling Trail, both  
2 Section 4(f) resources.

3 The team completed a Section 4(f) evaluation in  
4 accordance with the U.S. Department of Transportation  
5 Act of 1966, which established the requirement for  
6 consideration of park and recreation lands, wildlife  
7 and waterfowl refuges, and historic sites in  
8 transportation project development.

9 A small, limited temporary construction area will  
10 be needed to construct a new seawall where the Tot Lot  
11 is located, (shown on this slide in pink).

12 The new seawall will provide enhancement to the  
13 park because the Town is increasing the long-term  
14 stability of the seawall. As shown on the slide, this  
15 temporary occupancy temporarily removes the Tot Lot  
16 picnic pavilion and temporarily moves perimeter fence  
17 from the water's edge to east side of the picnic  
18 pavilion.

19 An additional construction fence will be  
20 installed. During construction of the seawall, the Tot  
21 Lot will continue to be open during daytime regular  
22 daylight hours and have the same access.

23 Seawall construction will last approximately 12  
24 weeks. Once complete, the perimeter fence will be  
25 restored and the pavilion will be returned to its

1 original location or will be replaced with amenities  
2 the Town chooses to have.

3 The temporary occupancy of the Tot Lot is so  
4 minimal as to not constitute a use between within the  
5 meaning of Section 4(f).

6 The Florida Circumnavigational Saltwater Paddling  
7 Trail follows the Intracoastal Waterway under the  
8 existing Broad Causeway Bridge. Since the project  
9 cannot avoid the Paddling Trail, measures to minimize  
10 harm to the trail were undertaken and a temporary  
11 detour route for the trail around the Bay Harbor  
12 Islands was developed as shown on the slide in yellow.

13 The Town will coordinate with and provide detour  
14 notifications to the Florida Department of  
15 Environmental Protection, Office of Greenways and  
16 Trails for posting on their website regarding the  
17 temporary closure. The Florida Navigational Saltwater  
18 trial will be a Section 4(f) "No Use".

19 Anticipated effects from the No Build, Mid-Level  
20 Movable Bridge and High-Level Fixed Bridge Preferred  
21 Alternative are presented in the Evaluation Matrix on  
22 the next two slides.

23 These alternatives are compared based on bridge  
24 criteria and features; traffic operations; social,  
25 cultural, natural, and physical resource impacts; and

1 costs for design and construction.

2 The costs for environmental mitigation will be  
3 determined during final design.

4 The evaluation matrix demonstrates that the build  
5 alternatives satisfies the purpose and need for the  
6 project; includes improvements that accommodate  
7 vehicular, marine, bicycle and pedestrian traffic; does  
8 not have substantial social, natural, and physical  
9 resource impacts.

10 For the No Build Alternative \$72 million dollars  
11 is estimated to reach year 2048, or 25 years. Please  
12 note, this cost is for preventive maintenance only,  
13 excludes building any new bridge in the future, and  
14 excludes major repairs since they are unpredictable as  
15 deterioration accelerates near the end of the bridge's  
16 service life.

17 When the existing bridge was originally  
18 constructed in 1951, it was assumed to have a 50 year  
19 design life. The Town has completed numerous  
20 rehabilitation projects and emergency temporary repairs  
21 in the past and has successfully extended the lifespan  
22 of the 73 year old bridge.

23 This proactive approach allows enough time for  
24 proper planing of the next steps as the bridge nears  
25 the end of its service life.

1           The Mid-Level Movable Bridge is estimated to cost  
2           \$440 million dollars, and the High-Level Fixed Bridge,  
3           which is the Preferred Alternative, is estimated to  
4           cost \$247 million dollars during the first 25 years;  
5           matching the 2048 baseline.

6           Both the Mid-Level Bridge Alternative and the  
7           High-Level Bridge Preferred Alternative have a design  
8           life of 75 years.

9           Due to the Infrastructure Bill, this is really a  
10          good time to proceed with the Preferred Alternative due  
11          to available funds. The Town will likely need to use  
12          toll revenue to fund at least 20% of the total cost.  
13          The Town is pursuing Federal, state, and local grants  
14          in hopes of funding the remaining balance for Design  
15          and Construction costs.

