

Section 106 Determination of Effects Case Study Report

Florida Department of Transportation

District Six

ATLANTIC ISLE BRIDGE (FDOT Bridge No. 874218)

Limits of Project: Atlantic Avenue, Sunny Isles Beach

Miami-Dade County, Florida

Financial Management Number: 430029-2-21-01

ETDM Number: 14413

Date: March 2023

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by 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.

EXECUTIVE SUMMARY

At the request of the Florida Department of Transportation (FDOT), District Six, Janus Research prepared a Section 106 Determination of Effects Case Study Report for the replacement of the Atlantic Isle at West of State Road (SR) A1A Bridge (FDOT Bridge No. 874218), in the City of Sunny Isles Beach, Miami-Dade County. 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 project to the National Register of Historic Places (National Register) eligible resources identified during the *Cultural Resources Assessment Survey (CRAS) for the Atlantic Isle at West Bridge (FDOT Bridge No. 874218) Project Development & Environment (PD&E) Study* (Janus Research 2022).

The 2022 CRAS resulted in the identification of four significant historic properties within the project Area of Potential Effect (APE): the Atlantic Island (also known as Isle) Bridge (Florida Master Site File [FMSF] No. 8DA6433), the Atlantic Island Resource Group (8DA19241), with two contributing resources, the Lake of the Isles (8DA15824) and Atlantic Island Park (8DA15825). In a letter dated February 2, 2022, the State Historic Preservation Officer (SHPO) concurred with the determinations of the 2022 CRAS. A copy of the concurrence letter is attached to this report in **Appendix A**.

The Atlantic Island Bridge (8DA6433) was first determined National Register eligible by the SHPO on August 23, 2016 under Criteria A and C in the areas of Community Planning and Development and Architecture for its association with the development of the Atlantic Island subdivision and Sunny Isles Beach, as well as its unique design. The overall Atlantic Island Resource Group (8DA19241) was identified in 2022 as National Register eligible under Criteria A and C in the areas of Community Planning and Development and Landscape Architecture. The same survey identified three contributing resources to the Resource Group: the previously recorded (and individually National Register eligible) Atlantic Island Bridge, the Lake of the Isles (8DA15824), and Atlantic Island Park (8DA15825).

The PD&E study's purpose is to address the structural and functional deficiencies of the existing bridge. Alternatives evaluated for the PD&E study include the No Action and two Build Alternatives. Potential build alternatives include the Rehabilitation Alternative (Build Alternative #1) or the Replacement Alternative (Build Alternative #2) of the bridge. The result of the alternatives analysis was the selection of the Replacement Alternative (Build Alternative #2) for the Preferred Alternative. The Preferred Alternative consists of constructing a new structure in the location of the existing bridge.

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 these National Register-eligible properties. The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to the significant historic properties to determine project effects on each of the eligible historic properties (**Section 4**). In consideration of available project information, the Preferred Alternative, Build Alternative #2, will have an adverse effect on the Atlantic Island Bridge (8DA6433) since it will be removed. With the removal of the bridge, the Atlantic Island Resource Group (8DA19241) will also be adversely impacted. The Preferred Alternative will have no adverse effect on the Lake of the Isles (8DA15824), and Atlantic Island Park (8DA15825). The Preferred Alternative incorporates a new low-profile bridge with a structural arch and non-structural oolitic limestone along the exterior faces to acknowledge the form and aesthetics of the existing bridge.

Affected parties' consultation during the Section 106 process among FDOT, SHPO, interested parties, and the public took place at meetings with project stakeholders in June 2022 and October 2022. Summary of the consultation meetings is provided in this report in **Section 5** and meeting minutes are attached in **Appendix B**. Further consultation will take place in order to develop mitigation and a Memorandum of Agreement (MOA).

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1.0 INTRODUCTION

At the request of the Florida Department of Transportation (FDOT), District Six, Janus Research prepared this Section 106 Determination of Effects Case Study Report for the replacement of the Atlantic Isle at West of State Road (SR) A1A Bridge (FDOT Bridge No. 874218), in the City of Sunny Isles Beach, Miami-Dade County. 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 project to the National Register of Historic Places (National Register) eligible properties identified during the *Cultural Resources Assessment Survey (CRAS) for the Atlantic Isle at West Bridge (FDOT Bridge No. 874218) Project Development & Environment (PD&E) Study* (Janus Research 2022).

The 2022 CRAS resulted in the identification of four significant historic properties within the project Area of Potential Effect (APE): The Atlantic Island (also known as Isle) Bridge (Florida Master Site File [FMSF] No. 8DA6433), the Atlantic Island Resource Group (8DA19241), with two contributing resources, the Lake of the Isles (8DA15824) and Atlantic Island Park (8DA15825). In a letter dated February 2, 2022, the State Historic Preservation Officer (SHPO) concurred with the determinations of the 2022 CRAS. A copy of the concurrence letter is attached to this report in **Appendix A**.

Figure 1-1 depicts the general location of the project area, which is in Section 14 of Township 52 South, Range 42 East, on the North Miami (1988) United States Geological Survey (USGS) quadrangle map.

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 these National Register-eligible properties. This report includes a summary of the description of the project (**Section 2**) and a summary description of the significant historic properties (**Section 3**). The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to the significant historic properties to determine project effects on each of the eligible historic properties (**Section 4**). In consideration of available project information, the Preferred Alternative, Build Alternative #2, will have an adverse effect on the Atlantic Island Bridge (8DA6433) since it will be removed. With the removal of the bridge, the Atlantic Island Resource Group (8DA19241) will also be adversely impacted. The Preferred Alternative will have no adverse effect on the Lake of the Isles (8DA15824), and Atlantic Island Park (8DA15825). The Preferred Alternative incorporates a new low-profile bridge with a structural arch and non-structural oolitic limestone along the exterior faces to acknowledge the form and aesthetics of the existing bridge.

Affected parties' consultation during the Section 106 process among FDOT, SHPO, interested parties, and the public took place at meetings with project stakeholders in June 2022 and October 2022. Summary of the consultation meetings is provided in this report in **Section 5** and meeting minutes are attached in **Appendix B**. Further consultation will take place in order to develop mitigation and a Memorandum of Agreement (MOA).



Figure 1-1: Project Location Map

2.0 PROJECT DESCRIPTION

The FDOT is conducting a PD&E Study (FPID No. 430029-2-21-01) for the Atlantic Isle Bridge (FDOT Bridge No. 874218). The Atlantic Isle Bridge, constructed in c. 1925, is a historic bridge located within the City of Sunny Isles Beach in Miami-Dade County, Florida. The Atlantic Isle Bridge is a one-way, low-level fixed bridge located along Atlantic Avenue on Atlantic Island just west of State Road (SR) A1A (Collins Avenue) and on the north side of the Atlantic Isle Lagoon. Atlantic Avenue is approximately 0.25 miles in length and is a one-way eastbound, undivided roadway that serves residential traffic and service vehicles. Atlantic Isle is a two-way, east-west residential roadway that intersects with Atlantic Avenue and is located on the south side of the Atlantic Isle Lagoon. There are approximately 14 residential properties along Atlantic Avenue that use the bridge to access their properties on the one-way roadway. The functional classification for both facilities is local road. The roadways on Atlantic Island are owned and operated by the City of Sunny Isles Beach, however FDOT maintains the island bridges including the Atlantic Isle Bridge.

The Atlantic Isle Bridge spans approximately 60 feet over a narrow channel between the Lake of the Isles (Atlantic Isle Lagoon) and Biscayne Bay. The west and east bridge approaches are approximately 16 feet wide. The bridge typical section is approximately 20 feet wide with one 10-foot-wide travel lane in the center, and includes a planter easement, curbs, and barrier walls on both sides. Bicyclists and pedestrians must share the 10-foot-wide travel lane to cross the bridge as no sidewalks are provided on the existing facility. The latest bridge inspection report dated September 26, 2022, indicates that this one-way bridge is functionally obsolete, with a sufficiency rating of 40.9 and a health Index of 60.39. A load rating analysis was performed on the bridge in 1999 and again in 2012, resulting in recommended weight restrictions posting of single unit trucks at 12.5 tons, and combination trucks at 21.1 tons. The load posting on the bridge poses a significant issue for the residents of Atlantic Isle since garbage trucks, as well as trucks transporting concrete, building materials/demolition debris, and other urban goods, may not be within an adequate weight range to cross the bridge. As trucks are restricted to smaller loads when crossing the bridge and are forced to make several circuitous trips to transport freight, unnecessary truck traffic is being added to the surrounding roadway network. In some cases, fire trucks, emergency vehicles, delivery or moving vans, and construction vehicles also exceed the posted bridge load limit. Overweight vehicles accessing neighboring properties must complete a crossover requiring special procedures such as the use of flagmen in order to proceed.

The bridge is open to vehicular traffic that meets posted weight restrictions and is used for access to the residential properties on Atlantic Avenue. The Atlantic Avenue roadway typical section east and west of the bridge consists of 16 feet of pavement utilized by one-way traffic with curb and gutter on the outside. The posted speed limit along Atlantic Isle and Atlantic Avenue is 20 miles per hour. **Figure 2-1** shows the current traffic pattern at the project location.

2.1 PROJECT BACKGROUND

In 2016, FDOT conducted a feasibility study to identify bridge rehabilitation alternatives to better serve the needs of the community and to preserve the service life of the Atlantic Isle Bridge. The results of the feasibility study are documented in the *Atlantic Isle Lagoon Bridge Proof of Concept Report* finalized in September 2016 (FDOT 2016). The 2016 *Proof of Concept Report* evaluated several alternatives to rehabilitate the bridge which included reusing the existing concrete arch, replacing the existing arch with a new CIP reinforced concrete arch, reconstructing the existing bridge with a new precast concrete structure, and preserving the existing bridge with minor repairs but without any bridge rehabilitation. The study resulted in the identification of a preferred alternative to reuse the existing concrete arch.

Based on the feasibility study, FDOT prepared rehabilitation design plans based on the preferred alternative. The location of foundations was coordinated with the FDOT District 6 geotechnical and maintenance staff. Results from borings and excavations were not conclusive at the bridge approaches, and excavation of both approaches were required to complete the rehabilitation design plans. However, since excavation of the bridge approaches had the potential to have an adverse effect on the bridge, FDOT

discontinued the bridge rehabilitation design until further study of a range of alternatives could be analyzed for environmental effects. In 2016, a CRAS was conducted for the rehabilitation of the bridge. The CRAS resulted in the determination that the Atlantic Island Bridge (8DA6433) was National Register eligible under Criteria A and C in the areas of Community Planning and Development and Architecture for its association with the development of the Atlantic Island subdivision and Sunny Isles Beach, as well as its unique design. The SHPO concurred on the determination of eligibility on August 23, 2016 (Janus Research 2016). However, the project was placed on hold due to the complexities of testing the bridge approaches.

Subsequently, FDOT initiated the current PD&E Study in September 2020 to fully evaluate all potential alternatives including a replacement alternative. Prior to the initiation of the PD&E Study, an Efficient Transportation Decision Making (ETDM) Programming Screen was completed in February 2020. An updated CRAS was conducted in 2022 to incorporate all potential alternatives during the current PD&E Study. The 2022 CRAS resulted in the confirmation that the Atlantic Island Bridge (8DA6433) remained National Register eligible and resulted in the documentation and identification of three additional National Register properties (the Atlantic Island Resource Group (8DA19241), with two contributing resources, the Lake of the Isles (8DA15824) and Atlantic Island Park (8DA15825). The identified significant properties are discussed in this document in **Section 3**.

