DRAFT COMMENTS AND COORDINATION REPORT

TOWN OF BAY HARBOR ISLANDS

BROAD CAUSEWAY BRIDGE REPLACEMENT
PROJECT DEVELOPMENT & ENVIRONMENT STUDY

Prepared for:

Town of Bay Harbor Islands, Florida

May 2024

Financial Project Identification Number:	452428-1-21-01
Federal-Aid Project Number:	N/A
FDOT Efficient Transportation Decision Making (ETDM) Number:	14520
Town of Bay Harbor Islands Project Number:	BC-160

DRAFT COMMENTS AND COORDINATION REPORT

May 2024

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

Prepared for:
Town of Bay Harbor Islands

Prepared by:
AtkinsRéalis

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1. INTRODUCTION

The Town of Bay Harbor Islands (Town) conducted a Project Development and Environment (PD&E) Study for Broad Causeway Bridge Replacement from Causeway Island to East of West Broadview Drive in Miami-Dade County, Florida. The project location map, shown in **Figure 1**, illustrates the location and limits of the study.

The purpose of the PD&E Study is to provide documented environmental and engineering analyses to assist TBHI in reaching a decision on the type, location and conceptual design of the necessary improvements, in order to accommodate future traffic demand in a safe and efficient manner. The PD&E Study also satisfies the requirements of related state and federal environmental laws and regulations and qualifies the project for federal-aid funding of future development phases of the project.

The purpose of this report is to document the public and agency participation accomplished throughout the study process. In compliance with State and Federal rules, a Public Involvement Program was developed and implemented as an integral part of this project. TBHI recognizes that the success of any transportation improvement is dependent upon a comprehensive public outreach effort. The program focused on soliciting community participation regarding local issues and concerns throughout the project development process. The balance of this report describes the following components of the program: Advance Notification, public communications (emails, newsletters, website, media coverage, etc.), agency presentations and meetings, public meetings, and the public hearing. The project schedule showing these milestones is in **Figure 2.**

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 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. A graphic depicting the location of the bridge is provided as an attachment. 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). 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.

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.

Purpose and Need

The purpose of this project is to address the structural and functional deficiencies of the existing Broad Causeway Bridge. The need for the project is to improve bridge deficiencies because the 71-year-old bridge is functionally obsolete and contains fracture critical components; improve safety since there have been several vehicular crashes in the project corridor, many involving bicycles and pedestrians that resulted in injuries; improve flow of traffic along project corridor which has high traffic volumes and frequent bridge openings; and to maintain emergency evacuation.

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Figure 1: Project Location Map

Figure 2: Project Schedule

BROAD CAUSEWAY BRIDGE REPLACEMENT PROJECT DEVELOPMENT AND ENVIRONMENTAL (PD&E) STUDY
PUBLIC INVOLVEMENT SCHEDULE
UPDATED 11/15/2023

TASKS	2022	2023			2024		
	DEC	FEB	SEPT	OCT	JUNE	JULY	AUG
PUBLIC INVOLVEMENT PLAN (PIP)	★						
FACT SHEET #1	★						
PUBLIC KICK-OFF MEETING		★					
SMALL GROUP MEETINGS							
NEWSLETTER #1			★				
ALTERNATIVES PUBLIC MEETING			★				
NEWSLETTER #2					★		
PUBLIC HEARING					★		

2. PROJECT KICK-OFF

2.1. Efficient Transportation Decision Making (ETDM)

Consistent with FDOT's ETDM process, the proposed project was evaluated during the ETDM Programming Screen, (ETDM Project Number 14520) published on September 28, 2023. Through ETDM, early agency and public comments were obtained to provide project information on potentially environmental sensitive areas and identification of project issues. The ETDM Preliminary Programming Screen Summary Report, published September 28, 2023, is available on the ETDM public web site (https://etdmpub.fla-etat.org/est/).

2.2. Advanced Notification

In conjunction with the ETDM Programming Screen, an Advance Notification (AN) package was completed for this project and mailed to the Florida State Clearinghouse and local and federal agencies on April 12, 2023, in accordance with Governor's Executive Order 95-359 – Florida State Clearing House and President's Executive Order 12373 – Intergovernmental Review of Federal Programs.

Through the AN process, FDOT informed numerous federal, state, and local agencies of the study and its scope. The AN Package was also distributed to the local and Federal agencies. A list of agencies that received the AN Package and their responses are included in **Appendix A.**

Comments were received from the following Miami Dade County Departments:

- Airport Division
- Department of Regulatory and Economic Resources Management (DERM)
- Department of Solid Waste Management
- Department of Transportation and Public Works
- Fire Rescue Department
- Office of Historic Preservation
- Parks, Recreation and Open Spaces Department
- Planning Division
- Seaport Division
- Transportation Planning Organization
- Water and Sewer Department

A summary of the comments and letters received from the County are located in **Appendix D**. These comments were utilized when developing the project alternatives and as guidance throughout the PD&E Study.

2.3 Public Involvement Plan

A Public Involvement Plan (PIP) prepared under separate cover (signed February 2023) was created for this project outlining community outreach efforts. It presents the approach used to involve the public, public officials, the media, and government agencies throughout the project. A property owner mailing list was developed for mailing of newsletters and public meeting invitations. A public officials mailing list was also developed to notify representatives in the project area with newsletters, and meeting and hearing invitations. The PIP is in compliance with the "Project Development and Environment Manual"; and Section 339.155, Florida Statute. The Public Involvement Plan (PIP) is included in **Appendix B.**

2.4 Project Kick-off Notifications

Project kick-off emails were sent to elected and appointed officials from the Town of Bay Harbor Islands, Mayor Joshua D. Fuller on January 20, 2023, for the Broad Causeway Bridge Replacement PD&E Study. These emails provided an overview of the project and kick-off meeting information.

The Project Kick-off factsheet, developed in English and Spanish was mailed in January 2023 for the Broad Causeway Bridge Replacement PD&E Study, informing the public of the start of the project and included a discussion of the study process and schedule. The factsheet also encouraged the need for public input and provided information on points of contact within the Town regarding citizen comments and concerns. Project Kick-off notifications and factsheet can be found in **Appendix C.**

2.5 Mailing List

A mailing list was developed for this project and was updated throughout the duration of the PD&E study. The project mailing list contained:

- Those property owners whose property lies, in whole or in part, within 300 feet on either side of the centerline of the project alternative as required by Florida Statutes (F.S.) Section 339.155. The mailing list was based on information obtained from the property appraiser's database in Miami-Dade County.
- All Property owners on the Town of Bay Harbor Islands
- Property owners with potential visual impacts
- Elected and appointed state and local public officials.
- Individuals or groups who requested to be placed on the study's mailing list.
- Public and private groups, organizations, agencies, and businesses and individuals that have an interest in the project.

Figure 3 shows the property owners that were notified.

Figure 3: Mailing Parcel Map

The mailing list was used to disseminate project information and announce the project update and public meetings.

3. PUBLIC KICK-OFF MEETING

3.1 Public Kick-off Meeting: February 9, 2023

Town of Bay Harbor Islands held a Public Kick-off Meeting on February 9, 2023, at 6 p.m. at Town Hall Council Chambers. The meeting introduced the project and the 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 Broad Causeway Bridge Replacement was e-mailed to elected officials on January 20, 2023, from Mayor Joshua D. Fuller. All Public Kick-off Meeting Notifications can be found in **Appendix D**.

A total of approximately 49 citizens and two elected officials signed in at the public meeting. This meeting was to provide the public with information about the study in general, the study's schedule, and a preview of the next steps to be taken.

Attendees were provided with project information materials. The sign-in sheets, meeting handout in English and Spanish, display boards, photos from the meeting, comment sheets from the meeting, as well as those received in the 10 days following, can be found in **Appendix E**.

4. ALTERNATIVES PUBLIC WORKSHOP

4.1 Alternatives Public Workshop Notifications

For both the In-house and Virtual Alternatives Public Workshop, the Town of Bay Harbor Islands distributed notifications to elected and appointed officials, and property owners which included a project alternatives mailer. Additionally, the meeting was advertised in the Miami Herald, El Nuevo Herald, the Florida Administrative Register Office (FAR) as well as in the News Waves, the Towns Newsletter. Also, a Save the Date was published on the Towns website. Notification emails, advertisements, media coverage, press release, project newsletter invite and save the date can be found in **Appendix F**. Additionally, an Alternatives Public Workshop invite for Broad Causeway Bridge Replacement was e-mailed to elected officials on August 25, 2023, from Mayor Elizabeth Tricoche.

4.2 Alternatives Public Workshop In-Person: September 26, 2023

Town of Bay Harbor Islands held an Alternatives Public Workshop on September 26, 2023, at 7 p.m. at Morris N. Broad Community Center. The meeting introduced the proposed build alternatives for the project.

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, provide 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:

- 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 3D renderings of each proposed alternative while driving over the bridge to the Causeway Island. Attendees were provided with project information materials. The sign-in sheets, meeting handout in English and Spanish, display boards,

photos from the meeting, comment form and speaker cards from the meeting, as well as comments received in the 10 days following, can be found in **Appendix G.**

4.3 Alternatives Public Workshop Virtual: September 28, 2023

Town of Bay Harbor Islands held a Virtual Alternatives Public Workshop on September 28, 2023, at 6 p.m. 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-person meeting was shown. A total of approximately 42 citizens and two 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.

The team had an open Q&A session where the citizens asked questions about the project. A total of 11 comments were received from the public in the virtual portion of the meeting. This meeting was recorded and made available on the project website.

The attendees report, Q&A reports, and transcripts from the meeting, can be found in **Appendix H.**

4.4 Alternatives Public Workshop Summary of Comments Received

The public was provided with an opportunity to communicate their preferences by participating in the Public Alternatives Workshop, which was conducted both in-person and virtually. 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 **Appendix G** "Alternatives vote".

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**

5. AGENCY AND STAKEHOLDER COORDINATION

5.1 Stakeholder Meetings

No stakeholder meetings have been requested to date.

5.2 Agency Coordination

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. Since the Broad Causeway Bridge crosses the Intracoastal Waterway (ICWW), the United States Coast Guard (USCG) is a Cooperating agency. Continuous coordination occurred with the FDOT District 6 office who assisted the Town of Bay Harbor Islands with guidance on following the NEPA process.

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. This document is currently in SWEPT but is not included as an attachment.

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.

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

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Table 1: Agency Coordination Table

Agency	Meeting Date	Topic
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
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

6. COORDINATION AND OTHER PUBLIC OUTREACH ACTIVITIES

6.1 Project Website

Public participation is an integral part of the PD&E process, which helps to ensure that decisions are made in consideration of public needs and preferences. In an effort to engage and inform the public throughout the study process, a project website was developed as shown in **Figure 4.**

Project website is available at https://www.bayharborislands-fl.gov/444/Broad-Causeway-Bridge-Replacement-PDE-St. The website is updated as needed to keep the public apprised of the project's status. The website featured information about the study; documents and publications; public notices and public meeting documents; and the project schedule. A comment form link is provided for residents to leave feedback on the project.

Screenshots of the project websites and webpage content can be found in **Appendix I.**

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Figure 4: Broad Causeway Bridge Public Website

6.2 Additional Public Comment

Additional public comments were received through the website and by mail/e-mail throughout the course of the study. These comments are included in the project file.

6.3 Title VI/Non-discrimination

All project activities were 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.*

Project notifications were sent in English and Spanish via email, mail, advertised in local newspapers and the Florida Administrative Register, and materials posted on the project website included Title VI related statements advising the public that:

- Town of Bay Harbor Islands encourages public participation without regard to race, color, national origin, age, sex, religion, disability, or family status.
- 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.
- Provided contact information for Stefan Kulakowski, FCCM, CPM, State Title VI Coordinator, Florida Department of Transportation, Equal Opportunity Office, 605 Suwannee St., MS65, Tallahassee, Florida 32399, toll-free (850) 414-4742, or stefan.kulakowski@dot.state.fl.us
- If you would like further information about this project, please email publicworks@bayharborislandsfl.gov. You may also visit the project website at www.bayharborislands-fl.gov.

To-date, there have been no reported Title VI concerns with this project.

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Appendix A - Advance Notice Package

MAYOR JOSEPH J. GARDNER GOVERNMENT CENTER
9665 Bay Harbor Terrace, Bay Harbor Islands, FL 33154 | Ph: (305) 866-6241
|Fax: (305) 866-4863 | www.bayharborislands-fl.gov

Town Council

Joshua D. Fuller
Mayor

Elizabeth Tricoche
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 P. Hamilton
Town Clerk

Joseph S. Geller
Town Attorney

April 12, 2023

Mr. Chris Stahl, Clearinghouse Coordinator
State Clearinghouse Project Review
Office of Intergovernmental Programs
Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, FL 32399-3000

SUBJECT: **ADVANCE NOTIFICATION**
Broad Causeway Bridge PD&E Study
ETDM Number: 14520
Federal Aid Project Number: TBD
Financial Project Number: 452428-1-21-01
Miami-Dade County, Florida

Dear Mr. Stahl:

This Advance Notification (AN) Package is being sent to your office for distribution to state agencies that conduct federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372. Although we will request specific comments during the permitting process, we are asking that consistency reviewers examine the attached information and provide us with their comments.

Consistency reviewers have forty-five (45) days from the Programming Screen Notification to provide their comments. Once you have received their comments, please submit a consistency determination for the State of Florida within sixty (60) days of the Programming Screen Notification. If you need more review time, please send a written request for an extension to our office within the initial sixty (60)-day comment period.

This is a Federal-aid action. 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. FDOT will determine what type of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, please review this project's consistency, to the maximum extent feasible, with the requirements of Chapter 163 of the Florida Statutes.

The project is currently under review through the Environmental Screening Tool (EST) as part of the Efficient Transportation Decision Making (ETDM) Programming Screen phase. The project is listed as #14520 – Broad Causeway Bridge [Miami-Dade County].

Environmental Technical Advisory Team (ETAT) members may review this project on the ETDM website. Non-ETAT agencies may review this project on the public access website located at: http://etdmpub.fla-etat.org/.

Your comments should be submitted via EST if you are an ETAT representative, or emailed or mailed to the following contact:

Maria Lasday
Town Manager
Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154
mlasday@bayharborislands-fl.gov

Your expeditious handling of this notice will be appreciated.

Sincerely,

Maria Lasday
Town Manager
Town of Bay Harbor Islands

cc:
Rodney Carrero Santana, Town of Bay Harbor Islands
Dat Huynh, FDOT District Six
Steven Craig James, FDOT District Six
Pablo Orozco, FDOT District Six
Attachments: Advance Notification Package

Advance Notification Package

Project 14520 - Broad Causeway Bridge

Programming Screen - Published on 04/07/2023

Printed on: 4/12/2023

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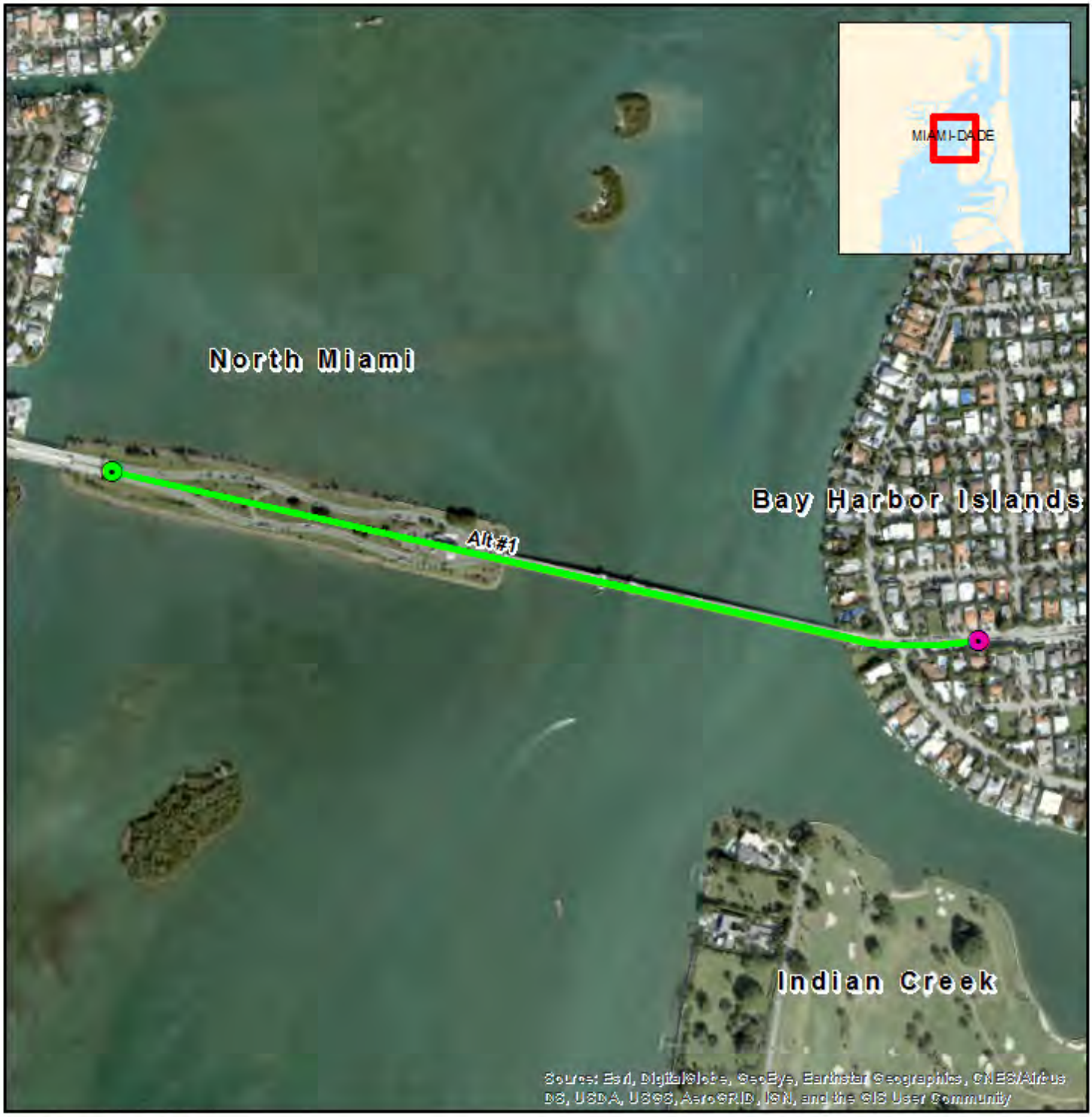
I. Location Maps

14520 - Broad Causeway Bridge

Broad Causeway Island TO East of West Broadview Drive



Project Aerial Map

0 0.04 0.08 0.16 Miles

N

ETDM EST FDOT

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14520 - Broad Causeway Bridge

Broad Causeway Island TO East of West Broadview Drive

Project Base Map

- ETDM Alternative Point
- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Census Places
- Railroad
- River, Stream or Canal
- Managed Conservation Lands
- Water Body
- Water Body
- Swamp/Marsh

Data Sources:
US Geological Survey
US Census Bureau
Florida Natural Areas Inventory

0 0.0325 0.065 0.13 Miles

N

ETDM EST FDOT

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II. Fact Sheet

The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(d) or the state project development process.

Disclaimer

DISCLAIMER: The Fact Sheet data consists of the most up-to-date information available at the time the Advance Notification Package is published. Updates to this information may be found on the ETDM website at http://etdmpub.fla-etat.org

Special Note: Please be aware of the selected Milestone date when viewing project data on the ETDM website. Snapshots of project and analysis data have been taken for Project #14520 at various points throughout the project's life-cycle. On the website these **Project Milestone Dates** are listed in the the project header immediately after the project contact information. Click on any of the dates listed to view the information available on that date.

#14520 - Broad Causeway Bridge

Planning Organization: FDOT District 6
Phase: Programming Screen
District: District 6
County: Miami-Dade
From: Broad Causeway Island
To: East of West Broadview Drive
Plan ID: BC-160
Financial Management No.: 452428-1-21-01
Federal Involvement: FHWA Funding, Other Federal Permit, USCG Bridge Permit

Contact Information: Name: Dat Huynh Phone: (305) 470-5201 E-mail: Dat.Huynh@dot.state.fl.us
Snapshot Data From: Current Draft Data

a. Purpose and Need

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 will be evaluated through the Project Development and Environment (PD&E) study. The need for the project is based on the identified bridge deficiencies as presented below.

BRIDGE DEFICIENCIES

Constructed in 1951, the 71-year-old bridge has been determined to be functionally obsolete and contains fracture critical components based on a Bridge Inspection Report prepared in January 2022 by the Florida Department of Transportation (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 such as adequate lane widths, shoulder widths, or serve current or future traffic demand. The bridge received a Sufficiency Rating of 46.3 (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 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 9. A rank of zero generally means that the bridge is out of service, beyond corrective action, and in need of replacement; a rank of 9 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 1/26/22)

- 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: 5 (Fair)
- Superstructure: 5 (Fair)
- Substructure: 7 (Good)
- Performance Rating: Fair
- Chanel 7 (Minor Damage)
- Deck Geometry Appraisal: 2 (Intolerable; High Priority Replacement)
- Approach Alignment Appraisal: 4 (Minimum Tolerable)

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 the structure continues to age, frequent costly repairs will be needed to prevent closure or severe damages.

TRANSPORATION DEMAND

The Broad Causeway and Kane Concourse 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. Since the Intracoastal Waterway at the bridge crossing is deemed a navigable waterway by the USCG, the bridge bascule is required by the USCG to open at :15 and :45 minutes of each hour to allow boat traffic. Having the bridge open twice per hour further compounds traffic congestion. Having free flow of 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 2017 and 2021 there were 42 total vehicle crashes occurring within the project limits of which 38 were on the undivided bridge and approach sections. The highest concentration of crashes was near West Broadview Drive. Of the 42 vehicle crashes, none resulted in a fatality, but 17 resulted in injuries. While vehicle to vehicle crash rate of 2.98 for the undivided bridge section is below the statewide average (7.34) for this type of urban facility, vehicle to bicycle 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 cyclists to get off the bicycle and walk. According to the Florida Greenbook, the minimum width of a shared lane is 14 feet. The existing lane width on Broad Causeway Bridge is only 10 feet. Therefore, the bicycles are sharing 30 mph travel lanes with vehicles on lane widths that don't meet current standards. As a result, there have been seven vehicle crashes involving bicycles. All of these crashes resulted in injury. Vehicle to bicycle interactions account for 17% of the crashes in the project corridor. This is 15.8% higher than the 1.2% average bicycle crashes in 2019 for Miami-Dade County urban (non-interstate) facilities.

In addition, a raised sidewalk is present on each side of the bridge, with a width that varies from 22 to 36 inches. There are no guardrails separating the sidewalk from the travel lane. The west side of the bridge has a 6-inch curb to enter the sidewalk. 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 bridges from 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, Broad Causeway Bridge only has 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, direct emergency evacuation 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 9.4 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.

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 $500,000 allocated as part of Fiscal Year (FY) 2021-2022 and $2,300,000 allocated as part of FY 2022-2023 for the PD&E phase. The project was approved by the Miami-Dade Transportation Planning Organization (TPO) on November 3, 2022, to be added to the 2045 Long Range Transportation Plan (LRTP) and FY 23 Transportation Improvement Program (TIP) Amendments.

b. Project Description

The project involves the potential replacement of the 0.782-mile Broad Causeway Bridge connecting the Town of Bay Harbor Islands with the City of North Miami, within Miami-Dade County. The roadway is classified as "Urban Minor Arterial" and extends to the Village of Bal Harbour and Town of Surfside and connects those commuters to the mainland. The limits of the project are from Broad Causeway Island to East of West Broadview Drive. The Florida Department of Transportation (FDOT) bridge Identification (ID) Number is 875101.

The existing bascule bridge consists of four lanes, undivided (two in each direction). The four travel lanes are 10-feet wide with outside travel lanes that include shared-use markings to accommodate bicycles. In addition, a raised sidewalk is present on each side of the bridge, with a width that varies from 22 to 36 inches. There are no guardrails separating the sidewalk from the travel lane. Crossing over the Intracoastal Waterway, the bridge has a

maximum vertical clearance of 18.00 feet at Mean Low Water and a minimum vertical clearance of 16.00 feet at Mean High Water at the bascule crossing.

The Project Development and Environment (PD&E) Study will evaluate bridge replacement alternatives that may utilize a new alignment adjacent to the existing bridge. The No-Build (Rehabilitation/Repair) Alternative will also be considered during the PD&E study. Also, adjustments to the width and height of the bridge will be required to bring the structure to current design standards and United States Coast Guard (USCG) requirements. Future bridge concepts may also include potential provisions for new dedicated bicycle lanes, sidewalks, and guardrails for the safety of the pedestrians. Additional right-of way is not anticipated to accommodate the replacement bridge; however, specific right-of-way requirements for the project will be determined during the PD&E Study. Included in the Town Charter by the 1953 Senate Bill No. 865, the State of Florida surrendered and granted to the Town of Bay Harbor Islands 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. This includes a strip of 300 feet wide from Kane Concourse, westwardly across Biscayne Bay to approximately 123rd Street in the City of North Miami.

c. Preliminary Environmental Discussion

i. Social and Economic

1. Social

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

The Broad Causeway Bridge connects the Town of Bay Harbor Islands along with the communities of Village of Bal Harbour and Town of Surfside with the City of North Miami, within Miami-Dade County. The specific limits of the bridge project extend from Broad Causeway Island to East of West Broadview Drive in the Town of Bay Harbor Islands. Specific community features reported within the 500-foot project buffer include the Bay Harbor Islands Tot Lot, Florida Circumnavigational Paddling Trail, and cultural resources.

The table below presents the demographic, housing and income data for both the 500-foot project buffer and Miami-Dade County based on the Census American Community Survey 2017 - 2021 data.

Demographic, Housing, Income / 500-Foot Project Buffer / Miami-Dade County

White (Race) / 96.43% / 56.50%
African-American / 0% / 16.28%
Other* (Race) / 0% / 27.22%
Hispanic (Ethnic Group) / 14.29% / 68.51%
Age 65 and Over / 10.71% / 16.18%
Age Under 18 / 37.50% / 20.48%
Occupied Housing Units w/o Vehicle / 0% / 9.69%
Median Family Income / $132,301 / $64,690

* Other includes Asian, American Indian, Native Hawaiian & Other Pacific Islander Alone, Some Other Race, & Two or More Races.

Compared to the demographic characteristics for Miami-Dade County, the census block groups intersected by the 500-foot project buffer contain a notably larger White population percentage [39.93% higher], a lower African American population percentage [16.28% lower], no Other Race population percentage compared to 27.22% for Miami-Dade County, a notably lower Hispanic population percentage [54.22% lower], notably higher percentages of individuals under the age of 18 [17.02% higher], and lower percentages of individuals age 65 and over [5.47% lower]. There are no occupied housing units without a vehicle in the project area compared to 9.69% for Miami-Dade County and more than double the median family income [$67,611 more than Miami-Dade County]. Limited English Proficiency (LEP) accommodations may be required during public involvement efforts of the Project Development phase as three people or 6.38% of the population within the census block groups intersected by the 500-foot project buffer "speaks English less than very well" and there are no persons that "speaks English not well or not at all". In the long term, the proposed project improvements are intended to enhance the overall social fabric and cohesion of the Town of Bay Harbor Islands, Village of Bal Harbour, Town of Surfside, and City of North Miami communities by maintaining an important regional connection to jobs, essential services, and destinations as well as enhancing multimodal activity/access to these same amenities through a new paved shoulders/marked bicycle lanes and multi-use trail. No neighborhood division or social isolation is expected to occur as a result of the project. A Sociocultural Effects Evaluation will be completed and documented, and a Public Involvement Plan will be prepared during the Project Development and Environment Study.

2. Economic

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

As one of seven crossings of Biscayne Bay and the Intracoastal Waterway between the mainland and the barrier islands, Broad Causeway Bridge provides access from I-95 and US 1 to the Town of Bay Harbor Islands, 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 of Bay Harbor Islands, 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 and 74% being white collar workers. 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. In addition, the project is expected to improve access to businesses/destinations for bicyclists and pedestrians through the potential provision of new paved shoulders/marked bicycle lanes and a multi-use trail.

3. Land Use Changes

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

The project bridge carries Broad Causeway over Biscayne Bay and the Intracoastal Waterway to connect the City of North Miami on the west with the Town of Bay Harbor Island, Village of Bal Harbour, and Town of Surfside on the east, linking the beach communities with US 1 and 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. The West island contains exclusively single-family homes, and the East Island contains a business district and multi-family housing. The project area primarily consists of open space and commercial (Chevron station) on the causeway island and residential and parks and recreation land uses on the West Island. 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. For these reasons, minimal impacts or changes to proximate land uses are anticipated as a result of the project.

4. Mobility

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

The project involves the potential replacement of the Broad Causeway Bridge connecting the Town of Bay Harbor Islands with the City of North Miami, within Miami-Dade County. The roadway is classified as "Urban Minor Arterial". This arterial also extends to the communities of Bal Harbour and Surfside and connects those commuters to the mainland. The existing bridge consists of four lanes (two in each direction); the four travel lanes are 10-foot wide, without a raised median. The outside travel lanes also include shared-use markings to accommodate bicycles which is a safety concern. There are conflicting signs on each side of the bridge that direct cyclists 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*), the minimum width of a shared lane is 14 feet. The existing lane width on Broad Causeway Bridge is only 10 feet. Therefore, the bicycles are sharing 30 mph travel lanes with vehicles on lane widths that do not meet the standards.

In addition, a raised sidewalk is present on each side of the bridge, with a width that varies from 22 to 36 inches. There are no guardrails separating the sidewalk from the travel lane creating a safety concern for pedestrians. The west side of the bridge has a 6-inch curb to enter the sidewalk and does not provide ADA access. Also, the sidewalk is not ADA compliant since it does not provide the 36 inches minimum required or 32 inches minimum 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.

Crossing over the Intracoastal Waterway, the bridge has a maximum vertical clearance of 18.00 feet at Mean Low Water and a minimum vertical clearance of 16.00 feet at Mean High Water at the Bascule crossing. The Intracoastal Waterway at the bridge crossing is deemed a navigable waterway by the United States Coast Guard (USCG). The bridge bascule is required by the USCG to open at :15 and :45 minutes of each hour to allow boat traffic.

The Miami-Dade Transit Route 107 services the project area. Route 107 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. 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 also operates within the project area starting in North Miami at the Walgreens at 123rd Street and Biscayne Boulevard and heads east over the Broad Causeway Bridge to the Surfside Publix on 94th Street.

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 bridges from 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. All bridge alternatives being evaluated as part of this project will maintain emergency evacuation along this route during construction. 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 potential provision of new paved shoulders/marked bicycle lanes and multi-use trail. Also, having free flow of traffic or infrequent bridge openings will help relieve congestion and facilitate emergency evacuation.

5. Aesthetic Effects

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

This project involves the potential replacement of the Broad Causeway Bridge connecting the Town of Bay Harbor Islands with the City of North Miami, within Miami-Dade County. This arterial also extends to Bal Harbour/Surfside and connects those commuters to the mainland. The project area primarily consists of open space and commercial (Chevron station) on the causeway island and residential and parks and recreation land uses on the Town of Bay Harbor Island. Community features associated with aesthetics reported within the 500-foot project buffer include Bay Harbor Islands Tot Lot, Florida Circumnavigational Paddling Trail, and cultural resources. No designated Florida Scenic Highways are in the project vicinity. According to the Town of Bay Harbor Islands Future Land Use Map (published 2005), the project corridor will continue to support the noted land uses at existing densities. Overall, the proposed project improvements appear to be consistent with the future land use vision and aesthetic character of the corridor. The improvements are intended to enhance the physical use and appeal of the bridges/corridor for pedestrians and bicyclists with the potential provision of new paved shoulders/marked bicycle lanes and multi-use trail and overlooks. Also, lighting and aesthetic treatments will be evaluated. However, changes in the width and height profiles of the bridge may alter viewsheds of the area from both the bridge and from the residents and recreational areas along the shoreline. For these reasons, moderate involvement regarding aesthetic effects is anticipated. Context sensitive solutions will be considered to ensure that the project matches local aesthetics and accounts for the community's input on design preferences.

6. Relocation Potential

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

The project involves the potential replacement of the Broad Causeway Bridge connecting the Town of Bay Harbor Islands with the City of North Miami, within Miami-Dade County. The Town consists of two islands: West Island and the East Island. The western island contains exclusively single-family homes, and the eastern island contains a business district and multi-family housing. The project area primarily consists of open space and commercial uses on the causeway island and residential and parks and recreation land uses on Bay Harbor Island. The bridge is anticipated to be replaced within the existing right-of-way; however, specific right-of-way requirements for the project will be determined during the Project Development and Environment (PD&E) Study. Adjustments to the width and height of the bridge will be required to bring the structure to current design standards and US Coast Guard requirements. No residential or business relocations are expected at this time; although, project impacts could include temporary driveway access closures and/or permanent driveway access modifications.

7. Farmlands

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

The Causeway Island is classified as Farmlands of Unique Importance according to the Environmental Screening Tool, however, there are no agricultural land uses within the study area. In addition, the area surrounding the project corridor is urban in nature and has been developed. The project area primarily consists of open space and residential uses with some commercial and parks and recreation uses. 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. Further, the project occurs entirely within the Miami Urbanized Area. For these reasons, no further coordination with the Natural Resources Conservation Service (NRCS) is needed. Based on the foregoing, no involvement with farmlands is anticipated as a result of the project.

ii. Cultural and Tribal

1. Section 4(f) Potential

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

Potentially protected Section 4(f) resources within the 500-foot project buffer include the Bay Harbor Islands Tot Lot, an adjacent Town parcel, and a segment of the Florida Circumnavigational Paddling Trail. Although the Environmental Screening Tool (EST) identified the Tot Lot/Town parcel as a pending (since 2011) National Parks Project, potentially utilizing Land and Water Conservation Funds (LWCF) which would make it a Section 6(f) property, the Land and Water Conservation Fund website (https:/lwcf.tplgis.org/mappast/) does not show this property as a LWCF-funded site and the Town of Bay Harbor Islands has no record showing this so they have determined that the Tot Lot/Town parcel did not use LWCF funds and is not a Section 6(f) resource. The North Bayshore William Lehman Park (also named Helker Tract - Bayshore Park) is also identified as a potential Section 4(f) and 6(f) property, however, the project will have no involvement with the park since the park is located west of the project limits. There are also 30 previously recorded cultural resources within the 500-foot project buffer. These include one resource group (8DA10515), 28 historic standing structures (8DA10251-8DA10260, 8DA10268-8DA10270, 8DA10294, 8DA10297-8DA10306, and 8DA10433-8DA10436), and Broad Causeway Bridge (8DA10123). Moderate involvement regarding Section 4(f) is anticipated due to possible impacts on 1) access to and enjoyment of the noted recreational features during project construction and 2) both potential recorded and unrecorded National Register of Historic Places (NRHP)-eligible resources within the project vicinity. During the Project Development phase, the Town of Bay Harbor Islands will determine the appropriate Section 4(f) evaluation and documentation based on further assessment of potential impacts to protected Section 4(f) resources as more detailed project information becomes available. The Town of Bay Harbor Islands will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources to the greatest extent practicable. If applicable, coordination will occur with the Office of Environmental Management and the Officials with Jurisdiction, Florida Department of Environmental Protection and National Park Service during the Project Development and Environment Study.

2. Historic and Archaeological Sites

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

There are 30 previously recorded cultural resources within the 500-foot buffer area. These include one resource group (8DA10515), 28 historic standing structures (8DA10251-8DA10260, 8DA10268-8DA10270, 8DA10294, 8DA10297-8DA10306, and 8DA10433-8DA10436), and Broad Causeway Bridge (8DA10123).

The previously identified resource group is the Bay Harbor Islands Historic District (8DA10515). The Bay Harbor Islands Historic District is a well-preserved example of Post-World War II development. It is situated in North Miami and is located on the eastern side of the current project Area of Potential Effects (APE). It is a planned resort-style community intended for returning veterans seeking a more relaxed living community. Development began around 1946 and the Town of Bay Harbor was officially incorporated in 1947, the same year Broad Causeway and Broad Causeway Bridge were planned. The district includes residential and commercial buildings in a variety of 1950s/1960s architectural styles with Miami Modern (MiMo) being the most notable. Multiple structures are recorded as contributing to the district. The district and most of the individual contributing structures have not been evaluated for eligibility for listing in the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO) due to insufficient information on August 15, 2018.

The 28 historic standing structures are buildings that were constructed between circa 1947 and circa 1956. Represented architectural styles include: Miami Modern (MiMo), Colonial Revival, Mediterranean Revival, Neo-Mediterranean, Tudor Revival, Ranch, Post-Modern, and Masonry Vernacular. Of the 28 buildings, only one has been determined eligible for listing in the NRHP by the SHPO (8DA10436). The Citgo (8DA10436) (currently a Chevron station) is a gas/service station constructed in 1951. It is a rectangular Masonry Vernacular building with Modern stylistic detailing. It retains much of its original design integrity and is listed as contributing to the Bay Harbor Islands Historic District (8DA10515). It was determined eligible for NRHP listing by the SHPO on August 15, 2018. The remaining 27 buildings within the 500-foot buffer area have not been evaluated for listing in the NRHP by the SHPO (8DA10251-8DA10260, 8DA10268-8DA10270, 8DA10294, 8DA10297-8DA10306, and 8DA10433-8DA10435).

There is one previously recorded historic bridge within the 500-foot buffer area, FDOT Bridge No. 875101 - Broad Causeway Bridge (8DA10123). The bridge was constructed in 1951 and is a movable bascule steel and poured concrete bridge that connects the Bay Harbor Islands to mainland Miami Dade County. The bridge features Art Deco style elements and has two tender stations located just west of the movable span. Broad Causeway Bridge (8DA10123) was determined to be eligible for listing in the NRHP by the SHPO on August 15, 2018, under Criterion A for its association to the development of the Town of Bay Harbor Islands during the Post-World War II boom. Broad Causeway Bridge (8DA10123) is also listed as contributing to the Bay Harbor Islands Historic District (8DA10515) discussed above.

There have been four previous cultural resource surveys conducted within the 500-foot project buffer that are not specific to the current project. These surveys were conducted between 1989 and 2018. The entirety of the corridor has been surveyed for cultural resources. Of the four surveys, two are directly associated with Broad Causeway (Survey Nos. 13458 [2006], and 25327 [2018]). The remaining two surveys are related to a county-wide historic resource survey of Dade County (Survey No. 2127 [1989]) and roadway improvements to Kane Concourse/96th Street that extends from the east end of the Broad Causeway Bridge and passes through the town of Bay Harbor Islands (Survey No. 20425 [2013]).

Based on Google Earth street views, the project area is situated across the Intracoastal Waterway in Biscayne Bay between mainland Miami Dade County and the Bay Harbor Islands. The surrounding land is highly urbanized with a mix of residential and commercial development that is both historic (50 years of age or older) and non-historic in nature. According to the Environmental Screening Tool Geographic Information System data, there are 26 parcels within the 500-foot buffer area that have potential for historic buildings constructed in 1970 or prior. There are six parcels within the 500-foot project buffer with potential buildings constructed between 1971 and 1975 and there are no parcels with potential buildings constructed between 1976 and 1980. The project corridor is partially contained within a NRHP-eligible historic district (8DA10515 Bay Harbor Islands Historic District - discussed above).

A Cultural Resource Assessment Survey (CRAS) will be prepared for this project and will include archaeological and historic resources field surveys.

3. Recreational and Protected Lands

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

Bay Harbor Islands Tot Lot and a segment of the Florida Circumnavigational Paddling Trail are located within the 500-foot project buffer. The North Bayshore William Lehman Park was also identified; however, the project will have no involvement with the park since the park is located west of the project limits. There are also sovereign submerged lands at the western buffer area, but these are outside of the project area and will not be impacted. The proposed project improvements are anticipated to include new paved shoulders/marked bicycle lanes, a multi-use trail, and a potential kayak launch and pedestrian facilities on the causeway island. These improvements will enhance connectivity and access to these noted recreational amenities. Minimal involvement regarding recreation areas and protected lands is anticipated given temporary impacts on access to and enjoyment of these features during project construction.

iii. Natural

1. Wetlands and Surface Waters

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

The National Wetlands Inventory Database reports 76.14 acres [67.33%] of estuarine wetlands within the 500-foot project buffer, as well as 20.3 acres [17.95%] of continuous and discontinuous seagrass beds within the same designated area. The project corridor is located within the Biscayne Bay Aquatic Preserve, an Outstanding Florida Water (OFW); and the Southern Everglades boundary. The Biscayne Sole Source Aquifer is identified however, it is located to the west of the project limits. Because the aquifer is not within the project limits no involvement regarding this specially-designated resource is anticipated. There are also sovereign submerged lands at the western buffer area, but these are outside of the project area and will not be impacted. Per the 1953 Senate Bill No. 865, the State of Florida surrendered and granted to the Town of Bay Harbor Islands 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 surrounding the Broad Causeway Bridge.The project is not within a Mitigation Bank service area. The project has 98.33 acres (86.95%) of retained waters within the United States Army Corps of Engineers (USACE) 404 Jurisdiction. Avoidance and minimization measures will be incorporated into the project's design and construction, best management practices will be utilized during project activities, and compensatory mitigation will be provided for any adverse wetland and/or seagrass impacts resulting from the proposed project improvements. Further, the proposed stormwater management system for the project will be developed to meet the design and performance criteria established in the South Florida Water Management District Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to OFWs. As such, stormwater runoff from the proposed project will be treated to prevent water quality impacts to estuarine and marine habitats within Biscayne Bay. Substantial involvement regarding wetland resources is anticipated due to the proximity of wetlands and seagrass beds along the corridor. The Town of Bay Harbor Islands conducted a benthic survey on August 11, 2022. A Natural Resources Evaluation will be completed during the Project Development and Environment Study.

2. Water Resources

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

The 500-foot project buffer occurs within the Biscayne Bay Aquatic Preserve, which is also a National Oceanic and Atmospheric Administration (NOAA) Marine Protected Area and Outstanding Florida Water (OFW), and within the Southern Everglades boundary. The Biscayne Sole Source Aquifer is identified but it is located to the west of the project limits; Because the aquifer is not within the project limits no involvement regarding this specially-designated resource is anticipated. There are also sovereign submerged lands at the western buffer area, but these are outside of the project area and will not be impacted. Per the 1953 Senate Bill No. 865, the State of Florida surrendered and granted to the Town of Bay Harbor Islands 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 surrounding the Broad Causeway Bridge.Other resources present within the 500-foot project buffer include one Verified Impaired Water, [Intracoastal Waterway (ICWW) (Miami-Dade County) - WBID: 3226H], three Waters Not Attaining Standards [Arch Creek (Lower Segment), Haulover Inlet/Arch Creek, and ICWW (Miami-Dade County)], one principal aquifer of the State of Florida [Other Rocks], a recharge area of the Floridan Aquifer, and two National Pollutant Discharge Elimination System (NPDES) stormwater permits. It should be noted that waters of Biscayne Bay are designated as retained by the United States Army Corps of Engineers (USACE); therefore, a USACE Nationwide 15 Permit is expected.
Stormwater runoff from the landside portions of the project currently drain into Biscayne Bay via curb and gutter with no prior water quality 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 South Florida Water Management District

Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to impaired waters and OFWs; the design will make every 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, best management practices will be employed during construction activities. A Storm Water Pollution Prevention Plan (SWPPP) will also be implemented to control the effects of stormwater runoff during construction. Due to additional and more stringent stormwater treatment requirements of discharge to OFWs/Aquatic Preserves and potential impacts from construction related disturbances, moderate involvement regarding water resources is anticipated. A Water Quality Impact Evaluation will be completed during the Project Development and Environment Study. Also, a Florida Department of Environmental Protection (FDEP) Sea Level Impact Protection (SLIP) study will also be conducted.

3. Floodplains

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

According to Digital Flood Insurance Rate Map (DFIRM) 100 Year Flood Zones data, 94.09 acres [100%] of the 500-foot project buffer occur within the 100-year floodplain [Flood Zones AE (70.14%) and VE (29.86%)]. Floodplain compensation associated with proposed fill impacts will be addressed through necessary agency coordination. Floodplain impacts may result from changes to the width and height of the new structure to meet current design standards and US Coast Guard requirements. Due to the extent of 100-year floodplain within the project vicinity and potential issues associated with providing floodplain compensation, moderate involvement regarding floodplains is anticipated. A Location Hydraulics Report and Bridge Hydraulics Report will be completed during the Project Development and Environment Study.

4. Coastal Zone Consistency

Coastal Zone Consistency Determination is Required: **Yes**

Project is subject to a consistency review as required by **15 CFR 930**.

5. Protected Species and Habitat

For the official list of fish and wildlife designated by the state of Florida as Endangered, Threatened or Species of Special Concern, please refer to sections 68A-27.003, .0031 and 005 in *Rules Relating to Endangered or Threatened Species*, Chapter 68A-27, Florida Administrative Code, https://www.flrules.org/gateway/ChapterHome.asp?Chapter=68A-27.
For general information on Florida imperiled species and species conservation programs, go to https://myfwc.com/wildlifehabitats/wildlife/

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

The 500-foot project buffer occurs within the Biscayne Bay Aquatic Preserve, which is also a National Oceanic and Atmospheric Administration (NOAA) Marine Protected Area and Outstanding Florida Water, and within the Southern Everglades boundary. Also, within the 500-foor buffer is the South Florida (Lower East Coast) Ecosystem Management Area; United States Fish and Wildlife Service (USFWS) Consultation Areas for Atlantic Coast plants, American crocodile, piping plover, West Indian manatee, and Florida bonneted bat; Critical Habitat for West Indian manatee; Rare range for the Florida black bear; and a Florida Fish and Wildlife Conservation Commission (FWC) State Manatee Protection Zone. Other resources documented within the 500-foot project buffer include Florida Natural Areas Inventory (FNAI) element occurrence [bicolored burrowing scarab beetle], woodstork Core Foraging Areas (CFA), sea turtle strandings for the green turtle, South Florida range of the Eastern indigo snake (*Drymarchon couperi*) environmentally sensitive shorelines (10D: scrub-shrub wetlands, 8B: sheltered solid man-made structures, and 8C: sheltered riprap), as well as 1.52 acres [1.34%] of continuous and 18.78 acres [16.61%] of discontinuous seagrass beds. Avoidance and minimization measures will be implemented during design and construction to the greatest extent practicable, and agency coordination will take place to address potential project impacts to the noted listed species. Moderate involvement regarding protected species and habitat is anticipated given the project vicinity and the sensitive nature of the surrounding environment. A Natural Resources Evaluation will be completed during the Project Development and Environment Study.

6. Coastal and Marine

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

The 500-foot project buffer occurs within the Biscayne Bay Aquatic Preserve, which is also a National Oceanic and Atmospheric Administration (NOAA) Marine Protected Area and Outstanding Florida Water (OFW), Florida Department of Environmental Protection Coastal Building Zone where the project enters the western island, Atlantic Intracoastal Waterway, and the Southern Everglades boundary. Other coastal and marine resources reported within the 500-foot project buffer include Essential Fish Habitat (EFH) for a number of federally-managed fish species and their prey (i.e., tuna, grouper, lobster, sailfish, and various shark species). There is Habitat of Particular Concern for the penaeid shrimp and *phragmatopoma* (worm reefs);

environmentally sensitive shorelines (10D: scrub-shrub wetlands, 8B: sheltered solid man-made structures, and 8C: sheltered riprap); Florida Fish and Wildlife Conservation Commission (FWC) Fish and Wildlife Research Institute (FWRI) unified Florida Coral reef tracts (20.3 acres [17.95%] of seagrass and 0.27 acre [0.24%] of unconsolidated sediment); Florida Artificial Reef (North Bayside Park Reef); and 1.52 acres [1.34%] of continuous and 18.78 acres [16.61%] of discontinuous seagrass beds. There are also sovereign submerged lands at the western buffer area, but these are outside of the project area and will not be impacted. The project is located within a coastal county pursuant to the Coastal Zone Management Act (CZMA); therefore, additional interagency coordination associated with the CZMA noticing requirements is expected. The proposed improvements will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during project activities to prevent impacts to surrounding estuarine and marine habitats associated with Biscayne Bay. However, moderate involvement regarding coastal and marine resources is anticipated due to 1) potential improvement related disturbances [i.e., debris, dust, spudding, new pilings, etc.] during construction and 2) temporary shading impacts from potential in-water work. The Town of Bay Harbor Islands conducted a benthic survey on August 11, 2022. A Natural Resources Evaluation [encompassing an Essential Fish Habitat Assessment] will be completed during the Project Development and Environment Study.

iv. Physical

1. Noise

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

The project area primarily consists of open space and commercial use (Chevron station) on the causeway island and residential and parks and recreation land uses on Bay Harbor Island. Specific community features reported within the 500-foot project buffer that may be sensitive to noise and vibration effects include Bay Harbor Islands Tot Lot, a segment of the Florida Circumnavigational Paddling Trail, and cultural resources. No eye clinics, laser facilities, or senior care facilities [other features that have a higher propensity to be impacted by noise and vibration effects] are reported within the project vicinity. The bridge is anticipated to be replaced on new alignment with changes to the width and height to bring the bridge to current design standards and US Coast Guard requirements. Although capacity is not increasing, the vertical alignment and height of the bridge is changing; therefore, it could influence highway traffic noise. Temporary noise and vibration effects during construction could impact adjacent properties [including residences and businesses]. For these reasons, potential noise and vibration related effects as a result of the project are expected to be moderate. A Noise Study Report will be completed during the Project Development and Environment Study.

2. Air Quality

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

The project is not located within a United States Environmental Protection Agency (USEPA)-designated Air Quality Maintenance Area or Non-Attainment Area for any of the six pollutants [ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and small particulate matter] specified by the USEPA in National Ambient Air Quality Standards; therefore, the Clean Air Act conformity requirements do not currently apply to this project. A Project level analysis is only required for federal projects in non-attainment and maintenance areas. However, a screening test using COFL2012 will be performed and documented. The results of the screening test are not expected to exceed the NAAQS for CO. The project is expected to have no potential Mobile Source Air Toxics (MSAT) effects. Therefore, the project is exempt from MSAT analysis. Minimal, localized impacts to air quality could occur as a result of fugitive dust and exhaust emissions generated from equipment during project construction; no permanent effects to air quality are anticipated.

3. Contamination

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

Potential sources of contamination reported within the 500-foot project buffer include two petroleum contamination monitoring sites, two Miami-Dade County Department of Environmental Resources Management (DERM) contaminated sites, one onsite sewage, two United States Environmental Protection Agency (USEPA) Pollutant Discharge Elimination Systems (NPDES), one storage tank contamination monitoring site, and one State Underground Petroleum Environmental Response (SUPER) Act risk source. It should be noted that some of the identified sources may overlap categories including the Chevron Station (Sunshine #8) located on the Causeway item that has a HIGH risk ranking. In addition, given the age of the existing bridge, there is a potential for unreported sources of contamination to be encountered during project activities. Due to the potential presence of asbestos-containing materials and heavy metals, a site-specific survey will be warranted. Moderate involvement regarding contamination is anticipated given the potential presence of unreported sources of subsurface contamination. All identified sites will be investigated to determine their potential risk during the Project Development and Environment (PD&E) Study. Proper mitigation will take place if medium to high-risk sites are identified. A Contamination Screening Evaluation Report [encompassing an Asbestos Survey and Screening for Metal Based Coatings Report] will be completed during the PD&E Study.

4. Infrastructure

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

Infrastructure-related features reported within the 500-foot project buffer include streetlights, a bridge tender house and machinery building, bridge signals, fire hydrants, and utility cabinet boxes. Utilities run along the south side of the bridge structure. Due to the number of infrastructure related conflicts present, and the fact that the bridge will potentially be replaced on new alignment, moderate involvement regarding infrastructure is anticipated. The causeway toll gantry and west relief bridge are west of the project limits and will not be impacted. A Utility Assessment Package will be completed during the Project Development and Environment Study.

5. Navigation

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

Broad Causeway Bridge crosses over the Atlantic Intracoastal Waterway (ICWW); the bridge has a maximum vertical clearance of 18.00 feet at Mean Low Water and a minimum vertical clearance of 16.00 feet at Mean High Water at the bascule crossing. The ICWW at the bridge crossing is deemed a navigable waterway by the United States Coast Guard (USCG). The bridge bascule is required by the USCG to open at :15 and :45 minutes of each hour to allow boat traffic.

The existing bridge was constructed in 1951, has been determined to be functionally obsolete with a sufficiency rating of 46.3, and contains fracture critical components based on a Bridge Inspection Report prepared in January 2022 by FDOT. The bridge does not meet current design standards and USCG requirements and is not American with Disabilities Act (ADA) compliant. Because of the structure type, the number of structural deficiencies, and high maintenance costs, the Town of Bay Harbor Islands is considering the replacement of the bridge.

The bridge is anticipated to be replaced on new alignment with changes to the width and height to meet current design standards and USCG requirements, which may improve navigability for most vessel traffic. No permanent adverse impacts to navigation are expected to result from this project.

Minor impacts on navigation are expected as temporary closures of the waterway under the bridge may occur during the project construction phase. Because USCG coordination and authorization will be needed regarding the proposed bridge improvements, moderate involvement is anticipated. The USCG may request a Navigation Impact Report be prepared during the Project Development and Environment Study.

v. Special Designations

1. Special Designations: Outstanding Florida Waters

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

The bridge crosses the Biscayne Bay Aquatic Preserve, a designated Outstanding Florida Water (OFW). The proposed stormwater management system for the project will be developed to meet the design and performance criteria established in the South Florida Water Management District Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to impaired waters and OFWs. The design will make every 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, best management practices will be employed during project activities. A Storm Water Pollution Prevention Plan (SWPPP) will also be implemented to control the effects of stormwater runoff during construction. Due to additional and more stringent stormwater treatment requirements of discharge to OFWs/Aquatic Preserves and potential impacts from construction related disturbances (in-water work), moderate involvement regarding this specially designated resource is anticipated.

2. Special Designations: Aquatic Preserves

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

The bridge crosses the Biscayne Bay Aquatic Preserve, a designated Outstanding Florida Water (OFW) and NOAA Marine Protected Area. The proposed stormwater management system for the project will be developed to meet the design and performance criteria established in the South Florida Water Management District Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to impaired waters and OFWs; the design will make every 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. Avoidance and minimization measures will be incorporated into the project's design and best management practices

will be utilized during project construction activities. Compensatory mitigation will be provided for any adverse impacts that cannot be avoided or minimized from the proposed project improvements to the Biscayne Bay Aquatic Preserve. A Storm Water Pollution Prevention Plan (SWPPP) will also be implemented to control the effects of stormwater runoff during construction. Due to additional and more stringent stormwater treatment requirements of discharge to Aquatic Preserves and potential impacts from construction related disturbances (in-water work), moderate involvement regarding this specially designated resource is anticipated.

3. Special Designations: Wild and Scenic Rivers

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

No designated Wild and Scenic Rivers nor waters that are part of the Nationwide Rivers Inventory (NRI) are reported within the 500-foot project buffer; therefore, no involvement regarding these specially-designated resources is anticipated.

4. Special Designations: Sole Source Aquifers

Project PED Comments

none

Analysis Area PED Comments: Broad Causeway Bridge

Within the 500-foot project buffer, the Biscayne Sole Source Aquifer is identified but it is located to the west of the project limits; therefore, no involvement regarding these specially-designated resources is anticipated. There are also sovereign submerged lands at the western buffer area, but these are outside of the project area and will not be impacted. Per the 1953 Senate Bill No. 865, the State of Florida surrendered and granted to the Town of Bay Harbor Islands 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 surrounding the Broad Causeway Bridge.

d. Anticipated Permits

Permit	Type	Comments	Assigned By	Date
Federal 404 permit	USACE		FDOT District 6	02/22/23
Bridge Permit	USCG		FDOT District 1	11/28/22
National Pollutant Discharge Eliminated System	FDEP		FDOT District 6	02/22/23
Environmental Resource Permit	Water		FDOT District 6	02/22/23

e. Anticipated Technical Studies

Technical Study	Type	Comments	Assigned By	Date
Location Hydraulics Report	Engineering		FDOT District 6	02/22/2023
Geotechnical Report	Engineering		FDOT District 6	02/22/2023
Typical Section Package	Engineering		FDOT District 6	02/22/2023
Bridge Hydraulic Report	Engineering		FDOT District 6	02/22/2023
Bridge Development Report	Engineering		FDOT District 6	02/22/2023
Public Involvement Plan	Environmental		FDOT District 6	02/22/2023
Noise Study Report	Environmental		FDOT District 6	02/22/2023
Contamination Screening Evaluation Report	Environmental		FDOT District 6	02/22/2023
Public Hearing Transcript	Environmental		FDOT District 6	02/22/2023
Section 4(f) Determination	Other	Appropriate Section 4(f) Form(s) will be determined as more detailed and finalized project information becomes available and further assessment of potential impacts to protected Section 4(f) resources takes place.	FDOT District 6	02/22/2023
Water Quality Impact Evaluation	Other		FDOT District 6	02/22/2023
Comments and Coordination Report	Environmental		FDOT District 6	02/22/2023
Section 106 Effects Evaluation	Other	Case Study Report and Memorandum of Agreement	FDOT District 6	02/22/2023
Preliminary Engineering Report	Engineering		FDOT District 6	02/22/2023
Air Quality Technical Memorandum	Environmental		FDOT District 6	02/22/2023
Cultural Resource Assessment Survey	Environmental		FDOT District 6	02/22/2023

Technical Study	Type	Comments	Assigned By	Date
Conceptual Drainage Report	Engineering		FDOT District 6	02/22/2023
Design Variations and Exceptions Package	Engineering		FDOT District 6	02/22/2023
Utility Assessment Package	Engineering		FDOT District 6	02/22/2023
Pond Siting Report	Engineering		FDOT District 6	02/22/2023
Natural Resources Evaluation (NRE)	Environmental		FDOT District 6	02/22/2023
Project Traffic Analysis Report (PTAR)	Engineering		FDOT District 6	02/22/2023

III. Form SF-424: Application for Federal Assistance

View Burden Statement

OMB Number: 4040-0004
Expiration Date: 12/31/2022

Application for Federal Assistance SF-424

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received: 04/12/2023

4. Applicant Identifier: 452428-1-21-01

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Town of Bay Harbor Islands

* b. Employer/Taxpayer Identification Number (EIN/TIN): 59-6000273

* c. UEI: K1CKY81LR8M7

d. Address:

* Street1: 9665 Bay Harbor Terrace

Street2:

* City: Bay Harbor Islands

County/Parish: Miami-Dade

* State: FL: Florida

Province:

* Country: USA: UNITED STATES

* Zip / Postal Code: 33154-2005

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Ms.

* First Name: Maria

Middle Name:

* Last Name: Lasday

Suffix:

Title: Town Manager

Organizational Affiliation:

* Telephone Number: 305-455-0060

Fax Number:

* Email: mlasday@bayharborislands-fl.gov

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

US Department of Transportation - FHWA

11. Catalog of Federal Domestic Assistance Number:

20-205

CFDA Title:

*** 12. Funding Opportunity Number:**

TBD

*** Title:**

TBD

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

This project involves the potential replacement of the 0.782-mile Broad Causeway Bridge connecting the Town of Bay Harbor Islands with the City of North Miami, within Miami-Dade County.

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: FL24 | * b. Program/Project: FL24

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 11/18/2022 | * b. End Date: 04/30/2025

18. Estimated Funding ($):

* a. Federal	0.00
* b. Applicant	0.00
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	0.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☒ a. This application was made available to the State under the Executive Order 12372 Process for review on 04/12/2023.

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☐ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: Ms. | * First Name: Maria

Middle Name:

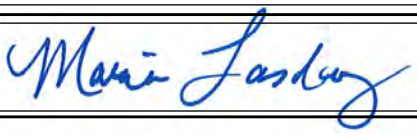
* Last Name: Lasday

Suffix:

* Title: Town Manager

* Telephone Number: 305-455-0060 | Fax Number:

* Email: mlasday@bayharborislands-fl.gov

* Signature of Authorized Representative:  | * Date Signed: 04/12/2023

IV. Transmittal List

The asterisk (*) denotes a hardcopy recipient. The double astersisk (**) denotes an external email recipient.

	Organization	Name
1.	Bal Harbour Village	Albaum, David
2.	Bal Harbour Village	Andrade, Patricia
3.	Bal Harbour Village	Danie, Dwight S.
4.	Bal Harbour Village	Fernandez, Kathy
5.	Bal Harbour Village	Flowers Jr., Raleigh M.
6.	Bal Harbour Village	Freimark, Jeffrey
7.	Bal Harbour Village	Gonzalez, Jorge M.
8.	Bal Harbour Village	Hernandez, Marie
9.	Bal Harbour Village	Inguanzo, Ramiro
10.	Bal Harbour Village	Kamiya, Rosa
11.	Bal Harbour Village	Oldenburg, John
12.	Bal Harbour Village	Reyes, Matilde
13.	Bal Harbour Village	Salver, Seth
14.	Bal Harbour Village	Sklar, Buzzy
15.	Bal Harbour Village	Wolf, David
16.	City of North Miami	Cameau, Rasha
17.	City of North Miami	Daniel, Aneisha
18.	City of North Miami	Desulme, Alix
19.	City of North Miami	Estime'-Irvin, Mary
20.	City of North Miami	Frantz Charles, Pierre
21.	City of North Miami	Galvin, Scott
22.	City of North Miami	Genosier, Guerty
23.	City of North Miami	Hernandez, Rosa
24.	City of North Miami	Johnson-Preston, Nakia
25.	City of North Miami	Joseph, Vanessa
26.	City of North Miami	Juriga Jr., Larry
27.	City of North Miami	Marcellus, Steven
28.	City of North Miami	Nava-Gunness, Marilu
29.	City of North Miami	Okereke, Chuks
30.	City of North Miami	Pierre-Louis, Wisler
31.	City of North Miami	Timothe, Kassandra
32.	City of North Miami	Zenon, Stephanie
33.	FDEP - State 404 Program	Furr, Lindsay
34.	FDOT District 6	Huynh, Dat
35.	FDOT District 6	James, Steven C.
36.	FDOT Office of Environmental Management	Bradley, Catherine
37.	FDOT Office of Environmental Management	Clark, Thu-Huong
38.	FDOT Office of Environmental Management	Haddock, Christine A.
39.	FDOT Office of Environmental Management	Marino, Matt
40.	Federal Aviation Administration	Vernace, Bart
41.	Federal Emergency Management Agency	Director, Region IV Mitigation Division
42.	Federal Rail Administration	Director, Office of Public Engagement
43.	Federal Rail Administration	Regional Administrator, Region 3
44.	Federal Transit Administration	Taylor, Yvette
45.	FL Department of Agriculture and Consumer Services	Camposano, Brian
46.	FL Department of Agriculture and Consumer Services	Kiser, Mark
47.	FL Department of Economic Opportunity	Preston, Matt
48.	FL Department of Environmental Protection	Stahl, Chris
49.	FL Department of State	Stewart, Benjamin
50.	FL Department of State	Welch, Marcy
51.	FL Fish and Wildlife Conservation Commission	DiGruttolo, Laura
52.	FL Fish and Wildlife Conservation Commission	Ganey, Jessica
53.	FL Fish and Wildlife Conservation Commission	Gilbert, Terry
54.	FL Fish and Wildlife Conservation Commission	Hight, Jason

55.	FL Fish and Wildlife Conservation Commission	Irving, Robert
56.	FL Senate	Jones, Shevrin D.
57.	Florida Inland Navigation District	Director, Executive
58.	Miami-Dade Board of County Commissioners	Steinberg, Micky
59.	Miami-Dade County	Antonio, Sandra
60.	Miami-Dade County	Barrios, Alejandro
61.	Miami-Dade County	Cervone, Johanna
62.	Miami-Dade County	Cleckley, Eulois
63.	Miami-Dade County	Cody, Sarah
64.	Miami-Dade County	Coley, Roy
65.	Miami-Dade County	Delgado, Ileen
66.	Miami-Dade County	Fernandez, Michael
67.	Miami-Dade County	Gomez, Lourdes
68.	Miami-Dade County	Hegedus, Irene
69.	Miami-Dade County	Jadallah, Raied "Ray"
70.	Miami-Dade County	Kim, Inson
71.	Miami-Dade County	Levine Cava, Daniella
72.	Miami-Dade County	Mejia, Danielle
73.	Miami-Dade County	Michaels, Bonnie
74.	Miami-Dade County	Morales, Jimmy
75.	Miami-Dade County	Nardi, Maria
76.	Miami-Dade County Public Schools	Dotres, Jose L.
77.	Miami-Dade County	Ramirez III, Alfredo
78.	Miami-Dade County	Sandanasamy, Vinod
79.	Miami-Dade County School Board	Hantman, Perla T.
80.	Miami-Dade County	Stillings, Noel
81.	Miami-Dade Expressway Authority	Diaz, Mayra
82.	Miami-Dade Expressway Authority	Sosa, Albert
83.	Miami-Dade TPO	Boucle, Aileen
84.	Miami-Dade TPO	Chance, Paul
85.	Miami-Dade TPO	Fernandez, Wilson
86.	Miami-Dade TPO	Gaslonde, Jeannine
87.	Miami-Dade TPO	Rockwell, Elizabeth
88.	Miami-Dade TPO	Rosenberg, Christopher
89.	Miami-Dade TPO	Salim, Zainab
90.	Miami-Dade TPO	Taylor, Franchesca
91.	Miami-Dade TPO	Vilches-Landa , Maria T.
92.	Miami-Dade TPO	Villaamil, Vivian
93.	Miccosukee Tribe of Indians of Florida	**Donaldson, Kevin
94.	Muscogee (Creek) Nation	**Historic & Cultural Preservation Department
95.	National Marine Fisheries Service	Amendola, Kim
96.	National Marine Fisheries Service	Gregg, Kurtis
97.	National Park Service	Barnett, Anita
98.	Natural Resources Conservation Service	Giuliani, Isabelle
99.	Natural Resources Conservation Service	Nelson, Willie
100.	Poarch Band of Creek Indians	**Haikey, Larry D.
101.	Seminole Nation of Oklahoma	**Yahola, Ben
102.	Seminole Tribe of Florida	Backhouse, Paul N.
103.	Seminole Tribe of Florida	Simon, Danielle A.
104.	South Florida Water Management District	Conmy, Barb
105.	South Florida Water Management District	Huffman, Jessica
106.	South Florida Water Management District	Westerfield, Caitlin
107.	Town of Bay Harbor Islands	Atkinson, Jason
108.	Town of Bay Harbor Islands	Bruder, Stephanie
109.	Town of Bay Harbor Islands	D'Amico, Teri
110.	Town of Bay Harbor Islands	Diallo, Molly
111.	Town of Bay Harbor Islands	Diaz, Raul
112.	Town of Bay Harbor Islands	Fuller, Joshua D.
113.	Town of Bay Harbor Islands	Hamilton, Yvonne
114.	Town of Bay Harbor Islands	Lasday, Maria

115.	Town of Bay Harbor Islands	Morin, Bridget Anne
116.	Town of Bay Harbor Islands	Noel, Lindsley
117.	Town of Bay Harbor Islands	Rosado, Jenice
118.	Town of Bay Harbor Islands	Ruiz, Yusnielkys
119.	Town of Bay Harbor Islands	Salver, Isaac
120.	Town of Bay Harbor Islands	Tricoche, Elizabeth
121.	Town of Bay Harbor Islands	Yaffe, Robert H.
122.	Town of Surfside	Collazo, Javier
123.	Town of Surfside	Danzinger, Shlomo
124.	Town of Surfside	Frankel, Judith
125.	Town of Surfside	Gomez, Hector
126.	Town of Surfside	Healy, John
127.	Town of Surfside	Herbello, Evelyn
128.	Town of Surfside	Landsman, Fred
129.	Town of Surfside	McCready, Sandra
130.	Town of Surfside	Meischeid, Marianne
131.	Town of Surfside	Nelson, John
132.	Town of Surfside	Rose, Jeffrey
133.	Town of Surfside	Santos-Alborna, Carmen
134.	Town of Surfside	Trigueros, Frank
135.	Town of Surfside	Velasquez, Nelly
136.	US Army Corps of Engineers	Beech, Veronica d.
137.	US Army Corps of Engineers	Gilbert, Michelle L.
138.	US Army Corps of Engineers	Lovvorn, Lisa
139.	US Coast Guard	Beceiro, Omar
140.	US Coast Guard	Bridges, Marty
141.	US Coast Guard	Kowalczyk, Lisia
142.	US Coast Guard	Overton, Randall D.
143.	US Coast Guard	Zercher, Jennifer
144.	US Department of Health and Human Services	National Center for Environmental Health Centers for Disease Control and Prevention
145.	US Department of Housing and Urban Development	Gonzalez Maldonado, Hector
146.	US Department of Housing and Urban Development	Quade, John
147.	US Department of Interior	Connelly, Kyle
148.	US Department of Interior	Massey, Gant
149.	US Department of Interior	Stewart, Heather
150.	US Department of Interior	Sumner, David M.
151.	US Environmental Protection Agency	Adelsbach, Terry
152.	US Environmental Protection Agency	Dean, William K.
153.	US Environmental Protection Agency	Kajumba, Ntale
154.	US Environmental Protection Agency	Singh-White, Alya
155.	US Environmental Protection Agency	Somerville, Amanetta
156.	US Fish and Wildlife Service	Cantrell, Mark
157.	US Fish and Wildlife Service	Rivera, Jose
158.	US Fish and Wildlife Service	Wrublik, John
159.	US House	Basabe, Fabian
160.	US House	Wasserman Schultz, Debbie
161.	US House	Wilson, Frederica S.
162.	US Senate	Rubio, Marco
163.	US Senate	Scott, Rick

V. Ancillary Documentation

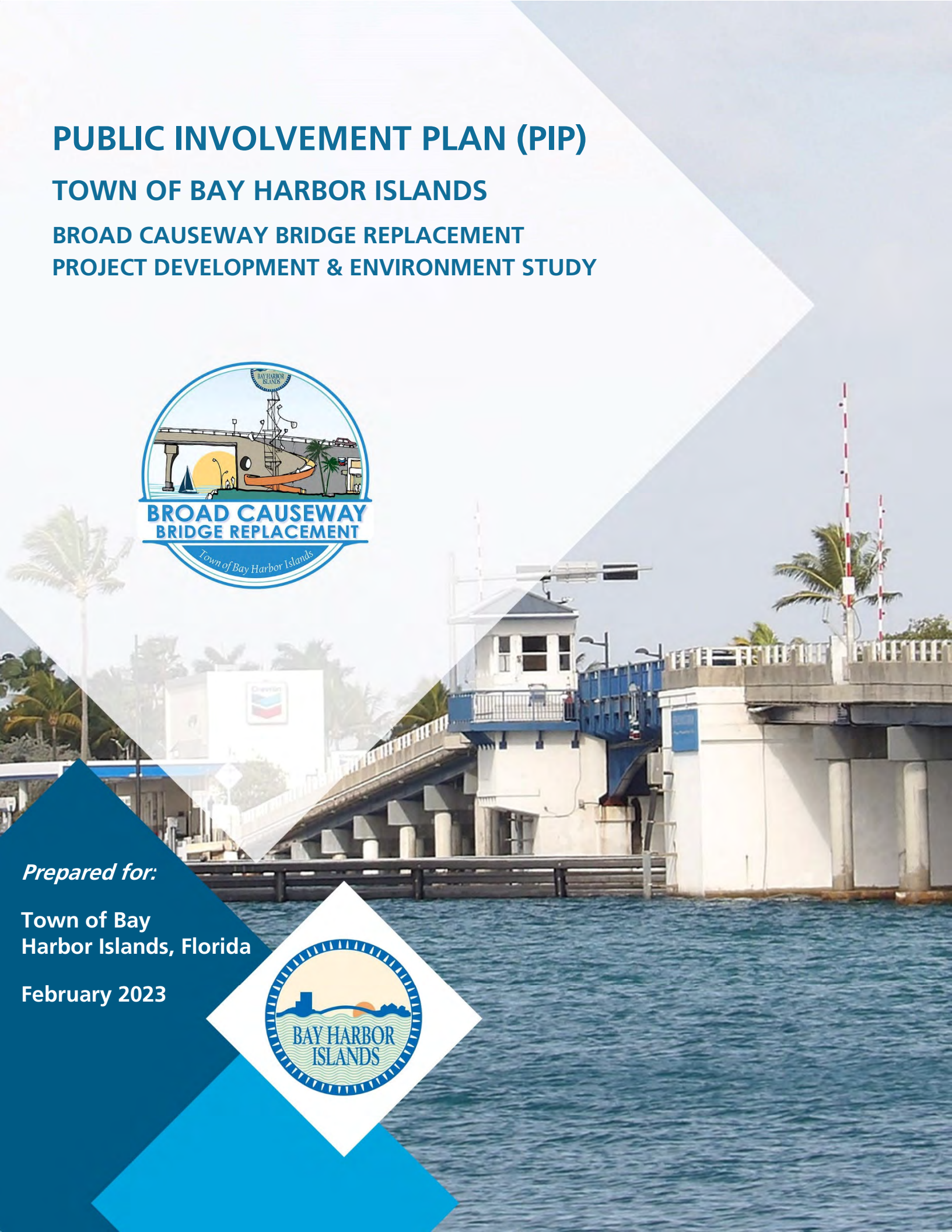
DRAFT

Appendix B – Public Involvement Plan (PIP)

PUBLIC INVOLVEMENT PLAN (PIP)

TOWN OF BAY HARBOR ISLANDS

BROAD CAUSEWAY BRIDGE REPLACEMENT
PROJECT DEVELOPMENT & ENVIRONMENT STUDY



Prepared for:

Town of Bay Harbor Islands, Florida

February 2023

Financial Project Identification Number:	452428-1-21-01
Federal Project Number:	N/A
FDOT Efficient Transportation Decision Making (ETDM) Number:	14520
Town of Bay Harbor Islands Project Number:	BC-160

PUBLIC INVOLVEMENT PLAN (PIP)

February 2023

In accordance with Part 1, Chapter 11 of the Florida Department of Transportation's (FDOT) **Project Development and Environment (PD&E) Manual**, this Public Involvement Plan is submitted to the manager of the FDOT District office in charge of PD&E studies as appropriate based on District organizational structure for his/her review and approval.

Submitted by:

Wendy G. Lasher, AICP
Assistant Project Manager
Atkins

Date: February 2023

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.

Approved by:

Rodney Carrero Santana, P.E.
Town of Bay Harbor Islands Project Manager

Date: February 2023

Prepared for:
Town of Bay Harbor Islands

Prepared by:
Atkins

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1.0 INTRODUCTION

The Town of Bay Harbor Islands recognizes that the success of any transportation improvement is dependent upon a proactive and consistent successful public outreach effort. This Public Involvement Plan (PIP) has been prepared to assist in providing information and identifying methods to obtain input from concerned citizens, agencies, private groups (residential/business), and governmental entities. It is envisioned that the PIP will help ensure that the proposed PD&E Study of the Broad Causeway Bridge, also known as the Shepard Broad Causeway Bridge, reflects the values and needs of the communities it is designed to benefit.

The project involves the potential replacement of the 0.782-mile Broad Causeway Drawbridge connecting the Town of Bay Harbor Islands with the City of North Miami, within Miami-Dade County. The roadway is classified as "Urban Minor Arterial". This arterial extends to the Bal Harbour Village and the Town of Surfside, and connects those commuters to the mainland. The limits of the project are from Broad Causeway Island to east of West Broadview Drive. The Florida Department of Transportation (FDOT) Bridge Identification (ID) Number is 875101.

The existing bridge consists of four lanes, undivided (two in each direction). The four travel lanes are 10-feet wide with outside travel lanes that include shared-use markings to accommodate bicycles. In addition, a raised sidewalk is present on each side of the bridge, with a width that varies from 22 to 36 inches. There are no guardrails separating the sidewalk from the travel lane. Crossing over the Intracoastal Waterway, the bridge has a maximum vertical clearance of 18 feet at Mean Low Water and a minimum vertical clearance of 16 feet at Mean High Water at the Bascule crossing.

The PD&E Study will evaluate bridge replacement alternatives that may utilize a new alignment adjacent to the existing bridge. Also, adjustments to the width and height of the bridge will be required to bring the structure to current design standards and United States Coast Guard (USCG) requirements. Future bridge concepts may also include potential provisions for new dedicated bicycle lanes and sidewalks to comply with the American with Disabilities Act (ADA) requirements and guardrails for the safety of the pedestrians. Additional right-of-way is not anticipated to accommodate the replacement bridge; however, specific right-of-way requirements for the project will be determined during the PD&E Study. Included in the Town Charter by the 1953 Senate Bill No. 865, the State of Florida surrendered and granted to the Town of Bay Harbor Islands 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 feet wide from Kane Concourse, westwardly across Biscayne Bay to approximately NE 123rd Street in the City of North Miami.

This is a Town of Bay Harbor Islands project. Since Federal funding may be utilized in future phases of the project, the FDOT District Six Office will provide technical assistance during the PD&E Study, and the FDOT Office of Environmental Management will be the lead Federal agency for the environmental review. 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 Federal Highway Administration and FDOT.

The Town of Bay Harbor Islands is committed to conducting a PIP that focuses on soliciting community interaction and incorporates an extensive evaluation of community impacts and opinions throughout the public involvement process. The positive value of implementing a strong and proactive public involvement effort generally results in public awareness of and support for the project. The public involvement program consists of formal and informal meetings with the general public, governmental agencies, elected officials, municipal staff, local transportation providers and other interested parties.

The PIP is a living document which will be updated and amended throughout the project development process to incorporate the latest public involvement policies and techniques as they evolve during the life of the project. The plan outlines the public involvement approach and activities required to be undertaken as part of the project development, including lists of the contact persons (officials, agencies, and media) and the means used to involve them in the process.

Figure 1-1 shows the project location and study limits.

Figure 1-1 Project Location Map

2.0 PD&E STUDY PROCESS

This PIP follows federal and state regulations as well as procedures and policies established by the FDOT that identify the requirements for the public involvement activities to be conducted as part of this corridor planning study. The key objectives identified by these requirements include:

- Develop early and continuous public involvement
- Ensure inclusive practices in activities and notification
- Consider needs of the traditionally underserved
- Collaborate with other agencies, local governments, private sector transportation entities, and non TPO officials
- Identify convenient meeting times and locations
- Provide reasonable access to information
- Timely notice of public involvement activities, including appropriate review and comment periods
- Acknowledge and consider public comments

Tables 2-1 and 2-2 on the following pages, respectively summarize the key federal and state requirements for the public involvement process as outlined in the *FDOT Public Involvement Handbook, February 2021.*

Table 2-1 Summary of Public Involvement Regulations – Federal

Regulation	Requirements
Americans with Disabilities Act of 1990 (ADA)	■ *Title II of this Act,42 United States Code (USC) Sections 12131 - 12134, prohibits the exclusion of persons with disabilities from participation in services, programs, or activities of a public entity. This is the basis for the FDOT's standard language (see Part 1, Chapter 11, Section 11-2.4 of the Project Development and Environment [PD&E] Manual) regarding accommodating persons with disabilities for such issues as hearing or visual impairment.* ■ *Title III of this Act, 42 USC Sections 12181 12189, requires public accommodations to provide equivalent access to individuals with disabilities. This is important for public involvement activities, as the locations of public meetings, workshops, and hearings should be accessible.*
Title VI of the Civil Rights Act of 1964 and Other Nondiscrimination Laws	■ *Title VI, 42 USC Sections 2000d-2000d-1, prohibits federally assisted programs from discrimination based on race, color, or national origin. Since public funds are comprised of contributions from taxpayer of all races, colors, and national origins, fairness requires that federal activities receiving such funds be conducted in a manner that discourages racial discrimination.* ■ *Age Discrimination Act of 1975, 42 USC Sections 6101 6107, prohibits federally assisted programs from discrimination based on age.*
Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations	■ *Directs federal agencies to identify and address any disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations.* ■ *Requires each agency to develop a strategy for evaluating environmental justice.* ■ *Promotes access by minority and low-income communities to public information and public participation.*
Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency	■ *Requires agencies to develop plans so that people for whom English is not their native language or who have a limited ability to read, speak, write, or understand English can have meaningful access to the services provided.* ■ *Requires recipients of federal funding to also provide meaningful access.*
23 USC, Highways	■ *Section 109(h) requires the consideration of possible adverse effects on the human and natural environment as part of the project development process.* ■ *Section 128 requires public hearings and consideration of environmental impacts as part of planning projects for Federally aided highways.* ■ *Section 135 requires participation by interested parties in the development of statewide and nonmetropolitan transportation planning.*
23 CFR, Federal Highway Administration (FHWA), Department of Transportation (DOT)	■ *Part 450, Section 210 states that interested parties, public involvement, and consultation, requires the state to "develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points". This is the basis for the FDOT public involvement program.* ■ *Part 771, Section 111 establishes the importance of early agency coordination and public involvement in the environmental review process.*

National Environmental Policy Act (NEPA) of 1969	■ *Codified in 42 USC, Chapter 55, Sections 4321 4370, this law:* - *Established the Environmental Protection Agency (EPA), the National Oceanic and Atmospheric Administration (NOAA), and the Council on Environmental Quality (CEQ), which oversees the implementation of NEPA;* - *Requires federal agencies to consider environmental impacts as part of their planning and decision-making processes; and* - *Established requirements for environmental impact reviews.* ■ *40 CFR, Chapter V, Parts1500-1508 implement the requirements of NEPA, providing procedural provisions and administration of the NEPA process, including preparation of environmental documents, the process for inviting and documenting comments, addressing interagency disputes, and defining roles and responsibilities of agencies. Section 1506.6 establishes the requirements for public involvement during the NEPA process, including preparation of environmental documents, the process for inviting and documenting comments, addressing interagency disputes, and defining roles and responsibilities of agencies.* ■ *Section 1506.6 establishes the requirements for public involvement during the NEPA process.*

Table 2-2 Summary of Public Involvement Regulations – Federal

Regulation	Requirements
Executive Order 07-01, Section 2 - Plain Language Initiative	■ *The purpose of this initiative is to ensure that announcements, publications, and other documents provided by state agencies contain "clear and concise" information. Specific requirements:* - *Use of common language instead of technical jargon,* - *Providing only the pertinent information in an organized manner,* - *Use of short sentences and active voice, and* - *Layout and design that are user friendly.*
Section 120.525, FS, Administrative Procedures Act	■ *Requires notice of public meetings, hearings, and workshops by publication in the Florida Administrative Register (FAR) and on the agency's website, no less than seven (7) days prior to the event.* ■ *Includes the general subject matter to be considered.* ■ *Requires an agenda (containing the items to be considered in order of presentation) to be prepared and published on the agency's website.*
Section 286.011, FS, Public Business (Government in the Sunshine)	■ *Declares all meetings of any board or commission of any state, county, municipal, or political subdivision, agency, or authority to be public meetings that are open to the public at all times.* ■ *Requires reasonable notice of all such meetings.* ■ *Requires minutes of any such meeting to be available for public inspection.* ■ *Prohibits public meetings from being held at a facility or location that discriminates on the basis of sex, age, race, creed, color, origin, or economic status or that otherwise restricts public access.* ■ *Establishes penalties for violation of these provisions and exceptions for specific situations.*
Section 286.29, FS, Public Business (Green Lodging)	■ *Requires state agencies to contract for meeting and conference space only with hotels or conference facilities that have been designated as Green Lodging facilities by the Florida Department of Environmental Protection (FDEP).*

Section 335.199, FS, State Highway System (Access Modification)	■ *Requires notification of all affected property owners, municipalities, and counties at least 180 days prior to design finalization of any project on the State Highway System that modifies or otherwise affects access to the facility.* ■ *Requires at least one public hearing in the jurisdiction where the project is located*
Section 339.155, FS, Transportation Finance and Planning	■ *Establishes procedures for public participation in transportation planning, including:* *-Providing an opportunity for comment on the FTP, requiring one or more public hearings to be held during the development of major transportation improvements*
Jessica Lunsford Act	■ *Codified in Title XLVIII K-20 Education Code, Chapter 1012 Personnel, §1012.465-1012.468, this law requires background checks of any person entering school grounds when children are present. As a result of this, FDOT adopted a policy that K-12 educational facilities should not be used for public meetings and hearings.*

3.0 PROJECT PURPOSE AND NEED STATEMENT

The purpose of this project is to replace the aging Broad Causeway Bridge with a new structure that meets current design standards and is consistent with the USCG regulatory requirements. The new bridge will 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, Bal Harbour Village, and Town of Surfside.

Bridge Deficiencies

Constructed in 1951, the 71-year-old bridge has been determined to be functionally obsolete and contains fracture critical components based on a Bridge Inspection Report prepared in January 2022 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 such as adequate lane widths, shoulder widths, or serve current or future traffic demands.

In 2017, major structural repairs were performed on 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 these repairs was completed. Estimated costs to perform these repairs will amount to $3.0 million. As the structure continues to age, frequent costly repairs will be needed to prevent closure or severe damage. For these reasons, the Town of Bay Harbor Islands is considering replacing the bridge with a new structure that will extend the life of the bridge 75 years into the future.

Safety

The Broad Causeway Bridge is a high vehicle crash location with many involving numerous bicycle crashes. Between 2017 and 2021, there were 42 total vehicle crashes occurring within the project limits of which 38 were on the undivided bridge and approach sections. The highest concentration of crashes was near West Broadview Drive. Of the 42 vehicle crashes, none resulted in a fatality, but 17 resulted with injuries. While vehicle to vehicle interactions are below the statewide average for this type of urban facility, vehicle to bicycle 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 cyclists to get off the bicycle and walk. According to the Florida Greenbook, the minimum width of a shared lane is 14 feet. The existing lane width on Broad Causeway Bridge is only 10 feet. Therefore, the bicycles are sharing 30 mph travel lanes with vehicles on lane widths that do not meet standards. As a result, there have been seven vehicle crashes involving bicycles. All these crashes resulted in injury. Vehicle to bicycle interactions account for 17% of the crashes in the project corridor. This is 15.8% higher than the 1.2% average bicycle crashes in 2019 for Miami-Dade County urban (non-interstate) facilities.

