

1 BROAD CAUSEWAY BRIDGE REPLACEMENT PD&E STUDY  
2 PUBLIC HEARING (FPID 45248 1-21-01)

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4  
5 June 24, 2024  
6 7:15 p.m. - 8:18 p.m.  
7 1175 95th Street  
8 Bay Harbor Islands, Florida  
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13 Taken before SANDRA LISH, Court Reporter and Notary  
14 Public in and for the State of Florida at Large in the above  
15 cause.  
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1 APPEARANCES:  
2 MAYOR JOSHUA FULLER  
3 JENICE ROSADO, Town Manager  
4 WENDY LASHER  
5 DAVID KONZ  
6 DAYANA SANJURJO

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1 Thereupon, the following proceedings were had)

2           MAYOR FULLER: Good evening, everyone. Welcome to  
3 our meeting tonight. We are talking about the bridge,  
4 the PD&E study meeting. Ms. Rosado is going to be  
5 running the meeting and then heading Atkins, who is our  
6 consultant.

7           Please listen to everything. We will take  
8 questions later on and will all be later on explained.  
9 Thanks for coming tonight.

10           MS. ROSADO: Good evening. The Town of Bay Harbor  
11 Islands in coordination with the Florida Department of  
12 Transportation would like to welcome you to the public  
13 hearing for the Broad Causeway Bridge Replacement PD&E  
14 study.

15           My name is Jenice Rosado, and I am Town Manager to  
16 Bay Harbor Islands.

17           This public meeting is relative to: The Florida  
18 Department of Transportation, or FDOT, Financial  
19 Project Identification Number 452428-21-01.

20           FDOT Efficient Transportation Decision Making  
21 Number 14520, Town of Bay Harbor Islands Number BC-160.  
22 Bridge Number 875101.

23           The proposed improvement involves the Broad  
24 Causeway Bridge, located along Broad Causeway in  
25 Miami-Dade County. The project limits are from Bay

1 Harbor Islands to East of West Broadview Drive.

2 This hearing is being held to provide you with the  
3 opportunity to comment on this project.

4 Here with me tonight are Mayor Joshua Fuller,  
5 Rodney Carrero-Santana, the Town Engineer and Project  
6 Manager, Alicia Gonzalez, our Community Outreach  
7 Specialist with Media Relations Group leading the  
8 public outreach effort for this project. David Konz,  
9 the Broad Causeway Bridge Project Manager, and Wendy  
10 Lasher, the Deputy Project Manager, both of who are  
11 with AtkinsRealis Consulting.

12 At this time we would like to recognize any  
13 federal, state, county, or city officials who may be  
14 present tonight.

15 Are there any officials who would like to be  
16 recognized?

17 I see a council member. There's a councilman.

18 If there are any the officials online who would  
19 like to be recognized, please submit your name, title,  
20 and affiliation in the question box and you will be  
21 recognized later in the presentation.

22 We will now begin the presentation that will be  
23 led by Wendy and David.

24 MS. LASHER: The purpose of this public hearing is  
25 to share information with the general public about the

1 proposed improvements; its conceptual design; all  
2 alternatives under study; and the potential and adverse  
3 social, economic, and environmental impacts upon the  
4 community.

5 Information about ways you can comment on the  
6 project will be presented. The public hearing also  
7 serves as the official forum providing an opportunity  
8 to the public to express their opinions and concerns  
9 regarding the project.

10 This hearing is being conducted in accordance with  
11 all applicable federal and state laws.

12 This public hearing was advertised consistent with  
13 federal and state requirements. Persons wishing to  
14 express their concerns about Title VI may do so by  
15 contacting either the Town of Bay Harbor Islands Title  
16 VI coordinator, Jenice Rosado, or the Tallahassee  
17 office of the Florida Department of Transportation.

18 This contact information is also provided in the  
19 project handout and on a sign displayed at this  
20 hearing.

21 Public participation is solicited without regard  
22 to race, color, national origin, sex, religion,  
23 disability, or family status.

24 If translation services are needed during this  
25 meeting, please see Dayana here for assistance.

1           "Si usted necesita servicios de traduccion durante  
2           esta reunion, por favor hable con Dayana en el fondo de  
3           la sala para obtener ayuda."

4           "Si gen moun ki bezwen moun tradui pou yo pandan  
5           reyinyon sa a, al kote Dayana ki deye a nan sal la pou  
6           I ede w."

7           Public notice for this meeting was provided in  
8           notifications to property owners and tenants in and  
9           surrounding the project area and those living within  
10          the Town of Bay Harbor Islands.

11          In addition, emails were sent to interested  
12          individuals, elected and appointed officials,  
13          government agencies, and local and state and federal  
14          agencies.

15          This public meeting was advertised on the town  
16          website, in the Florida Administrative Register, in the  
17          Miami Herald, El Nuevo, and Le Floridien, and via  
18          social media.

19          Before I continue, are there any officials who  
20          would like to be recognized that noted their presence  
21          virtually?

22          MS. SANJURJO: No.

23          MS. LASHER: This is a hybrid public hearing being  
24          held simultaneously, in-person, and virtually.

25          If you are attending tonight's meeting using a

1 computer, tablet, or smartphone via Zoom, you will  
2 remain muted throughout the meeting, except for the  
3 formal comment period at the end of the presentation.

4 Before we begin tonight's presentation, we would  
5 like to share a few items regarding the logistics for  
6 the webinar and the comment period.

7 There are three primary components to tonight's  
8 hearing by the Town:

9 First, the open house which occurred prior to this  
10 presentation where you were invited to view the project  
11 displays and to speak directly with the project team  
12 and provide your comments in writing or to the court  
13 reporter.