Alternatives evaluated for the current PD&E Study, included the No Action and Build Alternatives. Potential build alternatives include the Rehabilitation Alternative (Build Alternative #1) or the Replacement Alternative (Build Alternative #2) of the bridge. See below for the assessment of each alternative. **Section 4** provides the effects analysis for the Preferred Alternative.

2.1.1 Initial Alternatives Considered

Initial alternatives considered included Transportation Systems Management and Operations (TSMO) alternatives, multimodal alternatives, tunnel alternative, new alignment alternative that avoids the NRHP-eligible Atlantic Island Bridge, and conversion of the bridge to a pedestrian bridge. Alternatives that did not meet the project's purpose and need, or had constructability issues, significant ROW impacts, or significant adverse impacts to natural, social, cultural, and physical environmental resources, were not considered viable and were eliminated from detailed consideration.

The only TSMO option applicable to this project is continued and limited repairs to the existing bridge. Because the bridge will continue to deteriorate even with routine maintenance and repairs, the TSMO alternative would not preserve the aesthetic façade or the historic integrity of the bridge long term. Therefore, the TSMO alternative was eliminated from detailed consideration as it does not address the bridge's structural and functional deficiencies. There are no multimodal alternatives that are consistent with the project's purpose and need that would address the bridge's structural and functional deficiencies or maintain vehicular access for residences of the island. Therefore, a multimodal alternative was eliminated from detailed consideration. A tunnel also was considered but eliminated because of the significant social, natural, cultural, and physical impacts. A tunnel would result in demolition of the existing NRHP-eligible bridge and have significant impacts to the NRHP-eligible resources, Lake of the Isles and Atlantic Island Park.

Alternatives on new alignments were also considered to avoid adverse effects to the NRHP-eligible Atlantic Island Bridge. A new alignment to the north of the existing bridge (Biscayne Bay side) would require realigning part of Atlantic Avenue northeast and reconstructing a new bridge over Biscayne Bay. This alternative would significantly impact multiple residences along Atlantic Avenue, as well as the sensitive natural resources associated with Biscayne Bay. A new alignment to the south of the existing bridge (lagoon side) would require realigning part of Atlantic Avenue southwest and reconstructing a new bridge over the lagoon. This alternative would significantly impact the NRHP-eligible resources, Lake of the Isles and Atlantic Island Park. While both alternatives avoid the NRHP-eligible Atlantic Island Bridge, they would have an adverse effect on the Atlantic Island Resource Group as well as residential properties and natural resources. Therefore, an alternative on a new alignment was eliminated from further consideration.

A Pedestrian Bridge Alternative was also considered to potentially extend the service life of the bridge. This alternative would maintain the existing bridge structure as a pedestrian bridge and prohibit all motor vehicle access on the bridge. The existing bridge typical section would remain. This alternative would require widening Atlantic Avenue to two lanes (one lane per direction) to provide two-way travel to maintain access to the existing properties. Additionally, implementation of turnouts (or turnaround areas) west and east of the bridge would be required to prohibit vehicular traffic from entering the bridge. The proposed turnouts east and west of the bridge are approximately 40 feet wide and have a turning radius of 20 feet. The turnaround areas end with a low-profile barrier or similar barrier as the one used on the renovated bridges at the entrance of the island. A permanent gravity wall would be required for the turnout area west of the bridge. This alternative includes permanent ROW impacts to the NRHP-eligible resources, Atlantic Isle Lagoon and Atlantic Island Park. Although this alternative avoids the NRHP-eligible Atlantic Island Bridge, it would have an adverse effect on the Atlantic Island Resource Group. The service life of the existing bridge may be extended without vehicular loads, but because of the unknown foundations, predicting its longevity is difficult. Further, the structure and exterior limestone façade will continue to require repairs as the bridge continues to deteriorate. Therefore, the Pedestrian Bridge Alternative was eliminated from further consideration.

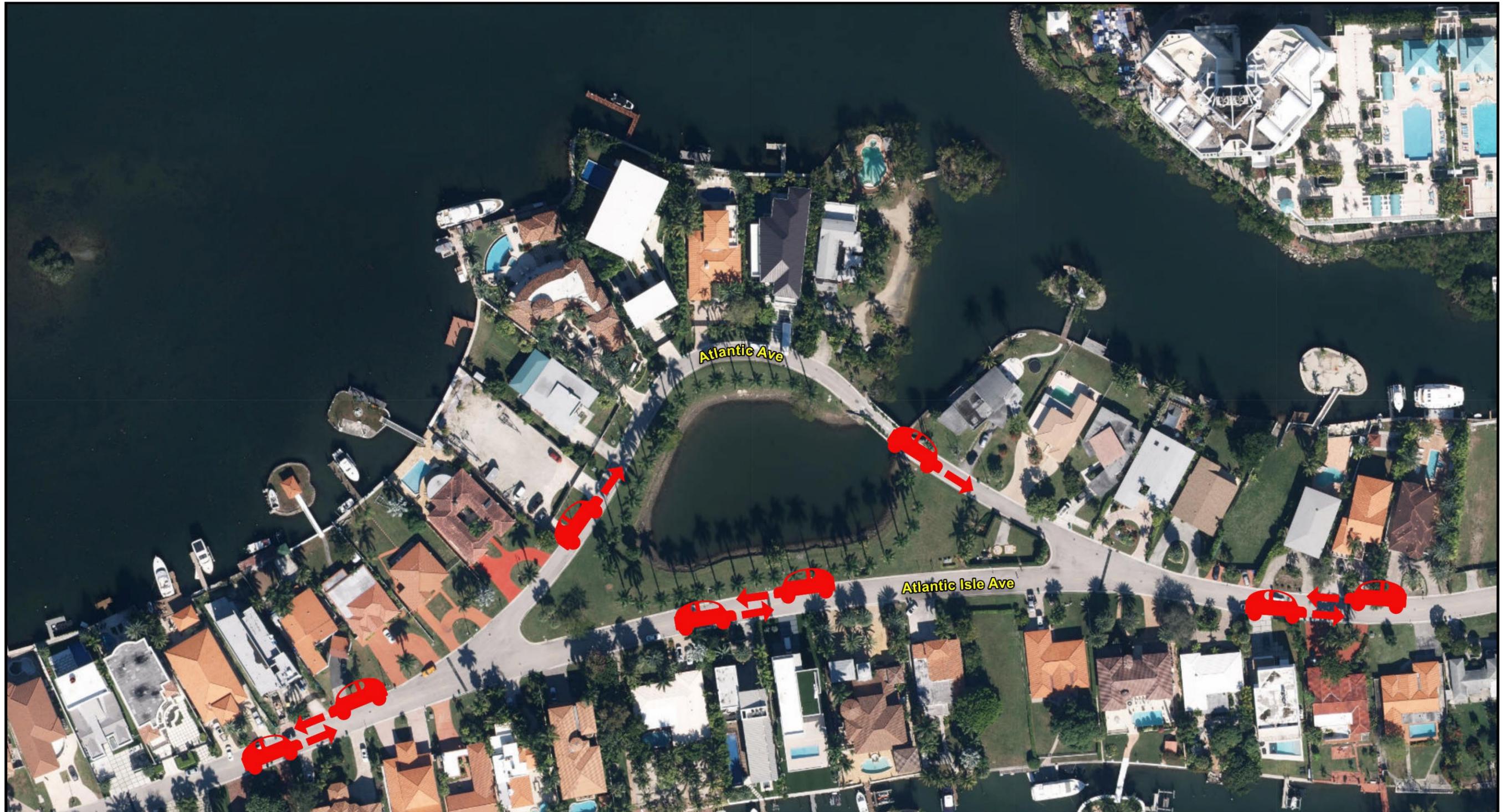
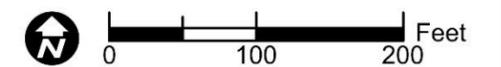


Figure 2-1: Current Traffic Direction

Cultural Resource Assessment Survey for the Atlantic Isle at West Bridge #874218 Project Development and Environment (PD&E) Study (FPID No. 430029-2-21-01)

 Traffic Direction

Miami-Dade County



0 100 200 Feet

2.1.2 No-Action Alternative

The No-Action Alternative maintains the existing bridge and roadway approaches in their existing condition and includes no rehabilitation of the existing bridge superstructure or substructure. The No-Action Alternative involves minor maintenance repairs in an attempt to extend the functional use of the bridge as recommended by routine bridge inspections until future inspections require reduced loading capacity or bridge closure. In the existing condition, the bridge is functionally obsolete and structurally deficient. The bridge rating is below a sufficiency rating of 50 and is eligible for replacement per FHWA policy. The bridge is nearing the end of its service life and displays exposed rebar and multiple instances of cracking, delamination, and spalls, which vary in size and severity on the soffit and sides of the bridge. The exterior oolitic limestone-covered walls also show cracks up to 1 inch wide. The posted weight restrictions would be maintained and increased as needed based on future maintenance inspections.

A geotechnical investigation performed in March 2021 was initiated to determine the size and type of the existing foundations; however, the investigation was inconclusive, and the bridge was classified as having “unknown foundations.” Further investigation of the existing foundations requires investigation methods that could have an adverse effect on the bridge, and because the bridge is NRHP-eligible, would require permission from SHPO. The FDOT District Six Structures Maintenance Department estimates that the bridge life span is 15 to 25 years. Estimates of the extent of spall and crack repairs are based on experience and engineering judgment but would require additional field work during final design to accurately quantify.

The No-Action Alternative has the following advantages and disadvantages:

Advantages:

- No loss of the NRHP-eligible historic property
- No construction cost
- No temporary noise or vibration impacts during construction
- No disruption of existing travel patterns

Disadvantages:

- Does not correct bridge geometric/functional deficiencies (substandard traffic barriers)
- Does not correct bridge structural deficiencies
- Posted restrictions to remain and could increase over time; potential for bridge closure
- Heavy vehicles such as fire trucks, garbage trucks, and large moving tractor trailers will be prohibited to cross the bridge; or require continued use of flagging staff and special crossover procedures
- Aesthetic appearance and historic integrity of the bridge architectural limestone façade will continue to deteriorate
- Bridge life span is estimated at 15 to 25 years
- The NRHP-eligible property will continue to deteriorate as routine maintenance is insufficient to fix the deficiencies and rehabilitation is required to achieve long-term preservation of the physical structure and its associated historic significance

The No Action Alternative does not meet the project's purpose and need, it is not recommended as the Preferred Alternative.

2.1.3 Build Alternative #1-Rehabilitation Alternative

The Rehabilitation Alternative (Build Alternative #1) involves rehabilitation of the existing bridge superstructure, providing a new CIP reinforced concrete arch structure, and maintaining one-way travel on the bridge. The roadway width will be maintained, but the typical section and vertical roadway geometry will be impacted to accommodate the retrofitted structure depth. Because of the age, unknown size, and type of the existing bridge foundations, this alternative is anticipated to require the new arch to be supported on new deep foundations. The proposed new arch would extend beyond the ends of the existing concrete arch and foundations to avoid the existing foundation removal costs and the associated risks that could impact the adjacent residential property foundations and structures. A new bridge substructure (abutments and foundations) would be constructed to support the rehabilitated bridge superstructure. During construction, the existing substructure and the superstructure will remain to support the existing concrete arch and exterior limestone façade. The existing roadway limerock base and pavement would be removed and replaced with a concrete riding surface provided by the new arch structure. The horizontal bridge typical section would remain; however, the vertical direction of the typical section will be impacted since the roadway profile will be higher at the bridge section to accommodate the additional thickness of the new structural arch. This alternative does not address the bridge's functional deficiencies (substandard traffic barriers) because that would require removal and replacement of the arch spandrel walls, which could compromise the integrity of the already deteriorating bridge.