In addition, a raised sidewalk is present on each side of the bridge, with a width that varies from 22 to 36 inches. There are no guardrails separating the sidewalk from the travel lane. The west side of the bridge has a six-inch curb to enter the sidewalk and does not provide ADA access. Also, the sidewalk is not ADA compliant since it does not provide the 36 inch minimum required or 32 inch

minimum 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.

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management (FDEM) and Miami-Dade County, the 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 damage to the wings. When there is an emergency evacuation situation, the USCG starts closing (down position) the bridges from 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 only has 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, direct emergency evacuation 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 9.4 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.

Travel Demand

The Broad Causeway and Kane Concourse corridor have high traffic volumes since they connect the beach communities and the Town of Bay Harbor Islands to the mainland. The a.m. and p.m. rush hours are times of high congestion and future traffic volumes are anticipated to continue to increase. Since the Intracoastal Waterway at the bridge crossing is deemed a navigable waterway by the USCG, the bridge bascule is required by the USCG to open at :15 and :45 minutes of each hour to allow boat traffic. Having the bridge open twice per hour further compounds traffic congestion. Having free flow of traffic or infrequent bridge openings will help relieve congestion and facilitate emergency evacuation.

4.0 IDENTIFICATION OF STAKEHOLDERS

The following local, regional, state, or federal agencies having a concern in this project due to jurisdictional review or expressed interest have been identified and were contacted directly by the Town of Bay Harbor Islands through the Advance Notification (AN) process at the outset of the project in accordance with the PD&E Manual, Part 1, Chapter 3, Preliminary Environmental Discussion and Advance Notification. As other concerned public agencies are identified throughout the study, they also will be listed and contacted.

The existing bridge lies over Biscayne Bay and connects the Town of Bay Harbor Island, the Town of Surfside and Bal Harbour Village to the City of North Miami. The project is also in close proximity to the Bay Harbor Islands Tot Lot Park and the Broad Causeway. The demographics of the study area was obtained through a Sociocultural Data Report (SDR) analysis. A copy of the SDR is attached to this PIP in Appendix A. Based on the demographics of the study area, there is mostly white, not Hispanic, or Latino residents, that speak English well. However, this community does have a small Hispanic and Latino population and is frequently visited by many Spanish speaking tourists. Therefore, all project materials will be in English and Spanish.

4.1 Local Elected and Appointed Officials

Federal Delegation:
The Honorable Marco Rubio, U.S. Senator
The Honorable Rick Scott, U.S. Senator
The Honorable Frederica Wilson, U.S. Representative, District 24
The Honorable Debbie Wasserman Schultz, U.S. Representative, District 23

State Delegation:
The Honorable Shevrin D. "Shev" Jones, Senator, District 34
The Honorable Fabian Basabe, Representative, District 106

Miami-Dade County:
The Honorable Daniella Levine Cava, Mayor
The Honorable Mickey Steinberg, Commissioner, District 4
Mr. Jimmy Morales, Chief Operations Officer
Mr. Eulois Cleckley, Director and CEO, Dept. of Transportation & Public Works
Mr. Juan Mendieta, Director of External Affairs, Dept. of Transportation & Public Works
Ms. Irene Hegedus, Chief of Transportation Enhancements, Dept. of Transportation & Public Works
Mr. Alfredo Ramirez III, Interim Chief Public Safety Officer
Chief Raied "Ray" Jadallah, Fire Chief
Ms. Inson Kim, Director of the Communications Department
Ms. Maria I. Nardi, Director of Parks, Recreation and Open Spaces
Mr. Roy Coley, Director for the Miami-Dade Water and Sewer Department

Ms. Aileen Bouclé, AICP, Executive Director for the Miami-Dade Transportation Planning Organization (TPO)
Mr. Wilson Fernandez, Program Administrator of Transportation for the Miami-Dade TPO
Dr. Jose L. Dotres, Superintendent of Schools
Ms. Lucia Baez-Geller, Board Member of Schools District 3

Town of Bay Harbor Islands:
The Honorable Joshua D. Fuller, Mayor
The Honorable Elizabeth Tricoche, Vice Mayor
The Honorable Stephanie Bruder, Council Member
The Honorable Molly Diallo, Council Member
The Honorable Teri D'Amico Council Member
The Honorable Isaac Salver, Council Member
The Honorable Robert H. Yaffe, Council Member
Mr. Maria Lasday, Town Manager
Mr. Jenice Rosado, Assistant Town Manager
Ms. Bridget Anne Morin, Director of Communications and Causeway Programs
Mr. Jason Atkinson, Director Public Works
Mr. Rodney Carrero-Santana PE., CFM, LEED AP, Town Engineer
Ms. Yusnielkys Ruiz, Administrative Assistant to the Public Works Director and Utilities Coordinator
Mr. Peter Kajokas, CPA, MBA, Director of Finance
Ms. Yvonne Hamilton, Town Clerk
Chief Raul Diaz, Chief of Police
Mr. Lindsley Noel, Deputy Chief of Police

Bal Harbour Village:
The Honorable Jeffrey P. Freimark, Mayor, District 2
The Honorable Seth E. Salver, Vice Mayor, District 1
The Honorable Buzzy Sklar, Commissioner, District 3
The Honorable David Albaum, Commissioner, District 4
The Honorable David Wolf, Commissioner, District 5
Mr. Jorge M. Gonzalez, Village Manager
Mr. Ramiro J. Inguanzo, Assistant Village Manager/Human Resources Director
Ms. Marie Hernandez, Executive Assistant to the Village Manager
Mr. John Oldenburg, Director of Public Works & Beautification
Ms. Patricia Andrade, Administrative Assistant to the Public Works Director
Ms. Kathy Fernandez, Director of Communications & Public Engagement
Ms. Matilde Reyes, Capitol Program Director
Chief Raleigh M. Flowers, Jr., Chief of Police
Ms. Rosa Kamiya, Executive Assistant to the Police Department
Mr. Dwight S. Danie, Village Clerk

Town of Surfside:
The Honorable Shlomo Danzinger, Mayor
The Honorable Jeffrey Rose, Vice Mayor
The Honorable Fred Landsman, Commissioner
The Honorable Marianne Meischeid, Commissioner
The Honorable Nelly Vasquez, Commissioner
Mr. Hector Gomez, Acting Town Manager and Public Works Director
Mr. Jason Greene, Assistant Town Manager / Chief Financial Officer
Mr. John Nelson, Assistant Public Works Director
Ms. Judith Frankel, Town Planner
Ms. Carmen Santos-Alborna, Code Compliance Director
Mr. Frank Trigueros, Director of Tourism & Communications
Chief John Healy, Acting Chief of Police
Ms. Sandra N. McCready, BPA, MMC, Town Clerk
Ms. Evelyn Herbello, Deputy Town Clerk

City of North Miami:
The Honorable Alix Desulme, Ed.D., Mayor
The Honorable Mary Estime-Irvin, Vice Mayor, District 3
The Honorable Scott Galvin, Councilman, District 1
The Honorable Kassandra Timothe, MPA, Councilman, District 2
The Honorable Pierre Frantz Charles, District 4
Mr. Walon Saintille, Constituent Service Coordinator
Ms. Theresa Therilus, Esq, City Manager
Ms. Aneisha Daniel, MSM, Assistant City Manager
Ms. Yama Paillere, Chief of Staff, City Manager
Mr. Wisler Pierre-Louis, P.E., Public Works Director
Ms. Nakia Johnson-Preston, Assistant to Public Works Director
Mr. Steven Marcellus, Transportation Specialist
Mr. Chuks Okereke, City Engineer
Chief Larry Juriga Jr., Chief of Police
Ms. Vanessa Joseph, Esq., City Clerk
Ms. Guerty Genosier, Deputy City Clerk
Ms. Stephanie Zenon, Communications Manager

4.2 Federal State and Local Agencies

State:
Florida Department of State, Division of Historical Resources
Florida Department of Agriculture and Consumer Services

Florida Department of Environmental Protection
Florida Department of Fish and Wildlife Conservation Commission
Florida Department of Economic Opportunity
Florida Inland Navigation
Natural Resources Conservation Service
South Florida Water Management District

Federal:
Federal Highway Administration
Federal Transit Administration
Federal Aviation Administration
Federal Emergency Management Agency
Federal Railroad Administration
U.S. Army Corps of Engineers
U.S. Coast Guard
U.S. Department of Interior - National Park Service
U.S. Department of Interior - U.S. Fish and Wildlife Service
U.S. Department of Commerce - National Marine Fisheries Service
U.S. Environmental Protection Agency
U.S. Department of Health and Human Services
U.S. Department of Housing and Urban Development

Native American Tribes:
Miccosukee Tribe of Indians of Florida
Muscogee (Creek) Nation
Poarch Band of Creek Indians of Alabama
Seminole Nation of Oklahoma
Seminole Tribe of Florida

Note: Pursuant to FDOT's Central Office 2022 Guidelines, Native American Coordinators will not receive any correspondence as it relates to this project unless requested by a tribe leader.

4.3 Quasi-Governmental Agencies

The Town of Bay Harbor Islands recognizes the importance of working with local agencies and keeping them informed on the project's progress, therefore, this PIP will include coordination with several quasi-governmental agencies with an interest in the project including:

- Historic & Environmental Preservation Board (HEPB)
- Miami-Dade TPO Bicycle Pedestrian Advisory Committee (BPAC)

- Miami-Dade TPO Transportation Planning Council (TPC)
- Miami-Dade TPO Citizens' Transportation Advisory Committee (CTAC)
- Bay Harbor Islands Resiliency and Sustainability Task Force

4.4 Concerned Citizens, Property Owners, and Business Owners

Stakeholders:

Ruth K. Broad Bay Harbor K-8 Center
1155 93rd Street
Bay Harbor Islands, FL 33154
305-865-7912

Mater Academy Biscayne-North Miami Campus
12900 NE 17th Avenue
North Miami, FL 33181
305-359-8580

William J Bryan Elementary
1201 NE 125th Street
North Miami, FL 33161
305-891-0602

Bay Harborview Condo Associates Inc
10140 W Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-866-3947

MDFR Firehouse 76
1165 95th Street #1199
Bay Harbor Islands, FL 33154
786-331-5000

Icon North Miami Residences
2305 NE 123rd Street
North Miami, FL 33181
305-647-2663

Big Lou's Quality Plumbing, Inc
2225 NE 123rd Street
North Miami, FL 33181
305-905-9420

DesignLab Miami
2248 NE 123rd Street
North Miami, FL 33181
305-891-0440

Kevin Miner REMAX Advance Realty
2250 NE 123rd Street
North Miami, FL 33181
305-423-8448

Beach Smile Family Dentistry
2242 NE 123rd Street
North Miami, FL 33181
305-866-9998

So Heavenly
2228 NE 123rd Street
North Miami, FL 33181
786-999-8432

Sababa Kosher Indian Grill
2218 NE 123rd Street
North Miami, FL 33181
305-899-0095

The Atrium Condominium Owners Association, Inc.
1075 93rd Street #205
Bay Harbor Islands, FL 33154

Summit Condominium Association Inc
9700 E Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-864-0451

Taj Mahal Indian Cuisine (North Miami)
2216 NE 123rd Street

North Miami, FL 33181
786-633-6755

Catch Specialty Fish Market
2208 NE 123rd Street
North Miami, FL 33181
305-530-8208

Rama 9 Thai Dish & Sushi
2188 NE 123rd Street
North Miami, FL 33181
786-464-0888

Sai Dry Cleaners
2184 NE 123rd Street
North Miami, FL 33181
305-891-1515

Maria A Fermin PA
2182 NE 123rd Street
North Miami, FL 33181
305-893-8170

Manolo International Beauty Salon
2180 NE 123rd Street
North Miami, FL 33181
305-865-7022

The Light Switch, Lamps & Shades
2178 NE 123rd Street
North Miami, FL 33181
305-895-0264

Zaika Indian Cuisine
2176 NE 123rd Street
North Miami, FL 33181
786-409-5187

FL Harbor Nails
2170 NE 123rd Street
North Miami, FL 33181
786-717-6377

The Belmont Condominium Association, INC.
10101 E Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-864-754

Lex & Roses
2164 NE 123rd Street
North Miami, FL 33181
786-512-4346

Reliable Super Drugs - Pharmacy
2168 NE 123rd Street
North Miami, FL 33181
305-893-5252

Smoker's World
2160 NE 123rd Street
North Miami, FL 33181
786-391-1855

Adams Shoe Repair
2162 NE 123rd Street
North Miami, FL 33181
305-861-5310

Integrated Physical Therapy
2142 NE 123rd Street
North Miami, FL 33181
305-967-8976

Kids Go Kuts!
2130 NE 123rd Street
North Miami, FL 33181
786-618-5992

D. Vice Latin Dance Studio
2124 NE 123rd Street
North Miami, FL 33181
786-985-5063

Tuya Spa & Yoga
2116 NE 123rd Street
North Miami, FL 33181
786-447-9577

Alexander Greek Taverna
2114 NE 123rd Street
North Miami, FL 33181
305-456-5930

Nic's New York Pizza
2104 NE 123rd Street
North Miami, FL 33181
305-942-0352

Royal Cleaners
2100 NE 123rd Street
North Miami, FL 33181
305-893-4311

Dome Condominium
2150 Sans Souci Blvd STE 706
North Miami, FL 33181
305-893-2107

Bagel Bar East
1990 NE 123rd Street
North Miami, FL 33181
305-895-7022

Accounting and Payroll Services Miami
1970 NE 123rd Street
North Miami, FL 33181
786-350-8228

Caminito Way
1960 NE 123rd Street
North Miami, FL 33181
305-893-8322

Casa Mia Trattoria
1950 NE 123rd Street
North Miami, FL 33181
305-899-2770

MENDE AND ASSOCIATES INC
1970 NE 123rd Street
North Miami, FL 33181
786-536-4222

International Beauty Salon
1948 NE 123rd Street
North Miami, FL 33181
305-899-0309

Crown Trophy
1948 NE 123rd Street, Suite#105
North Miami, FL 33181
305-891-2099

Farm Stores
1920 NE 123rd Street
North Miami, FL 33181
305-895-8899

Complot Hair Studio
1944 NE 123rd Street
North Miami, FL 33181
305-892-0000

Samiya Boutique
1942 NE 123rd Street
North Miami, FL 33181
786-658-5900

Shine Swimwear
1940 NE 123rd Street
North Miami, FL 33181
305-570-8948

Exxon Gas Station
1900 NE 123rd Street
North Miami, FL 33181
305-899-0351

Space Shop Self Storage
1880 NE 123rd Street
North Miami, FL 33181
800-590-8119

City National Bank of Florida
1865 NE 123rd Street
North Miami, FL 33181
305-982-3350

Chevron Gas Station
1501 Broad Causeway
Bay Harbor Islands, FL 33154
305-891-6793

Bay Harbor Island Manor Condo
9660 W Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-865-1622

The Altair Bay Harbor Hotel
9540 W Bay Harbor Drive
Bay Harbor Islands, FL 33154
786-535-1500

Coffee Break Enjoy
1166 Kane Concourse
Bay Harbor Islands, FL 33154
305-861-0111

Bayview Boutique
1160 Kane Concourse #100b
Bay Harbor Islands, FL 33154
323-387-2919

Hollywood Best Realtor
1160 Kane Concourse Suite 204
Bay Harbor Islands, FL 33154
954-665-8353

Regions Bank
1132 Kane Concourse
Bay Harbor Islands, FL 33154
786-637-6100

Law Office Of David Lazarovic, Esq.
1124 Kane Concourse
Bay Harbor Islands, FL 33154
305-741-5402

Beachside Pediatrics LLC
1145 Kane Concourse
Bay Harbor Islands, FL 33154
305-865-5439

Metropolitan Mortgage Company
1135 Kane Concourse 2nd floor
Bay Harbor Islands, FL 33154
305-868-1818

Luis D. Villani MD | Miami Beach Center for Ophthalmology, P.A.
1111 Kane Concourse Ste 607
Bay Harbor Islands, FL 33154
305-674-2047

Bay Harbor ONE
1133 Kane Concourse
Bay Harbor Islands, FL 33154
305-749-1548

VIVAPILATES, INC.
9550 Bay Harbor Terrace #212
Bay Harbor Islands, FL 33154
305-582-2284

Wittels Orthopedic & Sports Medicine Center
1085 Kane Concourse
Bay Harbor Islands, FL 33154
305-866-4664

Pediatric Platinum Care
1069 Kane Concourse

Bay Harbor Islands, FL 33154
305-864-5642

Finvarb Group
1065 Kane Concourse # 201
Bay Harbor Islands, FL 33154
305-861-3500

Fred Astaire Dance Studios - Miami Beach
1055 Kane Concourse
Bay Harbor Islands, FL 33154
786-300-5686

L'ATELIER SECRETS NAIL LOUNGE
1035 Kane Concourse
Bay Harbor Islands, FL 33154
786-966-1042

Atlantic Pacific Companies
1025 Kane Concourse Suite 215
Bay Harbor Islands, FL 33154
305-867-2245

ADA BAY HARBOR
1031 Kane Concourse
Bay Harbor Islands, FL 33154
305-864-1656

The Bistro Restaurant
1023 Kane Concourse
Bay Harbor Islands, FL 33154
305-866-0404

Foozo Artisan Pizza
1017 Kane Concourse
Bay Harbor Islands, FL 33154
754-238-0161

Bay Harbor Drugs & Beauty Bar
1015 Kane Concourse
Bay Harbor Islands, FL 33154
305-397-8319

Carroll Walk Condominiums
9751 E Bay Harbor Drive
Bay Harbor Islands, FL 33154
786-505-4786

Sereno Bay Harbour
10201 E Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-250-2498

Island Pointe
10350 W Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-864-8296

Diligent Property Management
10281 W Bay Harbor Drive
Bay Harbor Islands, FL 33154
786-556-7998

Ten Thousand Plaza Condominium
10000 W Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-865-1428

The Forge Condominium
9971 W Bay Harbor Drive
Bay Harbor Islands, FL 33154
800-928-2055

Regency Hall Condos
1155 97th Street
Bay Harbor Islands, FL 33154
305-865-1703

Bal Harbour Shops
9700 Collins Avenue
Bay Harbor Islands, FL 33154
305-866-0311

Young Israel of Bal Harbour
9580 Abbott Avenue
Surfside, FL 33154
305-866-0203

Meat Bar
1009 Kane Concourse
Bay Harbor Islands, FL 33154
786-216-7275

Caravelle Condominium Inc
9111 E Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-866-7013

Longwood Towers
1001 91st Street
Bay Harbor Islands, FL 33154
305-864-6686

AmTrust Bank, a division of Flagstar Bank, N.A.
9592 Harding Avenue
Surfside, FL 33154
305-861-1077

CVS
9578 Harding Avenue
Surfside, FL 33154
305-865-3298

Starbucks
9560 Harding Avenue
Surfside, FL 33154
305-867-8162

Cine Citta Caffe
9544 Harding Avenue
Surfside, FL 33154
305-407-8319

Flanigan's Seafood Bar and Grill
9516 Harding Avenue
Surfside, FL 33154
305-867-0099

The Greek Place
9561 Harding Avenue #2803
Surfside, FL 33154
305-866-9628

Sun Harbour Boutique Hotel
9576 Collins Avenue
Surfside, FL 33154
305-868-4447

SoliMar Condominium Association
9559 Collins Avenue
Surfside, FL 33154
305-866-0595

Move to Surfside
9511 Collins Avenue
Surfside, FL 33154
321-586-0048

Majestic Towers Condo
9601 Collins Avenue
Surfside, FL 33154
305-864-0257

The St. Regis Bal Harbour Resort
9703 Collins Avenue
Surfside, FL 33154
305-993-3300

KINOKO Sushi Bar & Asian Cuisine
1007 Kane Concourse
Bay Harbor Islands, FL 33154
305-397-8424

Mike's Cigars
1030 Kane Concourse
Bay Harbor Islands, FL 33154
800-962-4427

O'Lima Signature Cuisine
1052 Kane Concourse
Bay Harbor Islands, FL 33154
305-864-4392

Surfside Plaza
9500 Harding Avenue
Surfside, FL 33154

Gray and Sons Jewelers | Luxury Estate Watches & Jewelry
9595 Harding Avenue
Surfside, FL 33154
305-900-4531

Sushi Republic
9583 Harding Avenue
Surfside, FL 33154
305-867-8036

Morelia Ice Cream Paletas – Surfside
9571 Harding Avenue
Surfside, FL 33154
305-397-8480

Sultans Bal Harbour
1048 Kane Concourse
Bay Harbor Islands, FL 33154
561-802-0101

Bay Harbor Café
1048 A, Kane Concourse
Bay Harbor Islands, FL 33154
305-397-8446

MATERIA Collection
1060 Kane Concourse
Bay Harbor Islands, FL 33154
786-438-1330

Arredi Collection
1060 Kane Concourse
Bay Harbor Islands, FL 33154

Mestizo Gastro Fusion
1076 Kane Concourse
Bay Harbor Islands, FL 33154
305-763-8525

Plain Jane Graphics
1090 Bay Harbor Terrace, Suite 207
Bay Harbor Islands, FL 33154
305-965-4896

Praschnik Fine Jewelers
1090 Kane Concourse # 101
Bay Harbor Islands, FL 33154
305-866-4323

Ruth K Broad Bay Harbor K-8 Center PTA
1155 93rd St.
Bay Harbor Islands, FL 33154
rkbbhpta@gmail.com

Emilio's Trattoria
1088 Kane Concourse
Bay Harbor Islands, FL 33154
305-865-8989

The Landon Bay Harbor- Miami Beach
9660 E Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-868-4141

Seascape
9655 E Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-602-0908

Grand Beach Hotel Bay Harbor
9601 E Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-604-8666

Bijou Bay Harbor
9521 E Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-864-2220

Reforming Pilates
1072 Kane Concourse
Bay Harbor Islands, FL 33154
305-905-7444

Beauty Re-Fresh Nail Studio
1074 Kane Concourse 2nd floor
Bay Harbor Islands, FL 33154
786-479-4166

Manna Spa & Wellness
1160 Kane Concourse # 100A
Bay Harbor Islands, FL 33154
786-216-7374

Bubblesmiami / Harbor Pharmacy
1086 Kane Concourse
Bay Harbor Islands, FL 33154
305-763-8344

Alana Bay Harbor Islands
1050 Kane Concourse
Bay Harbor Islands, FL 33154
305-423-3926

London Tower Condo Apartments
9381 E Bay Harbor Drive, Suite 2
Bay Harbor Islands, FL 33154
305-865-2242

West Bay Club Condo
9440 W Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-864-5210

9300 W Bayharbor Dr Condominium
9300 W Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-865-6190

Colony Bay Harbor Condominium
9250 W Bay Harbor Drive #7
Bay Harbor Islands, FL 33154
305-861-3746

Crestview Apartments
9181 W Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-865-6111

Bay Roc Condominium
9180 W Bay Harbor Drive
Bay Harbor Islands, FL 33154

9120 W Bay Harbor Apartments
9120 W Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-865-0284

Mediterranean of Bay Harbor
9101 E Bay Harbor Drive #103
Bay Harbor Islands, FL 33154
305-865-8445

Ivory on the Bay
9261 E Bay Harbor Drive
Bay Harbor Islands, FL 33154
786-487-0226

Granada Condo
9341 E Bay Harbor Drive
Bay Harbor Islands, FL 33154
305-866-0784

4.1 Media

Working with the Town's Director of Communications, every effort will be undertaken to develop a clear and consistent message for the media to mitigate the potential for disseminating information that is not correct. Public education of the process and latest information is critical. Accordingly, the PIP will focus on crafting a simple and easily understood message to include relatable themes such as the project's potential to improve job creation, increase mobility for people as well as goods and preserve the environment.

The following techniques will be used to notify the public of the proposed transportation improvement and to solicit public input into the project development process.

Newspaper(s):
Miami Herald/El Nuevo Herald
c/o Mcclatchy Advertising (Virtual)
817-390-7182 or 305-376-2820

Television:
WFOR-TV/CBS Miami
8900 NW 18 Terrace
Doral, FL 33172
305-639-4500

NBC 6-WTVJ
15000 SW 27 Street
Miramar, FL 33027
954-622-6000

WSVN 7 News
1401 79 Street Causeway
North Bay Village, FL 33125
305-795-2777

ABC WPLG/Local 10
3401 West Hallandale Beach Boulevard
Pembroke Park, FL 33023
954-364-2500

Univision/Noticias 23
8551 NW 30 Terrace
Doral, FL 33122
305-471-4234

Telemundo Miami 51
15000 SW 27 Street
Miramar, FL 33027 pg. 22
954-622-6000

America TEVE 41
13001 NW 107 Avenue
Hialeah Gardens, FL 33018
305-592-4141

Radio:

WIOD/I Heart Media/NEWS Radio 610 AM
7601 Riviera Boulevard
Miramar, FL 33023
954-862-3419

WWFE La Poderosa 670 AM
330 SW 27 Avenue, Suite 209
Miami, FL 33135
305-541-3300

5.0 PUBLIC NOTIFICATION

In addition to working with the media, several different notification techniques will be used throughout the project development process. A brief description of these techniques is provided below. All collaterals will follow the Plain Language Initiative Guidelines as stipulated in Table 2-2 of this plan.

5.1 Fact Sheets/Newsletters

Invitational and informational letters and newsletters will be distributed to elected and appointed officials, property owners/tenants, business owners/operators, and interested parties as feasible. It is anticipated that three newsletters will be distributed for this study, one at each public meeting. Notices will be delivered to residences and businesses located directly along the project corridor as deemed necessary by the Town of Bay Harbor Islands. A project fact sheet will be also prepared that includes facts about the project, information on future public involvement activities and contact person for more information at the beginning of the project. Visual illustrations of the project will be prepared. All collateral materials will be made available to the Town of Bay Harbor Islands for dissemination as appropriate on the Town's website.

5.2 Advertisements

News/Press Releases - News/press releases will be submitted to the Town's Communications Manager no less than seven days prior to each public meeting and the public hearing. The Town's Communications Manager will distribute them to the media.

Public Notices/Legal Display Ads - Public advertisements will be coordinated by the Town of Bay Harbor Islands and will consist of a legal display advertisement published in the identified area newspapers listed above, once prior to each public meeting and twice prior to the public hearing, and once to announce LDCA at the end of study. Notices will also be published in the Florida Administrative Register at these times. Meeting notices will also be posted on the Town of Bay Harbor Islands website.

Public Announcements - In order to distribute PD&E phase information, fact sheets will be made available to organizations such as neighborhood/civic groups, the FDOT, North Miami, Bal Harbour Village, Town of Surfside, and Miami-Dade County, to publish in existing newsletters and websites. Any such correspondence will be coordinated through the Town's Communications Manager. This information will also be distributed via Bay Harbor Islands' NewsWaves (The Town's Newsletter).

Direct Mailing List for Public Meetings/Hearings - The following will be contacted by direct mail in order to obtain input throughout the project development process and/or in order to provide project information:

- Those whose property lies, in whole or part, within at least 300 feet on either side of the project boundaries, as well as other local citizens who may be impacted by the construction of this project. This portion of the mailing list will be based on the County Property Appraiser's tax rolls. (Please refer to Exhibit 5-1)

- The Town Communications Manager will also distribute notices via the Town's newsletter. This publication is also mailed citywide.

- Local elected and appointed public officials or individuals who request to be placed on the mailing list for this project. These officials will be notified via email.

- Public and private groups, organizations, agencies, or businesses that request to be placed on the mailing list for this project.

Exhibit 5-1: Direct Mailing Reference Map

5.3 Special Interest Group Meetings

Presentations to Local Officials: Up to three presentations will be given to local officials and agencies such as the Miami-Dade TPO Board and Committees, Town of Bay Harbor Islands and City of North Miami prior to the Alternatives Public Information Meeting(s) and

the public hearing to apprise local officials of the project status, specific location, and design concepts, and to receive their comments.

Scheduled Public Information Meetings: Two public meetings will be conducted, as required by the FDOT, to present the project and the conceptual project alternatives being considered, and to obtain comments from the general public. These meetings will be informal. There will be one public kick-off meeting in-person and one Alternatives Public Information Meeting in the hybrid format.

Informal Meetings: In addition to the scheduled public meetings, there may be up to 12 additional meetings with the public, elected and appointed officials, public agencies, or civic group, as requested. The purpose of these meetings will be to apprise the attendees of the project status, specific location, and design concepts, and to receive input.

Public Hearing - In compliance with the Project Development and Environment (PD&E) Manual, 23 CFR 771, and Section 339.155, F.S., a public hearing will be held in the hybrid format, virtual and in-person.

Public Hearing Site: The public hearing will be held at an appropriate facility convenient to the study area.

Hearing Preparation: Slide presentations and/or video presentations, project corridor aerial maps, graphics, and handouts will be prepared to supplement the oral public hearing presentation.

Transcript: A verbatim transcript of the public hearing will be compiled to include written comments received at the hearing and written comments received within the established comment period after the hearing. All public hearing documentation (handouts, presentation, graphics, etc.) will be included with the transcript. The transcript will include a script of the recorded presentation, if applicable. pg. 25

Documents for Public Review: All draft documents supporting the PD&E Study will be available for public review at least 21 calendar days prior to the public hearing date and for 10 days following the hearing.

Surveys/Polls: Responses from the public via surveys or polls may be utilized to gauge public opinion.

Locations of Documents for Public Review: Public notice will be provided in the public hearing advertisement and mailed by invitational letters as to where the study documents will be located for public review. The documents will be located at the Town of Bay Harbor Islands Town Hall and North Miami City Hall.

Title VI and Related Statutes: Information about the Title VI Program will be provided in the presentation, by handout, signage, and through availability of personnel, on the Title VI Program and the Relocation Assistance Program.

Americans with Disabilities Act Notification of the Town's intent to comply with the Compliance: Americans with Disabilities Act will be provided in the public advertisements for the public hearing, in invitational letters to property owners/tenants and local officials, in handouts, and by selection of a public hearing site that meets ADA requirements.

5.1 Public Hearing Follow-up:

The following procedures will occur after the public hearing.

Responses: Responses to letters received as a result of the hearing and questions and comments not answered at the public hearing will be made in writing.

Recommendation Notice: A legal notice announcing the Office of Environmental Management's (OEM's) approval of the final document and recommendations will be published in the Miami Herald and El Nuevo Herald newspapers. In addition, press releases detailing the Town's recommendations will be provided to the local media.

Public Hearing Transcript Package: A Transcript Package will be produced and submitted following the public hearing. The Transcript Package will include a verbatim hearing transcript prepared by an approved court reporter, an errata sheet detailing any transcript discrepancies, a copy of correspondence received by the Town as part of the public hearing record, and affidavits of publication for newspaper ads advertising the hearing.

Comments and Coordination Report: A report will be produced and submitted at the conclusion of the study, containing, at a minimum, documentation regarding public participation performed throughout the study period. This summary will include comments and responses received from the public, as well as Advance Notification, coordination with local officials and agencies, and public meetings; the verbatim transcript from the public hearing; proof of publication of ads; sign-in sheets; public hearing certification by the Project Manager (Moderator); and public comments.

5.2 Public Comments

Public Comments and Response Tracking: A Public Comments and Responses Log Form will be used internally by the Outreach Team to document all questions, requests and concerns received from project stakeholders, including the general public outside the forum of public meetings. The log will also include comments received from the website link. The

Comments and Responses Log will list the name of the person making the comment, their name and organization, the date the comment was received, a summary of the comment, the date a response was given and who provided the response. The log will be included in the final Comments and Coordination Report/Project Book at the conclusion of the study.

CCR/Project Book: A Comments and Coordination Report (CCR) will be produced and submitted at the conclusion of the study, containing, at a minimum, all documentation regarding public participation performed throughout the study period. This report shall include all comments and responses received from the public, as well as records of coordination with local officials and agencies, records of public meetings, the verbatim transcript from the public hearing, proof of publication of legal ads, public hearing certification, newsletters, sign-in sheets, comment forms, public meeting materials, presentations and displays, and all public correspondence. The CCR will be submitted with the final engineering documents at the conclusion of the projects.

5.3 Public Involvement During Design

Upon completion of the PD&E, the CCR as well as other materials will be used to prepare the public involvement program for the Design phase. An equally comprehensive public involvement program will be prepared for the Design phase.

Exhibit 5-2: Proposed Public Involvement Schedule Reference

BROAD CAUSEWAY BRIDGE REPLACEMENT PROJECT DEVELOPMENT AND ENVIRONMENTAL (PD&E) STUDY
PUBLIC INVOLVEMENT SCHEDULE
UPDATED 1/26/2023

TASKS	2023				2024		
	JAN	FEB	AUG	OCT	JULY	AUG	SEP
PUBLIC INVOLVEMENT PLAN (PIP)	★						
FACT SHEET #1	★						
PUBLIC KICK-OFF MEETING		★					
SMALL GROUP MEETINGS							
NEWSLETTER #1			★				
ALTERNATIVES PUBLIC MEETING			★				
FACT SHEET #2					★		
PUBLIC HEARING						★	

6.0 APPENDICES

APPENDIX A – Sociocultural Data Report (SDR)

Appendix A: Sociocultural Data Report (SDR)

Age Trends

Description	1990	2000	2010[1]	ACS 2016-2020
Under Age 5	6.75%	6.74%	6.56%	22.54%
Ages 5-17	12.27%	28.65%	26.23%	25.35%
Ages 18-21	3.07%	0.00%	3.28%	2.82%
Ages 22-29	4.91%	3.37%	3.28%	0.00%
Ages 30-39	13.50%	16.85%	8.20%	14.08%
Ages 40-49	15.34%	14.61%	18.03%	18.31%
Ages 50-64	19.63%	12.36%	18.03%	7.04%
Age 65 and Over	22.09%	16.29%	11.48%	7.04%
-Ages 65-74	14.72%	5.06%	6.56%	2.82%
-Ages 75-84	5.52%	10.11%	3.28%	2.82%
-Age 85 and Over	0.61%	0.56%	1.64%	0.00%
Median Age	NA	39	43	31

Income Trends

Description	1990	2000	2010[1]	ACS 2016-2020
Median Household Income	$126,249	$65,003	$101,063	$120,633
Median Family Income	$132,434	$70,968	$118,438	$89,375
Population below Poverty Level	6.75%	5.62%	0.00%	0.00%
Households below Poverty Level	8.33%	1.56%	0.00%	0.00%
Households with Public Assistance Income	1.67%	0.00%	0.00%	0.00%

Disability Trends

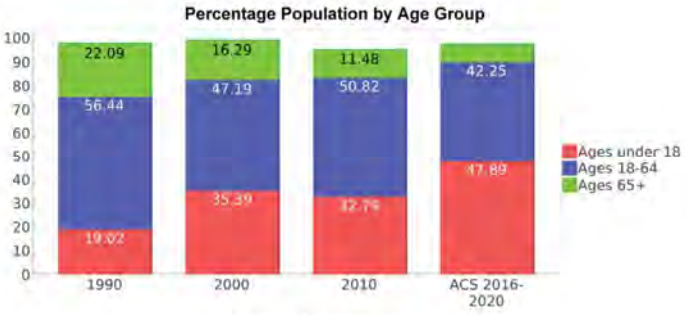
See the Data Sources section below for an explanation about the differences in disability data among the various years.

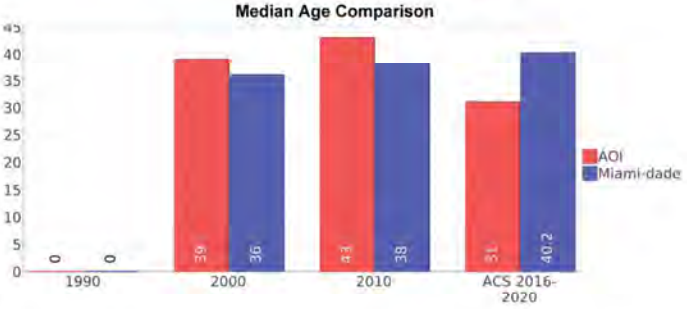
Description	1990	2000	2010[1]	ACS 2016-2020
Population 16 To 64 Years with a disability	3 (2.24%)	12 (7.27%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	0 (0.00%)

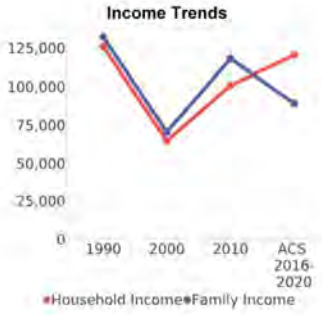
Educational Attainment Trends

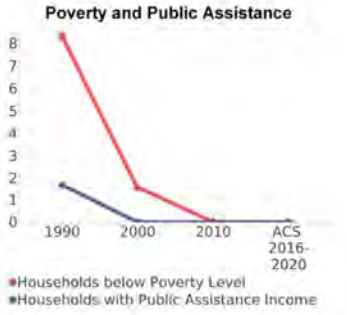
Age 25 and Over

Description	1990	2000	2010[1]	ACS 2016-2020
Less than 9th Grade	9 (7.14%)	7 (6.36%)	0 (0.00%)	1 (2.94%)
9th to 12th Grade, No Diploma	11 (8.73%)	4 (3.64%)	3 (8.57%)	1 (2.94%)
High School Graduate or Higher	105 (83.33%)	97 (88.18%)	32 (91.43%)	31 (91.18%)
Bachelor's Degree or Higher	60 (47.62%)	62 (56.36%)	25 (71.43%)	28 (82.35%)









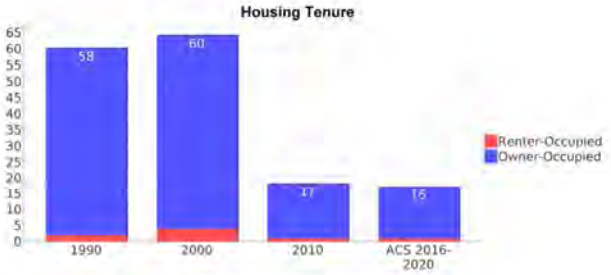
Language Trends

Age 5 and Over

Description	1990	2000	2010[1]	ACS 2016-2020
Speaks English Well	2 (1.29%)	10 (6.06%)	1 (1.59%)	2 (3.64%)
Speaks English Not Well	NA (NA)	0 (0.00%)	0 (0.00%)	0 (0.00%)
Speaks English Not at All	NA (NA)	6 (3.64%)	2 (3.17%)	0 (0.00%)
Speaks English Not Well or Not at All	4 (2.58%)	6 (3.64%)	2 (3.17%)	0 (0.00%)
Speaks English Less than Very Well	NA (NA)	16 (9.70%)	4 (6.35%)	2 (3.64%)

Housing Trends

Description	1990	2000	2010[1]	ACS 2016-2020
Total	64	66	20	23
Units per Acre	2.97	2.89	0.89	1.08
Single-Family Units	58	65	18	23
Multi-Family Units	1	1	1	0
Mobile Home Units	0	0	0	0
Owner-Occupied Units	58	60	17	16
Renter-Occupied Units	2	4	1	1
Vacant Units	4	2	2	5
Median Housing Value	$310,900	$264,000	$637,350	$1,134,450
Occupied Housing Units w/No Vehicle	0 (0.00%)	3 (4.69%)	0 (0.00%)	0 (0.00%)



Geographic Mobility

Description	ACS 2016-2020
Median year householder moved into unit - Total	2010
Median year householder moved into unit - Owner Occupied	2009
Median year householder moved into unit - Renter Occupied	1007
Abroad 1 year ago	0
Different house in United States 1 year ago	0
Same house 1 year ago	69
Geographical Mobility in the Past Year - Total	69

Computers and Internet

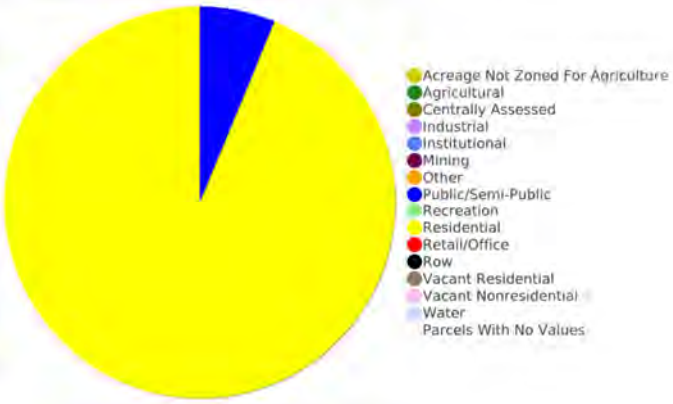
Description	ACS 2016-2020
Total Households Types of Computers in HH	18
Households with 1 or more device	18
Households with no computer	0
Total Households Presence and Types of Internet Subscriptions	18
Households with an internet subscription	18
Households with internet access without a subscription	0
Households with no internet access	0

Household Languages

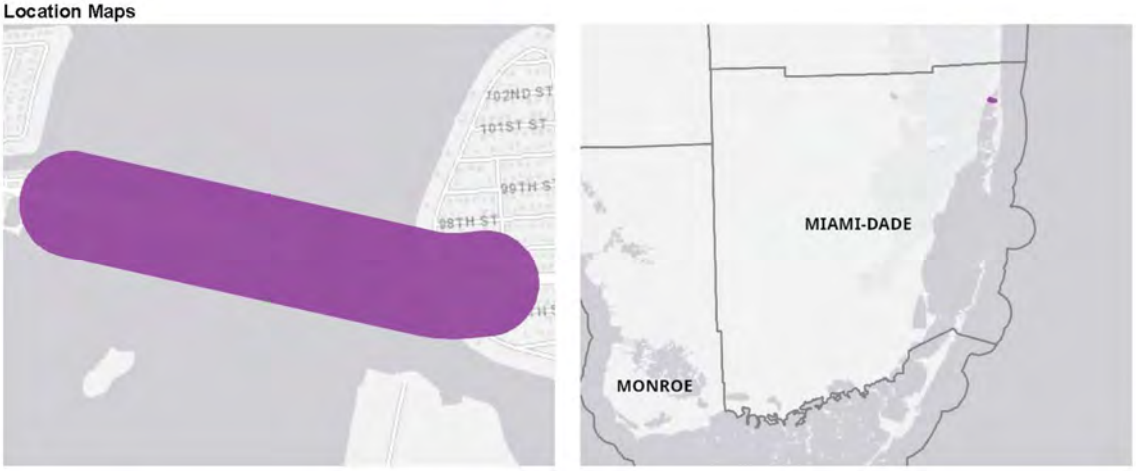
Description	ACS 2016-2020
Total Households by Household Language	18
Household Not Limited English Speaking Status	17
Spanish: Limited English speaking household	0
Indo-European languages: Limited English speaking household	0
Asian and Pacific Island languages: Limited English speaking household	0
Other languages: Limited English speaking household	0

Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	0	0.00%
Institutional	0	0.00%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	1	0.88%
Recreation	0	0.00%
Residential	15	13.26%
Retail/Office	<0.5	<0.44%
Row	0	0.00%
Vacant Residential	<0.5	<0.44%
Vacant Nonresidential	0	0.00%
Water	0	0.00%
Parcels With No Values	0	0.00%



Location Maps



Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Florida Parks and Recreational Facilities

Facility Name	Address	Zip Code
BAY HARBOR ISLANDS TOT LOT PARK	9600 W BROADVIEW DR	33154
BROAD CAUSEWAY PARK	1700 BROAD CSWY	33154

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250038007

2000 Census Block Groups

120860012041, 120860038012

2010 Census Block Groups

120860012041, 120860038014

Census Block Groups

120860012041, 120860038014

Data Sources

ACS vs Census Data

(1) The 2010 Census data is represented by a combination of decennial and ACS (2006-2010) data. The General Population Trends, Race and Ethnicity Trends, Age Trends are entirely from decennial. The Income Trends, Language Trends are entirely from the ACS. The Housing Trends section is derived from both: Decennial (Total # Housing Units, Housing Units per Acre, Owner-Occupied Units, Renter-Occupied Units, Vacant Units); ACS (Single Family Units, Multi-family Units, Mobile Homes, Median Housing Value, Occupied Housing Units w/No Vehicle).

Area

(2) The geographic area of the community based on a user-defined community boundary or area of interest (AOI) boundary.

Jurisdiction

(3) Jurisdiction(s) includes local government boundaries that intersect the user-defined community or AOI boundary.

Goals, Values and History

(4) Information under the headings Goals and Values and History is entered manually by the user before the Sociocultural Data Report (SDR) is generated. This information is usually not available for communities with boundaries that are based on Census-defined places (i.e., not user-specified).

Demographic Data

(5) Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census for 1990 and 2000 and the American Community Survey (ACS) 5-year estimates for 2006-2010 and ACS 2016-2020. The data was gathered at the block group level for user-defined communities, Census places, and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data

(6) The block group analysis for ETDM project analysis areas, user-defined communities, Census places, and AOI boundaries do not always correspond precisely to block group boundaries. To estimate the actual population more accurately, the SDR analysis adjusts the geographic area and data of affected block groups using the following methodology:

Delete overlapping census blocks with extremely low populations (2 or fewer people)
Remove the portion of the block group that lies outside of the analysis area
Recalculate the demographics assuming an equal area distribution of the population

Note that there may be areas where there is no population.

(7) Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS_keyfacts.pdf) The U.S. Census Bureau provides help with this process: https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html

(8) Use caution when interpreting changes in race and ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf; http://www.census.gov/pred/www/rpts/Race and Ethnicity FINAL report.pdf)

(9) The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

(10) Disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS. This data is available in the ACS 2016-2020 ACS. Because of changes made to the Census and ACS questions between 1990 and ACS, disability variables should not be compared from year to year. For example: 1) with the 1990 data, the disabilities are listed as a "work disability" while this distinction is not made with 2000 or ACS data; 2) the ACS data includes the institutionalized population (e.g. persons in prisons and group homes) while this population is not included in 1990 or 2000; and 3) the age groupings changed over the years.

(11) The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

(12) Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.

(13) Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.

(14) Age trends. The median age for 1990 is not available.

Land Use Data

(15) The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- (16) Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- (17) Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- (18) Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- (19) Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- (20) Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- (21) Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- (22) Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- (23) Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- (24) Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- (25) Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- (26) Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- (27) Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- (28) Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- (29) Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- (30) Private and Public Schools - Identifies private and public schools reported by multiple sources.
- (31) Social Service Centers - Identifies social service centers reported by multiple sources.
- (32) Veteran Organizations and Facilities

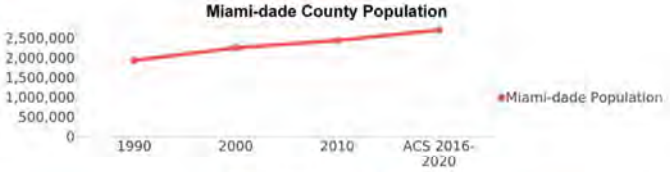
Miami-dade County Demographic Profile

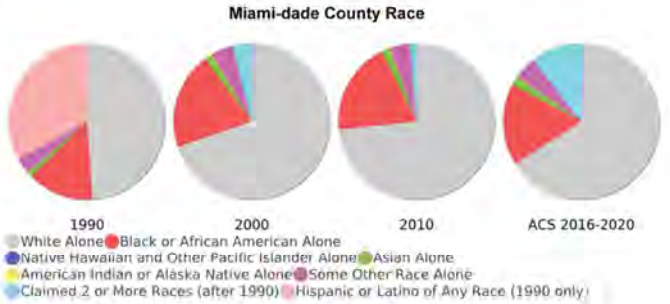
General Population Trends - Miami-dade

Description	1990	2000	2010[1]	ACS 2016-2020
Total Population	1,937,094	2,253,362	2,445,374	2,705,528
Total Households	692,355	776,774	827,556	902,200
Average Persons per Acre	1.528	1.774	1.925	2.13
Average Persons per Household	2.798	2.84	3.00	2.95
Average Persons per Family	3.413	3.488	3.591	3.71
Males	928,411	1,086,558	1,182,784	1,315,460
Females	1,008,683	1,166,804	1,262,590	1,390,068

Race and Ethnicity Trends - Miami-dade

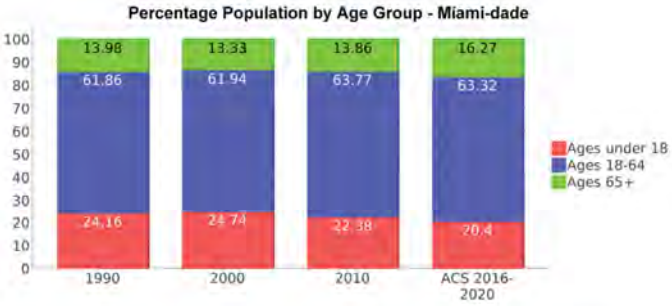
Description	1990	2000	2010[1]	ACS 2016-2020
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,783,928 (65.94%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	457,814 (16.92%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	869 (0.03%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	43,192 (1.60%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	5,273 (0.19%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	125,840 (4.65%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	288,612 (10.67%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,843,676 (68.14%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	861,852 (31.86%)
Minority	1,351,487 (69.77%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,339,622 (86.48%)





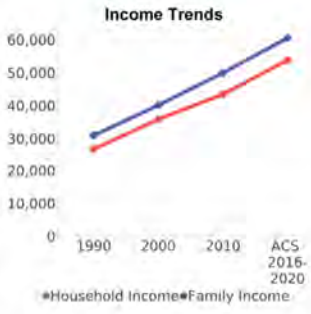
Age Trends - Miami-dade

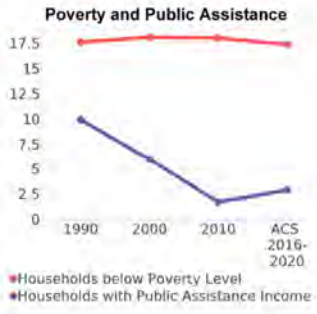
Description	1990	2000	2010[1]	ACS 2016-2020
Under Age 5	7.21%	6.43%	6.20%	5.80%
Ages 5-17	16.95%	18.31%	16.18%	14.60%
Ages 18-21	5.60%	5.24%	5.83%	4.79%
Ages 22-29	13.10%	10.97%	10.98%	10.71%
Ages 30-39	16.06%	16.33%	14.14%	13.84%
Ages 40-49	12.47%	14.49%	15.67%	14.23%
Ages 50-64	14.63%	14.90%	17.15%	19.76%
Age 65 and Over	13.98%	13.33%	13.86%	16.27%
-Ages 65-74	7.54%	7.23%	7.34%	8.68%
-Ages 75-84	4.88%	4.41%	4.71%	5.16%
-Age 85 and Over	1.55%	1.69%	1.81%	2.44%
Median Age	NA	36	38	40.2



Income Trends - Miami-dade

Description	1990	2000	2010[1]	ACS 2016-2020
Median Household Income	$26,909	$35,966	$43,605	$53,975
Median Family Income	$31,113	$40,260	$50,065	$60,666
Population below Poverty Level	17.94%	17.97%	17.18%	16.01%
Households below Poverty Level	17.62%	18.10%	18.02%	17.38%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.93%





Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010[1]	ACS 2016-2020
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	109,429 (6.70%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010[1]	ACS 2016-2020
Less than 9th Grade	228,426 (17.83%)	219,066 (14.68%)	202,413 (12.23%)	178,065 (9.25%)
9th to 12th Grade, No Diploma	219,856 (17.16%)	260,287 (17.45%)	178,335 (10.77%)	171,699 (8.92%)
High School Graduate or Higher	833,013 (65.01%)	1,012,436 (67.87%)	1,274,809 (77.00%)	1,576,177 (81.84%)
Bachelor's Degree or Higher	240,460 (18.77%)	323,399 (21.68%)	434,574 (26.25%)	590,305 (30.65%)

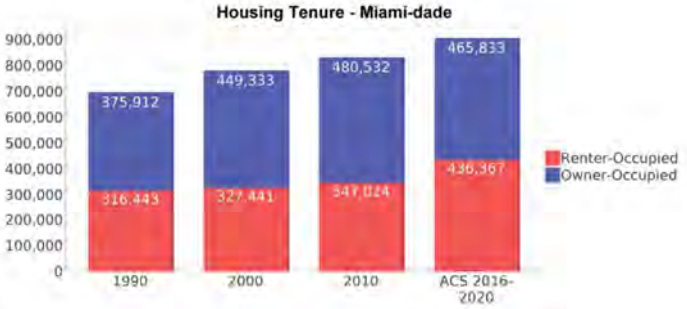
Language Trends - Miami-dade

Age 5 and Over

Description	1990	2000	2010[1]	ACS 2016-2020
Speaks English Well	221,943 (12.34%)	285,783 (13.55%)	302,397 (13.18%)	340,210 (13.35%)
Speaks English Not Well	NA (NA)	261,782 (12.42%)	294,777 (12.85%)	322,484 (12.65%)
Speaks English Not at All	NA (NA)	184,249 (8.74%)	217,650 (9.49%)	217,705 (8.54%)
Speaks English Not Well or Not at All	341,005 (18.96%)	446,031 (21.15%)	512,427 (22.34%)	540,189 (21.20%)
Speaks English Less than Very Well	NA (NA)	731,814 (34.71%)	814,824 (35.52%)	880,399 (34.55%)

Housing Trends - Miami-dade

Description	1990	2000	2010[1]	ACS 2016-2020
Total	771,288	852,278	980,580	1,032,310
Units per Acre	0.608	0.671	0.772	0.81
Single-Family Units	365,600	448,569	508,364	511,392
Multi-Family Units	301,870	387,550	457,465	507,581
Mobile Home Units	15,359	15,338	14,234	12,890
Owner-Occupied Units	375,912	449,333	480,532	465,833
Renter-Occupied Units	316,443	327,441	347,024	436,367
Vacant Units	78,933	75,504	153,024	130,110
Median Housing Value	$86,000	$113,200	$269,600	$310,700
Occupied Housing Units w/No Vehicle	110,609 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	90,752 (10.06%)
Median year householder moved into unit - Total	NA	NA	NA	2012
Median year householder moved into unit - Owner Occupied	NA	NA	NA	2005
Median year householder moved into unit - Renter Occupied	NA	NA	NA	2015
Abroad 1 year ago	NA	NA	NA	45,317
Different house in United States 1 year ago	NA	NA	NA	271,359
Same house 1 year ago	NA	NA	NA	2,359,939
Geographical Mobility in the Past Year - Total	NA	NA	NA	2,359,939



County Data Sources

ACS vs Census Data

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About the Census Data

(34) Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS_keyfacts.pdf) The U.S. Census Bureau provides help with this process: https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html

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(36) The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

(37) Disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS. This data is available in the ACS 2016-2020 ACS. Because of changes made to the Census and ACS questions between 1990 and ACS, disability variables should not be compared from year to year. For example: 1) with the 1990 data, the disabilities are listed as a "work disability" while this distinction is not made with 2000 or ACS data; 2) the ACS data includes the institutionalized population (e.g. persons in prisons and group homes) while this population is not included in 1990 or 2000; and 3) the age groupings changed over the years.

(38) The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- (39) Community and Fraternal Centers https://etdmpub.fla-etat.org/meta/gc_communitycenter.xml
- (40) Correctional Facilities in Florida https://etdmpub.fla-etat.org/meta/gc_correctional.xml
- (41) Cultural Centers in Florida https://etdmpub.fla-etat.org/meta/gc_culturecenter.xml
- (42) Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/meta/gc_firestat.xml
- (43) Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/meta/gc_govbuild.xml
- (44) Florida Health Care Facilities https://etdmpub.fla-etat.org/meta/gc_health.xml
- (45) Hospital Facilities in Florida https://etdmpub.fla-etat.org/meta/gc_hospitals.xml
- (46) Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/meta/gc_lawenforce.xml
- (47) Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/meta/gc_parks.xml
- (48) Religious Centers https://etdmpub.fla-etat.org/meta/gc_religion.xml
- (49) Florida Public and Private Schools https://etdmpub.fla-etat.org/meta/gc_schools.xml
- (50) Social Service Centers https://etdmpub.fla-etat.org/meta/gc_socialservice.xml
- (51) Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/meta/gc_assisted_housing.xml
- (52) Group Care Facilities https://etdmpub.fla-etat.org/meta/groupcare.xml
- (53) Mobile Home Parks in Florida https://etdmpub.fla-etat.org/meta/gc_mobilehomes.xml
- (54) Migrant Camps in Florida https://etdmpub.fla-etat.org/meta/migrant.xml
- (55) Veteran Organizations and Facilities https://etdmpub.fla-etat.org/meta/gc_veterans.xml
- (56) Generalized Land Use https://etdmpub.fla-etat.org/meta/lu_gen.xml
- (57) Census Block Groups in Florida https://etdmpub.fla-etat.org/meta/e2_cenacs_cci.xml
- (58) 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/meta/e2_cenblkgrp_1990_cci.xml
- (59) 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/meta/e2_cenblkgrp_2000_cci.xml
- (60) 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/meta/e2_cenblkgrp_2010_cci.xml

Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, FL 33154
(305) 866-6241

Appendix C – Project Kick-off Notifications

DRAFT

PUBLIC KICK-OFF MEETING NOTICE

Broad Causeway Bridge Replacement Project Development & Environment Study
From Causeway Island to east of West Broadview Drive
Miami-Dade County, Florida

Financial Management Number: 452428-1-21-01

Federal-Aid Project ID: N/A

Efficient Transportation Decision Making (ETDM) Number: 14520

Town of Bay Harbor Islands Project Number: BC-160

The Town of Bay Harbor Islands will host a Public Kick-off Meeting for the Broad Causeway Bridge, also known as the Shepard Broad Causeway Bridge, Replacement Project Development and Environment (PD&E) Study. The limits of the study extend from Causeway Island to east of West Broadview Drive in the Town of Bay Harbor Islands in Miami-Dade County, Florida. The 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 meeting will be held on Thursday, February 9, 2023, starting at 6:00 p.m. at the Town Hall Council Chambers, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154.

The public meeting will consist of a formal presentation starting at 6:15 p.m., 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.

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) District Six Office will provide technical assistance during the PD&E Study, and the FDOT Office of Environmental Management will be the lead Federal agency for the environmental review. 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 Federal Highway Administration and FDOT.

The Town of Bay Harbor Islands encourages public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need special assistance under the Americans with Disabilities Act of 1990 or who need translation services (free of charge) should contact Jenice Rosado, Assistant Town Manager, at (305) 866-6241 or in writing to the Town of Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154 or by email at jrosado@bayharborislands-fl.gov at least seven days prior to the meeting.

If you would like further information about this project, please e-mail publicworks@bayharborislands-fl.gov. You may also visit the project website at www.bayharborislands-fl.gov.

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 | Federal Aid Number: N/A | 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.

PROJECT 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 may 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.

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) District 6 Office will provide technical assistance during PD&E Study and the FDOT Office of Environmental Management will be the lead Federal agency for the environmental review.

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 begins once the PD&E Study is complete. Public involvement is encouraged throughout the entire study.

YOU ARE INVITED

Please join the Town of Bay Harbor Islands at a Public Kick-off Meeting regarding this project.

Thursday, February 9, 2023 at 6 p.m.

IN-PERSON MEETING:
Town Hall Council Chamber, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154

The in-person meeting will be in compliance with all current Centers for Disease Control and Prevention (CDC) guidelines and social distancing will be followed.

The public meeting will consist of a formal presentation starting at 6:15 p.m., 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 is asked to advise the Town at least seven (7) 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 highway development process that the Town of Bay Harbor Islands will utilize. A PD&E Study assists 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, and 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. 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.

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 Federal Highway Administration 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:

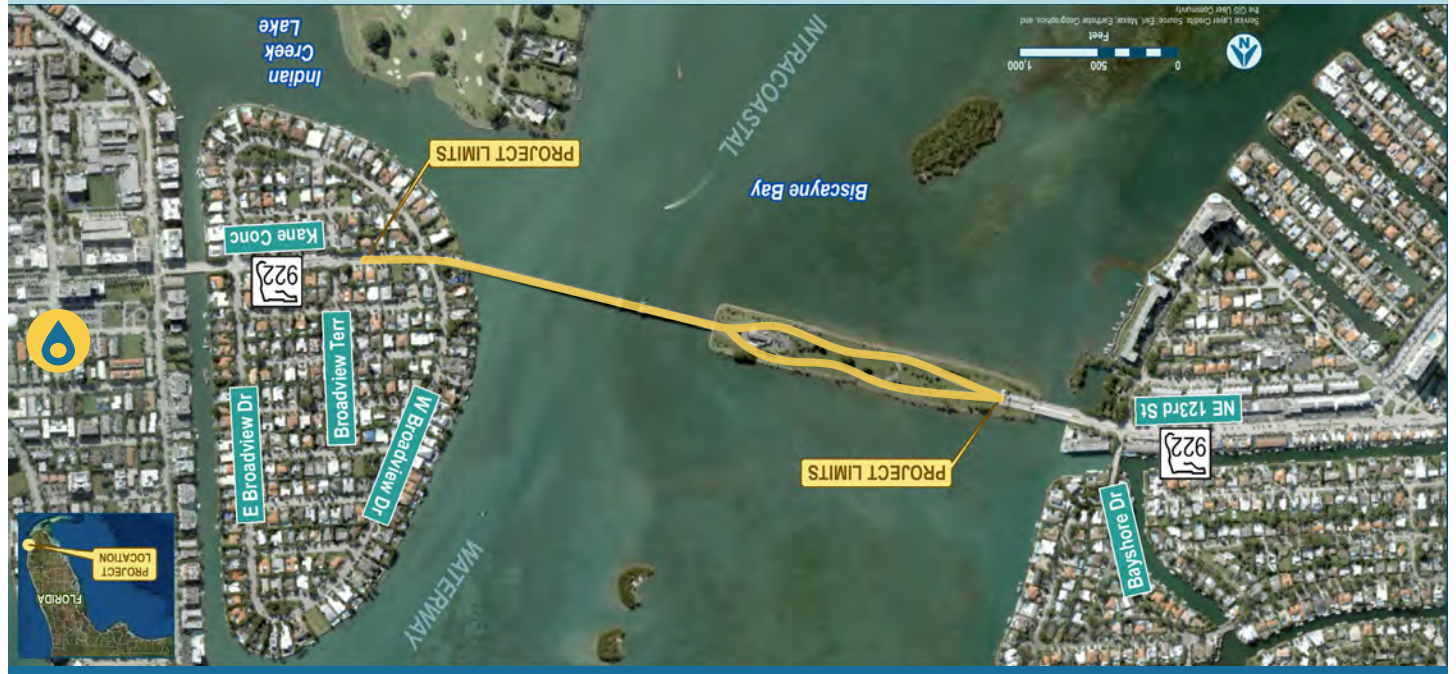
TOWN ENGINEER
Rodney Carrerro-Santana, P.E., CPM, LEED AP
Town of Bay Harbor Islands
publicworks@bayharborislands-fl.gov

9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154
Phone: (305) 866-6241

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

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

Town Hall Council Chamber, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154



PROJECT LOCATION MAP / MAPA DE UBICACIÓN DEL PROYECTO

HOJA DE DATOS

PROYECTO DE REEMPLAZO DEL PUENTE DE BROAD CAUSEWAY

Puente de Broad Causeway desde Causeway Island hasta el este de West Broadview Drive

ESTUDIO AMBIENTAL Y DE DESARROLLO DEL PROYECTO (PD&E)
CONDADO DE MIAMI-DADE, FLORIDA

Número de Identificación del Proyecto: 452428-1-21-01 | Número del Proyecto de Ayuda Federal: A DETERMINAR | Número de Toma Decisiónes Sobre Transporte Eficiente (ETDM): 14520 | Ciudad de Bay Harbor Islands Número del Proyecto: BC-160

DESCRIPCIÓN GENERAL

La ciudad de Bay Harbor Islands está conduciendo un estudio de PD&E para el reemplazo del puente de Broad Causeway, tambien conocido como el puente Shepard Broad Causeway. El puente levadizo es parte de Broad Causeway y conecta la ciudad de Bay Harbor Islands con la ciudad de North Miami. Los límites del estudio son desde Causeway Island hasta el este de West Broadview Drive. El proyecto está ubicado en la ciudad de Bay Harbor Islands en el condado de Miami-Dade.

MEJORAS DEL PROJECTO

El objetivo principal de este estudio es reemplazar el antiguo puente de Broad Causeway con una nueva estructura que cumpla con los estándares de diseño actuales y sea consistente con los requisitos reglamentarios de la Guardia Costera de los Estados Unidos. El nuevo puente posiblemente incluirá disposiciones para carriles exclusivos para bicicletas y aceras para cumplir con los requisitos de la Ley de Estadounidenses con Discapacidades (ADA) junto con barandillas para la seguridad de los peatones; proporcionar un acceso seguro para el transporte multimodal y mejorar el acceso este-oeste desde la parte continental del condado de Miami-Dade a la ciudad de Bay Harbor Islands, Village of Bal Harbour y la ciudad de Surfside.

Este es un proyecto de la ciudad de Bay Harbor Islands. Dado que los fondos federales se pueden utilizar en fases futuras del proyecto, la Oficina del Distrito 6 del Departamento de Transporte de Florida (FDOT) proporcionará asistencia técnica durante el Estudio PD&E y la Oficina de Gestión Ambiental del FDOT será la agencia federal principal para la revisión ambiental.

OBJETIVOS

- PROPORCIONAR NUEVA ESTRUCTURA
- MEJORAR LA CONECTIVIDAD
- GARANTIZAR LA SEGURIDAD
- PROPORCIONAR MEJORAS DE TRÁNSITO, BICICLETA Y PEATONES

CRONOGRAMA

Este estudio de PD&E comenzó en noviembre de 2022 y se espera que se complete en abril de 2025. La fase de diseño comienza una vez que se completa el estudio PD&E. Se fomenta la participación pública durante todo el estudio.

USTED ESTA INVITADO

Por favor únase a la ciudad de Bay Harbor Islands en una reunión de lanzamiento público con respecto a este proyecto.

Jueves 9 de febrero de 2023 | 6 p.m.

REUNIÓN EN PERSONA:
Town Hall Council Chamber, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154

La reunión en persona cumplirá con todas las pautas actuales de los Centros para el Control y la Prevención de Enfermedades (CDC) y se seguirá el distanciamiento social.

La reunión consistirá en una presentación formal a partir de las 6:15 p.m. seguida de un foro abierto. Las preguntas se responderán, si el tiempo lo permite y en el orden en que se reciban. Si su pregunta no se responde durante la reunión, se le enviará una respuesta por escrito. Las personas que deseen enviar comentarios escritos, en lugar o además de comentarios orales, podrán hacerlo en la reunión o enviarlos a la **Especialista de Alcance Comunitario, Alicia Gonzalez, al 786-280-6645 o por correo electrónico a agonzalez@mrgmiami.com**. Esta notificacion está siendo enviada a todos los propietarios e inquilinos dentro de al menos 500 pies de cada lado del proyecto propuesto y a los demás funcionarios públicos, agencias reguladoras, organizaciones e individuos interesados en el proyecto.

De conforme con las disposiciones de la Ley de Estadounidenses con Discapacidades, se le pide a cualquier persona que requiera adaptaciones especiales para participar en esta reunión que informe a la agencia al menos siete (7) días antes de la reunión comunicándose con **Jenice Rosado, Asistente del Administrador de la Ciudad, al 305-866-6241 o por escrito a la Ciudad de Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154 o por correo electrónico a jrosado-bayharborislands-fl.gov**.

QUÉ ES UN ESTUDIO PD&E

Un estudio de PD&E es un paso en el proceso de desarrollo de carreteras del FDOT que utilizará la ciudad de Bay Harbor Islands. Un estudio de PD&E ayuda a la ciudad de Bay Harbor Islands a determinar la ubicación, el diseño conceptual y los efectos sociales, económicos y ambientales de las mejoras viales propuestas. Durante el proceso de estudio PD&E, se desarrollan alternativas factibles para proyectos de mejora de puente/carreteras. Estas alternativas de "construcción" se evalúan en función de las condiciones ambientales, de ingeniería y socioeconómicas; necesidades de seguridad y aportaciones del público. También se evaluará la necesidad de un derecho de paso adicional para la mitigación de aguas pluviales y ambientales durante la fase del estudio PD&E. La alternativa "No-Construcción" se evalúa durante todo el proceso de estudio. Esta alternativa "No-Construcción" deja el puente existente como está con reparaciones y mantenimiento según sea necesario. Si el estudio resulta en la selección de una alternativa de "Construcción", el proyecto puede pasar a la siguiente fase, que es la fase de diseño. Durante la fase de PD&E, se completará la ingeniería preliminar y la documentación requerida para la financiación. Esto incluye la revisión y el análisis de los impactos potenciales del proyecto propuesto sobre los recursos sociales, naturales, físicos y culturales en el entorno circundante.

INVOLÚCRESE

La participación pública es una parte extremadamente importante de un estudio de PD&E, para informar a los ciudadanos sobre el proyecto y ofrecer a las personas interesadas la oportunidad de participar en el desarrollo del proyecto. La revisión ambiental, la consultoría y otras acciones que exigen las leyes ambientales federales correspondientes para este proyecto están siendo o han sido llevadas a cabo por el FDOT de conformidad con el artículo 23 U.S.C. § 327 y un Memorando de Entendimiento con fecha 26 de mayo de 2022 firmado por la Administración Federal de Carreteras (FHWA) y el FDOT. La Ciudad de Bay Harbor Islands y FDOT solicitan la participación del público independientemente de la raza, el color, origen nacional, la edad, el sexo, la religión, discapacidad o estado familiar. Habrá varias oportunidades para participar en reuniones públicas y discusiones individuales con partes interesadas.

CONTACTO DE LA CIUDAD DE BAY HARBOR ISLANDS:

INGENIERO DE LA CIUDAD
Rodney Carrerro-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

VISITE NUESTRO SITIO WEB:
https://www.bayharborislands-fl.gov/

PROJECT LOCATION MAP / MAPA DE UBICACIÓN DEL PROYECTO

Town Hall Council Chamber, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154

Elected Officials

Envelope Label Name	Envelope Title	Municipality	Street Address	City	State	Zip	Phone	Fax	Email
The Honorable Marco Rubio	Senator	United States Senate	7400 SW 87th Avenue, Suite 270	Miami	FL	33173	305-596-4224	305-594-4014	lea_padron@rubio.senate.gov
The Honorable Rick Scott	Senator	United States Senate	901 Ponce de Leon Boulevard, Suite 505	Miami	FL	33134	786-501-7141, 202-224-5274		help@rickscott.senate.gov
The Honorable Frederica Wilson	Congresswoman, District 24	United States House of Representatives, Congressional District 24	18425 NW 2 Avenue, Suite 355	Miami Gardens	FL	33169	305-690-5905	305-690-5951	joyce.postell@mail.house.gov
The Honorable Debbie Wasserman Schultz	Congresswoman, District 23	United States House of Representatives, Congressional District 23	777 Sawgrass Corporate Parkway	Sunrise	FL	33325	954-845-1179	954-845-0396	vivian.piereschi@mail.house.gov
The Honorable Fabián Basabe	Representative	Florida House of Representatives, District 106	402 South Monroe Street	Tallahassee	FL	32399	850-717-5106		Fabian.Basabe@myfloridahouse.gov
The Honorable Shevrin D. "Shev" Jones	Senator	Florida State Senate, District 34	606 Northwest 183rd Street	Miami	FL	33169	305-493-6002		jones.shevrin.web@flsenate.gov
The Honorable Daniella Levine Cava	Mayor	Miami-Dade County	111 NW 1 Street Suite 2910	Miami	FL	33128	305-375-5071		mayor@miamidade.gov
The Honorable Micky Steinberg	Commissioner, District 4	Miami-Dade County	111 NW 1 Street, Suite 220	Miami	FL	33128	305-375-5128		district4@miamidade.gov
The Honorable Joshua D. Fuller	Mayor	Town of Bay Harbor Islands	9665 Bay Harbor Terrace	Bay Harbor Islands	FL	33154	305-866-6241	305-866-4863	jfuller@bayharborislands-fl.gov
The Honorable Elizabeth Tricoche	Vice Mayor	Town of Bay Harbor Islands	9665 Bay Harbor Terrace	Bay Harbor Islands	FL	33154	305-866-6241	305-866-4863	etricoche@bayharborislands-fl.gov
The Honorable Stephanie Bruder	Council Member	Town of Bay Harbor Islands	9665 Bay Harbor Terrace	Bay Harbor Islands	FL	33154	305-866-6241	305-866-4863	sbruder@bayharborislands-fl.gov
The Honorable Molly Diallo	Council Member	Town of Bay Harbor Islands	9665 Bay Harbor Terrace	Bay Harbor Islands	FL	33154	305-866-6241	305-866-4863	mdiallo@bayharborislands-fl.gov
The Honorable Teri D'Amico	Council Member	Town of Bay Harbor Islands	9665 Bay Harbor Terrace	Bay Harbor Islands	FL	33154	305-866-6241	305-866-4863	tdamico@bayharborislands-fl.gov
The Honorable Isaac Salver	Council Member	Town of Bay Harbor Islands	9665 Bay Harbor Terrace	Bay Harbor Islands	FL	33154	305-866-6241	305-866-4863	isalver@bayharborislands-fl.gov
The Honorable Robert H. Yaffe	Council Member	Town of Bay Harbor Islands	9665 Bay Harbor Terrace	Bay Harbor Islands	FL	33154	305-866-6241	305-866-4863	ryaffe@bayharborislands-fl.gov
The Honorable Jeffrey Freimark	Mayor, District 2	Bal Harbour Village	655 96 Street	Bal Harbour	FL	33154	305-866-4633		jfreimark@balharborfl.gov
The Honorable Seth E. Salver	Vice Mayor, District 1	Bal Harbour Village	655 96 Street	Bal Harbour	FL	33154	305-866-4633		ssalver@balharbourfl.gov
The Honorable Buzzy Sklar	Councilman, District 3	Bal Harbour Village	655 96 Street	Bal Harbour	FL	33154	305-866-4633		bsklar@balharbourfl.gov
The Honorable David Albaum	Councilman, District 4	Bal Harbour Village	655 96 Street	Bal Harbour	FL	33154	305-866-4633		dalbaum@balharbourfl.gov
The Honorable David Wolf	Councilman, District 5	Bal Harbour Village	655 96 Street	Bal Harbour	FL	33154	305-866-4633		Pending
The Honorable Shlomo Danzinger	Mayor	Town of Surfside	9293 Harding Avenue	Surfside	FL	33154	305-861-4863	305-861-1302	sdanzinger@townofsurfsidefl.gov
The Honorable Jeffrey Rose	Vice-Mayor	Town of Surfside	9293 Harding Avenue	Surfside	FL	33154	305-861-4863	305-861-4863	jrose@townofsurfsidefl.gov
The Honorable Fred Landsman	Commissioner	Town of Surfside	9293 Harding Avenue	Surfside	FL	33154	305-861-4863	305-861-4863	flandsman@townofsurfsidefl.gov
The Honorable Marianne Meischeid	Commissioner	Town of Surfside	9293 Harding Avenue	Surfside	FL	33154	305-861-4863	305-861-4863	mmeischeid@townofsurfsidefl.gov
The Honorable Nelly Velasquez	Commissioner	Town of Surfside	9293 Harding Avenue	Surfside	FL	33154	305-861-4863	305-861-1302	nvelasquez@townofsurfsidefl.gov
VACANT	Mayor	City of North Miami	776 NE 125 Street	North Miami	FL	33161	305-895-9815		VACANT
The Honorable Alix Desulme, Ed. D.	Vice-Mayor, District 4	City of North Miami	776 NE 125 Street	North Miami	FL	33161	305-895-9815		adesulme@northmiamifl.gov
The Honorable Scott Galvin	Councilman, District 1	City of North Miami	776 NE 125 Street	North Miami	FL	33161	305-895-9815		scott@scottgalv.com
The Honorable Kassandra Timothe, MPA	Councilwoman, District 2	City of North Miami	776 NE 125 Street	North Miami	FL	33161	305-895-9818		katimothe@northmiamifl.gov
The Honorable Mary Estimé-Irvin	Councilwoman, District 3	City of North Miami	776 NE 125 Street	North Miami	FL	33161	305-895-9815		mestime-irvin@northmiamifl.gov

Appointed Officials

Envelope Label Name	Envelope Title	Municipality	Street Address	City	State	Zip	Phone	Fax	Email
Ms. Johanna Cervone	Chief of Staff to the Mayor	Miami-Dade County	111 NW 1 Street Suite 2910	Miami	FL	33128	305-375-5071	305-375-2531	johanna.cervone@miamidade.gov
Ms. Bonnie Michaels	Chief of Staff, District 4	Miami-Dade County	111 NW 1 Street, Suite 220	Miami	FL	33128	305-375-5128	305-372-6179	bonnie.michaels@miamidade.gov
Ms. Danielle Mejia	Commission Aide & Legislative Aide, District 4	Miami-Dade County	111 NW 1 Street, Suite 220	Miami	FL	33128	305-375-5128	305-372-6179	danielle.mejia@miamidade.gov
Mr. Eulois Cleckley	Director and CEO for the Department of Transportation and Public Works	Miami-Dade County	111 NW 1st Street, 29th Floor	Miami	FL	33128	786-469-5406		eulois.cleckley@miamidade.gov
Mr. Jimmy Morales	Chief Operations Officer	Miami-Dade County	111 NW 1st Street, 29th Floor	Miami	FL	33128	305-375-2531		Jimmy.Morales2@miamidade.gov
Ms. Irene Hegedus	Chief of Transportation Enhancements for the Transportation and Public Works	Miami-Dade County	701 NW 1 Court, Suite 1700	Miami	FL	33136	786-469-5395		ireneh@miamidade.gov
Ms. Sandra Antonio	Department of Transportation and Public Works-Information Officer	Miami-Dade County	701 NW 1 Court, Suite 1700	Miami	FL	33136	786-469-5420		sandra.antonio@miamidade.gov
Mr. Josenrique Cueto, P.E	Deputy Director, Miami-Dade Department of Regulatory and Economic Resources	Miami-Dade County	111 NW 1st Street, 11th floor	Miami	FL	33128	305-375-2877		Josenrique.cueto@miamidade.gov
Mr. Alejandro Barrios	Assistant Director for Construction and Maintenance - Department of Transportation and Public Works	Miami-Dade County	111 NW 1st Street, 16th floor	Miami	FL	33128	305-375-2960		alex.barrios@miamidade.gov
Ms. Ilene Delgado	Chief of Marketing for Transportation and Public Works Department	Miami-Dade County	701 NW 1 Court, Suite 1700	Miami	FL	33136	786-469-5289		ileend@miamidade.gov
Mr. Michael J. Fernandez	Director of Solid Waste	Miami-Dade County	2525 NW 62 Street, 5 Floor	Miami	FL	33147	305-514-6628		dswm@miamidade.gov; michael.fernandez@miamidade.gov
Mr. Roy Coley	Director for the Miami-Dade Water and Sewer Department (WASD)	Miami-Dade County	3071 SW 38 Avenue	Miami	FL	33146	786-552-8200		roy.coley@miamidade.gov
Ms. Maria I. Nardi	Director of Parks, Recreation and Open Spaces	Miami-Dade County	275 NW 2 Street, Floor 3	Miami	FL	33128	305-755-7903		maria.nardi@miamidade.gov
Mr. Alfredo Ramirez III	Director of Miami-Dade Police Department	Miami-Dade County	9105 NW 25 Street, Room 3072	Doral	FL	33172	305-471-2625		aramireziii@mdpd.com
Chief Raied "Ray" Jadallah	Fire Chief	Miami-Dade County	9300 NW 41 Street, Room 218	Doral	FL	33178	786-331-5109		mdfrchief@miamidade.gov; ray.jadallah@miamidade.gov
Ms. Inson Kim	Director of the Communications Department	Miami-Dade County	111 NW 1 Street, Floor 25	Miami	FL	33128	305-375-3601		Inson.Kim@miamidade.gov
Ms. Aileen Bouclé, AICP	Executive Director for the Miami-Dade Transportation Planning Organization (TPO)	Miami-Dade County	150 West Flagler Street. Suite 1900	Miami	FL	33130	305-375-4507		aileen.boucle@mdtpo.org; Zainab.Salim@mdtpo.org
Mr. Wilson Fernandez	Program Administrator of Transportation for the Miami-Dade Transportation Planning Organization (TPO)	Miami-Dade County	150 West Flagler Street. Suite 1900	Miami	FL	33130	305-375-4507		wilson.fernandez@mdtpo.org
Dr. Jose L. Dotres	Superintendent of Schools	Miami-Dade County Public Schools	1450 NE 2 Avenue, Suite 912	Miami	FL	33132	305-995-2940		jdotres@dadeschools.net
Ms. Perla T. Hantman	Chair, District 4	Miami-Dade County Public Schools	1450 NE 2 Avenue, Suite 700	Miami	FL	33132	305-995-1334		phantman@dadeschools.net
Ms. Maria Lasday	Town Manager	Town of Bay Harbor Islands	9665 Bay Harbor Terrace	Bay Harbor Islands	FL	33154	305-866-6241		mlasday@bayharborislands-fl.gov
Ms. Janice Rosado	Assistant Town Manager	Town of Bay Harbor Islands	9665 Bay Harbor Terrace	Bay Harbor Islands	FL	33154	305-866-6241		jrosado@bayharborislands-fl.gov
Ms. Bridget Anne Morin	Director of Communications & Causeway Programs	Town of Bay Harbor Islands	9665 Bay Harbor Terrace	Bay Harbor Islands	FL	33154	305-866-6241		bmorin@bayharborislands-fl.gov
Mr. Jose Custodio P.E	Director of Public Works	Town of Bay Harbor Islands	9665 Bay Harbor Terrace	Bay Harbor Islands	FL	33154	305-866-6241		jcustodio@bayharborislands-fl.gov
Ms. Yusnielkys Ruiz	Administrative Assistant to the Public Works Director	Town of Bay Harbor Islands	9665 Bay Harbor Terrace	Bay Harbor Islands	FL	33154	305-866-6241		ypalacio@bayharborislands-fl.gov
Ms. Yvonne Hamilton	Town Clerk	Town of Bay Harbor Islands	9665 Bay Harbor Terrace	Bay Harbor Islands	FL	33154	305-866-6241		yhamilton@bayharborislands-fl.gov
Chief Raul Diaz	Chief of Police	Town of Bay Harbor Islands	9665 Bay Harbor Terrace	Bay Harbor Islands	FL	33154	305-866-6242		rdiaz@bayharborislands.net
Mr. Lindsley Noel	Deputy Chief of Police	Town of Bay Harbor Islands	9665 Bay Harbor Terrace	Bay Harbor Islands	FL	33154	305-866-6242		lnoel@bayharborislands.net
Mr. Jorge M. Gonzalez	Village Manager	Bal Harbour Village	655 96 Street	Bal Harbour	FL	33154	305-866-4633 ext. 312		manager@balharbourfl.gov
Mr. Ramiro J. Inguanzo	Assistant Village Manager / Human Resources Director	Bal Harbour Village	655 96 Street	Bal Harbour	FL	33154	305-993-7312		ringuanzo@balharbourfl.gov
Ms. Marie Hernandez	Executive Assistant to the Village Manager	Bal Harbour Village	655 96 Street	Bal Harbour	FL	33154	305-993-7323		mhernandez@balharbourflorida.com
Mr. John Oldenburg	Director of Public Works & Beautification	Bal Harbour Village	655 96 Street	Bal Harbour	FL	33154	305-993-7316		joldenburg@balharbourfl.gov
Ms. Patricia Andrade	Administrative Assistant to the Public Works Director	Bal Harbour Village	655 96 Street	Bal Harbour	FL	33154	305-993-7367		pandrade@balharbourfl.gov
Ms. Kathy Fernandez	Director of Communications & Public Engagement	Bal Harbour Village	655 96 Street	Bal Harbour	FL	33154	305-993-7351		kfernandez@balharbourfl.gov
Ms. Matilde Reyes	Capitol Program Director	Bal Harbour Village	655 96 Street	Bal Harbour	FL	33154	305-993-7399		mreyes@balharbourfl.gov
Chief Raleigh M. Flowers, Jr.	Chief of Police	Bal Harbour Village	9700 Collins Avenue, Suite 280	Bal Harbour	FL	33154	305-993-7402		rflowers@balharbourfl.gov
Ms. Rosa Kamiya	Executive Assistant to the Police Department	Bal Harbour Village	9700 Collins Avenue, Suite 280	Bal Harbour	FL	33154	305-993-7431		rkamiya@balharbourfl.gov
Mr. Dwight S. Danie	Village Clerk	Bal Harbour Village	655 96 Street	Bal Harbour	FL	33154	305-866-4633 ext. 318		clerk@balharbourfl.gov
Mr. Javier Collazo	Finance Director	Town of Surfside	9293 Harding Avenue	Surfside	FL	33154	305-861-4863 ext. 225		jcollazo@townofsurfsidefl.gov
Mr. Hector Gomez	Acting Town Manager and Public Works Director	Town of Surfside	9293 Harding Avenue	Surfside	FL	33154	305-861-4863 ext. 235		hgomez@townofsurfsidefl.gov
Mr. John Nelson	Assistant Public Works Director	Town of Surfside	9293 Harding Avenue	Surfside	FL	33154	305-861-4863		jnelson@townofsurfsidefl.gov
Ms. Judith Frankel	Town Planner	Town of Surfside	9293 Harding Avenue	Surfside	FL	33154	305-861-4863 ext. 497		jfrankel@townofsurfsidefl.gov
Ms. Carmen Santos-Alborna	Code Compliance Director	Town of Surfside	9293 Harding Avenue	Surfside	FL	33154	305-993-1535		csantos-alborna@townofsurfsidefl.gov
Mr. Frank Trigueros	Director of Tourism & Communications	Town of Surfside	9301 Collins Avenue	Surfside	FL	33154	305-586-8427		ftrigueros@townofsurfsidefl.gov
Chief John Healy	Acting Chief of Police	Town of Surfside	9293 Harding Avenue	Surfside	FL	33154	305-861-4862		jhealy@townofsurfsidefl.gov
Ms. Sandra N. McCready, BPA, MMC	Town Clerk	Town of Surfside	9293 Harding Avenue	Surfside	FL	33154	305-861-4863 ext. 226		smccready@townofsurfsidefl.gov
Ms. Evelyn Herbello	Deputy Town Clerk	Town of Surfside	9293 Harding Avenue	Surfside	FL	33154	305-861-4863		eherbello@townofsurfsidefl.gov
Mr. Walon Saintille	Constituent Service Coordinator	City of North Miami	776 NE 125 Street	North Miami	FL	33161	305-895-9815		wsaintille@northmiamifl.gov
Ms. Aneisha Daniel, MSM	Interim City Manager	City of North Miami	776 NE 125 Street	North Miami	FL	33161	305-895-9888		adaniel@northmiamifl.gov
Ms. Marilu Nava-Gunness	Executive Assistant to the City Manager	City of North Miami	776 NE 125 Street	North Miami	FL	33161	305-895-9888, ext. 12109		mnava@northmiamifl.gov
Mr. Wisler Pierre-Louis, P.E.	Public Works Director	City of North Miami	776 NE 125 Street, 3 Floor	North Miami	FL	33161	305-895-9830		pwisler@northmiamifl.gov
Ms. Nakia Johnson-Preston	Assistant to Public Works Director	City of North Miami	776 NE 125 Street, 3 Floor	North Miami	FL	33161	305-893-6511 ext. 12502		najohnson@northmiamifl.gov
Mr. Steven Marcellus	Transportation Specialist	City of North Miami	1855 NE 142 Street	North Miami	FL	33181	786-828-7460		smarcellus@northmiamifl.gov
Mr. Chuks Okereke	City Engineer	City of North Miami	1855 NE 142 Street	North Miami	FL	33181	305-895-9838		cokereke@northmiamifl.gov
Chief Larry Juriga Jr.	Chief of Police	City of North Miami	700 NE 124 Street	North Miami	FL	33161	305-899-2416		ljuriga@northmiamipolice.com
Ms. Vanessa Joseph, Esq.	City Clerk	City of North Miami	776 NE 125 Street, 4 Floor	North Miami	FL	33161	305-895-9817		vajoseph@northmiamifl.gob
Ms. Guerty Genosier	Deputy City Clerk	City of North Miami	776 NE 125 Street, 4 Floor	North Miami	FL	33161	305-893-6511 ext. 13002		ggenosier@northmiamifl.gov
Ms. Stephanie Zenon	Communications Manager	City of North Miami	776 NE 125 Street, 4 Floor	North Miami	FL	33161	305-895-9888		szenon@northmiamifl.gov

January 20, 2023

SUBJECT: Public Kick-off Meeting
Broad Causeway Bridge Replacement Project Development & Environment (PD&E) Study
From Causeway Island to east of West Broadview Drive
Miami-Dade County, Florida
Financial Management Number: 452428-1-21-01
Federal-Aid Project Number: N/A
Efficient Transportation Decision Making (ETDM) Number: 14520
Town of Bay Harbor Islands Project Number: BC-160

Dear Elected Official:

The Town of Bay Harbor Islands will host a Public Kick-off Meeting for the Broad Causeway Bridge, also known as the Shepard Broad Causeway Bridge, Replacement Project Development and Environment (PD&E) Study. The limits of the study extend from Causeway Island to east of West Broadview Drive in the Town of Bay Harbor Islands in Miami-Dade County, Florida. The 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 meeting will be held on Thursday, February 9, 2023, starting at 6:00 p.m., at the Town Hall Council Chambers, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154. A location map of this meeting site is provided at the end of this e-mail.