14 Second, this presentation, which will explain the  
15 project purpose, and need, study alternatives,  
16 potential impacts, both beneficial and adverse, and  
17 proposed methods to mitigate adverse project impacts;  
18 and third, a formal comment period following this  
19 presentation where you will have the opportunity to  
20 provide oral statements at the microphone, or you may  
21 continue to provide your comments to the court reporter  
22 or in writing.

23 A recording of this presentation and meeting  
24 materials will be available on the project website, on  
25 the town project website shortly after the public

1 hearing.

2 For online attendees, if you happen to experience  
3 any technical issues during this meeting, please type  
4 the issue in the question box or send an email to  
5 vsalinas@mrgmiami.com or call (786)614-0050 to report  
6 it. Staff will do their best to assist you.

7 Project documents are available for your review  
8 during normal business hours at the Bay Harbor Islands  
9 Branch Library located in this building, 1175 95th  
10 Street, Bay Harbor Islands, Florida, 333154.

11 The documents will remain on display at the  
12 Morris N. Broad Community Center Library through  
13 July 5th, 2024. Project documents and meeting  
14 materials are also available on the project website or  
15 by scanning the QR code shown on the screen.

16 Shown on your right are the transportation  
17 development process starting with Planning and ending  
18 with the project being complete after Construction. We  
19 are currently in the project development and  
20 environmental or (PD&E) study phase.

21 The PD&E study began with data collection and  
22 review of existing conditions with the project limits.  
23 Transportation issues and concerns are studied, and  
24 solutions developed.

25 During the PD&E study, social, environment and

1       analyses are performed and documented regarding the  
2       proposed transportation improvement.

3               Engineering analysis includes the development of  
4       alternatives that meet the purpose and need of the  
5       project.

6               The environmental analysis determines what  
7       potential impacts the project might have on the social,  
8       natural and physical environments. These analyses  
9       supported decisions regarding the identification of a  
10      preferred alternative.

11              Public involvement is ongoing throughout the PD&E  
12      study. Your input also supports the project  
13      recommendations.

14              In addition to coordinating with you, the public,  
15      the Town has been coordinating with the FDOT and United  
16      States Coast Guard. This is a Town project, and the  
17      Town is funding the PD&E study, but Federal Highway  
18      funding and grants will be requested for future phases  
19      of the project, including design and construction.

20              Since Federal funds will likely be used, the Town  
21      is required to follow the National Environmental Policy  
22      Act, or NEPA. Based on the NEPA Assignment Memorandum  
23      of Understanding between the Federal Highway  
24      Administration and the FDOT, FHWA is the Lead Federal  
25      agency and FDOT will be approving the NEPA documents on

1       behalf of FHWA.

2               The Broad Causeway Bridge is over the Intracoastal  
3 Waterway, so the U.S. Coast Guard is a Cooperating  
4 agency.

5               There are numerous other agencies, as shown here,  
6 that the Town has or will coordinate with for project  
7 information, review, and permitting.

8               The existing bridge was constructed in 1951 and  
9 has been effectively maintained by the Town. The  
10 bridge has been rated in the past as good, but  
11 deterioration has occurred over time and the rating has  
12 been recently rated structurally deficient.

13               The Federal Highway Administration's National  
14 Bridge Inventory rating for a structurally deficient  
15 condition is given to any bridge when any component is  
16 in poor condition.

17               The Bridge is also functionally obsolete, which  
18 means the bridge design is out of date and does not  
19 meet current roadway design standards for features such  
20 as lane width, shoulder width or bicycle and/or  
21 pedestrian facilities.

22               Both the structurally and functional obsolete  
23 ratings do not mean the bridge is unsafe, but they do  
24 indicate the need for rehabilitation or replacement.  
25 As the structure continues to age, frequent costly

1 emergency repairs will be needed to prevent closure or  
2 severe deterioration.

3 A project specific purpose and need is required  
4 for these types of projects and must be approved by the  
5 FDOT.

6 All options for a new bridge, which are called  
7 Build Alternatives, are required to meet the Purpose  
8 and Need Statement. The purpose of the project is to  
9 identify the best solution for replacement of the  
10 existing bridge.

11 The need for the project is based on four points.  
12 First, address bridge deficiencies. To improve safety  
13 and flow of traffic. Lastly, to maintain emergency  
14 evacuation.

15 All alternatives evaluated during the PD&E study  
16 will keep the bridge open to traffic during  
17 construction to allow for emergency evacuation during  
18 the construction period.

19 This project is consistent with the Miami-Dade  
20 Transportation Planning Organization's Long Range  
21 Transportation Plan and Transportation Improvement  
22 Program.

23 MR. KONZ: Based on the engineering and  
24 environmental considerations and the project  
25 constraints, three alternatives were analyzed and

1 presented at the Alternative Public Workshop in-person  
2 on September 26, 2023, and virtually on September 28th,  
3 2023.

4 The No Build Alternative is where no improvements  
5 are made. This alternative remains throughout the PD&E  
6 study and serves as the baseline of comparison of the  
7 other build alternatives.

8 The two build alternatives presented included  
9 Build Alternative 1, a 65-foot high-level fixed bridge  
10 and Build Alternative 2, a 40-foot mid-level movable  
11 bridge.

12 The alternatives developed meet roadway and bridge  
13 design criteria with the goal of minimizing impacts to  
14 the community and the natural and physical  
15 environments.

16 Following the Alternatives Public Workshop  
17 conducted by the town, refinements were made to the  
18 build alternatives to increase the inside shoulder  
19 width from 2 feet to 4 feet. And also based on  
20 coordination with the Miami-Dade Transportation  
21 Planning Organization, the width of the shared use path  
22 was increased from 10 feet to 14 feet and bike lane  
23 markings were removed.

24 This information was presented to the Town of Bay  
25 Harbor Islands Town Council on November 8th, 2023, and

1 Build Alternative 1, the 65-foot high-level fixed  
2 bridge was approved by the town council as the  
3 Preferred Alternative as part of Resolution 2346.