The demolition work and the construction of the new bridge components pose risks to the existing structure, including damage to the architectural façade, such as cracking, breakage, or loss of the oolitic limestone façade material; cracking or loss of stucco surfacing on the underside of the existing arch; damage to the deteriorating bridge structure; and excessive settlement of the existing foundations supporting the existing bridge during construction. Additionally, it is unknown if the current bridge possesses hidden damages since its construction in 1925. Construction of the rehabilitation alternative requires the existing foundations to support the existing arch and façade throughout construction. The unknown nature of the existing foundations may require temporary shoring under the bridge to support the existing arch and façade until the rehabilitation is complete. The need for such temporary shoring also would satisfy the need for falsework to support the wet concrete for the new CIP arch, which would be in close contact with the top of the existing arch. The proposed arch and new foundations also would support the load of the existing portions of the bridge remaining in place. The new structural arch would connect to the existing arch and façade from above the existing foundations, rendering the existing foundations redundant and eliminating the inherent uncertainty of the unknown load-carrying capacity of the existing foundations. Therefore, future deterioration of the existing foundations would have no adverse impact on the rehabilitated bridge. The longevity of the retained portions of the existing bridge would be dependent on the commitment to repair and maintain the mostly non-structural limestone façade and underside stucco of the existing arch.

The Rehabilitation Alternative requires the bridge to be closed during construction, therefore temporary roadway widening and a turnout along Atlantic Avenue is needed to maintain two-way access during construction. Once the rehabilitation is complete, Atlantic Avenue would be returned to its existing width. The temporary roadway turnout is proposed west of the bridge to accommodate maintenance of traffic. The temporary turnout would require temporary walls (either gravity or sheet pile wall-types). All wall options would require excavation of the soil or installation via driving or vibratory methods near the waterline of the Atlantic Isle Lagoon. The wall is considered temporary and could be removed following completion of the bridge construction work and elimination of the temporary turnouts.

The temporary roadway widening would temporarily impact approximately 0.02 acres of the Atlantic Island Park (8DA15825), which is National Register eligible as a contributing resource to the Atlantic Island Resource Group (8DA19241). The Rehabilitation Alternative also includes permanent impacts to NRHP-eligible bridge. **Figure 2-2** presents the Rehabilitation Alternative area of impact of contributing features within the Atlantic Island Resource Group. **Figure 2-3** presents the proposed Rehabilitation Alternative Typical Section.

The Rehabilitation Alternative has the following advantages and disadvantages:

Advantages:

- Corrects bridge structural deficiencies
- Posted bridge loading restrictions removed, as the bridge meets design live load requirements in accordance with current FDOT guidelines
- Heavy vehicles such as fire trucks, garbage trucks, and large moving tractor trailers will be able to cross the bridge
- Bridge design life of the new arch and foundations will be 75 years
- Portions of the historical bridge (architectural limestone façade and arch) could be retained

Disadvantages:

- Does not correct bridge geometric/functional deficiencies (substandard traffic barriers)
- Bridge roadway vertical profile higher than existing to accommodate new arch
- Risk for the architectural façade and bridge structure to be damaged during construction
- Potential for settlement of the existing bridge during construction
- Risk of construction field changes due to the unknown nature of the existing foundations
- Longer construction time compared to the replacement alternative
- Continued maintenance costs associated with the bridge architectural façade (post rehabilitation) as it will continue to deteriorate
- Permanent impacts (0.03 acres – slab area) to the NRHP-eligible Atlantic Island Bridge (8DA6433) and its contributing resource to Atlantic Island Resource Group (8DA19241)

The Rehabilitation Alternative meets the project's purpose and need, however because there are multiple unknowns (including the bridge foundations) associated with the existing bridge, there is risk in successfully rehabilitating the bridge and maintaining its architectural elements. This alternative has increased project costs for emergency corrective repairs and other unknowns likely to be identified only during construction, as well continued maintenance costs associated with repairing the architectural limestone façade. Therefore, investment into this alternative may not be prudent, and therefore is not recommended as the Preferred Alternative

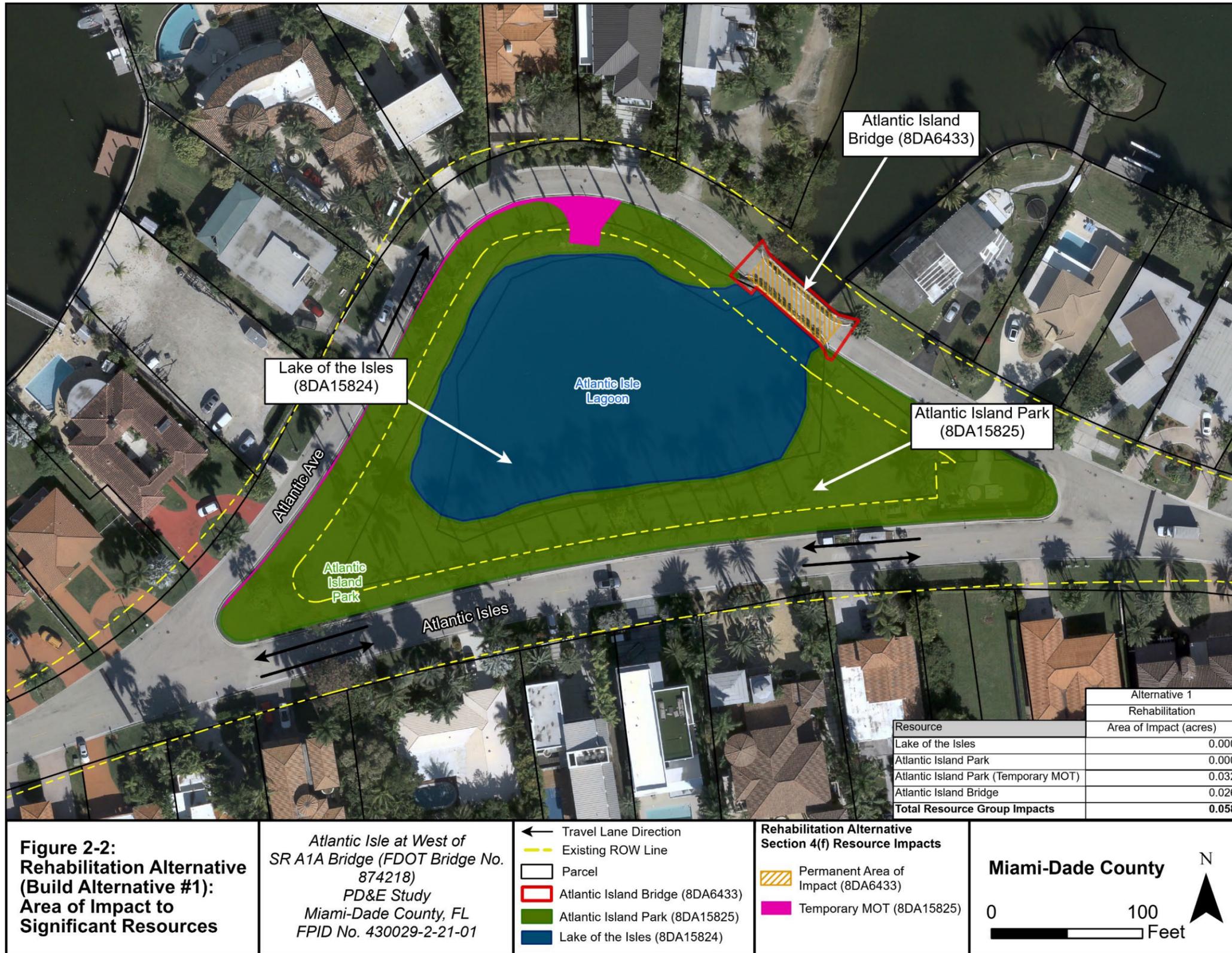


Figure 2-2:
Rehabilitation Alternative
(Build Alternative #1):
Area of Impact to
Significant Resources

*Atlantic Isle at West of
 SR A1A Bridge (FDOT Bridge No.
 874218)
 PD&E Study
 Miami-Dade County, FL
 FPID No. 430029-2-21-01*

- ← Travel Lane Direction
- - - Existing ROW Line
- ▭ Parcel
- ▭ Atlantic Island Bridge (8DA6433)
- ▭ Atlantic Island Park (8DA15825)
- ▭ Lake of the Isles (8DA15824)

- Rehabilitation Alternative
 Section 4(f) Resource Impacts**
- ▨ Permanent Area of Impact (8DA6433)
 - ▨ Temporary MOT (8DA15825)

Miami-Dade County

0 100 Feet

N



Figure 2-3: Rehabilitation Alternative (Build Alternative #1): Typical Section

2.1.4 Build Alternative #2-Replacement Alternative-Preferred Alternative

The Replacement Alternative (Build Alternative #2) involves replacing the entire bridge to address the structural and functional deficiencies of the existing superstructure and substructure to enhance operations and remove load restrictions. This would require demolition of the existing bridge and replacement of the bridge at the same location to minimize overall environmental impacts. The proposed bridge typical section would be approximately 27 feet wide to accommodate one 10-foot-wide travel lane, one 8-foot-wide shared use path, 3-foot-wide shoulders, and concrete traffic railings on both sides. A raised sidewalk would separate pedestrians from vehicular traffic.

New approach retaining walls would replace the existing retaining walls. A new, non-structural architectural limestone façade would be placed along the exterior faces of the traffic railings and retaining walls to provide aesthetics similar to the existing bridge. A slightly longer bridge span may be required to span over portions of the existing unknown foundations which may not be able to be removed, in order to eliminate potential conflicts and enhance constructability.

Limestone rock fill with roadway pavement will be placed on the new arch structure. In addition, a new limestone façade would be placed along the exterior faces of the vertical shape barriers and retaining walls to mimic the existing structure. The limestone could be obtained from the original source used to construct the original bridge, or the limestone from the existing bridge could be reused and incorporated into the new bridge. New bridge approach slabs

Similar to the Rehabilitation Alternative, the Replacement Alternative requires the bridge area to be closed during construction, therefore the same temporary roadway widening and turnout along Atlantic Avenue is required to maintain two-way access during construction, and would be removed after construction is complete. The temporary roadway widening would temporarily impact approximately 0.03 acres of the Atlantic Island Park (8DA15825), which is NRHP-eligible.

The Replacement Alternative includes permanent impacts to NRHP-eligible resources, including total removal of the NRHP-eligible bridge. **Figure 2-4** presents the Replacement Alternative area of impact of contributing features within the Atlantic Island Resource Group (8DA19241). **Figure 2-5** presents the proposed Replacement Alternative Typical Elevation and **Figure 2-6** presents the Replacement Alternative Typical Section.