The public meeting will consist of a formal presentation starting at 6:15 p.m., 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.

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) District 6 Office will provide technical assistance during the PD&E Study and the FDOT Office of Environmental Management will be the lead Federal agency for the environmental review. 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.

The Town of Bay Harbor Islands encourages public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need special assistance under the Americans with Disabilities Act of 1990 or who need translation services (free of charge) should contact Jenice Rosado, Assistant Town Manager, at (305) 866-6241 or in writing to the Town of Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154 or by email at jrosado@bayharborislands-fl.gov at least seven days prior to the meeting.

If you would like further information about this project, please contact me at (305) 866-6241 or by email jfuller@bayharborislands-fl.gov. You may also visit the project website at www.bayharborislands-fl.gov.

Sincerely,

Joshua D. Fuller
Mayor, Town of Bay Harbor Islands

Enclosure

Send Email to User Groups

Print Confirmation PDF

Send Email to User Groups Confirmation

Your email has been successfully sent.

From est_update@fla-etat.org

Reply To Wendy.Lasher@atkinsglobal.com

EST Generated Recipients

lindsay.furr@floridadep.gov,Dat.Huynh@dot.state.fl.us,catherine.bradley@dot.state.fl.us,thu-huong.clark@dot.state.fl.us,christine.haddock@dot.state.fl.us,mmarino@paleowest.com,Engy.Samaan@dot.state.fl.us,Brian.Camposano@FDACS.gov,Mark.Kiser@fdacs.gov,matt.preston@deo.myflorida.com,Chris.Stahl@kenneth@epa.gov,Kajumba.Ntale@epamail.epa.gov,Singh-White.Alya@epa.gov,somerville.amanetta@epa.gov,mark_a_cantrell@fws.gov,jose_rivera@fws.gov,john_wrublik@fws.gov

Additional Recipients omar.beceiro@uscg.mil; jennifer.n.zercher@uscg.mil; jfuller@fullerlawyers.com; mlasday@bayharborislands-fl.gov; jgorgas@mrgmiami.com; bmorin@bayharborislands-fl.gov; rcarrerosantana@bayharborislands-fl.gov; wendy.lasher@atkinsglobal.com; david.konz@atkinsglobal.com; agonzalez@mrgmiami.com

CCed Recipients

Subject Broad Causeway Bridge Replacement Project Development & Environment (PD&E) Study - Public Kick-off Meeting Notification (FPID #452428-1-21-01 / ETDM #14520)

Body

January 20, 2023

SUBJECT: Public Kick-off Meeting

Broad Causeway Bridge Replacement Project Development &

Environment (PD&E) Study

From Causeway Island to east of West Broadview Drive

Miami-Dade County, Florida

Financial Project Identification Number: 452428-1-21-01

Federal-Aid Project Number: TBD

Efficient Transportation Decision Making (ETDM) Number: 14520

Town of Bay Harbor Islands Project Number: BC-160

Dear Agency Official:

The Town of Bay Harbor Islands will host a Public Kick-off Meeting for the Broad Causeway Bridge, also known as the Shepard Broad Causeway Bridge, Replacement Project Development and Environment (PD&E) Study. The limits of the study extend from Causeway Island to east of West Broadview Drive in the Town of Bay Harbor Islands in Miami-Dade County, Florida. The 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 meeting will be held on Thursday, February 9, 2023, starting at 6:00 p.m., at the Town Hall Council Chambers, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154. A location map of this meeting site is provided at the end of this e-mail.

This meeting will follow all current Centers for Disease Control and Prevention (CDC) guidelines including social distancing.

The public meeting will consist of a formal presentation starting at 6:15 p.m., 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.

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) District 6 Office will provide technical assistance during the PD&E Study and the FDOT Office of Environmental Management will be the lead Federal agency for the environmental review. 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 the Federal Highway Administration and FDOT.

The Town of Bay Harbor Islands encourages public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need special assistance under the Americans with Disabilities Act of 1990 or who need translation services (free of charge) should contact Jenice Rosado, Assistant Town Manager, at (305) 866-6241 or in writing to the Town of Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154, or by email at jrosado@bayharborislands-fl.gov at least seven days prior to the meeting.

If you would like further information about this project, please contact me at (305) 866-6241 or via email at jfuller@bayharborislands-fl.gov. You may also visit the project website at www. bayharborislands-fl.gov.

Sincerely,

Joshua D. Fuller

Mayor, Town of Bay Harbor Islands

Attachment

Attachments: Attachment Kick-off Meeting Notice_Broad Causeway_Final.pdf

Appendix D – Public Kick-off Meeting Notifications

DRAFT

PUBLIC KICK-OFF MEETING NOTICE

Broad Causeway Bridge Replacement Project Development & Environment Study
From Causeway Island to east of West Broadview Drive
Financial Project ID: 452428-1-21-01 | Efficient Transportation Decision Making (ETDM) Number: 14520 | Town of Bay Harbor Islands Project Number: BC-160

The Town of Bay Harbor Islands will host a Public Kick-off Meeting for the Broad Causeway Bridge, also known as the Shepard Broad Causeway Bridge, Replacement Project Development and Environment (PD&E) Study. The limits of the study extend from Causeway Island to east of West Broadview Drive in the Town of Bay Harbor Islands in Miami-Dade County, Florida.

The meeting will be held on Thursday, February 9, 2023, starting at 6:00 p.m. at the Town Hall Council Chambers, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154.

The public meeting will consist of a formal presentation starting at 6:15 p.m., 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.**

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) District Six Office will provide technical assistance during the PD&E Study and the FDOT Office of Environmental Management will be the lead Federal agency for the environmental review. 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 Federal Highway Administration and FDOT.

The Town of Bay Harbor Islands encourages public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need special assistance under the Americans with Disabilities Act of 1990 or who need translation services (free of charge) should contact **Jenice Rosado, Assistant Town Manager, at (305) 866-6241 or in writing to the Town of Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154 or by email at jrosado@bayharborislands-fl.gov** at least seven days prior to the meeting.

If you would like further information about this project, please email **publicworks@bayharborislands-fl.gov.** You may also visit the project website at **www.bayharborislands-fl.gov.**

ANUNCIO DE REUNIÓN PÚBLICA DE LANZAMIENTO

Estudio Ambiental y de Desarrollo del Proyecto (PD&E) de Reemplazo del Puente de Broad Causeway desde Broad Causeway Island hasta el este de West Broadview Drive | Número de Identificación del Proyecto: 452428-1-21-01 | Número de Toma de Decisiónes de Transporte Eficiente (ETDM): 14520 | Ciudad de Bay Harbor Islands Número del Proyecto: BC-160

La ciudad de Bay Harbor Islands organizará una Reunión Pública de Lanzamiento para el Estudio Ambiental y de Desarrollo PD&E de Reemplazo del Puente de Broad Causeway, también conocido como Shepard Broad Causeway Bridge. Los límites del estudio se extienden desde Causeway Island hasta el este de West Broadview Drive en la ciudad de Bay Harbor Islands en el condado de Miami-Dade, Florida.

La reunión se llevará a cabo el jueves 9 de febrero de 2023, a partir de las 6:00 p.m. en el Town Hall Council Chambers, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154.

La reunión consistirá en una presentación formal a partir de las 6:15 p.m. seguida de un foro abierto. Las preguntas se responderán, si el tiempo lo permite, y en el orden en que se reciban. Si su pregunta no se responde durante la reunión, se le enviará una respuesta por escrito. Las personas que deseen enviar comentarios escritos, en lugar o además de comentarios orales, podrán hacerlo en la reunión o enviarlos a la **Especialista de Alcance Comunitario, Alicia Gonzalez, al 786-280-6645 o por correo electrónico a agonzalez@mrgmiami.com.**

La revisión ambiental, la consultoría y otras acciones que exigen las leyes ambientales federales correspondientes para este proyecto están siendo o han sido llevadas a cabo por el FDOT de conformidad con el artículo 23 U.S.C. § 327 y un Memorando de Entendimiento con fecha 26 de mayo de 2022 firmado por la Administración Federal de Carreteras (FHWA) y el FDOT.

La ciudad de Bay Harbor Islands solicita la participación del público independientemente de la raza, el color, la nacionalidad de origen, la edad, el sexo, la religión, discapacidad o estado familiar. Las personas que necesitan asistencia especial de conformidad con la Ley para Estadounidenses con Discapacidades de 1990 o que necesitan servicios de traducción (sin cargo) deben comunicarse con **Jenice Rosado, Asistente del Administrador de la Ciudad, al 305-866-6241 o por escrito a la Ciudad de Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154 o por correo electrónico a jrosado-bayharborislands-fl.gov.**

Si desea obtener más información sobre este proyecto, envíe un **correo electrónico a publicworks@bayharborislands-fl.gov. También puede visitar el sitio web de la ciudad en www.bayharborislands-fl.gov.**

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 | Federal Aid Number: N/A | 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.

PROJECT 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 may 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.

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) District 6 Office will provide technical assistance during PD&E Study and the FDOT Office of Environmental Management will be the lead Federal agency for the environmental review.

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 begins once the PD&E Study is complete. Public involvement is encouraged throughout the entire study.

YOU ARE INVITED

Please join the Town of Bay Harbor Islands at a Public Kick-off Meeting regarding this project.

Thursday, February 9, 2023 at 6 p.m.

IN-PERSON MEETING:
Town Hall Council Chamber, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154

The in-person meeting will be in compliance with all current Centers for Disease Control and Prevention (CDC) guidelines and social distancing will be followed.

The public meeting will consist of a formal presentation starting at 6:15 p.m., 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 is asked to advise the Town at least seven (7) 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 highway development process that the Town of Bay Harbor Islands will utilize. A PD&E Study assists 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, and 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. 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.

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 Federal Highway Administration 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:

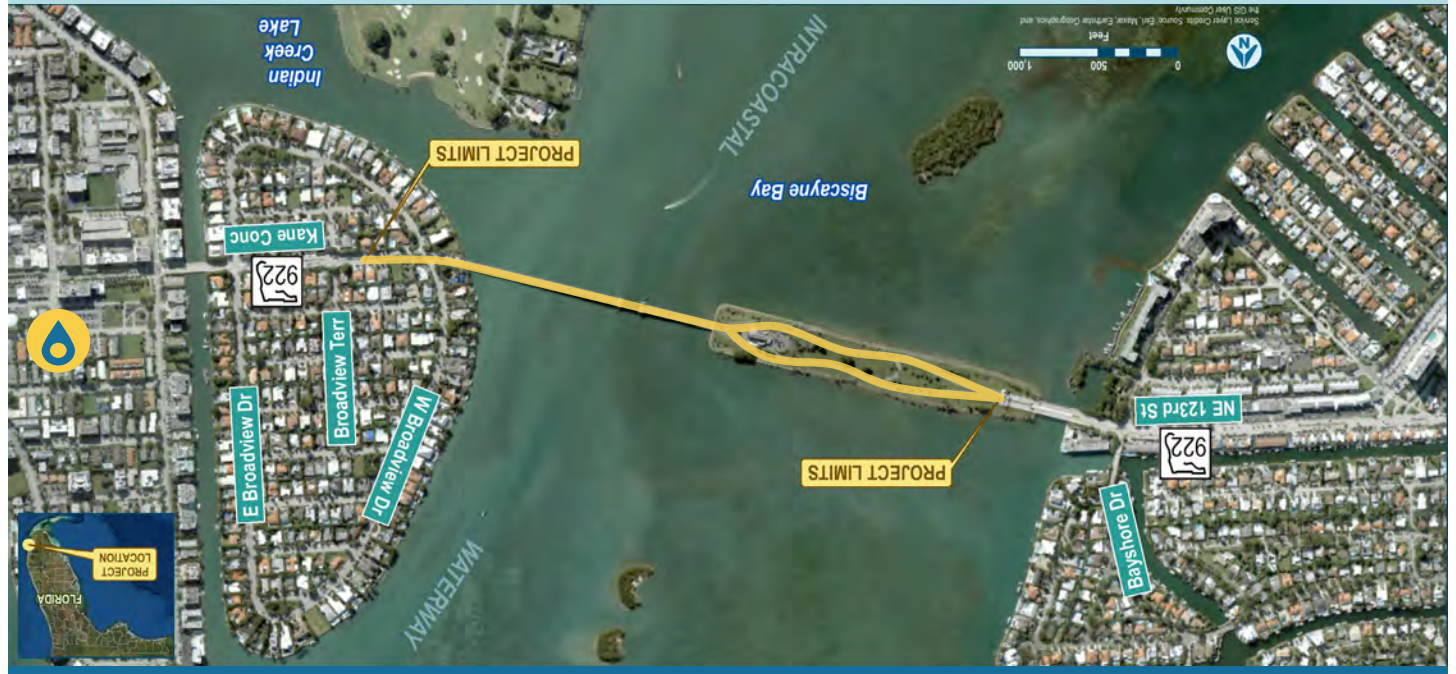
TOWN ENGINEER
Rodney Carrerro-Santana, P.E., CPM, LEED AP
Town of Bay Harbor Islands
publicworks@bayharborislands-fl.gov

9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154
Phone: (305) 866-6241

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

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

Town Hall Council Chamber, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154



PROJECT LOCATION MAP / MAPA DE UBICACIÓN DEL PROYECTO

HOJA DE DATOS

PROYECTO DE REEMPLAZO DEL PUENTE DE BROAD CAUSEWAY

Puente de Broad Causeway desde Causeway Island hasta el este de West Broadview Drive

ESTUDIO AMBIENTAL Y DE DESARROLLO DEL PROYECTO (PD&E)
CONDADO DE MIAMI-DADE, FLORIDA

Número de Identificación del Proyecto: 452428-1-21-01 | Número del Proyecto de Ayuda Federal: A DETERMINAR | Número de Toma Decisiónes Sobre Transporte Eficiente (ETDM): 14520 | Ciudad de Bay Harbor Islands Número del Proyecto: BC-160

DESCRIPCIÓN GENERAL

La ciudad de Bay Harbor Islands está conduciendo un estudio de PD&E para el reemplazo del puente de Broad Causeway, tambien conocido como el puente Shepard Broad Causeway. El puente levadizo es parte de Broad Causeway y conecta la ciudad de Bay Harbor Islands con la ciudad de North Miami. Los límites del estudio son desde Causeway Island hasta el este de West Broadview Drive. El proyecto está ubicado en la ciudad de Bay Harbor Islands en el condado de Miami-Dade.

MEJORAS DEL PROJECTO

El objetivo principal de este estudio es reemplazar el antiguo puente de Broad Causeway con una nueva estructura que cumpla con los estándares de diseño actuales y sea consistente con los requisitos reglamentarios de la Guardia Costera de los Estados Unidos. El nuevo puente posiblemente incluirá disposiciones para carriles exclusivos para bicicletas y aceras para cumplir con los requisitos de la Ley de Estadounidenses con Discapacidades (ADA) junto con barandillas para la seguridad de los peatones; proporcionar un acceso seguro para el transporte multimodal y mejorar el acceso este-oeste desde la parte continental del condado de Miami-Dade a la ciudad de Bay Harbor Islands, Village of Bal Harbour y la ciudad de Surfside.

Este es un proyecto de la ciudad de Bay Harbor Islands. Dado que los fondos federales se pueden utilizar en fases futuras del proyecto, la Oficina del Distrito 6 del Departamento de Transporte de Florida (FDOT) proporcionará asistencia técnica durante el Estudio PD&E y la Oficina de Gestión Ambiental del FDOT será la agencia federal principal para la revisión ambiental.

OBJETIVOS

- PROPORCIONAR NUEVA ESTRUCTURA
- MEJORAR LA CONECTIVIDAD
- GARANTIZAR LA SEGURIDAD
- PROPORCIONAR MEJORAS DE TRÁNSITO, BICICLETA Y PEATONES

CRONOGRAMA

Este estudio de PD&E comenzó en noviembre de 2022 y se espera que se complete en abril de 2025. La fase de diseño comienza una vez que se completa el estudio PD&E. Se fomenta la participación pública durante todo el estudio.

USTED ESTA INVITADO

Por favor únase a la ciudad de Bay Harbor Islands en una reunión de lanzamiento público con respecto a este proyecto.

Jueves 9 de febrero de 2023 | 6 p.m.

REUNIÓN EN PERSONA:
Town Hall Council Chamber, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154

La reunión en persona cumplirá con todas las pautas actuales de los Centros para el Control y la Prevención de Enfermedades (CDC) y se seguirá el distanciamiento social.

La reunión consistirá en una presentación formal a partir de las 6:15 p.m. seguida de un foro abierto. Las preguntas se responderán, si el tiempo lo permite y en el orden en que se reciban. Si su pregunta no se responde durante la reunión, se le enviará una respuesta por escrito. Las personas que deseen enviar comentarios escritos, en lugar o además de comentarios orales, podrán hacerlo en la reunión o enviarlos a la **Especialista de Alcance Comunitario, Alicia Gonzalez, al 786-280-6645 o por correo electrónico a agonzalez@mrgmiami.com**. Esta notificacion está siendo enviada a todos los propietarios e inquilinos dentro de al menos 500 pies de cada lado del proyecto propuesto y a los demás funcionarios públicos, agencias reguladoras, organizaciones e individuos interesados en el proyecto.

De conforme con las disposiciones de la Ley de Estadounidenses con Discapacidades, se le pide a cualquier persona que requiera adaptaciones especiales para participar en esta reunión que informe a la agencia al menos siete (7) días antes de la reunión comunicándose con **Jenice Rosado, Asistente del Administrador de la Ciudad, al 305-866-6241 o por escrito a la Ciudad de Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154 o por correo electrónico a jrosado-bayharborislands-fl.gov**.

QUÉ ES UN ESTUDIO PD&E

Un estudio de PD&E es un paso en el proceso de desarrollo de carreteras del FDOT que utilizará la ciudad de Bay Harbor Islands. Un estudio de PD&E ayuda a la ciudad de Bay Harbor Islands a determinar la ubicación, el diseño conceptual y los efectos sociales, económicos y ambientales de las mejoras viales propuestas. Durante el proceso de estudio PD&E, se desarrollan alternativas factibles para proyectos de mejora de puente/carreteras. Estas alternativas de "construcción" se evalúan en función de las condiciones ambientales, de ingeniería y socioeconómicas; necesidades de seguridad y aportaciones del público. También se evaluará la necesidad de un derecho de paso adicional para la mitigación de aguas pluviales y ambientales durante la fase del estudio PD&E. La alternativa "No-Construcción" se evalúa durante todo el proceso de estudio. Esta alternativa "No-Construcción" deja el puente existente como está con reparaciones y mantenimiento según sea necesario. Si el estudio resulta en la selección de una alternativa de "Construcción", el proyecto puede pasar a la siguiente fase, que es la fase de diseño. Durante la fase de PD&E, se completará la ingeniería preliminar y la documentación requerida para la financiación. Esto incluye la revisión y el análisis de los impactos potenciales del proyecto propuesto sobre los recursos sociales, naturales, físicos y culturales en el entorno circundante.

INVOLÚCRESE

La participación pública es una parte extremadamente importante de un estudio de PD&E, para informar a los ciudadanos sobre el proyecto y ofrecer a las personas interesadas la oportunidad de participar en el desarrollo del proyecto. La revisión ambiental, la consultoría y otras acciones que exigen las leyes ambientales federales correspondientes para este proyecto están siendo o han sido llevadas a cabo por el FDOT de conformidad con el artículo 23 U.S.C. § 327 y un Memorando de Entendimiento con fecha 26 de mayo de 2022 firmado por la Administración Federal de Carreteras (FHWA) y el FDOT. La Ciudad de Bay Harbor Islands y FDOT solicitan la participación del público independientemente de la raza, el color, origen nacional, la edad, el sexo, la religión, discapacidad o estado familiar. Habrá varias oportunidades para participar en reuniones públicas y discusiones individuales con partes interesadas.

CONTACTO DE LA CIUDAD DE BAY HARBOR ISLANDS:

INGENIERO DE LA CIUDAD
Rodney Carrerro-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

VISITE NUESTRO SITIO WEB:
https://www.bayharborislands-fl.gov/

PROJECT LOCATION MAP / MAPA DE UBICACIÓN DEL PROYECTO

Town Hall Council Chamber, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154

For Immediate Release
February 2, 2023

Contact: Bridget Anne Morin
305-866-6241 |bmorin@bayharborislands-fl.gov

Bay Harbor Islands to Host a Public Kick-off Meeting for Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study

Bay Harbor Islands, Fla. – The Town of Bay Harbor Islands will host a Public Kick-off Meeting for the Broad Causeway Bridge, also known as the Shepard Broad Causeway Bridge, Replacement Project Development and Environment Study. The limits of the study extend from Causeway Island to east of West Broadview Drive in the Town of Bay Harbor Islands in Miami-Dade County, Florida. The meeting will be held on Thursday, February 9, 2023, starting at 6:00 p.m. at the Town Hall Council Chambers, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154.

The public meeting will consist of a formal presentation starting at 6:15 p.m., 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 the Community Outreach Manager, Alicia Gonzalez, at 786-280-6645 or via email at agonzalez@mrgmiami.com.

The 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. This meeting is an opportunity for the public to learn about the purpose and need of this study and how to provide feedback.

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 Federal Highway Administration and FDOT.

The Town encourages public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need special assistance under the Americans with Disabilities Act of 1990 or who need translation services (free of charge) should contact Jenice Rosado, Assistant Town Manager, at (305) 866-6241 or in writing to the Town of Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, FL 33154 or by email at jrosado@bayharborislands-fl.gov at least seven days prior to the meeting.

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Rare right whale mother and baby spotted off shores of Palm Beach

BY BILL KEARNEY
South Florida Sun Sentinel

The whales were visible from the Juno Beach Pier on Jan. 11, attracting a crowd.

North Atlantic right whales summer off New England and eastern Canada. Come fall, some head south to shallower calving grounds off of South Carolina, Georgia and Florida, an area NOAA has designated as critical habitat.

The U.S. has listed North Atlantic right whales as endangered since 1970.

Commercial whaling, which was outlawed in 1986, historically decimated the species. According to NOAA, the population was increasing until 2010, and has since declined, in what they call an Unusual Mortality Event caused by the whales being struck by boats, or becoming entangled in fishing gear.

The agency says that there are less than 100 breeding females remaining, and only 57 calves have been born since 2017. Eleven new calves were born this season, including the one off Juno Beach.

NOAA says that climate change is shifting the location of the whales' prey. "As their prey moved, the whales began spending more time in areas with fewer protections from vessel strikes and entanglements," says the agency's website. The whales feed on tiny marine plankton and crustaceans, often swimming through clouds of it, and siphoning it through their baleen.

In an effort to reduce mortality, NOAA states that "all vessels 65 feet or longer must travel at 10 knots or less in certain locations (called Seasonal Management Areas or SMAs) along the U.S. east coast at certain times of the year." These locations shift seasonally, according to whale migration. NOAA also encourages smaller vessels within the management areas to slow to 10 knots as well.

It is illegal to operate any vessel within 500 yards of a right whale.

They can be difficult to spot, and spend a lot of time near the surface, says the Florida Fish and Wildlife Conservation Commission.

The agency suggests posting a lookout on your boat. "Watch for black objects, whitewater, and splashes. Avoid boating in the dark, when visibility is poor, or in rough seas."

The FWC suggests that "If a whale is spotted, slow down, operate at slow speed or put your engine in neutral if possible. Assess the scene and slowly leave the area while keeping watch. Never pursue or follow a whale and keep at least 500 yards from right whales (it's the law)."

Florida Fish and Wildlife Conservation Commission via NOAA

A pair of whales, identified by the National Oceanic and Atmospheric Association as 'new mother Pilgrim and her calf,' moved south to waters off Juno Beach.

This story was produced in partnership with the Florida Climate Reporting Network, a multi-newsroom initiative founded by the Miami Herald, the South Florida Sun Sentinel, The Palm Beach Post, the Orlando Sentinel, WLRN Public Media and the Tampa Bay Times.

FROM PAGE 17A

MAYOR

nically reside in the development. He added that the mayor sits on the HOA board for the North Miami Beach condos where he lives.

COMMISSION IMPASSE

Concerns about DeFillipo's residency first arose last year after someone filed an ethics complaint alleging he was violating the city's residency requirement, and came to a head this month after Ottinot opined that DeFillipo lived outside North Miami Beach and as a result had vacated his position.

The drama has led to gridlock at City Hall, with DeFillipo refusing to leave office. Meanwhile, several elected officials skipped Tuesday's City Commission meeting, blocking DeFillipo from conducting city business by preventing him from establishing a quorum with the presence of five of seven elected officials.

For now, it's unclear how and when the situation will be resolved.

At a City Commission workshop Thursday, DeFillipo and commissioners Jay Chernoff, Phyllis Smith and Fortuna Smukler roundly criticized Ottinot for his handling of the residency concerns. Commissioners McKenzie Fleurimond, Daniela Jean and Michael Joseph were not present.

"Do we have to go to court to get our city functioning again?" Smith asked. "What are you going to do to help us?" DeFillipo criticized Ottinot for choosing to pursue a legal opinion rather than directly asking him about his residency. "You never came to me, not once," DeFillipo said.

Though Ottinot admitted Thursday he did not have the authority to remove the mayor, he said he could issue an opinion consistent with the law and determined DeFillipo indeed vacated his seat.

But the commissioners urged Ottinot to file a lawsuit challenging DeFillipo's residency and let the courts decide.

Pizzi has filed a lawsuit asking a Miami-Dade County Circuit Court judge to allow the city to govern with a simple majority rather than a five-person quorum as required by the city charter. A hearing on the matter will be held Jan. 31.

On Friday evening, according to court documents emailed to commissioners by Ottinot, the city filed a counterclaim requesting that a judge block DeFillipo from representing himself as the city's mayor and rule that the City Commission can indeed hold a hearing in which DeFillipo has to prove his residency.

The city is being represented by Heise Suarez Melville, the law firm hired by the city to review DeFillipo's residency.

Courtesy of Broward County Property Appraiser site.

A photo of the Davie home purchased by North Miami Beach Mayor Anthony DeFillipo in November. The photo was taken Dec. 12, 2022.

"DeFillipo does not currently hold the office of mayor, but is actively holding himself out as mayor and purporting to conduct City business in that capacity," read the lawsuit. It also alleges DeFillipo is attempting to schedule special meetings to terminate Ottinot as retaliation for purporting the mayor's vacancy.

The city is also asking that DeFillipo's attempt to hold continue meetings with a simple majority be denied.

WHO DECIDES RESIDENCY?

According to the city charter, if any North Miami Beach elected official changes their residence to outside the city limits, their seat on the council shall be automatically vacated and forfeited.

But it may not be that simple.

Elections attorney Juan-Carlos Planas said there are other factors to consider when assessing an elected official's residency, including the address on their driver's license, their voter registration and the home on which they take their homestead exemption.

"You have a due-process right to keep your seat and if they deny you due process to be able to defend yourself, then you have an issue," said Planas, who has represented clients in residency issues.

Former North Miami Beach City Attorney Jose Smith agreed.

Smith, who opined in 2018 that Commissioner Frantz Pierre had missed too many meetings to continue serving, said that while his legal opinion on Pierre was accepted by the City Commission, Pierre ultimately had a chance to fight it.

Pierre sued to keep his position, and at one point was temporarily reinstated — only to be indicted on charges that he shook down a strip club operator. Pierre was then suspended by then-Gov. Rick Scott. Pierre pleaded guilty to 11 felony charges in 2020.

"Ultimately, he's got to be heard," Smith said of DeFillipo. "Somebody's got to give him the ability to defend himself."

WHO'S IN CHARGE?

Whether DeFillipo should still be considered mayor depends on who you ask on the commission.

Until a judge says otherwise, DeFillipo is still mayor, said Smukler. "I'm not going to follow an opinion," she said.

Smukler said the controversy hasn't hit crisis level yet, "but if this continues ... then it becomes an issue."

At Thursday's meeting, Ottinot said the city manager has not indicated the turmoil over DeFillipo's job is affecting the city government's ability to function.

Joseph said he is relying on prior precedent set by the city in the Frantz Pierre case. "Like Mr. Pierre, Mr. DeFillipo's only recourse is through the courts, not by hijacking the dais and holding hostage the people's business," Joseph told the Herald in a text message.

Raisa Habersham: @newsworthy17

FROM PAGE 17A

EID

sessments or other exams, which was a main reason for advocating for the recognition, Tehsin Siddiqui, president of COSMOS, told the Herald. (Motorwala credited Tracie Abner, assistant superintendent in the Office of School Leadership and Performance, and School Board member Lucia Baez-Geller for bringing the issue to the forefront.)

For Siddiqui, the recognition is "a positive step." Bringing people together and highlighting diversity is "what Miami is all about," she added.

OTHER IMPORTANT SCHOOL DATES

The first day of school is set for Wednesday, Aug. 17.

Like the 2022-23 school year, schools will be closed for the full week of Thanksgiving, from Nov. 20 to 24.

For the winter recess, schools will be closed Dec. 25-Jan. 5, 2024. The first day of the second semester is Jan. 9, 2024.

The last day of school for the 2023-24 school year is June 6, 2024.

The full calendar can be viewed on the district's website.

Sommer Brugal: @smbrugal

PUBLIC KICK-OFF MEETING NOTICE
Broad Causeway Bridge Replacement Project Development & Environment Study
From Causeway Island to east of West Broadview Drive
Financial Project ID: 452428-1-21-01 | Efficient Transportation Decision Making (ETDM) Number: 14520 | Town of Bay Harbor Islands Project Number: BC-160

The Town of Bay Harbor Islands will host a Public Kick-off Meeting for the Broad Causeway Bridge, also known as the Shepard Broad Causeway Bridge, Replacement Project Development and Environment (PD&E) Study. The limits of the study extend from Causeway Island to east of West Broadview Drive in the Town of Bay Harbor Islands in Miami-Dade County, Florida.

The meeting will be held on Thursday, February 9, 2023, starting at 6:00 p.m. at the Town Hall Council Chambers, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154.

The public meeting will consist of a formal presentation starting at 6:15 p.m., 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.**

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) District Six Office will provide technical assistance during the PD&E Study and the FDOT Office of Environmental Management will be the lead Federal agency for the environmental review. 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 Federal Highway Administration and FDOT.

The Town of Bay Harbor Islands encourages public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need special assistance under the Americans with Disabilities Act of 1990 or who need translation services (free of charge) should contact **Jenice Rosado, Assistant Town Manager, at (305) 866-6241 or in writing to the Town of Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154 or by email at jrosado@bayharborislands-fl.gov** at least seven days prior to the meeting.

If you would like further information about this project, please email **publicworks@bayharborislands-fl.gov.** You may also visit the project website at **www.bayharborislands-fl.gov.**

ANUNCIO DE REUNIÓN PÚBLICA DE LANZAMIENTO
Estudio Ambiental y de Desarrollo del Proyecto (PD&E) de Reemplazo del Puente de Broad Causeway desde Broad Causeway Island hasta el este de West Broadview Drive | Número de Identificación del Proyecto: 452428-1-21-01 | Número de Toma de Decisiónes de Transporte Eficiente (ETDM): 14520 | Ciudad de Bay Harbor Islands Número del Proyecto: BC-160

La ciudad de Bay Harbor Islands organizará una Reunión Pública de Lanzamiento para el Estudio Ambiental y de Desarrollo PD&E de Reemplazo del Puente de Broad Causeway, también conocido como Shepard Broad Causeway Bridge. Los límites del estudio se extienden desde Causeway Island hasta el este de West Broadview Drive en la ciudad de Bay Harbor Islands en el condado de Miami-Dade, Florida.

La reunión se llevará a cabo el jueves 9 de febrero de 2023, a partir de las 6:00 p.m. en el Town Hall Council Chambers, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154.

La reunión consistirá en una presentación formal a partir de las 6:15 p.m. seguida de un foro abierto. Las preguntas se responderán, si el tiempo lo permite, y en el orden en que se reciban. Si su pregunta no se responde durante la reunión, se le enviará una respuesta por escrito. Las personas que deseen enviar comentarios escritos, en lugar o además de comentarios orales, podrán hacerlo en la reunión o enviarlos a la **Especialista de Alcance Comunitario, Alicia Gonzalez, al 786-280-6645 o por correo electrónico a agonzalez@mrgmiami.com.**

La revisión ambiental, la consultoría y otras acciones que exigen las leyes ambientales federales correspondientes para este proyecto están siendo o han sido llevadas a cabo por el FDOT de conformidad con el artículo 23 U.S.C. § 327 y un Memorando de Entendimiento con fecha 26 de mayo de 2022 firmado por la Administración Federal de Carreteras (FHWA) y el FDOT.

La ciudad de Bay Harbor Islands solicita la participación del público independientemente de la raza, el color, la nacionalidad de origen, la edad, el sexo, la religión, discapacidad o estado familiar. Las personas que necesitan asistencia especial de conformidad con la Ley para Estadounidenses con Discapacidades de 1990 o que necesitan servicios de traducción (sin cargo) deben comunicarse con **Jenice Rosado, Asistente del Administrador de la Ciudad, al 305-866-6241 o por escrito a la Ciudad de Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154 o por correo electrónico a jrosado-bayharborislands-fl.gov.**

Si desea obtener más información sobre este proyecto, envíe un **correo electrónico a publicworks@bayharborislands-fl.gov. También puede visitar el sitio web de la ciudad en www.bayharborislands-fl.gov.**

NOTICE OF SPECIAL ELECTION
TO ELECT A CITY COMMISSIONER TO THE OFFICE OF DISTRICT 2
TO BE HELD ON MONDAY, FEBRUARY 27, 2023
IN THE CITY OF MIAMI, FLORIDA
PURSUANT TO RESOLUTION NO. R-23-0001

Notice is hereby given that a Special Election will be held on Monday, February 27, 2023, from 7:00 A.M. until 7:00 P.M., in the City of Miami, Florida, at the polling places in the several election precincts designated by the Miami-Dade County Supervisor of Elections, at which election the qualified electors participating therein will vote to elect a City Commissioner to the Office of District 2 for the City of Miami, Florida.

Voter registration of persons desiring to vote in this Special Election shall be in accordance with the laws of the State of Florida. Each person desiring to become a registered voter shall be responsible for properly filling out the registration form and submitting it to the Miami-Dade County Elections Department. For more information regarding voter registration, contact the Miami-Dade County Elections Department at (305) 499-8683 or visit www.iamelectionready.org.

Voters desiring to participate in the Special Election by using a Vote-by-Mail ballot shall cast their Vote-by-Mail ballots in accordance with the provisions of the laws of the State of Florida. Please contact the Miami-Dade County Elections Department to ensure that your Vote-By-Mail request has not expired. A request for a Vote-by-Mail ballot to be mailed to a voter must be received by the Miami-Dade Elections Department no later than 5:00 P.M. on the 10th day before the election. For more information regarding voting by using a Vote-by-Mail ballot, contact the Miami-Dade County Elections Department at (305) 499-8683 or visit www.iamelectionready.org.

For more information regarding the Special Election for District 2 City Commissioner, please visit http://miamigov.com/elections or contact the City of Miami Office of the City Clerk via email at City-Campaigns@miamigov.com or 305-250-5361.

Todd B. Hannon
City Clerk
Ad. No. 40230

“Ser homosexual no es un delito”, dice el papa Francisco

GREGORIO BORGIA AP

ARCHIVO - El papa Francisco es ayudado por su ayudante, monseñor Leonardo Sapienza, a la izquierda, mientras camina con un bastón hacia su audiencia general semanal en la Plaza de San Pedro en el Vaticano, el 1 de junio de 2022.

POR NICOLE WINFIELD
Associated Press
CIUDAD DEL VATICANO

El papa Francisco criticó las leyes que criminalizan la homosexualidad como “injustas”, dijo que Dios ama a todos sus hijos tal y como son y pidió a los obispos católicos que apoyan esas leyes que acojan a las personas LGBTQ en la Iglesia.

“Ser homosexual no es un delito”, dijo Francisco durante una entrevista el martes con The Associated Press. Francisco reconoció que los obispos católicos en algunas partes del mundo apoyan las leyes que criminalizan la homosexualidad o discriminan a la comunidad LGTBQ , y se refirió a la homosexualidad como un “pecado”. Sin embargo, atribuyó esas actitudes a contextos culturales y dijo que los obispos en particular también deben pasar por un proceso de cambio para reconocer la dignidad de todos.

“También el obispo tiene un proceso de conversión”, dijo, añadiendo que debían mostrar “ternura, por favor, ternura, como la tiene Dios con cada uno de nosotros”.

Unos 67 países o jurisdicciones de todo el mundo penalizan las relaciones sexuales consensuadas entre personas del mismo sexo y 11 de ellos pueden aplicar o aplican la pena de muerte, según The Human Dignity Trust, que trabaja para acabar con esas leyes. Los expertos señalan que incluso cuando las leyes no se aplican, contribuyen al acoso, la estigmatización y la violencia contra las personas LGBTQ.

En Estados Unidos, más de una docena de estados aún tienen leyes contra la sodomía pese a un fallo de 2003 de la Corte Suprema que las declaró inconstitucionales. Los defensores de los derechos LGTBQ dicen que esa legislación anticuada se emplea para acosar a homosexuales y señalan a nuevas normas —como la conocida como “No digas gay” en Florida— que prohíbe la educación sobre orientación sexual e identidad de género entre el jardín de infancia y tercer grado escolar, como una prueba de los esfuerzos continuados por marginalizar a las personas LGBTQ.

> “SOMOS TODOS HIJOS DE DIOS Y DIOS NOS QUIERE COMO ESTAMOS Y CON LA FUERZA QUE LUCHAMOS CADA UNO POR NUESTRA DIGNIDAD”
>
> ***Dijo Francisco***

Naciones Unidas ha pedido de forma reiterada que se abandonen las leyes que penalizan la homosexualidad y afirma que violan los derechos a la privacidad y a la libertad ante la discriminación, además de incumplir las obligaciones de esos países según el derecho internacional de proteger los derechos humanos de todo el mundo, sin importar su orientación sexual o identidad de género.

Francisco declaró esas normas como “injustas” y dijo que la Iglesia católica puede y debe trabajar para ponerles fin. “Tienen que hacerlo, tienen que hacerlo”, dijo.

Francisco citó el catequismo de la Iglesia católica para señalar que los homosexuales deben ser recibidos y respetados, y no deben verse marginados ni discriminados.

“Somos todos hijos de Dios y Dios nos quiere como estamos y con la fuerza que luchamos cada uno por nuestra dignidad”, dijo Francisco, que habló con AP en el hotel vaticano donde vive.

Esas leyes son habituales en África y Oriente Medio y se remontan a la era colonial británica o se ven inspiradas por la ley islámica. Algunos obispos católicos las han defendido con firmeza como consistentes con la doctrina del Vaticano, que considera la actividad homosexual como “intrínsecamente desordenada”, mientras que otros han pedido que se revoquen porque suponen una violación de la dignidad humana fundamental.

En 2019 se esperaba que Francisco publicara un comunicado contra la criminalización de la homosexualidad durante un encuentro con grupos de derechos humanos que investigaron los efectos de esas normas y de las llamadas “terapias de conversión”.

Al final, el papa no se reunió con los grupos, que en su lugar se entrevistaron con el número dos del Vaticano, que reafirmó “la dignidad de cada persona humana y contra cualquier forma de violencia”.

Francisco dijo el martes que en lo referente a la homosexualidad, debía distinguirse entre el delito y el pecado.

“El ser homosexual no es un delito”, dijo. “No es un delito. Sí, pero es pecado. Bueno, primero distingamos pecado por delito. Pero también es pecado la falta de caridad con el prójimo”.

Las enseñanzas católicas indican que si bien debe tratarse a los homosexuales con respeto, los actos homosexuales son “intrínsecamente desordenados”. Francisco no ha cambiado esa posición, aunque ha hecho del acercamiento a la comunidad LGTBQ uno de los rasgos característicos de su papado.

Desde su famosa declaración de 2013 “¿quién soy yo para juzgar?” cuando le preguntaron por un sacerdote que según reportes era gay, Francisco ha seguido dirigiéndose de forma reiterada y pública a las comunidades homosexual y trans. Como arzobispo de Buenos Aires se mostró a favor de ofrecer protecciones legales a las parejas del mismo sexo como alternativa a apoyar el matrimonio homosexual, algo que prohíbe la doctrina católica.

Pese a ese acercamiento, Francisco fue criticado por la comunidad católica LGBTQ por un decreto de 2021 de la oficina de doctrina del Vaticano sobre que la Iglesia no puede bendecir las uniones entre personas del mismo sexo “porque Dios no puede bendecir el pecado”.

En 2008, el Vaticano declinó firmar una declaración de Naciones Unidas que pedía la despenalización de la homosexualidad, quejándose de que el texto iba más allá del borrador original y también incluía fragmentos sobre “orientación sexual” e “identidad de género” que le parecían problemáticos. En un comunicado entonces, el Vaticano instó a los países a evitar la “discriminación injusta” contra los homosexuales y a poner fin a las sanciones en su contra.

Alemania: 2 muertos y 7 heridos a puñaladas en tren

POR KIRSTEN GRIESHABER
Associated Press
BERLÍN

JONAS WALZBERG AP

OFICIALES DE policía montan guardia mientras los servicios de emergencia trabajan en la estación de Brokstedt en Brockstedt, Alemania, el miércoles 25 de enero de 2023.

Un hombre armado con un cuchillo, descrito como un palestino apátrida, mató a dos pasajeros e hirió a otros siete antes de que lo redujera la gente y lo arrestara la policía, dijeron las autoridades. En principio se desconocía el motivo del ataque.

La Policía Federal dijo que el hombre usó un cuchillo para atacar a varios pasajeros poco antes de que el tren, que iba de Kiel a Hamburgo, llegara a la estación Brokstedt.

El vocero policial Juergen Henningsen de la ciudad vecina de Flensburg dijo que dos de las personas apuñaladas murieron, tres sufrieron heridas graves y otras cuatro lesiones menores. No se dieron detalles sobre la identidad de las víctimas.

El agresor también fue herido y llevado a un hospital, dijo la policía.

La ministra del Interior alemana Nancy Faeser expresó su consternación.

“El ataque con cuchillo en un tren regional es una noticia espantosa. Nuestros pensamientos están con las víctimas de este acto terrible y sus familias”, dijo.

“Se está investigando el contexto de este crimen a toda velocidad”, añadió Faeser. “Quiero agradecer sinceramente a la policía y los rescatistas que acudieron”.

Las autoridades dijeron que se recibió el primer aviso poco antes de las 3 de la tarde, cuando varios pasajeros llamaron a emergencias. Se detuvo el tren y se arrestó al agresor fuera del vagón, aferrado por varios testigos hasta que llegaron los agentes para detenerlo.

La ministra del interior del estado de Schleswig-Holstein, Sabine Suetterlin-Waack, informó que dos personas fallecieron tras el ataque.

“Esto es terrible”, declaró Suetterlin-Waack a la radio pública NDR. “Estamos impactados y horrorizados de que sucediera algo así”.

Más tarde dijo a dpa que el agresor era un palestino apátrida de 33 años.

La empresa ferroviaria Deutsche Bahn expresó sus condolencias el miércoles por la noche. Dijo que “nuestra más profunda solidaridad va a los familiares de las víctimas. Deseamos a los heridos una pronta y total recuperación”.

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305.350.2111

Legals

ANUNCIO DE REUNIÓN PÚBLICA DE LANZAMIENTO
Estudio Ambiental y de Desarrollo del Proyecto (PD&E) de Reemplazo del Puente de Broad Causeway desde Broad Causeway Island hasta el este de West Broadview Drive | Número de Identificación del Proyecto: 452428-1-21-01 | Número de Toma de Decisiónes de Transporte Eficiente (ETDM): 14520 | Ciudad de Bay Harbor Islands Número del Proyecto: BC-160

La ciudad de Bay Harbor Islands organizará una Reunión Pública de Lanzamiento para el Estudio Ambiental y de Desarrollo PD&E de Reemplazo del Puente de Broad Causeway, también conocido como Shepard Broad Causeway Bridge. Los límites del estudio se extienden desde Causeway Island hasta el este de West Broadview Drive en la ciudad de Bay Harbor Islands en el condado de Miami-Dade, Florida.

La reunión se llevará a cabo el jueves 9 de febrero de 2023, a partir de las 6:00 p.m. en el Town Hall Council Chambers, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154.

La reunión consistirá en una presentación formal a partir de las 6:15 p.m. seguida de un foro abierto. Las preguntas se responderán, si el tiempo lo permite, y en el orden en que se reciban. Si su pregunta no se responde durante la reunión, se le enviará una respuesta por escrito. Las personas que deseen enviar comentarios escritos, en lugar o además de comentarios orales, podrán hacerlo en la reunión o enviarlos a la **Especialista de Alcance Comunitario, Alicia Gonzalez, al 786-280-6645 o por correo electrónico a agonzalez@mrgmiami.com.**

La revisión ambiental, la consultoría y otras acciones que exigen las leyes ambientales federales correspondientes para este proyecto están siendo o han sido llevadas a cabo por el FDOT de conformidad con el artículo 23 U.S.C. § 327 y un Memorando de Entendimiento con fecha 26 de mayo de 2022 firmado por la Administración Federal de Carreteras (FHWA) y el FDOT.

La ciudad de Bay Harbor Islands solicita la participación del público independientemente de la raza, el color, la nacionalidad de origen, la edad, el sexo, la religión, discapacidad o estado familiar. Las personas que necesitan asistencia especial de conformidad con la Ley para Estadounidenses con Discapacidades de 1990 o que necesitan servicios de traducción (sin cargo) deben comunicarse con **Jenice Rosado, Asistente del Administrador de la Ciudad, al 305-866-6241 o por escrito a la Ciudad de Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154 o por correo electrónico a jrosado-bayharborislands-fl.gov.**

Si desea obtener más información sobre este proyecto, envíe un **correo electrónico a publicworks@bayharborislands-fl.gov. También puede visitar el sitio web de la ciudad en www.bayharborislands-fl.gov.**

IPL0107183
Jan 26 2023

¿NECESITA REEMPLAZAR LA VIEJA SECADORA?
Los Clasificados Le Ayudan
el Nuevo Herald
Manténgase conectado | elnuevoherald.com

¿BUSCANDO EL OBJETO PERFECTO?
Los Clasificados Le Ayudan
el Nuevo Herald
Manténgase conectado | elnuevoherald.com

EQUAL HOUSING OPPORTUNITY

Coral Bay Terrace
8160 SW 210 Street
Cutler Bay, FL 33189
Estara cerrando su proceso de aplicaciones para vivienda para personas de 62 anos o mas incluyendo minusvalidos de movimiento el dia **Jueves, Enero 26, 2023** El motivo es que el tiempo se espera sera de mas de venti cuatro meses.
Para mas informacion llama a 305-238-0285 TDD #1-800-955-8770

IPL0106792
Jan 26 2023

Auctions

Garage Sales

Junior Opera Guild Annual Charity Garage Sale, Sat Jan 28.
South Miami, FL 33143 Saturday, January 28th, 8:00 am - 2:00 pm, 5250 SW 80th Street, South Miami. Come find your treasures with us! We have designer clothing, shoes, handbags, home decor, furniture, linens, books, sporting goods, toys vintage, and more! All proceeds from the garage sale benefit our Award for the YPO/FGO National Voice Competition and an additional Award in memory of our Co-President, Chris Bobson.

Automotive

Autos for Sale

Autos Compramos junk or usados funcioen o no $CASH$
305-332-0483- or 954-980-1818

Merchandise

Miscellaneous

seatcover factory closing sewing machines/ tables/fabric etc call 954=558=2222

VÉNDALO AHORA
Los Clasificados Le Ayudan
el Nuevo Herald
Manténgase conectado | elnuevoherald.com

Real Estate

For Rent

Miami Springs New 1/1
All Included 1,600.00.
1 Person/ 1 Car. No Smoking/No Pets.
(786)717-1667

For Sale

BELLAGGIO AT LAKE WORTH
4/2 ONE STORY.WATER FRONT 55 PLUS COMMUNITY, PRCIED ONLY $619,000.00 VA LOAN WITH ZERO DOWN (VETERANS ONLY) CALL BROKER HOMELAND REALTY CORP 954-478-5071

Northern Okeechobee County
Okeechobee, FL
Ranch Land For Sale
3658 acres, 5000 sq foot lodge, multiple barns, cow pens
863-659-1622 $15,500,000

SERIOUS BUYERS LOOKING TO BUY: Apartments, Houses, Land David Heinrich/Keyes 305-926-3106

Commercial

AIRPORT - NW 58 ST
WAREHOUSE-RENT
Warehouse & office complex Lease 1200, 1800, 2500, 3300, 4200, 5000, 6000, 6600, 8500 sq ft up
Street or Dock
FREE RENT TIL JAN 31ST, 2023
Rental Off. - 8400 NW 66 St.
305-591-1647

Employment

Employment

L&R STRUCTURAL
CHOFER PARA UNA EMPRESA CONSTRUCTORA
CAPAZ DE ASEGURAR MATERIALES Y CONDUCIR UN CAMIÓN TÁNDEM
DEBE TENER UNA LICENCIA CLASE CDL VÁLIDA POR UN MÍN. DE 3 AÑOS CLASE A o B
REQ. 5 AÑOS MÍN. EXP. REQ.
TIEMPO COMPLETO + BENEFICIOS
ENVIAR EL RESUME A:
Kimberly@lrstructural.com

Notices Confirmed by ACR

Notices Submitted to ACR

ID	Rule No./ Organization	Rule Title	Section	Issue	Date
26744469	1/20/2023	Town of Bay Harbor Islands	Meeting	1/26/2023 Vol. 49/17	1/20/2023

Appendix E – Public Kick-off Meeting Materials

DRAFT

Financial Project ID: 452428-1-21-01
Federal Aid Number: N/A
Efficient Transportation Decision Making (ETDM): 14520
Town of Bay Harbor Islands Project Number: BC-160

Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study

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

BROAD CAUSEWAY BRIDGE REPLACEMENT
Town of Bay Harbor Islands

COMMENTS MATRIX

Comments Matrix - Broad Causeway Bridge Replacement
Project Development and Environment (PD&E) Study
Miami Dade-County, Florida

DATE	NAME	COMMENT	EMAIL	PHONE	ADDRESS	AFFILIATION	COMMENT SOURCE	RESPONSE
1/20/23	Paul Novack	Good afternoon Ms. Gonzalez, Thank you for your public service, and all the best to you and your team for 2023. I saw a notice today about this planned project's "kick-off"; I do not know if there has been any public notice of or public participation in any of the meetings, communications, agreements and commitments that have occurred prior to the announcement of the "kick-off" meeting scheduled for February 9, 2023. Please give me some sort of background summary on that and on the project's history. I have an initial inquiry about the funding and financing of the project. Please send me summary information about the budget and anticipated costs, and a breakdown of the division or allocation of those costs and sources of funding from and amongst the various agencies and levels of government that are involved. Also, please let me know how current and future revenues from tolls will be handled, by which agency or agencies, of any division of revenues amongst them, and whether pending plans and draft agreements contemplate that the Town of Bay Harbor Islands will subsidize its general fund and municipal departments from toll revenues paid by commuters.	novacklaw@aol.com	305-993-7351	1308 Biscaya Drive Surfside, FL 33154		Email	**Response from Alicia Gonzalez on 1/31/2023** Good morning Mr. Novack! I apologize for the delay in getting back to as I'm traveling. Please see below the response from our team and we hope you are joining us at the public meeting on February 9th where you can speak directly to our project team. First and foremost, thank you for interest in the project. As you well stated, the Town will be conducting a Public Kick-off Meeting for the Broad Causeway Bridge Replacement Project Development & Environment (PD&E) study on Thursday, February 9, 2023. This is the first of several public meetings for this project. Notices were sent to all Bay Harbor Islands residents through NewsWaves along with residents along SR 922 approximately 750 feet east of Bayshore Drive in North Miami. Newspaper ads were placed in the Miami Herald and El Nuevo Herald. Additionally, a notification is being placed in the Federal Register. E-mails were also sent to elected officials and key participating agencies. The Town is funding the PD&E study through the Capital Improvement Plan, where funds were largely generated by previous toll revenues. The PD&E study identifies project needs to help make informed decisions and will ultimately lead to concept plans with a preferred alignment. For future phases of Design and Construction, the project budget needs are dependent in part on the optimal structure size-and-type identified in the PD&E. All bridge options will be examined, so the total project cost through ribbon-cutting is not yet defined. Regardless of the dollar amount, the Town is actively seeking supplemental project funding sources so the full financial burden does not fall on the Town Capital Improvement plan. These sources include State program and discretionary funds, State grants, Federal Grants, and other options. Please view the video linked here for an overview of the project: Broad Causeway Bridge Overview TBHI Project #BC160 on Vimeo We hope this answers your initial questions and look forward to seeing you next week!
1/31/23	Kathy Azevedo Fernandez	Good morning Maythe, I hope this email finds you well. My name is Kathy Fernandez, and I recently started as the Director of Communications and Public Engagement for Bal Harbour Village. Thank you for sharing the information on the upcoming meeting with us at Bal Harbour Village. We are planning on having members of our PD, Council, and staff attend this upcoming meeting. We will also be sharing this information with our residents across all platforms. Would you have a flyer from FDOT or any other print materials that we could share as well? I look forward to working with you!	kfernandez@balharbourfl.gov	305-993-7351	655 96th St, Bal Harbour, FL 33154	Director of Communications & Public Engagement Recreation, Arts & Culture Department (Bal Harbour Village)	Email	**Response from Alicia Gonzalez on 2/1/2023** - Good morning Kathy and congratulations/welcome aboard! I'm the Public Involvement Consultant for the Atkins team and this project and we are thrilled to get this request. We are actually looking to have you help us post it on the website and have mailers/project meeting handouts that we can deliver to city hall for the public for distribution. I'm copying Isela here from my team whom will be doing that and also including the latest version of it for distribution. We also have a handout for next week's meeting for you to have. We can also help you with social media posts if so desired. We greatly appreciate you helping us get the word out and look forward to meeting you next week! Dilcia—please make sure to update our records with Kathy's contact information below.
2/1/23	Paul Novack	Good afternoon Ms. Gonzalez and thank you for your email. Has anyone disclosed and provided financial and budget information, including current and anticipated future transfers of toll revenues into municipal accounts?	novacklaw@aol.com	305-993-7351	1308 Biscaya Drive Surfside, FL 33154		Email	**Response from Alicia Gonzalez on 1/31/2023** Good morning Mr. Novack! I apologize for the delay in getting back to as I'm traveling. Please see below the response from our team and we hope you are joining us at the public meeting on February 9th where you can speak directly to our project team. First and foremost, thank you for interest in the project. As you well stated, the Town will be conducting a Public Kick-off Meeting for the Broad Causeway Bridge Replacement Project Development & Environment (PD&E) study on Thursday, February 9, 2023. This is the first of several public meetings for this project. Notices were sent to all Bay Harbor Islands residents through NewsWaves along with residents along SR 922 approximately 750 feet east of Bayshore Drive in North Miami. Newspaper ads were placed in the Miami Herald and El Nuevo Herald. Additionally, a notification is being placed in the Federal Register. E-mails were also sent to elected officials and key participating agencies. The Town is funding the PD&E study through the Capital Improvement Plan, where funds were largely generated by previous toll revenues. The PD&E study identifies project needs to help make informed decisions and will ultimately lead to concept plans with a preferred alignment. For future phases of Design and Construction, the project budget needs are dependent in part on the optimal structure size-and-type identified in the PD&E. All bridge options will be examined, so the total project cost through ribbon-cutting is not yet defined. Regardless of the dollar amount, the Town is actively seeking supplemental project funding sources so the full financial burden does not fall on the Town Capital Improvement plan. These sources include State program and discretionary funds, State grants, Federal Grants, and other options. Please view the video linked here for an overview of the project: Broad Causeway Bridge Overview TBHI Project #BC160 on Vimeo We hope this answers your initial questions and look forward to seeing you next week!

Comments Matrix - Broad Causeway Bridge Replacement
Project Development and Environment (PD&E) Study
Miami Dade-County, Florida

DATE	NAME	COMMENT	EMAIL	PHONE	ADDRESS	AFFILIATION	COMMENT SOURCE	RESPONSE
2/6/23	Tisha & Taylor Voegeli	I propose Bay Harbor Island build a pedestrian bridge from West Bay Harbor Dr. & 92nd St over to Surfside to help students & the public avoid the traffic and safety concerns going over 96th Street with traffic. Perhaps this bridge can be constructed and partially funded by the new building going up on West Bay Harbor Dr.	TishaRustad@hotmail.com	347-628-8735			Email	**Response from Alicia Gonzalez on 2/6/2023** - Excellent feedback! Thank you very much for writing. Your comment will be submitted to the project team this morning and included in the project record. Have a nice day!
2/7/23	Maria Vilches	Good morning Barbara. Is there a virtual option for this meeting? Thanks	Maria.Vilches@miamidade.g	305-375-2069	150 West Flagler Street, Suite 1900 Miami, FL 33130	Miami-Dade Transportation Planning Organization	Email	**Response from Barbara Torrez on 2/7/2023** - Good morning Maria, Thank you for contacting us. The email sent on the 20th has a scanner to join the online meeting, I will forward it to you soon. For now, I am attaching the link so you can have access go to the website and attend virtually, see link: https://www.bayharborislands-fl.gov/. For any questions please contact me, have a great day. **Reply from Maria Vilches** - Thank you so much for your help. The link takes me to the Town's website, but no link to register for Zoom or any other platform. Or the meeting will be webcasted with no interaction from the public or agencies in the virtual world. Please, could you forward the e-mail from the "20th". **Response from Barbara Torrez on 2/8/2023** - Hello Maria, It's going to be a livestream meeting, registering will not be necessary. Once you go to the website please click on "Agendas & Meetings" and it will take you to the "Upcoming Events Section" - the livestream should be available on February 9th, by 11:00 am. If I send the previous email invite from the 20th, it will take you to what we already see for now. Have a great afternoon.
2/9/23	Anamarie K. Stoppa	I have been told I cannot speak at a public hearing. I therefore charge you with a vialotion of my amnd. right. I will take this to the state commisioner. Fed. Funding should be dem	afkelly13@aol.com	N/A	9881 E. Bay Harbor Dr. Bay Harbour Island, FL. 33154		Public Kick-off Meeting / Comment Sheet	N/A
2/9/23	Dr. and Mrs. Phil Kier	Save the land crabs and their habitat	djphkier@att.net	208-250-8166	9660 W. Bay Harbor Dr. #6B, Bay Harbour Island, FL. 33154		Public Kick-off Meeting / Comment Sheet	N/A
2/9/23	Karen De Leon	Priority for bycicle and pedestrian traffic	kpnaboard@gmail.com	305-588-8187	1935 S. Hibiscus Dr. N. Miami, FL 33181	Keystone Point Neighborhood Association	Public Kick-off Meeting / Comment Sheet	N/A
2/9/23	Ileene Wallace	I've researched bridges tragedies from 2000 - present. Question, is the bridge graded today? Situation: I support rebuilding the bridge b/c of safety water intrusion, water table and protection of wildlife ect. I don't want it to be a collapse. To date we have completed "bandaids", attached a copy of my small research.	ileenewallace@gmail.com	305-794-2602	10350 W. Bay Harbor Dr. Terr. Bay Harbour Island, FL 33154	Former mayor	Public Kick-off Meeting / Comment Sheet	N/A

Comments Matrix - Broad Causeway Bridge Replacement
Project Development and Environment (PD&E) Study
Miami Dade-County, Florida

DATE	NAME	COMMENT	EMAIL	PHONE	ADDRESS	AFFILIATION	COMMENT SOURCE	RESPONSE
2/9/23	Ann	I am reaching out regarding the Broad bridge. I can't attend the meeting tonight but I had some questions. Who is paying for the bridge? Can we get a bridge where we don't have to pay to cross it? The broad bridge is probably the only bridge in Florida you have to pay for, and it is unfair for those of us In Bay Harbor Islands, who have to pay every single time they leave the island daily.	mckbur@frontiernet.net	585-355-5212	1155 103rd St. BHI		Email	**Response from Alicia Gonzalez on 2/15/2023** - The Town is funding the PD&E study through the Capital Improvement Plan, where funds were largely generated by previous toll revenues. The PD&E study identifies project needs to help make informed decisions and will ultimately lead to concept plans with a preferred alignment. For future phases of Design and Construction, the project budget needs are dependent in part on the optimal structure size-and-type identified in the PD&E. All bridge options will be examined, so the total project cost through ribbon-cutting is not yet defined. Regardless of the dollar amount, the Town is actively seeking supplemental project funding sources, so the full financial burden does not fall on the Town Capital Improvement Plan. These sources include State program and discretionary funds, State grants, Federal Grants, and other options. There are alternate routes to the north via A1A without tolls. The toll is one of the primary revenue generators for the Town CIP. The Broad Causeway Bridge toll ($1.50) is one of many toll bridges across the state that provide access to a beach community. Here are a few examples: Rickenbacker and Venetian Causeway bridges in Miami-Dade County ($2.25), Cape Coral Bridge in Lee County ($2.00), SR 682 Bayway Bridge in Pinellas County ($1.00), SR 399 Pensacola Beach Bridge in Escambia County ($1.00).
2/9/23	Maria Vilches	Hi Alicia, Is this meeting going on? I have been on the website since 6pm and nothing is happening regarding this meeting. Thanks	Maria.Vilches@miamidade.g	305-375-2069	150 West Flagler Street, Suite 1900 Miami, FL 33130	Miami-Dade Transportation Planning Organization	Email	**Response from Alicia Gonzalez on 2/10/2023** - Good morning Mari Tery! So the Town had to call an emergency council meeting at 530 p.m due to a very serious issue with their building. That delayed our meeting from starting until about 615 p.m. We did do the presentation at 630 p.m. and we recorded it. Due to several issues apparently they lost power on the TV and had major issues with their livestream despite us testing is an hour prior. As soon as I get the recording and the copy of the boards I will get it to you. Thank you for your patience my friend!

Detailed comment sheets and emails are at the end of this document.

Financial Project ID: 452428-1-21-01
Federal Aid Number: N/A
Efficient Transportation Decision Making (ETDM): 14520
Town of Bay Harbor Islands Project Number: BC-160

Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study

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

BROAD CAUSEWAY
BRIDGE REPLACEMENT
Town of Bay Harbor Islands

COMMENT SHEETS

Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study

Financial Project ID: 452428-1-21-01
Federal Aid Number: N/A
Efficient Transportation Decision Making (ETDM): 14520
Town of Bay Harbor Islands Project Number: BC-160

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

COMMENT FORM

Public Kick-off Meeting | Thursday, February 9, 2023 | 6:00 p.m.

Please provide your comments below. If more space is needed, use an additional sheet of paper. You may place your comments in the "Comment Box" provided at this meeting.

I have been told I can not speak at a public hearing
I therefore charge you with a violation of my 1st Amendment.
I will take this to the State Ethics Commission
Federal funding should be denied!

Name: Mariana Kelly Stoppa

Address: 9851 E. Bay Harbor Dr

City, State, Zip Code: Bay Harbor Islands, FL 33154

Phone: _____ Affiliation: _____

Email Address: mkelly13@aol.

For additional space, please use the back of the sheet.

BROAD CAUSEWAY BRIDGE REPLACEMENT

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 | Federal Aid Number: N/A | 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.

PROJECT 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 may 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.

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) District 6 Office will provide technical assistance during PD&E Study and the FDOT Office of Environmental Management will be the lead Federal agency for the environmental review.

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 begins once the PD&E Study is complete. Public involvement is encouraged throughout the entire study.

YOU ARE INVITED

Please join the Town of Bay Harbor Islands at a Public Kick-off Meeting regarding this project.

Thursday, February 9, 2023 at 6 p.m.

IN-PERSON MEETING:
Town Hall Council Chamber, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154

The in-person meeting will be in compliance with all current Centers for Disease Control and Prevention (CDC) guidelines and social distancing will be followed.

The public meeting will consist of a formal presentation starting at 6:15 p.m., 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 is asked to advise the Town at least seven (7) 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 highway development process that the Town of Bay Harbor Islands will utilize. A PD&E Study assists 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, and 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. 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.

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 Federal Highway Administration 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 Carrerro-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

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

Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study

Financial Project ID: 452428-1-21-01
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Town of Bay Harbor Islands Project Number: BC-160

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

COMMENT FORM

Public Kick-off Meeting | Thursday, February 9, 2023 | 6:00 p.m.

Please provide your comments below. If more space is needed, use an additional sheet of paper. You may place your comments in the "Comment Box" provided at this meeting.

Save the land crabs and their habitat.

Dr. & Mrs. Phil Kier
Name

9660 W. Bay Harbor Dr. # 6B
Address

Bay Harbor Islands FL 33154
City, State, Zip Code

Phone: 208-250-8166 Affiliation: _____

Email Address: djphkier@att.net

For additional space, please use the back of the sheet.

BROAD CAUSEWAY BRIDGE REPLACEMENT

Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study

Financial Project ID: 452428-1-21-01
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COMMENT FORM

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Please provide your comments below. If more space is needed, use an additional sheet of paper. You may place your comments in the "Comment Box" provided at this meeting.

Priority for bicycle + pedestrian traffic.

Name: Tarea DeLeon

Address: 1935 S. Hibiscus Dr.

City, State, Zip Code: No. Miami FL 33181

Phone: 305-588-8187 Affiliation: Keystone Point Neighborhood Assoc.

Email Address: KPNABOARD@GMAIL.COM

For additional space, please use the back of the sheet.

BROAD CAUSEWAY BRIDGE REPLACEMENT

Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study

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I Researched Bridge Tragics From 2000- present

Question: How is the bridge graded Today (to be answered)

Situation: I support Rebuilding the Bridge because of Salt water intrusion; water table; protection of wildlife, etc.

I do not want to see a collapse. To date we have completed "bandaids"

Attached a copy of my SMHI Research

Irene Wallace
Name

10350 W. Bay Harbor Dr., TR
Address

Bay Harbor Isl, FL 33154
City, State, Zip Code

Phone: 305/794-2602 Affiliation: Former Mayor BHI

Email Address: ireenewallace@gmail.com

For additional space, please use the back of the sheet.

BROAD CAUSEWAY BRIDGE REPLACEMENT

2000–present

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
Boulevard du Souvenir overpass collapse	Laval, Quebec	Canada	28 June 2000	Steel beams and concrete	Beam weakness and other unspecified reasons.	1 killed, 2 injured	Total collapse	Collapsed onto the road below, killing 1 person and injuring 2 others. Remainder was demolished after the collapse by authorities for safety reasons.
Hoan Bridge	Milwaukee, Wisconsin	United States	13 December 2000	Concrete and steel bridge	Northbound right lane began to buckle during the morning rush hour and sagged a few feet below normal. Damage was a result of a violent failure of cross bracing members caused by extremely high stress concentrations in triaxial welds.	0 killed, 0 injured	Partial collapse	Damaged section removed by controlled demolition and rebuilt. Remainder of bridge extensively repaired and retrofitted. Triaxial welds were drilled and most cross bracing members were removed. Many other similar bridges around the world were also modified in this way as a result of this failure.
Hintze Ribeiro Bridge	Entre-os-Rios, Castelo de Paiva	Portugal	4 March 2001	Masonry and steel bridge built in 1887	Pillar foundation became compromised due to years of illegal, but permitted sand extraction and the central span collapsed.	59 killed	Collapse of central sections	Bridge collapsed when a bus was passing in stormy weather with fast river flow. Three cars also fell in the collapsed section. Bridge demolished and replaced by modern bridge.
I-285 bridge over GA-400	Atlanta, Georgia	United States	9 June 2001	Concrete and steel bridge	A fuel tanker overturned underneath the bridge, engulfing the bridge in fire	0 killed, 1 injured	Structural damage required closure of the bridge	Reopened after four week repair[45][46]
Kadalundi River rail bridge	Kadalundi	India	21 June 2001	140-year-old rail bridge		59 killed, 200 injured[47][48]		Collapsed as a Mangalore Mail passenger train was crossing it, six carriages derailed and three went into the river[47]

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
Queen Isabella Causeway	Port Isabel, Texas and South Padre Island, Texas	United States	15 September 2001	Concrete bridge for vehicle traffic over Laguna Madre	4 loaded barges veered 175 feet (53 m) west of the navigation channel and struck one of the bridge supports, causing a partial collapse of 3 sections measuring approximately 80 feet (24 m) each.	8 killed, 13 survivors	Partial collapse	The damaged section of the Queen Isabella Causeway. The collapse had a significant economic impact on the region since the Causeway is the only road connecting South Padre Island to Port Isabel. The bridge also carried electricity lines and fresh water to the island. State officials brought in ferries to temporarily carry cars across the Laguna Madre. Repair cost for the bridge was estimated US$5 million.
I-40 bridge disaster	Webbers Falls, Oklahoma	United States	26 May 2002	Concrete bridge for vehicle traffic over Arkansas River	Barge struck one pier of the bridge causing a partial collapse	14 killed	Partial collapse	I-40 Bridge, May 31, 2002. Bridge was later repaired.
Rafiganj rail bridge	Rafiganj	India	10 September 2002		Possible terrorist sabotage resulting in a train derailment	At least 130 killed, at least 150 injured		Fifteen train cars derailed when a bridge over the Dhave River collapsed, with two cars and an unknown number of people falling into the river. 130 bodies were recovered, but the full death toll is unknown.
Chubut River Bridge disaster	Chubut River, Chubut Province	Argentina	19 September 2002	Pedestrian suspension bridge	Excess weight due to passers-by	9 killed, + 5 injured	Total collapse	Collapse of the pedestrian suspension bridge when more than 50 students and teachers of a school who were running in the area crossed it when the capacity of the

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
								bridge support was maximum of three people.
Marcy Pedestrian Bridge Collapse	Marcy, New York	United States	11 October 2002	Pedestrian bridge under construction	Bridge twisted and collapsed over State Route 49 while under construction. The expressway and the bridge itself were closed to the public at the time.	1 killed, 9 injured[49]	Total collapse	Bridge collapsed as workers were screeding a concrete surface on the bridge. The machine had made it to the bridge's midspan before the entire bridge twisted and collapsed. Workers who had been working on the bridge had described it being notably "bouncy" leading up to the collapse.[50]
Sgt. Aubrey Cosens VC Memorial Bridge	Latchford, Ontario,	Canada	14 January 2003		Partial failure under load of transport truck during severely cold temperatures. Fatigue fractures of three steel hanger rods cited to be primary reason for failure.	0 killed, 0 injured	Partial failure of bridge deck. Overhead superstructure undamaged.	Bridge reopened after complete reconstruction. Existing overhead arch remained, however new bridge deck was designed to be supported by sets of 4 hanger cables, where the existing deck was designed for single hanger cables.
Kinzua Bridge	Kinzua Bridge State Park, Pennsylvania	United States	21 July 2003	Historic steel rail viaduct	Hit by tornado with 100 mph winds	0 killed	Partial collapse	The state decided not to rebuild the Kinzua Bridge.
Interstate 95 Howard Avenue Overpass	Bridgeport, Connecticut	United States	26 March 2004	Girder and floorbeam	Car struck a truck carrying 8,000 US gallons (30,000 litres; 6,700 imperial gallons) of heating oil, igniting a fire that melted the bridge superstructure, causing collapse of the southbound lanes	0 killed, 1 injured	Partial collapse	Northbound lanes shored up with falsework and reopened 3 days later; temporary bridge installed to carry southbound lanes. New permanent bridge completed in November 2004.
Big Nickel Road Bridge	Sudbury, Ontario	Canada	7 May 2004			0 killed	Collapsed onto roadway below during construction	[51][52]

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
C-470 overpass over I-70	Golden, Colorado	United States	15 May 2004		As part of a construction project, a girder twisted, sagged, and fell onto I-70. An SUV was driving eastbound and struck the fallen girder; the top of the vehicle was torn off and the three passengers died instantly.[53]	3 killed, 0 injured	Girder collapse	
Mungo Bridge[54]		Cameroon	1 July 2004	Steel girder for road traffic			Partial collapse	Yet to be repaired
Loncomilla Bridge	near San Javier	Chile	18 November 2004	Concrete bridge for vehicle traffic over Maule River	The structure was not built on rock, but rather on fluvial ground.	0 killed, 8 injured	Partial collapse	Bridge was later repaired
I-10 Twin Span Bridge	New Orleans and Slidell, Louisiana	United States	29 August 2005	Two parallel trestle bridges crossing the eastern end of Lake Pontchartrain	After Hurricane Katrina on August 29, 2005, the old Twin Spans suffered extensive damage, as the rising storm surge had pulled or shifted bridge segments off their piers.	0 killed, 0 injured	The eastbound span was missing 38 segments with another 170 misaligned, while the westbound span was missing 26 segments with 265 misaligned.	Bridge was reconstructed but later replaced with two new spans due to vulnerability to storm surges.
Veligonda Railway Bridge		India	29 October 2005	Railway bridge	flood washed rail bridge away	114 killed		
Almuñécar motorway bridge	Almuñécar, Province of Granada	Spain	7 November 2005	Motorway bridge	Part collapsed during construction, reason unknown	6 killed, 3 injured	Partial collapse during construction; all the victims were workers.	A 60-metre (200 ft) long part fell 50 metres (160 ft)
Caracas-La Guaira highway, Viaduct #1	Tacagua	Venezuela	19 March 2006	Highway viaduct over a gorge	Landslides	0 killed, 0 injured	Total collapse	Demolished, it was rebuilt and reopened on 21 June 2007
E45 Bridge	Nørresundby	Denmark	25 April 2006	Road bridge	Collapsed during reconstruction due to miscalculation	1 killed	Bridge total damage	The road under the bridge were partially reopened 3 days later. The

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
								bridge was reconstructed (again) and opened 18 months later[55] [56]
Interstate 88 Bridge	Unadilla, New York	United States	28 June 2006	Road bridge	Collapsed during Mid-Atlantic United States flood of 2006	2 killed[57]	Bridge total damage	NYSDOT started construction to replace the section of highway almost immediately, and it was re-opened August 31.[58]
Yekaterinburg bridge collapse	Yekaterinburg	Russia	6 September 2006		Collapse during construction	0 killed, 0 injured		
Highway 19 overpass at Laval (De la Concorde Overpass collapse)	Laval, Quebec	Canada	30 September 2006	Highway overpass	Shear failure due to incorrectly placed rebar, low-quality concrete	5 killed, 6 injured	20-metre (66 ft) section gave way	Demolished; was rebuilt, reopened on 13 June 2007.[59]
Nimule	Nimule	Kenya/Sudan	October 2006		Struck by truck overloaded with cement			
Pedestrian bridge	Bhagalpur	India	December 2006		150-year-old pedestrian bridge (being dismantled) collapsed onto a railway train as it was passing underneath.[60]	More than 30 killed		
Run Pathani Bridge Collapse	80 km (50 miles) east of Karachi,	Pakistan	2006		Collapsed during the 2006 monsoons			
Railway bridge	Eziama, near Aba	Nigeria	December 2006		Unknown	Unknown killed	Restored 2009[61]	
	Southeastern Guinea	Guinea	March 2007		Bridge collapsed under the weight of a truck packed with passengers and merchandise.[62]	65 killed		
		South Korea	5 April 2007		Parts of a bridge collapses during construction	5 killed, 7 injured		Bridge being built between the two Southern Islands.[63]
MacArthur Maze	Oakland, California	United States	29 April 2007		Tanker truck crash and explosion, resulting fire softened steel sections of flyover	1 injured in crash, 0 from collapse		Span rebuilt in 26 days.

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
					causing them to collapse.			
Highway 325 Bridge over the Xijiang River	Foshan, Guangdong	People's Republic of China	15 June 2007	Motorway bridge	Struck by vessel	8 killed, unknown injured	Section collapsed	Unknown
Gosford Culvert washaway	Gosford, New South Wales	Australia	8 June 2007		Culvert collapse[64]	5 killed (all drowned)		
Minneapolis I-35W bridge over the Mississippi River	Minneapolis, Minnesota	United States	1 August 2007	Arch/truss bridge	The NTSB said that undersized gusset plates, increased concrete surfacing load, and weight of construction supplies/equipment caused this collapse.	13 killed, 145 injured	Total bridge failure	Security camera images show the collapse in animation, looking north. Collapsed at 6:05 pm beneath bumper-to-bumper rush hour traffic confined to 4 of 8 lanes due to resurfacing in progress. The rebuilt I-35W Saint Anthony Falls Bridge was reopened on 18 September 2008.
Tuo River bridge	Fenghuang, Hunan	People's Republic of China	13 August 2007	Unknown	It is believed to be linked to the fact that local contractors often opt for shoddy materials to cut costs and use migrant laborers with little or no safety training. Exact cause remains unknown.	34 killed, 22 injured	Total collapse	Collapsed during construction as workers were removing scaffolding from its facade
Harp Road bridge	Oakville, Washington	United States	15 August 2007	Main thoroughfare into Oakville over Garrard Creek, Grays Harbor County	Collapsed under weight of a truck hauling an excavator[65][66]	0 killed, 0 injured	Majority to total collapse; temporary or permanent bridge is needed.	Approximate weight of load was 180,000 pounds (82,000 kg); bridge is rated at 35,000 pounds (16,000 kg). Residents must take a 23-mile (37 km) detour.
Water bridge	Taiyuan, Shanxi province	People's Republic of China	16 August 2007		180t vehicle overloaded bridge designed for 20t[67]	unknown	Total collapse of 1 span of 2	
Shershah Bridge –	Karachi	Pakistan	1 September 2007	Overpass bridge	Investigation underway	5 killed, 2 injured		Collapse may have been caused because of lack of material strength.

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
Section of the Northern Bypass, Karachi								The reconstruction is in progress.
Flyover bridge	Punjagutta, Hyderabad, Andhra Pradesh	India	9 September 2007		During construction	15–30 killed		[68]
Cần Thơ Bridge	Cần Thơ	Vietnam	26 September 2007		Collapse of a temporary pillar due to the sandy foundation it was set on.[69]	55 killed, hundreds injured	Section buckled while construction was underway	Pieces of Cần Thơ Bridge remaining after its collapse on 4 October 2007, ten days after the accident. A preliminary investigation discovered that the engineers had underspecified the loading capacity of the scaffolding in several ways, but ultimately it was determined that the unevenly settling foundation was the primary cause of the collapse.
Chhinchu suspension bridge	Nepalgunj, Birendranagar	Nepal	25 December 2007		Overcrowded suspension bridge collapsed	19 killed, 15 missing		
Jintang Bridge	Ningbo, Zhejiang province	People's Republic of China	27 March 2008		Ship hit lower support structure of bridge[67]	4 killed, 0 Injured	60m span of under-construction bridge collapsed	
The Cedar Rapids and Iowa City Railway (CRANDIC) bridge	Cedar Rapids, Iowa	United States	12 June 2008	Railroad bridge	During June 2008 Midwest floods	0 killed, 0 injured	Three of the bridge's four steel spans were swept into the river along with 15 CRANDIC rail cars loaded with rock	The Cedar River was still swollen in this image taken 10 days after the bridge's collapse. (http://www.railpictures.net/images/d1/2/3/0/9230.1214197279.jpg)

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
Road bridge	Studénka	Czech Republic	8 August 2008		Train crashed into a road bridge over the railway under construction, which collapsed on the track immediately before the arrival of a train	8 killed, 70 injured		2008 Studénka train wreck
Somerton Bridge	Somerton, New South Wales	Australia	8 December 2008	Timber road bridge	Heavy flooding	None	Collapse of northern span	Bridge collapsed during heavy flooding due to poor maintenance[70]
Devonshire Street pedestrian bridge	Maitland, New South Wales	Australia	5 March 2009	Footbridge	Oversized truck clipping main span	0 killed, 4 injured (Car & Truck Drivers)	Main span falling on New England Highway, road closed for 4 days	Replaced by taller Footbridge 18 months later[71]
Bridge on SS9 over River Po	Piacenza	Italy	30 April 2009	Road bridge	Collapsed due to flood of River Po	0 killed, 1 injured		Replaced by a temporary floating bridge 6 months later, then by a definitive new bridge that opened on 18 December 2010[72]
Overpass on Hongqi Road	Zhuzhou City, Hunan Province	People's Republic of China	17 May 2009	Road bridge	Collapsed during demolishing process[73]	9 killed, 16 injured, 24 vehicles damaged		
9 Mile Road Bridge at I-75	Hazel Park, Michigan	United States	15 July 2009	Road bridge	Collapsed due to tanker accident[74]	0 killed, 1 injured		Rebuilt and reopened on 11 December of that year
Broadmeadow Viaduct	Broadmeadow – 13 km (8.1 miles) north of Dublin	Ireland	21 August 2009	Railway bridge		0 killed, 0 injured	One span of viaduct collapsed after tidal scouring of foundations; — first reported by local Sea-scouts.	[75]
Tarcoles Bridge	Orotina	Costa Rica	22 October 2009	Suspension bridge built 1924, 270-foot (82 m) span.	Overload by heavy trucks and dead loads (water pipes).[76]	5 killed, 30 injured	Bridge total damage	
San Francisco – Oakland Bay Bridge	Connects San Francisco and Oakland, California	United States	27 October 2009	I-80	Two tension rods and a crossbeam from a recently installed repair collapsed during the evening	0 killed, 1 injured		During an extended closure as part of the eastern span replacement of the San Francisco Oakland Bay Bridge over the 2009 Labor Day holiday, a critical failure was discovered in an eyebar that would

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
					commute, causing the bridge to be closed temporarily.			have been significant enough to cause a closure of the bridge.[77] Emergency repairs took 70 hours and were completed on 9 September 2009. This is the repair that failed.
Railway Bridge RDG1 48 over the River Crane near Feltham	Feltham	United Kingdom	14 November 2009	Brick arch railway bridge built 1848	Undermined by scour from river.[78]	No injuries .	River span beyond repair.	Rebuilt as reinforced concrete.
Northside Bridge, Workington. Navvies Footbridge, Workington. Camerton Footbridge, Camerton. Memorial Gardens footbridge, Cockermouth. Low Lorton Bridge, Little Braithwaite Bridge.	Cumbria	United Kingdom	21 November 2009	Traditional sandstone bridges.	Very intense rainfall produced extreme river loads that overwhelmed all the bridges.[79]	1 police officer killed	All bridges destroyed or damaged beyond repair	See Barker Crossing.
Kota Chambal Bridge	Kota, Rajasthan	India	25 December 2009	Under-Construction Bridge	Inexperience Official[80]	48 killed, several injured[81]	Total Collapse	
Myllysilta	Turku	Finland	6 March 2010		Bridge bent 143 centimetres (56 in) due to structural failures of both piers	0 killed, 0 injured		Demolished June–July 2010
Gungahlin Drive Extension bridge	Canberra, Australian Capital Territory	Australia	14 August 2010	Concrete road bridge	Unknown	15 workers injured	Collapse of the half-built span	Bridge collapsed during a concrete pour.[82][83]
Guaiba's Bridge (BR-290)	Porto Alegre, Rio Grande do Sul	Brazil	1 October 2010	Concrete and steel bridge[84]	Braking system (electrical) failure stuck the main	0 killed, 0 injured	Bridge fixed	Damaged probably due to a vessel which collided, bending the main span on April 30, 2008.[86]

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
					span 9 meters above the lane rendering the bridge useless by (at least) 3 hours.[85]			
Laajasalo pedestrian bridge	Helsinki	Finland	22 November 2010	Steel reinforced concrete	Bridge collapsed on a van and a taxi in when a personnel lift truck with the lift by mistake elevated passed under the bridge.[87][88]	1 killed, 2 injured	Collapsed on the road beneath	Both other cars were driving in the opposite direction. The van driver died and taxi driver and passenger were injured. Bridge now rebuilt.
Overbridge over Chengdu-Kunming Freeway	Zigong	People's Republic of China	1 July 2011		Truck crashed against concrete support pillar[67]		Overbridge destroyed, fell onto highway.	
Gongguan Bridge	Wuyishan, Fujian	People's Republic of China	14 July 2011		Overloading	1 killed, 22 Injured	Total collapse	Entire bridge collapsed, tourist bus with 23 people on board crashed to ground
No. 3 Qiantang River Bridge over Qiantang River	Hangzhou, Zhejiang province	People's Republic of China	15 July 2011		Overloading	0 killed, 1 Injured	Partial collapse leaving a 20-meter-long, 1-meter-wide pit in one lane	Collapse due to two trucks each loaded with over 100 tonnes of goods crossing bridge[67]
Baihe Bridge in Huairou district	Beijing	People's Republic of China	19 July 2011		Bridge designed for max. 46 tonne vehicles, truck overloaded with 160 tons of sand caused it to collapse.	0 killed, 0 Injured	Entire 230m bridge destroyed.	
Kutai Kartanegara Bridge	Tenggarong, East Kalimantan	Indonesia	26 November 2011	Suspension bridge	Human error. As workers were repairing a cable during maintenance work, a support cable snapped, causing the roadway to fall into the 50-metre-deep Mahakam River. Exact cause remains unknown and undetermined.	20 killed, 40 injured (33 missing)	Deck completely destroyed, 2 bridge pillars were standing at the time of the collapse.	Kutai Kartanegara Bridge on the day of the collapse. Replacement arch bridge opened in 2015.

