

Section 4(f) Resources

Florida Department of Transportation

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

District: FDOT District 6

County: Miami-Dade County

ETDM Number: 14520

Financial Management Number: 452428-1-21-01

Federal-Aid Project Number: D624-029-B

Project Manager: Shakira Trabelsi

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

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## Summary and Approval

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



October 10, 2025

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

## Florida Circumnavigational Saltwater Paddling Trail

**Facility Type:** Paddling Trail

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: Biscayne Bay, FL, USA

Latitude: 25.531430 Longitude: -80.083263

**Description of Property:**

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

**Owner/Official with Jurisdiction:** FDEP

**Relationship Between the Property and the Project**

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

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

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

**Yes No**

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

**Recommended Outcome:** No Use

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

## Town of Bay Harbor Islands Tot Lot

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

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

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

Latitude: 25.88682 Longitude: -80.13689

**Description of Property:**

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

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

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

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

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

**Recommended Outcome:** Exception/Exemption

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

**Exception/Exemption Justification:**

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

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

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

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

**Property Classification:** Historic Site

**Address and Coordinates:**

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

Latitude: 25.88652 Longitude: -80.13888

**Description of Property:**

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

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

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

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

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

**Applicability**

**Yes No**

Does the project meet all of the following criteria?

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

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

### Alternatives and Findings

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Measures to Minimize Harm

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

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

### Public Involvement Activities:

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

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

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

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

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

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

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

## Bay Harbor Islands Historic District (8DA10515)

**Facility Type:** Historic District

**Property Classification:** Historic Site

**Address and Coordinates:**

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

Latitude: 25.88652 Longitude: -80.13888

**Description of Property:**

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

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

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

**Relationship Between the Property and the Project**

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

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

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

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

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

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

**Yes No**



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

**Recommended Outcome:** No Use

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

## Citgo/1501 Broad Causeway (8DA10436)

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

**Property Classification:** Historic Site

**Address and Coordinates:**

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

Latitude: 25.88788 Longitude: -80.14486

**Description of Property:**

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

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

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

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

**Relationship Between the Property and the Project**

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

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

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

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

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

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

**Yes**   **No**



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

**Recommended Outcome:** No Use

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

## **Project-Level Attachments**

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

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



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

1000 N.W. 111 Avenue  
Miami, Florida 33172

JARED W. PERDUE, P.E.  
SECRETARY

April 29, 2024

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

Attn: Alyssa McManus, Transportation Compliance Review Program

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

Dear Ms. Lotane,

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

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

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

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

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

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

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

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

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

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

Sincerely,

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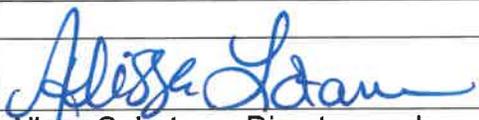
Victoria Vogt, M.S.  
District Cultural Resources Coordinator

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

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

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

SHPO Comments:



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

[DATE]