The Replacement Alternative has the following advantages and disadvantages:

Advantages:

- Corrects bridge structural deficiencies
- Corrects bridge geometric/functional deficiencies
- Posted bridge loading restrictions removed, as the bridge meets design live load requirements in accordance with current FDOT guidelines
- Heavy vehicles such as fire trucks, garbage trucks, and large moving tractor trailers will be able to cross the bridge
- Bridge design life of the new arch and foundations will be 75 years
- Addition of a shared use path provides separation between pedestrians/bicyclists and motorized traffic along the bridge
- Historical appearance of the existing bridge could be maintained
- New cast-in-place (CIP) arch soffit facilitates easier inspections and maintenance

- Speedy installation (for precast construction) results in reduced construction time and costs compared to the Rehabilitation Alternative

Disadvantages:

- Permanent impacts (0.05 acres – bridge removed) to the NRHP-eligible Atlantic Island Bridge (8DA6433) and its contributing resource to Atlantic Island Resource Group (8DA19241)
- Permanent impacts to Lake of the Isles (8DA15824) (0.01 acres) and Atlantic Island Park (8DA15825) (0.01 acres), and their contributing resources to the Atlantic Island Resource Group (8DA19241)
- Precast bridge arch may have a slightly different profile than the existing bridge
- If CIP construction is used, the bridge superstructure deck would be formed over the sensitive channel waters between the Atlantic Isle Lagoon and Biscayne Bay
- Slower construction time if CIP construction is used because of time requirements associated with forming the bridge superstructure deck

2.1.5 Summary of Advantages and Disadvantages Per Alternative

Table 2-1 provides a summary matrix of the advantages and disadvantages associated with the No-Build Alternative and the two build alternatives.

Table 2-1 Build Alternative Advantages and Disadvantages

	No-Action Alternative	Rehabilitation Alternative (Build Alternative 1)	Replacement Alternative (Build Alternative 2)
Corrects structural deficiencies	No	Yes	Yes
Corrects geometric/functional deficiencies	No	No	Yes
Posted bridge weight restrictions removed	No	Yes	Yes
Provides bridge design life of 75 years	No	Yes	Yes
Maintains bridge historic architectural façade	Yes (but estimated at 15 to 25 years)	Yes	Yes
Continued maintenance required to maintain architectural façade	Yes	Yes	No
Continued maintenance required to maintain bridge structural integrity	Yes	No	No
Permanent impacts to NRHP-eligible resources	Eventually (as bridge decays)	0.03 acres	0.07 acres
Construction risks	No	Yes	No
Preliminary construction costs	\$0	\$1.68 Million	\$1.2 Million

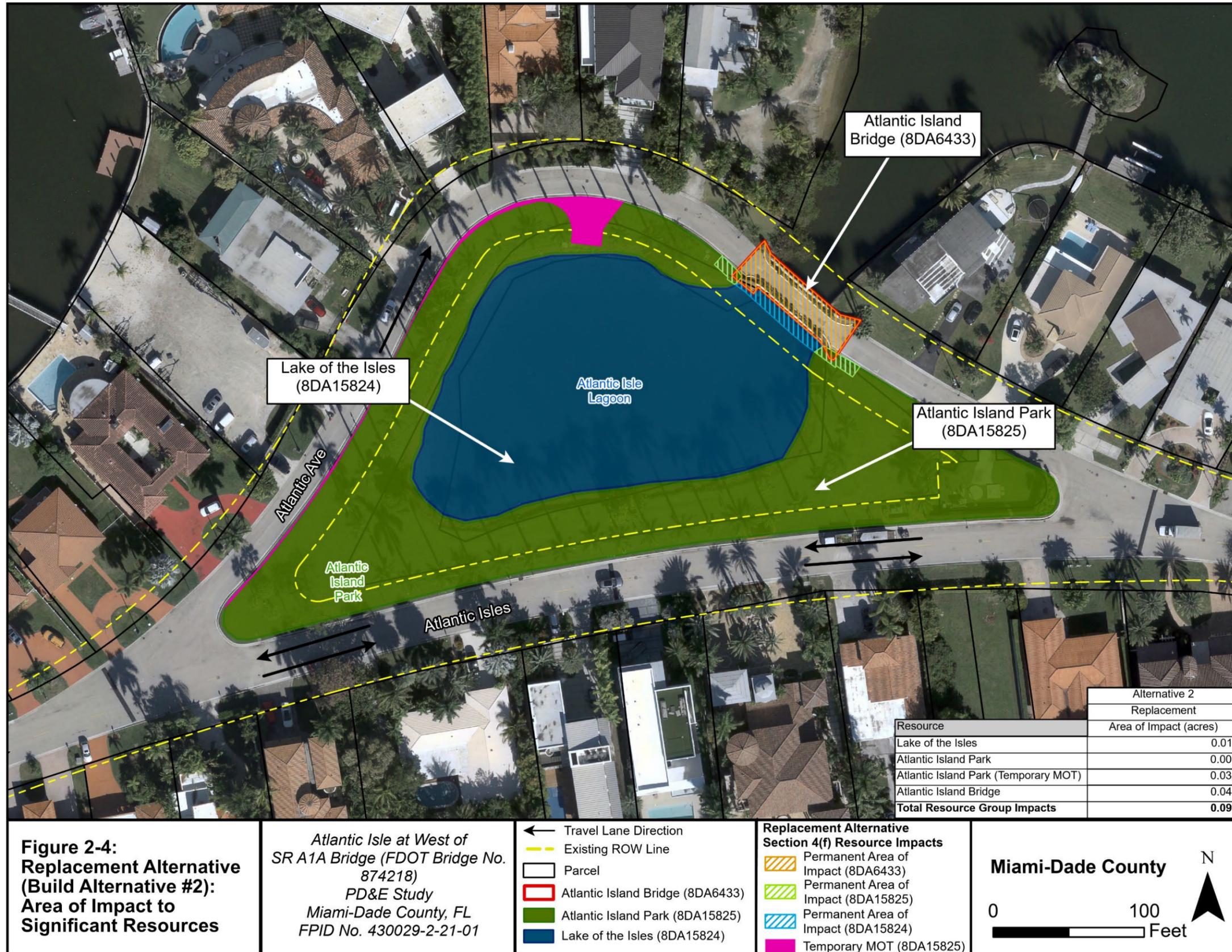


Figure 2-4:
Replacement Alternative
(Build Alternative #2):
Area of Impact to
Significant Resources

*Atlantic Isle at West of
 SR A1A Bridge (FDOT Bridge No.
 874218)
 PD&E Study
 Miami-Dade County, FL
 FPID No. 430029-2-21-01*

- ← Travel Lane Direction
- Existing ROW Line
- ▭ Parcel
- ▭ Atlantic Island Bridge (8DA6433)
- ▭ Atlantic Island Park (8DA15825)
- ▭ Lake of the Isles (8DA15824)

- Replacement Alternative
 Section 4(f) Resource Impacts**
- ▨ Permanent Area of Impact (8DA6433)
 - ▨ Permanent Area of Impact (8DA15825)
 - ▨ Permanent Area of Impact (8DA15824)
 - ▨ Temporary MOT (8DA15825)