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
Eggner Ferry Bridge over the Tennessee River	Between Trigg County, Kentucky and Marshall County, Kentucky	United States	27 January 2012	Truss bridge	The MV Delta Mariner struck the bottom portion of a span of the bridge when travelling in the incorrect channel of the river.	0 killed, 0 Injured	Span over the recreational channel of the river collapsed.	Emergency repairs to bridge completed on May 25, 2012. There were preexisting plans before the collapse to replace the bridge with a 4-lane bridge over the river.
Limfjord Railway Bridge	Aalborg	Denmark	28 March 2012	steel beam, openable	Ship collision	none	Mechanical damage	All rail traffic cancelled for over a year, no alternative route. Reopened April 29, 2013.
Jay Cooke State Park Swinging Bridge	Carlton, Minnesota	United States	20 June 2012	Pedestrian swinging wooden plank and cable	Raging floodwaters	0 killed, 0 injured	Multiple wooden planks washed away. Cables stayed intact.	Closed for repairs. Reopened November 1, 2013.
Beaver River Trestle Bridge	Alberta	Canada	22 June 2012	wood, concrete, metal trestle.	Three men set the bridge on fire.[89]	none	Bridge badly damaged and closed.	Bridge did not carry rail traffic anymore, and carried pedestrians, part of the Iron Horse Trail. Another small fire was set in 2015. Bridge is being rebuilt.[90]
Guangchang Hedong Bridge	Guangchang County, Fuzhou City, Jiangxi Province	People's Republic of China	8 August 2012	steel, concrete		2 killed, 2 injured		
Yangmingtan Bridge over the Songhua River	Harbin	People's Republic of China	24 August 2012	Suspension bridge	Overloading; usage of unsuitable building material (suspected)[91]	3 killed, 5 injured	100-metre section of a ramp of the eight-lane bridge dropped 100 feet to the ground.	Main bridge reopened on the same day, ramp still defunct.
Bridge under construction for road E6 at Lade/Leangen	Trondheim	Norway	8 May 2013		Bridge collapsed under construction[92]	2 killed		
I-5 Skagit River Bridge collapse	Mount Vernon, Washington	United States	23 May 2013	Polygonal Warren through truss bridge	Oversized semi-truck load carrying drilling equipment from Alberta clipped top steel girder causing bridge collapse.	0 killed, 3 injured	One 167 foot span collapsed.	Truss bridges like this one require both the top and the bottom to remain equal in strength and solidity. When the truck hit the top girder, or girders, this caused the pressure/squeeze system to fail, which made the bridge fold up. The design was outdated; more modern types of truss can better withstand such forces.

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
Pedestrian bridge over Moanalua Freeway	Honolulu, Hawaii	United States	6 October 2012	Concrete Pedestrian Bridge	dump truck was towing a trailer with a forklift on it and that the forklift hit the pedestrian bridge over Moanalua Road	No serious injuries were reported and no ambulances were sent to the scene [93]		
Scott City roadway bridge collapse	Scott City, Missouri	United States	25 May 2013	Concrete road bridge	A Union Pacific train T-boned a Burlington Northern Santa Fe train outside of Scott City, Missouri, at approximately 2:30 am. The impact caused numerous rail cars to hit a support pillar of a highway overpass, collapsing two sections of the bridge onto the rail line. Two cars ended up driving onto the collapsed sections, injuring three people in one vehicle and two in the other. Two people on one of the trains were also injured.[94][95]	7 injured	Two roadway bridge sections collapsed onto the rail line below.	
Wanup train bridge	Sudbury, Ontario	Canada	2 June 2013	Steel bridge	Train trestle over the Wanapitei River near Sudbury, Ontario was struck by derailed railcar	0 killed, 0 injured	Total bridge collapse	CP trains temporarily diverted over CN track. Bridge reconstructed with new pier in 9 days.
CPR Bonnybrook Bridge	Calgary, Alberta	Canada	27 June 2013	Steel railroad bridge	Partial pier collapse due to scouring from flood event of the Bow River	0 killed, 0 injured	Partial bridge collapse	[96]
Acaraguá bridge collapse	Oberá, Misiones	Argentina	12 April 2014	Concrete road bridge	The total collapse of a road bridge over the Acaraguá river, when a passenger bus circulated, caused	3 killed, 30 injured	Total bridge collapse	

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
					three dead and thirty wounded.			
Cable Bridge Surat	Surat, Gujarat	India	10 June 2014	3-Way Interchange Flyover Bridge, A part of River Bridge; Concrete and steel bridge	Collapsed during construction, Design flaw in curvature section of a span resulted in collapse of a curved span slab during the removal of staging plates.	10 killed, 6 injured	Total collapse of one wing.	Bridge constructed after necessary modification in design.[97]
Belo Horizonte overpass collapse	Belo Horizonte	Brazil	3 July 2014	Steel and concrete bridge Part of improvements for the 2014 FIFA World Cup	Construction error	2 killed, 22 injured	Total bridge collapse	Bridge collapsed while under construction
Motorway bridge collapse during construction	Near Copenhagen, Denmark	Denmark	27 September 2014	Steel and concrete bridge	Construction error	Workers received mild injuries	Partial bridge collapse	Bridge collapsed during concrete casting, with debris falling onto open motorway below and narrowly missing vehicles, closing major motorway E47 for several days. The remains of the bridge were subsequently demolished and a replacement built elsewhere.[98]
Hopple Street Overpass over I-75 Southbound	Cincinnati, Ohio	United States	19 January 2015	Road bridge	Old Northbound Hopple Street offramp totally collapsed onto roadway below during demolition[99]	1 killed, 0 injured	Total bridge collapse	Bridge collapsed prematurely due to a faulty demolition process
Plaka Bridge	Plaka-Raftaneon, Epirus	Greece	1 February 2015	Stone bridge	Flash flood ripped foundations from the riverbanks	0 killed, 0 injured	Central section of the bridge collapsed	
Skjeggestad Bridge	Holmestrand, Vestfold	Norway	2 February 2015	Box girder bridge, Motorway	Partial pier displacement due to a landslide.	0 killed, 0 injured	Partial bridge collapse of Southbound span	The Skjeggestad Bridge after collapse. One pier pushed askew due to landslide in quick clay affected

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
								area. Underlying reason to be determined. Northbound span shut down precautionary. Damaged section removed by controlled demolition and rebuilt.
Himera Viaduct	Scillato, Sicily	Italy	10 April 2015	Continuous span girder bridge, Motorway	Partial pier displacement due to a landslide.	0 killed, 0 injured	Partial bridge collapse of Southbound span	
Pennsy Bridge	Ridgway, Pennsylvania	United States	18 June 2015	Cast-in-place concrete rigid frame	Partial collapse during demolition.	0 killed, 3 injured	Partial bridge collapse of north half of span	Structure was longitudinally saw cut, south half of the structure was open to traffic while the north half was in the process of being demolished. North half collapsed with 51-ton excavator on the bridge. Underlying reason to be determined. Northbound span shut down precautionary. After collapse, structure was fully closed and south half was demolished. New structure was built and opened to traffic on 26 October 2015.[100]
I-10 Bridge	Southern California	United States	20 July 2015		Abutment displacement due to stream meander, which caused abutment scour.	0 killed, 1 injured	Partial bridge collapse of span	
Bob White Covered Bridge	Patrick County, Virginia	United States	29 September 2015	Covered timber bridge	Destruction due to major flooding	0 killed, 0 injured	Bridge collapsed and washed away during flooding caused by severe rainstorm.	
Grayston Pedestrian and Cycle Bridge	M1 road (Johannesburg)	South Africa	14 October 2015	Single pylon cable stayed concrete bridge	Collapse of temporary works during construction	2 killed, 19 injured	Contractor deviated from General Arrangement Drawing provided by equipment supplier.	

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
Tadcaster Bridge	North Yorkshire	United Kingdom	29 December 2015	300 year old Stone Bridge Grade II Listed on 12 July 1985	Partial collapse due to flood damage, also causing substantial gas leak	No injuries as bridge had been closed for two days as a precautionary measure	North East side of bridge collapsed severing connections between the two sides of the town	View of the bridge on the following day
Nipigon River Bridge	Ontario	Canada	10 January 2016	Cable-stayed bridge carrying the Trans-Canada Highway	Bolts holding uplift bearing to main girders of the bridge snapped,[101] due to design and construction errors.[102]	No injuries were reported	West side of bridge separated from abutment and rose 60 cm above grade, but not seriously damaging the span	Newly constructed bridge failed after only 42 days of use. Because the bridge failure severed the only road link within Canada between Eastern and Western Canada,[103] a temporary repair was completed the next day by adding weights to depress the span into position.[104]
Perkolo Bridge (sv)	Nord-Fron near Sjoa, Sel	Norway	17 February 2016	Truss bridge with glued laminated timber	Mathematical error[105]	0 dead, 1 injured[106]	Complete collapse	
Vivekananda Flyover Bridge	Kolkata	India	31 March 2016	Steel girder flyover bridge	Bolts holding together a section of the bridge snapped.[107] Reason for bolt failure remains unknown.	27 killed, 80+ injured	Fly over on Vivekananda Road Kolkata	Collapse of bridge under construction
May Ave. Overpass	Oklahoma City, Oklahoma	United States	19 May 2016	Girder bridge over expressway	An over-sized load hit the bridge, causing a section of the deck to fail	No injuries were reported.	Partial collapse	Driver was found responsible for collapse.
Savitri River Bridge	Maharashtra	India	2 August 2016	Stone arched bridge over a river	Dilapidated condition. About 100 years old.	Two buses and few cars plunged into the flooded river. 28 dead.	Partial collapse	The bridge collapsed in the middle of the night, sending many vehicles plunging into the river. A nearby garage worker heard the noise and went to the bridge to stop cars, preventing further casualties.
Railway bridge	Tolten River	Chile	19 August 2016	Suspension bridge with steel deck truss.	Cause undetermined—happened as a freight train was crossing the bridge	0 killed, 0 injured	Partial collapse	3 spans collapsed into river on 118-year-old bridge[108][109]

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
Nzi River Bridge	near Dimbokro	Ivory Coast	6 September 2016	Steel railway bridge	While train crossing	0 injured		One span of 1910 bridge collapsed.[110]
Yellow 'Love' Bridge	Klungkung Regency	Indonesia	16 October 2016	Wooden suspension bridge	Snapped sling due to overloading	9 killed, 30 injured	Whole bridge plunged onto river below	Slings snapped while 70 people were on the bridge during Nyepi celebration in Bali. Authorities stated that the sling cables that snapped could have been caused by overloading. Most witnesses stated that before the collapse, the bridge had swayed and shook for several times.[111][112]
Lecco overpass	Province of Lecco	Italy	28 October 2016	Concrete girder overpass.	Cause undetermined—happened as 108-tonne truck was crossing the bridge	1 killed, 5 injured	Centre span collapsed onto roadway below[113]	Allegations have been made that the maintenance company, ANAS, had requested that the bridge be closed before the collapse and that the request was denied by Lecco, pending documentation.[114]
Camerano overpass	Province of Ancona	Italy	9 March 2017			2 killed, 3 injured	Centre span collapsed onto roadway below	
Pfeiffer Canyon Bridge	Pfeiffer Big Sur State Park Big Sur, California	United States	11 March 2017	Concrete bridge	Massive rain and landslide	0 killed	The foundation for one of the two piers was undermined by the landslide causing the pier to slide downhill with the earth around it and fail, and the deck to sag.	Bridge collapse resulted in a 6-hour detour to get from one side of Big Sur to the other side, effectively splitting the community in half. It was replaced with a 310-foot-long span steel bridge that opened to traffic on 13 October 2017.[115]
I-85N, Atlanta	Atlanta, Ga.	United States	30 March 2017	Concrete Overpass	Fire (allegedly arson) involving HDPE pipe and other construction materials stored under bridge critically weakened structure, which collapsed.	0 killed, 0 injured	Investigation pending as to fire cause	Repair work being done on the I-85 bridge
Sanvordem River Bridge	Curchorem, Goa	India	18 May 2017	Portuguese era footbridge made	Dilapidation, bridge was closed for use.	2 killed, 30 missing	Bridge is scheduled for	The bridge was closed for use, but several people wanted to watch the

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
				of steel			demolition.	rescue work of an alleged suicidal.
Sigiri Bridge	Nzoia River, Budalangi, Busia County	Kenya	26 June 2017	Three span bridge with composite steel beam and concrete deck.	Collapsed during construction	0 killed, 3 injured	Unknown	Opinion is casting of decks was incorrectly sequenced.
Bridge No 'B1187 – 1978' on N3 at intersection with M2	Johannesburg	South Africa	9 August 2017	Multi-span reinforced concrete foot bridge.	Collapsed at about 1:14 am on a public holiday	0 killed, 5 injured, 1 with critical injuries	Unknown. No fatalities confirmed.	Median column destructed by impact caused by 18.1 ton roll of coiled steel[116]
Ramat Elhanan Pedestrian Crossing on Highway 4	Highway 4, between Bnei Brak and Giv'at Shmuel	Israel	14 August 2017	concrete pedestrian bridge	about 19:48	1 killed		Vehicle collision.[117]
Provincial road Ksanthi-Iasmos at Kompsatos river crossing	Eastern Macedonia and Thrace district	Greece	10 September 2017	3x simple supported spans of precast prestressed concrete girders, supported on reinforced concrete piers on shallow foundations in river bed.	Probable cause is the time evolving scour and poor inspection. Exact cause remains unknown.	0 injured	One span collapsed and the supporting pier was inclined from the vertical orientation.	Many pictures from the collapse (Greek text) can be found here[118] and a newspaper short report (English text) here[119]
Troja footbridge	Prague	Czech Republic	2 December 2017	simple suspension concrete pedestrian bridge	Probably corrosion or damage of the suspension cables, impossibility of their effective inspection, impact of 2002 flood supposed.	4 injured (2 heavily)	Total collapse.	Diagnostic research in 2007–2009 and in 2016 assessed the condition as wrong but not emergency. The last expert opinion was finished three weeks before the collapse. Since 2014, the bridge motion was continuously monitored every 2 minutes. The monitored data from 1:16 pm indicated nothing extraordinary, at 1:18 pm, the bridge was collapsed already. A footbridge from an important Prague park to the

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
								Prague Zoo over an arm of the Vltava river also collapsed.[120][121]
Chirajara Viaduct	Border between Cundinamarca and Meta	Colombia	15 January 2018	Cable-stayed bridge	Design flaw in the transverse tie beam of the diamond pier caused the collapse.	10 construction workers killed, about 6 injured	Total collapse of half bridge. Remaining half later demolished.	Bridge failure investigated by the Mexican company Mexpresa, and American company Modjeski and Masters
Florida International University pedestrian bridge collapse	Florida	United States	15 March 2018	Concrete Pedestrian Bridge	Partially constructed concrete truss bridge, a rare design. Main span (174 ft.) prefabricated and moved over busy city street. Faulty design (insufficient rebar for interface shear capacity), lack of redundancy, lack of peer review and oversight all contributed to failure. Work was performed while street was open to traffic.[122][123]	6 dead, 10 others injured.	Complete collapse onto public street with heavy vehicular traffic	
Pathein – Chaung Thar bridge collapse	Ayeyarwady Region	Myanmar	1 April 2018	Concrete Steel Suspension Bridge	Built 2004, 60-ton specification was reduced to 20 tons, when a six-wheel truck crossed at midnight, 1 am, bridge broke in half. Suspected steel rode. Exact cause remains unknown.	2 people died[124]	Complete collapse into river	
Wooden footbridge	Zamboanga, Philippines	Philippines	27 April 2018	Wooden bridge	Wood decay	0 injured	Partial collapse into water	A pedestrian bridge collapsed on film while a group of politicians and news crew were walking on it. No one was injured[125]
Rail bridge	Budila – Braşov County	Romania	30 June 2018	Concrete bridge	Collapse due to the flood	0 dead, 0 injured[126]	Total bridge collapse	
Cancura Bridge Collapse	Osorno – Region de Los Lagos	Chile	23 June 2018	Concrete bridge	Possible loss of foundation	1 dead, 6 injured[127]	One section directly over the river Rahue collapsed	The bridge was under surveillance and undergoing maintenance work as several problems had been reported over the prior year. The Directorate of Hydraulic Works had reported only days prior to the

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
								accident to the Ministry of Public Works that mitigation measures were necessary as riverflow changes were causing potential undermining of the bridge foundations. Other suspected causes were improperly regulated extraction of sand and stones from the riverbed[128]
Zhejiang bridge collapse	Hangzhou City – Zhejiang	People's Republic of China	28 July 2018			8 dead[129]		
Ponte Morandi motorway bridge collapse	Genoa – Liguria	Italy	14 August 2018	Viaduct incorporating a cable-stayed bridge	Collapsed due to rainstorm	43 dead[130]	210-metre (690 ft) section of the bridge collapsed	Ponte Morandi after the collapse; bridge demolished in June 2019.
Majerhat Bridge collapse	Kolkata	India	4 September 2018	Major motorable bridge in Kolkata (ashpalt motorway)	Possibly "had become too heavy and needed to shed load"	3 dead, 25 injured	35meter section collapsed with a bus, 5 cars and three two-wheelers on the span.[131]	In mid-2017 experts had issued warning that the bridge was too heavy. "The agency had mentioned that the vibrator index of the bridge was okay.... But it suggested shedding of load from the bridge as the structure beneath was carrying more load than it could bear," said a senior Bengal government official who was involved with the safety audit.[132]
Bridge Collapse at Siliguri	Phansidewa, Siliguri	India	7 September 2018	The small bridge built over a nullah at Mangachh in Darjeeling district	The bridge was in a dilapidated condition	1 hurt		[133]
Palu IV Bridge	Palu	Indonesia	28 September 2018	Double Steel Arch, Roadway	2018 Sulawesi tsunami	0 killed, 0 injured	Complete Collapse of both spans	Bridge demolished in January 2019.
Dale Bend Bridge[134]	Ola, Arkansas	United States	30 January 2019	Truss	Overweight truck			
CST Foot over bridge	Mumbai	India	14 March 2018	Concrete Foot Over bridge	The structural audit has been conducted in an irresponsible and negligent manner.[135]	6 dead, 30 injured[136]	Partial Collapse	

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
Ponte sobre o rio Moju, Bridge over the river Moju collapse	Moju, State of Pará	Brazil	7 April 2019	Concrete	Middle sections of the bridge collapsed after ferryboat crash	Unknown	200 metres (660 ft) section of the bridge collapsed	[137]
Bishopsford Road Bridge	Mitcham, London	United Kingdom	14 June 2019	Road bridge	Bridge scour caused by jack posts installed 4 days earlier caused instability and led to the partial collapse of the northern arch	0 dead, 0 injured (the bridge was closed to traffic at the time)	Partial collapse (northern arch)	Fully demolished in July 2020 and rebuilt.[138] Rebuilt bridge opened to traffic in October 2021.[139]
Nanfang'ao Bridge	Su'ao, Yilan County	Republic of China	1 October 2019	Road bridge	Corrosion and poor maintenance	6 dead, 12 injured[140]	Total collapse	Bridge collapsed due to corrosion, lack of proper maintenance and lack of repair, according to a final investigation report released by the Taiwan Transportation Safety Board in November 2020.
Wuxi National Route 312 Overpass	Wuxi, Jiangsu Province	People's Republic of China	10 October 2019	Concrete highway bridge	overweight (186t) truck	3 dead, 2 injured	200 metres (660 ft) section of the elevated road toppled	[141]
Pont de Mirepoix	Mirepoix-sur-Tarn	France	18 November 2019	Concrete-steel bridge	overweight truck	2 dead, 5 injured	150m long bridge collapsed	[142]
Viadotto Madonna del Monte on A6 Highway (Savona-Torino)	Savona	Italy	24 November 2019	Concrete bridge	heavy rain, landslide	0 dead, 0 injured	30 long highway bridge collapsed	[143]
Caprigliola bridge collapse	Aulla	Italy	8 April 2020	Concrete bridge	Unknown	0 dead, 2 injured	260m long provincial road bridge collapsed	[144]
Bridge over Kola near Murmansk	Murmansk	Russia	1 June 2020	Steel bridge		0 dead	railway bridge collapsed after foundations	[145]

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
							were washed away by strong water	
Tittle Bridge	Canso, Nova Scotia	Canada	7 July 2020	Truss road bridge	Overweight truck	0 killed, 1 injured	Total failure of bridge	Crews were moving equipment related to replacement of the bridge across it when the collapse occurred.[146]
Mexico City Metro overpass collapse	Tláhuac Avenue, Tláhuac, Mexico City	Mexico	3 May 2021	Railway/Tram overpass bridge.	Erosion, dilapidation, damage due to the 2017 Puebla earthquake	26 killed, 70+ injured	Partial collapse of a section of the overpass	Collapsed section of the overpass, with a metro-train leaning over the edge.
Bridge over Salmysh (https://www.google.com/maps/place/Salmysh,+Orenburg+Oblast,+Russia,+462039/@52.205172,55.2888523,16z/data=!3m1!4b1!4m13!1m7!3m6!1s0x417c67cbf7097b07:0x39059bfc73673381!2sImangulovo+1-Ye,+Orenburg+Oblast,+Russia,+462039!3b1!8m2!3d52.2114461!4d55.3189087!3m4!1s0x417c6639903948 4f:0x86d8f446c9652190!8m2!3d52.2046513!4d55.2930468) near Imangulovo 1-	Oktyabrsky District, Orenburg Oblast	Russia	7 May 2021	Concrete road bridge	Collapsed during repairs, erosion	0 killed, 4 injured	Partial collapse of bridge	4 construction workers were moderately injured. EMERCOM/MChS are taking care of the rubble cleanup operation.[147][148]

Bridge	Location	Country	Date	Construction type, use of bridge	Reason	Casualties	Damage	Comments
								dump truck on it when it collapsed. 3 Filipinos and an Austrian tourist died.[155][156]
Tretten Bridge (sv)	Tretten, Øyer	Norway	15 August 2022	There were two types of beams used for the trusses on the bridge: glued laminated timber beams were slanted, while the steel beams were vertical; weathering steel was used.[157][158][159]	Under investigation	0 killed[160][161][162]	Complete collapse	Tretten Bridge on the day of the collapse. Investigation is ongoing (as of Q3 2022).[105] It is not desirable to have (laminated) wood from the collapsed bridge, floating down the river; as of August, parts of the bridge were still being lifted out of the river and onto the shore, and investigators are taking photos while the parts are being disconnected from the collapsed bridge.
Sanibel Causeway	Sanibel, Florida	United States	28 September 2022	Concrete Girder Bridges	Collapsed due to Hurricane Ian[163]	0 killed	Partial Collapse	
Julto Pul	Morbi, Gujarat	India	30 October 2022	Suspension bridge		141+ killed, 100+ injured		Bridge had been reopened four days earlier, following repairs.

Bridge disasters in fiction

- Harry Potter and the Half-Blood Prince (2005 novel): the fictional Brockdale Bridge, by the Death Eaters (replaced by the real-world Millennium Bridge, London in the 2009 film)
- Final Destination 5 (2011 film)
- The Bridge over the River Kwai (1952 novel) and its 1957 film adaptation The Bridge on the River Kwai
- The Bridge of San Luis Rey (1927 novel)
- Ring of Fire (1961 film)
- The Cassandra Crossing (1976 film)
- The Good, the Bad, and the Ugly (1966 film): bridge intentionally destroyed by Blondie and Tuco
- The General (1926 film)
- Train Man (1999 novel): featuring destruction of rail bridges over the Mississippi River
- X-Men: The Last Stand (2006 film): The Golden Gate Bridge is rerouted by mutants to create a path to Alcatraz Island
- Monsters vs. Aliens (2009 film): The Golden Gate Bridge is destroyed by a giant robot but Ginormica saves all of the commuters on it.

- San Andreas (2015 film): movie that portrays the destruction of several notable structures in the western United States, including the Golden Gate Bridge, San Francisco-Oakland Bay Bridge, Hoover Dam and the Pat Tillman Bridge.
- London Has Fallen (2016 film): bridges destroyed by terrorists
- Gotham (2018 TV series episode): numerous bridges destroyed in Gotham
- A Single Shard: bridge railing breaks and causes Crane-man's death
- Godzilla (2014 film): Godzilla, under attack by the United States Navy while in pursuit of 2 MUTOs, walks through the road deck of the Golden Gate Bridge.

See also

- list of Washington state bridge failures
- Transport portal
- Engineering portal
- List of dam failures
- List of structural failures and collapses
- List of accidents and disasters by death toll
- List of road accidents
- Lists of rail accidents

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155. Open, Publishing (April 28, 2022). "Overloading seen as cause of Bohol bridge collapse; authorities search for vehicles submerged in river" (https://www.cnnphilippines.com/regional/2022/4/28/Overloading-seen-as-cause-of-Bohol-bridge-collapse.html). *cnnphilippines.com*. Archived (https://web.archive.org/web/20220430185346/https://www.cnnphilippines.com/regional/2022/4/28/Overloading-seen-as-cause-of-Bohol-bridge-collapse.html) from the original on April 30, 2022. Retrieved April 30, 2022.
156. "Austrian tourist and three others dead in Philippines bridge collapse" (https://uk.news.yahoo.com/austrian-tourist-three-others-dead-111227943.html). *uk.news.yahoo.com*. Retrieved 2022-04-30.
157. https://www.dagsavisen.no/nyheter/innenriks/2022/08/31/vegvesenet-vurderte-forbud-mot-stalet-som-ble-brukt-pa-tretten-bru/ [Public Roads Administration was considering a ban on the (type of) steel - used on Tretten Bridge]. Dagsavisen. Retrieved 31 August 2022.
158. https://www.vg.no/spesial/2022/tretten-bro-kollapsen/ [Nine theories about Tretten]. VG.no. 26 August 2022.
159. Ekspert om brokollapsen: – En ingeniør ville neppe kommet opp med en slik bro (https://www.vg.no/nyheter/innenriks/i/EadR7l/ekspert-om-brokollapsen-en-ingenioer-ville-neppe-kommet-opp-med-en-slik-bro) [Expert about the bridge collapse: – An engineer would likely not have come up with a bridge like this]. 2022-08-18. VG.no
160. Reagerte på unormale bevegelser i brua før kollapsen (https://www.nrk.no/innlandet/anita-bakken-reagerte-pa-unormale-bevegelser-i-tretten-bru-for-kollapsen-1.16069635) [Noticed abnormal movements in the bridge before the collapse]. NRK.no
161. Norway: Drivers rescued after wooden bridge collapses (https://www.dw.com/en/norway-drivers-rescued-after-wooden-bridge-collapses/a-62808144). DW.com
162. https://www.nrk.no/innlandet/tretten-bru-i-oyer-har-kollapset-1.16067776. NRK.no
163. "Video Sanibel Island devastated by Hurricane Ian" (https://abcnews.go.com/US/video/sanibel-island-devastated-hurricane-ian-90704863). *ABC News*. Retrieved 2022-09-30.

External links

- BridgeForum collapse database (http://www.bridgeforum.com/dir/collapse/bridge/2004CAM1.html)

Retrieved from "https://en.wikipedia.org/w/index.php?title=List_of_bridge_failures&oldid=1137822878"

Financial Project ID: 452428-1-21-01
Federal Aid Number: N/A
Efficient Transportation Decision Making (ETDM): 14520
Town of Bay Harbor Islands Project Number: BC-160

Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study

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

BROAD CAUSEWAY
BRIDGE REPLACEMENT
Town of Bay Harbor Islands

EMAILS

From: **Alicia Gonzalez** agonzalez@mrgmiami.com
Subject: FW: ^_Broad^_ Causeway Replacement Project
Date: March 9, 2023 at 10:05 AM
To: Vanessa Salinas vsalinas@mrgmiami.com

ALICIA ANA GONZALEZ
President
Media Relations Group, LLC
14707 South Dixie Hwy, Suite 404
Miami, FL 33176
Cellular: 786-280-6645
agonzalez@mrgmiami.com
Celebrating 24 years of Excellence in Public Involvement

From: Alicia Gonzalez
Sent: Wednesday, February 1, 2023 5:07 PM
To: NovackLaw <novacklaw@aol.com>
Subject: RE: ^_Broad^_ Causeway Replacement Project

Not at this time.

ALICIA ANA GONZALEZ
President
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14707 South Dixie Hwy, Suite 404
Miami, FL 33176
Office: 305-254-8598
Cellular: 786-280-6645
agonzalez@mrgmiami.com
Celebrating 23 years of Excellence in Public Involvement

From: NovackLaw <novacklaw@aol.com>
Sent: Wednesday, February 1, 2023 4:20 PM
To: Alicia Gonzalez <agonzalez@mrgmiami.com>
Subject: RE: ^_Broad^_ Causeway Replacement Project

EXTERNAL SENDER: Use caution with links and attachments.

Good afternoon Ms. Gonzalez and thank you for your email.

Has anyone disclosed and provided financial and budget information, including current and anticipated future transfers of toll revenues into municipal accounts?

Regards,

Paul

On Tue, Jan 31, 2023 at 4:08 AM Alicia Gonzalez

On Tue, Jan 31, 2023 at 4:23 AM, Alicia Gonzalez <agonzalez@mrgmiami.com> wrote:

> Good morning Mr. Novack! I apologize for the delay in getting back to as I'm traveling. Please see below the response from our team and we hope you are joining us at the public meeting on February 9th where you can speak directly to our project team.
>
> First and foremost, thank you for interest in the project. As you well stated, the Town will be conducting a Public Kick-off Meeting for the Broad Causeway Bridge Replacement Project Development & Environment (PD&E) study on Thursday, February 9, 2023. This is the first of several public meetings for this project. Notices were sent to all Bay Harbor Islands residents through NewsWaves along with residents along SR 922 approximately 750 feet east of Bayshore Drive in North Miami. Newspaper ads were placed in the Miami Herald and El Nuevo Herald. Additionally, a notification is being placed in the Federal Register. E-mails were also sent to elected officials and key participating agencies.
>
> The Town is funding the PD&E study through the Capital Improvement Plan, where funds were largely generated by previous toll revenues. The PD&E study identifies project needs to help make informed decisions and will ultimately lead to concept plans with a preferred alignment. For future phases of Design and Construction, the project budget needs are dependent in part on the optimal structure size-and-type identified in the PD&E. All bridge options will be examined, so the total project cost through ribbon-cutting is not yet defined. Regardless of the dollar amount, the Town is actively seeking supplemental project funding sources so the full financial burden does not fall on the Town Capital Improvement plan. These sources include State program and discretionary funds, State grants, Federal Grants, and other options.
>
> Please view the video linked here for an overview of the project: Broad Causeway Bridge Overview TBHI-Project #BC160 on Vimeo
>
> We hope this answers your initial questions and look forward to seeing you next week!
>
> **ALICIA ANA GONZALEZ**
>
> President
>
> Media Relations Group, LLC
>
> 14707 South Dixie Hwy, Suite 404
>
> Miami, FL 33176

Office: 305-254-8598

Cellular: 786-280-6645

agonzalez@mrgmiami.com

Celebrating 23 years of Excellence in Public Involvement

From: NovackLaw <novacklaw@aol.com>
Sent: Monday, January 30, 2023 2:43 PM
To: Alicia Gonzalez <agonzalez@mrgmiami.com>
Subject: RE: ^_Broad^_ Causeway Replacement Project

You don't often get email from novacklaw@aol.com. Learn why this is important

EXTERNAL SENDER: Use caution with links and attachments.

Good afternoon Alicia,

I'm just checking in, about the project, and the subsidies.

Regards,

Paul

On Sat, Jan 21, 2023 at 5:04 AM, Alicia Gonzalez

<agonzalez@mrgmiami.com> wrote:

> Mr Novack—Good morning and thank you for your inquiry. At this point we are just at the beginning of the PD&E Study as is mentioned in the mailer. I'm happy to provide that if that is not how you heard about our upcoming kickoff meeting to the study.
>
> I have also forwarded your inquiry to our project team for a formal answer. I should have that next week.
>
> Thank you and have a great weekend!

ALICIA ANA GONZALEZ
President
Media Relations Group, LLC
14707 South Dixie Hwy, Suite 404
Miami, FL 33176
Office: 305-254-8598
Cellular: 786-280-6645
agonzalez@mrgmiami.com
Celebrating 23 years of Excellence in Public Involvement

From: NovackLaw <novacklaw@aol.com>
Sent: Friday, January 20, 2023 3:31 PM
To: Alicia Gonzalez <agonzalez@mrgmiami.com>
Subject: Broad Causeway Replacement Project

You don't often get email from novacklaw@aol.com. Learn why this is important

EXTERNAL SENDER: Use caution with links and attachments.

Good afternoon Ms. Gonzalez,

Thank you for your public service, and all the best to you and your team for 2023.

I saw a notice today about this planned project's "kick-off"; I do not know if there has been any public notice of or public participation in any of the meetings, communications, agreements and commitments that have occurred prior to the announcement of the "kick-off" meeting scheduled for February 9, 2023. Please give me some sort of background summary on that and on the project's history.

I have an initial inquiry about the funding and financing of the project. Please send me summary information about the budget and anticipated costs, and a breakdown of the division or allocation of those costs and sources of funding from and amongst the various agencies and levels of government that are involved. Also, please let me know how current and future revenues from tolls will be handled, by which agency or agencies, of any division of revenues amongst them, and whether pending plans and draft agreements contemplate that the Town of Bay Harbor Islands will subsidize its general fund and municipal departments from toll revenues paid by commuters.

Regards,

Paul Novack
1308 Biscaya Drive
Surfside, FL 33154

From: **Alicia Gonzalez** agonzalez@mrgmiami.com
Subject: FW: Public Kick-off Meeting
Date: March 9, 2023 at 10:05 AM
To: Vanessa Salinas vsalinas@mrgmiami.com

ALICIA ANA GONZALEZ
President
Media Relations Group, LLC
14707 South Dixie Hwy, Suite 404
Miami, FL 33176
Cellular: 786-280-6645
agonzalez@mrgmiami.com
Celebrating 24 years of Excellence in Public Involvement

From: Alicia Gonzalez
Sent: Wednesday, February 1, 2023 3:10 PM
To: Kathy Fernandez <kfernandez@balharbourfl.gov>; Lasher, Wendy G <Wendy.Lasher@atkinsglobal.com>; Isela Carmiol <icarmiol@mrgmiami.com>
Cc: Maythe Martin <mmartin@bayharborislands-fl.gov>; Capps, Erin <Erin.Capps@atkinsglobal.com>; Jeanette Gorgas <jgorgas@mrgmiami.com>
Subject: RE: Public Kick-off Meeting

Thank you so very much!! That's exactly what we need.

ALICIA ANA GONZALEZ
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Office: 305-254-8598
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agonzalez@mrgmiami.com
Celebrating 23 years of Excellence in Public Involvement

From: Kathy Fernandez <kfernandez@balharbourfl.gov>
Sent: Wednesday, February 1, 2023 3:00 PM
To: Alicia Gonzalez <agonzalez@mrgmiami.com>; Lasher, Wendy G <Wendy.Lasher@atkinsglobal.com>; Isela Carmiol <icarmiol@mrgmiami.com>
Cc: Maythe Martin <mmartin@bayharborislands-fl.gov>; Capps, Erin <Erin.Capps@atkinsglobal.com>; Jeanette Gorgas <jgorgas@mrgmiami.com>
Subject: Re: Public Kick-off Meeting

EXTERNAL SENDER: Use caution with links and attachments.

Good afternoon Alicia,

Thank you so much for sending this over. I will review the materials and advise if I have any additional questions.

In the meantime, we will work on sharing the meeting notices with our residents.

I look forward to meeting you and the team at next week's meeting.

Thank you!

BAL HARBOUR
- VILLAGE -

Kathy Azevedo Fernandez
Director of Communications & Public Engagement
Recreation, Arts & Culture Department

655 96th St, Bal Harbour, FL 33154
T 305.993.7351
kfernandez@balharbourfl.gov

BalHarbourFL.gov

From: Alicia Gonzalez <agonzalez@mrgmiami.com>
Date: Wednesday, February 1, 2023 at 6:19 AM
To: "Lasher, Wendy G" <Wendy.Lasher@atkinsglobal.com>, Kathy Fernandez <kfernandez@balharbourfl.gov>, Isela Carmiol <icarmiol@mrgmiami.com>
Cc: Maythe Martin <mmartin@bayharborislands-fl.gov>, "Capps, Erin" <Erin.Capps@atkinsglobal.com>, Jeanette Gorgas <jgorgas@mrgmiami.com>
Subject: RE: Public Kick-off Meeting

[**NOTICE:** This message originated outside of the Village of Bal Harbour -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Good morning Kathy and congratulations/welcome aboard! I'm the Public Involvement Consultant for the Atkins team and this project and we are thrilled to get this request. We are actually looking to have you help us post it on the website and have mailers/project meeting handouts that we can deliver to city hall for the public for distribution. I'm copying Isela here from my team whom will be doing that and also including the latest version of it for distribution. We also have a handout for next week's meeting for you to have. We can also help you with social media posts if so desired. We greatly appreciate you helping us get the word out and look forward to meeting you next week!

Dilcia—please make sure to update our records with Kathy's contact information below.

ALICIA ANA GONZALEZ
President
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14707 South Dixie Hwy, Suite 404
Miami, FL 33176
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agonzalez@mrgmiami.com
Celebrating 24 years of Excellence in Public Involvement

From: Kathy Fernandez <kfernandez@balharbourfl.gov>
Sent: Tuesday, January 31, 2023 11:58 AM
To: Maythe Martin <mmartin@bayharborislands-fl.gov>
Subject: Re: Public Kick-off Meeting

Good morning Maythe,

I hope this email finds you well. My name is Kathy Fernandez, and I recently started as the Director of Communications and Public Engagement for Bal Harbour Village.

Thank you for sharing the information on the upcoming meeting with us at Bal Harbour Village. We are planning on having members of our PD, Council, and staff attend this upcoming meeting.

We will also be sharing this information with our residents across all platforms. Would you have a flyer from FDOT or any other print materials that we could share as well?

I look forward to working with you!

Thank you,

BAL HARBOUR
- VILLAGE -

Kathy Azevedo Fernandez
Director of Communications & Public Engagement
Recreation, Arts & Culture Department

655 96th St, Bal Harbour, FL 33154
T 305.993.7351
kfernandez@balharbourfl.gov

BalHarbourFL.gov

From: Maythe Martin <mmartin@bayharborislands-fl.gov>
Date: Friday, January 20, 2023 at 12:49 PM
To: Maythe Martin <mmartin@bayharborislands-fl.gov>
Subject: FW: Public Kick-off Meeting

[**NOTICE:** This message originated outside of the Village of Bal Harbour -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

January 20, 2023

SUBJECT: Public Kick-off Meeting
Broad Causeway Bridge Replacement Project Development & Environment (PD&E) Study
From Causeway Island to east of West Broadview Drive Miami-Dade County, Florida
Financial Management Number:
452428-1-21-01 Federal-Aid Project Number: N/A
Efficient Transportation Decision Making (ETDM) Number:
14520 Town of Bay Harbor Islands Project Number: BC-160

Dear Elected Official:

The Town of Bay Harbor Islands will host a Public Kick-off Meeting for the Broad Causeway Bridge, also known as the Shepard Broad Causeway Bridge, Replacement Project Development and Environment (PD&E) Study. The limits of the study extend from Causeway Island to east of West Broadview Drive in the Town of Bay Harbor Islands in Miami-Dade County, Florida. The 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 meeting will be held on Thursday, February 9, 2023, starting at 6:00 p.m., at the Town Hall Council Chambers, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154. A location map of this meeting site is provided at the end of this e-mail.

The public meeting will consist of a formal presentation starting at 6:15 p.m., 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.

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) District 6 Office will provide technical assistance during the PD&E Study and the FDOT Office of Environmental Management will be the lead Federal agency for the environmental review. 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.

The Town of Bay Harbor Islands encourages public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need special assistance under the Americans with Disabilities Act of 1990 or who need translation services (free of charge) should contact Jenice Rosado, Assistant Town Manager, at (305) 866-6241 or in writing to the Town of Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154 or by email at jrosado@bayharborislands-fl.gov at least seven days prior to the meeting.

If you would like further information about this project, please contact me at (305) 866-6241 or by email jfuller@bayharborislands-fl.gov. You may also visit the project website at www. bayharborislands-fl.gov.

Sincerely,

Joshua D. Fuller
Mayor, Town of Bay Harbor Islands

Enclosure

At Atkins - member of the SNC-Lavalin Group, we work flexible hours around the world. Although I have sent this email at a time convenient for me, I don't expect you to respond until it works for you.

NOTICE - This email message and any attachments may contain information or material that is confidential, privileged

From: **Alicia Gonzalez** agonzalez@mrgmiami.com
Subject: FW: Kick - off Meeting Notice - Broad Causeway Bridge Replacement PD&E Study
Date: March 9, 2023 at 10:02 AM
To: Vanessa Salinas vsalinas@mrgmiami.com

ALICIA ANA GONZALEZ
President
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14707 South Dixie Hwy, Suite 404
Miami, FL 33176
Cellular: 786-280-6645
agonzalez@mrgmiami.com
Celebrating 24 years of Excellence in Public Involvement

From: Alicia Gonzalez
Sent: Friday, February 10, 2023 5:03 AM
To: Vilches, Maria Teresa (TPO) <Maria.Vilches@miamidade.gov>
Subject: RE: Kick - off Meeting Notice - Broad Causeway Bridge Replacement PD&E Study

Good morning Mari Tery! So the Town had to call an emergency council meeting at 530 p.m due to a very serious issue with their building. That delayed our meeting from starting until about 615 p.m. We did do the presentation at 630 p.m. and we recorded it. Due to several issues apparently they lost power on the TV and had major issues with their livestream despite us testing is an hour prior. As soon as I get the recording and the copy of the boards I will get it to you. Thank you for your patience my friend!

ALICIA ANA GONZALEZ
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Cellular: 786-280-6645
agonzalez@mrgmiami.com
Celebrating 24 years of Excellence in Public Involvement

From: Vilches, Maria Teresa (TPO) <Maria.Vilches@miamidade.gov>
Sent: Thursday, February 9, 2023 6:24 PM
To: Alicia Gonzalez <agonzalez@mrgmiami.com>
Subject: RE: Kick - off Meeting Notice - Broad Causeway Bridge Replacement PD&E Study

EXTERNAL SENDER: Use caution with links and attachments.

Hi Alicia
Is this meeting going on? I have been on the website since 6pm and nothing is happening regarding this meeting
Thanks

Maria Teresita Vilches-Landa, P.E.

Deputy Administrator - Mobility Management & Implementation
Miami-Dade Transportation Planning Organization
150 West Flagler Street, Suite 1900
Miami, FL 33130
305-375-2069 t
305-375-4950 f
www.miamidadetpo.org

For complaints, questions, or concerns about civil rights or nondiscrimination, or for special requests under the American with Disabilities Act (ADA), please contact Elizabeth Rockwell at 305-375-1881 or elizabeth.rockwell@mdtpo.org

---

From: Alicia Gonzalez <agonzalez@mrgmiami.com>
Sent: Wednesday, February 8, 2023 6:16 AM
To: Barbara Torrez <btorrez@mrgmiami.com>; Vilches, Maria Teresa (TPO) <Maria.Vilches@miamidade.gov>
Subject: RE: Kick - off Meeting Notice - Broad Causeway Bridge Replacement PD&E Study

EMAIL RECEIVED FROM EXTERNAL SOURCE
Any questions or help Mary Tere let me know!

We will also be posting the recording of the meeting on the Town website.

Thanks Barbara.

ALICIA ANA GONZALEZ
President
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14707 South Dixie Hwy, Suite 404
Miami, FL 33176
Cellular: 786-280-6645
agonzalez@mrgmiami.com
Celebrating 24 years of Excellence in Public Involvement

From: Barbara Torrez <btorrez@mrgmiami.com>
Sent: Tuesday, February 7, 2023 3:42 PM
To: Vilches, Maria Teresa (TPO) <Maria.Vilches@miamidade.gov>
Subject: Re: Kick - off Meeting Notice - Broad Causeway Bridge Replacement PD&E Study

Hello Maria,

It's going to be a livestream meeting, registering will not be necessary. Once you go to the website please click on "Agendas & Meetings" and it will take you to the "Upcoming Events Section" - the livestream should be available on February 9th, by 11:00 am. If I send the previous email invite from the 20th, it will take you to what we already see for now. Have a great afternoon.

Thank you,

BARBARA TORREZ
Assistant Public Information Officer
Media Relations Group, LLC
14707 South Dixie Hwy, Suite 404
Miami, FL 33176
Office: 305-254-8598
Cell: 786-234-0685
btorrez@mrgmiami.com
Celebrating 23 Years of Excellence in Public Involvement

From: Vilches, Maria Teresa (TPO) <Maria.Vilches@miamidade.gov>
Sent: Tuesday, February 7, 2023 1:47 PM
To: Barbara Torrez <btorrez@mrgmiami.com>
Subject: RE: Kick - off Meeting Notice - Broad Causeway Bridge Replacement PD&E Study

You don't often get email from maria.vilches@miamidade.gov. Learn why this is important

EXTERNAL SENDER: Use caution with links and attachments.

Hi Barbara

Thank you so much for your help. The link takes me to the Town's website, but no link to register for Zoom or any other platform. Or the meeting will be webcasted with no interaction from the public or agencies in the virtual world.

Please, could you forward the e-mail from the "20th".

Thanks

Mary Tery

Maria Teresita Vilches-Landa, P.E.
Deputy Administrator - Mobility Management & Implementation
Miami-Dade Transportation Planning Organization
150 West Flagler Street, Suite 1900
Miami, FL 33130
305-375-2069 t
305-375-4950 f
www.miamidadetpo.org

For complaints, questions, or concerns about civil rights or nondiscrimination, or for special requests under the American with Disabilities Act (ADA), please contact Elizabeth Rockwell at 305-375-1881 or elizabeth.rockwell@mdtpo.org

From: Barbara Torrez <btorrez@mrgmiami.com>
Sent: Tuesday, February 7, 2023 11:38 AM
To: Vilches, Maria Teresa (TPO) <Maria.Vilches@miamidade.gov>
Subject: Re: Kick - off Meeting Notice - Broad Causeway Bridge Replacement PD&E Study

EMAIL RECEIVED FROM EXTERNAL SOURCE

Good morning Maria,

Thank you for contacting us. The email sent on the 20th has a scanner to join the online meeting, I will forward it to you soon. For now, I am attaching the link so you can have access go to the website and attend virtually, see link: https://www.bayharborislands-fl.gov/. For any questions please contact me, have a great day.

Regards,

BARBARA TORREZ
Assistant Public Information Officer
Media Relations Group, LLC
14707 South Dixie Hwy, Suite 404
Miami, FL 33176
Office: 305-254-8598
Cell: 786-234-0685
btorrez@mrgmiami.com
Celebrating 23 Years of Excellence in Public Involvement

From: Vilches, Maria Teresa (TPO) <Maria.Vilches@miamidade.gov>
Sent: Tuesday, February 7, 2023 7:23 AM
To: Barbara Torrez <btorrez@mrgmiami.com>
Cc: Fernandez, Wilson A. (TPO) <Wilson.Fernandez@miamidade.gov>
Subject: FW: Kick - off Meeting Notice - Broad Causeway Bridge Replacement PD&E Study

You don't often get email from maria.vilches@miamidade.gov. Learn why this is important

EXTERNAL SENDER: Use caution with links and attachments.

Good morning Barbara

Is there a virtual option for this meeting?

Thanks

Maria Teresita Vilches-Landa, P.E.
Deputy Administrator - Mobility Management & Implementation

Deputy Administrator - Mobility Management & Implementation
Miami-Dade Transportation Planning Organization
150 West Flagler Street, Suite 1900
Miami, FL 33130
305-375-2069 t
305-375-4950 f
www.miamidadetpo.org

For complaints, questions, or concerns about civil rights or nondiscrimination, or for special requests under the American with Disabilities Act (ADA), please contact Elizabeth Rockwell at 305-375-1881 or elizabeth.rockwell@mdtpo.org

---

From: Barbara Torrez <btorrez@mrgmiami.com>
Sent: Thursday, February 2, 2023 5:29 PM
To: Fernandez, Wilson A. (TPO) <wilson.fernandez@mdtpo.org>; Woodson, Bradley J. (TPO) <bradley.woodson@miamidade.gov>; Smith, Aleah (TPO) <aleah.smith@miamidade.gov>
Subject: Kick - off Meeting Notice - Broad Causeway Bridge Replacement PD&E Study

EMAIL RECEIVED FROM EXTERNAL SOURCE

Good afternoon,

I am contacting you on behalf of the Florida Department Of Transportation, to confirm if the invitation for a public meeting was received, it will be held on Thursday, February 9, 2023, starting at 6:00 p.m.

The location will be at the Town Hall Council Chambers, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154. In case the invitation was not received, please find the notice attached. Thank you!

Cordially,

BARBARA TORREZ
Assistant Public Information Officer
Media Relations Group, LLC
14707 South Dixie Hwy, Suite 404
Miami, FL 33176
Office: 305-254-8598
Cell: 786-234-0685
btorrez@mrgmiami.com
Celebrating 23 Years of Excellence in Public Involvement

From: **Alicia Gonzalez** agonzalez@mrgmiami.com
Subject: FW: Broad bridge
Date: March 9, 2023 at 9:55 AM
To: Vanessa Salinas vsalinas@mrgmiami.com

Here's one!

Looking for others

ALICIA ANA GONZALEZ
President
Media Relations Group, LLC
14707 South Dixie Hwy, Suite 404
Miami, FL 33176
Cellular: 786-280-6645
agonzalez@mrgmiami.com
Celebrating 24 years of Excellence in Public Involvement

-----Original Message-----
From: Alicia Gonzalez
Sent: Wednesday, February 15, 2023 2:26 PM
To: Frontier Email <mckbur@frontiernet.net>
Cc: Dayana Sanjurjo <dsanjurjo@mrgmiami.com>
Subject: RE: Broad bridge

Good afternoon! I was able to get you more information directly from our engineers. Sorry for the delay in getting back to you.

The Town is funding the PD&E study through the Capital Improvement Plan, where funds were largely generated by previous toll revenues. The PD&E study identifies project needs to help make informed decisions and will ultimately lead to concept plans with a preferred alignment. For future phases of Design and Construction, the project budget needs are dependent in part on the optimal structure size-and-type identified in the PD&E. All bridge options will be examined, so the total project cost through ribbon-cutting is not yet defined. Regardless of the dollar amount, the Town is actively seeking supplemental project funding sources, so the full financial burden does not fall on the Town Capital Improvement Plan. These sources include State program and discretionary funds, State grants, Federal Grants, and other options.

There are alternate routes to the north via A1A without tolls. The toll is one of the primary revenue generators for the Town CIP. The Broad Causeway Bridge toll ($1.50) is one of many toll bridges across the state that provide access to a beach community.

Here are a few examples:
Rickenbacker and Venetian Causeway bridges in Miami-Dade County ($2.25), Cape Coral Bridge in Lee County ($2.00), SR 682 Bayway Bridge in Pinellas County ($1.00), SR 399 Pensacola Beach Bridge in Escambia County ($1.00)

There are numerous others statewide. We are currently working on a web page for the project and look forward to seeing you in future meetings.

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Miami, FL 33176
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-----Original Message-----
From: Alicia Gonzalez
Sent: Friday, February 10, 2023 8:57 AM
To: Frontier Email <mckbur@frontiernet.net>
Subject: RE: Broad bridge

Not sure if you just tried to call me but yes and several hundreds of bridges in Florida do charge and have to charge to maintain and operate the bridge. Right here in South Florida there are many examples like the Rickenbacker Bridge into Key Biscayne.

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Miami, FL 33176
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agonzalez@mrgmiami.com

agonzalez@mrgmiami.com
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-----Original Message-----
From: Frontier Email <mckbur@frontiernet.net>
Sent: Friday, February 10, 2023 8:56 AM
To: Alicia Gonzalez <agonzalez@mrgmiami.com>
Subject: Re: Broad bridge

[You don't often get email from mckbur@frontiernet.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

EXTERNAL SENDER: Use caution with links and attachments.

Hi Alicia,
Thank you. Will we have to continue to pay tolls on the bridge? It frustrates me that no other bridges charge. I appreciate your input on that.
Ann

Sent from my iPhone

> On Feb 10, 2023, at 8:04 AM, Alicia Gonzalez <agonzalez@mrgmiami.com> wrote:
>
> Good morning Ann! We are sorry to hear that you were unable to join us last night. The PD&E Study is being funded by the Town. The rest of the project through the construction of it will require additional funds from other sources such as State and Federal funds. This is why this process is being undertaken so the study may qualify for other funding sources. Thank you for reaching out and we will add you to our mailing list!
>
> ALICIA ANA GONZALEZ
> President
> Media Relations Group, LLC
> 14707 South Dixie Hwy, Suite 404
> Miami, FL 33176
> Cellular: 786-280-6645
> agonzalez@mrgmiami.com
> Celebrating 24 years of Excellence in Public Involvement
>
> -----Original Message-----
> From: Frontier Email <mckbur@frontiernet.net>
> Sent: Thursday, February 9, 2023 10:35 AM
> To: Alicia Gonzalez <agonzalez@mrgmiami.com>
> Subject: Broad bridge
>
> [You don't often get email from mckbur@frontiernet.net. Learn why this
> is important at https://aka.ms/LearnAboutSenderIdentification]
>
> EXTERNAL SENDER: Use caution with links and attachments.
>
> Good morning,
>
> I am reaching out regarding the Broad bridge. I can't attend the meeting tonight but I had some questions.
>
> Who is paying for the bridge? Can we get a bridge where we don't have to pay to cross it? The broad bridge is probably the only bridge in Florida you have to pay for, and it is unfair for those of us In Bay Harbor Islands, who have to pay every single time they leave the island daily.
>
> Thanks so much for getting back to me,
>
> Ann
> 585-355-5212
> 1155 103rd St. BHI
>
> Sent from my iPhone

From: **Vanessa Salinas** vsalinas@mrgmiami.com
Subject: Fw: Pedestrian Bridge
Date: March 10, 2023 at 10:11 AM
To: Vanessa Salinas vsalinas@mrgmiami.com

From: Tisha Rustad <TishaRustad@hotmail.com>
Sent: Monday, February 6, 2023 10:10 AM
To: Alicia Gonzalez <agonzalez@mrgmiami.com>
Subject: Re: Pedestrian Bridge

You don't often get email from tisharustad@hotmail.com. Learn why this is important

EXTERNAL SENDER: Use caution with links and attachments.

Thank you! You too!

Sent from my T-Mobile 4G LTE Device
Get Outlook for Android

From: Alicia Gonzalez <agonzalez@mrgmiami.com>
Sent: Monday, February 6, 2023 9:02:56 AM
To: Tisha Rustad <TishaRustad@hotmail.com>
Subject: RE: Pedestrian Bridge

Excellent feedback! Thank you very much for writing.

Your comment will be submitted to the project team this morning and included in the project record. Have a nice day!

ALICIA ANA GONZALEZ
President
Media Relations Group, LLC
14707 South Dixie Hwy, Suite 404
Miami, FL 33176
Cellular: 786-280-6645
agonzalez@mrgmiami.com
Celebrating 24 years of Excellence in Public Involvement

From: Tisha Rustad <TishaRustad@hotmail.com>
Sent: Monday, February 6, 2023 8:46 AM
To: Alicia Gonzalez <agonzalez@mrgmiami.com>
Subject: Pedestrian Bridge

You don't often get email from tisharustad@hotmail.com. Learn why this is important

EXTERNAL SENDER: Use caution with links and attachments.

I propose Bay Harbor Island build a pedestrian bridge from West Bay Harbor Dr. & 92nd St over to Surfside to help students & the public avoid the traffic and safety concerns going over 96th Street with traffic. Perhaps this bridge can be constructed and partially funded by the new building going up on West Bay Harbor Dr.
Thanks,
Tisha & Taylor Voegeli
(347)628-8735

Sent from my T-Mobile 4G LTE Device
Get Outlook for Android

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 | Federal Aid Number: N/A | 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.

PROJECT 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 may 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.

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) District 6 Office will provide technical assistance during PD&E Study and the FDOT Office of Environmental Management will be the lead Federal agency for the environmental review.

GOALS

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

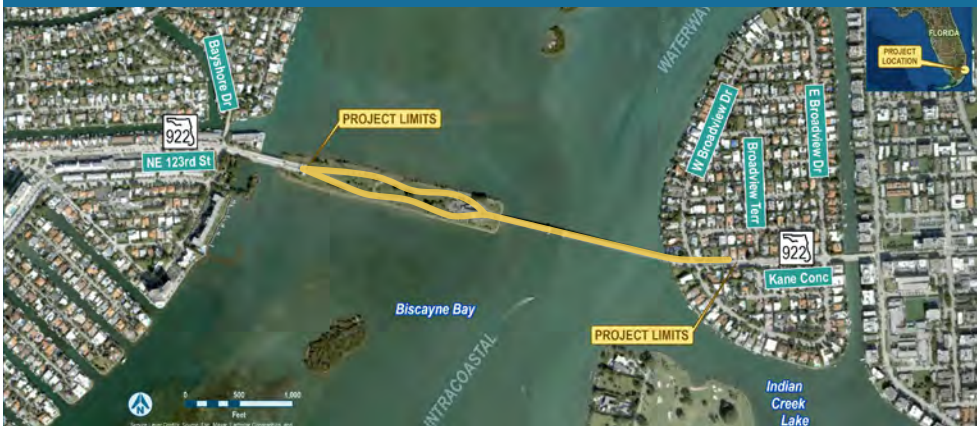
SCHEDULE

The PD&E Study started in November 2022 and is expected to be completed by April 2025. The design phase begins once the PD&E Study is complete. Public involvement is encouraged throughout the entire study.

WHAT IS A PD&E STUDY

A PD&E Study is a step in the FDOT's highway development process that the Town of Bay Harbor Islands will utilize. A PD&E Study assists 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, and 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. 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.

PROJECT LOCATION MAP



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 Federal Highway Administration 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 Carrerro-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

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

HOJA DE DATOS

PROYECTO DE REEMPLAZO DEL PUENTE DE BROAD CAUSEWAY

Puente de Broad Causeway desde Causeway Island hasta el este de West Broadview Drive

ESTUDIO AMBIENTAL Y DE DESARROLLO DEL PROYECTO (PD&E)
CONDADO DE MIAMI-DADE, FLORIDA

Número de Identificación del Proyecto: 452428-1-21-01 | Número del Proyecto de Ayuda Federal: A DETERMINAR | Número de Toma Decisiónes Sobre Transporte Eficiente (ETDM): 14520 | Ciudad de Bay Harbor Islands Número del Proyecto: BC-160

DESCRIPCIÓN GENERAL

La ciudad de Bay Harbor Islands está conduciendo un estudio de PD&E para el reemplazo del puente de Broad Causeway, tambien conocido como el puente Shepard Broad Causeway. El puente levadizo es parte de Broad Causeway y conecta la ciudad de Bay Harbor Islands con la ciudad de North Miami. Los límites del estudio son desde Causeway Island hasta el este de West Broadview Drive. El proyecto está ubicado en la ciudad de Bay Harbor Islands en el condado de Miami-Dade.

MEJORAS DEL PROJECTO

El objetivo principal de este estudio es reemplazar el antiguo puente de Broad Causeway con una nueva estructura que cumpla con los estándares de diseño actuales y sea consistente con los requisitos reglamentarios de la Guardia Costera de los Estados Unidos. El nuevo puente posiblemente incluirá disposiciones para carriles exclusivos para bicicletas y aceras para cumplir con los requisitos de la Ley de Estadounidenses con Discapacidades (ADA) junto con barandillas para la seguridad de los peatones; proporcionar un acceso seguro para el transporte multimodal y mejorar el acceso este-oeste desde la parte continental del condado de Miami-Dade a la ciudad de Bay Harbor Islands, Village of Bal Harbour y la ciudad de Surfside.

Este es un proyecto de la ciudad de Bay Harbor Islands. Dado que los fondos federales se pueden utilizar en fases futuras del proyecto, la Oficina del Distrito 6 del Departamento de Transporte de Florida (FDOT) proporcionará asistencia técnica durante el Estudio PD&E y la Oficina de Gestión Ambiental del FDOT será la agencia federal principal para la revisión ambiental.

OBJETIVOS

- PROPORCIONAR NUEVA ESTRUCTURA
- MEJORAR LA CONECTIVIDAD
- GARANTIZAR LA SEGURIDAD
- PROPORCIONAR MEJORAS DE TRÁNSITO, BICICLETA Y PEATONES

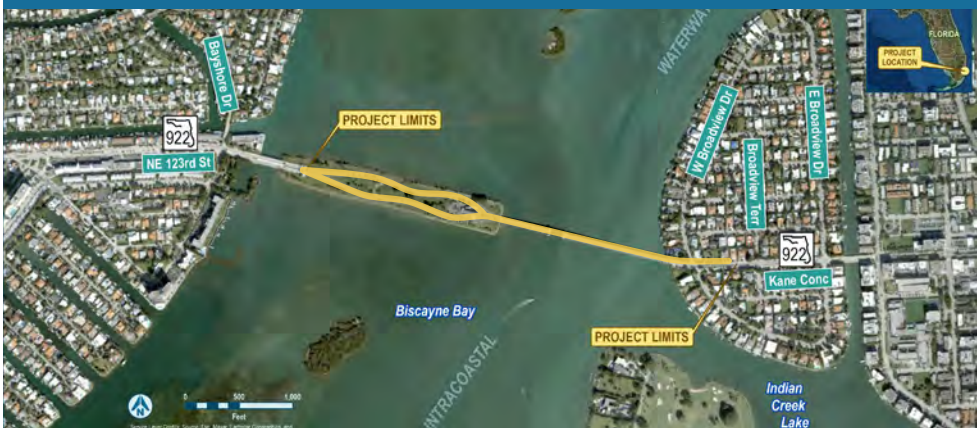
CRONOGRAMA

Este estudio de PD&E comenzó en noviembre de 2022 y se espera que se complete en abril de 2025. La fase de diseño comienza una vez que se completa el estudio PD&E. Se fomenta la participación pública durante todo el estudio.

QUÉ ES UN ESTUDIO PD&E

Un estudio de PD&E es un paso en el proceso de desarrollo de carreteras del FDOT que utilizará la ciudad de Bay Harbor Islands. Un estudio de PD&E ayuda a la ciudad de Bay Harbor Islands a determinar la ubicación, el diseño conceptual y los efectos sociales, económicos y ambientales de las mejoras viales propuestas. Durante el proceso de estudio PD&E, se desarrollan alternativas factibles para proyectos de mejora de puente/carreteras. Estas alternativas de "construcción" se evalúan en función de las condiciones ambientales, de ingeniería y socioeconómicas; necesidades de seguridad y aportaciones del público. También se evaluará la necesidad de un derecho de paso adicional para la mitigación de aguas pluviales y ambientales durante la fase del estudio PD&E. La alternativa "No-Construcción" se evalúa durante todo el proceso de estudio. Esta alternativa "No-Construcción" deja el puente existente como está con reparaciones y mantenimiento según sea necesario. Si el estudio resulta en la selección de una alternativa de "Construcción", el proyecto puede pasar a la siguiente fase, que es la fase de diseño. Durante la fase de PD&E, se completará la ingeniería preliminar y la documentación requerida para la financiación. Esto incluye la revisión y el análisis de los impactos potenciales del proyecto propuesto sobre los recursos sociales, naturales, físicos y culturales en el entorno circundante.

MAPA DE UBICACIÓN DEL PROYECTO



INVOLÚCRESE

La participación pública es una parte extremadamente importante de un estudio de PD&E, para informar a los ciudadanos sobre el proyecto y ofrecer a las personas interesadas la oportunidad de participar en el desarrollo del proyecto. La revisión ambiental, la consultoría y otras acciones que exigen las leyes ambientales federales correspondientes para este proyecto están siendo o han sido llevadas a cabo por el FDOT de conformidad con el artículo 23 U.S.C. § 327 y un Memorando de Entendimiento con fecha 26 de mayo de 2022 firmado por la Administración Federal de Carreteras (FHWA) y el FDOT. La Ciudad de Bay Harbor Islands y FDOT solicitan la participación del público independientemente de la raza, el color, origen nacional, la edad, el sexo, la religión, discapacidad o estado familiar. Habrá varias oportunidades para participar en reuniones públicas y discusiones individuales con partes interesadas.

CONTACTO DE LA CIUDAD DE BAY HARBOR ISLANDS:

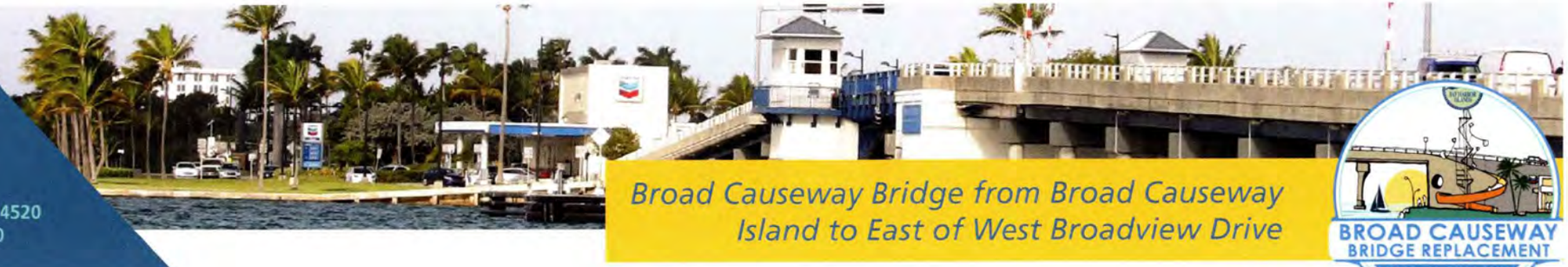
INGENIERO DE LA CIUDAD
Rodney Carrerro-Santana, P.E., CPM, LEED AP
Town of Bay Harbor Islands
publicworks@bayharborislands-fl.gov

9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154
Phone: (305) 866-6241

VISITE NUESTRO SITIO WEB:
https://www.bayharborislands-fl.gov/

Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study

Financial Project ID: 452428-1-21-01
Federal Aid Number: N/A
Efficient Transportation Decision Making (ETDM): 14520
Town of Bay Harbor Islands Project Number: BC-160



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

BROAD CAUSEWAY BRIDGE REPLACEMENT
Town of Bay Harbor Islands

SIGN-IN SHEET

Public Kick-off Meeting | Thursday, February 9, 2023 | 6 p.m.

Name	Organization	Phone	Email	Elected Official
Kathleen Kennedy		254-419-0669	KathleenKennedyOHD@yahoo	☐YES ☒NO
Christine Rummel	Coldwell Banker	740 381-9858	christine.rummel@cbhs.com	☐YES ☒NO
Mary Lou Burger	Coldwell Banker	754-535-1188		☐YES ☐NO
Gayle Stephenson	Coldwell Banker			☐YES ☐NO
DAVID KONZ	ATKINS	813-281-5458	DAVID.KONZ@ATKINSGLOBAL.COM	☐YES ☒NO
Charlotte Maddox	ATKINS	813-765-5973	charlotte.maddox@atkinsglobal.com	☐YES ☒NO
MATILDE REYES	BAL HARBOR VILLAGE	305-297-8549	mreyes@balharborfl.gov	☐YES ☒NO
Irene Wallace	BHC	3/794-2602	ireneWALLACE@gmail.com	☐YES ☐NO
Frank Mac Bride	Surfside	1-305 452 5229	Kandi57@Aol.com	☐YES ☒NO
Kevin Rogue	Miamidade	305-781-7392	Kevin.Rogue@miamidade.gov	☐YES ☐NO
Ken Krasker		3052136736	KRemas@Aol.com	☐YES ☐NO
Robert Parker		786-247-8045		☐YES ☐NO
Jay Matlis	Surfside PD	3/861 4862		☐YES ☒NO
MARC CHAVERS	MIAMI DADE FIRE/Rescue	305-513-7663	MARC.CHAVERS@MIAMIDADE.GOV	☐YES ☒NO

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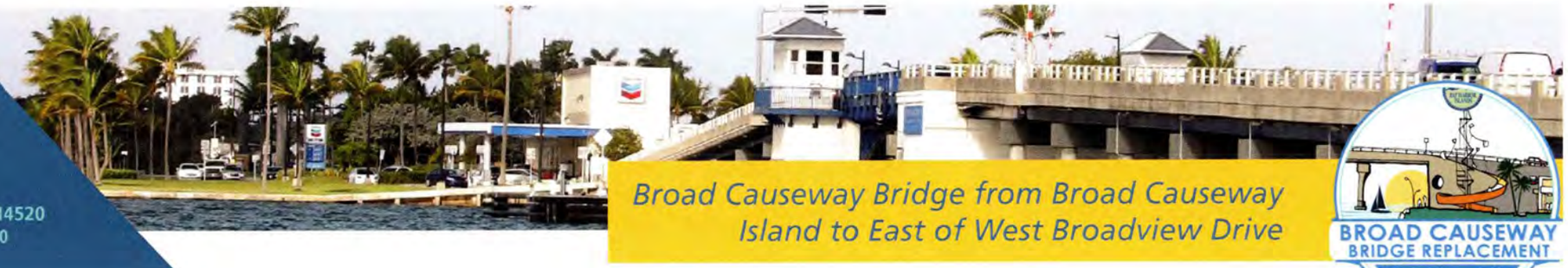

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Town of Bay Harbor Islands

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Public Kick-off Meeting | Thursday, February 9, 2023 | 6 p.m.

Name	Organization	Phone	Email	Elected Official
MOHAMMAD ZAID	City North Miami	305-895-9883	MZaid@NorthMiamiFL	☐YES ☒NO
Frances Neuhut	—	305-865-8166	Drdenis36aol.com	☐YES ☐NO
Lisa Yahr	Resident	9178858276	lisayahr@gmail.com	☐YES ☐NO
BRAD MILLER	MDFR	786-336-6601	Phillip.Miller@miamidade.gov	☐YES ☒NO
Reha Cohn	resident	~~305-87~~		☐YES ☒NO
MAURICIO ESCARRA	BAY HARBOUR VILLAGE PD	305-866-5000	MESCARRA@BAYHARBOURFL.GOV	☐YES ☐NO
Jeffrey Freimark (Mayor)	Bal Harbour Village	305-608-9850	jfreimark@balharbourfl.gov	☒YES ☐NO
Karen DeLeon	North Miami	305-688-8187	KPNABOARD@GMAIL.COM	☐YES ☒NO
Nancy Pearson		603-512-3953	nespearson@gmail	☐YES ☐NO
Shlomo Danzinger	Town of Surfside		sdanzinger@townofsurfsidefl.gov	☑YES ☐NO
Carol Jean Kier	Resident	~~305-865~~ 708-250 8166	cjphkier@att.net	☐YES ☐NO
Miriam Sussman	Resident	305-987-6853	miriamlsussman@gmail.com	☐YES ☒NO
Dave Sanchez	Resident	~~786~~ 786-253-2878		☐YES ☐NO
Edin Fersien	Resident	(786)651-6268		☐YES ☒NO

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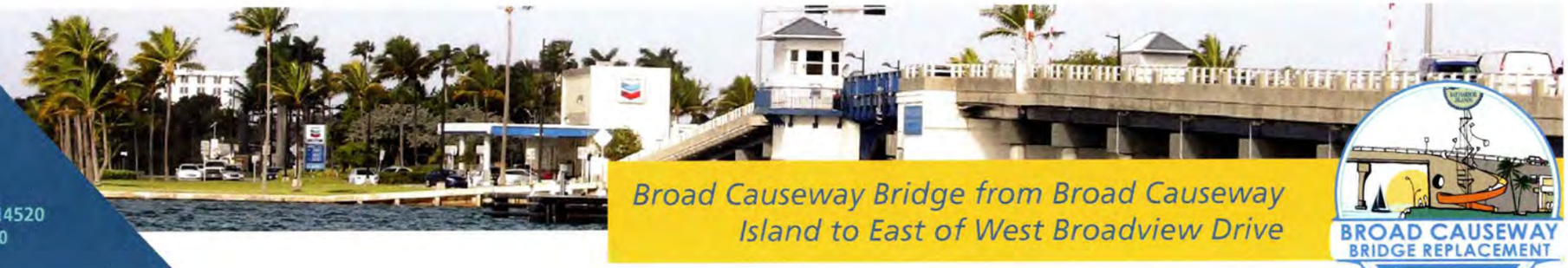

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SIGN-IN SHEET

Public Kick-off Meeting | Thursday, February 9, 2023 | 6 p.m.

Name	Organization	Phone	Email	Elected Official
Steven Marcellus	City of North Miami	(954) 682-4231	smarcellus@northmiamifl.gov	☐YES ☑NO
JAMES MARTINCAK	MDC - PROS	305-361-2833	JAMES.MARTINCAK @MIAMIDADE.GOV	☐YES ☑NO
JOHN BUSSEL		305 456 2332	jmbussel@yahoo.com	☐YES ☑NO
Dina Kranz		954 632 1596	dwapmson@gmail.com	☐YES ☑NO
Alicia Gonzalez	Media Relations Group	786.280.6645	AGonzalez@mrgmiami.com	☐YES ☑NO
Dayana Sanjurjo	media Relations Group	305.746.5829	dsanjurjo mrgmiami.com	☐YES ☑NO
Barbara Torrez	media Relations Group	786.234.0685	btorrez@mrgmiami.com	☐YES ☑NO
Harry Bruder	Resident	(305) 469-9509	hbruder13@gmail.com	☐YES ☑NO
Stephane Bruder	Resident	N/A	Sbruder31@gmail.com	☑YES ☐NO
Rec Kelly Stoppa	resident	N/A		☑YES ☐NO
Jessica Supp		786-251-4132	jessicasupp@gmail.com	☐YES ☑NO
Jayce Green		305-904-0833	jgreen764@aol.com	☐YES ☑NO
ALAN LASDAY	NONE	847-687-5700	alas1115@gmail.com	☐YES ☑NO
Heiki Lieb	None	786-457-8118	hLieb@mindspring.com	☐YES ☑NO

Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study

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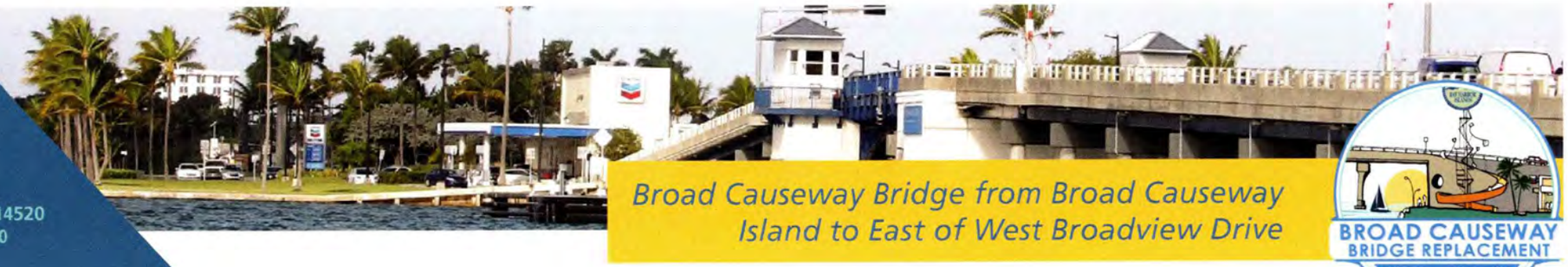

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Town of Bay Harbor Islands

SIGN-IN SHEET

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Name	Organization	Phone	Email	Elected Official
Gustavo Ortega				☐YES ☒NO
Molly Diallo	BHI Town Council	305 788-6851	mollyawinters@yahoo.com	☒YES ☐NO
Yvonne P. Hamilton	BHI Clerk	305 866-6241	yhamilton@bayharborislands-fl.gov	☐YES ☒NO
Philip Keir	BHI resident			☐YES ☐NO
Michael J. Miller, AICP	BHI Town Planner	954-757-9909 (O)	mmiller@michaelmillerplanning.com	☐YES ☒NO
				☐YES ☐NO
				☐YES ☐NO
				☐YES ☐NO
				☐YES ☐NO
				☐YES ☐NO
				☐YES ☐NO
				☐YES ☐NO
				☐YES ☐NO
				☐YES ☐NO
				☐YES ☐NO

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BROAD CAUSEWAY BRIDGE REPLACEMENT
Town of Bay Harbor Islands

SIGN-IN SHEET

Public Kick-off Meeting | Thursday, February 9, 2023 | 6 p.m.

Name	Organization	Phone	Email	Elected Official
MATTHEW J. STORM	homeowner	305-753-3113	matthew@cv-advisors.com	☐YES ☒NO
Judith Frankel	Town of Surfside	786-498-2110	jfrankel@townofsurfsidefl.gov	☐YES ☒NO
Carol Macomber	Bay Harbor resident	505-952-8393	carolmacomber@me.com	☐YES ☒NO
Penny Sepler	BAL HARBOUR	305-866-8786	pennies1228@aol.com	☐YES ☒NO
Neila Douglas	BHI resident		neiladouglas@hotmail.com	☐YES ☒NO
Alexander Rindner	BHI Resident	8457211301	arindner@gmail.com	☐YES ☒NO
OSCAR AMAGO	BAL Harbour	305 742 1898	OAMAGO@BALHARBOURFL.GOV	☐YES ☒NO
Eduardo Dominguez	Resident	305 338 9048	fast2000@bellsouth.net	☐YES ☒NO
Vonni Ghilardi	Resident	786-395-8776	vonnighi@aol.com	☐YES ☐NO
ROLANDO EPSTEIN	Resident	786 488 76 5A	ROLANDOE@gmail.com	☐YES ☒NO
Tara Schuchts	Resident Bal Harbour		Taraes1@outlook.com	☐YES ☒NO
Melanie Siba	Res.			☐YES ☐NO
Andrea Garcia	Atkins	305-885-6450	Andrea.Garcia@AtkinsGlobal.com	☐YES ☒NO
Mary McGehee	Atkins	386-801-0294	Mary.mcgehee@atkinsglobal.com	☐YES ☒NO

HOW CAN I COMMENT?
MAIL
E-MAIL
COMMENT FORM

Financial Project ID: 452428-1-21-01
Efficient Transportation Decision Making (ETDM) Number: 14520
Town of Bay Harbor Islands Number: BC-160
Bridge Number: 875101
Miami-Dade County, FL
BAY HARBOR ISLANDS
W Broadview Dr
Broadview Terr
acement PD&E Study
Efficient Transportation De
Town
ALTERNATIVES
ANALYSIS
PD&E STUDY COMPLETION

Broad Causeway Bridge Replacement PD&E Study
Public Kick-off Meeting
Causeway Island to East of West Broadview Drive
PROJECT LOCATION
PROJECT LIMITS
W Broadview Dr
Broadview Terr
PROJECT LIMITS
Broad Causeway Bridge Replacement PD&E
Public Kick-off Meeting
Causeway Island to East of West Broadview Drive
BROAD CAUSEWAY BRIDGE REPLACEMENT
OPPORTUNITY FOR PUBLIC ENGAGEMENT
PD&E STUDY PROCESS
DATA COLLECTION
PRELIMINARY CONCEPT ALTERNATIVES
ENVIRONMENTAL ANALYSIS
ENGINEERING ANALYSIS & PRELIMINARY DESIGN
FINAL PD&E DOCUMENTS

Broad Causeway Bridge Replacement PD&E Study
Public Kick-off Meeting
SOCIAL RESOURCES
• Aesthetics – Viewshed
• Town of Bay Harbor Islands
CULTURAL RESOURCES
• Historic Sites
• Recreational Facilities
EXISTING CAUSEW
AVTEQ

Broad Causeway Bridge Replacement PD&E Study
Public Kick-off Meeting

Causeway Island to East of West Broadview Drive

Financial Project ID: 452428-1-21-01
Efficient Transportation Decision Making (ETDM) Number: 14520
Town of Bay Harbor Islands Number: BC-160
Bridge Number: 875101
Miami-Dade County, FL

HOW CAN I COMMENT?

MAIL

Alicia Ana Gonzalez
President, Media Relations Group, LLC
14707 South Dixie Hwy, Suite 404
Miami, Florida 33176

E-MAIL

Alicia Ana Gonzalez
agonzalez@mrgmiami.com

COMMENT FORM

Submit a comment form tonight or by mail

Broad Causeway Bridge Replacement PD&E Study
Public Kick-off Meeting

Causeway Island to East of West Broadview Drive

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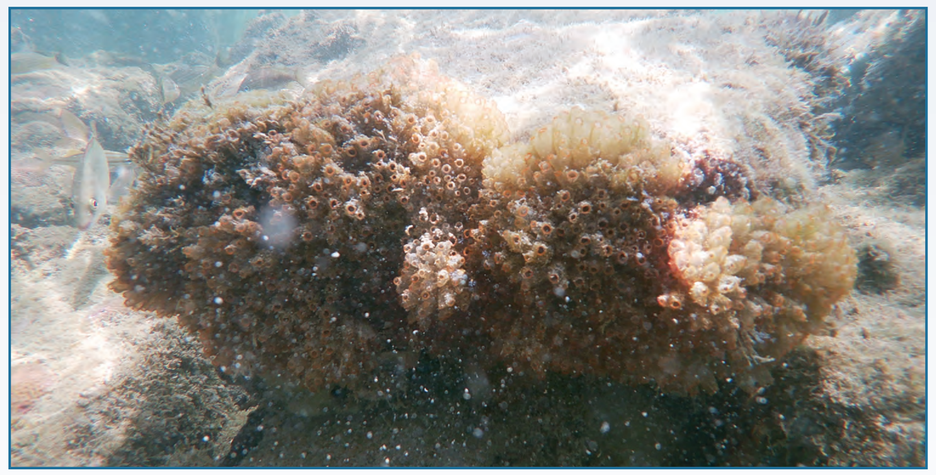
Miami-Dade County, FL

NATURAL RESOURCES

- U.S. Fish and Wildlife Service (USFWS) Consultation Areas for Atlantic Coast plants, American crocodile, piping plover, West Indian manatee, and Florida bonneted bat
- Essential Fish Habitat
- Seagrasses and Corals
- Biscayne Bay Aquatic Preserve/Outstanding Florida Water/ National Oceanic and Atmospheric Administration (NOAA) Marine Protected Area
- Water Quality

PHYSICAL RESOURCES

- Noise
- Contamination



Broad Causeway Bridge Replacement PD&E Study
Public Kick-off Meeting

Causeway Island to East of West Broadview Drive

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Town of Bay Harbor Islands Number: BC-160
Bridge Number: 875101
Miami-Dade County, FL

SOCIAL RESOURCES

- Aesthetics – Viewshed
- Town of Bay Harbor Islands Tot Lot

CULTURAL RESOURCES

- Historic Sites
- Recreational Facilities

NEPA ASSIGNMENT STATEMENT

The environmental review, consultation, and other actions required by applicable federal government 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.

Broad Causeway Bridge Replacement PD&E Study
Public Kick-off Meeting
Causeway Island to East of West Broadview Drive

Financial Project ID: 452428-1-21-01
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Miami-Dade County, FL

WHAT IS A PD&E STUDY?

A Project Development & Environment (PD&E) Study is a process to analyze a transportation project.