4 The recommendation of Alternative 1, the 65-foot  
5 High Level Fixed Bridge as the Preferred Alternative is  
6 based on engineering and environmental analysis, public  
7 input, cost, and safety.

8 The justification for selection of this  
9 alternative is that it has an estimated 75-year  
10 lifespan, there will be no bridge openings or wait time  
11 for marine traffic, no impacts to Sovereign Submerged  
12 Lands, and a lower impact to Essential Fish Habitat  
13 compared to the other build alternative.

14 This alternative also has the lowest build  
15 alternative cost, public input received supported this  
16 alternative, and this alternative provides bicycle and  
17 pedestrian safety.

18 The No Build Alternative is where no improvements  
19 are made. This alternative is required to be  
20 considered in the NEPA process as a viable alternative  
21 throughout the PD&E study and will serve as a  
22 comparison to the Preferred Alternative.

23 The No Build Alternative does not meet the  
24 project's purpose and need to address bridge  
25 deficiencies, improve safety, improve the flow of

1 traffic, or maintain emergency evacuation.

2 The bridge will continue to deteriorate, and  
3 extensive periodic repairs and maintenance would be  
4 conducted to keep the bridge open.

5 The remaining life span of the existing bridge is  
6 estimated to be 15 to 25 years, at which time the  
7 bridge will have to be decommissioned or replaced.  
8 Please note, if the bridge is decommissioned, it will  
9 eliminate toll revenue and may cause tax increases.

10 An 11-mile detour to the south, shown in blue, and  
11 a 9-mile detour to the north, shown in green, would  
12 have to be utilized if the bridge is decommissioned or  
13 if there are bridge closures for extensive repairs.

14 These No Build Alternative detours would impact  
15 emergency response times and evacuation routes.

16 Now, this rendering shows the comparison of the  
17 existing bridge with a 15.7-foot vertical clearance as  
18 compared to the Preferred Alternative High-Level Fixed  
19 Bridge with a vertical clearance of 65 feet.

20 This height was chosen based on U.S. Coast Guard  
21 coordination and requirements. This height would allow  
22 for all boat traffic to go under the bridge. One of  
23 the benefits of this alternative is that there will be  
24 no drawbridge openings.

25 The proposed route or alignment for the Preferred

1 Alternative would be to the south side of the existing  
2 bridge. This avoids a submerged water line and the  
3 Town Tot Lot to the north (shown in blue), utilize the  
4 Town-owned vacant parcel to the south (shown in green),  
5 and avoided residential relocations.

6 The southern alignment eliminates land  
7 acquisition, and minimizes phased construction, and  
8 saves the Town time and money.

9 These two ariel images show what the Preferred  
10 Alternative would look like with the southern  
11 alignment.

12 This alignment will utilize the southern half of  
13 the causeway island. On the east end of the bridge,  
14 (which is on the right side of the slide) this  
15 alignment utilizes the Town's vacant parcel and  
16 reconnects to the existing roadway at West Broadview  
17 Drive.

18 These renderings show the Preferred Alternative  
19 looking from different advantage points. We now would  
20 like to take you on an ariel tour of the Broad Causeway  
21 Bridge with fly-throughs of 3-D engineering models  
22 showing the Preferred Alternatives.

23 The QR code shows the Preferred Alternative video  
24 animation.

25 Beginning in the Town and moving west, we see the

1 new pedestrian mid-block crosswalk. At the  
2 Intracoastal Waterway, the high-level fixed bridge  
3 provides 65' of vertical clearance. After construction  
4 is complete, the existing bridge will be removed,  
5 making way for larger boats and yachts to travel  
6 without delays.

7 Access is maintained to the service station by  
8 keeping Kane Concourse elevated. The existing toll  
9 gantry remains in place and the camera continues east.

10 A perimeter sidewalk provides recreation  
11 opportunities at the water's edge for exercise, picnic,  
12 or a scenic view.

13 The pedestrian helix is an architectural feature  
14 serving as a gateway to the community. The crosswalk  
15 uses familiar flashing lights with immediate response.  
16 At night LED programmable lighting can feature colors  
17 from the Town logo or accent special events (like using  
18 red, white and blue for Memorial Day or the Fourth of  
19 July.)

20 The Broad Causeway Bridge Replacement Project is a  
21 legacy project, a vital link that will stand for  
22 generations.

23 These renderings show what the Preferred  
24 Alternative looks like on the causeway island. This  
25 alternative shifts all vehicular traffic to the south,

1 leaving the northern portion of the island for  
2 potential recreational uses and dry retention ponds.

3 Proposed improvements on the island as part of the  
4 Preferred Alternative includes landscaping  
5 enhancements, lighting features, along with a  
6 pedestrian and bicycle shared-use path around the  
7 circumference of the island.

8 The proposed bridge typical section for the  
9 Preferred Alternative, is shown here on the top and  
10 includes two 11-ft. travel lanes in each direction  
11 separated by 4-ft, inside shoulders and 2-ft concrete  
12 barrier wall.

13 The outside shoulders are 8 ft. and are adjacent  
14 to concrete barrier walls, and a 14 ft. shared use path  
15 is proposed along the north side of the bridge with a  
16 48 inch high pedestrian/bicycle railing.

17 The proposed design speed is 30 miles per hour,  
18 maintaining the existing posted speed of 30 miles per  
19 hour.

20 The existing bridge typical section shown on the  
21 bottom is what you are driving on today. It has two  
22 10-foot undivided travel lanes and a narrow, raised  
23 maintenance walkway in each direction with no  
24 separation from motor vehicles.

25 The vehicle lane widths and sidewalks are

1           substandard. There's no dedicated bike lanes.

2           Bicycles are sharing a 30-mile per hour travel  
3           lanes with vehicles on lane widths which do not meet  
4           current standards.