5/6/24

## Bridge Renderings of Viable Alternatives Evaluated

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



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



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

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



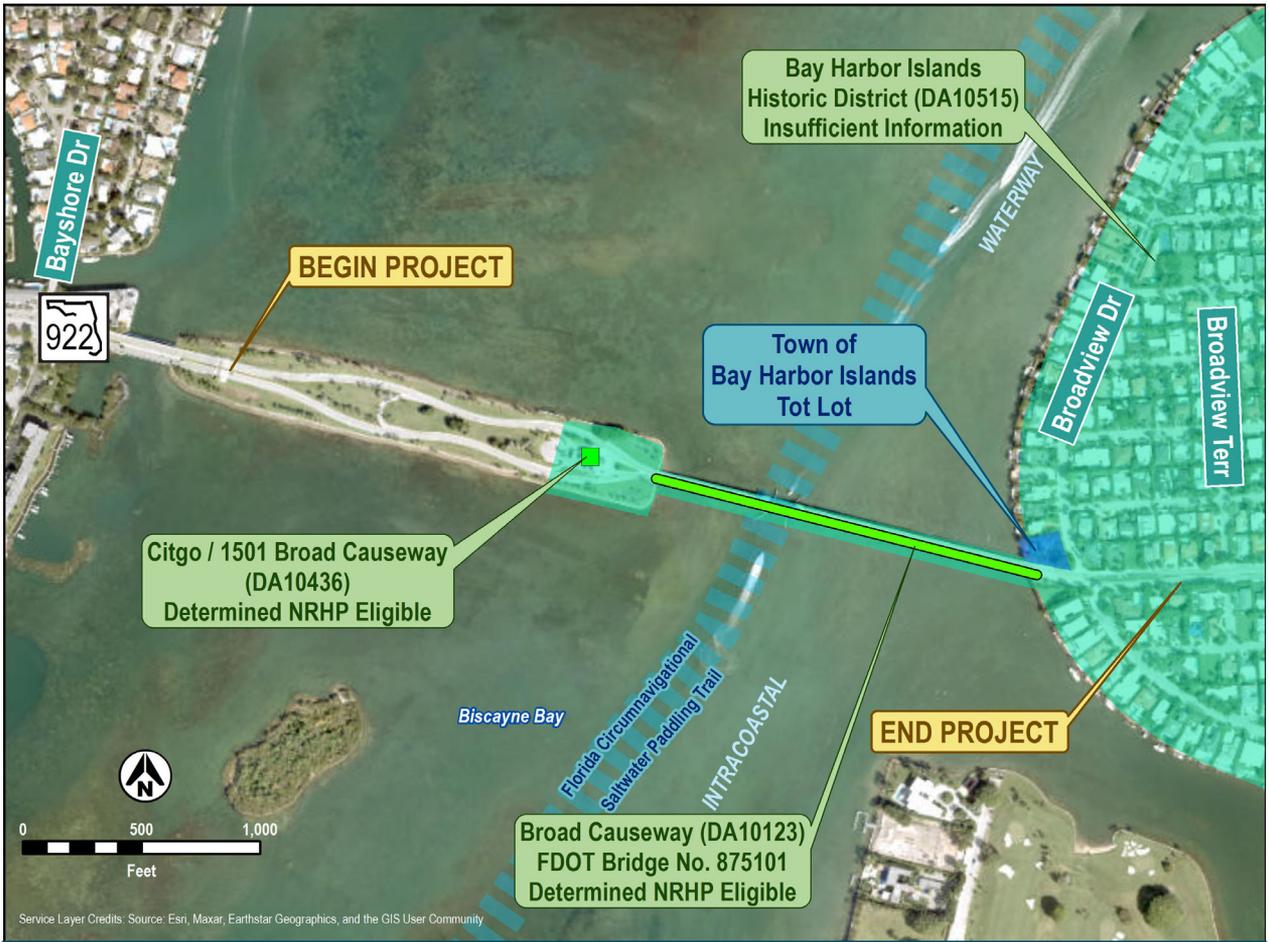
*Computer rendering from the east end of Citgo/1501 Broad Causeway (8DA10436) with access ramp seen on the far side, facing south.*



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



# Section 4(f) Resources Within the Project Limits



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

**LEGEND**

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

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



**Florida Department of Transportation**

**RON DESANTIS**  
GOVERNOR

1000 N.W. 111 Avenue  
Miami, Florida 33172

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

April 9, 2024

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

Attn: Alyssa McManus, Transportation Compliance Review Program

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

Dear Ms. Lotane,

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

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

Alissa S. Lotane  
April 9, 2024  
Page 2

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

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

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

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

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

Alissa S. Lotane  
April 9, 2024  
Page 3

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

Sincerely,

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

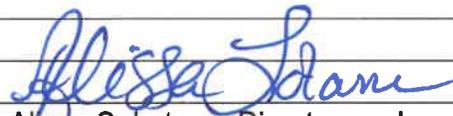
Alissa S. Lotane  
April 9, 2024  
Page 4

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

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

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

SHPO Comments:



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

5/24/24  
[DATE]