16          For comparison purposes, it is important to  
17          identify the Advantages and Disadvantages for each  
18          alternative. Advantages of the No Build Alternative is  
19          that it maintains the existing facility as-is with no  
20          new improvements.

21          While the No Build Alternative would have no  
22          environmental impacts maintain roadway slope and a  
23          lower cost, it would not address the substandard  
24          roadway, deteriorating bridge or safety needs.

25          Other disadvantages include the potential for

1 bridge closures that would require a detour and may  
2 affect emergency evacuation.

3 Advantages of the Alternative 2, the Mid-Level  
4 Removable Bridge, is that the bridge is not as high and  
5 therefore would have average slopes and less visual  
6 impacts.

7 Improvements would also be made to pedestrian and  
8 bicycle accommodations, safety, resiliency, and  
9 sea-walls.

10 Disadvantages include that it would still have  
11 bridge openings for large vessels and in emergency  
12 evacuation circumstances and higher impacts to  
13 Essential Fish Habitat.

14 Since the alignment is outside of the 300-foot  
15 area the Town controls there will be impact to  
16 Sovereign Submerge lands. This alternative has the  
17 highest cost of \$440.9 million dollars.

18 Advantages of the Preferred Alternative is that  
19 there will no longer be draw bridge openings.

20 Improvements would also be made to pedestrian and  
21 bicycle accommodations, safety, resiliency, and  
22 seawalls.

23 Disadvantages would include potential  
24 environmental impacts, steeper roadway and shared-use  
25 path slopes, visual impacts and costs to design and

1           construct a new bridge at \$247.4 million dollars.

2           Following tonight's public hearing, the next step  
3           is to incorporate your input on this Public Hearing  
4           into our decision-making process.

5           After the permit period closes and your input has  
6           been considered, a decision will be made and final PD&E  
7           document will be sent to the U.S. Coast Guard as a  
8           cooperating agency, and FDOT Office of Environmental  
9           Management, for location and design concept acceptance  
10          or (LDCA). After LDCA acceptance, the project will  
11          continue in the final phase.

12          This project has and will continue to be  
13          undertaken within all state and federal rules and  
14          regulations.

15          The bottom graphic shows the overall anticipated  
16          project schedule if the Preferred Alternative is  
17          selected.

18          We are here in the PD&E phase, which ends this  
19          year, next the design phase will take approximately  
20          two-and-a-half years and includes permitting.

21          We will not have any relocations or right-of-way  
22          acquisition, which will save the Town money and reduce  
23          the overall schedule.

24          The project will proceed directly into  
25          construction in 2028 with the anticipated

1 ribbon-cutting in 2031 or prior.

2 There have been various opportunities for the  
3 public to provide input on this project. Several  
4 public meetings have been held, dating from  
5 February 2022 until tonight.

6 We welcome any oral or written comments you might  
7 have that will help us make this important decision.  
8 At the construction of this -- at the conclusion of  
9 this presentation our personnel will distribute speaker  
10 cards to those in the audience who have not received  
11 one and who would like to make a statement.

12 The court reporter will record your statement and  
13 a verbatim transcript will be made of all oral  
14 proceedings at this hearing.

15 If you do not wish to speak at the microphone, you  
16 may present your comments in writing or directly to the  
17 court reporter at the comment table over here. Each  
18 method of submitting a comment carries equal weight.

19 Please note, we will not respond to your comments  
20 or questions during the Formal Comment Period, but we  
21 will respond in writing at a later date.

22 We will alternate between online and in-person  
23 comments. For those attending in person, please do the  
24 following: Fill out a Speaker's Card and provide your  
25 contact information.

1           After online comments are received, the Moderator  
2 will call in-person attendees who fill out Speaker's  
3 Cards.

4           Please come and speak into the microphone. Limit  
5 comments to two minutes.

6           For virtual attendees, please Raise Hand on the  
7 bottom toolbar. When we call your name, please unmute  
8 your microphone, and you will have exactly two minutes  
9 to state your comment. We will record your comments  
10 and respond via mail or email.