Miami-Dade County

0 100 Feet

N

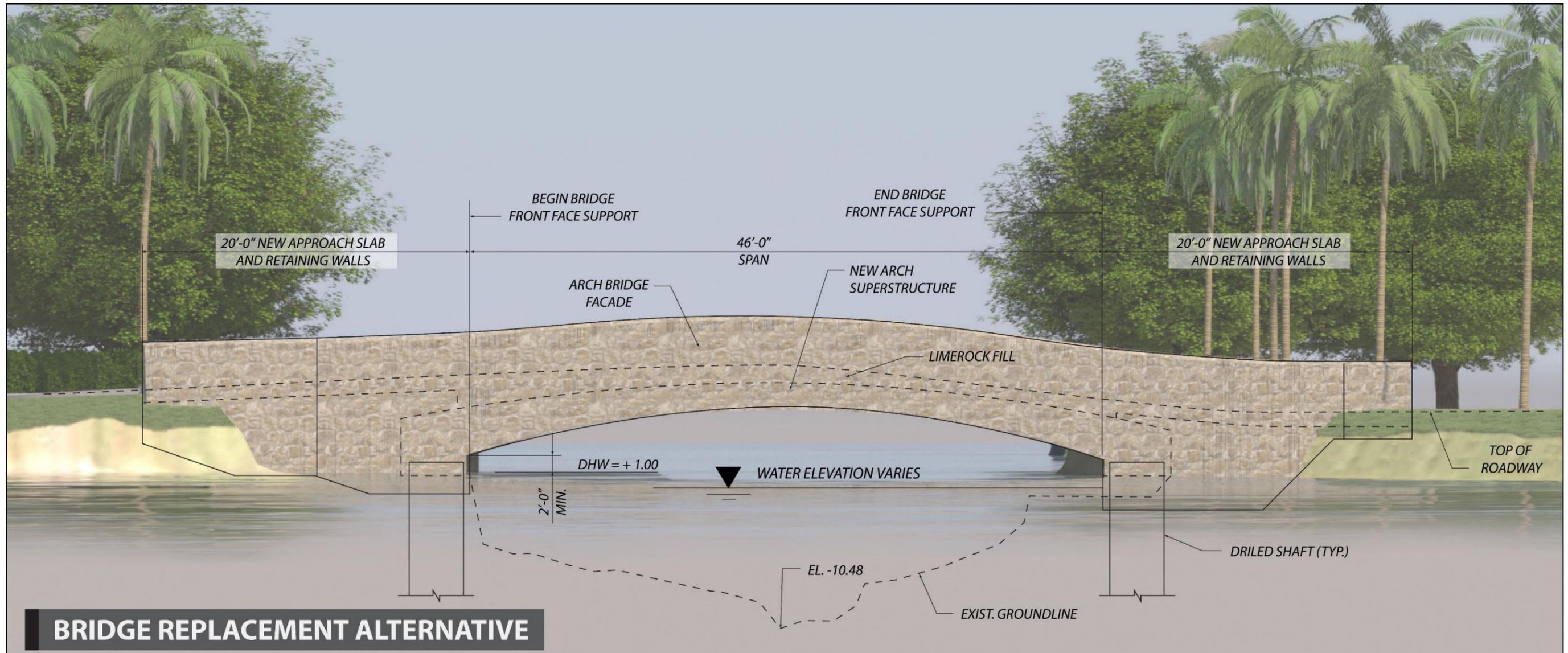


Figure 2-5: Replacement Alternative (Build Alternative #2): Elevation View

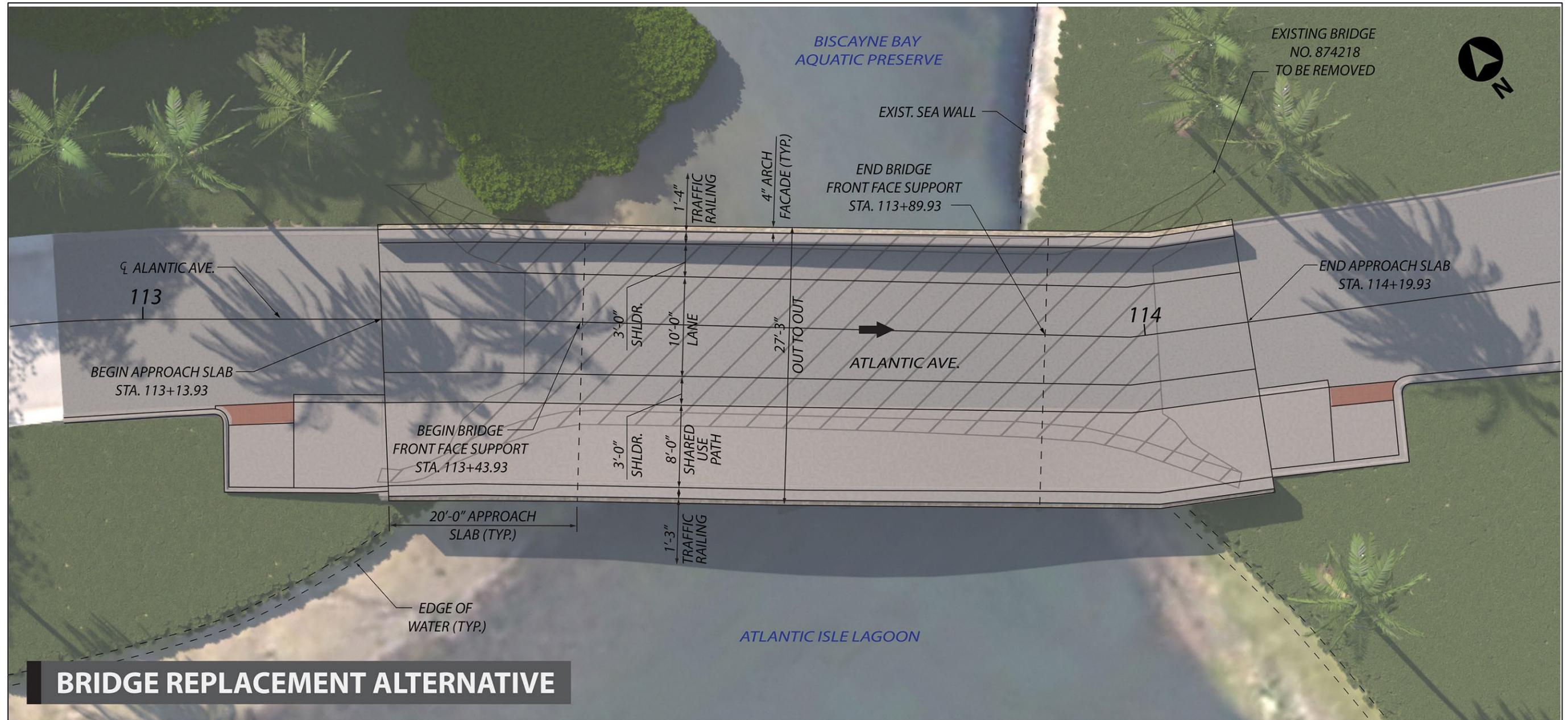


Figure 2-6: Replacement Alternative (Build Alternative #2): Plan View

3.0 IDENTIFIED HISTORIC PROPERTIES

The 2022 CRAS resulted in the identification of four significant historic properties within the project Area of Potential Effect: the Atlantic Island (also known as Isle) Bridge (8DA6433), the Atlantic Island Resource Group (8DA19241), with two contributing resources, the Lake of the Isles (8DA15824) and Atlantic Island Park (8DA15825) (**Table 3-1**). In a letter dated February 2, 2022, the SHPO concurred with the determinations of the 2022 CRAS (Janus Research 2022). A copy of the concurrence letter is attached to this report in **Appendix A**.

The locations of the four National Register eligible properties are illustrated in relation to the study's APE in **Figure 3-1**. Following these figures are brief narratives and photographs of the four properties.

Table 3-1 Identified Significant Historic Properties within the Historic Resources APE

FMSF No.	Site Name/Address	Resource Type/Style	Year Built	National Register Evaluation
8DA6433	Atlantic Island Bridge	Historic Bridge	c. 1925	Determined Eligible Individually in 2016/Determined Eligible as a Contributing Resource to the Atlantic Island Resource Group (8DA19241)
8DA15824	Lake of the Isles	Site/Designed Historic Landscape	c. 1925	Determined Eligible as a Contributing Resource to 8DA19241
8DA15825	Atlantic Island Park	Site/Designed Historic Landscape	c. 1925	Determined Eligible as a Contributing Resource to 8DA19241
8DA19241	Atlantic Island Resource Group	District/Designed Historic Landscape	c. 1925	Determined Eligible



<p>Figure 3-1: Identified National Register Eligible Resources</p> <p><i>Atlantic Isle at West of SR A1A Bridge (FDOT Bridge No. 874218) PD&E Study</i> Miami-Dade County, FL (FPID No. 430029-2-21-01)</p>	<p> Historic Resources APE</p> <p> Atlantic Island Resource Group (8DA19241)</p> <p> Atlantic Island Park (8DA15825)</p>	<p> Lake of the Isles (8DA15824)</p> <p> Historic Bridge</p>	<p> Newly Recorded Historic Resource</p> <p> Previously Recorded Historic Resource</p>	<p>Miami-Dade County</p> <p> </p>
--	--	--	--	--

3.1.1 Significant Historic Properties

8DA19241 Atlantic Island Resource Group

The Atlantic Island Resource Group (8DA19241) is a designed historic landscape comprised of the National Register eligible Atlantic Isle Bridge (8DA6433), the man-made Lake of the Isles (8DA15824), and the surrounding triangular shaped Atlantic Island Park (8DA15825), all of which were constructed circa 1925 and are directly connected spatially and historically (**Figures 3-2 through 3-4**).



Figure 3-2 The Atlantic Island Bridge (8DA6433), c. 1925, determined National Register eligible, facing Northeast



Figure 3-3 The Lake of the Isles (8DA15824), c. 1925, determined National Register eligible, facing Southwest

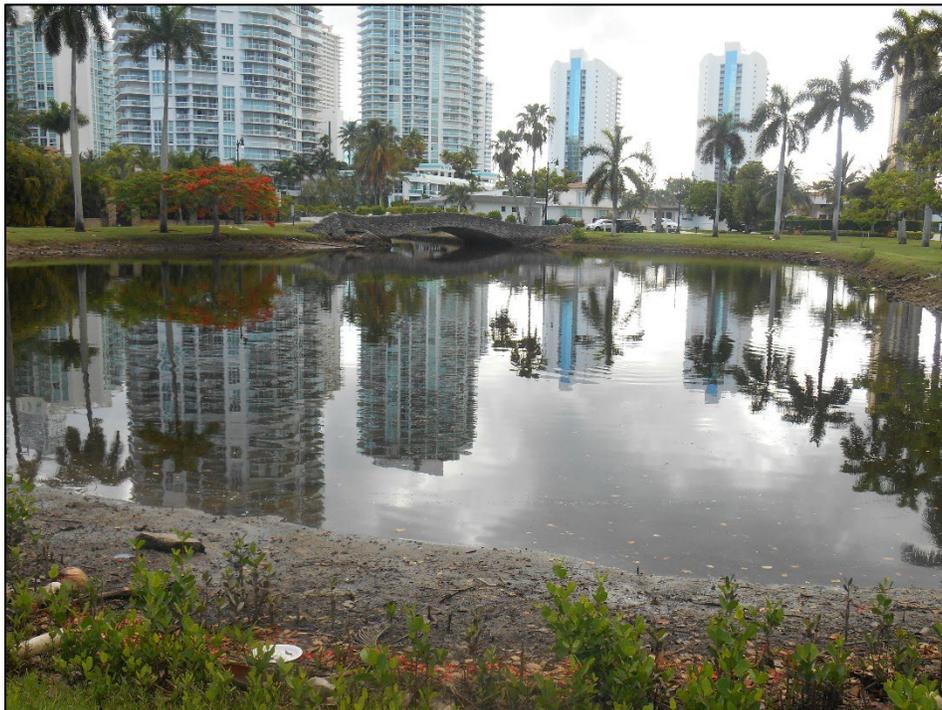


Figure 3-4 Atlantic Island Park (8DA15825), c. 1925, determined National Register eligible, facing East

Atlantic Island, like several of the islands in Sunny Isles Beach, was a subdivision created in the mid-1920s as the result of a dredge-and-fill project funded by New York transplant Henry Graves. Graves purchased 2.26 square miles of land from the Model Land Company in 1920, part of which would become Sunny Isles and known today as Sunny Isles Beach and marketed his development as “Sunny Isles-The Venice of America” (Bramson 2007). Sunny Isles included land on a natural barrier island, several smaller natural landforms in Biscayne Bay, and a series of man-made dredged islands in Biscayne Bay. A newspaper advertisement from 1925 depicts an ad of the planned development of manmade finger islands in **Figure 3-5** (*Miami Herald* 1925). Graves envisioned the area as a community with a mixture of residences and resorts and began development with the construction of a number of gently-sloping concrete bridges surfaced with limestone. At least three islands were dredged and filled during this period, and named by Graves as Fairyland Island, Atlantic Island, and Poinciana Island. Graves also oversaw the construction of a bathhouse, casino, and pier in Sunny Isles (Bramson 2007).

Many artificial waterways were designed and built as a part of Sunny Isles in order to help sell lots and beautify the associated islands (Lennox 1989). The Lake of the Isles (8DA15824), located in the center of Atlantic Island was described in a 1925 newspaper promotional about Sunny Isles as “A scenic little lake in the very heart of the Atlantic Island Subdivision, giving many lots a double water frontage” (*Miami Daily News* 1925). A gazebo was originally part of the park which surrounds the lake but has since been demolished (City of Sunny Isles Beach Historic Preservation Board 2005). The park includes an open grassy area with palm trees lining the lakeshore.

The first subdivision within Sunny Isles was the Bella Vista subdivision located north of Atlantic Island, built circa 1922 and platted in 1927 (*Miami Daily Metropolis* 1922). Of the other subdivisions within the Sunny Isles development, only the Bella Vista subdivision also contained artificial lakes. Atlantic Island was constructed in 1925 and platted in 1928, with the Lake of the Isles (8DA15824) on the center of the island with parcels surrounding the lagoon and park and Atlantic Avenue extending around the subdivision and crossing the Atlantic Island Bridge (**Figure 3-6**). The financial bust that began in 1926 left Graves’s developments only partially realized. Atlantic Island was purchased by the North Miami Beach Corporation, under the leadership of Milwaukee magnate Kurtis Froedtert in 1936 and construction of luxury homes resumed (Janus Research 2016).

Froedtert completed three more subdivisions within Grave’s vision: Poinciana Island, Royal Palm Island (now King’s Court), and Bayview Point. Froedtert rebranded Sunny Isles as “the American Riviera” and used promotional brochures which showed the Lake of the Isles, the park and gazebo, and luxury homes found on Atlantic Island (City of Sunny Isles Beach Historic Preservation Board 2005).