It consists of 3 elements:

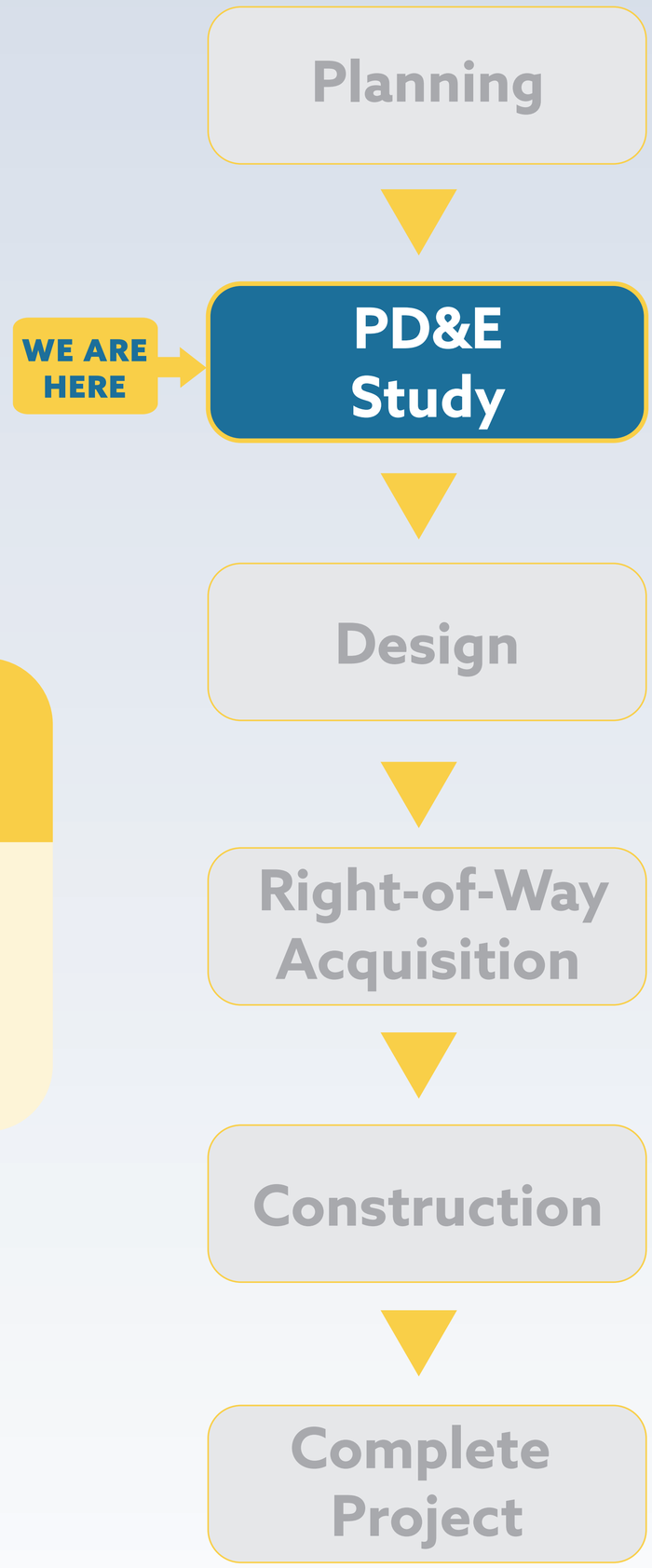
Public & Agency Involvement
Seek public and agency input

Engineering
Identify potential design solutions

Environmental
Evaluate potential impacts to the social, cultural, natural, and physical environments

The PD&E Process is followed to comply with:

- National Environmental Policy Act (NEPA)
- Federal and State environmental laws
- Requirements involving federal funding



Broad Causeway Bridge Replacement PD&E Study
Public Kick-off Meeting

Causeway Island to East of West Broadview Drive

Financial Project ID: 452428-1-21-01
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PROJECT LOCATION

Broad Causeway Bridge Replacement PD&E Study
Public Kick-off Meeting

Causeway Island to East of West Broadview Drive

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PROJECT OVERVIEW

Bridge Constructed 1951 – 72 years old

- Ongoing extensive and costly repair projects
- Increased cost to maintain the bridge

Bridge Condition - Fair

- Bridge does not meet current road design standards
- Undersized power generator

PROJECT PURPOSE

- Identify the best solution for replacement of the existing bridge

PROJECT NEED

- Address Bridge Deficiencies
- Improve Safety
- Improve Flow of Traffic
- Maintain Emergency Evacuation

Broad Causeway Bridge Replacement PD&E Study
Public Kick-off Meeting

Causeway Island to East of West Broadview Drive

Financial Project ID: 452428-1-21-01
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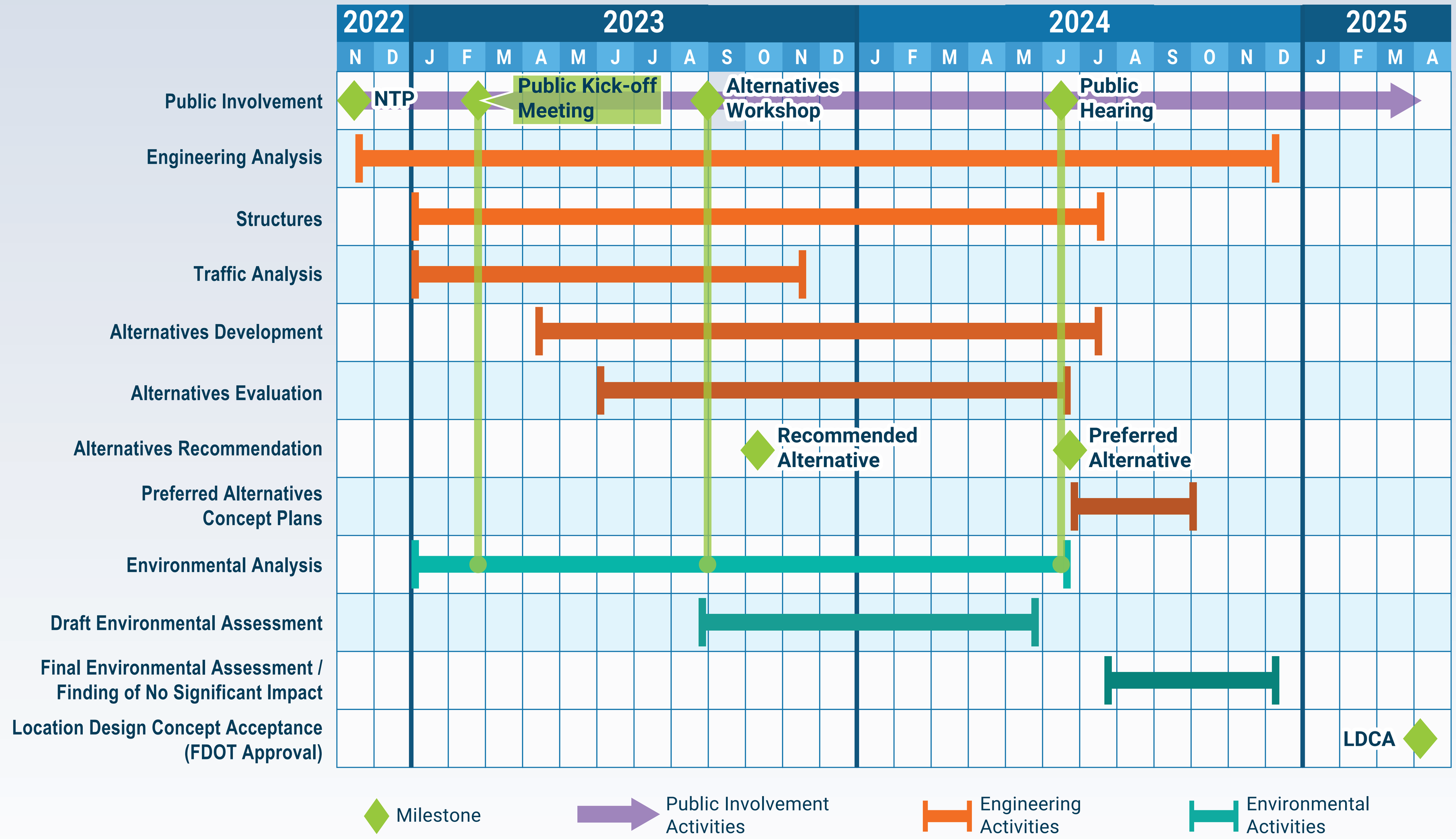
Miami-Dade County, FL

SCHEDULE



Broad Causeway Bridge Replacement PD&E Study
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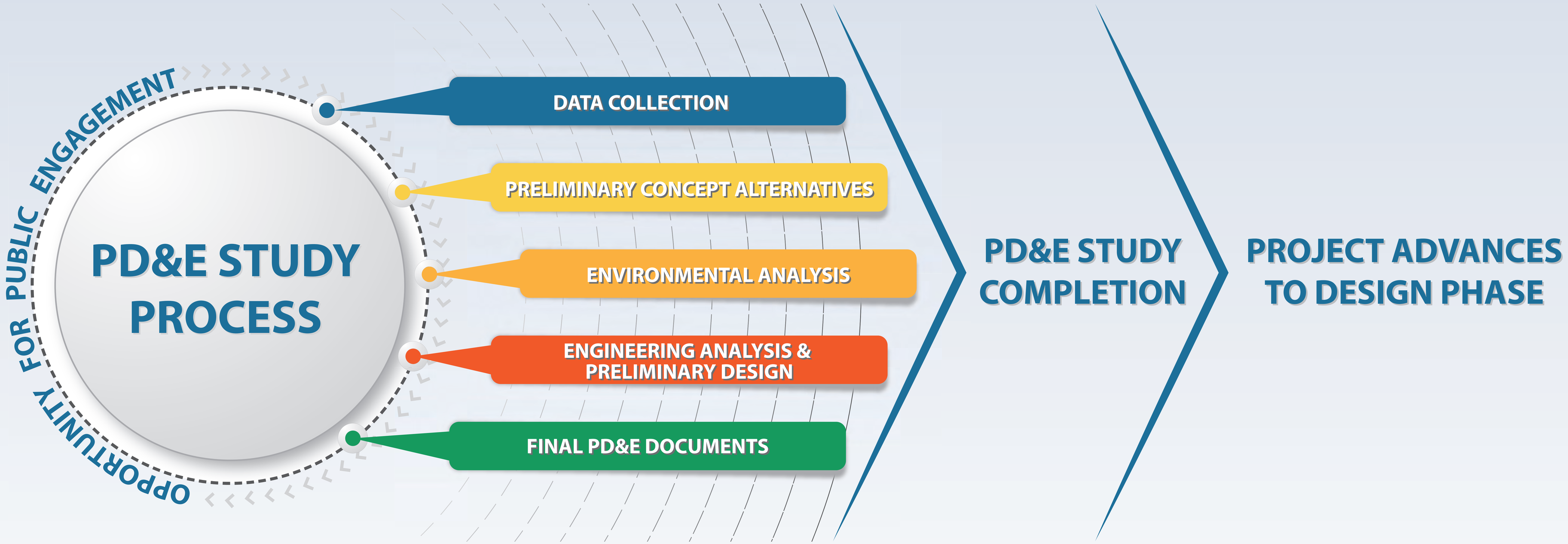

TOWN OF BAY HARBOR ISLANDS

complies with various
Non-Discrimination Laws and Regulations,
including Title VI of the Civil Rights Act of 1964

Public participation at this Public Meeting is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Persons wishing to express any concerns about Title VI may do so by contacting either:

Jenice Rosado
Assistant Town Manager
Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154
305-866-6241
jrosado@bayharborislands-fl.gov

Stefan Kulakowski, FCCM, CPM
State Title VI Coordinator
Florida Department of Transportation
Equal Opportunity Office
605 Suwannee St. MS65
Tallahassee, Florida 32399
850-414-4742
stefan.kulakowski@dot.state.fl.us

CIUDAD DE BAY HARBOR ISLANDS

Cumple con varias leyes y regulaciones de no discriminación, incluyendo el Título VI de la Ley de Derechos Civiles de 1964

Se solicita la participación del público en esta Reunión Pública sin distinción de raza, color, nacionalidad de origen, edad, sexo, religión, discapacidad o estado familiar.

Las personas que deseen expresar cualquier inquietud sobre el Título VI pueden hacerlo poniéndose en contacto con:

Jenice Rosado
Asistente del Administrador
de la Ciudad
Ciudad de Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154
305-866-6241
jrosado@bayharborislands-fl.gov

Stefan Kulakowski, FCCM, CPM
Coordinador Estatal del Título VI
Departamento de Transporte de Florida
Oficina de Igualdad de Oportunidades
605 Suwannee St. MS65
Tallahassee, Florida 32399
850-414-4742
stefan.kulakowski@dot.state.fl.us

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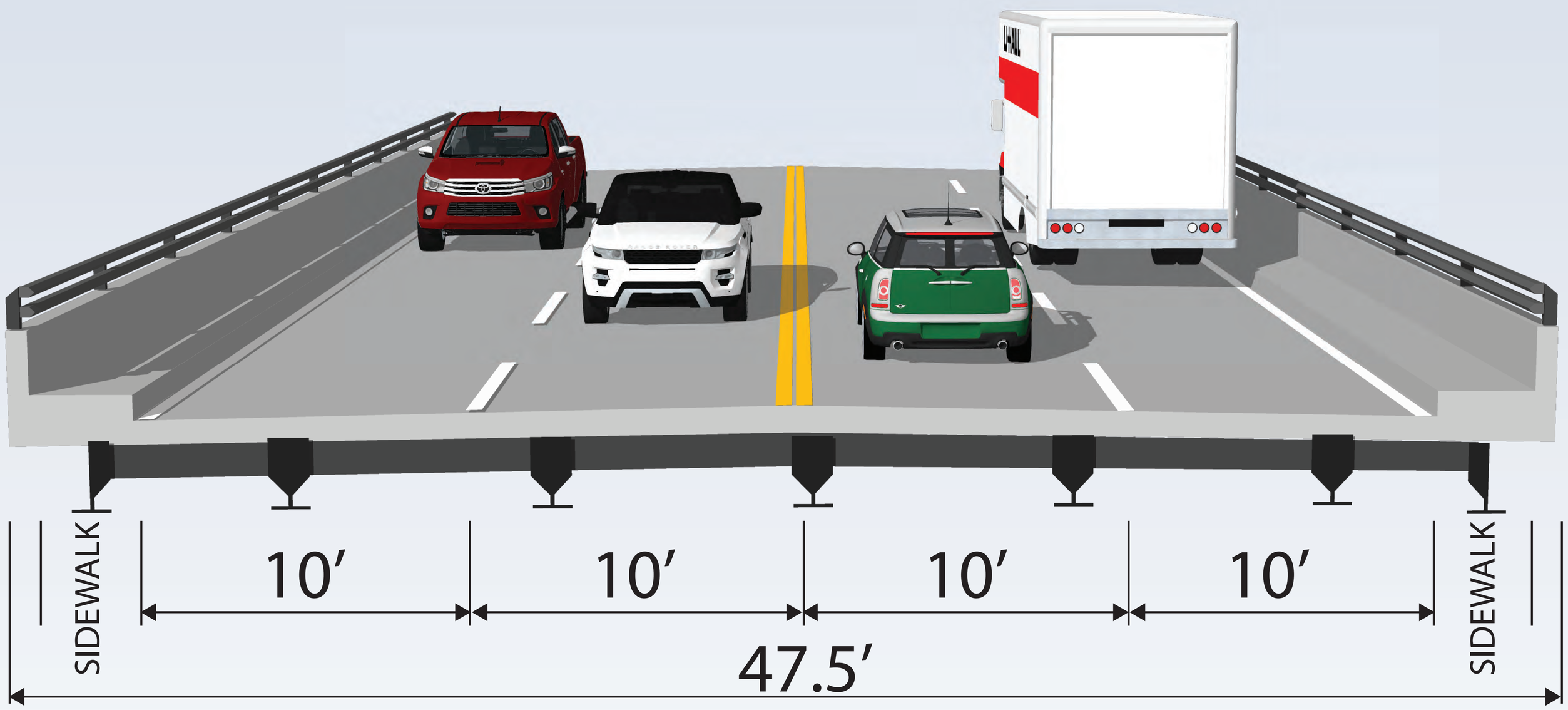
EXISTING CAUSEWAY BRIDGE



Broad Causeway Bridge Replacement PD&E Study
Causeway Island to East of West Broadview Drive
Financial Project ID: 452428-1-21-01
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BROAD CAUSEWAY
BRIDGE REPLACEMENT
Town of Bay Harbor Islands

WELCOME

To the Public Kick-off Meeting for the
Broad Causeway Bridge Replacement PD&E Study

Appendix F – Alternatives Public Workshop Meeting Notifications

DRAFT

August 25, 2023

SUBJECT: Alternatives Public Workshop
Broad Causeway Bridge Replacement Project Development & Environment (PD&E) Study
From Causeway Island to east of West Broadview Drive
Miami-Dade County, Florida
Financial Management Number: 452428-1-21-01
Federal-Aid Project Number: N/A
Efficient Transportation Decision Making (ETDM) Number: 14520
Town of Bay Harbor Islands Project Number: BC-160

Dear Agency Official:

The Town of Bay Harbor Islands invites you to the Alternatives Public Workshop for the Broad Causeway Bridge, also known as the Shepard Broad Causeway Bridge, Replacement Project Development and Environment (PD&E) Study. The limits of the study extend from Causeway Island to east of West Broadview Drive in the Town of Bay Harbor Islands in Miami-Dade County, Florida.

The 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 Broad Causeway Bridge Alternatives Public Workshop is being held to present information about the preliminary alternatives and provides the opportunity for the public to offer feedback.

You can participate in the Broad Causeway Alternatives Public Workshop in-person or virtually. The same materials will be displayed at both the in-person and virtual events and will also be posted by September 1, 2023, on the project webpage at www.bayharborislands-fl.gov.

IN-PERSON OPTION: Attend the Alternatives Public Workshop in-person on **Tuesday, September 26, 2023, at 7 p.m.**, at the Morris N. Broad Community Center, 1175 95th Street, Bay Harbor Islands, FL 33154. Visit the meeting any time between 7 p.m. and 8:30 p.m. to view the project video and displays, speak with project team members, and submit comments or questions. There will be a formal presentation at 7:15 p.m., followed by an open discussion.

VIRTUAL OPTION: Attend virtually on **Thursday, September 28, 2023, at 6 p.m.** This event will include a presentation of the project and a live question-and-answer component with the project team. Meeting materials will be posted to the project webpage at www.bayharborislands-fl.gov by September 1, 2023. *Please review the materials before attending the virtual event.* To participate virtually from your computer, tablet or smartphone, please register using the following link: bit.ly/BCB-APW. Participants can also call in by dialing (305) 224-1968; Meeting ID: 914 7274 3634. Once registered, attendees will receive a confirmation email containing information about joining the meeting online.

Both public workshops 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 the Community Outreach Manager, Alicia Gonzalez, at (786) 280-6645 or via email at agonzalez@mrgmiami.com.

PROJECT WEBPAGE: View all materials online at www.bayharborislands-fl.gov. Comments can be provided through the project webpage and questions can be answered by calling the Town Engineer, Rodney Carrero-Santana, P.E., at (305) 866-6241.

This letter 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.

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 the 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. 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 encourages public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need special assistance under the Americans with Disabilities Act of 1990 or who need translation services (free of charge) should contact Jenice Rosado, Assistant Town Manager, at (305) 866-6241 or in writing to the Town of Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, FL 33154 or by email at jrosado@bayharborislands-fl.gov at least seven days prior to the meeting.

If you would like further information about this project, please contact me at (305) 866-6241 or by email at etricoche@bayharborislands-fl.gov. You may also visit the project website at www.bayharborislands-fl.gov.

Sincerely,

Elizabeth Tricoche
Mayor, Town of Bay Harbor Islands

Enclosure

PROJECT LOCATION MAP

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

August 25, 2023

SUBJECT: Alternatives Public Workshop
Broad Causeway Bridge Replacement Project Development & Environment (PD&E) Study
From Causeway Island to east of West Broadview Drive
Miami-Dade County, Florida
Financial Management Number: 452428-1-21-01
Federal-Aid Project Number: N/A
Efficient Transportation Decision Making (ETDM) Number: 14520
Town of Bay Harbor Islands Project Number: BC-160

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Sincerely,

Elizabeth Tricoche
Mayor, Town of Bay Harbor Islands

Enclosure

PROJECT LOCATION MAP

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

ALTERNATIVES PUBLIC WORKSHOP NOTICE

Broad Causeway Bridge Replacement Project Development & Environment Study
From Causeway Island to east of West Broadview Drive
Miami-Dade County, Florida
Financial Management Number: 452428-1-21-01
Federal-Aid Project ID: N/A
Efficient Transportation Decision Making (ETDM) Number: 14520
Town of Bay Harbor Islands Project Number: BC-160

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If you would like further information about this project, please contact publicworks@bayharborislands-fl.gov. You may also visit the project website at www.bayharborislands-fl.gov.

For Immediate Release
September 19, 2023

Contact: Bridget Anne Morin
(305) 866-6241 |bmorin@bayharborislands-fl.gov

Town of Bay Harbor Islands to Host an Alternatives Public Workshop for Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study

In-Person: September 26, 2023 from 7 p.m. – 8:30 p.m.
Live Online: September 28, 2023 from 6 p.m. – 7 p.m.

Bay Harbor Islands, Fla. – The Town of Bay Harbor Islands will host an Alternatives Public Workshop for the Broad Causeway Bridge, also known as the Shepard Broad Causeway Bridge, Replacement Project Development and Environment Study. The limits of the study extend from Causeway Island to east of West Broadview Drive in the Town of Bay Harbor Islands in Miami-Dade County, Florida.

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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 the 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. 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 encourages public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need special assistance under the Americans with Disabilities Act of 1990 or who need translation services (free of charge) should contact Jenice Rosado, Assistant Town Manager, at (305) 866-6241 or in writing to the Town of Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, FL 33154 or by email at jrosado@bayharborislands-fl.gov at least seven days prior to the meeting.

###

Florida Department of State

Florida Administrative Code & Florida Administrative Register

Notices Submitted to/Confirmed by Administrative Code & Register Staff

Notices Confirmed by ACR

Notices Submitted to ACR

ID	Rule No./ Organization	Rule Title	Section	Issue	Date
27531721	9/11/2023	The Town of Bay Harbor Islands	Meeting	9/13/2023 Vol. 49/178	9/11/2023

Notice of Meeting/Workshop Hearing

OTHER AGENCIES AND ORGANIZATIONS

MRGMiami

The Town of Bay Harbor Islands announces a workshop to which all persons are invited.

DATES AND TIMES: IN-PERSON: Tuesday, September 26, 2023, 7:00 p.m. or VIRTUAL: Thursday, September 28, 2023, 6:00 p.m.

PLACE: IN-PERSON: Morris N. Broad Community Center, 1175 95th Street, Bay Harbor Islands, FL 33154. Formal presentation at 7:15 p.m., followed by open discussion. Visit the meeting any time between 7:00 p.m. and 8:30 p.m. to view the project video and displays, speak with project team members, and submit comments or questions.

VIRTUAL: Register at: bit.ly/BCB-APW. Once registered, attendees will receive a confirmation email containing information about joining the meeting online. Participants can also call in by dialing (305)224-1968; Meeting ID: 914 7274 3634. This event will include a presentation of the project and a live question-and-answer component with the project team. Meeting materials will be posted to the project webpage www.bayharborislands-fl.gov by September 1, 2023. Please review the materials before attending the virtual event.

GENERAL SUBJECT MATTER TO BE CONSIDERED: The Town of Bay Harbor Islands has scheduled an Alternatives Public Workshop to discuss the Broad Causeway Bridge, also known as the Shepard Broad Causeway Bridge, Replacement Project Development and Environment (PD&E) Study.

The 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 Broad Causeway Bridge Alternatives Public Workshop is being held to present information about the preliminary alternatives and provide the opportunity for the public to offer feedback.

You can participate in the Broad Causeway Bridge Alternatives Public Workshop in-person or virtually. The same materials will be displayed at both the in-person and online events and will also be posted by September 1, 2023, on the project webpage at www.bayharborislands-fl.gov.

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 Federal Highway Administration and FDOT.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

A copy of the agenda may be obtained by contacting: Community Outreach Manager, Alicia Gonzalez, at (786)280-6645 or via email at agonzalez@mrgmiami.com.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Jenice Rosado, Assistant Town Manager, at (305)866-6241 or in writing to the Town of Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, FL 33154 or by email at jrosado@bayharborislands-fl.gov. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Community Outreach Manager, Alicia Gonzalez, at (786)280-6645 or via email at agonzalez@mrgmiami.com.

FLORIDA
PROJECT LOCATION
Baystore Dr
922
NE 123rd St
PROJECT LIMITS
WATERWAY
W Broadview Dr
Broadview Terr
E Broadview Dr
W Bay Harbor Dr
E Bay Harbor Dr
Bay Harbor Terr
Kane Conc
Biscayne Bay
INTRACOASTAL
PROJECT LIMITS
Indian Creek Lake
0 500 1,000
Feet
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

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Your legal has been submitted for publication. Below is a confirmation of your legal placement. You will also receive an email confirmation.

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Order Number:
IPL0138462
Order Status:
Submitted
Classification:
Legals & Public Notices
Package:
MIA - Legal Ads
Final Cost:
$553.62
Payment Type:
Account Billed
User ID:
IPL0018708

ACCOUNT INFORMATION

TOWN OF BAY HARBOR ISLANDS IP
9665 BAY HARBOR TERR
MIAMI BEACH, FL 33154-2005
305-866-6241
achang@bayharborislands.net
TOWN OF BAY HARBOR ISLANDS

TRANSACTION REPORT

Date
September 5, 2023 3:40:05 PM EDT
Amount:
$553.62

SCHEDULE FOR AD NUMBER IPL01384620

September 8, 2023
el Nuevo Herald (Miami)

PREVIEW FOR AD NUMBER IPL01384620

ANUNCIO DE TALLER PUBLICO DE ALTERNATIVAS DEL PUENTE DE BROAD CAUSEWAY

Estudio Ambiental y de Desarrollo del Proyecto (PD&E) de Reemplazo del Puente de Broad Causeway desde Broad Causeway Island hasta el este de West Broadview Drive | Número de Identificación del Proyecto: 452428-1-21-01 | Número de Toma de Decisiónes de Transporte Eficiente (ETDM): 14520 | Ciudad de Bay Harbor Islands Número del Proyecto: BC-160

La ciudad de Bay Harbor Islands organizará un Taller Público de Alternativas para el Estudio Ambiental y de Desarrollo PD&E del Reemplazo del Puente de Broad Causeway, también conocido como Shepard Broad Causeway Bridge. Los límites del estudio se extienden desde Causeway Island hasta el este de West Broadview Drive en la ciudad de Bay Harbor Islands en el condado de Miami-Dade, Florida.

OPCIÓN EN PERSONA: Asista al Taller Público de Alternativas del Puente de Broad Causeway en persona el martes **26 de septiembre de 2023** en el Morris N. Broad Community Center, 1175 95th St, Bay Harbor Islands, FL 33154. Visite la reunión en cualquier momento entre las 7 p.m. y las 8:30 p.m. para ver el video y las exhibiciones del proyecto, hablar con los miembros del equipo y hacer comentarios o preguntas. Habrá una presentación formal a las 7:15 p.m., seguida de una discusión abierta.

OPCIÓN VIRTUAL: Asista virtualmente el jueves **28 de septiembre de 2023**. Este evento incluirá una presentación del proyecto, seguida de una sesión de preguntas y respuestas en vivo con el equipo del proyecto. Los materiales de la reunión se publicarán en la página web del proyecto www.bayharborislands-fl.gov el 1 de septiembre de 2023. Por favor revise los materiales antes de asistir al evento virtual. Para participar virtualmente desde su computadora, tableta o teléfono inteligente, regístrese utilizando el siguiente enlace: bit.ly/BCB-APW. Los participantes también pueden llamar marcando + 1(305) 224-1968; ID de Reunión: 914 7274 3634. Una vez registrados, los asistentes recibirán un correo electrónico de confirmación con información sobre cómo unirse a la reunión en línea.

Ambos talleres públicos consistirán en una presentación formal seguida de un foro abierto. Las preguntas se responderán, si el tiempo lo permite y en el orden en que se reciban. Si su pregunta no se responde durante la reunión, se le enviará una respuesta por escrito. Las personas que deseen enviar comentarios escritos, en lugar o además de comentarios orales, podrán hacerlo en la reunión o enviarlos a la **Especialista de Alcance Comunitario, Alicia Gonzalez, al 786-280-6645 o por correo electrónico a agonzalez@mrgmiami.com.**

PÁGINA WEB DEL PROYECTO: Puede ver los materiales en línea en www.bayharborislands-fl.gov. Los comentarios se pueden proporcionar a través de la página web del proyecto y las preguntas se pueden responder llamando al gerente del proyecto Rodney Carrero-Santana, P.E., al (305) 866-6241.

Este es un proyecto de la ciudad de Bay Harbor Islands. Dado que los fondos federales pueden utilizarse en fases futuras del proyecto, la Oficina del Departamento de Transporte de Florida (FDOT) del Distrito Seis proporcionará asistencia técnica durante el estudio PD&E. La Administración Federal de Carreteras (FHWA) es la agencia federal principal, y la Oficina de Gestión Ambiental del FDOT aprobará los documentos de la Ley Nacional de Política Ambiental (NEPA) en nombre de la FHWA. La revisión ambiental, la consultoría y otras acciones que exigen las leyes ambientales federales correspondientes para este proyecto están siendo o han sido llevadas a cabo por el FDOT de conformidad con el artículo 23 U.S.C. § 327 y un Memorando de Entendimiento con fecha 26 de mayo de 2022 firmado por FHWA y el FDOT.

La ciudad de Bay Harbor Islands solicita la participación del público independientemente de la raza, el color, la nacionalidad de origen, la edad, el sexo, la religión, discapacidad o estado familiar. Las personas que necesitan asistencia especial de conformidad con la Ley para estadounidenses con Discapacidades de 1990 o que necesitan servicios de traducción (sin cargo) deben comunicarse con **Jenice Rosado, Asistente del Administrador de la Ciudad, al 305-866-6241 o por escrito a la Ciudad de Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154 o por correo electrónico a jrosado-bayharborislands-fl.gov.** Si desea obtener más información sobre este proyecto, envíe un **correo electrónico a publicworks@bayharborislandsfl.gov. También puede visitar el sitio web de la ciudad en www.bayharborislands-fl.gov.**

W00000000
Publication Dates

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McClatchy

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Belleville News-Democrat
Bellingham Herald
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Charlotte Observer
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The Herald - Rock Hill
Herald Sun - Durham
Idaho Statesman
Island Packet
Kansas City Star
Lexington Herald-Leader
Merced Sun-Star
Miami Herald
el Nuevo Herald - Miami
Modesto Bee
Raleigh News & Observer
The Olympian
Sacramento Bee
Fort Worth Star-Telegram
The State - Columbia
Sun Herald - Biloxi
Sun News - Myrtle Beach
The News Tribune Tacoma
The Telegraph - Macon
San Luis Obispo Tribune
Tri-City Herald
Wichita Eagle

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14340	463949	Print Legal Ad-IPL01384550 - IPL0138455		$1,014.84	2	58 L

Attention: Yvonne P. Hamilton

TOWN OF BAY HARBOR ISLANDS
9665 BAY HARBOR TERR
MIAMI BEACH, FL 331542005

yhamilton@bayharborislands-fl.gov

ALTERNATIVES PUBLIC WORKSHOP NOTICE

Broad Causeway Bridge Replacement Project Development & Environment Study From Causeway Island to east of West Broadview Drive Financial Project ID: 452428-1-21-01 | Efficient Transportation Decision Making (ETDM) Number: 14520 | Town of Bay Harbor Islands Project Number: BC-160

The Town of Bay Harbor Islands will host an Alternatives Public Workshop for the Broad Causeway Bridge, also known as the Shepard Broad Causeway Bridge, Replacement Project Development and Environment (PD&E) Study. The limits of the study extend from Causeway Island to east of West Broadview Drive in the Town of Bay Harbor Islands in Miami-Dade County, Florida.

IN-PERSON OPTION: Attend the Broad Causeway Bridge Alternatives Public Workshop in-person on T**uesday, September 26, 2023**, at Morris N. Broad Community Center, 1175 95th St, Bay Harbor Islands, FL 33154. Visit the meeting any time between 7 p.m. and 8:30 p.m. to view the project video and displays, speak with project team members and submit comments or questions. There will be a formal presentation at 7:15 p.m., followed by an open discussion.

VIRTUAL OPTION: Attend virtually on **Thursday, September 28, 2023**. This event will include a presentation of the project and a live question-and-answer component with the project team. Meeting materials will be posted to the project webpage www.bayharborislands-fl.gov by September 1, 2023. Please review the materials before attending the virtual event. To participate virtually from your computer, tablet or smartphone, please register using the following link: bit.ly/BCB-APW. Participants can also call in by dialing 1 (305) 224-1968; Meeting ID: 914 7274 3634. Once registered, attendees will receive a confirmation email containing information about joining the meeting online.

Both public workshops 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.**

PROJECT WEBPAGE: View all materials online at www.bayharborislands-fl.gov. Comments can be provided through the project webpage and questions can be answered by calling the Town Engineer, Rodney Carrero-Santana, P.E., at (305) 866-6241.

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. 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.

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IPL0138455
Sep 8 2023

PUBLISHED DAILY
MIAMI-DADE-FLORIDA

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

Before the undersigned authority personally appeared: Stefani Beard, who on oath says that he/she is CUSTODIAN OF RECORDS of The Miami Herald, a daily newspaper published at Miami in Miami-Dade County, Florida; that the attached copy of the advertisement that was published was published in said newspaper in the issue(s) of:

Publication: Miami Herald

1 insertion(s) published on:

09/08/23

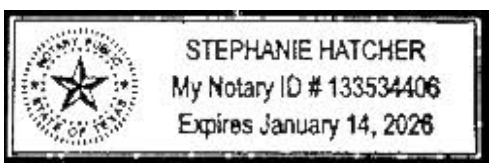
Affiant further says that the said Miami Herald is a newspaper published at Miami, in the said Miami-Dade County, Florida and that the said newspaper has heretofore been continuously published in said Dade County, Florida each day and has been entered a second class mail matter at the post office in Miami, in said Miami-Dade County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he/she has neither paid or promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper(s).

Stefani Beard

Sworn to and subscribed before me this 8th day of September in the year of 2023

Stephanie Hatcher

Notary Public in and for the state of Texas, residing in Dallas County



Extra charge for lost or duplicate affidavits.
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McClatchy

Beaufort Gazette
Belleville News-Democrat
Bellingham Herald
Bradenton Herald
Centre Daily Times
Charlotte Observer
Columbus Ledger-Enquirer
Fresno Bee
The Herald - Rock Hill
Herald Sun - Durham
Idaho Statesman
Island Packet
Kansas City Star
Lexington Herald-Leader
Merced Sun-Star
Miami Herald
el Nuevo Herald - Miami
Modesto Bee
Raleigh News & Observer
The Olympian
Sacramento Bee
Fort Worth Star-Telegram
The State - Columbia
Sun Herald - Biloxi
Sun News - Myrtle Beach
The News Tribune Tacoma
The Telegraph - Macon
San Luis Obispo Tribune
Tri-City Herald
Wichita Eagle

AFFIDAVIT OF PUBLICATION

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14340	463950	Print Legal Ad-IPL01384620 - IPL0138462		$553.62	2	68 L

Attention: Yvonne P. Hamilton

TOWN OF BAY HARBOR ISLANDS
9665 BAY HARBOR TERR
MIAMI BEACH, FL 331542005

yhamilton@bayharborislands-fl.gov

ANUNCIO DE TALLER PUBLICO DE ALTERNATIVAS DEL PUENTE DE BROAD CAUSEWAY

Estudio Ambiental y de Desarrollo del Proyecto (PD&E) de Reemplazo del Puente de Broad Causeway desde Broad Causeway Island hasta el este de West Broadview Drive | Número de Identificación del Proyecto: 452428-1-21-01 | Número de Toma de Decisiónes de Transporte Eficiente (ETDM): 14520 | Ciudad de Bay Harbor Islands Número del Proyecto: BC-160

La ciudad de Bay Harbor Islands organizará un Taller Público de Alternativas para el Estudio Ambiental y de Desarrollo PD&E del Reemplazo del Puente de Broad Causeway, también conocido como Shepard Broad Causeway Bridge. Los límites del estudio se extienden desde Causeway Island hasta el este de West Broadview Drive en la ciudad de Bay Harbor Islands en el condado de Miami-Dade, Florida.

OPCIÓN EN PERSONA: Asista al Taller Público de Alternativas del Puente de Broad Causeway en persona el martes **26 de septiembre de 2023** en el Morris N. Broad Community Center, 1175 95th St, Bay Harbor Islands, FL 33154. Visite la reunión en cualquier momento entre las 7 p.m. y las 8:30 p.m. para ver el video y las exhibiciones del proyecto, hablar con los miembros del equipo y hacer comentarios o preguntas. Habrá una presentación formal a las 7:15 p.m., seguida de una discusión abierta.

OPCIÓN VIRTUAL: Asista virtualmente el jueves **28 de septiembre de 2023**. Este evento incluirá una presentación del proyecto, seguida de una sesión de preguntas y respuestas en vivo con el equipo del proyecto. Los materiales de la reunión se publicarán en la página web del proyecto www.bayharborislands-fl.gov el 1 de septiembre de 2023. Por favor revise los materiales antes de asistir al evento virtual. Para participar virtualmente desde su computadora, tableta o teléfono inteligente, regístrese utilizando el siguiente enlace: bit.ly/BCB-APW. Los participantes también pueden llamar marcando + 1(305) 224-1968; ID de Reunión: 914 7274 3634. Una vez registrados, los asistentes recibirán un correo electrónico de confirmación con información sobre cómo unirse a la reunión en línea.

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PÁGINA WEB DEL PROYECTO: Puede ver los materiales en línea en www.bayharborislands-fl.gov. Los comentarios se pueden proporcionar a través de la página web del proyecto y las preguntas se pueden responder llamando al gerente del proyecto Rodney Carrero-Santana, P.E., al (305) 866-6241.

Este es un proyecto de la ciudad de Bay Harbor Islands. Dado que los fondos federales pueden utilizarse en fases futuras del proyecto, la Oficina del Departamento de Transporte de Florida (FDOT) del Distrito Seis proporcionará asistencia técnica durante el estudio PD&E. La Administración Federal de Carreteras (FHWA) es la agencia federal principal, y la Oficina de Gestión Ambiental del FDOT aprobará los documentos de la Ley Nacional de Política Ambiental (NEPA) en nombre de la FHWA. La revisión ambiental, la consultoría y otras acciones que exigen las leyes ambientales federales correspondientes para este proyecto están siendo o han sido llevadas a cabo por el FDOT de conformidad con el artículo 23 U.S.C. § 327 y un Memorando de Entendimiento con fecha 26 de mayo de 2022 firmado por FHWA y el FDOT.

La ciudad de Bay Harbor Islands solicita la participación del público independientemente de la raza, el color, la nacionalidad de origen, la edad, el sexo, la religión, discapacidad o estado familiar. Las personas que necesitan asistencia especial de conformidad con la Ley para estadounidenses con Discapacidades de 1990 o que necesitan servicios de traducción (sin cargo) deben comunicarse con **Jenice Rosado, Asistente del Administrador de la Ciudad, al 305-866-6241 o por escrito a la Ciudad de Bay Harbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154 o por correo electrónico a jrosado-bayharborislands-fl.gov.** Si desea obtener más información sobre este proyecto, envíe un **correo electrónico a publicworks@bayharborislandsfl.gov. También puede visitar el sitio web de la ciudad en www.bayharborislands-fl.gov.**

IPL0138462
Sep 8 2023

EL NUEVO HERALD
Un Periodico McClatchy

PUBLICADO DIARIAMENTE
MIAMI-DADE-FLORIDA

ESTADO DE LA FLORIDA
CONDADO DE MIAMI DADE

Ante la autoridad que suscribe se presento en persona: Stefani Beard, CUSTODIAN OF RECORDS Quien bajo juramento dice que El/ella es de El Nuevo Herald, un periodico en Miami, Condado de Miami Dade, Florida; que la copis adjunta de este anuncio fue publicado en dicho periodico, en las ediciones de:

Publication: El Nuevo Herald

1 insertion(s) published on:

09/08/23

El declarante afirma ademas que El Nuevo Herald es un periodico que Se publica en el mencionado condado De Miami Dade, Florida y que ha sido Publicado diariamente en dicho condado De Miami Dade, Florida, habiendo sido clasificado por las Oficinas de Correos en Miami condado de Miami Dade, como material con franquicia de segunda clase desde El 29 de Marzo de 1976. El Declarante Asegura que no ha pagado ni prometido Pagar a personal alguna, firma o Corporacion ningun descuento reembolso Comision o devolucion de fondos con el Proposito de lograr la publicacion de este Anuncio en dicho periodico.

Stefani Beard

Jurado y subscrito ante mi en Este Dia 8th day of September in the year of 2023

Stephanie Hatcher

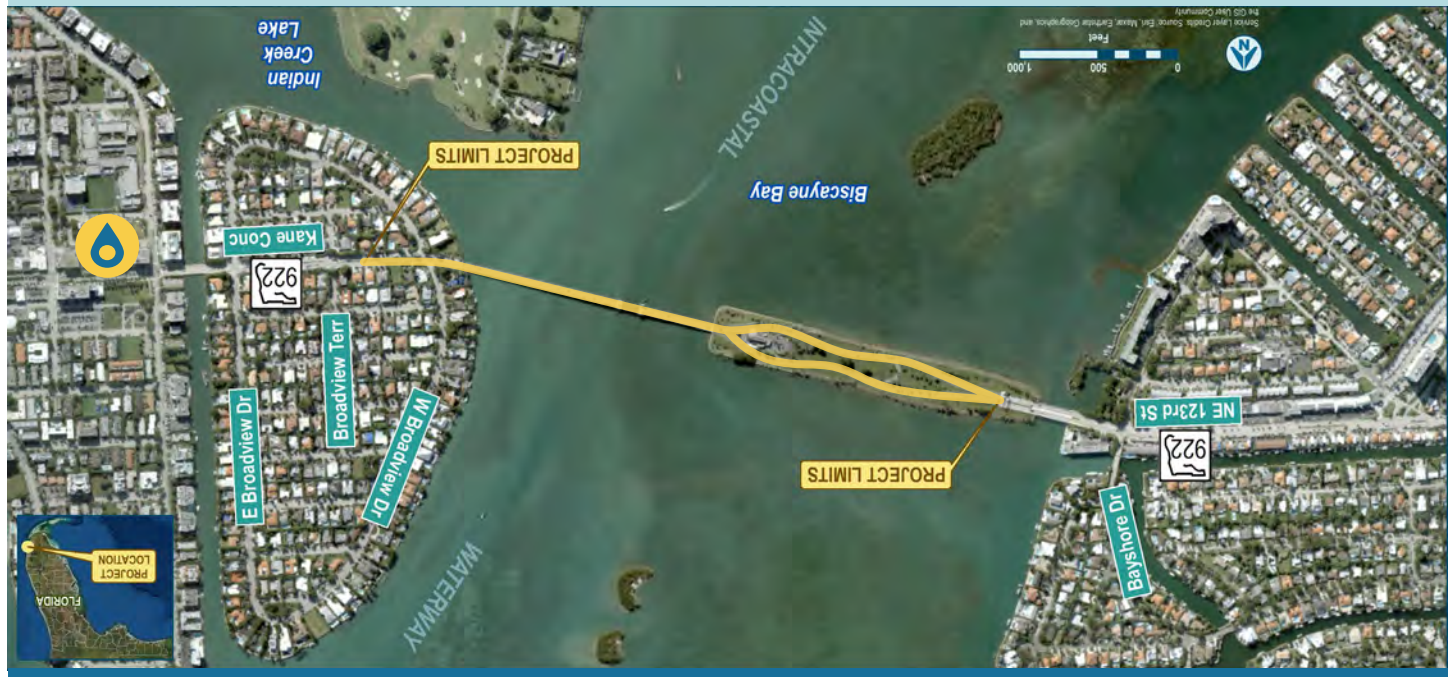
Notary Public in and for the state of Texas, residing in Dallas County

STEPHANIE HATCHER
My Notary ID # 133534406
Expires January 14, 2026

Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

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

PROJECT LOCATION MAP



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.

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

SCAN TO REGISTER

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.

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.

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:

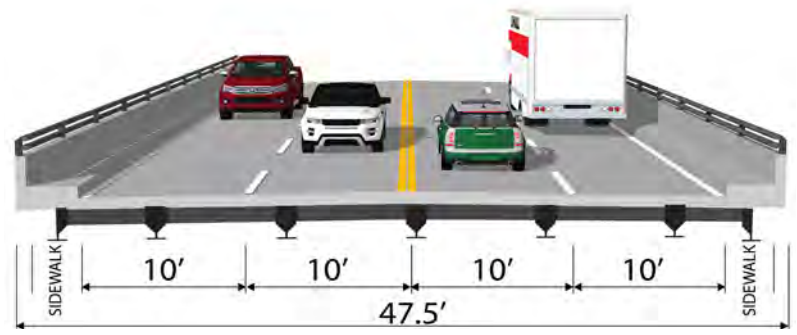
TOWN ENGINEER
Rodney Carrerro-Santana, P.E., CPM, LEED AP
Town of Bay Harbor Islands
publicworks@bayharborislands-fl.gov

9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154
Phone: (305) 866-6241

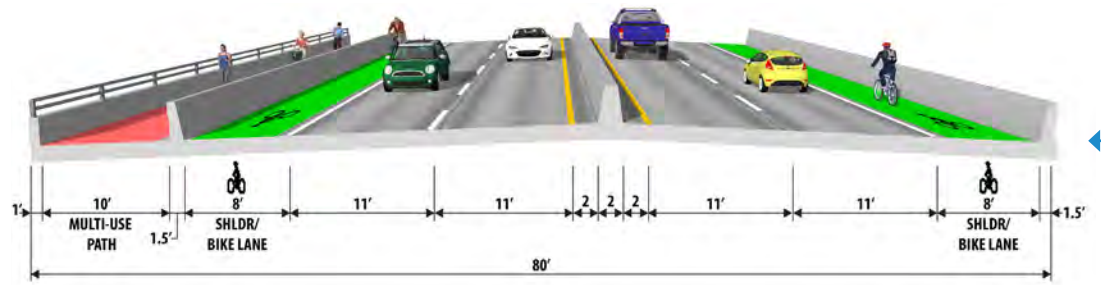
VISIT OUR WEBSITE:
https://www.bayharborislands-fl.gov/

PROPOSED RENDERINGS AND BRIDGE TYPICAL SECTIONS

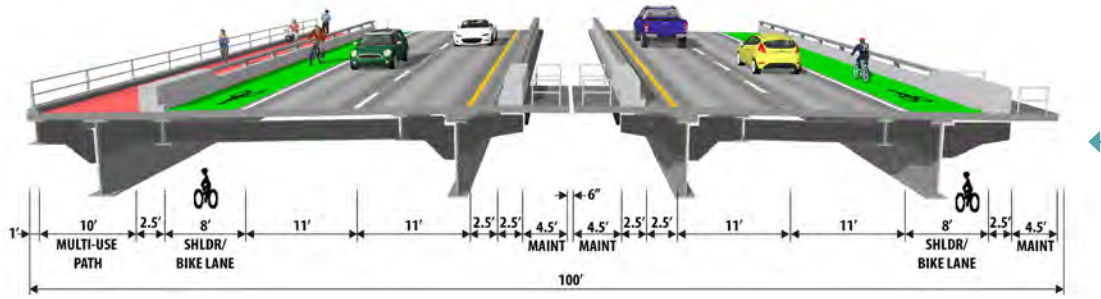
NO BUILD ALTERNATIVE



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.

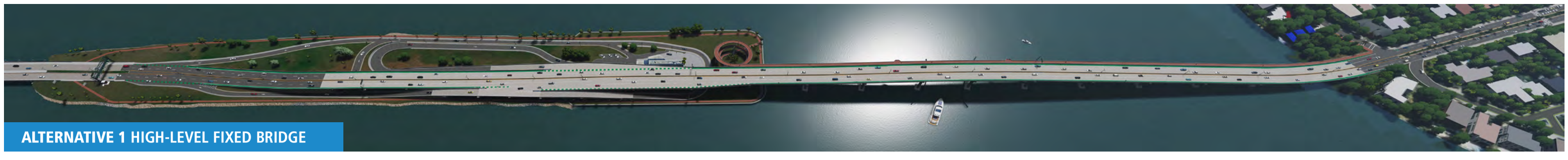
Alternatives 1 and 2 are on a southern alignment. Both alternatives will provide ADA compliant pedestrian accommodations on the roadway, bridge, and causeway island. The roadway lane widths will be widened to 11 feet and will have a barrier in the median separating traffic.

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.

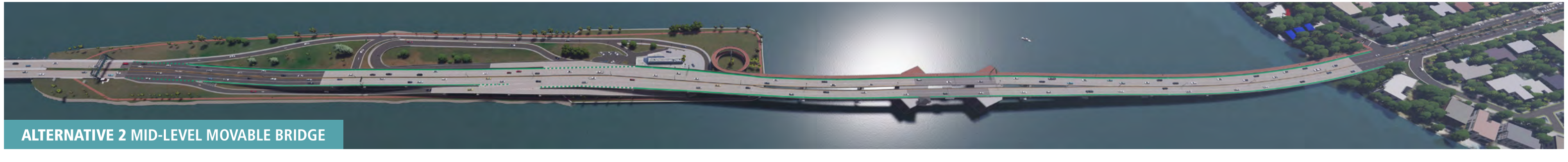
Advantages of Alternative 2, the Mid-Level Movable Bridge, are that it is not as high and therefore would have average slopes and less visual impacts, but it would still have drawbridge openings for large vessels and in emergency evacuation circumstances, and slightly higher impacts to environmental 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

THANK YOU for your legal submission!

Your legal has been submitted for publication. Below is a confirmation of your legal placement. You will also receive an email confirmation.

ORDER DETAILS

Order Number:
IPL0138455
Order Status:
Submitted
Classification:
Legals & Public Notices
Package:
MIA - Legal Ads
Final Cost:
$1,014.84
Payment Type:
Account Billed
User ID:
IPL0018708

ACCOUNT INFORMATION

TOWN OF BAY HARBOR ISLANDS IP
9665 BAY HARBOR TERR
MIAMI BEACH, FL 33154-2005
305-866-6241
achang@bayharborislands.net
TOWN OF BAY HARBOR ISLANDS

TRANSACTION REPORT

Date
September 5, 2023 3:33:51 PM EDT
Amount:
$1,014.84

SCHEDULE FOR AD NUMBER IPL01384550

September 8, 2023
Miami Herald

PREVIEW FOR AD NUMBER IPL01384550

ALTERNATIVES PUBLIC WORKSHOP NOTICE

Broad Causeway Bridge Replacement Project Development & Environment Study From Causeway Island to east of West Broadview Drive Financial Project ID: 452428-1-21-01 | Efficient Transportation Decision Making (ETDM) Number: 14520 | Town of Bay Harbor Islands Project Number: BC-160

The Town of Bay Harbor Islands will host an Alternatives Public Workshop for the Broad Causeway Bridge, also known as the Shepard Broad Causeway Bridge, Replacement Project Development and Environment (PD&E) Study. The limits of the study extend from Causeway Island to east of West Broadview Drive in the Town of Bay Harbor Islands in Miami-Dade County, Florida.

IN-PERSON OPTION: Attend the Broad Causeway Bridge Alternatives Public Workshop in-person on T**uesday, September 26, 2023**, at Morris N. Broad Community Center, 1175 95th St, Bay Harbor Islands, FL 33154. Visit the meeting any time between 7 p.m. and 8:30 p.m. to view the project video and displays, speak with project team members and submit comments or questions. There will be a formal presentation at 7:15 p.m., followed by an open discussion.

VIRTUAL OPTION: Attend virtually on **Thursday, September 28, 2023**. This event will include a presentation of the project and a live question-and-answer component with the project team. Meeting materials will be posted to the project webpage www.bayharborislands-fl.gov by September 1, 2023. Please review the materials before attending the virtual event. To participate virtually from your computer, tablet or smartphone, please register using the following link: bit.ly/BCB-APW. Participants can also call in by dialing 1 (305) 224-1968; Meeting ID: 914 7274 3634. Once registered, attendees will receive a confirmation email containing information about joining the meeting online.

Both public workshops 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.**

PROJECT WEBPAGE: View all materials online at www.bayharborislands-fl.gov. Comments can be provided through the project webpage and questions can be answered by calling the Town Engineer, Rodney Carrero-Santana, P.E., at (305) 866-6241.

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. 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 encourages public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need special assistance under the Americans with Disabilities Act of 1990 or who need translation services (free of charge) should contact **Jenice Rosado, Assistant Town Manager, at (305) 866-6241 or in writing to the Town of BayHarbor Islands, 9665 Bay Harbor Terrace, Bay Harbor Islands, Florida 33154 or by email at jrosado@bayharborislands-fl.gov** at least seven days prior to the meeting. If you would like further information about this project, please email publicworks@bayharborislandsfl.gov. You may also visit the project website at www.bayharborislands-fl.gov.

W00000000
Publication Dates

<< Click here to print a printer friendly version >>

United States Postal Service

Postage Statement—USPS Marketing Mail

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Mailing Group

Mailing Group ID	Mailing Job Number	Open Date
428807704	6P60UN33	08-29-2023
Preparer	**Origin**	**Close Date**
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Job Description: MEDIATECH_BAY11__082923

Mailer

Permit Holder's Name and Address and Email Address, if Any

TOWN OF BAY HARBOR ISLANDS
9665 BAY HARBOR TER
BAY HARBOR ISLANDS, FL 33154-2005
Contact Name: YVONNE HAMILTON, TOWN CLERK
(305)866-6241
yhamilton@bayharborislands-fl.gov

EPS Cust. Ref. No: BAY HARBOR

CRID: 4734858

Name and Address of Mailing Agent *(If other than permit holder)*

ASAP MAILING SERVICE
1043 NW 1ST CT
HALLANDALE BEACH, FL 33009-3903

CRID: 4525828

Name and Address of Individual or Organization for Which Mailing is Prepared *(If other than permit holder)*

TOWN OF BAY HARBOR ISLANDS
9665 BAY HARBOR TER
BAY HARBOR ISLANDS, FL 33154-2005

CRID: 4734858

Mailing

Post Office of Mailing	Processing Category	Mailer's Mailing Date	Federal Agency Cost Code	Statement Seq. No.	No. & Type of Containers
MIAMI, FL 33152-9998	Letters	08/29/23			Sacks: 0 1 ft. Letter Trays: 0 2 ft. Letter Trays: 0 EMM Letter Trays: 9 Flat Trays: 0 Pallets: 0 Other: 0
Type of Postage		**SSF Transaction ID #**		**Total # of Pieces in Mailing**	
Permit Imprint				3,165	
		Weight of a Single Piece	**Combined Mailing**	**Total Weight**	
		0.0938 lbs.		296.8770 lbs.	
Permit #	**For Mail Enclosed Within Another Class**		[ ]Mailpiece is a product sample.		
2001	[ ]Bound Printed Matter [ ]Library Mail [ ]Periodicals [ ]Media Mail		_____ % Samples		

For Automation Rate Pieces, Enter Date of Address Matching and Coding	For Carrier Route Pieces, Enter Date of Address Matching and Coding	For Carrier Route Pieces, Enter Date of Carrier Route Sequencing	For Pieces Bearing a Simplified Address Enter Date of Delivery Statistics File or Alternative Method
08/29/23	08/29/23	08/29/23	__/__/____

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This is a Political Campaign Mailing	This is Official Election Mail	
No	No	[ ]Letter-size or flat mailpiece contains DVD/CD or other disc.

Postage

Parts Completed **C**	
Subtotal Postage *(Add parts totals)*	$601.35
Complete if the mailing includes pieces bearing metered/PC Postage or precanceled stamps. Rate at Which Postage Affixed *(Check one)* [ ]Correct [ ]Lowest [ ]Neither — _____ pcs. x $ ____.____ = **Postage Affixed**	$0.000
Incentive/Discount Flat Dollar Amount	$-9.49
Fee _____	$0.00
Net Postage Due	$601.35
For USPS Use Only: Additonal Postage Payment *(State reason)*	
Total USPS Adjusted Postage	$601.35

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Incentive/Discount Claimed: N/A Type of Fee: N/A

The mailer certifies acceptance of liability for and agreement to pay any revenue deficiencies assessed on this mailing, subject to appeal. If an agent certifies that he or she is authorized on behalf of the mailer then that mailer is bound by the certification and agrees to pay any deficiencies. In addition, agents may be liable for any deficiencies resulting from matters within their responsibility, knowledge, or control. The mailer hereby certifies that all information furnished on this form is accurate, truthful, and complete; that the mail and the supporting documentation comply with all postal standards and that the mailing qualifies for the prices and fees claimed; and that the mailing does not contain any matter prohibited by law or postal regulation. I understand that anyone who furnishes false or misleading information on this form or who omits information requested on this form may be subject to criminal and/or civil penalties, including fines and imprisonment.

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(Automation) Letters 3.5 oz. (0.2188 lbs.) or less

	Entry	Price Category	Price	No. of Pieces	Subtotal Postage	Discount Total*	Fee Total	Total Postage
C9	DSCF	Saturation	$0.193	3,165	$610.8450	$-9.4950	$0.0000	$601.3500

C47	**Part C Subtotal** *(Add lines C1 - C46)*	$601.3500

C72	**Part C Total** *(Line C47 minus Line C58 and C71)*	$601.3500

Full Service Intelligent Mail Option

C73	DISPLAY ONLY Letters - Number of Pieces that Comply 3165.0 x 0.003 =	$9.4950

* May contain both Full Service Intelligent Mail and other discounts

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ALTERNATIVES PUBLIC WORKSHOP

BROAD CAUSEWAY BRIDGE REPLACEMENT

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

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

IN-PERSON WORKSHOP

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

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

VIRTUAL WORKSHOP

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

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.

SCAN TO REGISTER

Appendix G – Alternatives Public Workshop Meeting Materials In-Person

DRAFT

In Person Meeting Q/A Summary (Meeting recorded on website)

1. Dave Sanchez

Question: I prefer alternative one personally for the bridge construction. But I wanted to see other graphics to the bridge height and how it will look. I don't know what the VR headset view is from the island. Just seeing how tall the bridge is or say a certain distance or such. Because right now what I'm seeing is that there's not really many graphics achievable. How high it is?

The other question I have is how informed is North Miami? I know that the law states that we own the entirety of the Kane Concourse. We don't have the construction up until the bridge connects concourse to North Miami. What's preventing that if the law states that Bay Harbor does own that land? Another question I have is about an addition to the crosswalks, to put on lights in there. I know the example you showed is from the one in Bal Harbor. But at night you can't see anyone. It's really dangerous, especially many people wear black clothing and such. You can't see anything.

Response: For question number one related to the graphics, you may have noticed in the room before we started the formal presentation, there's a seven 7 1/2 minute video with 3 1/2 minutes on the fixed bridge alternative and then the following 3 1/2, four minutes on the movable bridge alternative to work from east to West and come back to kind of get as many angles as you can. That video will be posted on the PD&E website that you see on the screens now with the comment form and the other information about the project. The modeling that we've done so far will be further refined. For the public hearing next summer, where you will actually see like cars moving and you know different textures and colors and things of that nature. I think VR would help you see because you can look up from the existing bridge to the proposed bridge.

And your second question was related to North Miami and the coordination. So, the elected officials and all surrounding communities in North Miami, Bal Harbor, Indian Creek, all surrounding communities as well as the county and the state, and all of our representatives on the state and federal level have all been notified and we also received letters of support. And then crosswalks having a light at the crosswalk. Yeah, certainly that's a good recommendation. I'm glad that you brought it up and I wrote it down. I know there's an option that's called a Rapid Rectangular Flashing Beacon. That's the little rectangles around the pedestrian side, that kind of flash and notify cars. But I think you're more referring to extra lights in that area, and that's certainly something that we can look for. Yeah, it's a good comment.

2. Kathleen Kennedy

First of all, my name is Kathleen Kennedy. I'm at 9180 W Fair Harbor Drive. I want to thank you. Thank you for coming to talk to our citizens. This is very rare that we get input into what's going on in our town. Number one, I would like an audit. So, what happened to all the years that this bridge has been up? First it was cash then it went to whatever with no accountability. But what is the preventive maintenance for this bridge going forward? If you're depending on this town and some of the old folks that have been here for 23 or 24 years, it's not going to happen. We need young visionaries like yourself to maintain our town and our bridge. What's going to be invested in this bridge? I like that level 2 bridge

that the one that was just shown was beautiful and you know you guys have been amazing, but please don't leave it to the town to take care of our bridge. They don't know what they're doing. We don't even have a referendum. We don't have zoom. We don't have any communication. Thanks to somebody in this room who put up in the parking lot and now every he electronic board that we're going to have this meeting tonight. Otherwise, we just wouldn't have all these residents here. Bal Harbor is affected. Surfside is affected. North Miami is affected. We are affected. We're all a whole community, but no communication from this. I want to thank the mayor. It's not her fault. A few people are still learning, but this town has been neglected for years. We've paid cash for years to prevent this bridge from falling down. And by the way, one more thing I was the one that called the Miami Herald because I saw in the news that our bridge was one of the most eleven bridges and all of the United States.

Response: Thanks, Kathleen. I'll let David answer, but I do want to start with when this bridge was built, it was estimated to have a 50-year lifespan. Your bridge is currently 71 years old and has an additional 15 to 20 years left. That indicates to me that the bridge was very well maintained to this point. A lot better than some of the other bridges we've seen around the state and David and I have worked on a lot of bridges around the state and this country. So, I do want to point out that this was a 50-year life bridge when it was built. David, you can continue.

Just want to expand on that a bit and on slide 11, we noticed recent major bridge repairs. There was a $17 million bridge repair done in 2017 and there's a $3,000,000 bridge repair going on. Right now, you might see maintenance crews out there now and it is inspected regularly and coordination with FDOT and annual inspection protocol. And so, the bridge is safe and properly maintained.

Comment: Well, it breaks down every now and then. But anyway, I want to thank you so much because this to me is amazing.

3. Hillary Frankel

Question: OK, so one of our engineers already answered one of my questions. One question is if you make it a straight the way you have it in you alleviate our turns. That's going to make it more of a speedway and I know maybe not me personally but a car could go at least fifty with the curves. So you know that's an issue. Also, another question was when we come down and we head east you're taking away that maybe sometimes when it gets backed up some people might make an illegal turn onto West Broadview that's going to be a no right and then you're also taking away like the way we all zip across the street. We can't do that there anymore either. So we can't run across, . If federal funds are used, are we forfeiting any of our toll for that? And also does that take away our privilege of closing the bridge for any reason? So we can, if we use federal funds, we can't close access to our bridge anymore. It's not our bridge.

Response: It's always your bridge. The town is seeking federal state local funding grants that only covers up to 80% of the cost. So the town will have to pay a minimum of 20% of whatever cost of whichever bridge is decided upon. Keep that in mind that does not relinquish your ownership or anything. You will maintain ownership. This is still your bridge.

The second part was related to funds and tools that Wendy mentioned in your first question about illegal traffic movements. I think if you're convenient, so bold to say that races or curvature are added as a combing device. They're intentionally there to slow you down, and that often happens in a narrow

lane like the 10-foot lanes that you have now. So, I want to just point out our two roadway engineers are here to answer questions. Ryan Jensen is directly behind you. He's raising his hand. And Dylan Schyman is raising his hand. He's here also if you want to talk more about that. But what we've tried to do with input from Ryan and others on the team is to maximize the recreation opportunity space on the north side of the island and take advantage of your pre planning with that vacant lot to the South, so we don't have to close traffic during construction. We can just build offset and inherent with that and staying within our 300-foot wide right away, we're re kind of narrow and we're doing a bit of a straight shot instead of the hourglass shape.

There's potential for recreation space, but right now you have an unsafe and a very nonstandard condition where you can drive at full speed and then just shoot off into a gas station into a service station. There are some very hazardous situations out there currently, and if we build anything new, it will need to be to current standards. I hope that answers so we can talk more there.

4. Joyce Green

I have a couple simple questions. So, my first question is the 79th St. Causeway bridge. How high is it? And also, can the gas station be moved? Because I'd like to see the video or whatever of how they're going to get to the gas station, because they come from both sides and so.

Response (Alicia Gonzalez0: So, I just want to address the 79th Street because our FDOT folks are here. And I'm part of that team as well. The 79th St. Causeway is undergoing a very similar process. They're in the middle of a PD&E. Their public meetings will be next week and if you give me your name and number. I'll be happy to send you the information.

Question: I just want to know how high it is.

Response: The height of the bridge is designated by the US Coast Guard, and we have already coordinated with them. They will not allow any new bridge over the intercoastal that's less than 65 feet.

Comment: No, that's not my question. It's for me driving. I know what the 79th St. and thank you, the 163rd St. feel like so that's why I'm asking the question so I would know. When you say let me check option one, option two versus this. I already know what that feels like height wise and then the other concern is what to do with the gas station because we need the gas station and Hillary's right. People go both ways zipping into the gas station so that would have to be a consideration.

Response: We'll get back to you on the heights we're looking at. Ryan can get into details.

Question: OK, so what you're saying is you have two alternatives?

Response: Right, that's all. As far as the gas station, it is on the National Register of Historic Places eligible. It's also a high level contamination site, contamination under the building directly surrounding the building that cannot be disturbed or has to be cleaned. Major clean up is needed if it is disturbed. So, all of our designs I've mentioned to you, those constraints that we are trying to accomplish that is one of them is to avoid touching the gas station because that equates to a lot more money, a lot more coordination, a longer project, etc.

5. Monaco Krantz

Thank you to the Council members and to Maria and the City for taking the time and efforts. So, I just have a couple of questions. What's the plan in terms of how to pay for this? Because I think most of us that live here would love to see this happen both for safety and ultimately for viability of being able to get in and out of town. What you have on the board are giant numbers so I like the smaller number but it's still a big number so how do we pay for that?

Response: We are aggressively trying to get grant funding.

We have submitted a RAISE grant application for the design. It's viewed as a project of merit, so we're very hopeful we'll get it in the next round of funding and that's our number one effort. They said that our project was a great project for funding for the larger entire project amount.

Follow up: My question is what happens if we do not get some sort of federal funding?

Response: There are opportunities in addition to grants and funding. Part of the procurement process for the build alternation might include a loan that you would pay back over time with toll revenue. Likely there's other opportunities that we could explore with a bond or other things.

The town is making every effort, though. We've hired people to help us in Washington, DC, we're going to discuss funding options there soon.

Final question, who gets to make the final decision here? In other words, the residents, do we get to make this decision or do the council members get to make the decision or the Department of Transportation?

Response: Right now, we are collecting all the information and answers will be given and we need to evaluate all the answers. Public meetings and then eventually the town council will decide.

6.Good evening and I'm sorry my English is not my first language. The thing is that I moved here because it's like a very small town and very nice and I like the gas station. It’s the most beautiful gas station. It's very nice to access from either side. I love the bridge. Like every day I go to the bridge and I say thank you God because the view that we have that is very close to the water and it's amazing.

It's going to have more traffic. That is not what I'm looking for, where I live as a resident. Looks like the one that you show us looks like a highway I think it's going to bring more people to our town.

And so my opinion is like, no, I vote for another one.

Response: I would like to address the one comment about traffic and that either the build alternatives would not necessarily increase traffic and the reason is the local area is fully developed. So, we have traffic projections and the design year that are either negative or within 1% of the traffic counts that are they are today.

Response: We designed it so that the impact is minimal. That vacant parcel to the southeast was always designated for this purpose. So that a new bridge could be built without closing the existing one for an extended amount of time during construction could be years. So, before that building permit was issued, the owner of that home was notified what the vacant parcel would be used for.

And so, we just wanted to emphasize what we mentioned earlier, that there would be no right of way or relocations which leads to a faster schedule and lower cost.

6. Mr. Valdivia

A couple of questions, one related to traffic. Last time we removed the toll booths. We had like a huge amount of traffic coming in. I was wondering how the city is going to plan for this. What's the mitigation that you are planning for not having this traffic increase if we have the fixed bridge option?

Second question is related to maintenance costs. I noticed something around $5 million for over 10 years. So we are doing a small project right now which is costing over $3,000,000. So how do you come up with these numbers? And I wanted to understand also since we're going to have option one.

More criminals, more speeding cars, more people that live on the other side of the Bay dropping their kids off. So how is the city is going to prepare for all these increased traffic as well?

Response: I'll let David answer, but I want to say we're not removing the toll booth.

So that electric toll gantry was installed around 12 years ago and coincidentally Atkins Realis was a part of that design and we are not intending to touch or modify the toll entry in any way. Our traffic numbers are not showing an increase.

Comment: I mean, I would just suggest you guys since you are consultants and looking at it to stand there and watch once the bridge opens. People doing the turnarounds as that's what happens in reality.

Response: So we've been out there measuring counting cars, measuring the traffic. And there's a designated traffic analysis methodology that we've submitted through FDOT and the Town and the engineers that has listed the projections for the design traffic year, which is 30 years out if I recall.

The area is completely built there. There isn't many vacant parcels. It’s fully developed.

So if people want to get to the beach, they're likely crossing your bridge today and just waiting.

Comment: I'm having a hard time understanding how traffic is going to decrease once we remove this barrier, OK? The traffic is going to go down 1%.

Response: So Slide 35 showed the costs we had a design cost, but also tender costs and the maintenance cost for each of the alternatives. We've worked with similar structures and other districts around the state to develop the annual maintenance cost. But then there's major repairs that usually occur every ten years or so. So, there's events that occur through what you have left in 15 to 25 years. That would be the last time you'd want to invest in a multimillion dollar repair or rehab and that would be like putting a new engine in your car with 400,000 miles. It just doesn't make sense. So, you're at an end point, so we wouldn't do a major repair when you're within a few years of replacement.

6. Jed Frankel

Very impressive all the materials that you have here and this whole team of people and you can tell a lot of work has been put in already. I have a couple of comments.

First about limiting traffic on the toll; very easy solution raise the toll, make it more expensive.

Second, the white elephant in the room to me seems to be the funding $40 million in federal grants.

We are very fortunate, right across the water is Indian Creek Village. Let's open up the naming rights to this bridge. Tom Brady, Jeff Bezos, Gisele you know who doesn't want their naming lights on the bridge?

Norman Braman for his car dealerships, the Norman Braman Bridge, he can see his name up in lights and more seriously, is there going to be anything to prohibit people from conducting questionable activities underneath the bridge where the land is like? Right now, you cannot go underneath the bridge.

Response: So good suggestions up front but would have to defer to Maria or the town council for naming rights or other suggestions. But they're written down now. So related to the safety on the build alternatives at the East End near the tot lot there would not be a span. So, the first span would be over water, so there isn't a place to mill around or louder under and at the East End on the West End. Our intention is to stay aerial to stay high so that we're above the canopy of the service station and again I mentioned it's a state or National Register of Historic Place eligible site. So, we're trying not to touch that. So, to keep line of sight and the view we're adding spans that under in that area would be well lit. There might be opportunities for the parking lot on the service station or other uses now. However, the best way to prevent any type of extracurricular activities would be lights and our awesome Police Department.

7. Eric Broad

Hi everybody. Thank you for doing this. I just want to thank our Council and you guys for being here.

But I want to thank our Council. I like the 45-foot version. I just think it's a little more practical than walking over 60 feet in the air. The second version of the Causeway Island with more park space which is what we lack on these two islands is if you don't live on the water, you have no ability to enjoy the views or access the water other than the lot that's being done, well but so that would be great.

So, what's going to happen to the land where the current bridge kind of meets the island next to the top line? Thank you for keeping the line of sight to the water from the gas station facing south think.

That's a huge thing for us.

The West bridge, a smaller bridge connecting to North Miami, are there going to be any adjustments to that bridge or is there anything planned for that?

Response: We actually were notified by FDOT recently that they've changed their standards. So, we're actually having to do a project on that.

Bridge projects are in the current budget that's being proposed.

8. Francis

But most importantly, let's get back to the bridge. OK, my biggest issue is the gas station. One of our Commissioners was the MIMO girl and she pushed very hard for there to be historical preservation in our town. The only thing that's pretty much left is the gas station.

So now you're telling us we're going to preserve the bridge for this one gas station. If you look at the picture, this gas station has roads getting to it. I'm more concerned with the green space and for our children and everyone to be able to play because we are also having issues with our parks. We're limited

in our park land, so can I just say that this bridge? The Commissioner said that if it interferes with the design of this bridge that she would be concerned and would go along with taking down the gas station. And she's our MIMO girl, the historic one for preservation on our team.

Response: We were able to take that constraint and design the new bridge without impacting the gas station. I wanted to draw your attention to the board in the back that was slide 25 where we just recently worked with a refinement of the Causeway Island access roads is on the top, but the image on the bottom is a very recent refinement to minimize the asphalt and maximize the grass. It's an opportunity for recreation on that island. Our intention is to maintain access both eastbound and westbound in either they build alternatives and.

Your earlier comment prior to that was related to taxes and we just wanted to point out that currently your taxes do not pay for the bridges or the infrastructure in any way. The infrastructure is maintained and would be built from revenue from the tolls.

9. Beverly

I personally prefer the alternative two, I like the lower. I'd like to feel like I'm coming home to a town. You can provide that and be more specific in terms of the numbers.

And then my next question is someone mentioned the tolls being increased because of the bridges. I would hate it to increase even more and especially for our guests coming to visit us.

And in terms of greenery, is it going to be pedestrian only access?

There's not going to be any parking for people to come and use that park.

It would be pedestrian, correct?

Response: Either alternative one with the fixed bridge or alternative two the amount of grass and recreation opportunities are exactly the same.

OK, whichever alternative you pick, the costs are still going to have to be paid for in some way?

Response: We wanted to show the approximate cost so that you all are informed and whether it's total revenue or other sources that will have to be paid for through grants or time funding. And we know that the town will have to pay a minimum of 20%.

10. David Sanchez

My first question is the round walk around thinking why not an elevator? Maybe some stairs less visually obtrusive, and another question is what is the current vehicle traffic per year on the bridge and what is forecasted look like going forward?

Response: 22,000 right now is the daily traffic and if you had an emergency evacuation. I would expect it to be much higher.

Follow up: And you're thinking over the next 5-10 years that number goes up?

Response: Stays the same. It's roughly similar according to our private our traffic projections. The area is fully developed.

Follow up: I don't know if anybody considers people talking about the recreation space on the gas station island. But you have a lot there. That's very popular for myself and a lot of the other families in the neighborhood. Why not use this as an opportunity to expand it? Or how is that going to be impacted by this?

Response: Regarding the elevator, something we can consider, but we looked at stairs. We looked at the ramp. We're trying to be of little cost and still have an aesthetic feel to it. That's where the Helix came from. And what you say they're good questions.

Dave:

Umm, I do have some other questions. One question is the cost. I have seen many projects planned across the country and such like that; I know that we what we have there's an estimated cost. I would prefer an alternate of 200,000,000 than the other one of 400 million. But what if the cost blooms, for example? Because of inflation, because of anything, pretty much anything. How will we mitigate this?

Another question is why is only 80% of the amount what we can get from federal funding? It says only federal funding, or is this only state and federal or state have no limit or whatever it is?

Next question because it's a privately owned bridge. We're only eligible to receive funding from the state of Florida and other discretionary funds.

Response: So, we are attempting to do that. I have been to Tallahassee a few times requesting that and going again and we are also eligible to seek funding from the federal government. So, we are doing both. 80% is their max. That's what it is across the country for all municipalities that are applying for it.

The cost estimates that we showed include a life cycle cost that would be submitted as part of our preliminary engineering report.

But as far as the inflation goes what we showed was 2023 dollars and then kind of project it out to reach 2048. So, if there were inflation, it would affect all three.

Follow up: So, say there is inflation up in the coming 10 years of this project. Will the budget be updated as it goes up?

Response: And yes, yeah, we're regularly updating our estimates. This is the first kind of reveal of projected pricing, but we'll work through PD&E and design with revised cost estimates.

Follow up: What would be kind of like the minimum cost?

Response: We're going to have, you know, the public hearing. You'll hear costs again when we go to design and when it goes out to bid God willing for construction, you'll hear cost. Those are all the realities of what we face, and our engineers have been through a lot in the last 20 years of, you know, changing costs, not just inflation, changing costs of materials. And that's exactly what they work from to the best of their ability as of today. It'll be updated numbers based on what we know. I would suggest if you would like to maybe try to pull Chris Ray aside. He's very involved with the bridge options and has a lot of experience with the life cycle costs and the cost estimates that we put together.

I would like to add for the record there's been mention of the preliminary engineering report.

The Project Traffic Analysis report we develop a lot of reports with data for these projects of why we make these decisions. These reports will become available next summer, when we have the public hearing. All the reports will be available online. You can look through all of our analysis.

So, we'll have all that available to you, we're going to have all these different reports we are referring to that we're working on later on. All this will be transparent and available to you to review at your leisure, if you want to look at it on paper in person or look at it online. They'll all be available to you, and they'll also be available at the public hearing which is scheduled for next summer.

So, the Broad Causeway PD&E project website is within your Town of Bay Harbor Islands website so you can just hop on the Bay Harbor Islands and search for everything to date. It'll take you right to it. Comment form, boards, everything you've seen tonight will be on the website.

Does anyone else have questions that they want to address at the microphone? We will be available to answer questions for a few minutes around the boards if you have something specific.

Broad Causeway Bridge Replacement PD&E Study

Causeway Island to East of West Broadview Drive

Alternatives Public Workshop

Financial Project ID: 452428-1-21-01
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Bridge Number: 875101
Miami-Dade County, FL

Criteria/Category		No Build Alternative	Alternative 1 High-Level Fixed Bridge	Alternative 2 Mid-Level Movable Bridge
ABILITY TO MEET PURPOSE AND NEED	Address Bridge Deficiencies	☒	☑	☑
	Improve Safety			
	Improve Flow of Traffic			
	Maintain Emergency Evacuation			
BRIDGE	Vertical Navigational Clearance Above Mean High Water	15.7 ft.	65 ft.	40 ft.
	Horizontal Clearance (between fenders)	79.7 ft.	90 ft.	90 ft.
	Slope of Road on Bridge (West side / East side)	3.44% / 1.55%	5.00% / 5.85%[1]	2.60% / 4.15%
	Improved Waiting Time for Marine Traffic	No	Yes	Yes
	Temporary Bridge Required During Construction	N/A	No	No
	Bridge Closure or Detour During Construction	N/A	No	No
TRAFFIC OPERATIONS	Bridge Opening	Yes	No	Yes
	Benefit to Vehicular Traffic	No	Yes	Yes
	Evacuation / Emergency Response (Improved)	No	Yes	Yes
SOCIAL & CULTURAL RESOURCES	Potential Impacts to Archaeological Resources	N/A	Low	Low
	Potential Impacts to Historic Resources	N/A	High	High
	Potential Impacts to Parks/Recreation Areas (#)	0	1	1
	Town of Bay Harbor Islands Tot Lot	No	No	No
	Florida Circumnavigational Saltwater Paddling Trail[2]	No	Yes	Yes
	Aesthetic/Visual Changes	No	Yes	Yes
	Pedestrian and Bicycle Facility Improvements	No	Yes	Yes
NATURAL & PHYSICAL RESOURCES	Potential Impacts to Wetlands (acres)	0	0	0
	Potential Impacts to Essential Fish Habitat (acres)	0	3.07	3.52
	Threatened/Endangered Species Potential	N/A	Medium[3]	Medium[3]
	Potential Impacts to Sovereign Submerged Lands	No	No	Yes
	Potential Noise Sensitive Sites (#)	0	233	233
	Potential Contamination Sites (#High / #Medium)	0	1 / 1	1 / 1
RIGHT-OF-WAY	Relocations (#)	0	0	0
	Right-of-Way to be acquired (acres)	0	0	0
ESTIMATED PROJECT COSTS[4] (2023 Dollars, in millions)	Lifespan of Alternative (Estimated Years) ★	25	75	75
	Design	N/A	$15.9	$32.7
	Mitigation	N/A	TBD	TBD
	Construction	N/A	$204.5	$339.4
	Bridge Tender	$30.7	$0	$30.7
	Inspection & Maintenance	$41.7	$4.8	$22.3
	TOTAL	**$72.4**	**$225.2**	**$424.2**

★ Toll bridge to be closed with "No Build Alternative".

[1] The bridge sidewalks will comply with ADA requirements.

[2] Temporary impacts during construction only.

[3] Medium assigned based on mitigation and minimization measures that will be implemented based on regulatory agency coordination.

[4] Preliminary estimates are for planning purposes only. Costs shown are 2023 dollars through 2048 with 3% inflation.