11          For dial-in attendees, if you are calling via a  
12 smart phone, you will be able to raise your hand to ask  
13 questions or provide a comment by dialing \*9. You will  
14 be alerted once you are unmuted and allowed to speak.

15          Again, if you have -- if you're having technical  
16 difficulties, please type the issue in the question box  
17 or send an email to vsalinas@mrgmiami.com or call  
18 786-614-0050 to report it. Staff will do their best to  
19 assist you.

20          There are multiple ways to submit comments that  
21 have been stated tonight and are shown here.

22          Written comments received or postmarked no later  
23 than ten days following the date of this public  
24 hearing, which is July 5, 2024. All written comments  
25 should be mailed to the address shown on the slide or

1 in your handout.

2 The Town of Bay Harbor Islands would like to thank  
3 you for your interest in the project and attending this  
4 meeting.

5 This concludes our presentation, and we will now  
6 offer you the opportunity to make a public statement.  
7 This will start the formal comments period.

8 Anyone desiring to make a statement or present  
9 written views and/or exhibits regarding the location,  
10 conceptual design, or social, economic, and  
11 environmental effects of the improvements will now have  
12 an opportunity to do so.

13 If you are holding a Speaker's Card, please give  
14 it to Dayana, and if you have not received a Speaker's  
15 Card and wish to speak please, raise your hand so that  
16 you can receive a card and fill that out.

17 I can help you over here. If you need a Speaker's  
18 Card, please raise your hand.

19 Written statements and exhibits may be presented  
20 in lieu of or in addition to oral statements. All  
21 written materials received at this public hearing,  
22 through the project website and at the Community  
23 Outreach Specialist Media Relations Group office  
24 located at 14707 South Dixie Highway, Suite 404, Miami  
25 Florida 33176, postmarked no later than ten days

1 following the date of this public hearing will become a  
2 part of the public hearing record for this hearing.

3 All written comments should be addressed to Alicia  
4 Gonzalez. Comments may also be emailed to  
5 agonzalez@mrgmiami.com.

6 We will now call upon Jenice Rosado, Town Manager  
7 and will now call upon the virtual those virtual and  
8 dial-in attendees who have raised their hands and those  
9 attendees that have turned in Speaker's Cards.

10 We will alternate between the online and  
11 in-person, and for those attending in person, when you  
12 come forward, please state your name and address.

13 If you represent an organization, municipality, or  
14 other public body, please provide that information, as  
15 well. We ask that everyone limits their inputs for two  
16 minutes.

17 Please come to the microphone so the court  
18 reporter will be able to get a complete record of your  
19 comments.

20 Does anyone else desire to speak? If you have  
21 completed a Speaker's Card, please repeat your name and  
22 address. If not, state your name and address and  
23 complete a Speaker's Card after you've given a  
24 statement for the public record.

25 The verbatim transcript of this hearing's oral

1 proceedings, together with all written materials  
2 received as part of the hearing record and all studies,  
3 displays, and informational materials provided at the  
4 hearing will be made a part of the project  
5 decision-making process and will be available through  
6 the Town of Bay Harbor Islands for public review upon  
7 request.

8 MS. SANJURJO: So I will call Frances. Frances,  
9 please state your full name and address and the number  
10 you have submitted for your comments.

11 MS. NEUHUT: My name is Frances Neuhut. My  
12 question has to do with basically the FDOT because even  
13 -- I feel that --

14 THE COURT REPORTER: Speak louder, please.

15 MS. NEUHUT: I feel it's not safe from entering  
16 from our town to the bridge. It's very congested. The  
17 bridge is -- the other two bridges or three bridges are  
18 not ADA approved sidewalks, the whole thing, so to have  
19 this bridge, I think all these things need to be  
20 cleaned up, as well.

21 The other thing I wanted to say was that we are  
22 doing a 65-foot bridge, right?

23 MS. LASHER: That's an alternative.

24 MS. NEUHUT: Sounds like it is.

25 THE COURT REPORTER: I can't hear you.

1 MS. NEUHUT: We are not a historic district. We  
2 have been turned down many years ago for stating  
3 Aventura, so this ramp that you are putting, to me,  
4 looks very dangerous. It's very high. I don't know  
5 the elevation.