THE NEW ATLANTIC ISLAND SUBDIVISION

SUNNY ISLES OCEAN BEACH COMPANY

LOTS NOW PLACED ON SALE

Figure 3-5 A 1925 newspaper advertisement for the Atlantic Island Subdivision (Obtained from Newspapers.com)

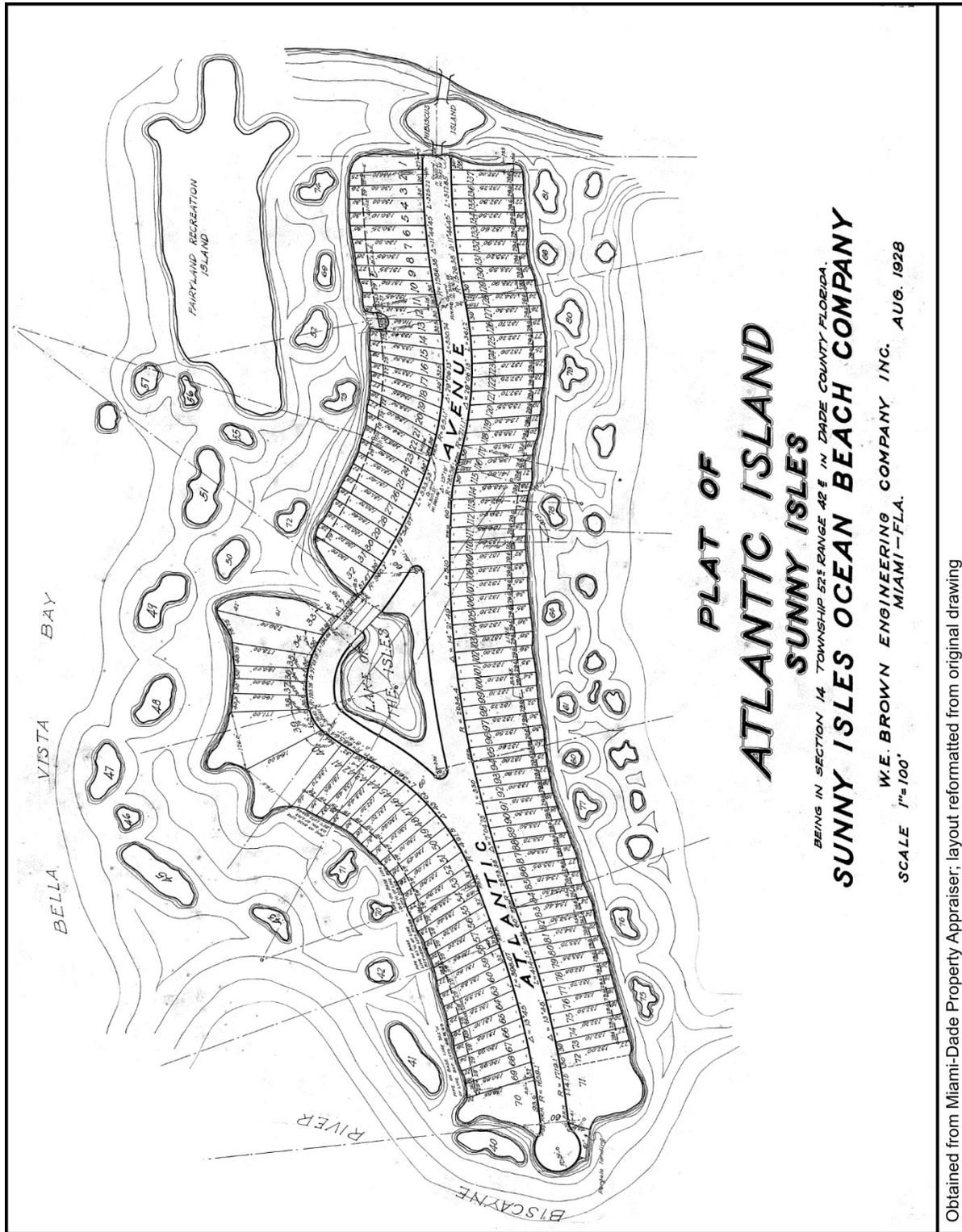


Figure 3-6 The 1928 plat of Atlantic Island Subdivision with Lake of the Isles depicted in the center of the island
(Obtained from Miami-Dade Property Appraiser)

An illustrated postcard of Sunny Isles from the 1930s depicts an oolitic limestone bridge and water feature, which could be the Lake of the Isles (8DA15824) and adjacent Atlantic Island Bridge (8DA6433). The illustration does not include enough specific information to confirm the location depicted in the drawing but is representative of the design principles and guidelines used when developing Sunny Isles (**Figure 3-7**). A historic photo of the Atlantic Island entrance bridges depicts the towers which were historically featured in the corners of all of the bridges throughout the development (**Figure 3-8**). An illustrated aerial of Sunny Isles from 1940s depicts the development including several man-made finger islands and a road system. Atlantic Island is seen in the center of the illustration (**Figure 3-9**).

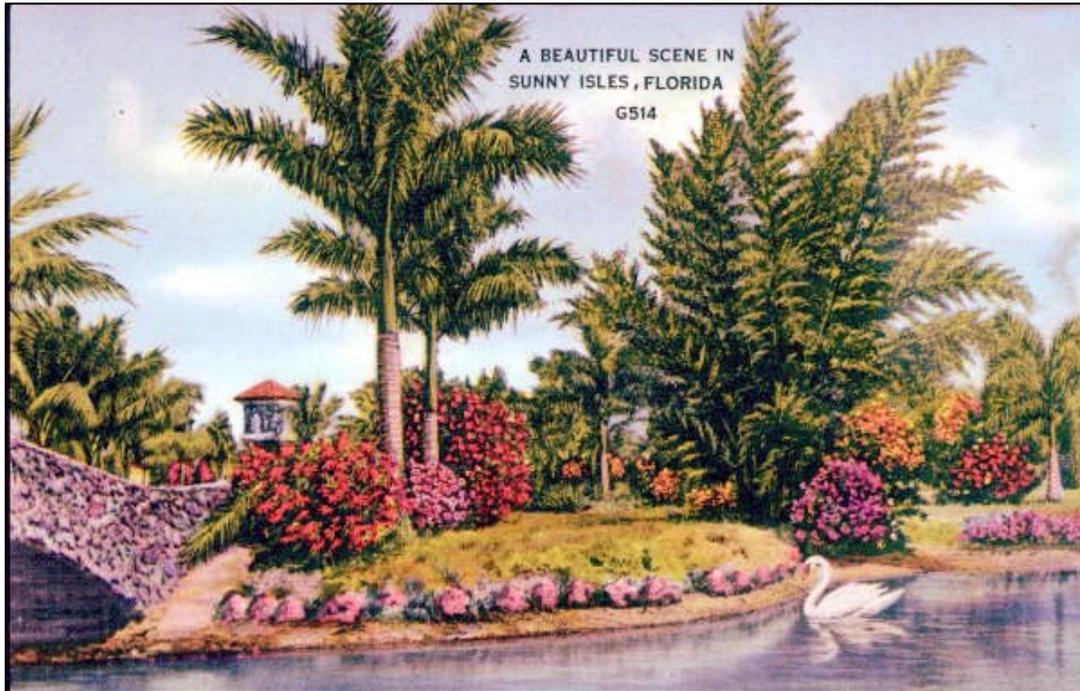


Figure 3-7 A circa 1930 postcard of the Sunny Isles Development, featuring a bridge with an oolitic limestone exterior wall crossing water
(Obtained from Florida Memory)



Figure 3-8 Historic photograph of the entrance bridges to the Atlantic Island development
(Obtained from Bramson)



Figure 3-9 A circa 1940 illustrated aerial of the Sunny Isles Development, with Atlantic Island depicted in the center of the image
(Obtained from Florida Memory)

In 1984, the Atlantic Island Bridge (8DA6433) along with the two entrance bridges to Atlantic Island located east of the project area were designated as historic sites by the Metropolitan Dade County Historic Preservation Board. The bridges were noted as “tangible examples of the beautifying features of the early development of Atlantic Island” and as significant for their unique architectural design (Metropolitan Dade County Historic Preservation Board 1984). However, the two entrance bridges were reconstructed circa 1995, leaving the Atlantic Island Bridge (8DA6433) as the only bridge original to the development. In 2005, the Atlantic Island Bridge (8DA6433) and two reconstructed Atlantic Island entrance bridges were re-designated as historic sites by the City of Sunny Isles Beach (City of Sunny Isles Beach Historic Preservation Board 2005).

The Lake of the Isles (8DA15824) was also historically known as Atlantic Isles Lagoon according to the City of Sunny Isles historic designation plaque found on the Atlantic Island Bridge (City of Sunny Isles Beach

Historic Preservation Board 2005). Based on analysis of historic aerials, the artificial lakes in the Bella Vista subdivision were filled in the 1950s and 1960s, leaving the Lake of the Isles (8DA15824) as the only remaining original man-made lake in the Sunny Isles development. Atlantic Island Park (8DA15825) retains its historic design and layout with a palm tree court, comprised of replaced plant material, surrounding the lakeshore.

The Atlantic Island Bridge (8DA6433), Lake of the Isles (8DA15824), and Atlantic Island Park (8DA15825) are intrinsically linked and retain their historic footprint and spatial relationships. The historic bridge and landscape elements are contributing elements to the Atlantic Island Resource Group (8DA19241). Descriptions and additional photographs of each significant resource are included below, as well as an analysis of National Register eligibility.



Figure 3-10 The Atlantic Island Bridge (8DA6433), c. 1925, determined National Register eligible, facing East

8DA6433 Atlantic Island Bridge

The Atlantic Island Bridge (8DA6433), constructed in c. 1925, carries Atlantic Avenue over the Ocean Canal between the Lake of the Isles (8DA15824) and Biscayne Bay in Section 14 of Township 52 South, Range 42 East on the North Miami (1988) USGS quadrangle map (**Figure 3-10**). The bridge is an approximately 50-foot long concrete arch deck bridge and the outer walls of the bridge are covered in oolitic limestone. The inner walls of the bridge are treated with irregular whitewashed stucco. Non-historic alterations include the addition of curbs and concrete flowerpots with rubber plants (**Figure 3-11**). The bridge is currently one lane wide and carries one-way eastbound traffic, with a weight restriction. The Atlantic Island Bridge (8DA6433), along with the Lake of the Isles (8DA15824) and Atlantic Island Park (8DA15825), is one of three resources which comprise the Atlantic Island Resource Group (8DA19241).

The Atlantic Island Bridge (8DA6433) is the only remaining historic bridge of the three originally constructed for the island in 1925 and one of the few remaining elements of pre-World War II development in Sunny Isles Beach. The character-defining elements of the Atlantic Island Bridge (8DA6433) include its oolitic limestone surface on its exterior, the irregular whitewashed stucco on the interior of the bridge, and its low, gentle slope. Oolitic limestone was quarried in southern Miami-Dade County beginning in the mid-nineteenth century and was used as a material in a number of historic buildings throughout the county (City

of Miami 2011: 14). While oolitic limestone was a common material for chimney stacks or architectural embellishment during the early twentieth century in Miami-Dade County, the application of oolitic limestone to the exterior of the Atlantic Island Bridge (8DA6433) is unique.

Although the four towers that originally decorated its corners were removed after 1989, the bridge retains historic integrity and it continues to convey its significance as a rare example of pre-World War II development in Sunny Isles Beach. On August 23, 2016, the SHPO determined the Atlantic Island Bridge individually National Register eligible under Criteria A and C in the areas of Community Planning and Development and Architecture for its association with the development of the Atlantic Island subdivision and Sunny Isles Beach, as well as its unique design (Janus Research 2016). In 2022, the SHPO determined that the Atlantic Island Bridge was also National Register eligible as a contributing resource to the newly recorded Atlantic Island Resource Group (8DA19241) (Janus Research 2022).