5           The raised maintenance walkway that is present not  
6           ADA compliant, and there are currently no sidewalks on  
7           the causeway island west of the bridge. This creates  
8           an unsafe condition for pedestrians along the corridor.

9           The Preferred Alternative will provide ADA  
10          compliant pedestrian accommodations including a 14 foot  
11          shared-use path on the north side of the bridge and  
12          bridge overlooks for pedestrians to rest and enjoy the  
13          view.

14          The circular (helix) ramp on the causeway island  
15          moves pedestrians and bicyclists from the elevated  
16          bridge down to the island where a perimeter shared-use  
17          path at the water's edge exists on both sides of the  
18          island.

19          These improvements provide recreation  
20          opportunities and connection with the Town to North  
21          Miami.

22          Since pedestrian accommodations are on the north  
23          side of the project, mid-block pedestrian crossing with  
24          a push-button feature will be provided with flashing  
25          warning lights, advanced signing, and striping.

1           The crosswalk will be located west of Broadview  
2 Terrace between West Broadview Drive and East Broadview  
3 Drive to move pedestrians from the south side to the  
4 north of the roadway.

5           Mid-block pedestrian crossings are used up and  
6 down Collins Avenue with on-demand pedestrian movement  
7 and vehicular traffic only being stopped for a few  
8 seconds.

9           Enhanced pedestrian wayfinding and traffic calming  
10 devices will help provide safe passage as pedestrians  
11 and bicyclists travel from north to south across Kane  
12 Concourse.

13           Some examples of calming methods are early warning  
14 signs, flashing lights, or even raised speed tables at  
15 the crosswalk with colored pavement.

16           The mid-block pedestrian crosswalk will allow  
17 pedestrian access to the bridge from the south side of  
18 the roadway.

19           For safety, there will be no other crossing of  
20 Kane Concourse at the base of the proposed bridge.

21           Median barriers or fencing will be installed to  
22 prevent unsafe crossings. This will not change the  
23 vehicular access to and from West Broadview Drive.

24           It should be noted that the location of the new  
25 mid-block crossing will be west of Broadview Terrace in

1 order to maintain the existing U-turn at Broadview  
2 Terrace.

3 This public hearing serves as notification of this  
4 change in access per Florida Statute 355.19. The  
5 Preferred Alternative Access Management Changes and an  
6 exhibit is available on the boards presented here  
7 tonight and available in the chat for online attendees.

8 Additional boards and documentation can be found  
9 on the project website. Please review the boards and  
10 fill out a comment card or make a statement to give us  
11 your views on the improvements and their potential  
12 effects.

13 You may also comment on the project website by  
14 mail or email to the Community Outreach Specialist.

15 The Preferred Alternative keeps the bridge open to  
16 traffic during construction phasing. This slide shows  
17 the construction phasing.

18 Phase 1, temporary traffic lanes will shift all  
19 traffic to the north side of the causeway island to  
20 provide space for construction to the south.

21 In Phase 2, all vehicular traffic will be shifted  
22 to the north side, to the new bridge -- I'm sorry --  
23 shifted to the new bridge.

24 In Phase 3, the existing bridge will be partially  
25 demolished while maintaining bicycle access.

1           In Phase 4, the new bridge is completed. The  
2 remainder of the existing bridge will then be  
3 demolished.

4           During all construction phases, maintenance of  
5 navigation through the Intracoastal Waterway and local  
6 notices to mariners will be coordinated with the U.S.  
7 Coast Guard.

8           MS. LASHER: An important element of this PD&E  
9 study was to evaluate the potential impacts and  
10 benefits of the proposed improvements as shown here.

11           There will be no land acquisition or relocations  
12 as part of the project. There will be visual changes  
13 looking at the bridge and from the bridge.

14           There are historic resources and recreational  
15 areas that I will explain impacts on the upcoming  
16 slide.

17           In accordance with Executive Order 19988  
18 "Floodplain Management", the project has been evaluated  
19 for potential floodplain involvement. The entire  
20 project area is located in the 100 year floodplain but  
21 will have no floodplain impacts because it is a tidal  
22 area.

23           Threatened and endangered plant and animal  
24 species are afforded special protection under the  
25 Endangered Species Act of 1973, as amended, and Florida

1 Statutes.

2 The project has been in consultation with the  
3 National Marine Fisheries Service and US Fish and  
4 Wildlife Service to develop measures to avoid,  
5 minimize, and mitigate impacts listed to species.

6 The Town will continue to coordinate with  
7 environmental agencies in the future phases of the  
8 project to meet all environmental permitting and  
9 construction requirements.

10 In accordance with Executive Order 11990,  
11 "Protection of Wetlands," the study team has evaluated  
12 this project for potential impact to wetlands and  
13 seagrasses and the project has been in consultation  
14 with the National Marine Fisheries Service concerning  
15 these resources.

16 It is anticipated that the Preferred Alternative  
17 will impact 0.279 acres of seagrass wetlands and 4.18  
18 acres of Essential Fish Habitat.

19 Appropriate mitigation options will be provided  
20 for unavoidable impacts and are reviewed and approved  
21 by regulatory agencies.

22 The project is expected to result in improved air  
23 quality from reduced vehicular idling by eliminating  
24 drawbridge openings.

25 Although this project will not add travel lanes or

1 vehicular capacity, a preliminary traffic noise  
2 analysis was performed to evaluate highway traffic  
3 noise levels for the project.

4 It was found that although some residents are  
5 predicted to experience traffic noise levels that  
6 approach, meet, or exceed noise abatement criteria  
7 established by Federal Highway Administration (FHWA) for  
8 the year 2050 Build condition, of the residences which  
9 are experiencing an increase in traffic highway noise  
10 levels, noise levels are expected to increase up to 3  
11 dB(A)., with the exception of one residence, which is  
12 predicted to receive a 4.3 dB(A) increase.