6 Are there going to be sidewalks on those  
7 elevations that come down the ramp?

8 It just looks very scary, and I don't think it's  
9 necessary to have that to save a non-historic bridge  
10 (inaudible).

11 It seems like everything is focused on the gas  
12 station, which really is not historic. We went over  
13 this many years ago. One of our council members  
14 decided to destroy everything else in the town. We'll  
15 put the gas station and now it's an eyesore as far as  
16 I'm concerned and it's disturbing. Thank you.

17 MS. SANJURJO: Question?

18 MR. BIRCHER: My name is Preston Bircher, 1073  
19 98th Street. Couple of comments I would like to make.

20 If something is romantic about where we live is  
21 the involerable (sic) lighting, the low level lighting  
22 across the causeway bridge; very romantic.

23 What I'm seeing, the illustrations are very  
24 freeway, the model of I-95 going across. Some low  
25 level lighting incorporate the same type of beauty that

1 we have new.

2 The new Riveron (sic) Bridge was made with  
3 handrails where they are all LED lighting were below  
4 eye level is where you're walking it's illuminated, so  
5 we don't have light pollution above. That is something  
6 else that is romantic about being here in our home.

7 I would like to make sure that does get looked at  
8 and incorporated into this massive construction  
9 project, which is desperately needed.

10 Another question is if something can be attended,  
11 what's going on under the bridge where it's not  
12 parking.

13 Is it an open space for weeds? Is it a place for  
14 homeless people to camp out? Is it being encased so  
15 that there is the infrastructure project material,  
16 (inaudible) it's got to be identified some way.

17 What is happening under the bridge is not parking  
18 and not open for park life.

19 The last one is, is there any current money  
20 dedicated to the poured concrete sections of our bridge  
21 to maintain something other than what's being built  
22 along I-95.

23 Is there character? Was there anything pending on  
24 what was there being taken down, such as like when they  
25 reconstructed the Venetian Bridge, they replicated a

1 part of -- looking at modern standard, but they did  
2 replicate what was there originally from the early  
3 twenties all the way through. I just wanted to say I  
4 would love to see some kind of presentation on what is  
5 going to be for historic, the visual on top of the  
6 necessity. Thank you.

7 MS. SANJURJO: I would like to call Ileen Wallace.

8 MS. WALLACE: Thank you. That was an excellent  
9 presentation.

10 MS. LASHER: Please state your name and address.

11 MS. WALLACE: Ileen Wallace, 10350 West Bay Harbor  
12 Drive, former Mayor of Bay Harbor Islands. I have been  
13 involved with what is going on with the bridge for  
14 many, many, years and we have had prophylactic  
15 improvements, et cetera.

16 I understand the bridge is worn out, and the town  
17 right now is going through renaissance, which a new  
18 bridge is going to be part on the renaissance, be part  
19 of the statement of the town.

20 I love everything I have seen about it. I asked a  
21 question about a formal model that we could look at.  
22 That shows my age, because I'm asking for something  
23 tangible and you have AI, and you have the glass  
24 goggles, and we'll be able to put the goggles on and  
25 pretend like we are driving through the bridge, which

1 I think is fabulous and I can't wait to see something  
2 like that.

3 I don't have the goggles. I'm not going to get  
4 them, but I'll come here to look at them.

5 The second thing -- two other things. The cost of  
6 concrete, the cost of steel. Have you projected what  
7 those costs will be in what, five years, because we  
8 know that it -- there's shortages and we know that, on  
9 both entities, so that's my question, as well, and  
10 thank you very much for the presentation.

11 MS. SANJURJO: If there's anyone else in person  
12 that would like to speak, please fill out a Speaker's  
13 Card.

14 We will get one for you. If you do not wish to  
15 speak or you would like to make a comment, there's  
16 comments cards on the table in the back. Please feel  
17 free to fill one out and just leave it at the comment  
18 box.

