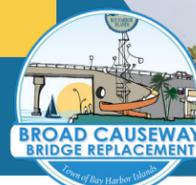




Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154



FACT SHEET

BROAD CAUSEWAY BRIDGE REPLACEMENT

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

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY MIAMI DADE-COUNTY, FLORIDA

Financial Project ID: 452428-1-21-01 | FDOT Efficient Transportation Decision Making (ETDM): 14520 | Town of Bay Harbor Islands Project Number: BC-160

OVERVIEW

The Town of Bay Harbor Islands is conducting a Project Development & Environment (PD&E) Study for the Broad Causeway Bridge, also known as the Shepard Broad Causeway Bridge, Replacement. The drawbridge is part of the Broad Causeway and connects the Town of Bay Harbor Islands with the City of North Miami. The study limits are from Causeway Island to east of West Broadview Drive. The project is located in the Town of Bay Harbor Islands in Miami-Dade County.

This is a Town of Bay Harbor Islands project. Since Federal funding may be utilized 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 FDOT Office of Environmental Management will be approving the National Environmental Policy Act (NEPA) documents on behalf of FHWA.

PROPOSED IMPROVEMENTS

The primary objective of this study is to replace the aging Broad Causeway Bridge with a new structure that meets current design standards and is consistent with the United States Coast Guard regulatory requirements. The new bridge will include provisions for dedicated bicycle lanes and sidewalks to comply with American with Disabilities Act (ADA) requirements along with guardrails for pedestrian safety; provide safe access for multi-modal transportation and improve east-west access from the mainland of Miami-Dade County to the Town of Bay Harbor Islands, Village of Bal Harbour, and the Town of Surfside.

GOALS

- PROVIDE NEW STRUCTURE
- IMPROVE CONNECTIVITY
- ENSURE SAFETY
- PROVIDE TRANSIT, BICYCLE AND PEDESTRIAN IMPROVEMENTS

SCHEDULE

The PD&E Study started in November 2022 and is expected to be completed by April 2025. The Design Phase will begin after the PD&E Study is completed. Public Involvement will continue throughout the PD&E Study and the public is encouraged to participate in the development of this project.

GET INVOLVED

Public involvement is an extremely important part of a PD&E Study to inform citizens about the project and provide interested persons an opportunity to be involved in the development of the project. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and FDOT. The Town of Bay Harbor Islands and FDOT encourage public participation without regard to race, color, national origin, age, sex, religion, disability or family status. There will be several opportunities to participate in public meetings and individual stakeholder discussions.

TOWN OF BAY HARBOR ISLANDS CONTACT:

TOWN ENGINEER Rodney Carrero-Santana, P.E., CPM, LEED AP Town of Bay Harbor Islands publicworks@bayharborislands-fl.gov	9665 Bay Harbor Terrace Bay Harbor Islands, Florida 33154 Phone: (305) 866-6241
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YOU ARE INVITED

Please join the Town of Bay Harbor Islands at an Alternatives Public Workshop regarding this project.

IN-PERSON WORKSHOP:
Morris N. Broad Community Center, 1175 95th Street,
Bay Harbor Islands, Florida 33154

Tuesday, September 26, 2023 at 7 p.m.

VIRTUAL WORKSHOP:
To participate virtually from your computer, tablet, or smartphone, please register using the following link:
<https://bit.ly/BCB-APW>

Participants can also call in by dialing
+1 (305) 224-1968; Meeting ID: 914 7274 3634

*Registration is encouraged not required.

Thursday, September 28, 2023 at 6 p.m.

SCAN TO REGISTER



The public workshop will consist of a formal presentation followed by an open discussion. Questions will be responded to as time permits, in the order received. If your question is not responded to during the meeting, a response will be provided in writing. Persons wishing to submit statements, in place of or in addition to oral statements, may do so at the meeting or by sending them to Alicia Gonzalez, Community Outreach Manager, at (786) 280-6645 or via email at agonzalez@mrgmiami.com. Notification of this meeting is being sent to all property owners and tenants within 500 feet of either side of the proposed project and the other public officials, regulatory agencies, organizations, and individuals interested in the project.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in the meeting or for additional translation services in Spanish, Portuguese, French or Creole is asked to advise the Town at least seven (7) days before the meeting by contacting Jenice Rosado, Assistant Town Manager, at (305) 866-6241 or in writing at the Town of Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154 or by email at jrosado@bayharborislands-fl.gov.