13 An increase in noise levels of 3 dB(A) is  
14 considered to be barely perceptible to the human ear by  
15 FHWA. Noise barriers were evaluated for residences  
16 which are expected to be impacted by highway traffic  
17 noise in the year 2050 Build condition, but the  
18 effectiveness of noise barriers was limited due to  
19 access requirements to accommodate driveways along Kane  
20 Concourse.

21 Therefore, noise barriers are not recommended as  
22 part of this project. Noise impacts will be further  
23 assessed in the design phase.

24 A hazardous materials and petroleum screening  
25 analysis identified one site with the potential for

1 high contamination improvement underground at the gas  
2 station on the causeway island.

3 Also, one site with potential for medium  
4 contamination involvement associated with the removal  
5 of the existing bridge.

6 The Town will further evaluate the potential  
7 contamination risks at these sites during the design  
8 phase of the project.

9 Before construction, specially trained crews will  
10 address contamination in these areas, as required.

11 For historic resources, the No Build Alternative  
12 results in no adverse effect. The Preferred  
13 Alternative results in an adverse effect on the  
14 individually National Register of Historic Places for  
15 NRHP eligible Broad Causeway Bridge, the individually  
16 NRHP eligible Citgo historic structure (currently the  
17 Chevron), and the potentially NRHP eligible Bay Harbor  
18 Islands Historic District.

19 Because of the adverse effect, the project team  
20 applied the Section 106 criteria and completed a  
21 Section 106 effects determination; consulted with  
22 affected parties, which is ongoing; and completed  
23 section 4(f) documentation.

24 The State Historic Preservation Office (or SHPO)  
25 concurred with the adverse effects findings on May 28,

1           2024.

2           The team has continued consultation with the SHPO  
3           to resolve the adverse effects through a Memorandum of  
4           Agreement. Once this is completed, Section 106 will be  
5           complete.

6           Potential measures to minimize harm as a result of  
7           the adverse effects to these historic resources will be  
8           documented in a future Memorandum of Agreement between  
9           the Town, FDOT, and the SHPO.

10          These measures include documentation to the U.S.  
11          Department of Interior Historic American Engineering  
12          Record documentation process for historic bridge;  
13          public education, which will include historic markers  
14          about the historic bridge and history of the Town.

15          It will provide an updated survey of the historic  
16          district; and incorporation of potential design  
17          elements.

18          You can provide input by reviewing the boards  
19          shown tonight and filling out a comment form or making  
20          a statement to give us your views on the improvements  
21          and their potential effects on the historic resources.

22          You may also comment on the project website, by  
23          mail or email to the Community Outreach Specialist.

24          The Preferred Alternative has temporary impacts to  
25          the Town of Bay Harbor Tot Lot and Florida

1 Circumnavigational Saltwater Paddling Trail, both  
2 Section 4(f) resources.

3 The team completed a Section 4(f) evaluation in  
4 accordance with the U.S. Department of Transportation  
5 Act of 1966, which established the requirement for  
6 consideration of park and recreation lands, wildlife  
7 and waterfowl refuges, and historic sites in  
8 transportation project development.

9 A small, limited temporary construction area will  
10 be needed to construct a new seawall where the Tot Lot  
11 is located, (shown on this slide in pink).

12 The new seawall will provide enhancement to the  
13 park because the Town is increasing the long-term  
14 stability of the seawall. As shown on the slide, this  
15 temporary occupancy temporarily removes the Tot Lot  
16 picnic pavilion and temporarily moves perimeter fence  
17 from the water's edge to east side of the picnic  
18 pavilion.

19 An additional construction fence will be  
20 installed. During construction of the seawall, the Tot  
21 Lot will continue to be open during daytime regular  
22 daylight hours and have the same access.

23 Seawall construction will last approximately 12  
24 weeks. Once complete, the perimeter fence will be  
25 restored and the pavilion will be returned to its

1 original location or will be replaced with amenities  
2 the Town chooses to have.

3 The temporary occupancy of the Tot Lot is so  
4 minimal as to not constitute a use between within the  
5 meaning of Section 4(f).

6 The Florida Circumnavigational Saltwater Paddling  
7 Trail follows the Intracoastal Waterway under the  
8 existing Broad Causeway Bridge. Since the project  
9 cannot avoid the Paddling Trail, measures to minimize  
10 harm to the trail were undertaken and a temporary  
11 detour route for the trail around the Bay Harbor  
12 Islands was developed as shown on the slide in yellow.

13 The Town will coordinate with and provide detour  
14 notifications to the Florida Department of  
15 Environmental Protection, Office of Greenways and  
16 Trails for posting on their website regarding the  
17 temporary closure. The Florida Navigational Saltwater  
18 trial will be a Section 4(f) "No Use".

19 Anticipated effects from the No Build, Mid-Level  
20 Movable Bridge and High-Level Fixed Bridge Preferred  
21 Alternative are presented in the Evaluation Matrix on  
22 the next two slides.

23 These alternatives are compared based on bridge  
24 criteria and features; traffic operations; social,  
25 cultural, natural, and physical resource impacts; and

1 costs for design and construction.

2 The costs for environmental mitigation will be  
3 determined during final design.

4 The evaluation matrix demonstrates that the build  
5 alternatives satisfies the purpose and need for the  
6 project; includes improvements that accommodate  
7 vehicular, marine, bicycle and pedestrian traffic; does  
8 not have substantial social, natural, and physical  
9 resource impacts.

10 For the No Build Alternative \$72 million dollars  
11 is estimated to reach year 2048, or 25 years. Please  
12 note, this cost is for preventive maintenance only,  
13 excludes building any new bridge in the future, and  
14 excludes major repairs since they are unpredictable as  
15 deterioration accelerates near the end of the bridge's  
16 service life.