19 If there any persons that would like to leave a  
20 comment online, please do so in the question and answer  
21 session, and we will also record it. So, I have a  
22 question from Drew Figdor, D-R-E-W F-I-G-D-O-R.

23 Are you allowed to do construction on Saturday or  
24 Sunday?

25 He also asked, what are the dimensions of the

1 proposed bridge versus old? How many feet of existing  
2 vacant lots are used?

3 We have another question from Marcia Teixeira.  
4 M-A-R-C-I-A T-E-I-X-E-I-R-A.

5 What will happen to the toll charge?

6 And we have a question from an anonymous attendee.

7 What are setbacks for vacant property lines? How  
8 close can bridge be built to existing houses?

9 So those are the online comments that we have.

10 MS. LASHER: Is there anyone also that --

11 MS. NEUHUT: I have one more question. May I?  
12 Who issued the permits? How many entities are involved  
13 in issuing the permits? That's my only question.

14 MS. LASHER: We will reply to all these comments  
15 and questions written email or formally through the  
16 mail.

17 MS. SANJURJO: We have three hands raised.

18 MS. LASHER: Okay. We have three hands raised  
19 online. We will begin with the comments.

20 Drew Figdor, you will be unmuted now so please  
21 state your comments.

22 Drew?

23 THE WITNESS: I don't think they are set up for  
24 unmute audio out, so comments to the staff would be --

25 MS. SANJURJO: If you have any other comments,

1 please write them in the chat or the Q. and A.

2 We have a comment from Norma Orovitz. N-O-R-M-A  
3 O-R-O-V-I-T-Z. Sixteen year resident of Bay Harbor  
4 Islands. We are thrilled with the prospect of a fixed  
5 bridge. Just hope we live long enough to see it.

6 And there's another comment from an anonymous  
7 attendee.

8 Why can't people cross the street at the light?  
9 It's dangerous crossing in the middle of the street.

10 We have Aveda Ceravita (phonetic), if you can  
11 please state your comments or questions in the chat.

12 MS. LASHER: If there are there any additional  
13 comments or questions in the chat will be recorded and  
14 they will be included as part of the public hearing  
15 record and we will respond to those that are not listed  
16 as anonymous, and with that, thank you for attending  
17 this public hearing and for providing us -- one more.

18 Teri Damico.

19 MS. DAMICO: Hi. I'm Teri Damico. 9101 East Bay  
20 Harbor Drive.

21 I wanted to know how much more that we are  
22 accommodating as far as costs for the Citgo station,  
23 and what are the plans it, because we you did mention  
24 that we have to do a survey of the islands.

25 We did one in 2006. It was quite expensive. Is

1           that what you see happening? Please explain that.

2           MS. LASHER: We are accepting comments. We will  
3           respond.

4           MS. DAMICO: I would like to see the cost  
5           difference without the gas station and without the ramp  
6           Thank you.

7           MS. LASHER: Anyone else? Thank you for attending  
8           this public hearing, and for providing your input into  
9           this project.

10           It is now 8:18 p.m. I hereby officially close the  
11           public hearing for the Broad Causeway Bridge  
12           Replacement Study.

13           Thank you again, and have a good evening. Safe  
14           travels.

15           (The hearing was concluded at 8:18 p.m.)

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## 1 CERTIFICATE OF REPORTER

2 STATE OF FLORIDA  
3 COUNTY OF DADE4 I, SANDRA LISH, Professional Court Reporter  
5 do hereby certify that I was authorized to and did  
6 stenographically report the Broad Causeway Bridge  
7 Replacement Public Hearing; pages 1 through 43; that  
8 the transcript is a true recording of my stenographic  
9 notes.10 I further certify that I am not a relative,  
11 employee, attorney or counsel of any of the  
12 parties, nor am I a relative or employee of any of  
13 the parties' attorney or counsel connected with  
14 the action, nor am I financially interested in the  
15 action.16 The foregoing certification of this transcript does  
17 not apply to any reproduction of the same by any means  
18 unless under the direct control and/or direction of the  
19 certifying reporter.

20 DATED this 27th day of June, 2024.

21   
22 Sandra Lish  
23 Court Reporter  
24  
25