## Resource Attachments

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

BroadCauseway\_4f\_PaddlingTrailDetour

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

E-mail to FDEP\_Paddling Trail\_231115

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

BCB\_TotLot\_4fTemporaryOccupancy\_Map

Tot Lot Statement of Significance Temp Occupancy Section 4f Letter

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

BroadCauseway\_Figures\_HistoricResource\_BroadCausewayBridge

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

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

BroadCauseway\_Figures\_HistoricDistrict20240409

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

BroadCauseway\_Figures\_HistoricResource\_Citgo\_1501BroadCauseway

## **Florida Circumnavigational Saltwater Paddling Trail**

### **Contents:**

BroadCauseway\_4f\_PaddlingTrailDetour

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

E-mail to FDEP\_Paddling Trail\_231115

# Florida Circumnavigational Saltwater Paddling Trail Proposed Detour Route



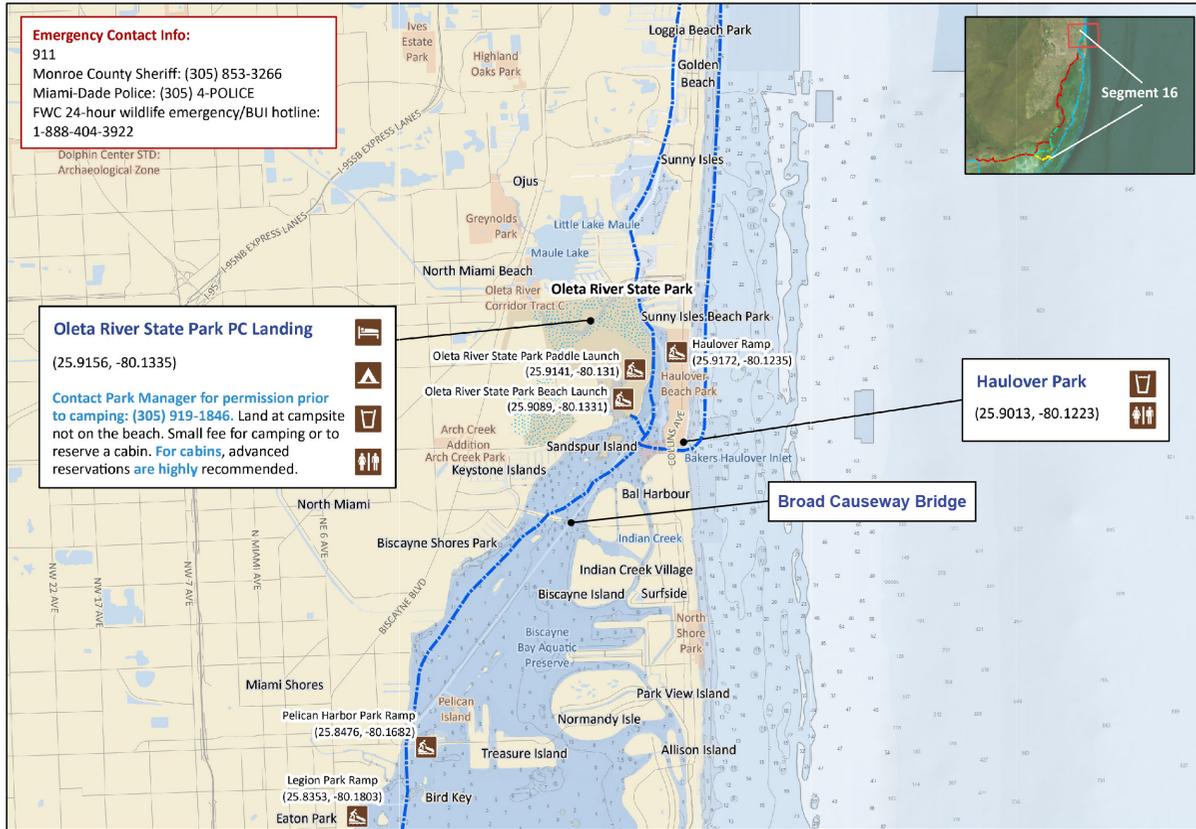
## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

# Florida Circumnavigational Saltwater Paddling Trail



## Florida Circumnavigational Saltwater Paddling Trail

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

Begin: John Pennekamp State Park, Key Largo

End: Oleta River State Park

Distance: 72.5 miles depending on route

Duration: 5-6 days

0 0.75 1.5 3 Miles

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



# Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

## Lasher, Wendy G

---

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

Good afternoon Ms. Browne,

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

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

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

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

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

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

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

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

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

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

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

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

---

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

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

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

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

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

**Importance:** High

Good afternoon Ms. Browne,

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

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

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

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

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

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

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

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

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

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

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# Florida Circumnavigational Saltwater Paddling Trail Proposed Detour Route



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

- Paddling Trail**
- Existing Paddling Trail
  - Proposed Paddling Trail Detour

## Broad Causeway Bridge Replacement PD&E Study

October XX, 2023

Mr. Steven Craig James, RLA 1451  
District Environmental Manager  
Florida Department of Transportation, District Six  
1000 NW 111<sup>th</sup> Avenue, Room 6109  
Miami, FL 33172