17 When the existing bridge was originally  
18 constructed in 1951, it was assumed to have a 50 year  
19 design life. The Town has completed numerous  
20 rehabilitation projects and emergency temporary repairs  
21 in the past and has successfully extended the lifespan  
22 of the 73 year old bridge.

23 This proactive approach allows enough time for  
24 proper planing of the next steps as the bridge nears  
25 the end of its service life.

1           The Mid-Level Movable Bridge is estimated to cost  
2           \$440 million dollars, and the High-Level Fixed Bridge,  
3           which is the Preferred Alternative, is estimated to  
4           cost \$247 million dollars during the first 25 years;  
5           matching the 2048 baseline.

6           Both the Mid-Level Bridge Alternative and the  
7           High-Level Bridge Preferred Alternative have a design  
8           life of 75 years.

9           Due to the Infrastructure Bill, this is really a  
10          good time to proceed with the Preferred Alternative due  
11          to available funds. The Town will likely need to use  
12          toll revenue to fund at least 20% of the total cost.  
13          The Town is pursuing Federal, state, and local grants  
14          in hopes of funding the remaining balance for Design  
15          and Construction costs.

16          For comparison purposes, it is important to  
17          identify the Advantages and Disadvantages for each  
18          alternative. Advantages of the No Build Alternative is  
19          that it maintains the existing facility as-is with no  
20          new improvements.

21          While the No Build Alternative would have no  
22          environmental impacts maintain roadway slope and a  
23          lower cost, it would not address the substandard  
24          roadway, deteriorating bridge or safety needs.

25          Other disadvantages include the potential for

1 bridge closures that would require a detour and may  
2 affect emergency evacuation.

3 Advantages of the Alternative 2, the Mid-Level  
4 Removable Bridge, is that the bridge is not as high and  
5 therefore would have average slopes and less visual  
6 impacts.

7 Improvements would also be made to pedestrian and  
8 bicycle accommodations, safety, resiliency, and  
9 sea-walls.

10 Disadvantages include that it would still have  
11 bridge openings for large vessels and in emergency  
12 evacuation circumstances and higher impacts to  
13 Essential Fish Habitat.

14 Since the alignment is outside of the 300-foot  
15 area the Town controls there will be impact to  
16 Sovereign Submerge lands. This alternative has the  
17 highest cost of \$440.9 million dollars.

18 Advantages of the Preferred Alternative is that  
19 there will no longer be draw bridge openings.

20 Improvements would also be made to pedestrian and  
21 bicycle accommodations, safety, resiliency, and  
22 seawalls.

23 Disadvantages would include potential  
24 environmental impacts, steeper roadway and shared-use  
25 path slopes, visual impacts and costs to design and

1           construct a new bridge at \$247.4 million dollars.

2           Following tonight's public hearing, the next step  
3           is to incorporate your input on this Public Hearing  
4           into our decision-making process.

5           After the permit period closes and your input has  
6           been considered, a decision will be made and final PD&E  
7           document will be sent to the U.S. Coast Guard as a  
8           cooperating agency, and FDOT Office of Environmental  
9           Management, for location and design concept acceptance  
10          or (LDCA). After LDCA acceptance, the project will  
11          continue in the final phase.

12          This project has and will continue to be  
13          undertaken within all state and federal rules and  
14          regulations.

15          The bottom graphic shows the overall anticipated  
16          project schedule if the Preferred Alternative is  
17          selected.

18          We are here in the PD&E phase, which ends this  
19          year, next the design phase will take approximately  
20          two-and-a-half years and includes permitting.

21          We will not have any relocations or right-of-way  
22          acquisition, which will save the Town money and reduce  
23          the overall schedule.

24          The project will proceed directly into  
25          construction in 2028 with the anticipated

1 ribbon-cutting in 2031 or prior.

2 There have been various opportunities for the  
3 public to provide input on this project. Several  
4 public meetings have been held, dating from  
5 February 2022 until tonight.

6 We welcome any oral or written comments you might  
7 have that will help us make this important decision.  
8 At the conclusion of this -- at the conclusion of  
9 this presentation our personnel will distribute speaker  
10 cards to those in the audience who have not received  
11 one and who would like to make a statement.

12 The court reporter will record your statement and  
13 a verbatim transcript will be made of all oral  
14 proceedings at this hearing.

15 If you do not wish to speak at the microphone, you  
16 may present your comments in writing or directly to the  
17 court reporter at the comment table over here. Each  
18 method of submitting a comment carries equal weight.

19 Please note, we will not respond to your comments  
20 or questions during the Formal Comment Period, but we  
21 will respond in writing at a later date.

22 We will alternate between online and in-person  
23 comments. For those attending in person, please do the  
24 following: Fill out a Speaker's Card and provide your  
25 contact information.

1           After online comments are received, the Moderator  
2 will call in-person attendees who fill out Speaker's  
3 Cards.

4           Please come and speak into the microphone. Limit  
5 comments to two minutes.

6           For virtual attendees, please Raise Hand on the  
7 bottom toolbar. When we call your name, please unmute  
8 your microphone, and you will have exactly two minutes  
9 to state your comment. We will record your comments  
10 and respond via mail or email.

11           For dial-in attendees, if you are calling via a  
12 smart phone, you will be able to raise your hand to ask  
13 questions or provide a comment by dialing \*9. You will  
14 be alerted once you are unmuted and allowed to speak.

15           Again, if you have -- if you're having technical  
16 difficulties, please type the issue in the question box  
17 or send an email to [vsalinas@mrgmiami.com](mailto:vsalinas@mrgmiami.com) or call  
18 786-614-0050 to report it. Staff will do their best to  
19 assist you.