Figure 3-11: The Atlantic Island Bridge (8DA6433), c. 1925, determined National Register eligible, facing North



Figure 3-12 The Lake of the Isles (8DA15824), c. 1925, determined National Register eligible, facing Southwest

8DA15824 Lake of the Isles

The Lake of the Isles (8DA15824) is located in the center of Atlantic Island on an approximately 0.51-acre property between Atlantic Avenue to the west and the Atlantic Isle Bridge (DA6433) to the east in Section 14 of Township 52 South, Range 42 East on the North Miami (1988) USGS quadrangle map, in the City of Sunny Isles Beach, Miami-Dade County, Florida (**Figure 3-12**). The man-made water feature is an approximately 275-foot-long and 170-foot-wide crescent-shaped lagoon surrounded by the triangular shaped open grassy area with palm trees lining the lakeshore. Designed historic landscapes are recorded in the FMSF under the National Register category of historic district or site. The Lake of the Isles is categorized as a site per National Register Bulletin 15, which specifies “designed landscape” as an example of a historic site (National Park Service 1995). The Lake of the Isles (8DA15824), along with the Atlantic Island Bridge (8DA6433) and Atlantic Island Park (8DA15825), is one of three resources comprising the Atlantic Island Resource Group (8DA19241). The Lake of the Isles (8DA15824) is one of few original beautifying features left from the Sunny Isles development and an extant example of a manmade water feature. The Lake of the Isles (8DA15824) has retained its historic design and layout and remains a central feature of the Atlantic Island Subdivision.



Figure 3-13 Atlantic Island Park (8DA15825), c. 1925, determined National Register eligible, facing East

8DA15825 Atlantic Island Park

Atlantic Island Park (8DA15825) is a designed historic landscape feature located in the center of Atlantic Island in Section 14 of Township 52 South, Range 42 East on the North Miami (1988) USGS quadrangle map, in the City of Sunny Isles Beach, Miami-Dade County, Florida (**Figure 3-13**). The triangular shaped park was constructed circa 1925 and features an open grassy area with a palm tree court lining the Lake of the Isles (8DA15824). Designed historic landscapes are recorded in the FMSF under the National Register category of historic district or site. Atlantic Island Park is categorized as a site per National Register Bulletin 15, which specifies “designed landscape” as an example of a historic site (National Park Service 1995). The Atlantic Island Park (8DA15825), along with the Atlantic Island Bridge (8DA6433) and the Lake of the Isles (8DA15824), is one of three resources which comprise the Atlantic Island Resource Group (8DA19241). The grassy park surrounding the Lake of the Isles (8DA15824) is one of the original beautifying features left from the Sunny Isles development and was used as an advertising and promotional feature of the Sunny Isles development during the 1930s, when the development was completed by Kurtis Froedtert. While an original gazebo has been removed from the park, the lake and surrounding landscape have retained their historic design and layout in relation. Although the existing palm tree court surrounding the lakeshore and other landscaped materials have been replaced over time, the replacements have been made with in-kind plants and vegetation and are consistent with early descriptions of the park. A small 0.05-acre portion at the southeastern corner of the park was deeded to the Miami-Dade County Water and Sewer Department by the City of Sunny Isles Beach in 2010 and features a county water and sewage pump station.



Figure 3-14 The Atlantic Island Resource Group (8DA19241), determined National Register eligible, facing East

8DA19241 Atlantic Island Resource Group

The Atlantic Island Resource Group (8DA19241) is a designed historic landscape located in the center of Atlantic Island in Section 14 of Township 52 South, Range 42 East on the North Miami (1988) USGS quadrangle map, in the City of Sunny Isles Beach, Miami-Dade County, Florida (**Figure 3-14**). The designed historic landscape is comprised of three contributing resources: the National Register eligible Atlantic Isle Bridge (DA6433), the man-made Lake of the Isles (8DA15824), and Atlantic Island Park (8DA15825). Designed historic landscapes are recorded in the FMSF under the National Register category of historic district or site. The Atlantic Island Resource Group (8DA19241) is categorized as a district since it contains three distinct historic resources “united historically or aesthetically by plan or physical development” (National Park Service 1995).

Per National Register Bulletin 18, a designed historic landscape is defined as “a landscape that has significance as a design of work or art; was consciously designed and laid out by a master gardener, landscape architect, architect, or horticulturist to a design principle, or an owner or other amateur using a recognized style or tradition in response or reaction to a recognized style or tradition; has a historical association with a significant person, trend, event, etc. in landscape gardening or landscape architecture; or a significant relationship to the theory or practice of landscape architecture” (Keller and Keller 1987). Select examples of designed historic landscapes include “plaza/square/green/mall or other public spaces, subdivisions and planned communities/resorts, parks, (local, state and national), grounds designed and developed for outdoor recreation, or bodies of water and fountains” (Keller and Keller 1987).

The components of the Atlantic Island Resource Group (8DA19241) are extant examples of designed features associated with the beginnings of the Sunny Isles development and luxury residential development trends during the 1920s. The resources were intentionally sited in the physical center of the manmade Atlantic Island and designed with the goal of beautifying the development. Alterations to the resources include replaced material on the bridge and the replacement of landscaped materials within the park such as replaced palm trees and grass. The Atlantic Island Bridge (8DA6433) has previously been determined National Register eligible. The Lake of the Isles (8DA15824), which is the only remaining artificial lake still

extant within Sunny Isles, and the surrounding Atlantic Island Park (8DA15825) are considered National Register eligible as part of the current study. The Atlantic Island Resource Group (8DA19241) features the three extant designed central features of the Atlantic Island Subdivision dating to the 1920s and retains a high degree of integrity including location, design intent, setting, feeling and association. Therefore, the Atlantic Island Resource Group (8DA19241) was determined National Register eligible under Criteria A and C in the areas of Community Planning and Development and Landscape Architecture by the SHPO in 2022 (Janus Research 2022).

4.0 HISTORIC PROPERTIES EFFECTS ANALYSIS

4.1 POTENTIAL EFFECTS TO HISTORIC PROPERTIES

The 2022 CRAS resulted in the identification of four significant historic properties within the project APE: The Atlantic Island (also known as Isle) Bridge (8DA6433), the Atlantic Island Resource Group (8DA19241), with two contributing resources, the Lake of the Isles (8DA15824) and Atlantic Island Park (8DA15825). In a letter dated February 2, 2022, the SHPO concurred with the determinations of the 2022 CRAS. A copy of the concurrence letter is attached to this report in **Appendix A**.

For purposes of this effects assessment, the Criteria of Adverse Effect, as defined in 36 CFR Part 800.5 specified in Section 106 of the National Historic Preservation Act of 1966 were applied, and the potential effects that the project may have on the identified National Register historic properties were evaluated. As discussed in the Project Description, various alternatives were evaluated. The chosen Preferred Alternative is Build Alternative #2 which is the replacement of the existing bridge with a new bridge.

Potential effects that the Preferred Alternative may have on the four identified National Register properties were evaluated and the analysis of effects is discussed below.

36 CFR Part 800 defines the Criteria of Adverse Effect as the following:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

The Replacement Alternative, which is described in the Project Description as Build Alternative #2, will result in an adverse effect to the Atlantic Island Bridge (8DA6433), as the bridge will be demolished and replaced with a new bridge. The Atlantic Island Resource Group (8DA19241) will also be adversely affected due to the removal of the bridge, a contributing resource to the Atlantic Island Resource Group (8DA19241).

The remaining significant properties, the Lake of the Isles (8DA15824) and Atlantic Island Park (8DA15825) will not be adversely affected as part of the Replacement Alternative. The permanent impacts to these two resources are very small: 0.01 acres of the Lake of the Isles (8DA15824) and 0.01 acres of the Atlantic Island Park (8DA15825). The temporary impacts are approximately 0.03 acres of the Atlantic Island Park (8DA15825). **Figure 2-3** shows the impacts that the Preferred Alternative will have on the contributing resources. The minimal impacts to the Lake of the Isles and Atlantic Island Park will not preclude them from being eligible for the National Register. The properties will continue to maintain their significance and character-defining features following the construction of the project. The properties are located on **Figure 3-1** and as shown they are sited adjacent to the proposed project.

5.0 CONSULTATION

During the course of this project, consultation and coordination has taken place with FDOT District Six, FDOT Office of Environmental Management (OEM), the City of Sunny Isles Beach, the Florida SHPO, Miami-Dade County, and local residents. An agency kick-off meeting with elected officials and agency officials was held on October 27, 2020. Attendees at the meeting included FDOT District Six, Florida SHPO staff, Miami-Dade County Historic Preservation Program staff, and the City of Sunny Isles Beach Planning and Zoning Director who is also on the City of Sunny Isles Historic Preservation Board (HPB).

On November 19, 2020, the staff of the Miami-Dade Historic Preservation Program were contacted for any information regarding cultural resources, as a component of the development of the CRAS. The information shared by the County staff the following day was integrated into the CRAS report.

On June 13, 2022 an Affected Parties meeting was held to discuss potential project alternatives. Attendees at the meeting included residents from the City of Sunny Beach HPB, staff from the City of Sunny Isles Beach, staff from the Florida SHPO, staff from the Miami-Dade County Historic Preservation Program, the City of Sunny Isles Beach HPB, staff from the City of Sunny Isles, residents of Sunny Isles Beach, staff from the FDOT OEM, FDOT District Six staff, Jacobs, and Janus Research. Ms. Elizabeth Morales (a member of the HPB) asked if the planters and limestone facing would be included in the design of a replacement bridge. Mr. Nicholas Danu (FDOT Project Manager) explained that the new design would integrate many of the aesthetics of the original bridge. Ms. Morales also asked about the design of the shared-use path and the shading issues were. Ms. Castro (Stantec) explained that the increased shading would impact fish habitat and would need further study to determine if that would impact the viability of the alternative. Ms. Ivette Francolla (a member of the HPB) asked if the bridge could be rehabilitated as a pedestrian bridge. Mr. Danu said that it could not because that would not meet the purpose and need of the project. Ms. Susan Simpson (City of Sunny Isles Beach) asked what the age of the planters were. Mr. Danu responded that they were 10-15 years old. Ms. Francolla and Mr. Norman Edelcup (a member of the HPB) discussed whether the bridge would still be historic if it was replaced. Ms. Simpson inquired about construction schedule and funding. Mr. Danu explained the process. Ms. Francolla asked FDOT if they were not interested in maintaining the original structure and continuing using it for vehicular traffic. Mr. Danu responded in the affirmative that the rehabilitation alternative would keep the bridge usage for vehicular traffic. Comments made at this meeting were integrated into the design of the replacement bridge. The meeting summary is included in **Appendix B**.

An Alternatives Workshop meeting with the public was held on June 23, 2022. The meeting was attended by interested residents and staffed by FDOT District Six and consultants. The meeting provided residents with the opportunity to comment on the alternatives. Resident Mr. Arie Stager was concerned with the condition of the current bridge and asked that FDOT conduct an inspection of the bridge. Mr. Tom O'Connell (resident) noted that a green heron nests on the northwest side of the bridge and asked if the bridge would be navigable. Mr. Danu (FDOT project manager) explained that the replacement bridge would not be navigable for small boats (e.g. kayaks or canoes). Mr. Kent Percy (resident) noted that Alternative 2 bridge was wider than the existing bridge. Considering that widening, he asked if the existing bridge could remain in use as a pedestrian bridge and a new bridge constructed for vehicular use. Mr. Danu explained that this alternative was initially considered but that because of the existing alignment, the road would have to be moved. Mr. Percy again reiterated his desire to see the bridge retained but Mr. Danu noted that the existing bridge used as a pedestrian bridge does not meet the project purpose and need. Mr. Bhushan Godbole (Jacobs structural engineer) also stated that putting a new bridge next to the old bridge would also impact the aesthetics of the old bridge. The comments were taken into consideration as the alternatives analysis proceeded. The meeting summary and attendees are included in **Appendix B**.