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	Advantages	Disadvantages
No Build Alternative	• No construction • No impacts to environmental resources • Maintains roadway slope • Lowest short-term cost ($72.4M)	• Substandard roadway lane widths and pedestrian accommodations • Bridge will continue to deteriorate and will be decommissioned at end of estimated 25 year lifespan • Potential for bridge closures and detours from machinery failure • Frequent bridge openings and wait times for vehicular and marine traffic • Bridge condition may affect emergency evacuation
Alternative 1 High-Level Fixed Bridge	• New bridge (estimated 75 year lifespan) • No bridge openings or wait time for vehicle and marine traffic • No impacts to Sovereign Submerged lands • Lower impact to Essential Fish Habitat • Lowest Build Alternative cost ($225.2M)	• 65-foot bridge - Steeper roadway and multi-use path slopes • 65-foot bridge - More visual impacts to businesses and residents
Alternative 2 Mid-Level Movable Bridge	• New bridge (estimated 75 year lifespan) • 40-foot bridge - Reduced roadway and multi-use path slopes • 40-foot bridge - Less visual impacts to businesses and residents	• Bridge openings and wait times for vehicular and marine traffic • Impacts to Sovereign Submerged lands • Higher impact to Essential Fish Habitat • Highest Build Alternative cost ($424.2M)

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Causeway Island Potential Configurations

LEGEND

- *PROPOSED BRIDGE*
- *PROPOSED LANDSCAPE/SOD*
- *PROPOSED ASPHALT PAVEMENT*
- *PROPOSED CONCRETE SIDEWALK*
- *PROPOSED BIKE LANE*
- *PROPOSED COLOR CONCRETE SIDEWALK*
- *PROPOSED BARRIER WALL*
- *PROPOSED CURB AND GUTTER*
- *PROPOSED CONCRETE MEDIAN*

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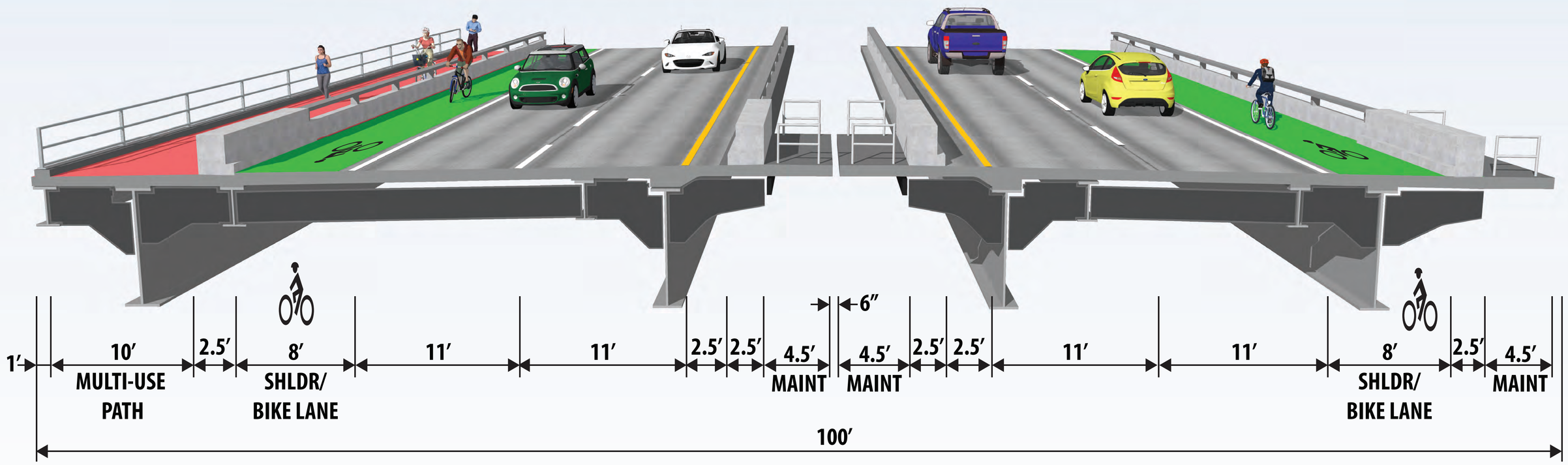
PROPOSED BRIDGE TYPICAL SECTIONS

ALTERNATIVE 1 – HIGH-LEVEL FIXED BRIDGE

ALTERNATIVE 2 – MID-LEVEL MOVABLE BRIDGE



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BRIDGE RENDERINGS

EXISTING BRIDGE

ALTERNATIVE 1 – HIGH-LEVEL FIXED BRIDGE

ALTERNATIVE 2 – MID-LEVEL MOVABLE BRIDGE

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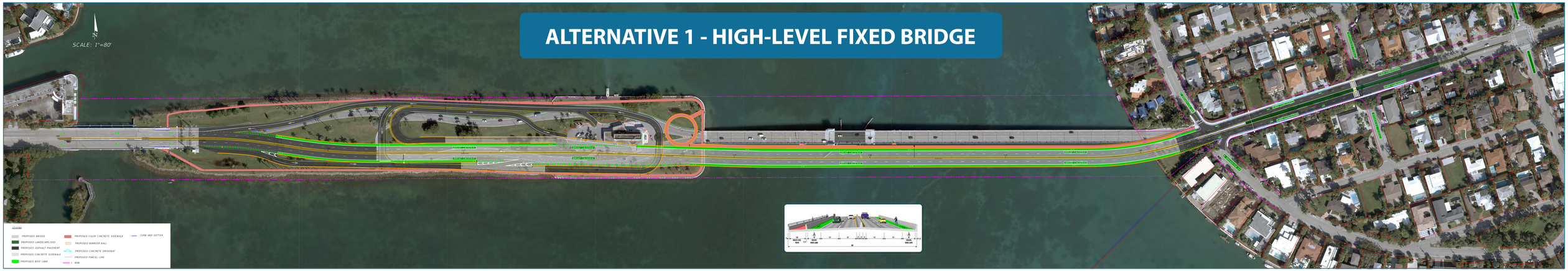
ALTERNATIVE 1 - HIGH-LEVEL FIXED BRIDGE



ALTERNATIVE 2 - MID-LEVEL MOVABLE BRIDGE

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ENGINEERING CONSIDERATIONS

BRIDGE

- Profile (Height) of Bridge
- Type of Bridge
- Alignment
- Navigational Clearances
- Bicycle and Pedestrian Facilities

ROADWAY

- Width of Roadway
- Intersections
- Bicycle and Pedestrian Accommodations
- Access to Service Station
- Access to Residents
- Construction Impacts
- Traffic Flow Relief

OTHER PROJECT AREAS

- Drainage
- Utilities
- Lighting
- Bridge Aesthetics
- Geotechnical
- Constructability
- Historic Preservation
- Concurrent Project
- Estimated Cost

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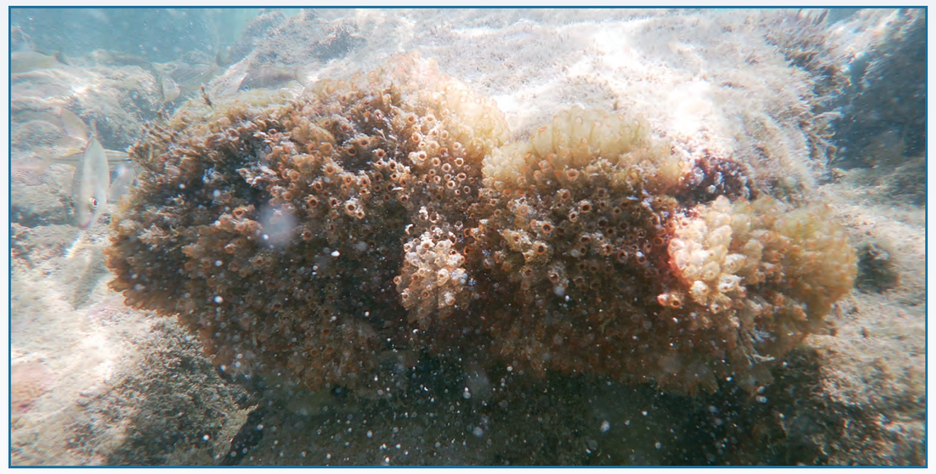
ENVIRONMENTAL CONSIDERATIONS

NATURAL RESOURCES

- U.S. Fish and Wildlife Service (USFWS) Consultation Areas for Atlantic Coast plants, American crocodile, piping plover, West Indian manatee, and Florida bonneted bat
- Essential Fish Habitat
- Seagrasses and Corals
- Biscayne Bay Aquatic Preserve/Outstanding Florida Water/ National Oceanic and Atmospheric Administration (NOAA) Marine Protected Area
- Water Quality

PHYSICAL RESOURCES

- Noise
- Contamination



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ENVIRONMENTAL CONSIDERATIONS

SOCIAL RESOURCES

- Aesthetics – View from the bridge
- Town of Bay Harbor Islands Tot Lot

CULTURAL RESOURCES

- Historic Sites
- Recreational Facilities

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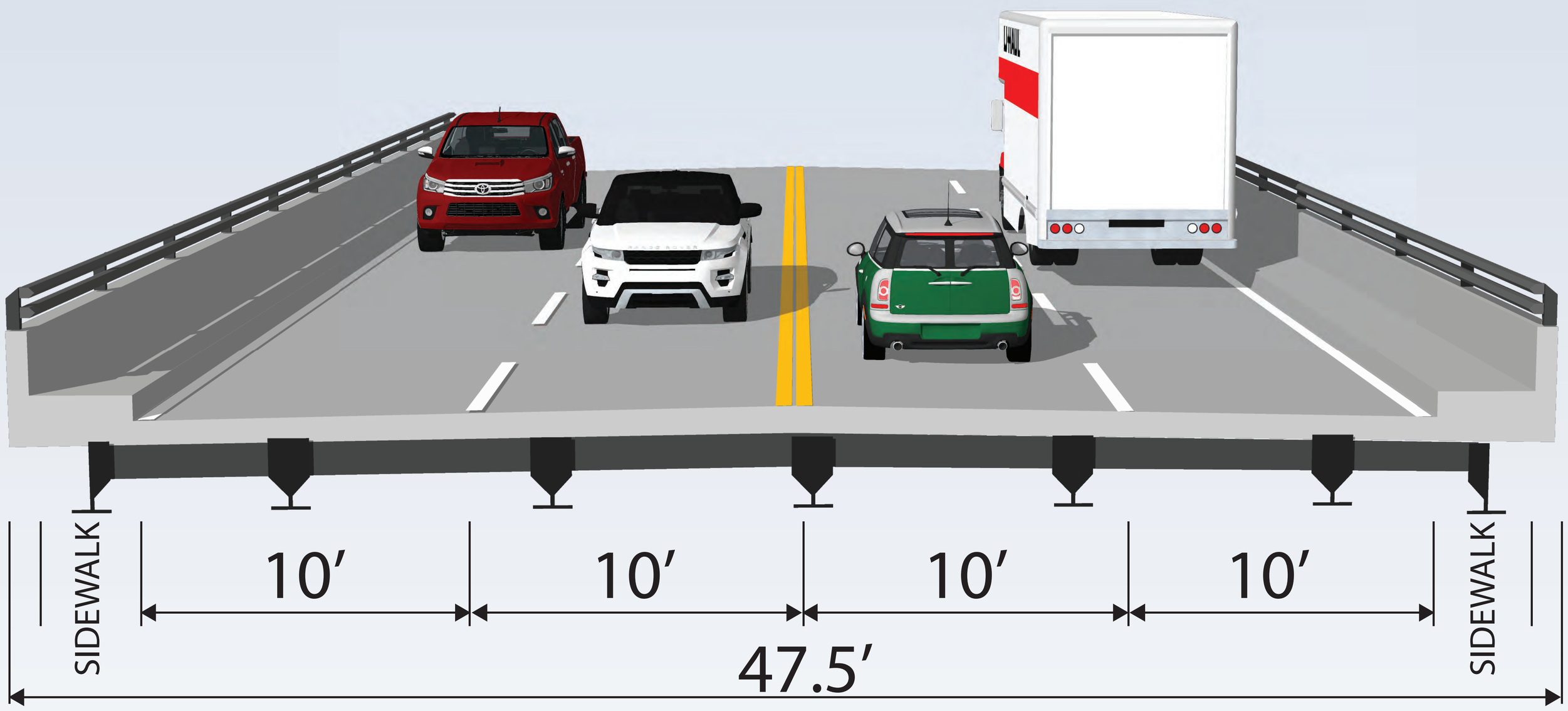
EXISTING BRIDGE TYPICAL SECTION



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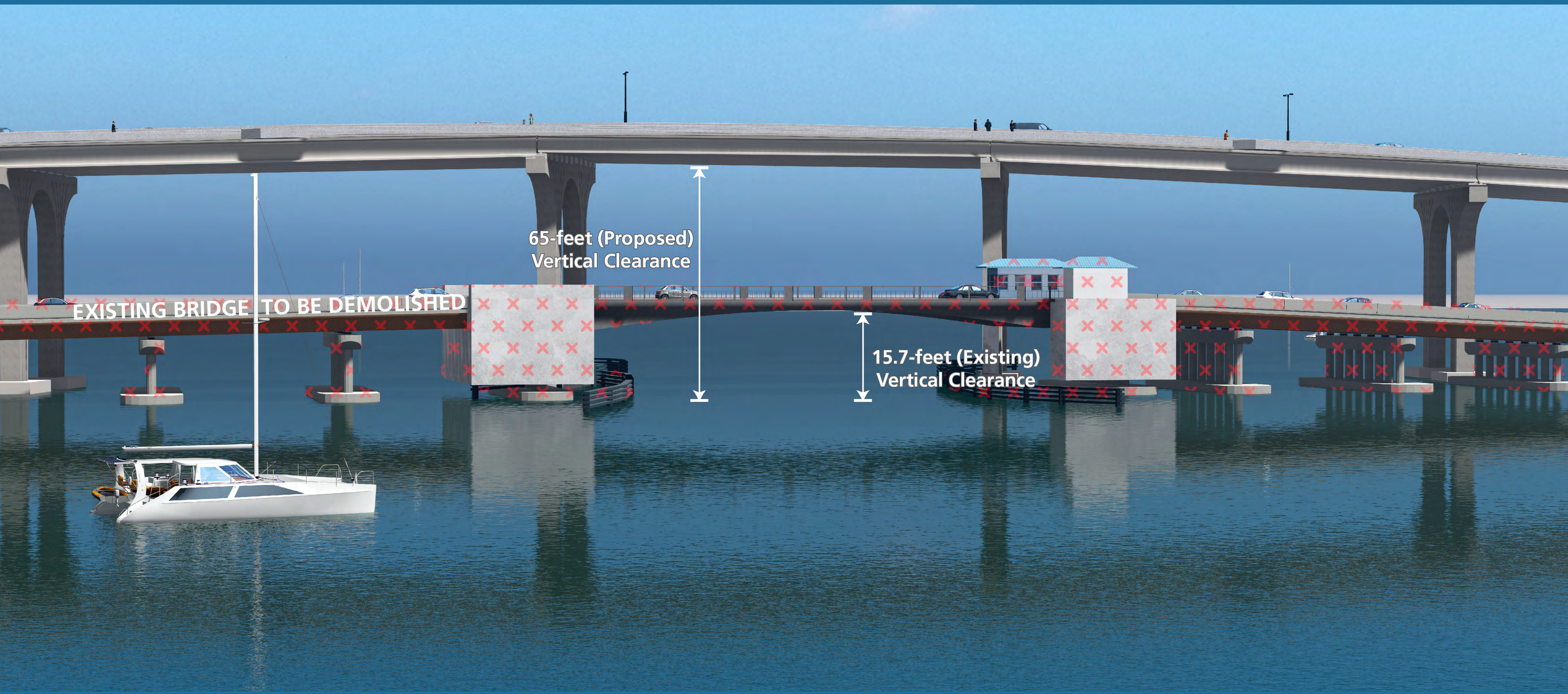
Alternative 1 - High-Level Fixed Bridge vs. Existing Bridge



View Looking South from North Side of Biscayne Bay

Broad Causeway Bridge Replacement PD&E Study

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HOW CAN I COMMENT?

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COMMENT FORM

Submit a comment form tonight or by mail

PROJECT WEBSITE

www.bayharborislands-fl.gov

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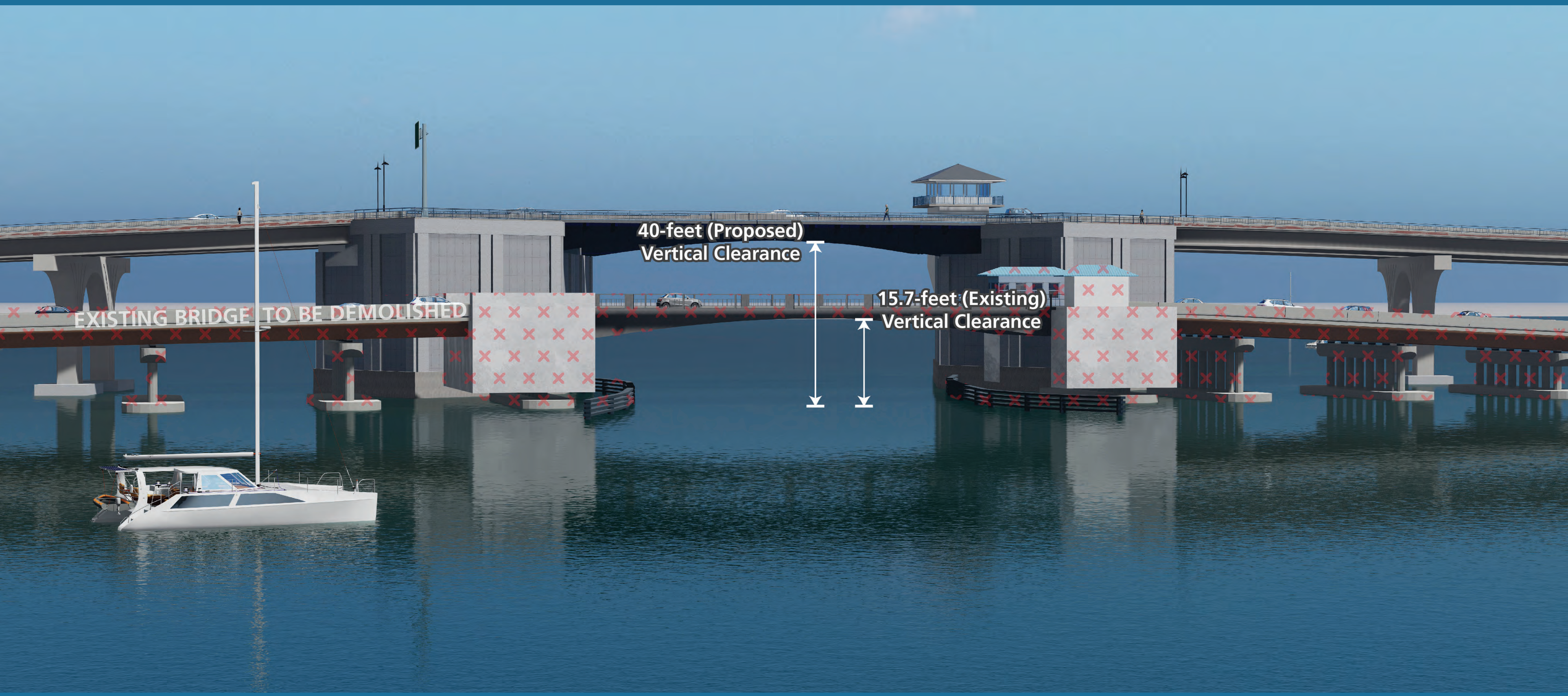
Alternative 2 - Mid-Level Movable Bridge vs. Existing Bridge



View Looking South from North Side of Biscayne Bay

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NEPA ASSIGNMENT STATEMENT

The environmental review, consultation, and other actions required by applicable federal government 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.

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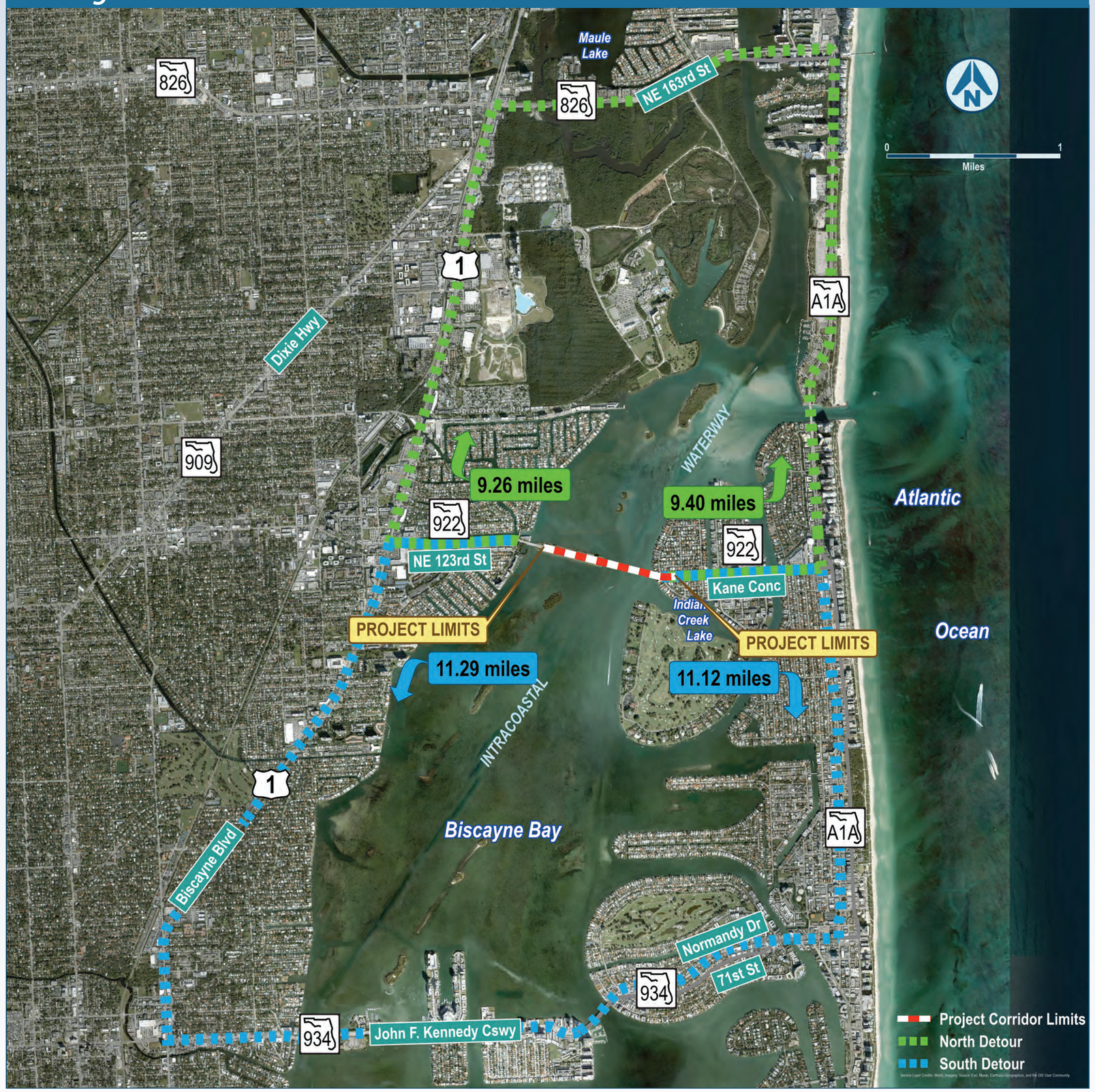
No Build Alternative

- Existing deficiencies will remain
- Continued deterioration
- Extensive and costly periodic repairs and maintenance
- Potential bridge closures if movable bridge machinery breaks (unpredictable)
- Life of bridge is expected to be 15-25 years at which time the bridge will have to be decommissioned or replaced
- No bridge eliminates toll revenue and may cause tax increases
- If the bridge is closed for repair or decommissioned, an 11-mile detour to the south or a 9-mile detour to the north would be necessary
- Emergency response and evacuation impacted

Bridge Closure Detour Route



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PEDESTRIAN ACCOMMODATIONS

BOTH BUILD ALTERNATIVES

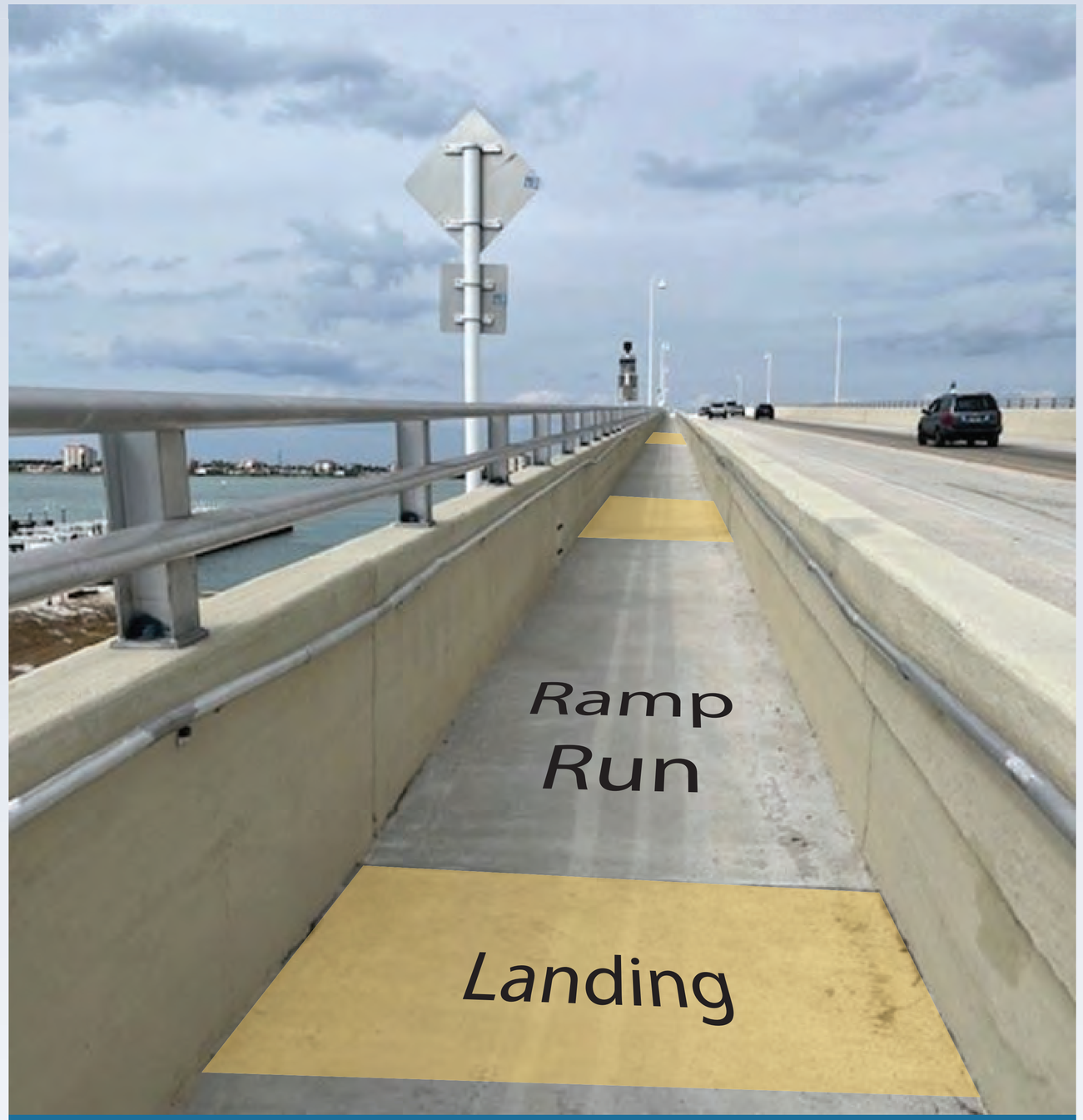
- Multi-use path on north side of bridge
- Meets ADA requirements
- Bridge overlooks for the public
- Sidewalk around the causeway island

ALTERNATIVE 1 – HIGH-LEVEL FIXED BRIDGE

- Barrier separated pedestrian ramp and landings
- Variable slope with most ramps <6%

ALTERNATIVE 2 – MID-LEVEL MOVABLE BRIDGE

- Slope of <3% on the west side and 4% on the east side



Pinellas Bayway Bridge Example

Alternative 1

Alternative 2

Alternative 1

Alternative 2

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CROSSWALK

- Pedestrian accommodations are on the north side of the bridge
- Mid-block pedestrian crosswalk to move pedestrians to north side of roadway
- Push-button crossing

Miami Beach Example

Mid-block Pedestrian Crosswalk

Alternative 1

Alternative 2

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PROJECT CONSTRAINTS

TOWN OF BAY HARBOR ISLANDS TOT LOT

- Community Park
- Section 4(f) Resource

NAVIGATION

- Atlantic Intracoastal Waterway
- Cannot move navigational channel
- USCG requires 90 feet horizontal and 21 feet vertical clearances for bascule (movable) bridge
- USCG requires 90 feet horizontal and 65 feet vertical clearances for fixed bridge

SERVICE STATION

- Historic - determined NRHP eligible
- Contamination site

Broad Causeway Bridge Replacement PD&E Study

Causeway Island to East of West Broadview Drive

Alternatives Public Workshop

Financial Project ID: 452428-1-21-01
Efficient Transportation Decision Making (ETDM) Number: 14520
Town of Bay Harbor Islands Number: BC-160
Bridge Number: 875101
Miami-Dade County, FL

PROJECT CONSTRAINTS

PEDESTRIAN AND BICYCLE ACCOMMODATIONS

- Improve Safety
- Provide Multi-use path
- Slope meets ADA requirements

PROJECT COST

- Town is funding PD&E study with toll revenue
- Town has four bridges to maintain
- Funding (approximately 80%) will be pursed through Federal, state, and local grants with any remaining balance paid with toll revenue
- Toll revenue used to inspect, operate, and maintain four bridges

RELOCATION AND RIGHT-OF-WAY (ROW)

- Replace bridge within existing ROW
- Avoid residential and business relocations
- Utilize Town's vacant parcel

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PROJECT LOCATION

Broad Causeway Bridge Replacement PD&E Study

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Miami-Dade County, FL

PROJECT OVERVIEW

Bridge Constructed 1951 – 72 years old

- Ongoing extensive and costly repair projects
- Increased cost to maintain the bridge

Bridge Condition - Fair

- 2023 FDOT Bridge Inspection
- Graded "Functionally Obsolete" by National Bridge Index
- Bridge does not meet current road design standards
- Undersized power generator

PROJECT PURPOSE

- Identify the best solution for replacement of the existing bridge

PROJECT NEED

- Address Bridge Deficiencies
- Improve Safety
- Improve Flow of Traffic
- Maintain Emergency Evacuation

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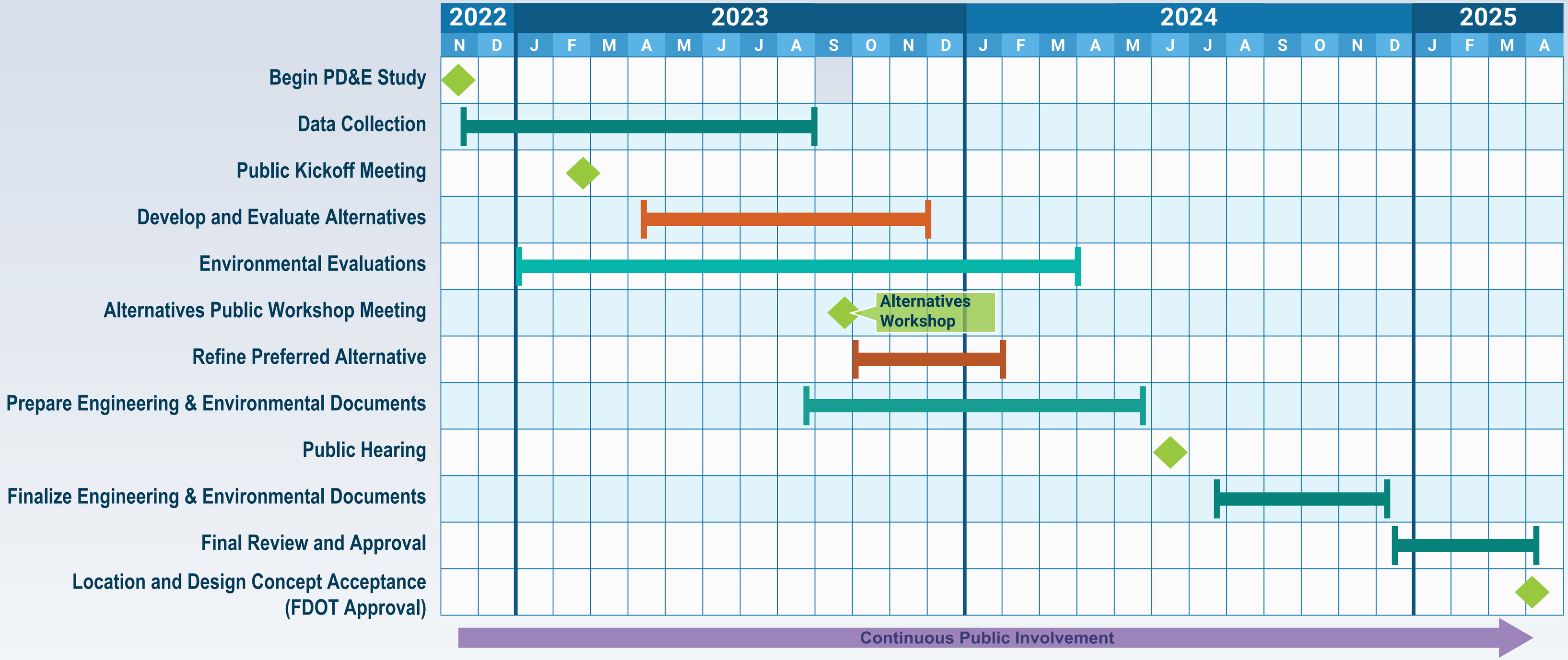
SCHEDULE



PD&E → **Design** (2025 - 2027) → **Right-of-Way** (Right-of-Way Acquisition Phase Not Applicable) → **Construction** (2028 - 2030) → **Completed Project** (2031)

Broad Causeway Bridge Replacement PD&E Study

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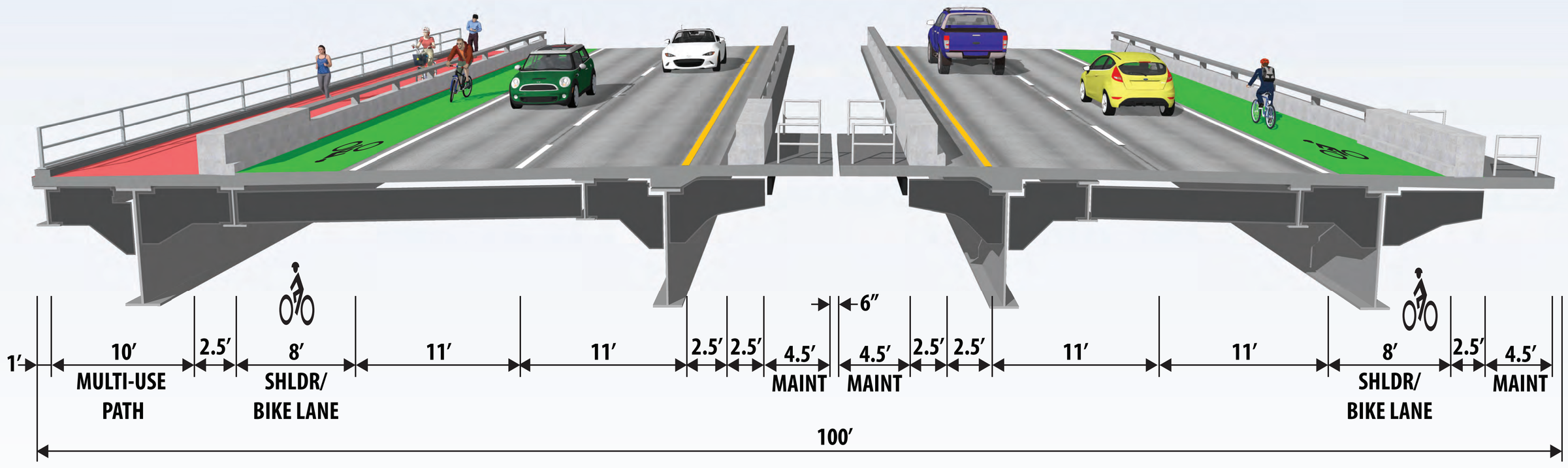
PROPOSED BRIDGE TYPICAL SECTIONS

ALTERNATIVE 1 – HIGH-LEVEL FIXED BRIDGE

ALTERNATIVE 2 – MID-LEVEL MOVABLE BRIDGE



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TOWN OF BAY HARBOR ISLANDS

complies with various
Non-Discrimination Laws and Regulations,
including Title VI of the Civil Rights Act of 1964

Public participation at this Public Meeting is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Persons wishing to express any concerns about Title VI may do so by contacting either:

Jenice Rosado
Assistant Town Manager
Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154
305-866-6241
jrosado@bayharborislands-fl.gov

Stefan Kulakowski, FCCM, CPM
State Title VI Coordinator
Florida Department of Transportation
Equal Opportunity Office
605 Suwannee St., MS65
Tallahassee, Florida 32399
850-414-4742
stefan.kulakowski@dot.state.fl.us

CIUDAD DE BAY HARBOR ISLANDS

Cumple con varias
leyes y regulaciones de no discriminación,
incluyendo el Título VI de la Ley de Derechos Civiles de 1964

Se solicita la participación del público en esta Reunión Pública sin distinción de raza, color, nacionalidad de origen, edad, sexo, religión, discapacidad o estado familiar.

Las personas que deseen expresar cualquier inquietud sobre el Título VI pueden hacerlo poniéndose en contacto con:

Jenice Rosado
Asistente del Administrador
de la Ciudad
Ciudad de Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154
305-866-6241
jrosado@bayharborislands-fl.gov

Stefan Kulakowski, FCCM, CPM
Coordinador Estatal del Título VI
Departamento de Transporte de Florida
Oficina de Igualdad de Oportunidades
605 Suwannee St. MS65
Tallahassee, Florida 32399
850-414-4742
stefan.kulakowski@dot.state.fl.us

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BROAD CAUSEWAY
BRIDGE REPLACEMENT
Town of Bay Harbor Islands

WELCOME

To the Public Alternatives Workshop for the Broad Causeway Bridge Replacement PD&E Study

Broad Causeway Bridge Replacement PD&E Study

Causeway Island to East of West Broadview Drive

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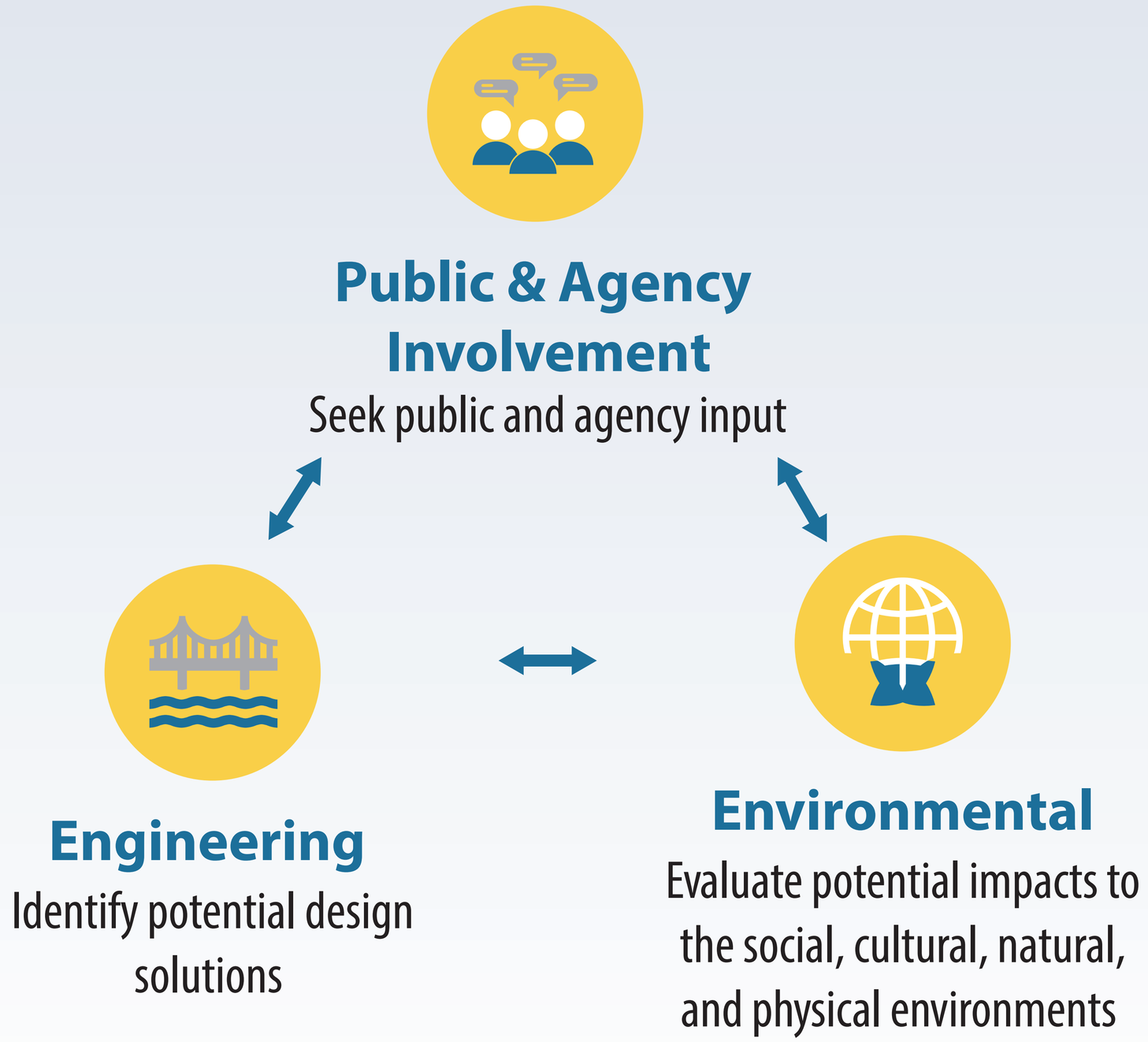
Miami-Dade County, FL

WHAT IS A PD&E STUDY?

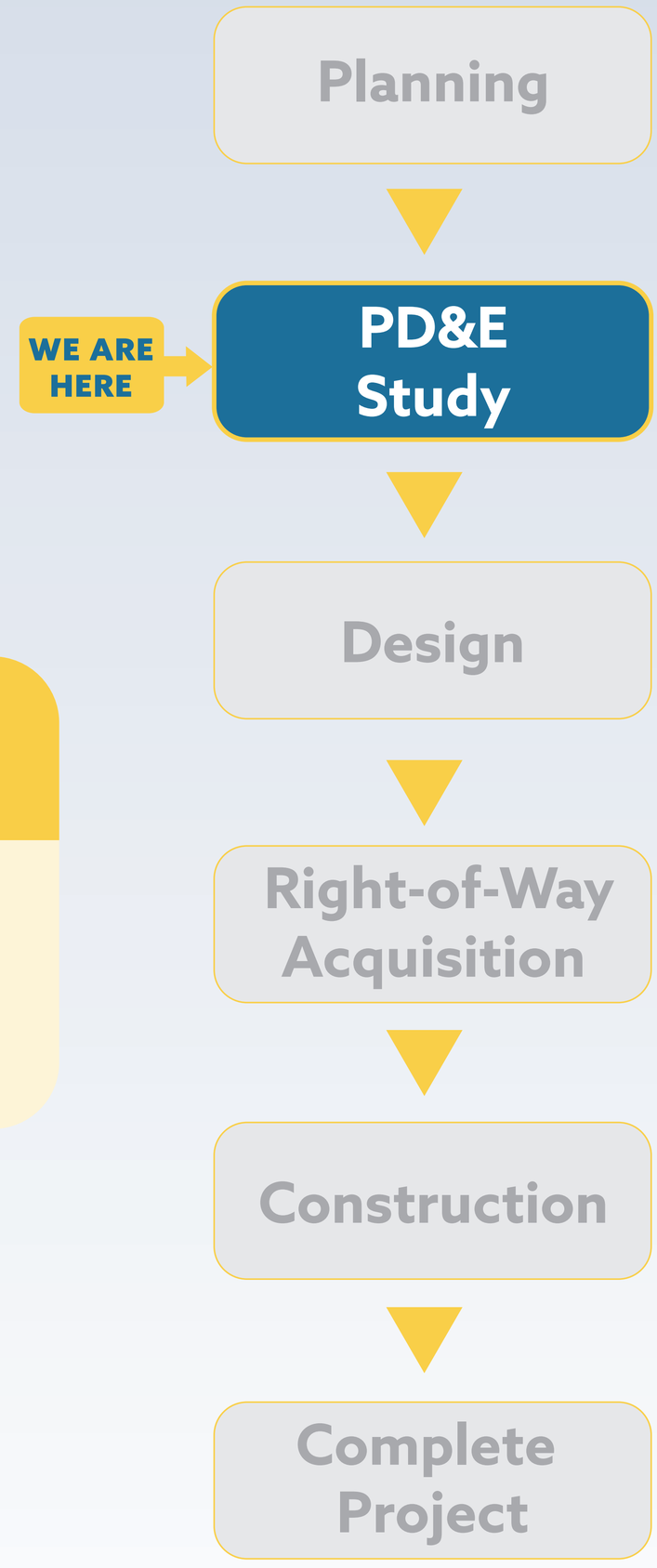
A Project Development & Environment (PD&E) Study is a process to analyze a transportation project.

It consists of 3 elements:



The PD&E Process is followed to comply with:

- National Environmental Policy Act (NEPA)
- Federal and State environmental laws
- Requirements involving federal funding



From: "Lasher, Wendy G" <Wendy.Lasher@atkinsrealis.com>
To: "Dayana Sanjurjo" <dsanjurjo@mrgmiami.com>
"Alicia Gonzalez" <agonzalez@mrgmiami.com>
Date: 10/4/2023 2:36:21 AM
Subject: BCB - Town Council Virtual Meeting Summary
Attachments: Town of Bay Harbor Island Virtual Town Council Workshop Notes.docx

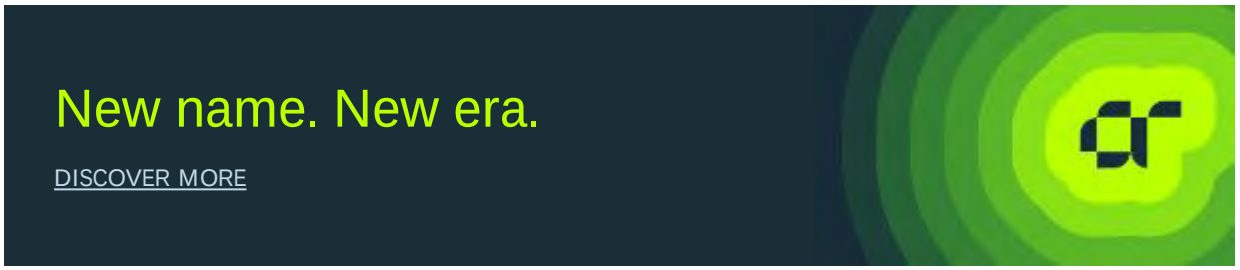
EXTERNAL SENDER: Use caution with links and attachments.

Hello,

Please see attached notes from the Town of Bay Harbor Islands Virtual Town Council Meeting on Thursday, September 28, 2023. Note there were two attendees: Jack Karson and Karen Weiss. Jack Karson expressed support for Alternative 1. Karen Weiss did not state a preference. Please add Jack's selection to your ongoing tally.

Thank you,

Wendy G. Lasher AICP
Senior Transportation Planner IV
AtkinsRéalis
813-281-8309, 813-404-4979,



Podcasts Beyond Engineering Careers

At AtkinsRéalis, we work flexible hours around the world. Although I have sent this email at a time convenient for me, I don't expect you to respond until it works for you.

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Town of Bay Harbor Island Virtual Town Council WorkshopNotes

September 28, 2023

Attendees from TBHI: Vice Mayor Fuller, Maria Lasday, and Councilmember Molly Diallo

Attendees from the Public: Wendy Lasher (AtkinsRéalis), David Konz (AtkinsRéalis), Jack Karson (Resident), and Karen Weiss (Resident).

- Jack Karson expressed support for Alternative 1.
- Question: How will the bridge be paid for? Answer: Grants up to 80% and toll revenue.
- Question: What would the 20% cost be? Answer: Based on what alternative is selected and the cost of that alternative.
- Question: What is the expected increase of the toll? Answer: Do not have an estimate at this time. Currently doing this project based on existing toll revenue. No change right now and annual pass will remain. Annual pass is not just for residents. Anyone can get one. There is not a limitation on how many of these are distributed each year.

From: "Alicia Gonzalez" <agonzalez@mrgmiami.com>
To: "Dayana Sanjurjo" <dsanjurjo@mrgmiami.com>
"Lasher, Wendy G" <Wendy.Lasher@atkinsrealis.com>
Date: 10/3/2023 6:51:54 PM
Subject: Fwd: Comment on Bridge

Get Outlook for iOS

From: MICHAEL OROVITZ <bankermdo@aol.com>
Sent: Tuesday, October 3, 2023 1:24:28 PM
To: Alicia Gonzalez <agonzalez@mrgmiami.com>
Subject: Comment on Bridge

[You don't often get email from bankermdo@aol.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

EXTERNAL SENDER: Use caution with links and attachments.

I am in favor of alternative 1.

Michael D. Orovitz
9240 West Bay Harbor Dr. #5A
Bay Harbor Islands, Florida. 33154

Sent from my iPhone

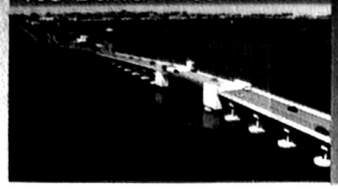
Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study

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

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

ALTERNATIVES KEY DIFFERENTIATORS

Please select which alternative you prefer.
(Please select only one.)

		Advantages	Disadvantages
☐	**No Build Alternative** 	• No construction • No impacts to environmental resources • Maintains roadway slope • Lowest short-term cost ($72.4M)	• Substandard roadway lane widths and pedestrian accommodations • Bridge will continue to deteriorate and will be decommissioned at end of estimated 25 year lifespan • Potential for bridge closures and detours from machinery failure • Frequent bridge openings and wait times for vehicular and marine traffic • Bridge condition may affect emergency evacuation
☐	**Alternative 1** High-Level Fixed Bridge	• New bridge (estimated 75-year lifespan) • No Bridge Openings required for vehicular traffic • No impacts to Sovereign Submerged lands • Lowest impact to Essential Fish Habitat • Lowest Build Alternative cost ($225.2M)	• 65-foot bridge - Steeper roadway and multi-use path slopes • 65-foot bridge - More visual impacts to businesses and residents
☐	**Alternative 2** Mid-Level Movable Bridge	• New bridge (estimated 75-year lifespan) • 40-foot bridge - Reduced roadway and multi-use path slopes • 40-foot bridge - Less visual impacts to businesses and residents	• Bridge openings and wait times for vehicular and marine traffic • Impacts to Sovereign Submerged lands • Higher impact to Essential Fish Habitat • Highest Build Alternative cost ($424.2M)

COMMENT FORM

Alternatives Public Workshop
Tuesday, September 26, 2023 | 7 p.m.

For additional space, please use the back of this sheet.

There are multiple ways to submit your comments:
- Complete and place this form in the designated comment box at this meeting.
- Follow the directions on the reverse side of the sheet to mail your comments or complete an online form.
- E-mail comments to **agonzalez@mrgmiami.com**

Great webinar & explanations.
I vote for Alternative #1!
Norma Orovitz

Norma Orovitz
9240 W Bay Harbor Dr Apt 5A
Bay Harbor Is, FL 33154

Phone 3053103126

Affiliation

City, State, Zip Code

Email Address normaorHome@aol.com

#1

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, September 28, 2023 4:09:57 PM
Last Modified:	Thursday, September 28, 2023 4:13:47 PM
Time Spent:	00:03:49
IP Address:	108.193.141.219

Page 1

Q1 **C - Alt. 2 Mid-Level Movable Bridge**

Please select which alternative you prefer.

Q2

First/Last Name

Rafael Valdivia

Q3

Email

rafael.valdivia@gmail.com

Q4

Phone Number

786-657-1671

Q5

Please provide your comments below.

Hi there, it would be great to have both new bridge options profile comparison from sea level, the current bird's eye view at angle does not show the real dimensions of the proposed designs.

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, September 28, 2023 4:17:24 PM
Last Modified: Thursday, September 28, 2023 4:25:57 PM
Time Spent: 00:08:32
IP Address: 108.193.141.219

Page 1

Q1 **A - No Build Alternative**

Please select which alternative you prefer.

Q2

First/Last Name

Rafael Valdivia

Q3

Email

rafael.valdivia@gmail.com

Q4

Phone Number

786-657-1671

Q5

Please provide your comments below.

Why not replace current bridge machinery, reduce car bridge lanes to only 2 (one each way) with center division between them and add up to code bicycle and pedestrian ways? Traffic occurs once the bridge is open and at West Island traffic lights.

#3

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, September 28, 2023 4:34:46 PM
Last Modified:	Thursday, September 28, 2023 4:35:28 PM
Time Spent:	00:00:41
IP Address:	108.193.141.219

Page 1

Q1 **B - Alt. 1 High-Level Fixed Bridge**

Please select which alternative you prefer.

Q2

First/Last Name

Rafael Valdivia

Q3

Email

rafael.valdivia@gmail.com

Q4

Phone Number

786-657-1671

Q5

Please provide your comments below.

Which architectural value is being preserved with an ugly concrete viaduct over the service station? Why not scrape the service station (no current historic preserved), build a regular ramp, and use the new design ramps and roads space for greenery or a park?

#4

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, September 28, 2023 6:40:48 PM
Last Modified:	Thursday, September 28, 2023 6:56:03 PM
Time Spent:	00:15:14
IP Address:	207.244.180.68

Page 1

Q1 **A - No Build Alternative**

Please select which alternative you prefer.

Q2

First/Last Name

Karine AUBERY

Q3

Email

karineaubery@gmail.com

Q4

Phone Number

3057987226

Q5

Please provide your comments below.

I’m choosing #A, no build alternative for these reasons:
Removing our bridge would be removing the key aspecting into entering our islands. Our bridge sits perfectly in its surrounding, and is an iconic part of this city. I understand this is a state road, but we are a private island home to many families and communities. A Highway resembling bridge does NOT belong on Bay Harbor Islands.

An important factor is not only design, but also practicality. While a new bridge may be bigger, it will 100% persuade speeders to continue to accelerate. There are already many people going 20 over the limit on the bridge, by creating a wider bridge this number will easily double.

Anyone who lives in Bay Harbor Islands appreciates the Broad Causeway, replacing it with a modern bridge would completely kill the energy people get when entering Bay Harbor Islands.
Thank you for the consideration,
Karine AUBÉRY
22 years BHI’ Resident

Please select which alternative you prefer.	First/Last Name	Email	Comment
A - No Build Alternative	Louise Bang	Lblouisebang@gmail.com	Submitted via Online Comment Form/Survey
A - No Build Alternative	Andres	miramira@gmail.com	Submitted via Online Comment Form/Survey
A - No Build Alternative	Nury lopez	Richardnurylopez@juno.com	Submitted via Online Comment Form/Survey
A - No Build Alternative	Corey Dennis	coreymdennis@gmail.com	Submitted via Online Comment Form/Survey
A - No Build Alternative	Carolina Peguero	CeeeeP@yahoo.com	Submitted via Online Comment Form/Survey
A - No Build Alternative	Amy Small	amymsmall@gmail.com	Submitted via Online Comment Form/Survey
A - No Build Alternative	Karine AUBERY	karineaubery@gmail.com	Submitted via Online Comment Form/Survey
A - No Build Alternative	Rafael Valdivia	rafael.valdivia@gmail.com	Submitted via Online Comment Form/Survey
B - Alt. 1 High-Level Fixed Bridge	Juliano de Oliv	jdeoliveira1@gmail.com	Submitted via Online Comment Form/Survey
B - Alt. 1 High-Level Fixed Bridge	Flavia Goldenberg	goldenbergflavia@gmail.com	Submitted via Online Comment Form/Survey
B - Alt. 1 High-Level Fixed Bridge	Nancy Florian	Nancyflorian0@gmail.com	Submitted via Online Comment Form/Survey
B - Alt. 1 High-Level Fixed Bridge	Jeff Stratton	jstratton2004@yahoo.com	Submitted via Online Comment Form/Survey
B - Alt. 1 High-Level Fixed Bridge	Bridget Morin	beachbridget305@icloud.com	Submitted via Online Comment Form/Survey
B - Alt. 1 High-Level Fixed Bridge	Marilia Pergola	marilia.pergola@gmail.com	Submitted via Online Comment Form/Survey
B - Alt. 1 High-Level Fixed Bridge	Allen Moreno	roadtour9@gmail.com	Submitted via Online Comment Form/Survey
B - Alt. 1 High-Level Fixed Bridge	Benjamin Small	benny024@hotmail.com	Submitted via Online Comment Form/Survey
B - Alt. 1 High-Level Fixed Bridge	Michele Fiorot	michelefiorot@hotmail.com	Submitted via Online Comment Form/Survey
B - Alt. 1 High-Level Fixed Bridge	Rafael Valdivia	rafael.valdivia@gmail.com	Submitted via Online Comment Form/Survey
B - Alt. 1 High-Level Fixed Bridge	Jack Karson	jkarson@turnberry.com	Stated preference during Virtual Alternatives Workshop 06.28.2023
B - Alt. 1 High-Level Fixed Bridge	Norma Orovitz	normaoathome@aol.com	Submitted via Comment Form at In-Person Alternatives Workshop 06.26.2023
B - Alt. 1 High-Level Fixed Bridge	Michael D. Orovitz	bankermdo@aol.com	Submitted via email on 10.03.2023
C - Alt. 2 Mid-Level Movable Bridge	Alexander Tauber	Atauber@taubco.com	Submitted via Online Comment Form/Survey
C - Alt. 2 Mid-Level Movable Bridge	Dislamy Pelayo	pelayor183@yahoo.com	Submitted via Online Comment Form/Survey
C - Alt. 2 Mid-Level Movable Bridge	Rosana Souza	rocaruso60@gmail.com	Submitted via Online Comment Form/Survey
C - Alt. 2 Mid-Level Movable Bridge	Marcel Ortner	Ortnermarcel@gmail.com	Submitted via Online Comment Form/Survey
C - Alt. 2 Mid-Level Movable Bridge	Rafael Valdivia	rafael.valdivia@gmail.com	Submitted via Online Comment Form/Survey

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Efficient Transportation Decision Making (ETDM): 14520
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Broad Causeway Bridge from Causeway Island to East of West Broadview Drive

SIGN-IN SHEET

Alternatives Public Workshop | Tuesday, September 26, 2023 | 7 p.m.

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

Name *(Please Print)*	Mailing Address *(Please Print)*	Email *(Please Print)*	Phone *(Please Print)*	Please check all that apply
Andrew Jungman	6510 SW 18th Ter Miami, FL 33155	andrew.jungman@atkinsrealis.com	305-6442003	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☑ OTHER
Vicky Motola	2255 NE 122 St, N.M, FL 33181			☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☒ OTHER
WENDY LASHER	ATKINS	wendylasher@atkinsrealis.com	813-281-8309	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☒ OTHER
Bridget Morin	9665 BAY HARBOR TER BAY HARBOR ISL 33154	bmorin@bayharborislands-FL.gov		☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☒ OTHER
Andrea Garcia	ATKINS	Andrea.Garcia@atkinsrealis.com	303-885-6450	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☒ OTHER
Jonathan Brown	ATKINS	jonathan.brown@atkinsrealis.com	770-646-6450	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☒ OTHER
Ryan Jensen	Atkins	Ryan.Jensen@Atkinsglobal.com	305 984 5230	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☒ OTHER
Chris Ray	WSP	chris.ray@wsp.com	407-353-2641	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☒ OTHER
DYLAN SCHEINMAN	ATKINS	DYLAN.SCHEINMAN@ATKINSREALIS.COM	954-903-3601	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☒ OTHER
Felipe Jung	Atkins	felipe.jung@atkinsrealis.com	954-854-7[illegible]	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
DAVID KONZ	ATKINS	DAVID.KONZ@AtkinsRealis.com	813-281-5459	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☒ OTHER
Isela Carmiol	MRG 14707 SDixie Hwy Miami, FL 33176	icarmiol@mrgmiami.com	786-742-8849	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☒ OTHER

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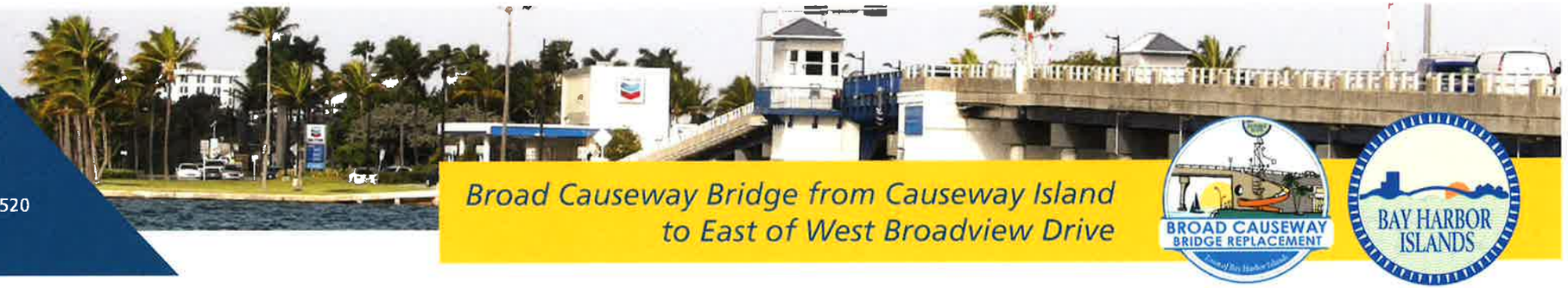

Broad Causeway Bridge from Causeway Island to East of West Broadview Drive

BROAD CAUSEWAY BRIDGE REPLACEMENT

BAY HARBOR ISLANDS

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1175 95th Street, Bay Harbor Islands, Florida 33154

Name *(Please Print)*	Mailing Address *(Please Print)*	Email *(Please Print)*	Phone *(Please Print)*	Please check all that apply
Dave Sanchez	1060 94th St Apt 303, BHI, FL	Contact@surfbalbay.news	305 565 4612	☑ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Robert McMullen	1000 NW 111th Ave Sweetwater, FL 33172	robert.mcmullen@dot.state.fl.us	305-470-5149	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☑ OTHER
CORY GITTNER	551 NE 102 ST	cory@mediatechmiami.com	Mediatech	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Kavon King	3480 NE 5th St Unit 104	KavonKingM@yahoo.com	786-853-7786	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Cynthia Garcia-Lima	3501 Jackson St #204	Cgarcia@bayharborislands.fl.gov	305 866-6241	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☑ OTHER
Dayana Sanjuyo	14707 S DIXIE HWY 404	dsanjuyo@mrgmiami.com	305-746-5829	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☑ OTHER
Alicia Gonzalez	" "	agonzalez@mrgmiami.com	7862806645	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Eric Broad	10350 W. Bay Harbor Dr #4J	ejbroad@gmail.com	305-318-2385	☑ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Molly Dralle	10350 W. Bay Harbor Dr 4J	mollyawinters@yahoo.com	305 788-6851	☑ RESIDENT ☑ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Frances Neuhut	—	—	305-865-8166	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
STEVEN C. JAMES	1000 NW 111TH AVE MIAMI 33172	STEVEN.JAMES@DOT.STATE.FL.US	305 470 5221	☐ RESIDENT ☐ ELECTED OFFICIAL ☑ BUSINESS OWNER ☒ OTHER
MAURICIO ESCARRA	655 96 St	MESCARRA@BAYHARBORFL.COM	305-866-5000	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☑ OTHER

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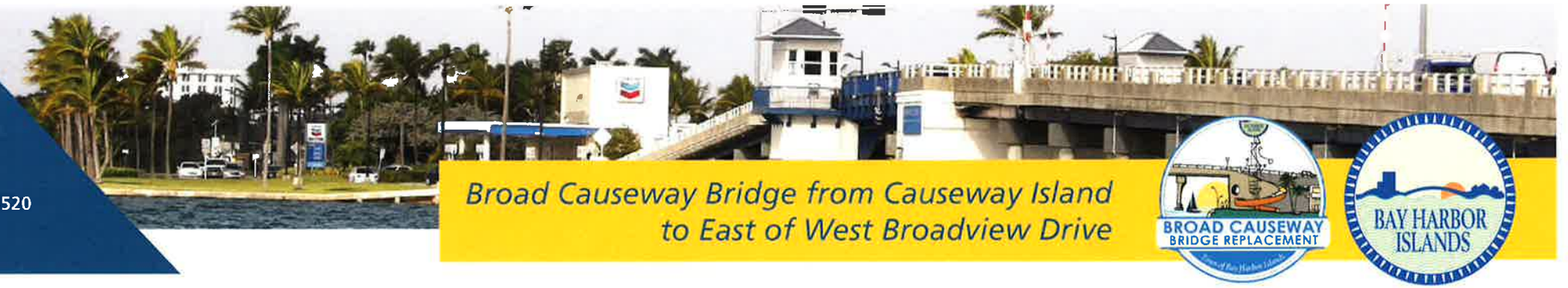
Name *(Please Print)*	Mailing Address *(Please Print)*	Email *(Please Print)*	Phone *(Please Print)*	Please check all that apply
Jed Frankel				☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Isaac Salver				☐ RESIDENT ☑ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Vonni Chilard		vonnichi@aol.com		☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Joyce Green		jgreen764@aol.com		☑ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Beverly Herbozo		bevherbozo@gmail.com		☑ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Theodore von Hanswirth		vonhanswirth@gmail.com		☑ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
STEPHEN PESS		STEPHENPESS@GMAIL.COM		☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Julio Tejeda		JTejeda@SFWMD.gov	5618364261	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☒ OTHER
Clarisa Valaika		Kiko.valdivieq@icloud.com	305 901 5555	☒ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
RAFAEL VALDIVIA		Rafael.valdivia@gmail.com		☑ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Kate Kennedy				☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Yvonne Hamilton	BHI	YHamilton@bayharborislands-fl.gov	(305)866-6241	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☑ OTHER

Broad Causeway Bridge Replacement Project Development and Environment (PD&E) Study

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



SIGN-IN SHEET

Alternatives Public Workshop | Tuesday, September 26, 2023 | 7 p.m.

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

Name *(Please Print)*	Mailing Address *(Please Print)*	Email *(Please Print)*	Phone *(Please Print)*	Please check all that apply
Alexander Kindner	9841 E Broadview Dr bay harbor	arindner@gmail.com	8457311501	☒ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Katrina Mirazo		katrina.mirazo@miamidade.gov	786-331-4544	☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☑ OTHER MDFR
Gabriela Este	1162 103 St.	gabrielaeste@hotmail.com	(305)300-3896	☑ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
Krantz, M.	1010 W. Broadview			☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
				☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER
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				☐ RESIDENT ☐ ELECTED OFFICIAL ☐ BUSINESS OWNER ☐ OTHER

Alternatives Public Workshop
Speaker Card

Name (Please print): Dave Sanchez

Organization: Surfbal Bay News

Address: 1080 44th St Apt 303

Telephone Number: 305 565 4618

Email Address: contact@surfbalbay.news

Note: You may staple a Business Card

No.: 1

Alternatives Public Workshop
Speaker Card

Name (Please print): Dave Sanchez

Organization:

Address: 1080 44th St Apt 303

Telephone Number: 305 565 4618

Email Address: contact@surfbalbay.news

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No.: 12

Alternatives Public Workshop
Speaker Card

Name (Please print): Patrick Reneda

Organization:

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Telephone Number:

Email Address:

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No.: 3

Alternatives Public Workshop
Speaker Card

Name (Please print): Hillary Frankel

Organization:

Address: 1231 99 Street

Telephone Number: 305 244 9911

Email Address:

Note: You may staple a Business Card

No.: 3

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Speaker Card

Name (Please print): Joyce Green

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No.: 5

Alternatives Public Workshop
Speaker Card

Name (Please print): E LAMSFS

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Email Address: Rika.Valdivia@icloud.com

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Alternatives Public Workshop
Speaker Card

Name (Please print): RIKA VALDIVIA

Organization: RESIDENT

Address: 9661 E BROADVIEW DR

Telephone Number: 786 657 1631

Email Address: RIKA.VALDIVIA@GMAIL.COM

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Alternatives Public Workshop
Speaker Card

Name (Please print): Jed Frankel

Organization:

Address: 1231 99th Street

Telephone Number:

Email Address: jedfrankel@yahoo.com

Note: You may staple a Business Card No.: 8

Alternatives Public Workshop
Speaker Card

Name (Please print): Eric Broad

Organization: M. Kotler Real Estate

Address: 10350 W. Bay Harbor Dr 4J

Telephone Number: 305-318-2385

Email Address: ejbroad@gmail.com

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No.: 9

Alternatives Public Workshop
Speaker Card

Name (Please print): Frances Neuhut

Organization: —

Address: 1066 Kane Conc.

Telephone Number: 305-865-8166

Email Address: Drdenis16 aol.com

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No.: 10

Alternatives Public Workshop
Speaker Card

Name (Please print): Beverly Herbozo

Organization: Resident

Address: 9971 W. Bay Harbor Drive

Telephone Number: 7868596420

Email Address: _____

Note: You may staple a Business Card

No.: 11

Alternatives Public Workshop
Speaker Card

Name (Please print): Alex Rindner

Organization: _____

Address: 9841 E Broadview Dr

Telephone Number: 8457311501

Email Address: ars3510@aol.com

Note: You may staple a Business Card

No.: 13

BROAD CAUSEWAY
DRAWBRIDGE REPLACEMENT
Town of Bay Harbor Islands

BROAD CAUSEWAY BRIDGE REPLACEMENT PD&E STUDY

Alternatives Public Workshop

In-Person Meeting: September 26, 2023
Virtual Meeting: September 28, 2023

www.bayharborislands-fl.gov

BROAD CAUSEWAY BRIDGE REPLACEMENT PD&E STUDY

Causeway Island to East of West Broadview Drive
Miami-Dade County

Financial Project Identification Number: 452428-1-21-01

FDOT Efficient Transportation Decision Making (ETDM) Number: 14520

Town of Bay Harbor Islands Project Number: BC-160

Bridge Number: 875101

What Are The Project Limits?

Broad Causeway Bridge Replacement
From Causeway Island to East of West Broadview Drive
Miami-Dade County

How Was The Public Notified?

OWNER / TENANT LETTERS

EMAILS TO CONTACT LIST

TOWN WEBSITE

FLORIDA ADMINISTRATIVE REGISTER

NEWSPAPER ADVERTISEMENTS

SOCIAL MEDIA

Bay Harbor Islands

SEPTEMBER 2023 • VOLUME 69 NUMBER 9 NEWSWAVES

FACT SHEET

BROAD CAUSEWAY BRIDGE REPLACEMENT

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

MIAMI-DADE COUNTY, FLORIDA

OVERVIEW

PROPOSED IMPROVEMENTS

GOALS

SCHEDULE

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

SCAN TO REGISTER

Participants can also call in by dialing

+1 (305) 224-1968; Meeting ID: 954 7274 3634

*Registration is encouraged not required.

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

WHAT IS A PD&E STUDY

GET INVOLVED

TOWN OF BAY HARBOR ISLANDS CONTACT:

TOWN ENGINEER

Rodney Cancio-Santana, P.E., CFM, LEED AP

Town of Bay Harbor Islands

9665 Bay Harbor Terrace

Bay Harbor Islands, Florida 33154

Phone: (305) 866-6241

VISIT OUR WEBSITE:

https://www.bayharborislands-fl.gov/

Title VI Non-Discrimination Compliance

TOWN OF BAY HARBOR ISLANDS

complies with various Non-Discrimination Laws and Regulations, including Title VI of the Civil Rights Act of 1964

Public participation at this Public Meeting is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

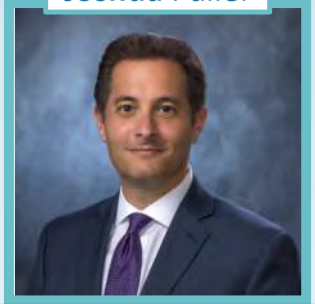
Persons wishing to express any concerns about Title VI may do so by contacting either:

Jenice Rosado
Assistant Town Manager
Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154
305-866-6241
jrosado@bayharborislands-fl.gov

Stefan Kulakowski, FCCM, CPM
State Title VI Coordinator
Florida Department of Transportation
Equal Opportunity Office
605 Suwannee St. MS65
Tallahassee, Florida 32399
850-414-4742
stefan.kulakowski@dot.state.fl.us

Meet The Presenters/Panelists

Joshua Fuller



Vice Mayor

Maria Lasday

Town Manager

Rodney Carrero-Santana

Town Project Manager

David Konz

Atkins Project Manager

Wendy Lasher

Atkins PD&E Lead

Alicia Gonzalez

Community Outreach Specialist

What Will Be Discussed Tonight?

MEETING AGENDA

- Project Overview
- Proposed Alternatives
- Alternatives Evaluation
- How To Stay Informed
- How To Comment
- Question and Answer Session

Participation Options

In-Person: September 26, 2023 (7:00 p.m. – 8:30 p.m.)

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

Virtual: September 28, 2023 (6:00 p.m. – 7:00 p.m.)

- Via a computer, tablet, or smartphone using Zoom
- Attendees will remain muted throughout the meeting except for the public comment period at the end of the presentation.

Telephone

- Dial-in Attendees for the Virtual Option are in "listen only" mode. If you are calling via a smart phone, you will be able to raise your hand to provide comments during the public comment period at the end of the presentation.

To participate virtually from 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.**

SCAN TO REGISTER

A recording of the presentation and meeting materials will be available on the project website: www.bayharborislands-fl.gov

What Agencies Will The Town Coordinate With?

Lead Agencies

Cooperating Agency

NEPA ASSIGNMENT STATEMENT

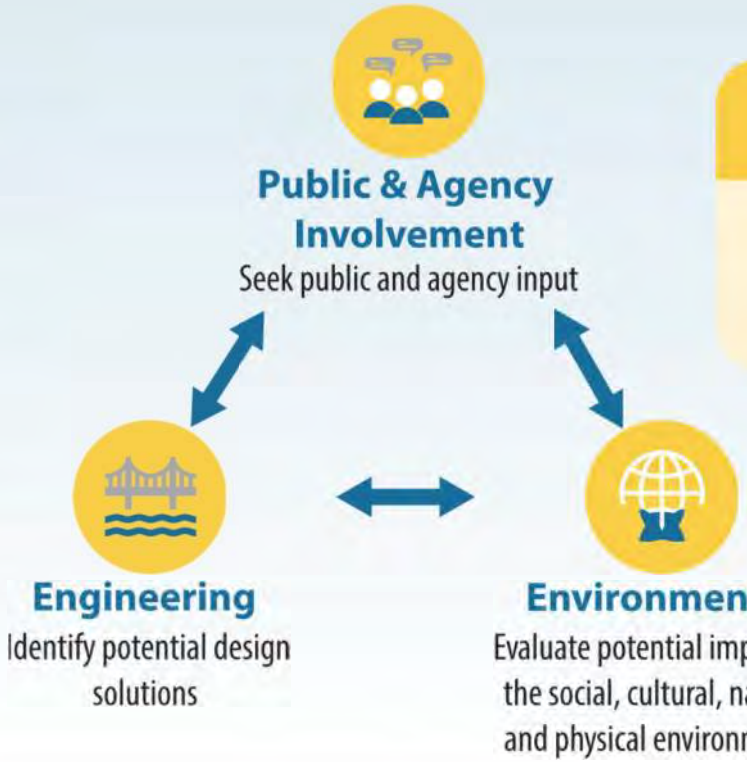
The environmental review, consultation, and other actions required by applicable federal government laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C § 327 and a Memorandum of Understanding dated May 26, 2022, and executed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

Federal, State, and Local Stakeholders

What Is a PD&E Study?

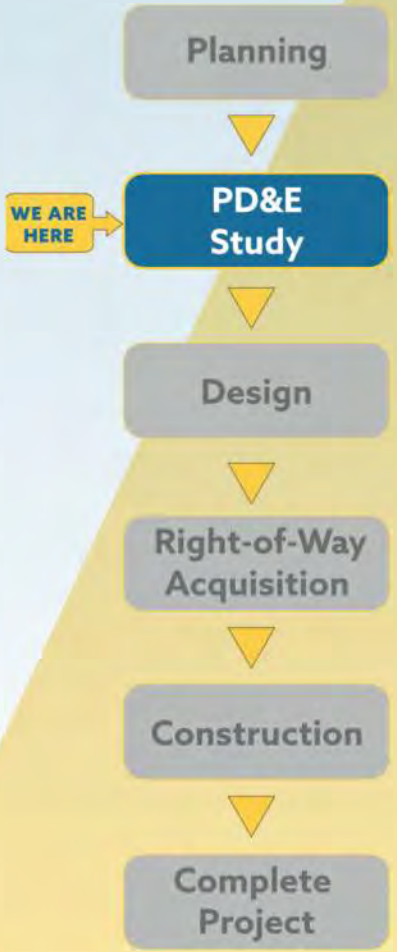
A Project Development & Environment (PD&E) Study is a process to analyze a transportation project.

It consists of 3 elements:



The PD&E Process is followed to comply with:

National Environmental Policy Act (NEPA)
Federal and State environmental laws
Requirements involving federal funding



Project Overview

BRIDGE CONSTRUCTED 1951 – 72 YEARS OLD

- Ongoing extensive and costly repair projects
- Increased cost to maintain

RECENT MAJOR BRIDGE REPAIR PROJECTS

- $17 million completed in 2017
- $3 million initiated in 2023 (ongoing)

BRIDGE CONDITION RATED FAIR

- 2023 FDOT Bridge Inspection
- Graded "Functionally Obsolete" by National Bridge Index
- Bridge does not meet current road design standards
- Undersized power generator

What Is The Purpose And Need For This Project?

PROJECT PURPOSE

- Identify the best solution for replacement of the existing bridge

PROJECT NEED

- Address Bridge Deficiencies
- Improve Safety
- Improve Flow of Traffic
- Maintain Emergency Evacuation

What Are The PD&E Engineering Considerations?

BRIDGE

- Profile (Height) of Bridge
- Type of Bridge
- Alignment
- Navigational Clearances
- Bicycle and Pedestrian Facilities

ROADWAY

- Width of Roadway
- Intersections
- Bicycle and Pedestrian Accommodations
- Access to Service Station
- Access to Residents
- Construction Impacts
- Traffic Flow Relief

OTHER PROJECT AREAS

- Drainage
- Utilities
- Lighting
- Bridge Aesthetics
- Geotechnical
- Constructability
- Historic Preservation
- Concurrent Project
- Estimated Cost

What Are The PD&E Environmental Considerations?

NATURAL

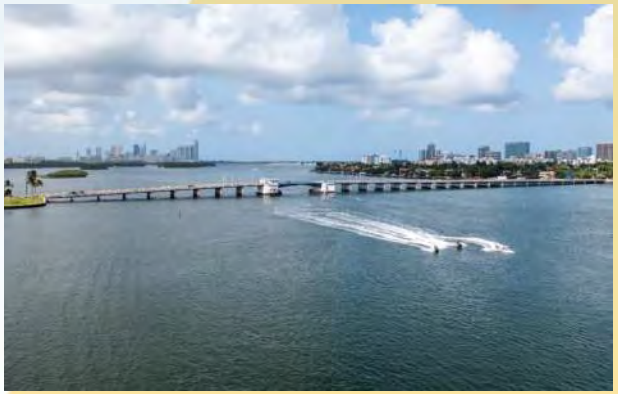
- Protected Species and Habitat
- Essential Fish Habitat
- Aquatic Preserve
- Outstanding Florida Waters
- Wetlands
- Water Quality

SOCIAL & CULTURAL

- Historic and Archaeological Sites
- Recreation and Section 4(f) Resources
- Mobility
- Aesthetics Effects – View to and from the bridge

PHYSICAL

- Traffic Noise
- Air Quality
- Contamination
- Navigation
- Utilities



What Are The PD&E Project Constraints?

1. TOWN OF BAY HARBOR ISLANDS TOT LOT

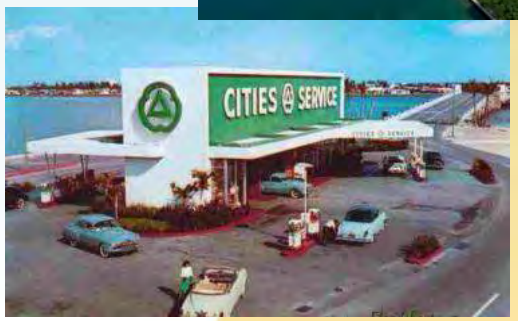
- Community Park
- Section 4(f) Resource

2. NAVIGATION

- Atlantic Intracoastal Waterway
- Cannot move navigational channel
- USCG requires 90 feet horizontal and 21 feet vertical clearances for bascule (movable) bridge
- USCG requires 90 feet horizontal and 65 feet vertical clearances for fixed bridge

3. SERVICE STATION

- Historic - determined NRHP eligible
- Contamination site



What Are The PD&E Project Constraints?

4. PEDESTRIAN AND BICYCLE ACCOMMODATIONS

- Improve Safety
- Provide multi-use path
- Slope meets ADA requirements

5. PROJECT COST

- Town is funding PD&E study with toll revenue
- Town has four bridges to maintain
- Funding (approximately 80%) will be pursued through Federal, state, and local grants with any remaining balance paid with toll revenue
- Toll revenue used to inspect, operation, and maintain four bridges

6. RELOCATION AND RIGHT-OF-WAY (ROW)

- Replace bridge within existing ROW
- Avoid residential and business relocations
- Utilize Town's vacant parcel

What Are The PD&E Project Constraints? - ROW

Included in the Town Charter by the 1953 Senate Bill No. 865, the State of Florida surrendered and granted to the Town of Bay Harbor Islands 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 feet wide from Kane Concourse, westwardly across Biscayne Bay to approximately 123rd Street in the City of North Miami.

What Are the Proposed Alternatives?