20           There are multiple ways to submit comments that  
21 have been stated tonight and are shown here.

22           Written comments received or postmarked no later  
23 than ten days following the date of this public  
24 hearing, which is July 5, 2024. All written comments  
25 should be mailed to the address shown on the slide or

1 in your handout.

2 The Town of Bay Harbor Islands would like to thank  
3 you for your interest in the project and attending this  
4 meeting.

5 This concludes our presentation, and we will now  
6 offer you the opportunity to make a public statement.  
7 This will start the formal comments period.

8 Anyone desiring to make a statement or present  
9 written views and/or exhibits regarding the location,  
10 conceptual design, or social, economic, and  
11 environmental effects of the improvements will now have  
12 an opportunity to do so.

13 If you are holding a Speaker's Card, please give  
14 it to Dayana, and if you have not received a Speaker's  
15 Card and wish to speak please, raise your hand so that  
16 you can receive a card and fill that out.

17 I can help you over here. If you need a Speaker's  
18 Card, please raise your hand.

19 Written statements and exhibits may be presented  
20 in lieu of or in addition to oral statements. All  
21 written materials received at this public hearing,  
22 through the project website and at the Community  
23 Outreach Specialist Media Relations Group office  
24 located at 14707 South Dixie Highway, Suite 404, Miami  
25 Florida 33176, postmarked no later than ten days

1 following the date of this public hearing will become a  
2 part of the public hearing record for this hearing.

3 All written comments should be addressed to Alicia  
4 Gonzalez. Comments may also be emailed to  
5 agonzalez@mrgmiami.com.

6 We will now call upon Jenice Rosado, Town Manager  
7 and will now call upon the virtual those virtual and  
8 dial-in attendees who have raised their hands and those  
9 attendees that have turned in Speaker's Cards.

10 We will alternate between the online and  
11 in-person, and for those attending in person, when you  
12 come forward, please state your name and address.

13 If you represent an organization, municipality, or  
14 other public body, please provide that information, as  
15 well. We ask that everyone limits their inputs for two  
16 minutes.

17 Please come to the microphone so the court  
18 reporter will be able to get a complete record of your  
19 comments.

20 Does anyone else desire to speak? If you have  
21 completed a Speaker's Card, please repeat your name and  
22 address. If not, state your name and address and  
23 complete a Speaker's Card after you've given a  
24 statement for the public record.

25 The verbatim transcript of this hearing's oral

1 proceedings, together with all written materials  
2 received as part of the hearing record and all studies,  
3 displays, and informational materials provided at the  
4 hearing will be made a part of the project  
5 decision-making process and will be available through  
6 the Town of Bay Harbor Islands for public review upon  
7 request.

8 MS. SANJURJO: So I will call Frances. Frances,  
9 please state your full name and address and the number  
10 you have submitted for your comments.

11 MS. NEUHUT: My name is Frances Neuhut. My  
12 question has to do with basically the FDOT because even  
13 -- I feel that --

14 THE COURT REPORTER: Speak louder, please.

15 MS. NEUHUT: I feel it's not safe from entering  
16 from our town to the bridge. It's very congested. The  
17 bridge is -- the other two bridges or three bridges are  
18 not ADA approved sidewalks, the whole thing, so to have  
19 this bridge, I think all these things need to be  
20 cleaned up, as well.

21 The other thing I wanted to say was that we are  
22 doing a 65-foot bridge, right?

23 MS. LASHER: That's an alternative.

24 MS. NEUHUT: Sounds like it is.

25 THE COURT REPORTER: I can't hear you.

1 MS. NEUHUT: We are not a historic district. We  
2 have been turned down many years ago for stating  
3 Aventura, so this ramp that you are putting, to me,  
4 looks very dangerous. It's very high. I don't know  
5 the elevation.

6 Are there going to be sidewalks on those  
7 elevations that come down the ramp?

8 It just looks very scary, and I don't think it's  
9 necessary to have that to save a non-historic bridge  
10 (inaudible).

11 It seems like everything is focused on the gas  
12 station, which really is not historic. We went over  
13 this many years ago. One of our council members  
14 decided to destroy everything else in the town. We'll  
15 put the gas station and now it's an eyesore as far as  
16 I'm concerned and it's disturbing. Thank you.

17 MS. SANJURJO: Question?

18 MR. BIRCHER: My name is Preston Bircher, 1073  
19 98th Street. Couple of comments I would like to make.

20 If something is romantic about where we live is  
21 the involerable (sic) lighting, the low level lighting  
22 across the causeway bridge; very romantic.

23 What I'm seeing, the illustrations are very  
24 freeway, the model of I-95 going across. Some low  
25 level lighting incorporate the same type of beauty that

1 we have new.

2 The new Riveron (sic) Bridge was made with  
3 handrails where they are all LED lighting were below  
4 eye level is where you're walking it's illuminated, so  
5 we don't have light pollution above. That is something  
6 else that is romantic about being here in our home.

7 I would like to make sure that does get looked at  
8 and incorporated into this massive construction  
9 project, which is desperately needed.

10 Another question is if something can be attended,  
11 what's going on under the bridge where it's not  
12 parking.

13 Is it an open space for weeds? Is it a place for  
14 homeless people to camp out? Is it being encased so  
15 that there is the infrastructure project material,  
16 (inaudible) it's got to be identified some way.

17 What is happening under the bridge is not parking  
18 and not open for park life.

19 The last one is, is there any current money  
20 dedicated to the poured concrete sections of our bridge  
21 to maintain something other than what's being built  
22 along I-95.

23 Is there character? Was there anything pending on  
24 what was there being taken down, such as like when they  
25 reconstructed the Venetian Bridge, they replicated a

1 part of -- looking at modern standard, but they did  
2 replicate what was there originally from the early  
3 twenties all the way through. I just wanted to say I  
4 would love to see some kind of presentation on what is  
5 going to be for historic, the visual on top of the  
6 necessity. Thank you.