WHAT IS A PD&E STUDY

A PD&E Study is a step in the FDOT's transportation development process that the Town of Bay Harbor Islands will utilize. The study will guide the Town of Bay Harbor Islands in determining the location, conceptual design, and social, economic, and environmental effects of the proposed roadway improvements. During the PD&E Study process, feasible alternatives are developed for bridge/roadway improvement projects. These "Build" alternatives are evaluated based on environmental, engineering, socioeconomic conditions, safety needs and public input. The need for additional right-of-way for stormwater and environmental mitigation will also be evaluated during the PD&E Study phase. The "No Build" alternative is evaluated throughout the Study process and will serve as comparison to the "Build" alternatives. This "No Build" alternative leaves the existing bridge as it is with repairs and maintenance as required. If the Study results in a "Build" alternative being selected, the project may proceed to the next phase, which is the Design Phase. During the PD&E phase, the preliminary engineering and documentation required for funding will be completed. This includes the review and analysis of potential impacts from the proposed project on the social, natural, physical, and cultural resources in the surrounding environment.

Morris N. Broad Community Center, 1175 95th Street, Bay Harbor Islands, Florida 33154



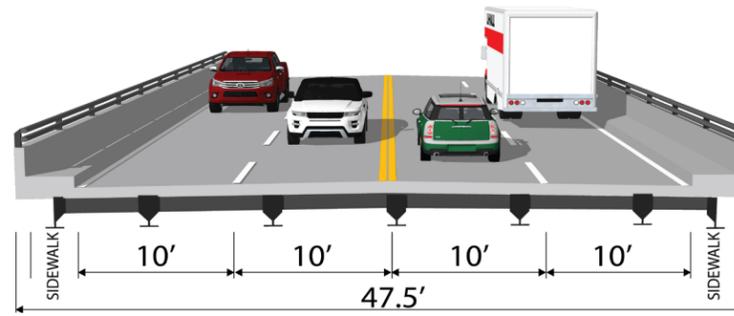
PROJECT LOCATION MAP

VISIT OUR WEBSITE:
<https://www.bayharborislands-fl.gov/>

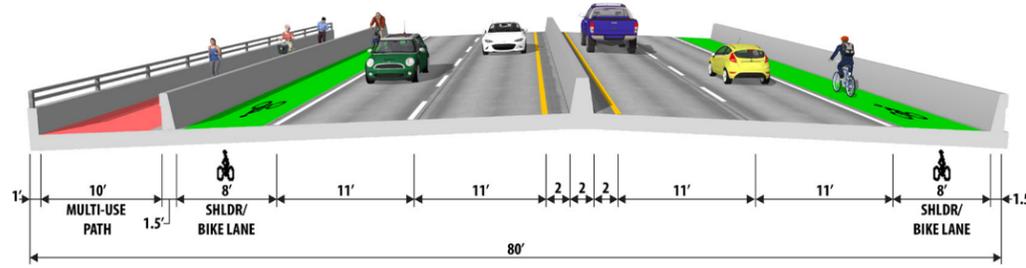


PROPOSED RENDERINGS AND BRIDGE TYPICAL SECTIONS

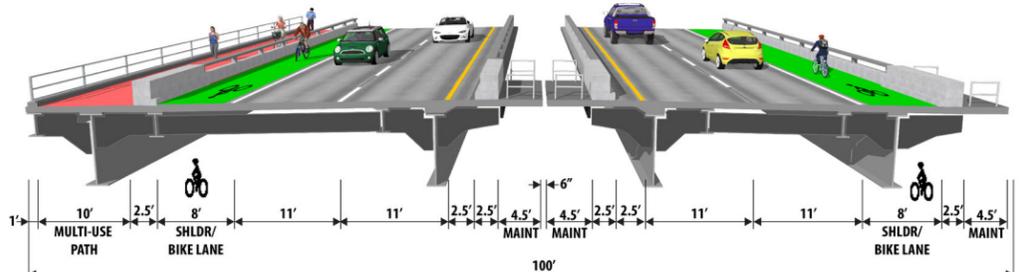
NO BUILD ALTERNATIVE



ALTERNATIVE 1 HIGH-LEVEL FIXED BRIDGE



ALTERNATIVE 2 MID-LEVEL MOVABLE BRIDGE



PROPOSED ALTERNATIVES

Based on the engineering and environmental considerations and the project constraints, the Town of Bay Harbor Islands has developed three proposed alternatives:

- **No Build Alternative**
- **Alternative 1, 65-foot High-Level Fixed Bridge**
- **Alternative 2, 40-foot Mid-Level Movable Bridge**

The No Build Alternative would keep the existing bridge in place and not construct a new bridge. Although there would be no construction or impacts to environmental resources with the No Build Alternative, the bridge would:

- Have substandard lane widths and sidewalks.
- Continue to deteriorate and extensive periodic repairs and maintenance would be conducted to keep the bridge safe.
- Have potential for bridge closures and detours due to machinery failure at any time.
- Open at the same frequency as it does now.

Once the existing bridge has reached the end of the remaining estimated 25 year lifespan, it will have to be demolished.

Alternatives 1 and 2 are on a southern alignment. Both alternatives will provide ADA compliant pedestrian accommodations on the roadway, bridge, and causeway island. The roadway lane widths will be widened to 11 feet and will have a barrier in the median separating traffic.

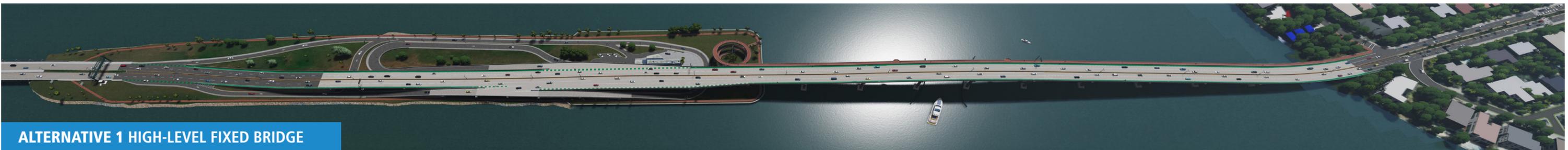
Some of the advantages of Alternative 1, the High-Level Fixed Bridge, are that there will be no drawbridge openings, and it has the lowest cost (\$225.2 million dollars) of the two build alternatives. Disadvantages are that there will be steeper slopes for vehicles and the multi-use path, and potential visual impacts, since it is a higher bridge.

Advantages of Alternative 2, the Mid-Level Movable Bridge, are that it is not as high and therefore would have average slopes and less visual impacts, but it would still have drawbridge openings for large vessels and in emergency evacuation circumstances, and slightly higher impacts to environmental resources. This alternative has the highest cost at \$424.2 million dollars.

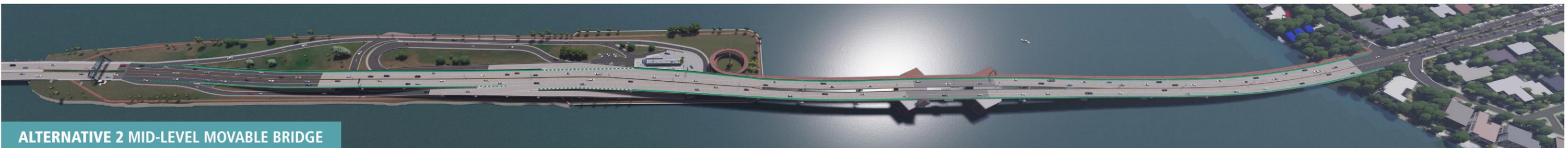
PROPOSED ALIGNMENTS



NO BUILD ALTERNATIVE



ALTERNATIVE 1 HIGH-LEVEL FIXED BRIDGE



ALTERNATIVE 2 MID-LEVEL MOVABLE BRIDGE