PROPOSED ALTERNATIVES

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

ALTERNATIVES ANALYSIS

- Alignment
- Profile (height of the bridge)
- Typical Section (view of the driver)
- Pedestrian Accommodations
- Evaluation Matrix

QR Code to Video of Proposed Build Alternatives

No Build Alternative

Alternative 1

Alternative 2

Proposed Alternatives

NO BUILD ALTERNATIVE

- Existing deficiencies will remain
- Continued deterioration
- Extensive and costly periodic repairs and maintenance
- Potential bridge closures if moveable bridge machinery breaks (unpredictable)
- Life of the bridge is expected to be 15-25 years at which time the bridge will have to be decommissioned or replaced
- No bridge eliminates toll revenue and may cause tax increases

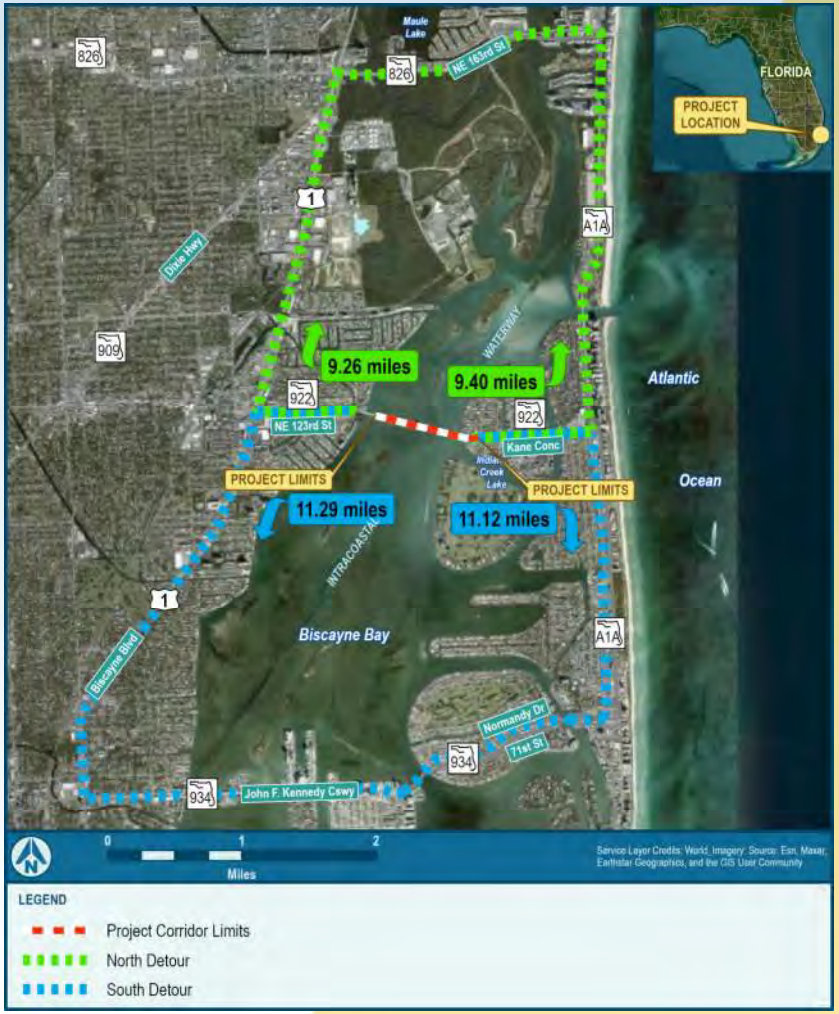
No Build Alternative

Does not meet the purpose and need for the project

Proposed Alternatives

NO BUILD ALTERNATIVE

- If the bridge is closed for repair or decommissioned, an 11-mile detour to the south or a 9-mile detour to the north would be necessary
- Emergency response and evacuation impacted



Alternatives Analysis - Alignment

SOUTHERN ALIGNMENT CHOSEN IN ORDER TO:

- Avoid Town of Bay Harbor Islands Tot Lot - Section 4(f) Resource
- Utilize Town-owned vacant parcel
- Avoid relocations and acquisition of right-of-way
- Avoid phased construction, reducing schedule by 12 – 15 months
- Avoid gas line on the north side of the existing bridge

Alternatives Analysis - Alignment

ALTERNATIVE 1: HIGH-LEVEL FIXED BRIDGE

Alternative 1 – Final Condition

Alternatives Analysis - Alignment

ALTERNATIVE 2: MID-LEVEL MOVABLE BRIDGE

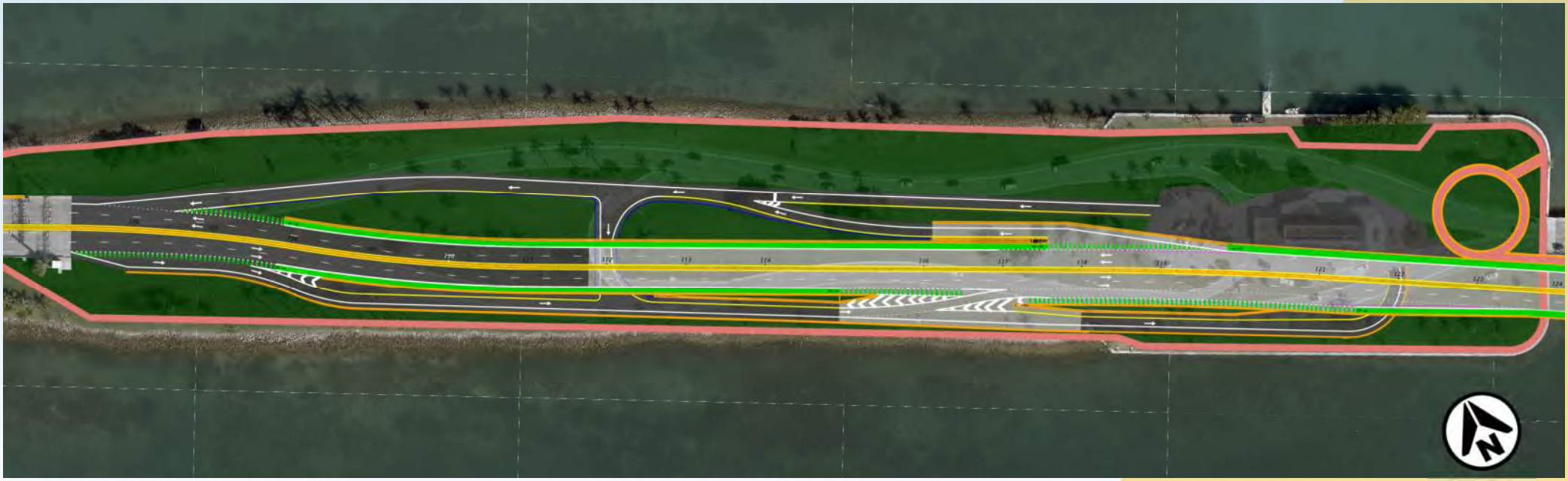
Alternative 2 – Final Condition

Alternatives Analysis – Alignment

CAUSEWAY ISLAND POTENTIAL CONFIGURATION

Alternatives Analysis – Alignment

CAUSEWAY ISLAND POTENTIAL CONFIGURATION

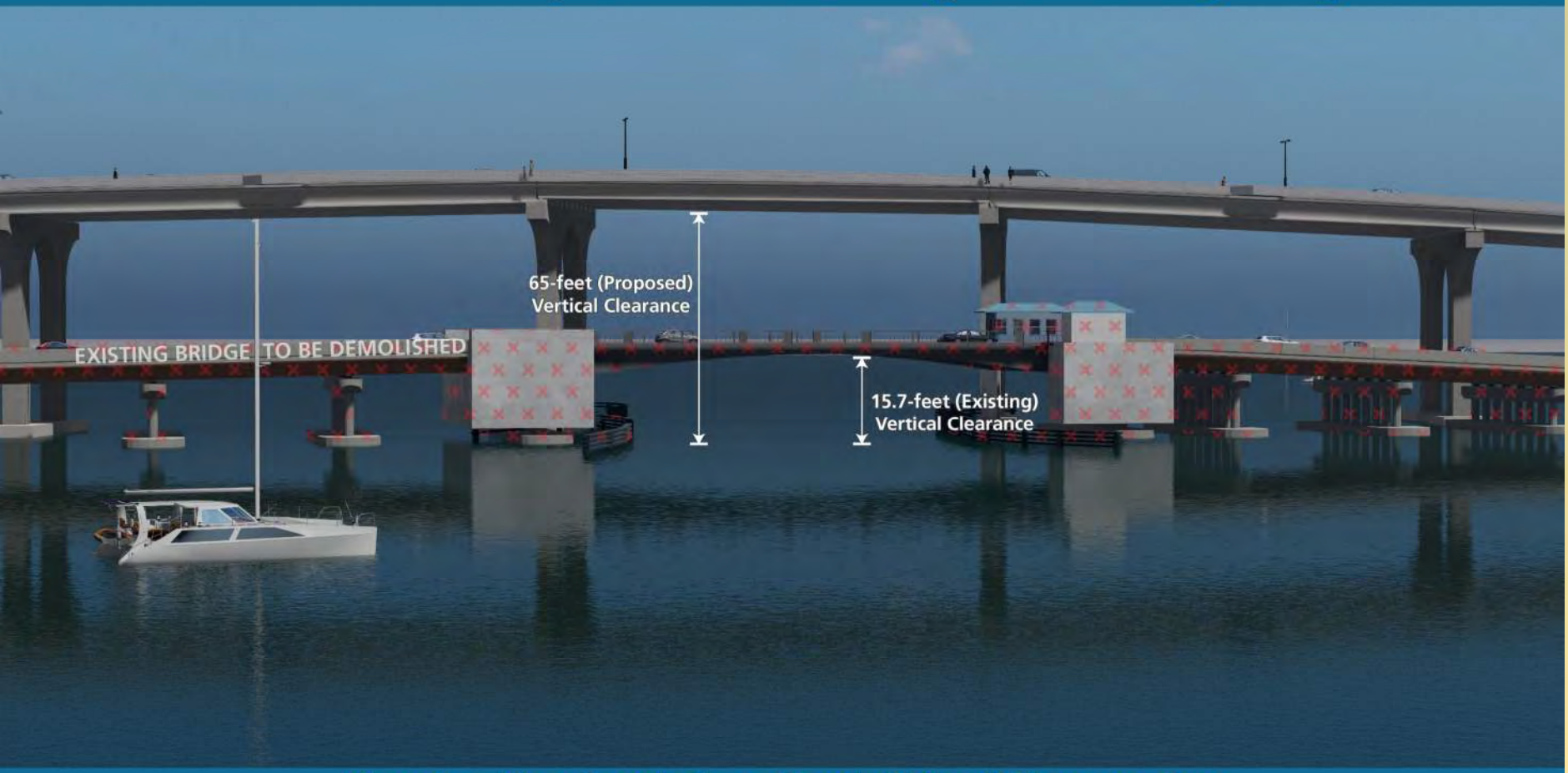


Alternatives Analysis – Alignment

CAUSEWAY ISLAND ALTERNATIVES 1 AND 2

Alternatives Analysis – Profile (Height) Comparison

Alternative 1 - High-Level Fixed Bridge vs. Existing Bridge



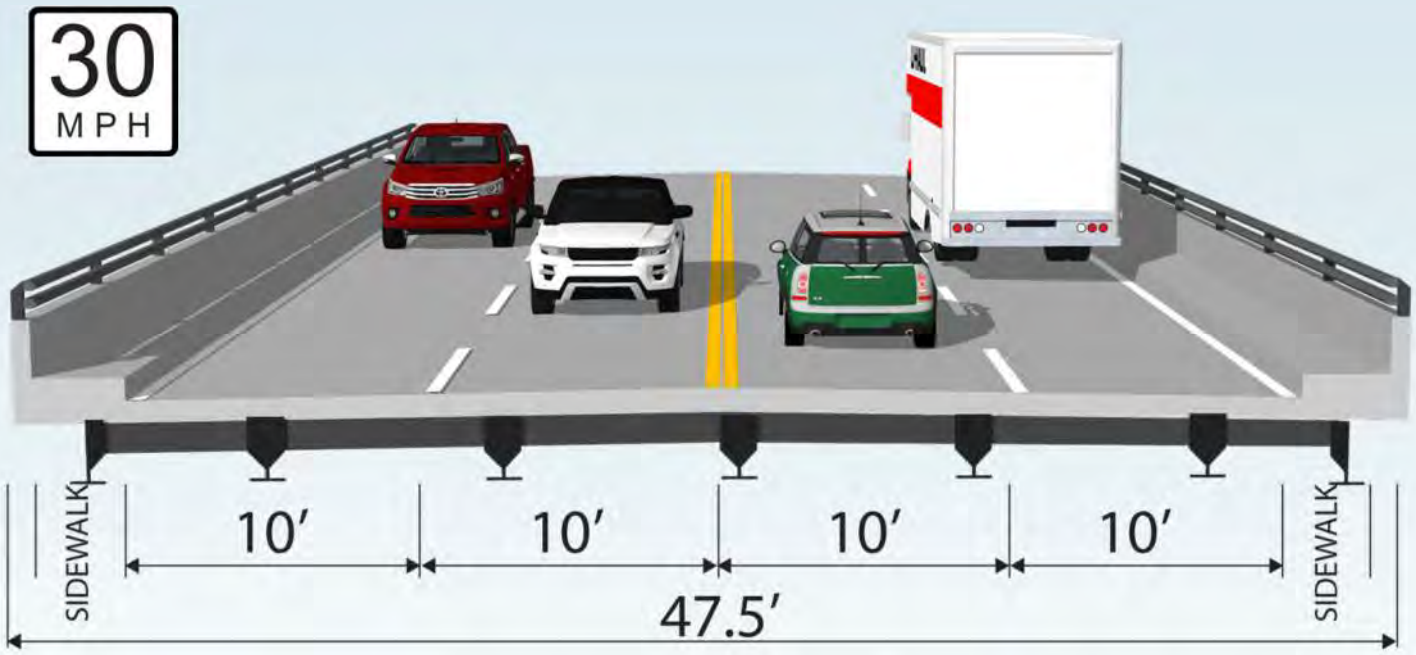
View Looking South from North Side of Biscayne Bay

Alternatives Analysis – Profile (Height) Comparison

Alternative 2 - Mid-Level Movable Bridge vs. Existing Bridge

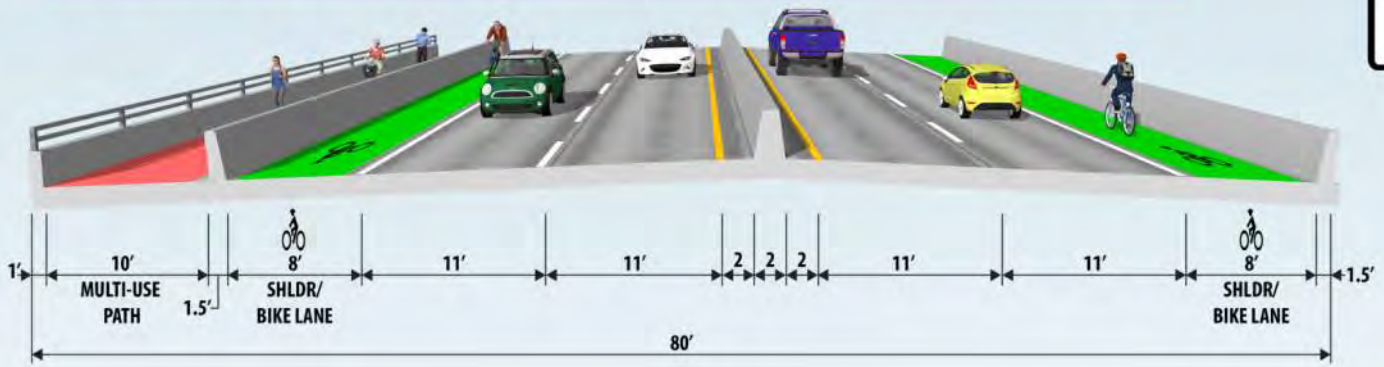
View Looking South from North Side of Biscayne Bay

Alternative Analysis - Existing Bridge Typical Section

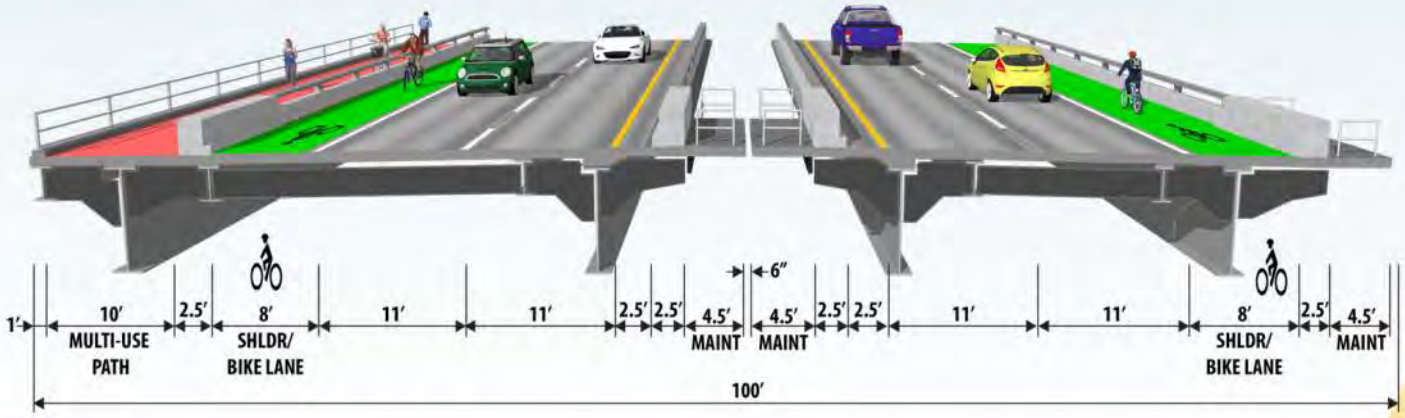


Alternatives Analysis – Proposed Bridge Typical Sections

ALTERNATIVE 1: HIGH-LEVEL FIXED BRIDGE



ALTERNATIVE 2: MID-LEVEL MOVABLE BRIDGE



Alternatives Analysis – Pedestrian Accommodations

BOTH BUILD ALTERNATIVES

- Multi-use path on north side of bridge
- Meets ADA requirements
- Bridge overlooks for the public
- Sidewalk around the causeway island

ALTERNATIVE 1 – HIGH-LEVEL FIXED BRIDGE

- Barrier separated pedestrian ramp and landings
- Variable slope with most ramps <6%

ALTERNATIVE 2 – MID-LEVEL MOVABLE BRIDGE

- Slope of < 3% on the west side and ~4% on the east side

Pinellas Bayway Bridge Example

Alternative 1

Alternative 2

Alternative 1

Alternative 2

Alternatives Analysis – Pedestrian Accommodations

CROSSWALK

- Pedestrian accommodations are on the north side of the bridge
- Mid-block pedestrian crosswalk to move pedestrians to north side of roadway
- Push-button crossing

Miami Beach Example

Alternatives Analysis – Eliminated Alternative

REHABILITATION

- Not a prudent nor feasible compared to build alternatives
- Widening is required to meet Design Standards
  - Northern widening is not practicable due to the Tot Lot and gas line
  - Southern widening is not practicable due to the electrical room and tender house
- The bridge has undersized bascule components
- Major rehabilitation needed to increase the remaining service life
  - Deck (driving surface) replacement
  - Mechanical/electrical upgrades
  - Corrosion mitigation measures (pile jackets, zinc metalizing)
- Significant cost with a lifespan < 40 years

Evaluation Matrix

Criteria/Category		No Build Alternative	Alternative 1 High-Level Fixed Bridge	Alternative 2 Mid-Level Movable Bridge
ABILITY TO MEET PURPOSE AND NEED	Address Bridge Deficiencies			
	Improve Safety			
	Improve Flow of Traffic			
	Maintain Emergency Evacuation			
BRIDGE	Vertical Navigational Clearance Above Mean High Water	15.7 ft.	65 ft.	40 ft.
	Horizontal Clearance (between fenders)	79.7 ft.	90 ft.	90 ft.
	Slope of Road on Bridge (West side / East side)	3.44% / 1.55%	5.00% / 5.85%[1]	2.60% / 4.15%
	Improved Waiting Time for Marine Traffic	No	Yes	Yes
	Temporary Bridge Required During Construction	N/A	No	No
	Bridge Closure or Detour During Construction	N/A	No	No
TRAFFIC OPERATIONS	Bridge Opening	Yes	No	Yes
	Benefit to Vehicular Traffic	No	Yes	Yes
	Evacuation / Emergency Response (Improved)	No	Yes	Yes
SOCIAL & CULTURAL RESOURCES	Potential Impacts to Archaeological Resources	N/A	Low	Low
	Potential Impacts to Historic Resources	N/A	High	High
	Potential Impacts to Parks/Recreation Areas (#)	0	1	1
	Town of Bay Harbor Islands Tot Lot	No	No	No
	Florida Circumnavigational Saltwater Paddling Trail[2]	No	Yes	Yes
	Aesthetic/Visual Changes	No	Yes	Yes
	Pedestrian and Bicycle Facility Improvements	No	Yes	Yes

[1] The bridge sidewalks will comply with ADA requirements.

[2] Temporary impacts during construction only.

Evaluation Matrix

Criteria/Category		No Build Alternative	Alternative 1 High-Level Fixed Bridge	Alternative 2 Mid-Level Movable Bridge
NATURAL & PHYSICAL RESOURCES	Potential Impacts to Wetlands (acres)	0	0	0
	Potential Impacts to Essential Fish Habitat (acres)	0	3.07	3.52
	Threatened/Endangered Species Potential	N/A	Medium[3]	Medium[3]
	Potential Impacts to Sovereign Submerged Lands	No	No	Yes
	Potential Noise Sensitive Sites (#)	0	233	233
	Potential Contamination Sites (#High / #Medium)	0	1 / 1	1 / 1
RIGHT-OF-WAY	Relocations (#)	0	0	0
	Right-of-Way to be acquired (acres)	0	0	0
ESTIMATED PROJECT COSTS[4] (2023 Dollars, in millions)	Lifespan of Alternative (Estimated Years) ★	25	75	75
	Design	N/A	$15.9	$32.7
	Mitigation	N/A	TBD	TBD
	Construction	N/A	$204.5	$339.4
	Bridge Tender	$30.7	$0	$30.7
	Inspection & Maintenance	$41.7	$4.8	$22.3
	TOTAL	$72.4	$225.2	$424.2

[3] Medium assigned based on mitigation and minimization measures that will be implemented based on regulatory agency coordination.
[4] Preliminary estimates are for planning purposes only. Final construction cost estimates will be prepared during the design phase.

★ Toll bridge to be closed with "No Build Alternative"

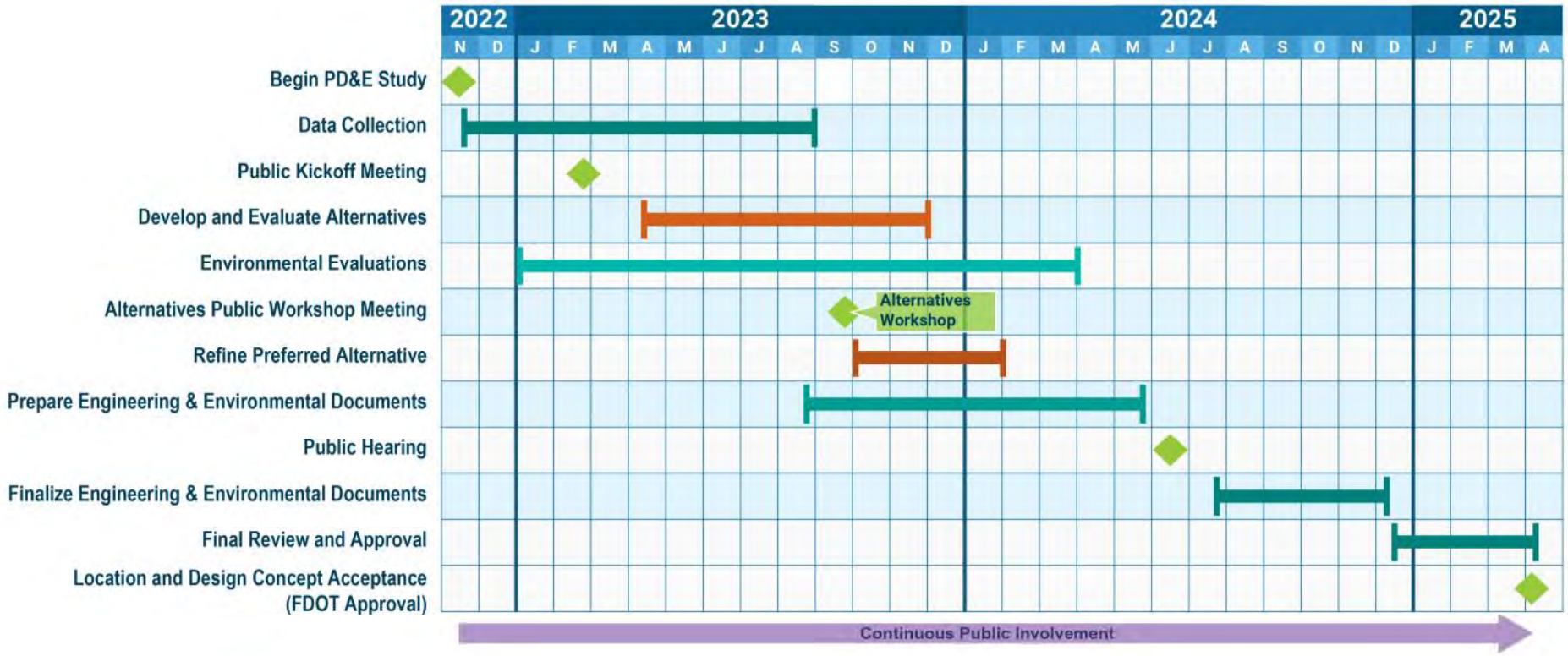
No Build Alternative	Alternative 1 High-Level Fixed Bridge	Alternative 2 Mid-Level Movable Bridge
$72.4 million	$225.2 million	$424.2 million

Excludes "Major Repairs" due to accelerated deterioration

Alternatives Key Differentiators

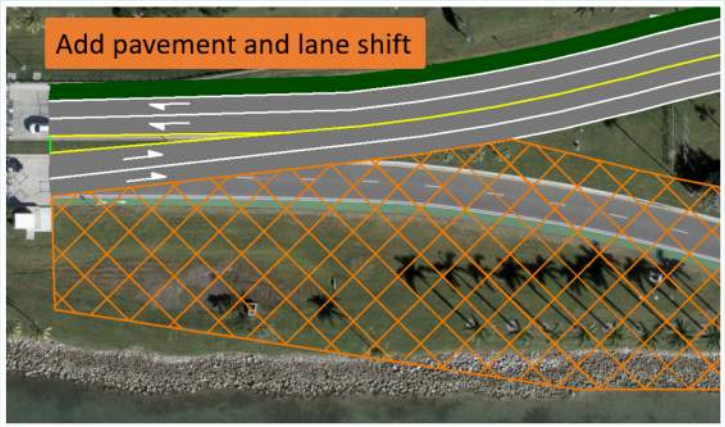
	Advantages	Disadvantages
No Build Alternative	• No construction • No impacts to environmental resources • Maintains roadway slope • Lowest short-term cost ($72.4M)	• Substandard roadway lane widths and pedestrian accommodations • Bridge will continue to deteriorate and will be decommissioned at end of estimated 25 year lifespan • Potential for bridge closures and detours from machinery failure • Frequent bridge openings and wait times for vehicular and marine traffic • Bridge condition may affect emergency evacuation
Alternative 1 High-Level Fixed Bridge	• New bridge (estimated 75 year lifespan) • No bridge openings or wait time for vehicle and marine traffic • No impacts to Sovereign Submerged lands • Lower impact to Essential Fish Habitat • Lowest Build Alternative cost ($225.2M)	• 65-foot bridge - Steeper roadway and multi-use path slopes • 65-foot bridge - More visual impacts to businesses and residents
Alternative 2 Mid-Level Movable Bridge	• New bridge (estimated 75 year lifespan) • 40-foot bridge - Reduced roadway and multi-use path slopes • 40-foot bridge - Less visual impacts to businesses and residents	• Bridge openings and wait times for vehicular and marine traffic • Impacts to Sovereign Submerged lands • Higher impact to Essential Fish Habitat • Highest Build Alternative cost ($424.2M)

What Are the Next Steps and PD&E Schedule?



What is the Maintenance of Traffic During Construction?

- Using existing bridge.
- Shifting all traffic to the north side of the causeway island to reconnect at the toll gantry.
- Providing full corridor work zone to the south.

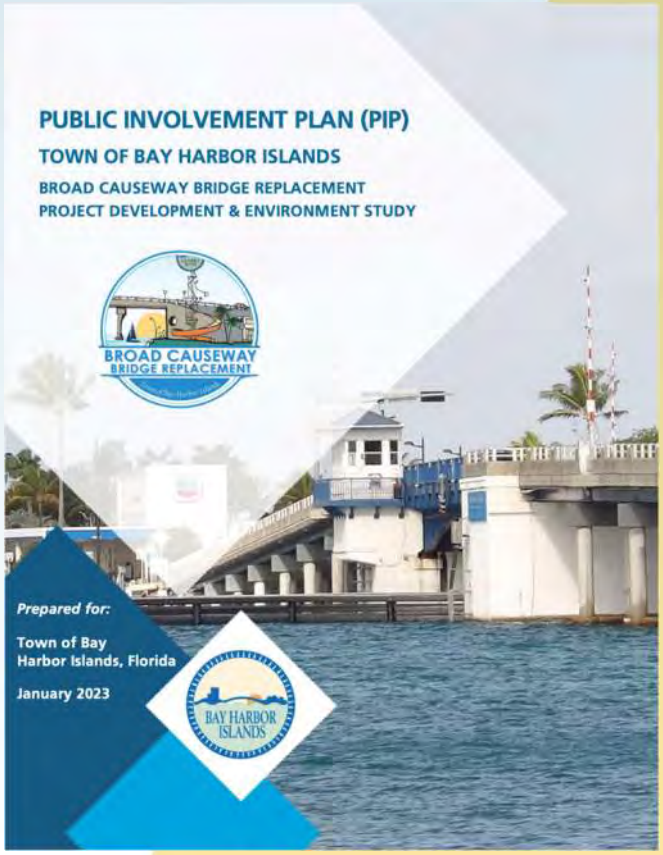


How Can I Stay Informed?

Public Engagement is Ongoing During the Entire PD&E Process

STAY ENGAGED BY:

- ✓ Attend Project Public Meetings
- ✓ Attend Public Hearing
- ✓ Participate in Surveys
- ✓ Visit the Project Website
- ✓ Provide Comments by E-mail, Mail, or Submit a Comment Card Tonight



How Can I Comment?

MAIL

Media Relations Group, LLC
Attn: **Alicia Ana Gonzalez**
14707 South Dixie Hwy, Suite 404
Miami, Florida 33176

(786) 280-6645

E-MAIL

Alicia Ana Gonzalez
agonzalez@mrgmiami.com

COMMENT FORM

Submit a comment form tonight or by mail

PROJECT WEBSITE

www.bayharborislands-fl.gov

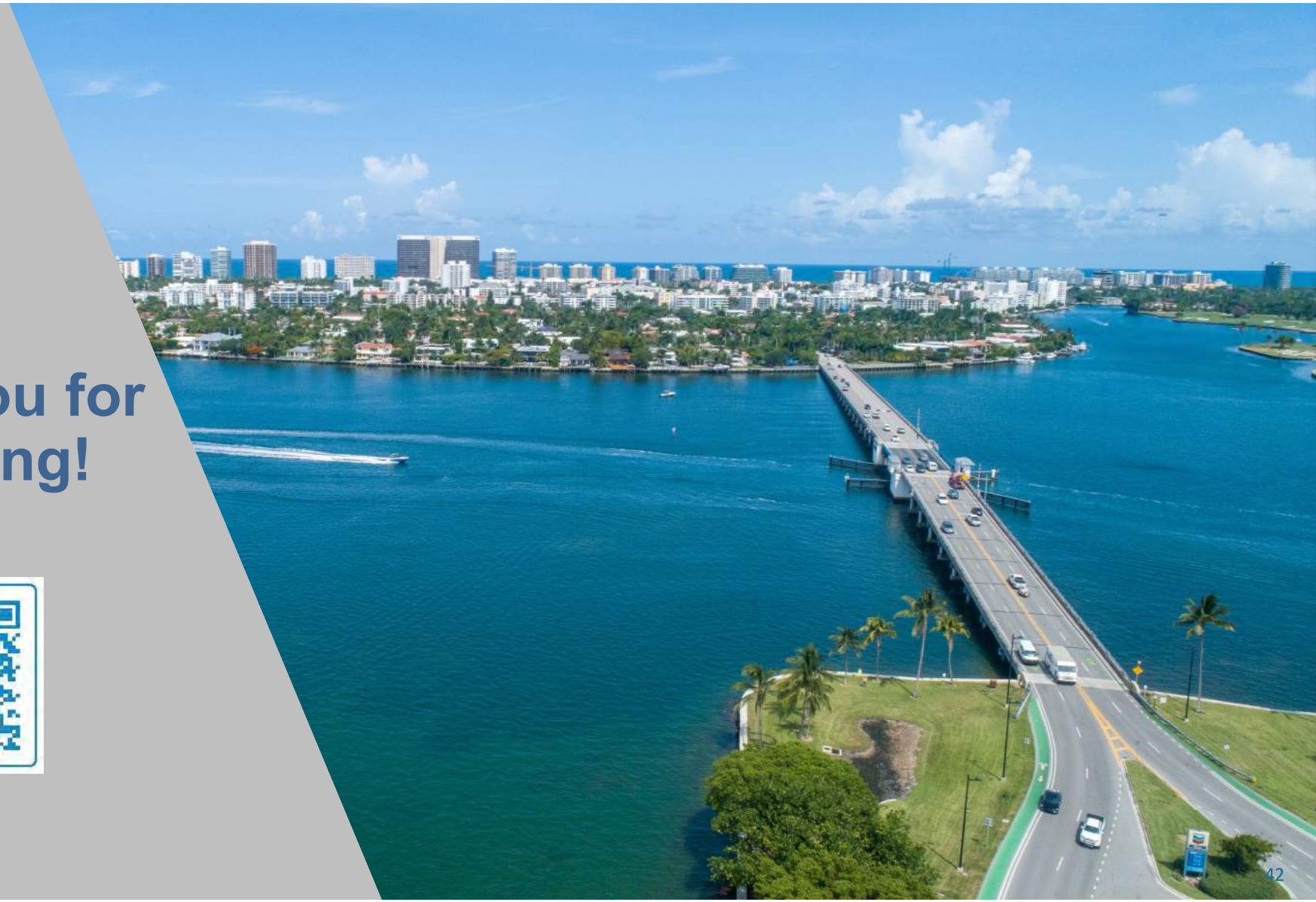
Project Question and Answer Session

IN-PERSON MEETING

- Fill out a speaker request card and provide contact information
- When your name is called, please come and speak into the microphone
- You have two (2) minutes to state your question(s) or comment(s)
- We will try to answer your question(s) or we will make note of the question and respond to you via mail or e-mail

BROAD CAUSEWAY
DRAWBRIDGE REPLACEMENT

Thank you for attending!



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.

PROJECT 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

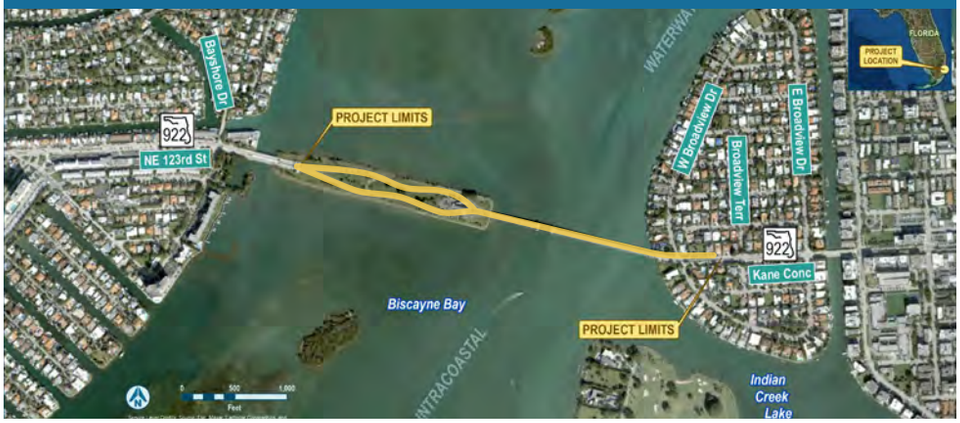
SCHEDULE

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.

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.

PROJECT LOCATION MAP



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 Carrerro-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

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

HOJA DE DATOS

PROYECTO DE REEMPLAZO DEL PUENTE DE BROAD CAUSEWAY

Puente de Broad Causeway desde Broad Causeway Island hasta el este de West Broadview Drive

ESTUDIO AMBIENTAL Y DE DESARROLLO DEL PROYECTO (PD&E)
CONDADO DE MIAMI-DADE, FLORIDA

NÚMERO DE IDENTIFICACIÓN DEL PROYECTO: 452428-1-21-01 | NÚMERO DE TOMA DECISIÓNES SOBRE TRANSPORTE EFICIENTE (ETDM): 14520 | Ciudad de Bay Harbor Islands Número del Proyecto: BC-160

DESCRIPCIÓN GENERAL

La ciudad de Bay Harbor Islands está conduciendo un estudio de PD&E para el reemplazo del puente de Broad Causeway, tambien conocido como el puente Shepard Broad Causeway. El puente levadizo es parte de Broad Causeway y conecta la ciudad de Bay Harbor Islands con la ciudad de North Miami. Los límites del estudio son desde Causeway Island hasta el este de West Broadview Drive. El proyecto está ubicado en la ciudad de Bay Harbor Islands en el condado de Miami-Dade.

Este es un proyecto de la ciudad de Bay Harbor Islands. Dado que los fondos federales se pueden utilizar en fases futuras del proyecto, la Oficina del Departamento de Transporte de Florida (FDOT) proporcionará asistencia técnica durante el Estudio PD&E. La Administración Federal de Carreteras (FHWA, por sus siglas en inglés) es la agencia federal principal y la Oficina de Gestión Ambiental del FDOT aprobará los documentos de la Ley Nacional de Política Ambiental (NEPA, por sus siglas en inglés) en nombre de la FHWA.

MEJORAS DEL PROJECTO

El objetivo principal de este estudio es reemplazar el antiguo puente de Broad Causeway con una nueva estructura que cumpla con los estándares de diseño actuales y sea consistente con los requisitos reglamentarios de la Guardia Costera de los Estados Unidos. El nuevo puente posiblemente incluirá disposiciones para carriles exclusivos para bicicletas y aceras para cumplir con los requisitos de la Ley de Estadounidenses con Discapacidades (ADA) junto con barandillas para la seguridad de los peatones; proporcionar un acceso seguro para el transporte multimodal y mejorar el acceso este-oeste desde la parte continental del condado de Miami-Dade a la ciudad de Bay Harbor Islands, Village of Bal Harbour y la ciudad de Surfside.

OBJETIVOS

- PROPORCIONAR NUEVA ESTRUCTURA
- MEJORAR LA CONECTIVIDAD
- GARANTIZAR LA SEGURIDAD
- PROPORCIONAR MEJORAS DE TRÁNSITO, BICICLETA Y PEATONES

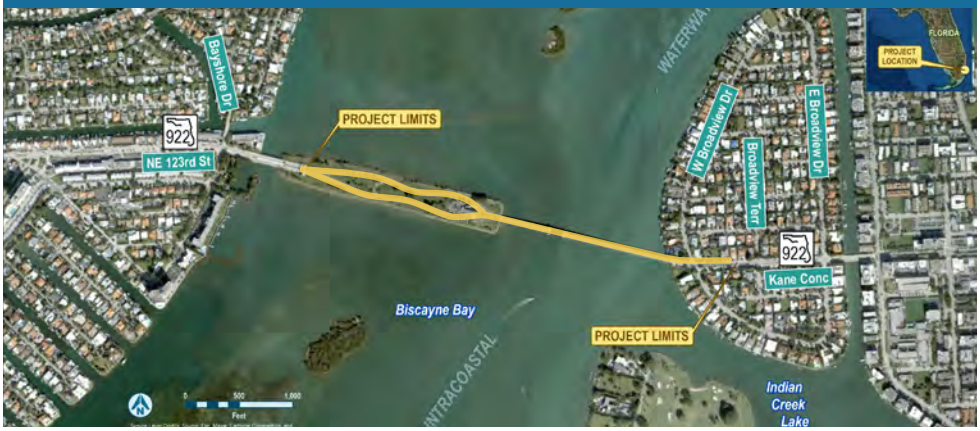
CRONOGRAMA

Este estudio de PD&E comenzó en noviembre de 2022 y se espera que se complete en abril de 2025. La fase de diseño comienza una vez que se completa el estudio PD&E. La fase de diseño comenzará después de que se complete el estudio PD&E. La participación pública continuará durante todo el estudio PD&E y se fomenta al público a participar en el desarrollo de este proyecto.

QUÉ ES UN ESTUDIO PD&E

Un estudio de PD&E es un paso en el proceso de desarrollo de carreteras del FDOT que utilizará la ciudad de Bay Harbor. Un estudio de PD&E ayuda a la ciudad de Bay Harbor Islands a determinar la ubicación, el diseño conceptual y los efectos sociales, económicos y ambientales de las mejoras viales propuestas. Durante el proceso de estudio PD&E, se desarrollan alternativas factibles para proyectos de mejora de puente/carreteras. Estas alternativas de "construcción" se evalúan en función de las condiciones ambientales, de ingeniería y socioeconómicas; necesidades de seguridad y aportaciones del público. También se evaluará la necesidad de un derecho de paso adicional para la mitigación de aguas pluviales y ambientales durante la fase del estudio PD&E. La alternativa "No- Construcción "se evalúa durante todo el proceso de estudio. Esta alternativa "No- Construcción "deja el puente existente como está con reparaciones y mantenimiento según sea necesario. Si el estudio resulta en la selección de una alternativa de "Construcción", el proyecto puede pasar a la siguiente fase, que es la fase de diseño. Durante la fase de PD&E, se completará la ingeniería preliminar y la documentación requerida para la financiación. Esto incluye la revisión y el análisis de los impactos potenciales del proyecto propuesto sobre los recursos sociales, naturales, físicos y culturales en el entorno circundante.

MAPA DE UBICACIÓN DEL PROYECTO



INVOLÚCRESE

La participación pública es una parte extremadamente importante de un estudio de PD&E, para informar a los ciudadanos sobre el proyecto y ofrecer a las personas interesadas la oportunidad de participar en el desarrollo del proyecto. La revisión ambiental, la consultoría y otras acciones que exigen las leyes ambientales federales correspondientes para este proyecto están siendo o han sido llevadas a cabo por el FDOT de conformidad con el artículo 23 U.S.C. § 327 y un Memorando de Entendimiento con fecha 26 de mayo de 2022 firmado por la Administración Federal de Carreteras (FHWA) y el FDOT. La Ciudad de Bay Harbor Islands y FDOT solicitan la participación del público independientemente de la raza, el color, origen nacional, la edad, el sexo, la religión, discapacidad o estado familiar. Habrá varias oportunidades para participar en reuniones públicas y discusiones individuales con partes interesadas.

CONTACTO DE LA CIUDAD DE BAY HARBOR ISLANDS:

INGENIERO DE LA CIUDAD
Rodney Carrerro-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

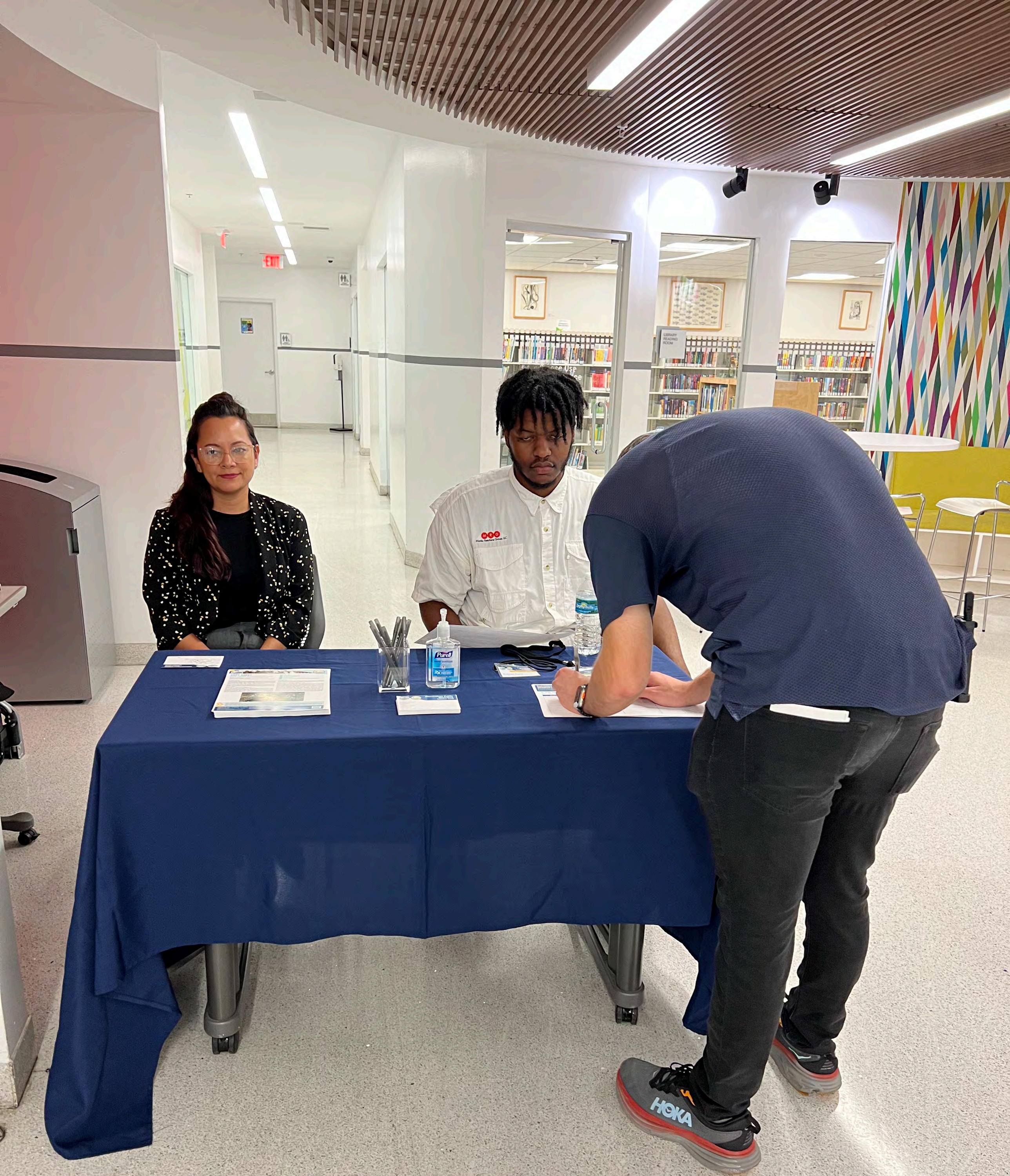
VISITE NUESTRO SITIO WEB:
https://www.bayharborislands-fl.gov/

LIBRARY
READING
ROOM

BROAD CAUSEWAY
BRIDGE REPLACEMENT

WELCOME

To the Public Alternatives Workshop for the
Broad Causeway Bridge Replacement PD&E Study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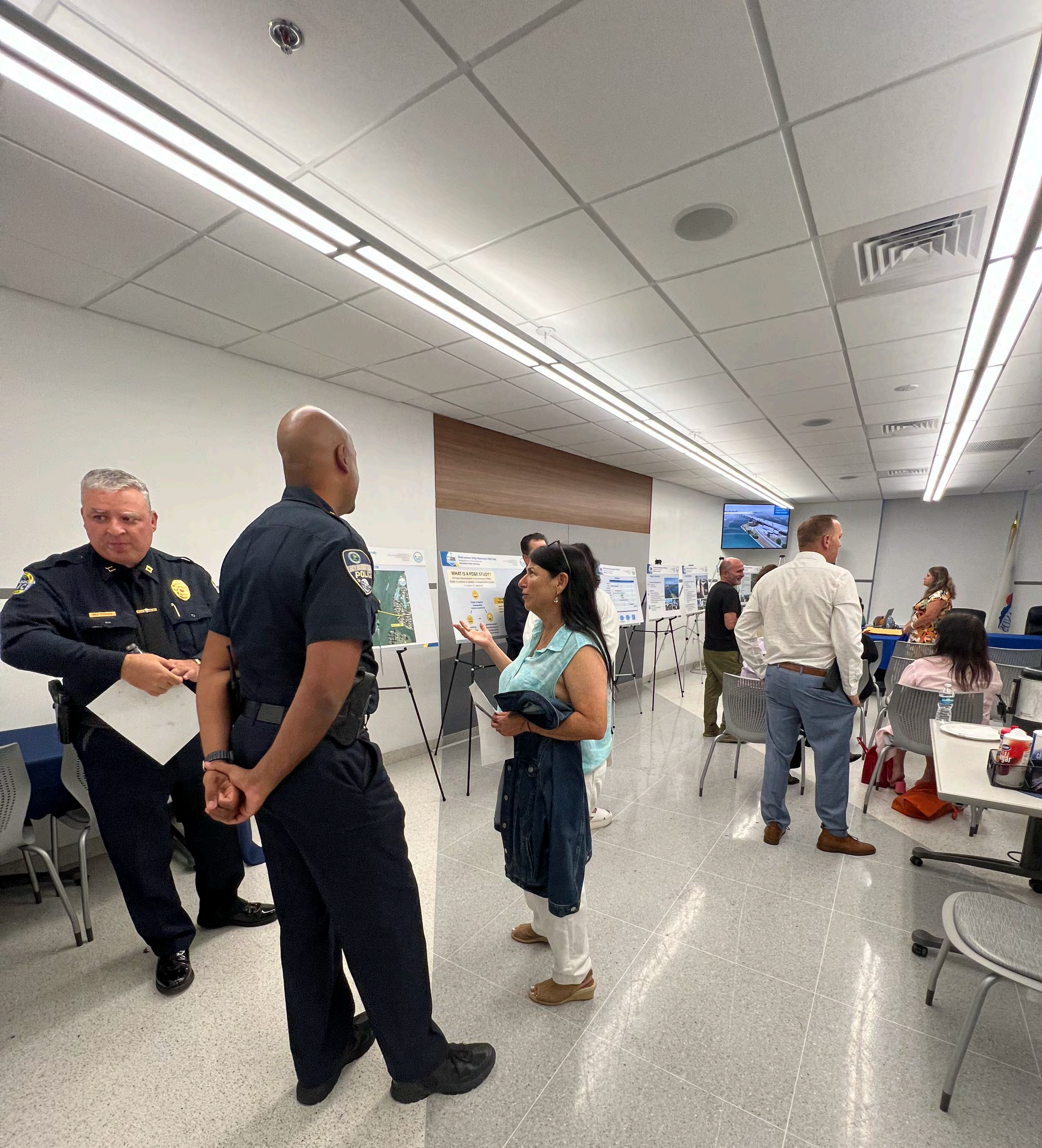
Purell


WHAT IS A PD&E STUDY?

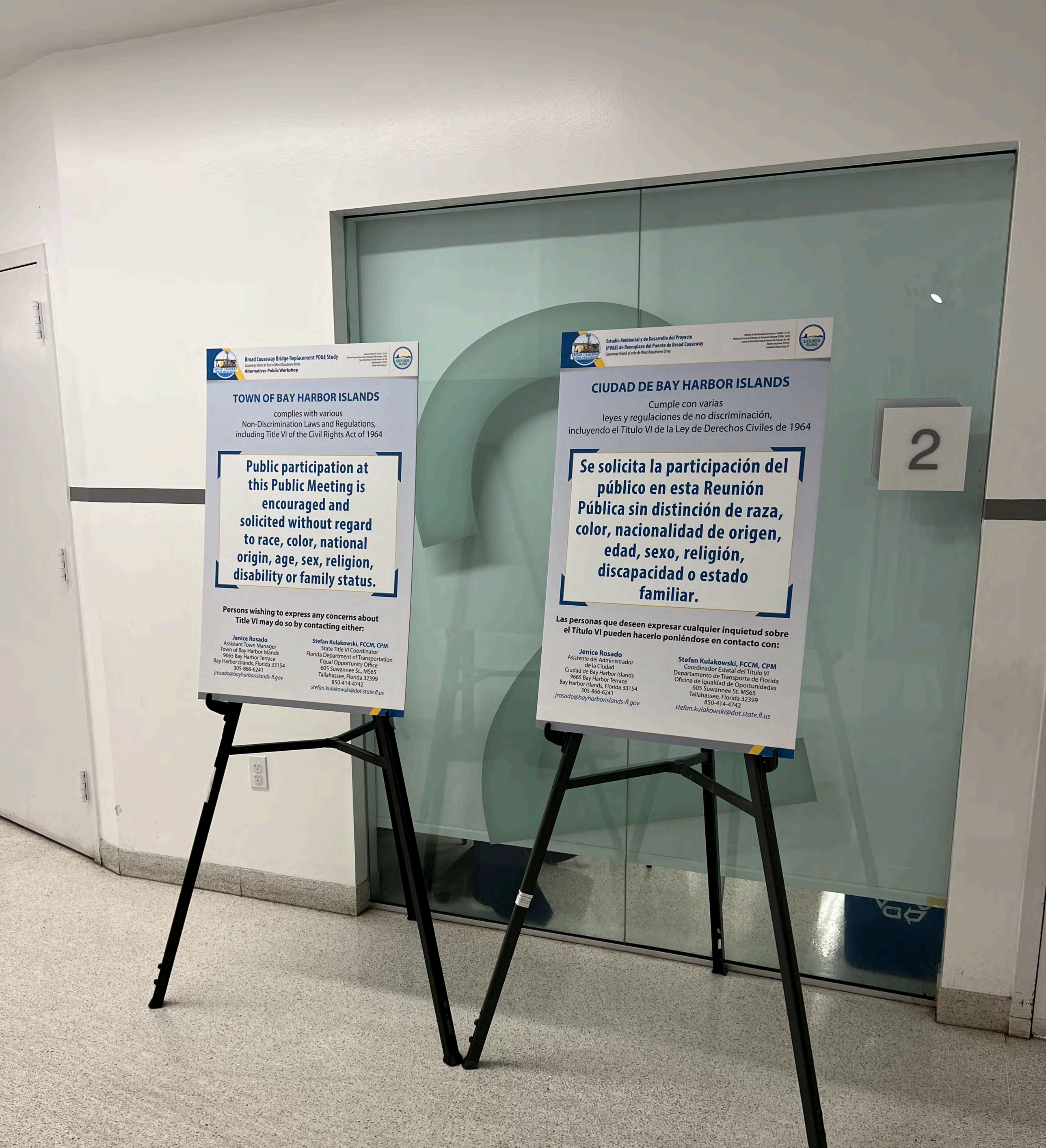
ALTERNATIVE 2
MID-LEVEL
MOVABLE BRIDGE

SED BRIDGE TYPICAL SECTIONS
ALTERNATIV
MID-LEVEL
MOVABLE BR
Bike Lane
Bike Lane

EXIT
ALTERNATIVE 2
MID-LEVEL
MOVABLE BRIDGE
Shared Use Path

ALTERNATIVE 2
MID-LEVEL
MOVABLE BRIDGE

EXIT
Broad Causeway Bridge Replacement PD&E Study
Alternatives Public Workshop
PROJECT OVERVIEW
Bridge Constructed 1971 – 72 years old
Bridge Condition - Fair
PROJECT PURPOSE
PROJECT NEED
Broad Causeway Bridge Replacement PD&E Study
Alternatives Public Workshop
SCHEDULE


Broad Causeway Bridge Replacement PD&E Study
Causeway Island to East of West Broadview Drive
Alternatives Public Workshop
TOWN OF BAY HARBOR ISLANDS
complies with various
Non-Discrimination Laws and Regulations,
including Title VI of the Civil Rights Act of 1964
Public participation at this Public Meeting is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability or family status.
Persons wishing to express any concerns about Title VI may do so by contacting either:
Jenice Rosado
Assistant Town Manager
Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154
305-866-6241
jrosado@bayharborislands-fl.gov
Stefan Kulakowski, FCCM, CPM
State Title VI Coordinator
Florida Department of Transportation
Equal Opportunity Office
605 Suwannee St., MS65
Tallahassee, Florida 32399
850-414-4742
stefan.kulakowski@dot.state.fl.us
Estudio Ambiental y de Desarrollo del Proyecto
(PD&E) de Reemplazo del Puente de Broad Causeway
Causeway Island al este de West Broadview Drive
CIUDAD DE BAY HARBOR ISLANDS
Cumple con varias
leyes y regulaciones de no discriminación,
incluyendo el Título VI de la Ley de Derechos Civiles de 1964
Se solicita la participación del público en esta Reunión Pública sin distinción de raza, color, nacionalidad de origen, edad, sexo, religión, discapacidad o estado familiar.
Las personas que deseen expresar cualquier inquietud sobre el Título VI pueden hacerlo poniéndose en contacto con:
Jenice Rosado
Asistente del Administrador
de la Ciudad
Ciudad de Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154
305-866-6241
jrosado@bayharborislands-fl.gov
Stefan Kulakowski, FCCM, CPM
Coordinador Estatal del Título VI
Departamento de Transporte de Florida
Oficina de Igualdad de Oportunidades
605 Suwannee St. MS65
Tallahassee, Florida 32399
850-414-4742
stefan.kulakowski@dot.state.fl.us
2

2
FCDA
BEACH
2016
MELTDOWN
FCDA
FCDA
North Miami Youth Basketball
14U CHAMPIONS
SEAS
Soccer League
CHAMPION
2023
CHAMPION
11U B.H.I
HALLANDALE
BASKETBALL LEAGUE
SIGN-IN SHEET
Broad Causeway Bridge Path Construction
Rodrigo Pigna
ATAKS
Ruben Hernandez
ATAKS
BELIEVE

CIUDAD DE BAY HARBOR ISLANDS

Cumple con varias

Se solicita la participación
público en esta Reun
Pública sin distinción de
color, nacionalidad de o
edad, sexo, religión
discapacidad o estado
familiar.

Las personas que deseen expresar cualquier in
el Título VI pueden hacerlo poniéndos

Jessica Rosado

Alicia Gonzalez

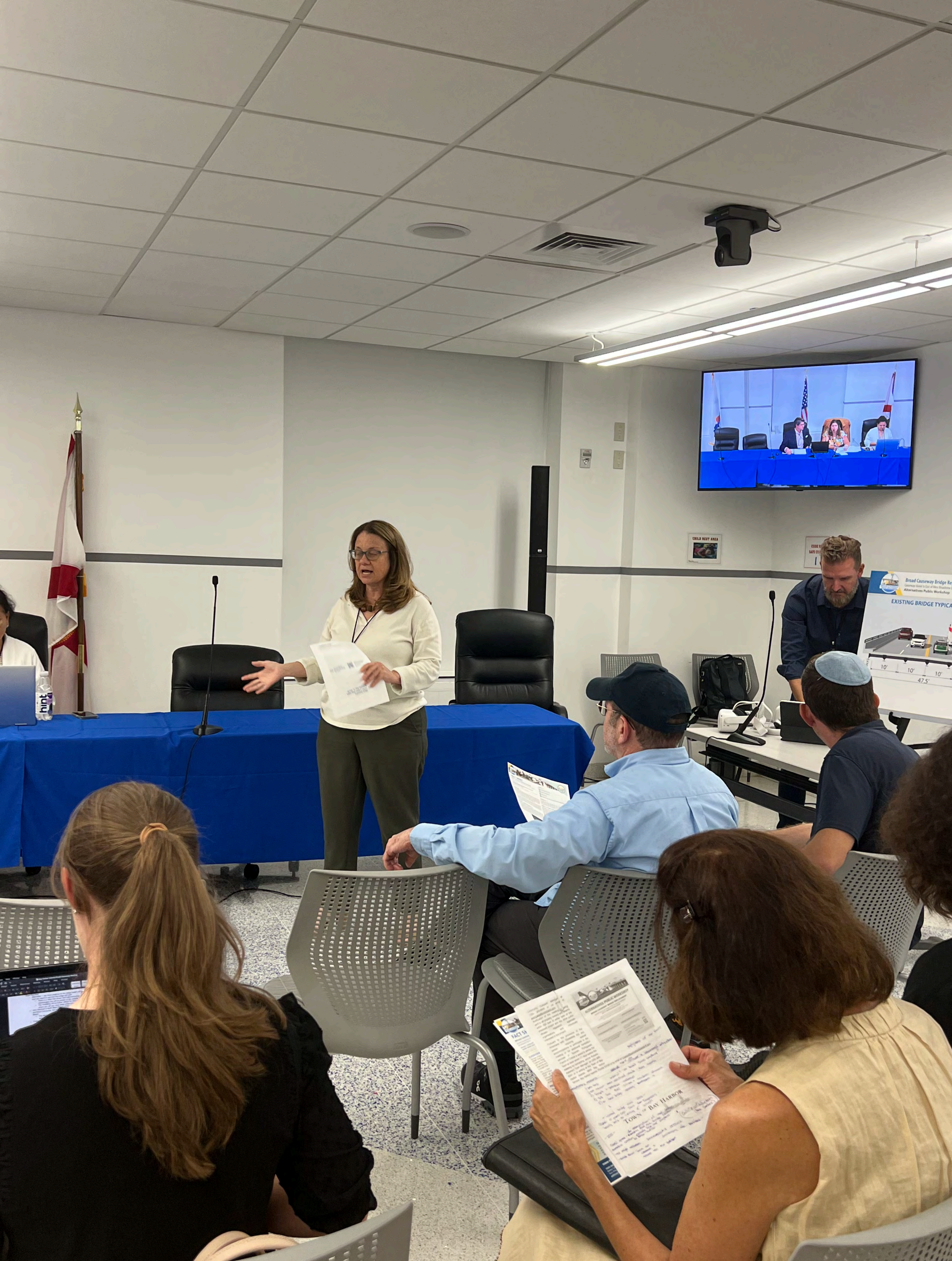
North Miami Youth Basketball
14U CHAMPIONS

Alternatives Public Workshop Speaker Card

FACT SHEET

BAY HARBOR ISLANDS
Alicia Gonzalez
North Miami Youth Basketball
14U CHAMPIONS
SIGN-IN SHEET
Alternatives Public Workshop
Speaker Card
FACT SHEET

Alternatives Analysis - Alignment
ALTERNATIVE 1: HIGH-LEVEL FIXED BRIDGE
PROJECT OVERVIEW
SCHEDULE
PROJECT CONSTRAINTS
ENVIRONMENTAL CONSIDERATIONS
ENGINEERING CONSIDERATIONS


CHILD REST AREA
Broad Causeway Bridge Re
Alternatives Public Workshop
EXISTING BRIDGE TYPICA
10'
10'
10'
47.5'
TOWN OF BAY HARBOR

Appendix H – Alternatives Public Workshop Meeting Materials Virtual

DRAFT

9/29/23 6:40

Webinar ID	Actual Start Time	Actual Duration (minutes)	# Registered
914 7274 3634	9/28/23 13:37	160	59

User Name (Original Name)	Email	Join Time	Leave Time
MRG Miami (MRG Miami)	info@mrgmiami.com	9/28/23 13:37	9/28/23 16:16

User Name (Original Name)	Email	Join Time	Leave Time
Wendy Lasher - AtkinsRéalis Asst. PM (Wendy Lasher - AtkinsRéalis Asst. PM)	wendy.lasher@atkinsglobal.com	9/28/23 14:37	9/28/23 16:16
Andrea Garcia	andrea.garcia@atkinsglobal.com	9/28/23 15:10	9/28/23 16:16
Alicia Gonzalez - MRG (Alicia Gonzalez - MRG)	agonzalez@mrgmiami.com	9/28/23 14:36	9/28/23 16:16
Jonathan Brown (Jonathan Brown)	jonathan.brown@atkinsglobal.com	9/28/23 14:59	9/28/23 16:16
Ryan Jensen - AtkinsRealis Roadway (Ryan Jensen - AtkinsRéalis Roadway)	ryan.jensen@atkinsglobal.com	9/28/23 14:52	9/28/23 16:16
Vice Mayor Fuller	jfuller@fullerlawyers.com	9/28/23 14:57	9/28/23 16:16
Cristina Schoonard - AtkinsRéalis Noise (Cristina Schoonard)	cristina.schoonard@atkinsglobal.com	9/28/23 14:55	9/28/23 16:16
Beth Zimmer - AtkinsRéalis Permitting	beth.zimmer@atkinsglobal.com	9/28/23 14:00	9/28/23 14:01
Beth Zimmer - AtkinsRéalis Permitting (Beth Zimmer - AtkinsRéalis Permitting)	beth.zimmer@atkinsglobal.com	9/28/23 14:57	9/28/23 16:16
Steven Tissier - AtkinsRealis Structures	steven.tissier@atkinsglobal.com	9/28/23 14:43	9/28/23 14:51
Steven Tissier - AtkinsRealis Structures	steven.tissier@atkinsglobal.com	9/28/23 14:52	9/28/23 14:56
Steven Tissier - AtkinsRéalis Structures (Steven Tissier - AtkinsRealis Structures)	steven.tissier@atkinsglobal.com	9/28/23 14:56	9/28/23 16:16
Rodney Carrero-Santana, P.E.	rcarrerosantana@bayharborislands-fl.gov	9/28/23 15:00	9/28/23 16:16
David Konz - AtkinsRéalis PM (David Konz - AtkinsRéalis PM)	david.konz@atkinsglobal.com	9/28/23 14:45	9/28/23 16:16
Dayana Sanjurjo - MRG (Dayana Sanjurjo - MRG)	dsanjurjo@mrgmiami.com	9/28/23 14:07	9/28/23 16:16
Maria Lasday (Maria Lasday)	mlasday@bayharborislands-fl.gov	9/28/23 14:37	9/28/23 16:16
Rob McMullen	robert.mcmullen@dot.state.fl.us	9/28/23 15:07	9/28/23 15:58
Rob McMullen	robert.mcmullen@dot.state.fl.us	9/28/23 15:58	9/28/23 16:16
Chris Ray - AtkinsRéalis Structures	Chris.Ray@wsp.com	9/28/23 14:53	9/28/23 14:54
Chris Ray - AtkinsRéalis Structures (Chris Ray - AtkinsRéalis Structures)	Chris.Ray@wsp.com	9/28/23 14:55	9/28/23 16:16
Dylan Scheinman - AtkinsRéalis (Dylan Scheinman)	dylan.scheinman@atkinsglobal.com	9/28/23 14:56	9/28/23 16:16
Dylan Scheinman	dylan.scheinman@atkinsglobal.com	9/28/23 15:05	9/28/23 15:27
Rick Renna# Atkins Drainage (Rick Renna - AtkinsRéalis Drainage)	Rick.Renna@atkinsrealis.com	9/28/23 14:58	9/28/23 16:16
IT	kurt@bayharborislands-fl.gov	9/28/23 14:57	9/28/23 16:16

User Name (Original Name)	First Name	Last Name	Email
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Norma Orovitz	Norma	Orovitz	normaoathome@aol.com
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Donald	Donald	Blanchard	Donaldedy@att.net
Steven Tissier			steven.tissier@atkinsglobal.com
Kristee Booth	Kristee	Booth	kristee.booth@myfwc.com
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Bishoy	Bishoy	Hanna	Bishoy.Hanna@dot.sae.fl.us
Bishoy Hanna	Bishoy	Hanna	Bishoy.Hanna@dot.state.fl.us
Bishoy Hanna	Bishoy	Hanna	Bishoy.Hanna@dot.state.fl.us
Bishoy Hanna	Bishoy	Hanna	Bishoy.Hanna@dot.state.fl.us
Bishoy Hanna	Bishoy	Hanna	Bishoy.Hanna@dot.state.fl.us
Bishoy Hanna	Bishoy	Hanna	Bishoy.Hanna@dot.state.fl.us
Kiran Olikkara	Kiran	Olikkara	kiran.olikkara@atkinsrealis.com
Hector Di Donato	Hector	Di Donato	hector.didonato@miamidade.gov
Danila Daniloff	Danila	Daniloff	daniloff.danila@gmail.com
Jack	Jack	Karson	Jackekarson@gmail.com
Anne Ruben	Anne	Ruben	Anneruben45@gmail.com
Adela Echavarria	Adela	Echavarria	amnewhouse@atlanticbb.net
Felipe	Felipe	Jung	felipe.jung@atkinsrealis.com
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Harrison	Harrison	Lazowick	harrison.lazowick@atkinsrealis.com
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A K	A	K	haruskramer@gmail.com
Amy	Amy	Sabach	amysabach@gmail.com
Paula McMahon	Paula	McMahon	rmpm415@bellsouth.net
V S	V	S	vane63858@gmail.com
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roberto gonzalez	roberto	gonzalez	rgonzalez@bayharborislands-fl.gov
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Jenice Rosado	Jenice	Rosado	jrosado@bayharborislands-fl.gov
Karen Weiss	Karen	Weiss	karenwweiss@gmail.com
Patricia Warner	Patricia	Warner	Warner.trish@gmail.com
David Aron	David	Aron	arondp@cdmsmith.com
Anne Schwarz	Anne	Schwarz	anneconlyn1@gmail.com
Anne Schwarz	Anne	Schwarz	anneconlyn1@gmail.com
Jack Karson	Jack	Karson	jkarson@turnberry.com
Anita Givner	Anita	Givner	Ari93@aol.com
norman hurwitz	norman	hurwitz	nhurwitz@parklandrep.com
Jean Kruse	Jean	Kruse	jmkruse@aol.com
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jackie abraham	jackie	abraham	ja@jackieabraham.com
Alan Lasday	Alan	Lasday	alas1115@gmail.com
Alan Lasday	Alan	Lasday	alas1115@gmail.com
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Michele Fiorot	Michele	Fiorot	michelefiorot@hotmail.com
Donald White	Donald	White	TenThousandPlaza@gmail.com
Rob Horn	Rob	Horn	Lane5801@hotmail.com
Ken Eskin	Ken	Eskin	Kremas@aol.com
Karine AUBERY	Karine	AUBERY	karineaubery@gmail.com
Jane Cohen	Jane	Cohen	janescohen@gmail.com

BROAD CAUSEWAY PD&E

Virtual Meeting

Vanessa: do we have the Q/A in the box from the virtual meeting?

Question:

Ryan Jensen is responding to Miss Weiss, and I have one question I'm going to read out here that hasn't been responded to yet. That the funding for the Broad Causeway Bridge replacement project will be derived from a property tax assessment. And if this is the case, we'll Bay Harbor Island residents be exempt from the some past toll for the duration of this assessment.

A: The answer is no your taxes don't pay for the bridges. Now the toll revenue does provide for funding of the bridge. We're going to apply and attempt to get as many grants as we can to cover a majority of the costs of the construction and design. That grant assistance is capped, it's limited to 80%. You kind of need to meet them a little bit halfway the federal government, so federal, state and local grants will be applied for, but we'll still have to fund at least 20% or more, and that funding would come from total revenue not from taxes.

Thank you, David. As I mentioned earlier, Miss Weiss, I believe I see Ryan Jensen typing an answer for you and for those of you that want to know what that question is, just in general, it's what percent of boats would go under the 40-foot clearance.

A: Yeah, the 40 foot height was selected based on just visual observation that a majority of the boats are large yachts or smaller sailboats that would fit under the 40 feet and the openings of the bascule bridge currently opens twice an hour. So in the case of a 40 foot movable bridge, it would only have to open if a boat was waiting that had a clear height of 40 feet or more.

Q: I see that Miss Weiss has also posted another question, and that is: the Helix option is wonderful for recreation but will there be an option for pedestrians who are using the bridge for foot access rather than just recreation.?

A: Ryan explained that the Helix will be ADA compliant, but just to be clear, David, if you could explain Miss Weiss is asking if there is an option for pedestrians that are using the bridge for foot access rather than recreation.

A: Yeah that’s an alternative that we could consider. Helix would be like a simple set of stairs that comes off one side. We want something that's robust that requires very little maintenance because of the long-term lifecycle costs. So that's where we are looking at something that's an outdoor structure like a ramp or a set of stairs.

Q: David, she just clarified that she wants to just make sure what happens if someone wants to walk directly across from the mainland.

A: Yeah, the existing bridge would be completely demolished for it just for safety sake, it's it would be becoming a hazard with that amount of time.

Q: I also have Anita Givner, who is asking us who will decide on which options will be chosen, which is a great question. If you could explain that, Dave.

A: Ultimately, your town leadership would decide at a town council meeting. We have a 10-day period here for public input. Of course, public involvement will be open and accessible throughout the whole PDE process and even into design. But this first 10-day window is very important to have your input in your voice is heard. There would be a 30 day or so period for the PD&E team to refine our approach based on that.

A: Public feedback from the 10-day period will be presented to the town I believe in November. Our recommendation is based on a compilation of several things, and that includes your public feedback along with our engineering analysis and environmental analysis. So we evaluate all of those equally and that's how we determine which alternative we would like to propose to the town council.

Q: So, let's go to Norma Orbitz, which is asking what happens to the homes on Kane Concourse with either alternative, Dave.

A: So we're planning to stay within the existing right of way and that includes the homes on both sides of Kane Concourse. There might be some temporary easements as we upgrade pipes or curb and gutter. It's like we need some room to work for construction in a safe manner, but it would be temporary. Your grass would be replanted, you know things of that nature anything that was affected.

Q: Restate that she's asking about the residential homes on 96th St. If are they going to be affected in any way, which of course I believe we just addressed, but if you want to add anything else.

A: There is no right of way. And then of course, anything that might occur during construction would be put back to its original condition. You know, we're looking at all different types of impacts and that includes visual impacts and noise and things of that nature.

Q: Mr. White's concern is increasing construction and population growth on the island, along with a bigger bridge. Is it reasonable to feel that the current layout of 96th Street will be sufficient for the expected traffic?

A: Yeah, related to traffic, this is actually an excellent question. We've done an analysis on the traffic and the traffic projections are very similar. As they exist today, to what they would be 30 years from now, that may seem unusual, but all of the lots and available real estate has been developed. It's been built the area is built out, so to speak, so the traffic counts that we see now with our models and our analysis. For many decades to come, the design year, I believe is 30 years out from now.

A: And I like to add as I mentioned, the purpose and need for either of these build alternatives will improve traffic flow because you are decreasing or eliminating the amount of bridge openings there are. So the traffic flow will be better and you will see improvements there.

Q: Karina is saying an important factor is not only design but also practicality. While a new bridge may be bigger, it will 100% persuade speeders to continue to accelerate. There are already many people going over 20 mph over the limit on the bridge by creating a wider bridge. This summer will easily double that.

A: Yeah there's opportunities for traffic calming with rumble strips or with signs. Some signs, even that have lights or visual. You've seen them along the corridor with, like, your speed or a radar sign so you're aware there's different options there for traffic calming.

Q: There's one more question which you can read, but I do want to say this, Miss Aubrey, this is not a state Rd.

A: This road, the bridge and the island are owned by the town.

Q; We are a private island home to many families and communities. A highway resembling a bridg does

A: However, I believe Wendy has addressed that it is not a state road and also David has addressed why we do have to meet the design standards of the bridge as far as traffic is concerned and the widening of the lanes. Yeah, just clarifying on the state road. I've pulled up the project location map that was slide four we talked about today and you would see 922 to the East and also to the West but the area over the intercoastal waterway is owned by the town. It is not SR 922 between Bayshore Drive and approximately West of Broadview Drive within our project limits. This area is owned by the town, is not part of State Road 922.

Q: Mrs. Echevaria is asking when we cross the new bridge, will we still have the same view?

A: In a lot of ways, I think the view would be improved. You would be higher than you are now, so you would have a view of the skyline both to the north and to the south and the city. Once you are you're on the bridge. That was one of the reasons that we wanted to make sure to include those skyline overlooks. You know, a place to stop and enjoy the view.

Question Report

Report Generated:	9/29/23 6:43

Topic	Webinar ID	Actual Start Time	Actual Duration (minutes)	# Question
Alternatives Public Workshop - Broad Causeway Bridge Replacement	914 7274 3634	9/28/23 13:37	160	27

Question Details

#	Question	Asker Name	Asker Email	Answer	Question Time	Answered Time	Answer Name	Answer Email
1	we can see the screen	Karen Weiss	karenwweiss@gmail.com	Thank you Karen, the formal presentation will begin in a few minutes.	9/28/23 15:03	9/28/23 15:04	MRG Miami	info@mrgmiami.com
2	no audio	Karen Weiss	karenwweiss@gmail.com	Thank you Karen!	9/28/23 15:03	9/28/23 15:03	Alicia Gonzalez - MRG	agonzalez@mrgmiami.com
3	Is there audio?	Jack Karson	jkarson@turnberry.com	The video is an animation with no audio. Thank you	9/28/23 15:04	9/28/23 15:04	MRG Miami	info@mrgmiami.com
4	What is the current clearance height?	Anne Schwarz	anneconlyn1@gmail.com	live answered	9/28/23 15:09	9/28/23 15:10	MRG Miami	info@mrgmiami.com
4	What is the current clearance height?	Anne Schwarz	anneconlyn1@gmail.com	The existing Bridge is 15.7 FT above the Mean water Level height	9/28/23 15:09	9/28/23 15:37	"Rodney Carrero-Santana, P.E."	rcarrerosantana@bayharborislands-fl.gov
5	wiil bridge be out of serviec? if so , how long? is there an alternative to build main section separtely and attach at the end to cut donw out of use?	norman hurwitz	nhurwitz@parklandrep.com	Thank you for your question, the team will address it in the Q&A portion of the meeting.	9/28/23 15:19	9/28/23 15:20	Dayana Sanjurjo - MRG	dsanjurjo@mrgmiami.com
5	wiil bridge be out of serviec? if so , how long? is there an alternative to build main section separtely and attach at the end to cut donw out of use?	norman hurwitz	nhurwitz@parklandrep.com	Both build alternatives are proposed south of the existing bridge. The existing bridge and 4 traffic lanes will remain open during proposed construction. Later slides will show this in a graphic.	9/28/23 15:19	9/28/23 15:28	Ryan Jensen - AtkinsRéalis Roadway	ryan.jensen@atkinsglobal.com
5	wiil bridge be out of serviec? if so , how long? is there an alternative to build main section separtely and attach at the end to cut donw out of use?	norman hurwitz	nhurwitz@parklandrep.com	The existing Bridge is 15.7 FT above the Mean water Level height	9/28/23 15:19	9/28/23 15:36	"Rodney Carrero-Santana, P.E."	rcarrerosantana@bayharborislands-fl.gov
6	Is it anticipated that the funding for the Broad Causeway Bridge Replacement project will be derived from a property tax assessment, and if this is the case, will Bay Harbor Island residents be exempt from the SunPass toll for the duration of the assessment?	V S	vane63858@gmail.com	live answered	9/28/23 15:32	9/28/23 15:53	MRG Miami	info@mrgmiami.com
7	Is it possible to repurpose the bike lanes as a third traffic lane or designate them for first responders and hurricane evacuation shuttles during an hurricane evacuation?	V S	vane63858@gmail.com	Excellent question, thank you. Proposed lanes and shoulders on build alternatives would provide enough room for a 3rd lane in times of emergnecy.	9/28/23 15:32	9/28/23 15:36	Ryan Jensen - AtkinsRéalis Roadway	ryan.jensen@atkinsglobal.com
8	Will the Alternative 2 bridge require set openngs on the quarter hour regardless of boat traffic?	Norma Orovitz	normaoathome@aol.com	Bridge openings will still be scheduled by US Coast Guard as they are today. Due to the higher clearance (40 ft) of alternative 2 the bridge would open significantly less as many boats would now fit under the proposed alternative 2. The Bridge does not open and will not open unless requested by a boater.	9/28/23 15:43	9/28/23 15:46	Ryan Jensen - AtkinsRéalis Roadway	ryan.jensen@atkinsglobal.com
9	what % of boats would be able to access the 40' clearance?	Karen Weiss	karenwweiss@gmail.com	Excellent question, we dont have exact numbers but only very large sailboats and yachts would require openings.	9/28/23 15:51	9/28/23 15:54	Ryan Jensen - AtkinsRéalis Roadway	ryan.jensen@atkinsglobal.com
10	so the old bridge will be kept open during the construction?	Adela Echavarria	amnewhouse@atlanticbb.net	Correct.	9/28/23 15:51	9/28/23 15:52	Ryan Jensen - AtkinsRéalis Roadway	ryan.jensen@atkinsglobal.com
11	the helix option is wonderful for recreation, but will there be an option for pedestrians who are using the bridge for foot access (rather than recreation?)	Karen Weiss	karenwweiss@gmail.com	The helix will be ADA compliant	9/28/23 15:55	9/28/23 15:57	Ryan Jensen - AtkinsRéalis Roadway	ryan.jensen@atkinsglobal.com
12	no - I mean if someone wants to walk directly across from the mainland	Karen Weiss	karenwweiss@gmail.com	live answered	9/28/23 15:57	9/28/23 15:58	MRG Miami	info@mrgmiami.com
13	Who will decide on which options will be chosen?	Anita Givner	Ari93@aol.com	live answered	9/28/23 15:57	9/28/23 15:59	MRG Miami	info@mrgmiami.com
14	What happens to the homes on Kane Concourse with either alternative?	Norma Orovitz	normaoathome@aol.com	live answered	9/28/23 15:58	9/28/23 16:01	MRG Miami	info@mrgmiami.com
15	thank you	Karen Weiss	karenwweiss@gmail.com	live answered	9/28/23 15:58	9/28/23 15:58	MRG Miami	info@mrgmiami.com
16	will the residential homes on 96 street be affected in any way	Adela Echavarria	amnewhouse@atlanticbb.net	live answered	9/28/23 16:00	9/28/23 16:02	MRG Miami	info@mrgmiami.com
17	Thx!	Norma Orovitz	normaoathome@aol.com	No problem, thank you for joining tonight!	9/28/23 16:01	9/28/23 16:02	MRG Miami	info@mrgmiami.com
18	Would you take in consideration resident vote?	Karine AUBERY	karineaubery@gmail.com	live answered	9/28/23 16:06	9/28/23 16:06	MRG Miami	info@mrgmiami.com
19	the chat shows the informaiton but I am unable to copy and paste it from either for the next meeting	Karen Weiss	karenwweiss@gmail.com	Hi Karen - Please see link below. https://us06web.zoom.us/j/85962437795	9/28/23 16:07	9/28/23 16:07	MRG Miami	info@mrgmiami.com
19	the chat shows the informaiton but I am unable to copy and paste it from either for the next meeting	Karen Weiss	karenwweiss@gmail.com	https://us06web.zoom.us/j/85962437795	9/28/23 16:07	9/28/23 16:08	David Konz - AtkinsRéalis PM	david.konz@atkinsglobal.com
20	Good evening, With the enormous increase in construction and population growth on the island along with a bigger bridge, is it reasonable to feel that the current layout of 96th street will be sufficient for the expected traffic	Donald White	TenThousandPlaza@gmail.com	https://us06web.zoom.us/j/85962437795	9/28/23 16:07	9/28/23 16:08	David Konz - AtkinsRéalis PM	david.konz@atkinsglobal.com
20	Good evening, With the enormous increase in construction and population growth on the island along with a bigger bridge, is it reasonable to feel that the current layout of 96th street will be sufficient for the expected traffic	Donald White	TenThousandPlaza@gmail.com	The current layout for 96th Street would be sufficient based on traffic counts and future projections.	9/28/23 16:07	9/28/23 16:10	David Konz - AtkinsRéalis PM	david.konz@atkinsglobal.com
21	it won't copy	Karen Weiss	karenwweiss@gmail.com	live answered	9/28/23 16:07	9/28/23 16:08	MRG Miami	info@mrgmiami.com
22	Link for nest meeting is in the chat	Mark Barnes	markbarnes@comporium.net	live answered	9/28/23 16:07	9/28/23 16:08	MRG Miami	info@mrgmiami.com
23	perfect, thank you!	Karen Weiss	karenwweiss@gmail.com	live answered	9/28/23 16:08	9/28/23 16:08	MRG Miami	info@mrgmiami.com
24	An important factor is not only design, but also practicality. While a new bridge may be bigger, it will 100% persuade speeders to continue to accelerate. There are already many people going 20 over the limit on the bridge, by creating a wider bridge this number will easily double.	Karine AUBERY	karineaubery@gmail.com	live answered	9/28/23 16:10	9/28/23 16:10	MRG Miami	info@mrgmiami.com
25	Also, remember that, Removing our bridge would be removing the key aspecting into entering our islands. Our bridge sits perfectly in its surrounding, and is an iconic part of this city. I understand this is a state road, but we are a private island home to many families and communities. A Highway resembling bridge does NOT belong on Bay Harbor Islands.	Karine AUBERY	karineaubery@gmail.com	live answered	9/28/23 16:12	9/28/23 16:12	Alicia Gonzalez - MRG	agonzalez@mrgmiami.com
25	Also, remember that, Removing our bridge would be removing the key aspecting into entering our islands. Our bridge sits perfectly in its surrounding, and is an iconic part of this city. I understand this is a state road, but we are a private island home to many families and communities. A Highway resembling bridge does NOT belong on Bay Harbor Islands.	Karine AUBERY	karineaubery@gmail.com	Thank you Karine, your comment has been added to the record.	9/28/23 16:12	9/28/23 16:15	MRG Miami	info@mrgmiami.com
26	when we cross the new bridge will we still have the same view	Adela Echavarria	amnewhouse@atlanticbb.net	live answered	9/28/23 16:12	9/28/23 16:14	MRG Miami	info@mrgmiami.com
27	Thank you	Karine AUBERY	karineaubery@gmail.com		9/28/23 16:15			

Town of Bay Harbor Island Virtual Town Council Workshop Notes

September 28, 2023

Attendees from TBHI: Vice Mayor Fuller, Maria Lasday, and Councilmember Molly Diallo

Attendees from the Public: Wendy Lasher (AtkinsRéalis), David Konz (AtkinsRéalis), Jack Karson (Resident), and Karen Weiss (Resident).

- Jack Karson expressed support for Alternative 1.
- Question: How will the bridge be paid for? Answer: Grants up to 80% and toll revenue.
- Question: What would the 20% cost be? Answer: Based on what alternative is selected and the cost of that alternative.
- Question: What is the expected increase of the toll? Answer: Do not have an estimate at this time. Currently doing this project based on existing toll revenue. No change right now and annual pass will remain. Annual pass is not just for residents. Anyone can get one. There is not a limitation on how many of these are distributed each year.

1
00:00:39.980 --> 00:00:43.420
Wendy Lasher - AtkinsRéalis Asst. PM: David, I think we've started the meeting. You could start the video.

2
00:00:43.540 --> 00:00:47.919
David Konz - AtkinsRéalis PM: Yeah, I'm just looking at the attendees. And so far it's just us.

3
00:00:48.810 --> 00:00:50.519
Wendy Lasher - AtkinsRéalis Asst. PM: Well, that one makes sense, then

4
00:00:51.430 --> 00:00:55.490
Maria Lasday: my husband said he was trying to sign in. He can't find a way to sign in

5
00:00:55.790 --> 00:01:00.290
Maria Lasday: I'm checking. Let me ask him.

6
00:01:01.160 --> 00:01:02.000
You know.

7
00:01:02.180 --> 00:01:04.729
MRG Miami: there's already 25 attendees online.

8
00:01:06.210 --> 00:01:08.340
David Konz - AtkinsRéalis PM: Are they seeing the screen? Now?

9
00:01:10.010 --> 00:01:13.230
Rodney Carrero-Santana, P.E.: Okay, I can see the screen.

10
00:01:19.470 --> 00:01:23.310
David Konz - AtkinsRéalis PM: You hear the video like kind of audio. can you?

11
00:01:25.210 --> 00:01:27.780
Chris Ray - AtkinsRéalis Structures: I am not hearing audio.

12
00:01:31.940 --> 00:01:44.329
David Konz - AtkinsRéalis PM: So before we get started with the formal presentation, we thought we'd show this video, it's a rendering the few minutes of the alternative. One high level fix bridge, and the alternative to

13
00:01:44.430 --> 00:01:46.019
David Konz - AtkinsRéalis PM: moveable bridge

14
00:01:46.250 --> 00:01:48.440
David Konz - AtkinsRéalis PM: gives a chance for

15
00:01:48.640 --> 00:01:54.850
David Konz - AtkinsRéalis PM: others to join the meeting and work out any it issues just a few minutes long, and then we'll start the formal presentation.

16
00:02:39.060 --> 00:02:43.489
David Konz - AtkinsRéalis PM: I tell you what, since there's no audio in the room. I'll give it just a little bit of a

17
00:02:43.920 --> 00:02:49.569
David Konz - AtkinsRéalis PM: virtual verbal tour here. This fixed bridge has a 65 foot

18
00:02:49.600 --> 00:02:51.739
David Konz - AtkinsRéalis PM: vessel, Clarence, at the mainspan

19
00:02:52.740 --> 00:02:55.549
David Konz - AtkinsRéalis PM: with skyline overlooks on a shared use path.

20
00:02:59.600 --> 00:03:02.249
David Konz - AtkinsRéalis PM: We're working from east to west

21
00:03:02.660 --> 00:03:09.980

David Konz - AtkinsRéalis PM: toward the service station with a recreation helix that connects the shared use path to the Causeway Island.

22
00:03:22.860 --> 00:03:27.649
David Konz - AtkinsRéalis PM: There's on and off ramps for the service station, both eastbound and westbound.

23
00:03:28.080 --> 00:03:30.220
David Konz - AtkinsRéalis PM: and both build alternatives.

24
00:03:33.510 --> 00:03:42.539
David Konz - AtkinsRéalis PM: and you'll see the bike lengths are shown in green. and the sidewalks for Sheridan's path are shown in a coral color around the perimeter of the causeway island.

25
00:03:45.110 --> 00:03:48.649
David Konz - AtkinsRéalis PM: Here, as we get to the western end of the project limits, you'll see the existing

26
00:03:48.860 --> 00:03:54.210
David Konz - AtkinsRéalis PM: all electric toll gantry which would remain, and that represents the west end

27
00:03:54.290 --> 00:03:55.720
David Konz - AtkinsRéalis PM: of the project right?

28
00:03:57.830 --> 00:04:00.300
David Konz - AtkinsRéalis PM: So there's no change to the Tolgantry.

29
00:04:11.390 --> 00:04:15.050
David Konz - AtkinsRéalis PM: We spin the camera around, and now we begin heading east.

30
00:04:24.880 --> 00:04:27.010
David Konz - AtkinsRéalis PM: I did want to point out that the

31
00:04:27.160 --> 00:04:36.770
David Konz - AtkinsRéalis PM: At grade surface streets. This is one options shown here, but we have others that are shown in the presentation with

32
00:04:36.860 --> 00:04:39.990
David Konz - AtkinsRéalis PM: bit more grass on the water's edge

33
00:04:40.040 --> 00:04:43.529
David Konz - AtkinsRéalis PM: that complement the perimeter sidewalk.

34
00:04:43.610 --> 00:04:54.329
David Konz - AtkinsRéalis PM: So we'll show that in the slides. But this one was prepared for the renderings of the fixed bridge alternative one and the moveable bridge. Alternative 2.

35
00:04:56.030 --> 00:04:58.759
David Konz - AtkinsRéalis PM: With recreation space near the service station.

36
00:05:12.590 --> 00:05:16.380
David Konz - AtkinsRéalis PM: And now we move to Alternative 2. This is the mid level, moveable bridge.

37
00:05:20.780 --> 00:05:23.869
David Konz - AtkinsRéalis PM: Similar connections at West Brow Drive

38
00:05:25.070 --> 00:05:26.590
David Konz - AtkinsRéalis PM: as they exist today.

39
00:05:27.860 --> 00:05:29.680
David Konz - AtkinsRéalis PM: One way in one way out

40
00:05:34.200 --> 00:05:40.600
David Konz - AtkinsRéalis PM: looks like the bike lanes are in green. The shared use path or sidewalks are in a coral or orange color.

41
00:05:53.080 --> 00:05:57.880
David Konz - AtkinsRéalis PM: The removable bridge splits at a Median to allow

42
00:05:58.020 --> 00:06:01.730
David Konz - AtkinsRéalis PM: inspection platforms at the locks

43
00:06:01.860 --> 00:06:10.229
David Konz - AtkinsRéalis PM: where the vascals connect and fold down this rendering shows the moveable bridge in the close position, but similar to your current

44
00:06:10.280 --> 00:06:17.130
David Konz - AtkinsRéalis PM: basketball span, the 2 leaves would open to either side. This alternative to provides 40 foot

45
00:06:17.860 --> 00:06:22.680
David Konz - AtkinsRéalis PM: vessel clearance for marine traffic, and again skyline overlooks

46
00:06:22.960 --> 00:06:24.450
David Konz - AtkinsRéalis PM: near the main span

47
00:06:43.710 --> 00:06:54.579
David Konz - AtkinsRéalis PM: also a recreation helix that brings the shared use path users down to the grade level at grass on the Causeway Island. That's Ada, compliant

48
00:06:54.600 --> 00:06:58.120
David Konz - AtkinsRéalis PM: with 5% or less slope.

49
00:07:02.950 --> 00:07:11.740
David Konz - AtkinsRéalis PM: And again with alternative 2. The service station has access both eastbound and westbound through these ramps as it does today.

50
00:07:31.590 --> 00:07:39.790
David Konz - AtkinsRéalis PM: As we get to the west end of the project limits at the Toll gantry. Then we'll spin around again. The total grantee does not change

51
00:07:59.420 --> 00:08:01.180
David Konz - AtkinsRéalis PM: now, working back from

52
00:08:01.810 --> 00:08:07.789
David Konz - AtkinsRéalis PM: west, looking east, perimeter sidewalk at the water's edge just like the others and all the

53
00:08:07.800 --> 00:08:19.779
David Konz - AtkinsRéalis PM: At grade service access roads are exactly the same. And we've developed other alternatives that we'll show later that optimize that and give more grass or recreation space near the perimeter sidewalk.

54
00:08:47.330 --> 00:08:54.559
David Konz - AtkinsRéalis PM: I see in the QA. Asking about the current clearance height. It's 17.2 feet above mean high water currently

55
00:08:55.740 --> 00:09:03.529
Wendy Lasher - AtkinsRéalis Asst. PM: that that's it for the video. So we can show the Powerpoint. Okay, yeah, we'll move into the presentation.

56
00:09:04.360 --> 00:09:09.689
Wendy Lasher - AtkinsRéalis Asst. PM: And I wanted to make sure you're using the virtual version.

57
00:09:22.140 --> 00:09:23.210
Wendy Lasher - AtkinsRéalis Asst. PM: Okay.

58
00:09:23.960 --> 00:09:29.749
Wendy Lasher - AtkinsRéalis Asst. PM: before we start into our presentation. On the next slide.

59
00:09:29.850 --> 00:09:34.140
Wendy Lasher - AtkinsRéalis Asst. PM: there is a separate Zoom Meeting

60

00:09:34.360 --> 00:09:44.680
Wendy Lasher - AtkinsRéalis Asst. PM: directly after this meeting. If you are interested and want to talk further about the project with the Town Council. They'll be available to talk with you

61
00:09:44.860 --> 00:09:51.619
Wendy Lasher - AtkinsRéalis Asst. PM: at this zoom link. I will show this again at the end of the meeting, but if you are interested you could take a picture of this.