Subject: Florida Circumnavigational Saltwater Paddling Trail  
Statement of Significance  
Financial Project ID: 452428-1  
Town of Bay Harbor Islands Number: BC-160  
Broad Causeway Bridge from Causeway Island to East of West Broadview Drive  
Miami-Dade County, Florida

Dear Mr. James,

As the Official with Jurisdiction, please accept this letter as formal Statement of Significance for the Segment 16 of Florida Circumnavigational Saltwater Paddling Trail. This recreational resource is located within the Town of Bay Harbor Islands and is a significant resource within the meaning of Section 4(f) (49 U.S.C. § 303) of the U.S. Department of Transportation Act regulations. Significance means that in comparing the availability and function of the recreation area, park or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays an important role in meeting those objectives.

Florida Circumnavigational Saltwater Paddling Trail begins at Big Lagoon State Park near Pensacola, extending around the Florida peninsula and Keys, and ending at Fort Clinch State Park near the Georgia state line in Fernandina Beach, the Florida Circumnavigational Saltwater Paddling Trail is a 1,515-mile sea kayaking paradise. It is the country's longest designated national recreation trail. Within the project area the trail follows the Intracoastal Waterway.

Should you have any questions or require additional information, please contact my office at 850-245-2076 or by email [samantha.browne@dep.state.fl.us](mailto:samantha.browne@dep.state.fl.us).

Sincerely,

Samantha Browne  
Chief  
Florida Department of Environmental Protection  
Office of Greenways and Trails

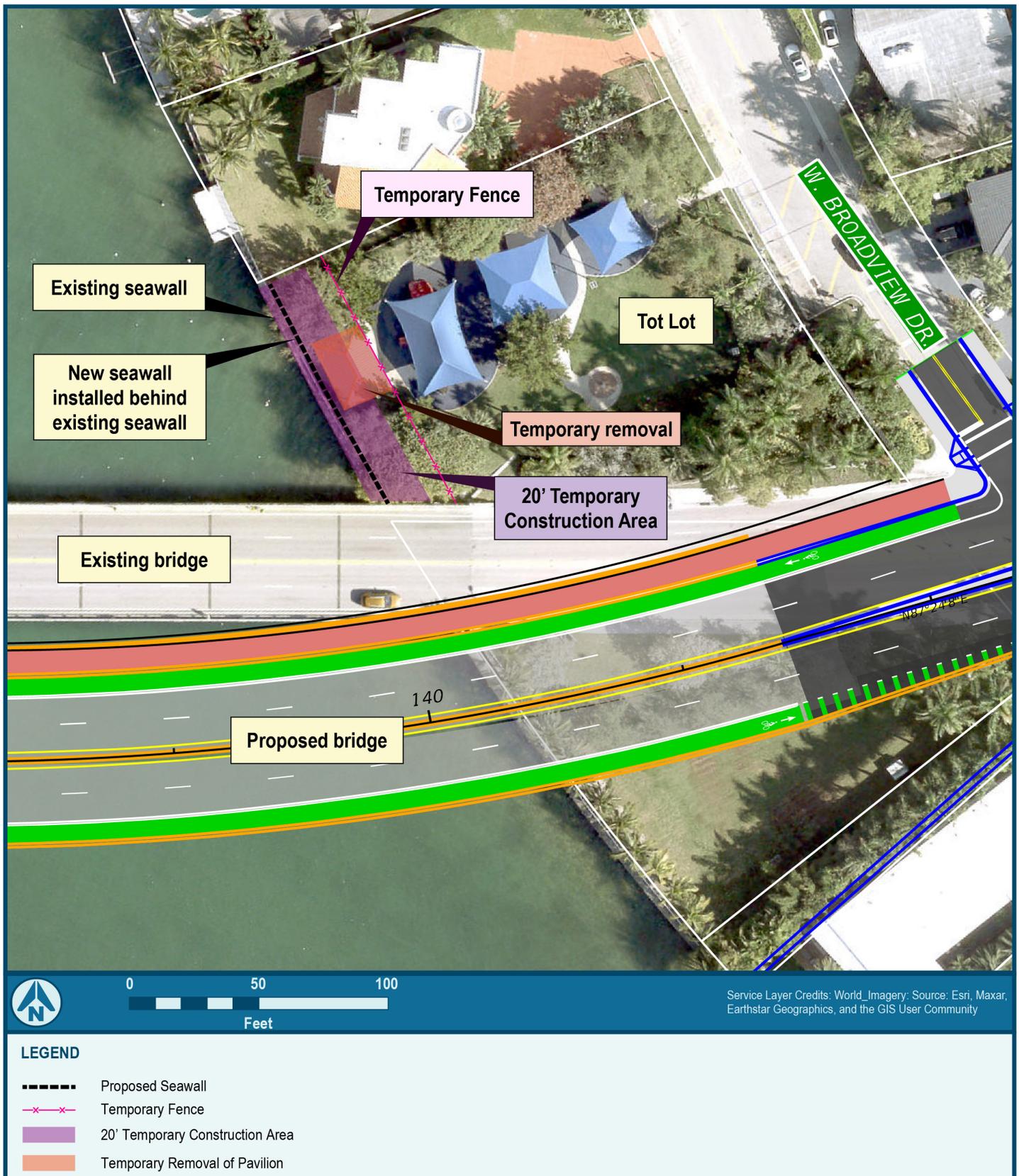
## **Town of Bay Harbor Islands Tot Lot**