7 MS. SANJURJO: I would like to call Ileen Wallace.

8 MS. WALLACE: Thank you. That was an excellent  
9 presentation.

10 MS. LASHER: Please state your name and address.

11 MS. WALLACE: Ileen Wallace, 10350 West Bay Harbor  
12 Drive, former Mayor of Bay Harbor Islands. I have been  
13 involved with what is going on with the bridge for  
14 many, many, years and we have had prophylactic  
15 improvements, et cetera.

16 I understand the bridge is worn out, and the town  
17 right now is going through renaissance, which a new  
18 bridge is going to be part on the renaissance, be part  
19 of the statement of the town.

20 I love everything I have seen about it. I asked a  
21 question about a formal model that we could look at.  
22 That shows my age, because I'm asking for something  
23 tangible and you have AI, and you have the glass  
24 goggles, and we'll be able to put the goggles on and  
25 pretend like we are driving through the bridge, which

1 I think is fabulous and I can't wait to see something  
2 like that.

3 I don't have the goggles. I'm not going to get  
4 them, but I'll come here to look at them.

5 The second thing -- two other things. The cost of  
6 concrete, the cost of steel. Have you projected what  
7 those costs will be in what, five years, because we  
8 know that it -- there's shortages and we know that, on  
9 both entities, so that's my question, as well, and  
10 thank you very much for the presentation.

11 MS. SANJURJO: If there's anyone else in person  
12 that would like to speak, please fill out a Speaker's  
13 Card.

14 We will get one for you. If you do not wish to  
15 speak or you would like to make a comment, there's  
16 comments cards on the table in the back. Please feel  
17 free to fill one out and just leave it at the comment  
18 box.

19 If there any persons that would like to leave a  
20 comment online, please do so in the question and answer  
21 session, and we will also record it. So, I have a  
22 question from Drew Figdor, D-R-E-W F-I-G-D-O-R.

23 Are you allowed to do construction on Saturday or  
24 Sunday?

25 He also asked, what are the dimensions of the

1 proposed bridge versus old? How many feet of existing  
2 vacant lots are used?

3 We have another question from Marcia Teixeira.

4 M-A-R-C-I-A T-E-I-X-E-I-R-A.

5 What will happen to the toll charge?

6 And we have a question from an anonymous attendee.

7 What are setbacks for vacant property lines? How  
8 close can bridge be built to existing houses?

9 So those are the online comments that we have.

10 MS. LASHER: Is there anyone also that --

11 MS. NEUHUT: I have one more question. May I?

12 Who issued the permits? How many entities are involved  
13 in issuing the permits? That's my only question.

14 MS. LASHER: We will reply to all these comments  
15 and questions written email or formally through the  
16 mail.

17 MS. SANJURJO: We have three hands raised.

18 MS. LASHER: Okay. We have three hands raised  
19 online. We will begin with the comments.

20 Drew Figdor, you will be unmuted now so please  
21 state your comments.

22 Drew?

23 THE WITNESS: I don't think they are set up for  
24 unmute audio out, so comments to the staff would be --

25 MS. SANJURJO: If you have any other comments,

1 please write them in the chat or the Q. and A.

2 We have a comment from Norma Orovitz. N-O-R-M-A  
3 O-R-O-V-I-T-Z. Sixteen year resident of Bay Harbor  
4 Islands. We are thrilled with the prospect of a fixed  
5 bridge. Just hope we live long enough to see it.

6 And there's another comment from an anonymous  
7 attendee.

8 Why can't people cross the street at the light?  
9 It's dangerous crossing in the middle of the street.

10 We have Aveda Ceravita (phonetic), if you can  
11 please state your comments or questions in the chat.

12 MS. LASHER: If there are there any additional  
13 comments or questions in the chat will be recorded and  
14 they will be included as part of the public hearing  
15 record and we will respond to those that are not listed  
16 as anonymous, and with that, thank you for attending  
17 this public hearing and for providing us -- one more.

18 Teri Damico.

19 MS. DAMICO: Hi. I'm Teri Damico. 9101 East Bay  
20 Harbor Drive.

21 I wanted to know how much more that we are  
22 accommodating as far as costs for the Citgo station,  
23 and what are the plans it, because we you did mention  
24 that we have to do a survey of the islands.

25 We did one in 2006. It was quite expensive. Is

1           that what you see happening? Please explain that.

2           MS. LASHER: We are accepting comments. We will  
3 respond.

4           MS. DAMICO: I would like to see the cost  
5 difference without the gas station and without the ramp  
6 Thank you.

7           MS. LASHER: Anyone else? Thank you for attending  
8 this public hearing, and for providing your input into  
9 this project.

10           It is now 8:18 p.m. I hereby officially close the  
11 public hearing for the Broad Causeway Bridge  
12 Replacement Study.

13           Thank you again, and have a good evening. Safe  
14 travels.

15           (The hearing was concluded at 8:18 p.m.)

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## 1 CERTIFICATE OF REPORTER

2 STATE OF FLORIDA  
3 COUNTY OF DADE4 I, SANDRA LISH, Professional Court Reporter  
5 do hereby certify that I was authorized to and did  
6 stenographically report the Broad Causeway Bridge  
7 Replacement Public Hearing; pages 1 through 43; that  
8 the transcript is a true recording of my stenographic  
9 notes.10 I further certify that I am not a relative,  
11 employee, attorney or counsel of any of the  
12 parties, nor am I a relative or employee of any of  
13 the parties' attorney or counsel connected with  
14 the action, nor am I financially interested in the  
15 action.16 The foregoing certification of this transcript does  
17 not apply to any reproduction of the same by any means  
18 unless under the direct control and/or direction of the  
19 certifying reporter.

20 DATED this 27th day of June, 2024.

21   
22 Sandra Lish  
23 Court Reporter  
24  
25