62
00:09:51.690 --> 00:09:58.819
Wendy Lasher - AtkinsRéalis Asst. PM: and you can log directly into it. You do not need to register ahead of time. Okay, next slide.

63
00:10:01.660 --> 00:10:08.700
Wendy Lasher - AtkinsRéalis Asst. PM: Okay, welcome to the alternatives. Public workshop for the Broad Causeway Bridge replacement project development.

64
00:10:08.730 --> 00:10:11.320
Wendy Lasher - AtkinsRéalis Asst. PM: an environment or Pdna study

65
00:10:11.750 --> 00:10:25.810
Wendy Lasher - AtkinsRéalis Asst. PM: the project numbers are Florida Department of Transportation or Fdot. Financial project, identification number 45242812100ne

66
00:10:26.250 --> 00:10:36.299
Wendy Lasher - AtkinsRéalis Asst. PM: fdot. Efficient transportation, decision-making number 1, 4, 5, 2, 0 and town of Bay Harbor Islands number BC. 1, 6 0.

67
00:10:38.140 --> 00:10:44.689
Wendy Lasher - AtkinsRéalis Asst. PM: The project limits are from the Causeway Island to east of West Broadview Drive, in Miami-dade County.

68
00:10:46.300 --> 00:10:54.650
Wendy Lasher - AtkinsRéalis Asst. PM: Public notice for this meeting was provided in notifications to property owners and tenants in and surrounding the project area

69

00:10:54.860 --> 00:11:02.289
Wendy Lasher - AtkinsRéalis Asst. PM: and those living within the town of Bay Harbor Islands. In addition, emails were sent to interested individuals.

70
00:11:02.460 --> 00:11:19.019
Wendy Lasher - AtkinsRéalis Asst. PM: elected and appointed officials, government agencies, and local State and Federal agencies. This public meeting was advertised in the Florida Administrative Register, the Miami Herald, and an L. Nuevo and via Social Media.

71
00:11:21.220 --> 00:11:32.699
Wendy Lasher - AtkinsRéalis Asst. PM: the town of Bay Harbor Islands is required to comply with various non-discrimination laws and regulations, including Title 6, of the Civil Rights Act of 1964.

72
00:11:33.620 --> 00:11:43.570
Wendy Lasher - AtkinsRéalis Asst. PM: Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

73
00:11:43.910 --> 00:11:50.769
Wendy Lasher - AtkinsRéalis Asst. PM: Persons wishing to express their concerns about Title 6 may do so by contacting the town of Bay Harbor Islands.

74
00:11:50.850 --> 00:11:57.069
Wendy Lasher - AtkinsRéalis Asst. PM: title 6, Coordinator, Janice Rosado, at 3 0 5, 8, 6, 6,

75
00:11:57.140 --> 00:11:58.739
Wendy Lasher - AtkinsRéalis Asst. PM: 6, 2, 4, one.

76
00:11:58.770 --> 00:12:16.699
Wendy Lasher - AtkinsRéalis Asst. PM: or via email at JROS. A. DO. At Bay Harbor Islands, dash, fl.gov. Or, the Fdot Statewide title, 6. Coordinator, Stefan Kolikowski. At 8, 5, 0

77
00:12:16.790 --> 00:12:20.189
Wendy Lasher - AtkinsRéalis Asst. PM: 4, 1, 4, 4, 7, 4, 2,

78
00:12:20.200 --> 00:12:23.120

Wendy Lasher - AtkinsRéalis Asst. PM: or via email at capital S,

79
00:12:23.240 --> 00:12:34.330
Wendy Lasher - AtkinsRéalis Asst. PM: T. Ef a n dot capital KULA k-o-w, S. Ki at dot state

80
00:12:34.350 --> 00:12:42.929
Wendy Lasher - AtkinsRéalis Asst. PM: dot, fl.us. If translation services are needed, please contact Alicia Gonzales for assistance

81
00:12:42.940 --> 00:12:49.329
Wendy Lasher - AtkinsRéalis Asst. PM: at 7, 8, 6, 2, 8, 0 6, 6, 4, 5.

82
00:12:54.520 --> 00:12:57.409
Wendy Lasher - AtkinsRéalis Asst. PM: Alicia, would you like to say that in Spanish, please?

83
00:13:01.050 --> 00:13:06.730
Alicia Gonzalez - MRG: Yeah. Sorry. I was having a problem with my connection when I know Jcalgin.

84
00:13:10.350 --> 00:13:14.609
Her connection went out. Diana, are you able to say that in Spanish, please?

85
00:13:15.550 --> 00:13:24.339
Dayana Sanjurjo - MRG: Yes, when I know you say Agenesita servicius de tralucium porfower contactes de cois de la reunion con Alicia Goncales.

86
00:13:25.510 --> 00:13:27.730
Dayana Sanjurjo - MRG: I'll moment.

87
00:13:27.820 --> 00:13:29.479
Wendy Lasher - AtkinsRéalis Asst. PM: and I gave her phone number.

88
00:13:31.160 --> 00:13:36.630
Dayana Sanjurjo - MRG: Yes, Alciato Cho says, Dos occio. Say, says Quadrocinko gracias.

89
00:13:36.970 --> 00:13:37.839
Wendy Lasher - AtkinsRéalis Asst. PM: Thank you.

90
00:13:38.870 --> 00:13:54.269
Wendy Lasher - AtkinsRéalis Asst. PM: Now I'd like to introduce the talent, consult Staff who are involved with the project. I am Wendy Lasher, the Assistant Project Manager and National Environmental Policy Act, or Neepa Lead, and I represent Atkins Realis, consulting.

91
00:13:54.730 --> 00:13:59.900
Wendy Lasher - AtkinsRéalis Asst. PM: We also have Vice Mayor Fuller. Maria Lasay, the town manager.

92
00:13:59.930 --> 00:14:16.630
Wendy Lasher - AtkinsRéalis Asst. PM: Rodney Carrero Santana, the town engineer, and also the town's project manager for the Broad Causeway Bridge Project. Alicia Gonzalez, our community outreach specialist with media Relations Group leading the public outreach effort for this project

93
00:14:16.650 --> 00:14:22.560
Wendy Lasher - AtkinsRéalis Asst. PM: and David Kahn's The Broad Causeway Bridge Project manager with Atkins Realis consulting.

94
00:14:24.720 --> 00:14:32.600
Wendy Lasher - AtkinsRéalis Asst. PM: We know many of you have questions about the project, and these are the topics we will discuss during our present presentation tonight

95
00:14:32.700 --> 00:14:39.190
Wendy Lasher - AtkinsRéalis Asst. PM: which will hopefully answer most of those questions. This presentation will cover an overview of the project.

96
00:14:39.200 --> 00:14:51.419
Wendy Lasher - AtkinsRéalis Asst. PM: the proposed alternatives, how we determined and evaluated these alternatives, and how you can stay informed about this project and comment on the alternatives were on the project in general.

97
00:14:51.960 --> 00:14:59.129
Wendy Lasher - AtkinsRéalis Asst. PM: After the presentation. we will try to answer any of your remaining questions during a question and answer session.

98
00:14:59.570 --> 00:15:01.169
If you wish to speak.

99
00:15:01.320 --> 00:15:10.680
Wendy Lasher - AtkinsRéalis Asst. PM: please select Q. And a. To type your question during the Q. And a session. and then during that time you would click the raise hand button.

100
00:15:10.950 --> 00:15:14.250
Wendy Lasher - AtkinsRéalis Asst. PM: We will call your name to unmute yourself

101
00:15:14.930 --> 00:15:23.469
Wendy Lasher - AtkinsRéalis Asst. PM: if you just have questions that you would like the moderator to read, select Q&A. At the bottom of the screen to type your question

102
00:15:23.690 --> 00:15:26.299
Wendy Lasher - AtkinsRéalis Asst. PM: and do not click the raise hand button.

103
00:15:29.350 --> 00:15:41.940
Wendy Lasher - AtkinsRéalis Asst. PM: If you are attending to night's meeting, using a computer tablet or smartphone via Zoom, you will remain muted throughout the meeting, except for the question and answer session at the end of the presentation

104
00:15:42.350 --> 00:15:55.860
Wendy Lasher - AtkinsRéalis Asst. PM: for dial in attendees you are also in. Listen, only mode. If you are calling via smartphone, you will be able to raise your hand to provide comments during the question and answer session at the end of the presentation.

105
00:15:57.540 --> 00:16:05.060
Wendy Lasher - AtkinsRéalis Asst. PM: In addition to coordinating with you the public. The town will be coordinating with the fdot and the United States Coast Guard.

106
00:16:05.510 --> 00:16:18.329
Wendy Lasher - AtkinsRéalis Asst. PM: This is a town project, and the town is funding the PD and ease study. but Federal highway funding and grants will be requested for future phases of the project, including design and construction.

107
00:16:18.640 --> 00:16:26.279
Wendy Lasher - AtkinsRéalis Asst. PM: Since Federal funds will likely be used. The town is required to follow the National Environmental Policy Act or Nepa.

108
00:16:26.640 --> 00:16:33.589
Wendy Lasher - AtkinsRéalis Asst. PM: based on the Nepa assignment memorandum of understanding between Federal Highway and the FDOT.

109
00:16:33.780 --> 00:16:50.170
Wendy Lasher - AtkinsRéalis Asst. PM: Federal Highway is the Lead Federal Agency, and FDOT. Will be approving the Nepa documents on behalf of Federal Highway. The Broad Causeway Bridge is over the intercostal waterway, so the US. Coast Guard will be a Co. Operating agency.

110
00:16:50.510 --> 00:16:56.910
Wendy Lasher - AtkinsRéalis Asst. PM: There are numerous other agencies as shown here, that the town will coordinate with for project information

111
00:16:57.520 --> 00:16:59.890
Wendy Lasher - AtkinsRéalis Asst. PM: along with review and permitting

112
00:17:01.290 --> 00:17:03.470
Wendy Lasher - AtkinsRéalis Asst. PM: shown on the right hand.

113
00:17:03.610 --> 00:17:15.150
Wendy Lasher - AtkinsRéalis Asst. PM: On your right side of the screen are the phases of transportation development process. Starting with planning and ending with a project being completed after construction.

114
00:17:15.540 --> 00:17:20.559

Wendy Lasher - AtkinsRéalis Asst. PM: We are currently in the project, development and environment or Pd. And E. Study phase.

115
00:17:21.329 --> 00:17:27.470
Wendy Lasher - AtkinsRéalis Asst. PM: The town has to follow the PD. And E. Study process to comply with a national environmental policy, act

116
00:17:27.500 --> 00:17:31.240
Wendy Lasher - AtkinsRéalis Asst. PM: as well as other federal and State environmental laws.

117
00:17:31.470 --> 00:17:39.169
Wendy Lasher - AtkinsRéalis Asst. PM: and it is required to secure Federal regulatory approval. All of this is needed in order to obtain Federal funding

118
00:17:40.220 --> 00:17:50.580
Wendy Lasher - AtkinsRéalis Asst. PM: shown in the triangle. On the left side of this slide is the PD. Study, and that involves engaging the public, coordinating with federal, state and local agencies

119
00:17:50.730 --> 00:18:04.630
Wendy Lasher - AtkinsRéalis Asst. PM: conducting preliminary engineering evaluating the project's potential impacts to social, cultural, natural and physical environments and evaluating options to avoid minimize or mitigate potential environmental impacts

120
00:18:05.230 --> 00:18:11.970
Wendy Lasher - AtkinsRéalis Asst. PM: along with selecting a preferred alternative to advanced advance to the next phase, which is final design.

121
00:18:13.740 --> 00:18:17.310
Wendy Lasher - AtkinsRéalis Asst. PM: The existing bridge was constructed in 1951,

122
00:18:17.360 --> 00:18:24.010
Wendy Lasher - AtkinsRéalis Asst. PM: and has been effectively maintained by the town. The bridge has been raided in the past as good.

123
00:18:24.080 --> 00:18:37.550
Wendy Lasher - AtkinsRéalis Asst. PM: but minor deterioration has occurred over time, and the rating has reduced to fare. The bridge is also functionally obsolete, which means the bridge design is out of date and does not meet design standards.

124
00:18:38.040 --> 00:18:39.540
Wendy Lasher - AtkinsRéalis Asst. PM: The bridge is safe.

125
00:18:39.570 --> 00:18:48.699
Wendy Lasher - AtkinsRéalis Asst. PM: but but as the structure continues to age, frequent costly repairs will be needed to prevent closure or severe deterioration.

126
00:18:49.190 --> 00:18:58.130
Wendy Lasher - AtkinsRéalis Asst. PM: The town of Bay Harbor Islands is considering replacing the bridge with a new structure which would have a minimum life expectancy of 75 years.

127
00:18:59.530 --> 00:19:07.230
Wendy Lasher - AtkinsRéalis Asst. PM: A project-specific purpose and need is required for these types of projects, and must be approved by the fdot.

128
00:19:07.550 --> 00:19:14.529
Wendy Lasher - AtkinsRéalis Asst. PM: All options for a new bridge, which are called build alternatives, are required to meet the purpose in each statement.

129
00:19:14.960 --> 00:19:20.789
Wendy Lasher - AtkinsRéalis Asst. PM: The purpose of the project is to identify the best solution for replacement of the existing bridge.

130
00:19:21.290 --> 00:19:27.540
Wendy Lasher - AtkinsRéalis Asst. PM: The need for the project is based on 4 points, first, address, bridge deficiencies.

131
00:19:27.610 --> 00:19:34.770
Wendy Lasher - AtkinsRéalis Asst. PM: The bridge railings and guard rail ends do not meet acceptable standards. Next is to improve safety.

132
00:19:34.880 --> 00:19:40.539
Wendy Lasher - AtkinsRéalis Asst. PM: There are several V. There have been several vehicular crashes in the project corridor.

133
00:19:40.580 --> 00:19:51.470
Wendy Lasher - AtkinsRéalis Asst. PM: and 7 vehicle crashes in the past 5 years, involving bicycles and pedestrians that resulted in injuries. Third, is to improve flow of traffic.

134
00:19:51.720 --> 00:20:08.360
Wendy Lasher - AtkinsRéalis Asst. PM: The Project corridor has high traffic volumes since it connects the beach communities and Bay Harbor Islands to the mainland. The Am. And Pm. Rush hours are times of high congestion and future traffic volumes are anticipated to continue to increase.

135
00:20:08.600 --> 00:20:15.020
Wendy Lasher - AtkinsRéalis Asst. PM: since the intercostal waterway at the bridge crossing is deemed a navigable waterway by the US. Coast Guard.

136
00:20:15.110 --> 00:20:21.769
Wendy Lasher - AtkinsRéalis Asst. PM: The bridge bascule is required by the Coast Guard to open twice per hour to allow bulk traffic through

137
00:20:22.260 --> 00:20:26.499
Wendy Lasher - AtkinsRéalis Asst. PM: these moveable bridge cycles. Further compound traffic congestion.

138
00:20:26.690 --> 00:20:35.300
Wendy Lasher - AtkinsRéalis Asst. PM: having free flow of traffic or infrequent bridge openings, will help relieve congestion and facilitate emergency evacuation.

139
00:20:36.230 --> 00:20:47.659
Wendy Lasher - AtkinsRéalis Asst. PM: Lastly, another purpose of the project is to maintain emergency evacuation. Broad Causeway Bridge is part of a very important designated emergency evacuation route.

140
00:20:47.870 --> 00:21:00.719
Wendy Lasher - AtkinsRéalis Asst. PM: All alternatives evaluated during the Pd. Study will keep the bridge open to traffic during construction, and this is to allow for emergency evacuation during the construction phase.

141
00:21:02.750 --> 00:21:13.220
Wendy Lasher - AtkinsRéalis Asst. PM: when evaluating different bridge alternatives, we closely looked at both engineering and environmental considerations along with project constraints which I will now explain

142
00:21:13.780 --> 00:21:20.990
Wendy Lasher - AtkinsRéalis Asst. PM: from an engineering standpoint the Pdna study will begin with geometric considerations for the bridge, including height

143
00:21:21.160 --> 00:21:28.709
Wendy Lasher - AtkinsRéalis Asst. PM: structure type, the alignment, navigation, clearance, and accommodation of bicycle and pedestrian facilities.

144
00:21:29.050 --> 00:21:36.339
Wendy Lasher - AtkinsRéalis Asst. PM: The roadway concepts will provide connectivity to existing conditions at the project limits to the East and to the west.

145
00:21:36.820 --> 00:21:45.889
Wendy Lasher - AtkinsRéalis Asst. PM: access to the service station and your driveways will be maintained, and construction impacts and relief to traffic flow will be considered.

146
00:21:46.490 --> 00:21:56.320
Wendy Lasher - AtkinsRéalis Asst. PM: Other factors are also evaluated, since they could influence the functionality. Aesthetics overall cost or constructability of the project.

147
00:21:57.520 --> 00:22:04.959
Wendy Lasher - AtkinsRéalis Asst. PM: During the environmental evaluation. We consider natural resources, such as essential fish, habitat and water quality.

148
00:22:05.240 --> 00:22:19.949

Wendy Lasher - AtkinsRéalis Asst. PM: social and cultural resources, including historic sites, recreation areas and aesthetics of the alternative. each of the alternatives, specifically, the view looking at the bridge and looking from the bridge.

149
00:22:20.200 --> 00:22:26.820
Wendy Lasher - AtkinsRéalis Asst. PM: we also consider physical characteristics which include traffic, noise, and navigational impacts.

150
00:22:28.370 --> 00:22:34.449
Wendy Lasher - AtkinsRéalis Asst. PM: There are several steps that the town took to determine the viable alternatives we are presenting to you tonight.

151
00:22:35.160 --> 00:22:44.019
Wendy Lasher - AtkinsRéalis Asst. PM: We developed the purpose and need that I showed on previous slides to understand why we need the project and what we want to accomplish with this project

152
00:22:44.280 --> 00:22:47.499
Wendy Lasher - AtkinsRéalis Asst. PM: we gathered engineering and environmental data.

153
00:22:47.840 --> 00:22:58.460
Wendy Lasher - AtkinsRéalis Asst. PM: And then we use this information to identify constraints by identifying constraints, we can determine which alternatives are viable and which ones are not.

154
00:22:58.930 --> 00:23:23.430
Wendy Lasher - AtkinsRéalis Asst. PM: During our evaluation we identified 6 project constraints. The first was to avoid the tot lot, which is a community park and a protected section 4. F. Resource for navigation. We coordinate it with the Us. Coast Guard, and determine the required horizontal clearance, which is the width of a new bridge and the vertical clearance which is the height of a new bridge.

155
00:23:23.590 --> 00:23:36.479
Wendy Lasher - AtkinsRéalis Asst. PM: We also needed to avoid the service station on the Causeway Island, because it is eligible for listing on the National Register Register of Historic places or Nrh. Eligible site.

156
00:23:36.510 --> 00:23:51.660
Wendy Lasher - AtkinsRéalis Asst. PM: and it's also ranked as high as a potential contamination site. Other constraints include improving pedestrian and bicycle safety with a multi-use path that meets Ada. Requirements

157
00:23:52.160 --> 00:24:03.609
Wendy Lasher - AtkinsRéalis Asst. PM: next cost to the town needs to be carefully considered. With careful planning. The town has saved enough money to fund the PD. And E. Study and a portion of the design.

158
00:24:03.870 --> 00:24:13.540
Wendy Lasher - AtkinsRéalis Asst. PM: The town is working hard to pursue federal, State and local grants to supplement the funding gap for design and construction through available grants.

159
00:24:14.070 --> 00:24:19.320
Wendy Lasher - AtkinsRéalis Asst. PM: Please note that grant funding is not guaranteed and is limited to 80%.

160
00:24:19.910 --> 00:24:25.090
Wendy Lasher - AtkinsRéalis Asst. PM: The town will need to pay for the remaining design, and construction costs from toll revenue.

161
00:24:25.490 --> 00:24:35.149
Wendy Lasher - AtkinsRéalis Asst. PM: Annual toll revenue is currently budgeted for bi annual inspections, operation and required maintenance of the 4 town owned bridges.

162
00:24:36.150 --> 00:24:43.820
Wendy Lasher - AtkinsRéalis Asst. PM: The last constraint is right-of-way. The town owns the vacant parcel to the south of the bridge at West Broadview Drive.

163
00:24:43.860 --> 00:24:57.680
Wendy Lasher - AtkinsRéalis Asst. PM: and has planned to use that parcel for the new bridge to avoid relocation impacts to the tot lot, and to residents. With that foresight there are no planned relocations of any residents or businesses

164

00:24:58.600 --> 00:25:04.900
Wendy Lasher - AtkinsRéalis Asst. PM: included in the town charter. By the 1953 Senate Bill, Number 8, 65.

165
00:25:04.910 --> 00:25:11.860
Wendy Lasher - AtkinsRéalis Asst. PM: The State of Florida surrendered and granted to the town of Bay Harbor Islands any claim or control

166
00:25:12.000 --> 00:25:21.200
Wendy Lasher - AtkinsRéalis Asst. PM: over all tide, waters, and other lands, and all bayes and bay bottoms, beaches, waters, waterways, and water bottoms.

167
00:25:21.280 --> 00:25:39.369
Wendy Lasher - AtkinsRéalis Asst. PM: and all riparian rights within and adjacent to the town limits for municipal purposes only a strip of 300 feet wide from King Concourse westwardly across Biscayne Bay to approximately a hundred 20 Third Street in the city of North Miami.

168
00:25:39.740 --> 00:25:46.360
Wendy Lasher - AtkinsRéalis Asst. PM: This picture shows that 300 foot area where the Causeway island and existing bridge are located.

169
00:25:46.870 --> 00:25:53.820
Wendy Lasher - AtkinsRéalis Asst. PM: Another constraint for the project is to develop alternatives that stay within this 300 foot area

170
00:25:53.830 --> 00:25:57.880
Wendy Lasher - AtkinsRéalis Asst. PM: or utilizes the area to the maximum extent possible.

171
00:25:58.240 --> 00:26:10.189
Wendy Lasher - AtkinsRéalis Asst. PM: David Khan's Atkins Realisk Consultant Project manager is now going to present to you the proposed alternatives and some of the engineering considerations of the alternatives. Analysis.

172
00:26:12.550 --> 00:26:13.780
David Konz - AtkinsRéalis PM: thank you, Wendy.

173
00:26:13.890 --> 00:26:24.180
David Konz - AtkinsRéalis PM: based on the engineering and environmental considerations and the project constraints that Wendy just went over. We've developed 3 alternatives to present to you this evening

174
00:26:24.350 --> 00:26:28.620
David Konz - AtkinsRéalis PM: the No build alternative and 2 build alternatives

175
00:26:28.740 --> 00:26:30.499
David Konz - AtkinsRéalis PM: build alternative one.

176
00:26:30.560 --> 00:26:38.910
David Konz - AtkinsRéalis PM: It's a 65 foot high, level, fixed bridge build alternative to the 40 foot mid-level, moveable bridge.

177
00:26:39.010 --> 00:26:49.640
David Konz - AtkinsRéalis PM: I'm going to discuss each of these in more detail and explain for each alternative the alignment. the profile, or the height of the bridge, the typical section

178
00:26:49.740 --> 00:26:54.340
David Konz - AtkinsRéalis PM: that the driver sees from the roadway pedestrian accommodations

179
00:26:54.430 --> 00:26:59.340
David Konz - AtkinsRéalis PM: and an evaluation matrix of the engineering and environmental constraints.

180
00:27:01.480 --> 00:27:08.879
David Konz - AtkinsRéalis PM: I'll start off with the No build alternative which would keep the existing bridge in place and not construct a new bridge.

181
00:27:09.270 --> 00:27:25.449
David Konz - AtkinsRéalis PM: This alternative is required to be considered in the Nepa process as a viable alternative throughout the Pd. And E. Study, and will serve as a comparison to the build alternatives. The no build alternative does not meet the project's purpose and need

182
00:27:25.620 --> 00:27:33.999
David Konz - AtkinsRéalis PM: to address bridge deficiencies, improve safety, improve the flow of traffic nor maintain emergency evacuation.

183
00:27:34.350 --> 00:27:39.100
David Konz - AtkinsRéalis PM: The existing bridge deficiencies will remain with a no build alternative.

184
00:27:39.460 --> 00:27:42.100
David Konz - AtkinsRéalis PM: The bridge would continue to deteriorate.

185
00:27:42.200 --> 00:27:54.550
David Konz - AtkinsRéalis PM: and extensive periodic repairs and maintenance would be conducted to keep the bridge safe and operational. There would be the potential for bridge closures if the moveable bridge machinery breaks down

186
00:27:54.980 --> 00:28:00.950
David Konz - AtkinsRéalis PM: the remaining lifespan of the existing bridge is estimated to be 15 to 25 years.

187
00:28:00.990 --> 00:28:06.320
David Konz - AtkinsRéalis PM: at which time the bridge would have to be decommissioned or replaced. Please note

188
00:28:06.410 --> 00:28:12.480
David Konz - AtkinsRéalis PM: the no build. Alternative eliminates toll revenue and may cause tax increases.

189
00:28:14.970 --> 00:28:21.969
David Konz - AtkinsRéalis PM: Once the bridge has reached the end of its service, life, it would have to be either decommissioned or replaced.

190
00:28:22.260 --> 00:28:24.970
David Konz - AtkinsRéalis PM: An 11 mile detour to the south.

191
00:28:25.090 --> 00:28:43.900
David Konz - AtkinsRéalis PM: and a 9 mile detour to the north, shown in green would have to be utilized if the bridge is decommissioned or closed for extensive repairs. These no build alternative detours would impact emergency response times and evacuation routes as well.

192
00:28:45.960 --> 00:29:01.599
David Konz - AtkinsRéalis PM: The proposed route or alignment for both build alternatives would be to the south of the existing bridge. This was decided in order to avoid a submerged gas line in the town. Totlock, to the north, shown in blue.

193
00:29:01.850 --> 00:29:09.270
David Konz - AtkinsRéalis PM: also utilize the town, owned vacant parcel to the south, shown in green, and avoid residential relocations.

194
00:29:09.530 --> 00:29:15.900
David Konz - AtkinsRéalis PM: The Southern alignment eliminates right away acquisition and would save the town time and money.

195
00:29:15.960 --> 00:29:18.789
David Konz - AtkinsRéalis PM: It would also eliminate phased construction

196
00:29:20.300 --> 00:29:29.590
David Konz - AtkinsRéalis PM: for alternative one. These 2 aerial images show what the high, level, fixed bridge would look like with that southern alignment

197
00:29:29.690 --> 00:29:37.839
David Konz - AtkinsRéalis PM: which is within the 300 foot area controlled by the town. You can see the southern half of the Causeway Island

198
00:29:38.520 --> 00:29:45.859
David Konz - AtkinsRéalis PM: is utilized, which I will discuss in more detail in the upcoming slide related to maintenance of traffic during construction

199
00:29:46.660 --> 00:29:58.739

David Konz - AtkinsRéalis PM: on the east end of the bridge which is on the right side of the slide. This alignment utilizes the town, owned vacant parcel and reconnects to the existing roadway

200
00:29:59.560 --> 00:30:02.230
David Konz - AtkinsRéalis PM: prior to West Broadview drive

201
00:30:05.030 --> 00:30:10.800
David Konz - AtkinsRéalis PM: for alternative 2. These 2 aerial images show what the mid level, moveable

202
00:30:10.860 --> 00:30:13.440
David Konz - AtkinsRéalis PM: bridge alternative would look like.

203
00:30:13.540 --> 00:30:33.759
David Konz - AtkinsRéalis PM: It would make the same connections to the west and east as alternative one, and although the mid level, moveable bridge utilizes the 3,300 foot area controlled by the town to the maximum extent possible it does extend outside of this area, due to the larger bascule piers

204
00:30:33.840 --> 00:30:36.389
David Konz - AtkinsRéalis PM: that enclose the mechanical elements

205
00:30:36.670 --> 00:30:45.140
David Konz - AtkinsRéalis PM: of the moveable components. This is a new requirement. There are maintenance walkways, and there would be 2 bascule leaves that open and close.

206
00:30:45.220 --> 00:30:49.840
David Konz - AtkinsRéalis PM: The existing moveable bridge does not have these additional features.

207
00:30:52.190 --> 00:31:03.589
David Konz - AtkinsRéalis PM: This rendering gives you a bird's eye view of changes to the causeway island, for both build alternatives, one and 2, both alternatives will cross the causeway island on the south side

208
00:31:03.640 --> 00:31:16.080
David Konz - AtkinsRéalis PM: and partially span over the existing Service station canopy. We've shown one solution that provides both eastbound and west, bound access to the service station as it exists to day.

209
00:31:17.290 --> 00:31:22.430
David Konz - AtkinsRéalis PM: But here's another solution for the service station access roads that were developed

210
00:31:22.470 --> 00:31:32.509
David Konz - AtkinsRéalis PM: and refined, working with town leadership for vehicle and pedestrian movements to optimize the recreation space on the north side of the island shown in green.

211
00:31:32.640 --> 00:31:39.479
David Konz - AtkinsRéalis PM: This service road configuration reduces, cost. improves access, and enhances traffic, flow.

212
00:31:39.680 --> 00:31:46.270
David Konz - AtkinsRéalis PM: bicycle and pedestrian accommodations on the Causeway Island include a perimeter sidewalk at the water's edge.

213
00:31:46.300 --> 00:31:51.559
David Konz - AtkinsRéalis PM: both around the north and south side of the island, which is shown in a coral color.

214
00:31:54.830 --> 00:32:04.479
David Konz - AtkinsRéalis PM: The perimeter, sidewalk and bike lanes provide recreation opportunities as an added feature that connects the town to North Miami, using a circular helix ramp

215
00:32:04.530 --> 00:32:08.040
David Konz - AtkinsRéalis PM: that connects a causeway island with the multi-use path.

216
00:32:08.380 --> 00:32:13.380

David Konz - AtkinsRéalis PM: The rendering on the right shows the circular ramp for alternative, one

217
00:32:13.550 --> 00:32:15.700
David Konz - AtkinsRéalis PM: on the east side of

218
00:32:15.780 --> 00:32:19.260
David Konz - AtkinsRéalis PM: Causeway Island. the rendering on the left

219
00:32:19.450 --> 00:32:23.209
David Konz - AtkinsRéalis PM: shows the island from the west, near North Miami.

220
00:32:23.720 --> 00:32:26.680
David Konz - AtkinsRéalis PM: looking east towards the town of Bay Harbor Islands.

221
00:32:28.760 --> 00:32:40.870
David Konz - AtkinsRéalis PM: It's important to visualize the difference in height between the existing bridge and the build alternatives. This graphic shows the existing bridge. Compared to the high, level, fixed bridge.

222
00:32:40.910 --> 00:32:55.440
David Konz - AtkinsRéalis PM: the existing bridge is 15.7 feet above mean high water. So Mr. G. If you could. Correct my answered question earlier I had those numbers reversed 15.7 feet above mean high water is existing.

223
00:32:55.640 --> 00:33:08.830
David Konz - AtkinsRéalis PM: The fixed bridge is 65 feet high. This height was chosen, based on Us. Coast Guard coordination and requirements. This height would allow for all boat traffic to go under the bridge.

224
00:33:09.280 --> 00:33:14.700
David Konz - AtkinsRéalis PM: One of the benefits of this alternative is, there would be no drawbridge openings.

225
00:33:17.900 --> 00:33:24.890

David Konz - AtkinsRéalis PM: This view shows the existing bridge compared to a mid level, moveable bridge, which is 40 feet above mean high water.

226
00:33:25.060 --> 00:33:36.999
David Konz - AtkinsRéalis PM: The site was chosen to accommodate the majority of boat traffic, utilizing intercoastal waterway, thus reducing the amount of bridge openings and improving both vehicle and vessel movements

227
00:33:37.540 --> 00:33:48.289
David Konz - AtkinsRéalis PM: drop edge openings would still be required for this alternative for larger vessels and during hurricane evacuation, when boats or vessels have the right of way.

228
00:33:51.610 --> 00:34:00.790
David Konz - AtkinsRéalis PM: This is the existing bridge typical section that you're driving on today there's 2 10 foot undivided travel lanes

229
00:34:00.870 --> 00:34:06.769
David Konz - AtkinsRéalis PM: and a narrow sidewalk in each direction, with no separation from motor vehicles.

230
00:34:07.430 --> 00:34:10.880
David Konz - AtkinsRéalis PM: The vehicular lane widths and sidewalks are substandard.

231
00:34:11.000 --> 00:34:20.579
David Konz - AtkinsRéalis PM: There's no dedicated bike lanes and bicycles are sharing a 30 mile per hour. Travel lane with vehicles on lane width that do not meet current standards.

232
00:34:21.120 --> 00:34:32.929
David Konz - AtkinsRéalis PM: This sidewalk that is present is not Ada compliant, and there are currently no sidewalks on the causeway island west of the bridge. This creates an unsafe condition for pedestrians along the corridor.

233
00:34:35.170 --> 00:34:50.399
David Konz - AtkinsRéalis PM: This shot slide shows typical sections for both proposed build alternatives which would include 2 11 foot divided travel lanes and an 8 foot shoulder that would be designated as a bike lane in each direction

234
00:34:50.460 --> 00:34:55.329
David Konz - AtkinsRéalis PM: shown in green. On the north side of the bridge there would be a 10 foot

235
00:34:55.340 --> 00:35:00.069
David Konz - AtkinsRéalis PM: multi-use path, separated from the roadway by a barrier wall for safety

236
00:35:00.100 --> 00:35:05.970
David Konz - AtkinsRéalis PM: shown in a coral color. The main difference between the 2 alternatives is the overall width.

237
00:35:05.990 --> 00:35:16.880
David Konz - AtkinsRéalis PM: The mid level, moveable alternative is wider because of the maintenance walkways required to access the tender house and machinery, and to maintain the moveable portion of the bridge.

238
00:35:19.100 --> 00:35:27.580
David Konz - AtkinsRéalis PM: Now both build alternatives will provide 88 compliant pedestrian accommodations, including a multi-use path on the north side of the bridge.

239
00:35:27.670 --> 00:35:33.619
David Konz - AtkinsRéalis PM: Bridge, overlooks for pedestrians to rest and enjoy the view, and a sidewalk around Causeway Island.

240
00:35:34.000 --> 00:35:57.490
David Konz - AtkinsRéalis PM: The difference between the 2 build alternatives are the multi use path on high, level fixed bridge would require ramp runs and landings, as shown in the picture on the right, with blue, to maintain a slope that meets Ada requirements and prevent a constant steep incline and decline. The most, most ramps would be less than 6% slope.

241
00:35:57.920 --> 00:36:03.750
David Konz - AtkinsRéalis PM: The mid level moveable alternative has the same pedestrian accommodations, but the slope is less.

242
00:36:04.030 --> 00:36:11.950
David Konz - AtkinsRéalis PM: being less than 3% on the west side of the intercoastal waterway and approximately 4% on the east side of the intercoastal waterway.

243
00:36:12.220 --> 00:36:16.749
David Konz - AtkinsRéalis PM: therefore it will not require a ramp run and landing feature.

244
00:36:17.660 --> 00:36:18.900
David Konz - AtkinsRéalis PM: As I mentioned.

245
00:36:18.910 --> 00:36:31.829
David Konz - AtkinsRéalis PM: there's a circular ramp on the Causeway Island to get pedestrians from the bridge down to the island, where a sidewalk would be provided around both sides of the island. The render rings below show a comparison of this ramp

246
00:36:32.000 --> 00:36:34.700
David Konz - AtkinsRéalis PM: between the 2 alternatives.

247
00:36:35.950 --> 00:36:37.950
David Konz - AtkinsRéalis PM: The 2 build alternatives.

248
00:36:40.190 --> 00:36:58.509
David Konz - AtkinsRéalis PM: since the pedestrian accommodations are on the north side of the bridge, only a mid block pedestrian, crossing with a push button feature would be provided at Broadview Terrace, between West Broadview Drive and East Broadview Drive, to move pedestrians from the south to the north side of the roadway.

249
00:36:58.880 --> 00:37:15.720
David Konz - AtkinsRéalis PM: mid block. Pedestrian crossings are used up and down the beach with on demand pedestrian movements and vehicular traffic, only being stopped for a few seconds. There would be no pedestrian access to the bridge on the south side of the roadway, and there would be no crossing of cane concourse

250
00:37:15.790 --> 00:37:21.109

David Konz - AtkinsRéalis PM: at the base of the proposed bridge or the ends where it meets the shoreline.

251
00:37:22.220 --> 00:37:33.770
David Konz - AtkinsRéalis PM: I wanted to address the rehabilitation alternatives, since I'm sure a few of you may be thinking, well, why don't we just keep the existing bridge? We evaluated this option, and and many others to identify

252
00:37:33.830 --> 00:37:43.230
David Konz - AtkinsRéalis PM: the viable alternatives. Unfortunately, the rehabilitation option is not prudent nor feasible as an alternative for several reasons.

253
00:37:43.340 --> 00:37:55.250
David Konz - AtkinsRéalis PM: first, to meet design standards, the existing bridge would have to be widened. widening, widening to the north is not practical because of the taut lot and submerged gas line

254
00:37:55.910 --> 00:38:07.570
David Konz - AtkinsRéalis PM: widening to the south is not practical because of the electrical room and the tender house. Secondly, the bridge has undersized vascular components that would be costly to upgrade.

255
00:38:07.730 --> 00:38:23.930
David Konz - AtkinsRéalis PM: and finally, major rehabilitation would be needed to increase the remaining service life, including deck replacements, or that's the surface. You drive on mechanical and electrical upgrades and corrosion mitigation measures like pile jackets and zinc metalizing

256
00:38:24.050 --> 00:38:26.710
David Konz - AtkinsRéalis PM: the rehabilitation costs are significant

257
00:38:26.730 --> 00:38:34.490
David Konz - AtkinsRéalis PM: and lead to a 40 year estimated service life, which is approximately half of both build alternatives

258
00:38:34.520 --> 00:38:38.700

David Konz - AtkinsRéalis PM: based on the foregoing rehabilitation, was eliminated.

259
00:38:42.110 --> 00:38:52.050
David Konz - AtkinsRéalis PM: This is an evaluation matrix. It's on 2 slides. And this is incorporating the engineering and environmental considerations that Wendy talked about earlier.

260
00:38:52.220 --> 00:39:00.900
David Konz - AtkinsRéalis PM: This evaluation is a nepo requirement to determine viable alternatives and complete a comparison. Analysis to the No Bill.

261
00:39:00.940 --> 00:39:16.739
David Konz - AtkinsRéalis PM: This information, along with public comments, is used to determine a preferred alternative that would be advanced into final design. Some of the differences between alternatives that I'd like to point out are that the no build alternative does not meet purpose and need

262
00:39:17.270 --> 00:39:22.390
David Konz - AtkinsRéalis PM: alternative. One is the 65 foot high level fix bridge. It has a steeper profile.

263
00:39:22.410 --> 00:39:29.130
David Konz - AtkinsRéalis PM: 5% west of the intercoastal and 5.8% east of the intercoastal waterway.

264
00:39:29.230 --> 00:39:32.720
David Konz - AtkinsRéalis PM: Vehicular traffic would be free, flowing with alternative. One

265
00:39:34.000 --> 00:39:41.249
David Konz - AtkinsRéalis PM: alternative 2 is the 40 foot mid level, moveable bridge with a milder profile at 2.6%

266
00:39:41.490 --> 00:39:46.509
David Konz - AtkinsRéalis PM: profile. West of the intercostal and 4.2% east of the intercoastal

267

00:39:46.530 --> 00:39:52.130
David Konz - AtkinsRéalis PM: there will be vascular bridge openings with alternative 2. That impre

268
00:39:52.340 --> 00:39:54.520
David Konz - AtkinsRéalis PM: vessel and vehicle traffic.

269
00:39:54.840 --> 00:40:10.269
David Konz - AtkinsRéalis PM: Both build alternatives, would improve vehicle and marine traffic flow and avoid property relocations and right-of-way acquisitions. The existing bridge will remain open during construction, so there would be no temporary bridge

270
00:40:10.530 --> 00:40:13.680
David Konz - AtkinsRéalis PM: bridge closures nor detours during construction.

271
00:40:13.800 --> 00:40:22.839
David Konz - AtkinsRéalis PM: The no build alternative will not impact social, cultural, natural, or physical resources, since the existing bridge would remain

272
00:40:24.890 --> 00:40:34.409
David Konz - AtkinsRéalis PM: regarding the natural and physical resource impacts alternative. 2 would have a higher impact to essential fish, habitat, sea grasses and sovereign submerged lands.

273
00:40:34.510 --> 00:40:40.230
David Konz - AtkinsRéalis PM: The no build alternative has a future lifespan of only 15 to 25 years, whereas

274
00:40:40.340 --> 00:40:46.399
David Konz - AtkinsRéalis PM: both build alternatives have a minimum lifespan of 75 years shown in the orange line.

275
00:40:47.200 --> 00:40:51.130
David Konz - AtkinsRéalis PM: One primary differentiator between the alternatives is cost.

276

00:40:51.390 --> 00:41:10.070
David Konz - AtkinsRéalis PM: All estimates are preliminary, and represent the amount of money needed in $2023 to reach year 2048. That's 25 years from now. This gives an apples to apples. Comparison from now until the existing bridge

277
00:41:10.150 --> 00:41:19.240
David Konz - AtkinsRéalis PM: would need to be closed or decommissioned for the No. Build alternative. 72 million dollars is estimated to reach

278
00:41:19.270 --> 00:41:20.900
David Konz - AtkinsRéalis PM: year 2048.

279
00:41:21.120 --> 00:41:36.850
David Konz - AtkinsRéalis PM: Please note, this cost is for preventative maintenance only. It excludes building any new bridge in the future, and it excludes major repairs, since they are unpredictable as degradation accelerates exponentially

280
00:41:36.990 --> 00:41:48.449
David Konz - AtkinsRéalis PM: as bridges reach the end of their service life. When the existing bridge was originally constructed in 1 51, it was assumed to have a 50 year design life.

281
00:41:49.070 --> 00:41:55.349
David Konz - AtkinsRéalis PM: The town has completed numerous rehab projects in the past, and has successfully extended the lifespan

282
00:41:55.400 --> 00:41:58.749
David Konz - AtkinsRéalis PM: of the 72 year old existing bridge.

283
00:41:59.110 --> 00:42:01.229
David Konz - AtkinsRéalis PM: This proactive approach

284
00:42:02.220 --> 00:42:09.050
David Konz - AtkinsRéalis PM: allows enough time for proper planning of next steps. As the bridge nears the end of the service life

285

00:42:09.250 --> 00:42:17.279
David Konz - AtkinsRéalis PM: for the alternative. One high-level fix bridge, 225 million dollars is estimated to reach year 2048.

286
00:42:17.370 --> 00:42:30.880
David Konz - AtkinsRéalis PM: Alternative one has a design life of 75 years or alternative. 2. The mid level, moveable bridge. 424 million dollars is estimated to reach year 2048.

287
00:42:30.930 --> 00:42:34.910
David Konz - AtkinsRéalis PM: Alternative 2 also has a design life of 75 years

288
00:42:35.280 --> 00:42:48.749
David Konz - AtkinsRéalis PM: now, due to the Infrastructure bill. This is a really good time to proceed with either build alternative due to available funds. The town will need to use toll revenue to fund at least 20% of the total cost.

289
00:42:48.990 --> 00:42:57.229
David Konz - AtkinsRéalis PM: The town is pursuing federal, state and local grants in hopes of funding the remaining balance for design and construction.

290
00:43:00.080 --> 00:43:11.950
David Konz - AtkinsRéalis PM: Now, key. Differentiators between the alternatives will be considered when selecting a preferred alternative, are shown on this graphic and listed on your comment form to help you decide which alternative you might prefer.

291
00:43:11.960 --> 00:43:21.580
David Konz - AtkinsRéalis PM: There are advantages to the No build alternative, since there will be no construction or impacts to the environmental resources. But it would have disadvantages that I

292
00:43:21.640 --> 00:43:36.770
David Konz - AtkinsRéalis PM: earlier noted, including continued deterioration and the need to be decommissioned at the end of the 15 to 25 year lifespan. There's potential now for bridge closures and detours due to machinery failure.

293
00:43:36.890 --> 00:43:54.889

David Konz - AtkinsRéalis PM: The bridge would also continue to open at the same frequency as it does now twice each hour. Some of the advantages of alternative one. The high, level, fixed bridge is that there would be no drawbridge openings, and it has the lowest cost between the 2 build alternatives

294
00:43:55.170 --> 00:44:02.340
David Konz - AtkinsRéalis PM: disadvantages of alternative one are the steeper slopes for vehicles, and on the multi-use path

295
00:44:02.530 --> 00:44:05.950
David Konz - AtkinsRéalis PM: and potential visual impact. Since it's a higher bridge

296
00:44:07.310 --> 00:44:19.409
David Konz - AtkinsRéalis PM: alternative. 2. The mid level bridge is not as high, and therefore would have average slopes and less visual impacts, but it would still have bridge openings for larger vessels, and in emergency evacuation circumstances.

297
00:44:19.640 --> 00:44:31.929
David Konz - AtkinsRéalis PM: slightly higher impacts exist for essential fish habitat. Since the alignment is outside of the 300 foot area the town controls, there would be impacts to sovereign submerged lands.

298
00:44:31.970 --> 00:44:37.609
David Konz - AtkinsRéalis PM: This alternative has the highest cost. At 424.2 million dollars.

299
00:44:39.860 --> 00:44:46.090
David Konz - AtkinsRéalis PM: The Pd study schedule shows public milestones as green diamonds.

300
00:44:46.810 --> 00:44:49.600
David Konz - AtkinsRéalis PM: We're here at the Alternatives workshop.

301
00:44:50.110 --> 00:44:53.619
David Konz - AtkinsRéalis PM: In February we had the public kickoff meeting.

302

00:44:53.900 --> 00:45:11.830
David Konz - AtkinsRéalis PM: and now what they were now at the alternatives workshop and based on the engineering and environmental evaluations. And your public input will determine and refine, refine a preferred alternative that will document and present to you at the formal public hearing which would be next summer.

303
00:45:12.740 --> 00:45:20.189
David Konz - AtkinsRéalis PM: Lastly, we finalize all of our documentation, which would be reviewed and approved by the Us. Coast guard and Fdo. T.

304
00:45:20.400 --> 00:45:26.590
David Konz - AtkinsRéalis PM: At the bottom of the Schedule Graphic. You'll see the acronym LDCA.

305
00:45:27.170 --> 00:45:31.640
David Konz - AtkinsRéalis PM: This signifies the completion of the Pd. And E. Study, and from there.

306
00:45:31.720 --> 00:45:39.920
David Konz - AtkinsRéalis PM: and the project will move into the design phase. The Ldca is the location and concept design acceptance.

307
00:45:41.450 --> 00:45:49.230
David Konz - AtkinsRéalis PM: This bottom graphic shows the overall anticipated project schedule. If a build alternative were selected.

308
00:45:49.710 --> 00:45:51.019
David Konz - AtkinsRéalis PM: we're here

309
00:45:51.200 --> 00:45:56.240
David Konz - AtkinsRéalis PM: in the Pdnae phase in the blue circle which ends in 2025.

310
00:45:56.810 --> 00:46:02.279
David Konz - AtkinsRéalis PM: Next, the design phase will take approximately 2 and a half to 3 years, and includes permitting

311
00:46:02.380 --> 00:46:06.020
David Konz - AtkinsRéalis PM: we will not have any relocations or right away acquisition

312
00:46:06.110 --> 00:46:12.239
David Konz - AtkinsRéalis PM: which saves the town time and money, and reduces the overall schedule.

313
00:46:12.250 --> 00:46:19.889
David Konz - AtkinsRéalis PM: The project will proceed into construction in 2028, with an anticipated ribbon cutting in 2031.

314
00:46:20.940 --> 00:46:28.719
David Konz - AtkinsRéalis PM: It is very important that you recognize that from PD. And E. To ribbon cutting along this bottom Graphic

315
00:46:28.960 --> 00:46:36.860
David Konz - AtkinsRéalis PM: is approximately a 10 year process. Your existing bridge has 15 to 25 years left

316
00:46:37.000 --> 00:46:41.199
David Konz - AtkinsRéalis PM: before it would be demolished with the no build alternative.

317
00:46:43.380 --> 00:46:55.960
David Konz - AtkinsRéalis PM: As Wendy mentioned, if a build alternative is selected, the existing grid would stay open to traffic throughout construction. This graphic shows that all traffic would be shifted temporarily to the north side of the island.

318
00:46:55.970 --> 00:47:01.100
David Konz - AtkinsRéalis PM: This ship would provide a construction work zone to the south that's shown in orange

319
00:47:01.450 --> 00:47:08.649
David Konz - AtkinsRéalis PM: traffic would then be shifted to the new bridge. Once construction is complete. and at that time the existing bridge would be demolished.

320
00:47:13.230 --> 00:47:21.370
Wendy Lasher - AtkinsRéalis Asst. PM: I would like to finish up the presentation by making sure you know how to stay informed, and how to provide comments on the project.

321
00:47:21.500 --> 00:47:29.539
Wendy Lasher - AtkinsRéalis Asst. PM: First, I want to reiterate that public engagement occurs throughout the entire PD. Study, and not just at public meetings.

322
00:47:29.570 --> 00:47:41.749
Wendy Lasher - AtkinsRéalis Asst. PM: Your comments can be provided on the public website at any time, and we encourage you to attend the public meetings, participated surveys when provided, and visit the project. Websites.

323
00:47:42.660 --> 00:47:44.190
Wendy Lasher - AtkinsRéalis Asst. PM: websites. Excuse me.

324
00:47:44.830 --> 00:47:49.540
Wendy Lasher - AtkinsRéalis Asst. PM: your comments will help the town make its selection of a preferred alternative.

325
00:47:49.700 --> 00:47:58.589
Wendy Lasher - AtkinsRéalis Asst. PM: Comments can be provided through the mail or email to Alicia Gonzalez, our community outreach specialist for the project

326
00:47:59.670 --> 00:48:08.600
Wendy Lasher - AtkinsRéalis Asst. PM: comments can be provided on the public website at any time. The website is shown here along with the QR. Code that will take you directly to it.

327
00:48:08.700 --> 00:48:17.500
Wendy Lasher - AtkinsRéalis Asst. PM: I also like to add that this presentation, along with the script and the video that you saw at the beginning of the presentation

328
00:48:17.570 --> 00:48:25.249
Wendy Lasher - AtkinsRéalis Asst. PM: will be available on the public website tomorrow for you to view along with the comment forms that are available. Now.

329
00:48:27.550 --> 00:48:31.449
Wendy Lasher - AtkinsRéalis Asst. PM: we have now entered the question and answer portion of our meeting

330
00:48:31.520 --> 00:48:37.430
Wendy Lasher - AtkinsRéalis Asst. PM: again. If you wish to speak, please select QA. To type your comments or questions.

331
00:48:37.740 --> 00:48:40.930
Wendy Lasher - AtkinsRéalis Asst. PM: click the raise hand button at the bottom toolbar.

332
00:48:41.740 --> 00:48:49.209
Wendy Lasher - AtkinsRéalis Asst. PM: When we call your name, please unmute your microphone. You will have exactly 2 min to state your question.

333
00:48:49.560 --> 00:48:58.080
Wendy Lasher - AtkinsRéalis Asst. PM: We will try to answer your question, but if we are unable to answer at this time, we will make note of it and respond to you via mail or email.

334
00:48:58.720 --> 00:49:05.340
Wendy Lasher - AtkinsRéalis Asst. PM: If you have questions that you would like the moderator to read. select Q&A button at the bottom

335
00:49:05.370 --> 00:49:09.240
Wendy Lasher - AtkinsRéalis Asst. PM: to type your question and do not click the raise hand button.

336
00:49:10.100 --> 00:49:18.310
Wendy Lasher - AtkinsRéalis Asst. PM: If you are calling via Smartphone you will be able to raise your hand to ask questions. By Dialing Star 9.

337
00:49:18.380 --> 00:49:22.570
Wendy Lasher - AtkinsRéalis Asst. PM: You will be alerted once you are unmuted and allowed to speak.

338
00:49:24.390 --> 00:49:25.810
Wendy Lasher - AtkinsRéalis Asst. PM: Okay, Alicia.

339
00:49:29.800 --> 00:49:36.280
Alicia Gonzalez - MRG: thank you so much, Wendy. So first and foremost, let me just clarify

340
00:49:36.310 --> 00:49:47.170
Alicia Gonzalez - MRG: that I don't know. I believe I may be having some technical issues here, so let me know if at any point you don't hear me correctly. There's a pretty bad storm here. So

341
00:49:47.550 --> 00:49:50.779
Alicia Gonzalez - MRG: If you posted your question in the chat

342
00:49:50.980 --> 00:50:05.029
Alicia Gonzalez - MRG: and you don't see it, it's because it means it's been answered so hopefully when you open your question and answer box. You can see that some are open. Some are answered. So

343
00:50:05.440 --> 00:50:15.689
Alicia Gonzalez - MRG: If you do not see that, you know, just go ahead and put a comment here in the either in the chat or in the question and answer. But if you put your

344
00:50:16.070 --> 00:50:29.049
Alicia Gonzalez - MRG: a question directly in there. I see that our team has been doing a great job of trying to get those answered pretty quickly. So right now I see that Ryan is responding to. Ms. Weiss

345
00:50:29.240 --> 00:50:53.149
Alicia Gonzalez - MRG: and I have one question I'm going to read out here that hasn't been responded to yet, and it says, Is it anticipated that the funding for the Broad Causeway Bridge replacement project will be derived from a property tax assessment, and if this is the case, will Bay Harbor Island residents be exempt from the sum past toll. For the duration of this assessment.

346

00:50:55.150 --> 00:51:02.520
David Konz - AtkinsRéalis PM: I could answer that verbally. We've coordinated with Maria last day the town manager and related to

347
00:51:02.540 --> 00:51:10.080
David Konz - AtkinsRéalis PM: property taxes. The answer is, no, your your taxes don't pay for the bridges. Now.

348
00:51:10.160 --> 00:51:12.700
David Konz - AtkinsRéalis PM: the toll revenue does

349
00:51:12.750 --> 00:51:20.980
David Konz - AtkinsRéalis PM: so for funding of the bridge we're going to get, as we're going to apply an attempt to get as many grants as we can

350
00:51:21.640 --> 00:51:25.599
David Konz - AtkinsRéalis PM: to cover a majority of the costs of the construction and design

351
00:51:25.660 --> 00:51:38.270
David Konz - AtkinsRéalis PM: that grant assistance is capped. It's limited at 80%. You you kind of need to meet them a little bit halfway. The Federal government. So federal, state, and local grants will be applied for. But we'll still have to

352
00:51:38.410 --> 00:51:44.119
David Konz - AtkinsRéalis PM: fund at least 20% or more, and that funding would come from toll revenue.

353
00:51:44.180 --> 00:51:45.700
David Konz - AtkinsRéalis PM: not from taxes.

354
00:51:49.250 --> 00:51:50.530
Alicia Gonzalez - MRG: Thank you, David.

355
00:51:50.550 --> 00:51:59.310

Alicia Gonzalez - MRG: As I mentioned earlier, Miss Weiss, I believe I see Ryan Jensen from our team he's about to. He's typing an answer for you.

356
00:51:59.420 --> 00:52:07.769
Alicia Gonzalez - MRG: And for those of you that want to know what that question is. Just in general, it's what percent of votes would be able to access the 40 foot clearance.

357
00:52:07.800 --> 00:52:15.990
Alicia Gonzalez - MRG: Maybe Chris Ray would want to respond to this. Okay, okay, so let's just read it out loud. Then, while Ryan also responds, it's

358
00:52:16.020 --> 00:52:33.379
Chris Ray - AtkinsRéalis Structures: yeah. I was. Gonna say that. Oh, sorry. Go ahead. No, that's quite all right. I would say at this time we don't know yet. The analysis isn't complete yet. So through the course of the the rest of the Pd. Study, we'll be able to answer that better as we get closer.

359
00:52:33.560 --> 00:52:47.990
David Konz - AtkinsRéalis PM: Yeah. The 40 foot height was selected. Based on just visual observation that Mo, a majority. Most of the boats are are large yachts or or smaller sailboats that would fit under the 40 feet

360
00:52:48.020 --> 00:53:00.410
David Konz - AtkinsRéalis PM: and the openings of the bascule. They open currently twice an hour. If a boat is waiting that wouldn't cross, so in the case of a 40 footable bridge

361
00:53:00.500 --> 00:53:08.830
David Konz - AtkinsRéalis PM: they would only have to open if if a boat was waiting that had a mass or a clear height of 40 feet or more.

362
00:53:10.430 --> 00:53:13.260
David Konz - AtkinsRéalis PM: It's not as common in this, and this area

363
00:53:14.010 --> 00:53:15.870
David Konz - AtkinsRéalis PM: just don't have the exact numbers

364
00:53:16.240 --> 00:53:16.930
Chris Ray - AtkinsRéalis Structures: correct.

365
00:53:17.600 --> 00:53:32.259
Wendy Lasher - AtkinsRéalis Asst. PM: I don't see any hands raised. But if if anyone has comments or or something, they would like to say, oh, okay, okay, great.

366
00:53:32.770 --> 00:53:39.859
Wendy Lasher - AtkinsRéalis Asst. PM: so ken you can unmute yourself, and you have 2 min.

367
00:53:46.100 --> 00:53:51.179
Alicia Gonzalez - MRG: I think he just muted himself. Vanessa, can you check on that for us?

368
00:53:51.390 --> 00:53:53.290
Alicia Gonzalez - MRG: I see him as muted.

369
00:53:53.440 --> 00:54:05.000
Alicia Gonzalez - MRG: Mister askin if you can unmute yourself at at your computer or phone, and then our folks will be looking to make sure that we keep you unmuted. Let us know

370
00:54:05.170 --> 00:54:06.220
Alicia Gonzalez - MRG: when

371
00:54:07.550 --> 00:54:08.980
Alicia Gonzalez - MRG: you can do that.

372
00:54:23.730 --> 00:54:33.080
Alicia Gonzalez - MRG: Yeah, I'm still seeing Mr. As as muted. So, Mr. Askin if you could. Hopefully, you can hear us. Okay,

373
00:54:33.360 --> 00:54:38.249
Alicia Gonzalez - MRG: And when you get that chance, if you could either unmute or just go ahead and put

374
00:54:38.450 --> 00:54:51.550
Alicia Gonzalez - MRG: another question. Oh, I know that was Karen so apologize, thought we had another. We had Mr. Eskins question. If not, Mr. Eskin, would you please type your question for us in the question and answer box, so we can get to that as well.

375
00:54:51.700 --> 00:55:09.190
Alicia Gonzalez - MRG: In the meantime, I see that Miss Weiss has also posted another question, and that is the helix. Option is wonderful for recreation. But will there be an option for pedestrians who are using the bridge for? Oh! Ryan answered it, so it disappeared. Hold on.

376
00:55:09.730 --> 00:55:12.239
Alicia Gonzalez - MRG: wait, wait, wait! Let's see.

377
00:55:13.630 --> 00:55:22.930
Alicia Gonzalez - MRG: You're so fast, Ryan. Okay. for those who are using the bridge for foot access rather than just recreation.

378
00:55:27.040 --> 00:55:36.829
Alicia Gonzalez - MRG: and Ryan explained that the helix will be Ada compliant. But just to be clear, David, if you could explain, Miss Weiss is asking if

379
00:55:36.930 --> 00:55:43.540
Alicia Gonzalez - MRG: the option for pedestrians that are using the bridge for foot access rather than recreation.

380
00:55:43.830 --> 00:55:56.789
David Konz - AtkinsRéalis PM: Yeah. So an alternative that we could consider not alternatives for the wrong word, but kind of an enhancement of this recreation. Helix would be a like a simple set of stairs that comes off one side, as

381
00:55:56.810 --> 00:55:59.940
David Konz - AtkinsRéalis PM: you know, kind of save the distance, I suppose?

382
00:55:59.980 --> 00:56:21.050

David Konz - AtkinsRéalis PM: That's something that we could consider is that Karen is, if you could. Is that what you were thinking? that's robust. That requires very little maintenance because of the long term life cycle costs. So that's where we're looking at something that's a an outdoor structure like a ramp or a set of stairs. Umhm.

383
00:56:21.110 --> 00:56:31.499
Alicia Gonzalez - MRG: David, she just clarified that she wants to just make sure. What happens if someone wants to walk directly across from the mainland. So believe we we

384
00:56:31.740 --> 00:56:35.600
Alicia Gonzalez - MRG: covered that. But if you want to add anything, she just added that into the question.

385
00:56:37.340 --> 00:56:41.979
David Konz - AtkinsRéalis PM: yeah, the existing bridge would be completely demolished. For

386
00:56:42.190 --> 00:56:48.710
David Konz - AtkinsRéalis PM: it, just for safety's sake, it's it would be becoming a hazard with that amount of time.

387
00:56:50.710 --> 00:56:52.869
Alicia Gonzalez - MRG: I also have Anita Gibner.

388
00:56:52.970 --> 00:57:00.710
Alicia Gonzalez - MRG: who is asking us who will decide on which options will be chosen? Which is a great question. If you could explain that, Dave

389
00:57:01.450 --> 00:57:25.740
David Konz - AtkinsRéalis PM: Ultimately your town leadership would designed at a town council meeting. We have a 10 day period here for public input. Of course, public involvement will be open and accessible throughout the whole Pd process and even into design. But this, this first 10 day window is very important to have your input and your voices heard.

390
00:57:25.830 --> 00:57:29.719
David Konz - AtkinsRéalis PM: There would be

391
00:57:29.860 --> 00:57:35.600
David Konz - AtkinsRéalis PM: 30 day or so period for the PD. And E. Team to

392
00:57:35.840 --> 00:57:38.470
David Konz - AtkinsRéalis PM: refine our

393
00:57:39.050 --> 00:57:47.580
David Konz - AtkinsRéalis PM: approach based on that public feedback from the 10 day period, and then we present this to the town. I believe in November.

394
00:57:47.890 --> 00:57:50.910
Wendy Lasher - AtkinsRéalis Asst. PM: and I may I add to that

395
00:57:51.360 --> 00:57:55.010
Wendy Lasher - AtkinsRéalis Asst. PM: our recommendation is is, based

396
00:57:55.020 --> 00:58:12.229
Wendy Lasher - AtkinsRéalis Asst. PM: on a compilation of several things, and that includes your public feedback along with our engineering analysis and environmental analysis. So we evaluate all of those equally. And that's how we determine. Which alternative we would like to propose to the town Council.

397
00:58:15.520 --> 00:58:24.140
Alicia Gonzalez - MRG: Thank you, team. I'm gonna go back to see if Mr. Is able to either speak or put his

398
00:58:24.650 --> 00:58:29.089
Alicia Gonzalez - MRG: question in the chat in the question and answer box, I apologize.

399
00:58:32.130 --> 00:58:40.229
Alicia Gonzalez - MRG: Okay, Mr. Are you able to unmute yourself. cause I'm showing you as unmuted on our end.

400
00:58:42.420 --> 00:58:50.020

Alicia Gonzalez - MRG: Okay? Are we able to unmute him? We did. We did, but he has to unmute himself on his end.

401
00:58:50.120 --> 00:58:57.659
Alicia Gonzalez - MRG: So let's go to Norma Orovitz, which is asking what happens to the homes on Kane concourse with either alternative. Dave.

402
00:58:59.190 --> 00:59:07.410
David Konz - AtkinsRéalis PM: Yeah, we've worked really hard with the Atkins real estate team to provide options that are

403
00:59:07.640 --> 00:59:09.590
David Konz - AtkinsRéalis PM: require no

404
00:59:09.870 --> 00:59:11.220
David Konz - AtkinsRéalis PM: right away

405
00:59:11.490 --> 00:59:21.379
David Konz - AtkinsRéalis PM: acquisitions. So we're planning to stay within the existing right of way, and that includes the the homes on both sides of King Concourse.

406
00:59:23.750 --> 00:59:37.160
David Konz - AtkinsRéalis PM: There might be some temporary easements as we upgrade pipes or curve and gutter. It's like we need some room to work for construction in a safe manner. But it it would be temporary like, you know,

407
00:59:37.630 --> 00:59:47.310
David Konz - AtkinsRéalis PM: equal or better disturbance, you know we'd be. your grass would be replanted. You know things of that nature, anything that was affected by that temporary easement.

408
00:59:49.200 --> 00:59:54.259
Alicia Gonzalez - MRG: Thank you, Dave? Adela Etcheverria's question, I believe, is

409
00:59:54.500 --> 01:00:02.720

Alicia Gonzalez - MRG: been answered by you. But let's just make sure that we Thank thank you, Norma, that we

410
01:00:03.420 --> 01:00:23.650
Alicia Gonzalez - MRG: acknowledge her question, and and and you know, restate that she's asking about the residential homes on 90 Sixth Street. If are they going to be affected in any way, which, of course, I believe we just addressed. But if you wanna add anything else message. I had written that before the other question was submitted. So I think

411
01:00:23.740 --> 01:00:29.520
Alicia Gonzalez - MRG: we've addressed that. But again, if you just want to highlight

412
01:00:30.690 --> 01:00:39.889
Alicia Gonzalez - MRG: what? The the no right of way. And then, of course. anything that might occur during construction would be put back to its original condition

413
01:00:40.020 --> 01:00:53.600
David Konz - AtkinsRéalis PM: right along 96 Street. II know we're looking at all different types of impacts, and that includes visual impacts and noise and things of that nature. There there will be noise during construction,

414
01:00:53.880 --> 01:00:58.659
and a certain hours of work that we work with the town to stay within

415
01:00:58.770 --> 01:01:05.250
David Konz - AtkinsRéalis PM: but, as far as you know, physical changes to your home, so certainly there wouldn't be any

416
01:01:05.560 --> 01:01:08.519
David Konz - AtkinsRéalis PM: all 96 or 8, nor cane concourse.

417
01:01:10.790 --> 01:01:11.850
Alicia Gonzalez - MRG: Thank you, Dave.

418
01:01:11.940 --> 01:01:26.589

Alicia Gonzalez - MRG: So at this time I don't see any further questions, and I'm looking for raised hands, which I don't see right now. I'm gonna give everyone just a couple of minutes if there's any em, any questions you wanna add

419
01:01:26.850 --> 01:01:39.199
Alicia Gonzalez - MRG: in the question box, or if you'd like to raise your hand so that you can either officially make a statement for the record or ask a question. You have an option to do both, of course.

420
01:01:39.710 --> 01:01:47.520
Alicia Gonzalez - MRG: like to add it. so I believe I just unmuted you, Mr. White.

421
01:01:47.750 --> 01:01:53.220
Alicia Gonzalez - MRG: can you go ahead if you can hear us.

422
01:01:58.560 --> 01:01:59.270
Alicia Gonzalez - MRG: Hmm.

423
01:02:01.400 --> 01:02:10.510
Alicia Gonzalez - MRG: Vanessa, we're not having any problems on our end, are we? Cause I'm still. I'm seeing Mister White the same thing we unmuted, and he's not unmuted on his end.

424
01:02:13.540 --> 01:02:19.020
Alicia Gonzalez - MRG: You know I have a couple of of dialed in. Oh, no. Their phone calls are here. Okay?

425
01:02:20.390 --> 01:02:21.060
Alicia Gonzalez - MRG: Hmm.

426
01:02:23.100 --> 01:02:31.480
Alicia Gonzalez - MRG: okay, Mr. White, if you can hear us. If you could just go ahead and type your question in the question and answer box if you can see that.

427
01:02:31.490 --> 01:02:36.920

Alicia Gonzalez - MRG: Oh, he took his raise hand off. Okay? So maybe he did not mean to do that.

428
01:02:37.100 --> 01:02:45.160
Okay. okay, so let me just double check. I'm I'm seeing no more questions in the question and answer box.

429
01:02:46.020 --> 01:02:49.909
Alicia Gonzalez - MRG: and I am seeing no hands raised.

430
01:02:54.370 --> 01:03:09.739
Wendy Lasher - AtkinsRéalis Asst. PM: I just wanted to remind you that the comment form is on the project website. We highly encourage your comments. If you could go on, and you can either fill it out online or you can print it and mail it. Whatever is easiest for you or email it.

431
01:03:09.810 --> 01:03:16.650
Wendy Lasher - AtkinsRéalis Asst. PM: All of the boards that were shown at the in-house public alternatives workshop that was held Tuesday night

432
01:03:16.880 --> 01:03:33.540
Wendy Lasher - AtkinsRéalis Asst. PM: are available on the website. The presentation you heard here tonight is the exact presentation that was shown on Tuesday night. That will be ve available on the website tomorrow, along with the script that was given. So you know exactly what we said.

433
01:03:33.640 --> 01:03:55.649
Wendy Lasher - AtkinsRéalis Asst. PM: and the video that we showed at the beginning of the rendering of the fly through video that'll be available. And you can view that, too, at your leisure. And maybe that'll help you fill out your comment forms and send that to us. We are requesting your comment forms within the next 10 days, if at all possible, to help us with our

434
01:03:55.680 --> 01:04:03.699
Wendy Lasher - AtkinsRéalis Asst. PM: analysis to determine a preferred alternative. But comments for this project are always accepted throughout the whole study.

435
01:04:09.770 --> 01:04:14.729

Wendy Lasher - AtkinsRéalis Asst. PM: Okay, so I don't see anything else. So this concludes, the public alternatives workshop.

436
01:04:15.070 --> 01:04:39.029
Wendy Lasher - AtkinsRéalis Asst. PM: David, I don't know if you could put the screen back up again. I thought I put the slide that showed the next Zoom Meeting. If you are interested, and you want to talk to the Town council about this project. They are available to you. At a separate Zoom Meeting. You do not have to register David's gonna pull up the zoom link so you can see it.

437
01:04:39.180 --> 01:05:00.210
Wendy Lasher - AtkinsRéalis Asst. PM: and yes, Miss Aubrey, we are definitely taking into consideration residential vote. As I mentioned, public involvement is very important. It gets included with engineering, analysis and environmental analysis and all that's considered when we make our recommendation to the town council.

438
01:05:01.520 --> 01:05:03.370
Wendy Lasher - AtkinsRéalis Asst. PM: So here is the zoom link

439
01:05:03.390 --> 01:05:19.939
Wendy Lasher - AtkinsRéalis Asst. PM: for this is for a town council zoom directly after this meeting, so soon as you hang up. If you are interested, you're welcome to go on to the zoom and talk with the Council, or, have a wonderful evening.

440
01:05:20.110 --> 01:05:48.160
Wendy Lasher - AtkinsRéalis Asst. PM: Thank you, Wendy, I apologize. There is a Karen Weiss is is asking about how to act. Access the next meeting, I believe. Vanessa's responding. Yes, you have to copy and paste this in. You can't press it on your screen. You'll have to copy and paste it into your in there, and then it gives you the web link. If you're calling with a telephone, then I've put the phone number there

441
01:05:48.460 --> 01:05:53.399
Alicia Gonzalez - MRG: and team we do have. Mr. White has now typed his question in.

442
01:05:53.670 --> 01:06:05.590

Alicia Gonzalez - MRG: Yeah, thank you so much, Mr. White. It says, good evening. With the enormous con increasing construction and population growth on the island, along with a bigger bridge. Is it reasonable to feel that the current?

443
01:06:06.050 --> 01:06:12.939
David Konz - AtkinsRéalis PM: Oh, I think you answered it, Dave, but

444
01:06:12.950 --> 01:06:18.239
Maria Lasday: Wendy, can. I mentioned that the link is also on the town's website.

445
01:06:18.300 --> 01:06:21.930
Wendy Lasher - AtkinsRéalis Asst. PM: David put it in the chat, and the link is on the town's website.

446
01:06:22.020 --> 01:06:48.309
Alicia Gonzalez - MRG: And yeah, David, you just answered the wrong one by accident. Concern. Is increasing construction and population growth on the island along with a bigger bridge.

447
01:06:48.310 --> 01:06:54.679
Alicia Gonzalez - MRG: Is it reasonable to feel that the current layout of Ninety-sixth Street will be sufficient for the expected traffic.

448
01:06:58.630 --> 01:07:08.259
David Konz - AtkinsRéalis PM: Yeah, related to traffic. This is actually an excellent question. We've done an analysis on the traffic and the

449
01:07:08.470 --> 01:07:13.030
David Konz - AtkinsRéalis PM: traffic projections are very similar

450
01:07:13.580 --> 01:07:18.100
David Konz - AtkinsRéalis PM: as they exist today to what they would be 30 years from now.

451
01:07:18.440 --> 01:07:39.440
David Konz - AtkinsRéalis PM: That may seem unusual, but all of the lots and available real estate has been developed. It's been built. The the area is built out, so to speak. So the traffic

counts that we see now. With our models and our analysis are expected to be very similar to what they would be.

452
01:07:39.730 --> 01:07:44.610
David Konz - AtkinsRéalis PM: for for many decades to come. The design year, I believe, is 30 years out from now.

453
01:07:45.770 --> 01:08:04.279
Wendy Lasher - AtkinsRéalis Asst. PM: and I like to add, as I mentioned, the purpose and need either of these build alternatives will improve. Traffic flow because you are decreasing or eliminating the amount of bridge openings there are. So the traffic flow will be better, and you'll you'll see improvements there.

454
01:08:21.170 --> 01:08:25.470
Alicia Gonzalez - MRG: Wendy. I have another question here from corrine

455
01:08:25.660 --> 01:08:29.669
Alicia Gonzalez - MRG: au aubary. I hope, I said that correctly. I apologize. If I didn't.

456
01:08:29.740 --> 01:08:47.609
Alicia Gonzalez - MRG: Karina's saying an important factor is not only design but also practicality. While a new bridge may be bigger, it will a hundred percent persuade speeders to continue to accelerate. There are already many people going over 20 miles per hour over the limit

457
01:08:48.060 --> 01:08:53.850
Alicia Gonzalez - MRG: on the bridge by creating a wider bridge. This number will easily double. So.

458
01:08:53.890 --> 01:09:07.390
Alicia Gonzalez - MRG: Miss Aubrey, for sure we will. Put your comment officially into our record. However, I'd like to ask David to address that from the engineering perspective and what you see, as it relates to

459
01:09:07.500 --> 01:09:09.240
Alicia Gonzalez - MRG: the comments she is making.

460
01:09:15.640 --> 01:09:18.759
David Konz - AtkinsRéalis PM: Yeah, I guess what we're

461
01:09:19.149 --> 01:09:26.300
David Konz - AtkinsRéalis PM: attempting is to meet current design standards with laying widths and shoulder widths

462
01:09:26.590 --> 01:09:28.029
David Konz - AtkinsRéalis PM: and the

463
01:09:28.680 --> 01:09:33.959
David Konz - AtkinsRéalis PM: persuasion of speeders, I think, is the word there is. It's just hard for

464
01:09:34.370 --> 01:09:43.099
David Konz - AtkinsRéalis PM: for me to predict that we have a postage speed limit and law enforcement to to enforce that.

465
01:09:43.529 --> 01:09:50.330
Wendy Lasher - AtkinsRéalis Asst. PM: But, David, you may want to tell her about that. We're evaluating that traffic calming on the base of the bridge.

466
01:09:51.310 --> 01:10:02.669
David Konz - AtkinsRéalis PM: That's true. Yeah, there's opportunities for traffic calming with rumble strips or with signs. Some signs even have a lights or visual.

467
01:10:02.720 --> 01:10:14.230
David Konz - AtkinsRéalis PM: You've seen them along the corridor with like your speed or a radar sign source. So you're aware there's there's different options there for for traffic calling.

468
01:10:29.980 --> 01:10:38.349
Alicia Gonzalez - MRG: Okay, I'm not seeing. There's one more question which you can read. But I do want to say this. Miss Aubrey, this is not a state road.

469
01:10:38.930 --> 01:10:43.140
Wendy Lasher - AtkinsRéalis Asst. PM: this road. The bridge, the island is owned by the town.

470
01:10:44.140 --> 01:10:47.399
Wendy Lasher - AtkinsRéalis Asst. PM: But go ahead and read the question.

471
01:10:48.310 --> 01:11:10.429
Alicia Gonzalez - MRG: Remove also remember that removing our bridge would be removing the key aspect into entering our islands. Our bridge sits perfectly in its surroundings, and is an iconic part of the city. I understand this is a state road, but we are a private island, home to many families and communities a highway resembling bridge does not belong on High Bay Harbor Islands.

472
01:11:10.440 --> 01:11:14.220
Alicia Gonzalez - MRG: and again, I will make sure, Miss Aubrey, that that comment

473
01:11:14.430 --> 01:11:34.670
Alicia Gonzalez - MRG: is put as part of our official public information record. However, I believe Wendy has addressed that it is not a state road. And also the Mister Con David has addressed. Why, we do have to meet the design standards of

474
01:11:34.900 --> 01:11:45.820
Alicia Gonzalez - MRG: the bridge as far as traffic is concerned, and and the widening of the lanes. So I don't know if there's anything else our team would like to salcareen.

475
01:11:46.450 --> 01:11:51.570
David Konz - AtkinsRéalis PM: Yeah, just clarifying on the the state road. I pulled up the

476
01:11:51.750 --> 01:11:59.409
David Konz - AtkinsRéalis PM: project location map. That was Slide 4 we talked about today and you would see, say, road 922

477
01:11:59.630 --> 01:12:03.650
David Konz - AtkinsRéalis PM: to the east and also to the west, but

478
01:12:03.840 --> 01:12:16.189
David Konz - AtkinsRéalis PM: The area over the intercoastal waterway is owned by the town, and does not say road 9 22. So between Bayshore Drive and approximately west of Broadview Drive. Within our project limits, this area is

479
01:12:16.240 --> 01:12:22.630
David Konz - AtkinsRéalis PM: is owned by the town. It's not part of State Road 922. So that is a bit unusual. But we wanted to clarify that.

480
01:12:27.110 --> 01:12:36.500
Alicia Gonzalez - MRG: Thank you, David. We also have again, Mr. Cheva ria, who is asking when we cross the new bridge, will we still have the same view?

481
01:12:37.560 --> 01:12:42.259
David Konz - AtkinsRéalis PM: In a lot of ways? I think the view would be improved. You'd be higher

482
01:12:42.320 --> 01:12:49.590
David Konz - AtkinsRéalis PM: than you are now, so you'd have a view of the skyline both to the north and to the south

483
01:12:49.640 --> 01:12:51.199
David Konz - AtkinsRéalis PM: and and the city

484
01:12:52.380 --> 01:13:02.090
David Konz - AtkinsRéalis PM: once you're once you're on the bridge. That was one of the reasons that we wanted to make sure to include those skyline overlooks, you know, a place to stop and enjoy the view.

485
01:13:05.100 --> 01:13:18.199
Alicia Gonzalez - MRG: Thank you, David, and thank you, Mister Cheratia, for that I am again looking. and I do not see. Okay? So we have no hands raised, and we have no additional questions in the

486
01:13:18.320 --> 01:13:19.779

Alicia Gonzalez - MRG: question. Box.

487
01:13:43.450 --> 01:13:48.880
Wendy Lasher - AtkinsRéalis Asst. PM: Okay? So again, this concludes, the public alternatives workshop

488
01:13:48.930 --> 01:13:57.020
Wendy Lasher - AtkinsRéalis Asst. PM: the Town Bay Harbor Islands, would like to thank you for your interest in the project and attending this meeting. Thank you and have a good evening.

489
01:14:26.480 --> 01:14:27.150
Think.

490
01:14:27.830 --> 01:14:28.740
Maria Lasday: Molly.

Appendix I – Project Website

DRAFT

Bay Harbor Islands Water & Sewer
Stormwater Management
Storm Drains are NOT Sewers
Maintenance of Traffic (MOT) Permit
Upcoming Projects

Broad Causeway Bridge Replacement PD&E Study

Project Summary

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.

Project 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 may 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.

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) District 6 Office will provide technical assistance during PD&E Study and the FDOT Office of Environmental Management will be the lead Federal agency for the environmental review.

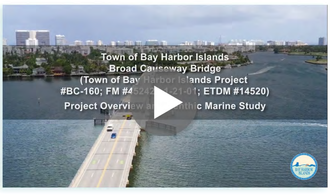
Schedule

The PD&E Study started in November 2022 and is expected to be completed by April 2025. The design phase begins once the PD&E Study is complete. Public involvement is encouraged throughout the entire study.

Fact Sheet

Project Kick-off Presentation

Project Overview Video



Documents and Publications

- PD&E Project Overview
- PD&E Kickoff Materials

Project Images

Project Information

Region
- Miami-Dade

Municipality
- Bay Harbor Islands

Project Limits
- Causeway Island to east of West Broadview Drive

Financial Project ID
- 452428-1-21-01

Federal Aid Number
- N/A

Efficient Transportation Decision Making (ETDM)
- 14520

Town of Bay Harbor Islands Project Number
- BC-160

Project Team

Town of Bay Harbor Islands, Town Project Manager

Rodney Carrero-Santana, P.E.

Atkins Project Manager

David Konz, F.SEI, P.E., S.E.

Atkins, PD&E Lead

Wendy Lasher, AICP

Community Outreach Specialist

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Contact Us

Leave a Comment

Contact Us

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Monday - Friday 9am to 5pm

Police Non-Emergency:
(305) 866-6242
7 days a week, 24 hours a day

Town of Bay Harbor Islands
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Bay Harbor Islands, FL 33154

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TOWN OF BAY HARBOR islands

Broad Causeway Bridge Replacement PD&E Study

September 28, 2023 Virtual Alternatives Public Workshop

September 26, 2023 Alternatives Public Workshop

February 9, 2023 Public Kick-off Meeting

Project Information

Broad Causeway Bridge Replacement PD&E Study

Care to share your thoughts on the Bridge Alternatives? Go to https://www.surveymonkey.com/r/BCB-APW

Broad Causeway Bridge Project Overview Video

Project Summary

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Schedule

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September 2023 Meeting Videos and Presentation

Fixed & Movable Bridge Options (Animation)

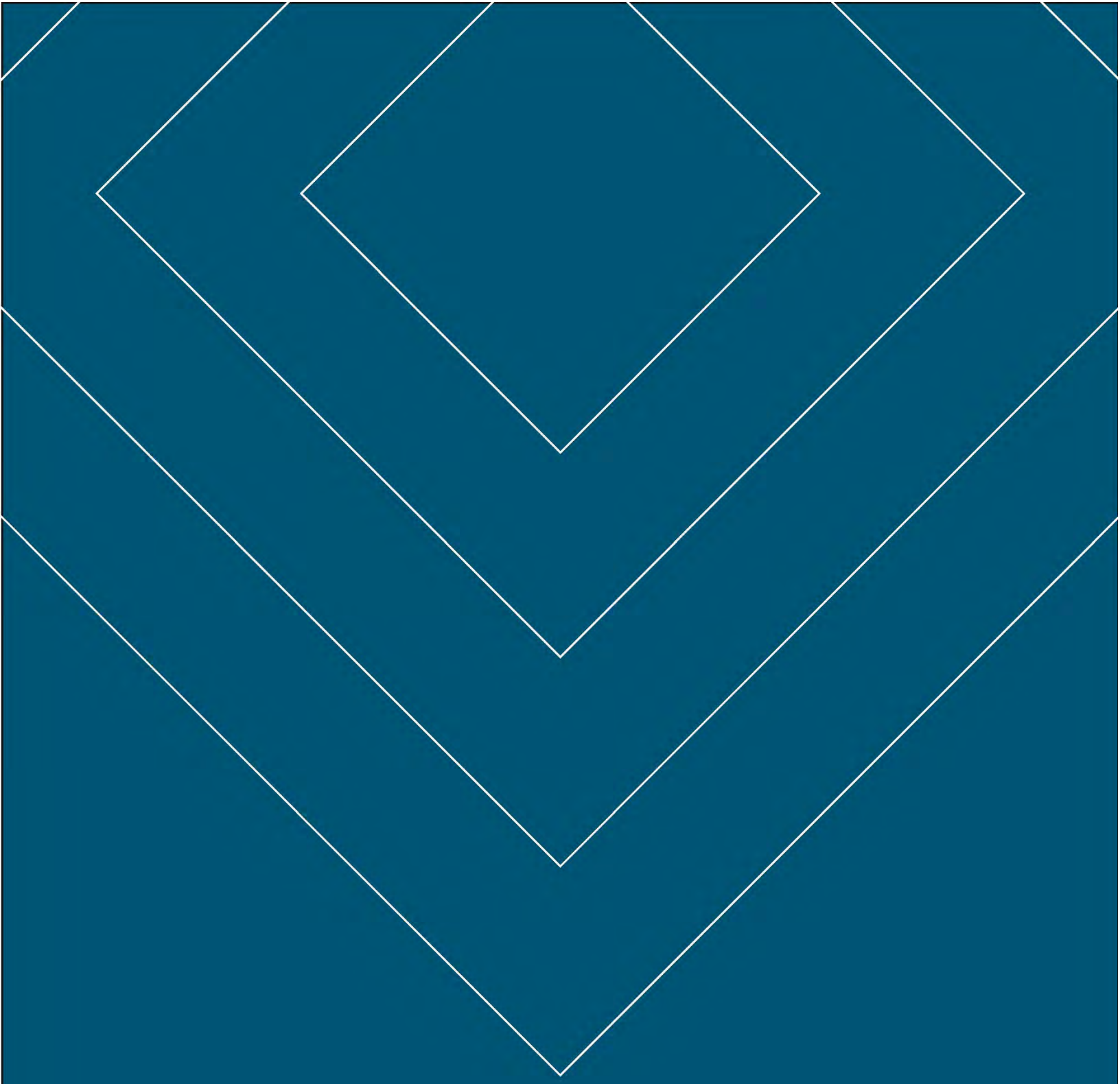
Video of 09/26/2023 Virtual Public Workshop

Video of 09/28/2023 In-person Public Workshop

Workshop I Presentation

Workshop I Presentation Script

Care to share your thoughts on the Bridge Alternatives? Go to https://www.surveymonkey.com/r/BCB-APW



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