### **Contents:**

BCB\_TotLot\_4fTemporaryOccupancy\_Map

Tot Lot Statement of Significance Temp Occupancy Section 4f Letter

# Section 4(f) Temporary Construction Area Map



## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01



April 8, 2024

**Town Council**

Elizabeth Tricoche  
Mayor

Joshua D. Fuller  
Vice Mayor

Stephanie Bruder  
Council Member

Molly Diallo  
Council Member

Teri D'Amico  
Council Member

Isaac Salver  
Council Member

Robert Yaffe  
Council Member

**Town Officials**

Maria Lasday  
Town Manager

Yvonne Hamilton  
Town Clerk

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

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

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

Dear Mr. James,

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

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

MAYOR JOSEPH J. GARDNER GOVERNMENT CENTER

Mr. Steven Craig James  
District Environmental Administrator  
Florida Department of Transportation, District Six  
April 8, 2024  
Page 2

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

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

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

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

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

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

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

Sincerely,



Maria Lasday  
Town Manager  
Town of Bay Harbor Islands

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

### Contents:

BroadCauseway\_Figures\_HistoricResource\_BroadCausewayBridge

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

# Section 4(f) Historic Resource - Broad Causeway Bridge (8DA10123)



## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

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

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

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

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

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

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

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

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

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

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

## STIPULATIONS

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

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

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

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

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

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

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

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

#### C. Salvage of Existing Features

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

#### D. Public Education

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

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

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

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

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

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

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

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

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

### **A. Design Elements**

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

### **B. Survey**

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

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

C. Public Education

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

**IV. PROFESSIONAL STANDARDS**

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

**V. DURATION**

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

**VI. MOA DOCUMENTATION**

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

**VII. POST-REVIEW DISCOVERIES**

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

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

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

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

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

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

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

#### **X. AMENDMENTS**

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

#### **XI. TERMINATION**

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

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

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

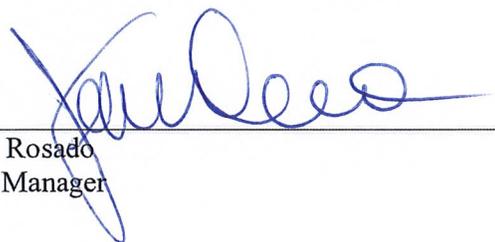
*Execution of this MOA by the Town and SHPO and implementation of its terms is evidence that the Town has taken into account the effects of this undertaking on historic properties per the requirements of Section 106 (Public Law 113-287 [Title 54 U.S.C. 306108]), and 36 CFR Part 800 (Protection of Historic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

**SIGNATORIES:**

FLORIDA STATE HISTORIC PRESERVATION OFFICER

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

TOWN OF BAY HARBOR ISLANDS

 Date 11/4/24  
Jenice Rosado  
Town Manager

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

Contents:

BroadCauseway\_Figures\_HistoricDistrict20240409

# Section 4(f) Historic Resources Contributing to Bay Harbor Islands Historic District (8DA10515)



## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01

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

### Contents:

BroadCauseway\_Figures\_HistoricResource\_Citgo\_1501BroadCauseway

# Section 4(f) Historic Resource - Citgo / 1501 Broad Causeway (8DA10436)



## Broad Causeway Bridge Replacement PD&E Study

Town of Bay Harbor Islands

Miami - Dade County, Florida

FPID: 452428-1-21-01