A presentation to the City of Sunny Isles Beach HPB was held on October 11, 2022. Staff members of the FDOT District Six, Jacobs, Stantec, and Janus Research presented the project to the members of the HPB and answered questions regarding the design of the project and the resources identified in the project APE. During the meeting, the HPB expressed concern about the safety of the sidewalk on the Replacement

Alternative. They would prefer a barrier (wall or railing) along the path to protect the pedestrians from the vehicular traffic. The FDOT explained that the design was developed with the City and that due to the speed limit of the roadway, barriers were not required. The HPB requested that a potential mitigation might be sharing the research conducted on the Atlantic Island Resource Group with the HPB so that local designation or National Register-listing could be pursued. The HPB discussed if the existing bridge could be utilized as a pedestrian bridge and any impacts that may have on the traffic. The FDOT also reviewed the temporary construction impacts and maintenance of traffic during construction. The HPB was concerned about the impact on a tree for the maintenance of traffic during construction. FDOT replied that they would study how to minimize the impacts. The HPB reported that they would develop further comments and report back to FDOT. The meeting minutes are included in **Appendix B**. As of the date of this report, the HPB has not submitted any additional comments on the project.

Further consultation with stakeholders will take place in order to develop mitigation and an MOA.

6.0 CONCLUSIONS

This Section 106 Determination of Effects Case Study Report documents the potential effects of the Preferred Alternative project to the four significant historic properties within the project APE: the Atlantic Island (also known as Isle) Bridge (8DA6433), the Atlantic Island Resource Group (8DA19241), with two contributing resources, the Lake of the Isles (8DA15824) and Atlantic Island Park (8DA15825). The Criteria of Effect, as defined in 36 CFR Part 800.5, were applied to these properties.

The Preferred Alternative, Build Alternative #2, will require the removal and replacement of the Atlantic Island Bridge (8DA6433). Therefore, the Preferred Alternative will result in an adverse effect to the Atlantic Island Bridge (8DA6433). Since the Preferred Alternative will result in the removal of a contributing resource to the Atlantic Island Resource Group (8DA19241), it will also be adversely impacted. Based on the project that are proposed as part of the Preferred Alternative, there will be no adverse effect to the remaining two significant properties: the Lake of the Isles (8DA15824) and Atlantic Island Park (8DA15825).

Following the assessment of effects and additional consultation, an MOA will be prepared to document the measures to minimize and mitigate adverse effects to the Atlantic Island Bridge (8DA6433) and the Atlantic Island Resource Group (8DA19241) as part of the Section 106 process.

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Janus Research

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Metropolitan Dade County Historic Preservation Board

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APPENDIX A

SHPO Concurrence Letter for the 2022 CRAS for the Atlantic Island Bridge PD&E Study



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1000 NW 111th Avenue
Miami, FL 33172-5800

KEVIN J. THIBAUT, P.E.
SECRETARY

January 27, 2022

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

Attn: Ms. Marsha Welch, Transportation Compliance Review Program

Re: Cultural Resource Assessment Survey for the Atlantic Isle at West Bridge (FDOT Bridge No. 874218) Project Development and Environment (PD&E) Study in the city of Sunny Isles Beach, Miami-Dade County, Florida (Financial Project ID [FPID] No. 430029-2-21-01)

Dear Dr. Parsons,

At the request of the Florida Department of Transportation (FDOT) District 6, Janus Research conducted the Cultural Resource Assessment Survey (CRAS) for the Atlantic Isle at West Bridge (FDOT Bridge No. 874218) Project Development and Environment (PD&E) Study in the city of Sunny Isles Beach, Miami-Dade County, Florida (Financial Project ID [FPID] No. 430029-2-21-01). The purpose of this CRAS was to locate and evaluate archaeological and historic resources within the area of potential effect (APE) and to assess their eligibility for inclusion in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4. The current survey is being conducted for the PD&E Study to address a permanent solution for the Atlantic Isle Bridge (FDOT Bridge No. 874218), also known as the Atlantic Island Bridge (Florida Master Site File [FMSF] No. 8DA6433).

This assessment complies with 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); Stipulation VII of the Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); Section 102 of the National Environmental Policy Act (NEPA) of 1969, as

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Timothy A. Parsons, Ph.D.

January 27, 2022

Page 2

amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the Department of Transportation Act of 1966, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, Florida Statutes (F.S.); and the standards embodied in the Florida Division of Historical Resources' (FDHR) Cultural Resource Management Standards and Operational Manual (February 2003), and Chapter 1A-46 (Archaeological and Historical Report Standards and Guidelines), Florida Administrative Code. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT Project Development and Environment Manual. 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).

No previously recorded archaeological sites were located within the APE, nor within a one-mile buffer encompassing the APE. Subsurface testing within the corridor was not possible or necessary within the APE due to the artificial nature of the island landform and the ubiquity of paved roadway, buried utilities, and hardscaping. The desktop analysis and pedestrian survey determined that the archaeological APE exhibits a low potential for containing intact archaeological sites. No Miami-Dade County-designated archaeological sites or zones are located within the APE

The historic resources survey resulted in the identification of 12 historic resources within the historic resources APE, one of which was previously recorded. The previously recorded Atlantic Island Bridge (8DA6433) was documented in 2016 and determined eligible for listing in the National Register by the SHPO on August 23, 2016 under Criteria A and C in the areas of Community Planning and Development and Architecture for its association with the development of the Atlantic Island subdivision and Sunny Isles Beach, as well as its unique design. No changes to the bridge were observed since it was last recorded and the FMSF form was not updated during the current survey.

The 11 newly recorded historic resources include eight historic buildings (8DA15822-8DA15823, 8DA19157-8DA19162), two historic designed landscape features (8DA15824-8DA15825), and one historic designed landscape (8DA19241). The Atlantic Island Resource Group (8DA19241), a designed landscape, is considered eligible for listing in the National Register under Criteria A and C in the areas of Community Planning and Development and Landscape Architecture. The two landscape features, the Lake of the Isles (8DA15824) and Atlantic Island Park (8DA15825), are considered a contributing part of the resource group, along with the previously recorded National Register-eligible Atlantic Island Bridge (8DA6433).

The eight newly recorded historic buildings (8DA15822-8DA15823, 8DA19157-8DA19162) exhibit common architectural styles and design types found in South Florida. Many of the structures feature alterations or modifications which diminish their historic physical integrity including replaced windows, doors, or exterior material, the addition of non-historic exterior ornament, or additions to the historic structure.

Timothy A. Parsons, Ph.D.
January 27, 2022
Page 3

Research conducted during this study did not identify known associations with significant people or historical events.

Analysis of aerial photographs revealed that the area surrounding the project APE was not largely developed until the 1960s, with more than half of the lots in the subdivision containing the APE remaining undeveloped by 1968. While every lot within the subdivision is now developed, this construction mainly occurred after the early 1970s. Furthermore, a later wave of development in the 1990s and 2000s resulted in several adjacent historic parcels with large additions which have altered the appearance of any historic buildings or contain modern buildings constructed as infill. Based on field observations, it does not appear that there are any potential residential historic districts that may contain any of the buildings within the APE at this time. Therefore, these eight newly recorded historic resources are considered ineligible for listing in the National Register, either individually or as part of a historic district.

We kindly request that this cover letter and the enclosed document are 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 Steven.james@dot.state.fl.us or (305) 470-5221.

Sincerely,

Steven Craig James, RLA
District Environmental Manager

DocuSigned by:
Steven James
44A2F58851B5476...

Timothy A. Parsons, Ph.D.

January 27, 2022

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 2022-518. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the ACHP, 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 FDOT may approve the project as de minimis use under Section 4(f) under 23 CFR 774.

SHPO Comments:

Kelly L. Chase

Digitally signed by Kelly L. Chase
DN: cn=Kelly L. Chase, o, ou,
email=kelly.chase@dos.myflorida.com, c=US
Date: 2022.02.04 13:07:35 -0500

2/4/2022

Timothy A. Parsons, Director, and
State Historic Preservation Officer
Florida Division of Historical Resources

[DATE]

APPENDIX B

Coordination Meeting Minutes



Affected Parties Consultation Meeting Summary Report

**SR A1A/Atlantic Isles Lagoon Bridge
(Bridge No. 874218)
City of Sunny Isles Beach
Miami-Dade County, Florida**

Project Identification Number: 430029-2-21-01

Wednesday, June 8, 2022 | 3 p.m. to 4:30 p.m.

A large, light blue outline of the state of Florida, centered on the page. The outline is thick and follows the general shape of the state, including the panhandle and the peninsula.

Meeting Summary

SR A1A/Atlantic Isles Lagoon Bridge Affected Parties Meeting - Summary

Monday, June 13, 2022 | 3 p.m.
GoToWebinar

Staff:

Jacobs

John Flora, Consultant Project Manager

Colleen Ross, Deputy Consultant Project Manager

Alex Meitin, Roadway Lead

Bhushan Godbole, Structure Lean

Tara Jones, Section 4(f) Lead

Janus Research

Amy Streelman

Ken Hardin

Stantec

Joy Castro

FDOT

Nicholas Danu, Project Manager

Barbara Culhane, District 6 Cultural Resources Coordinator

Katherine Bernabeo

MD Hussain

Tish Burgher

Infinite Source Communications

Monica Diaz

Affected Parties attendees are presented in the Attendee Log as an attachment.

Purpose of the meeting:

The Affected Parties meeting was held to consult with affected parties on the potential alternatives to improve the existing Atlantic Isles Lagoon Bridge (Bridge No. 874218) The meeting was held virtually. Invitations were emailed to affected parties on May 9, 2022 by the FDOT District 6 Public Information Office.

Key Items discussed:

Introduction

Community Outreach Specialist Monica Diaz, of Infinite Source Communications, welcomed the attendees and allowed each project team member to introduce themselves. Ms. Diaz also helped with introductions for each agency representative.

The following members of the project's affected parties were in attendance: Ms. Elizabeth Morales a resident and a member of the Historic Board, Mr. Michael McDaniel with the Florida Department of Transportation (FDOT) Central office, Ms. Alyssa McManus with the State Historic Preservation Office, Ms. Adrienne Burke with the Miami-Dade County of Historic Preservation, Ms. Lindsay Rothrock with FDOT Office of Environmental Management, Ms. Susan Simpson Deputy City Manager of City of Sunny Isles Beach and Mr. Jeff Ransom Miami-Dade County Archeologist.

Ms. Diaz stated the rules of engagement, reviewed the FDOT Title Six policies and provided a brief explanation of the outreach conducted for the meeting.

Mr. Danu presented each slide and provided a detailed explanation of the following slides: Agenda, What is a PD&E Study, Project Location Map, Project Study Area, Project Background, Project Timeline, Bridge Deficiencies, Purpose and Need, Project Goals, Existing Bridge Typical Section, and Atlantic Avenue Existing Typical Section.

Ms. Strelman continued the presentation and discussed Section 106 of the National Historic Preservation Act Process, Cultural Resources – Area of Potential Effect (APE), Atlantic Isles Historic Importance, Section 106 of the National Historic Preservation Act, and Affected Parties Consultation.

Mr. Danu continued by presenting the Initial Alternatives Considered, Viable Alternatives, No Action Alternative, Build Alternative 1 – Rehabilitation (Typical Section, Elevation View, Plan View), Build Alternative 2 – Replacement (Typical Section, Elevation View, Plan View), Temporary Maintenance of Traffic Impact Considerations, Alternatives Characteristics Evaluation Matrix, and Alternative Impact Evaluation Matrix.

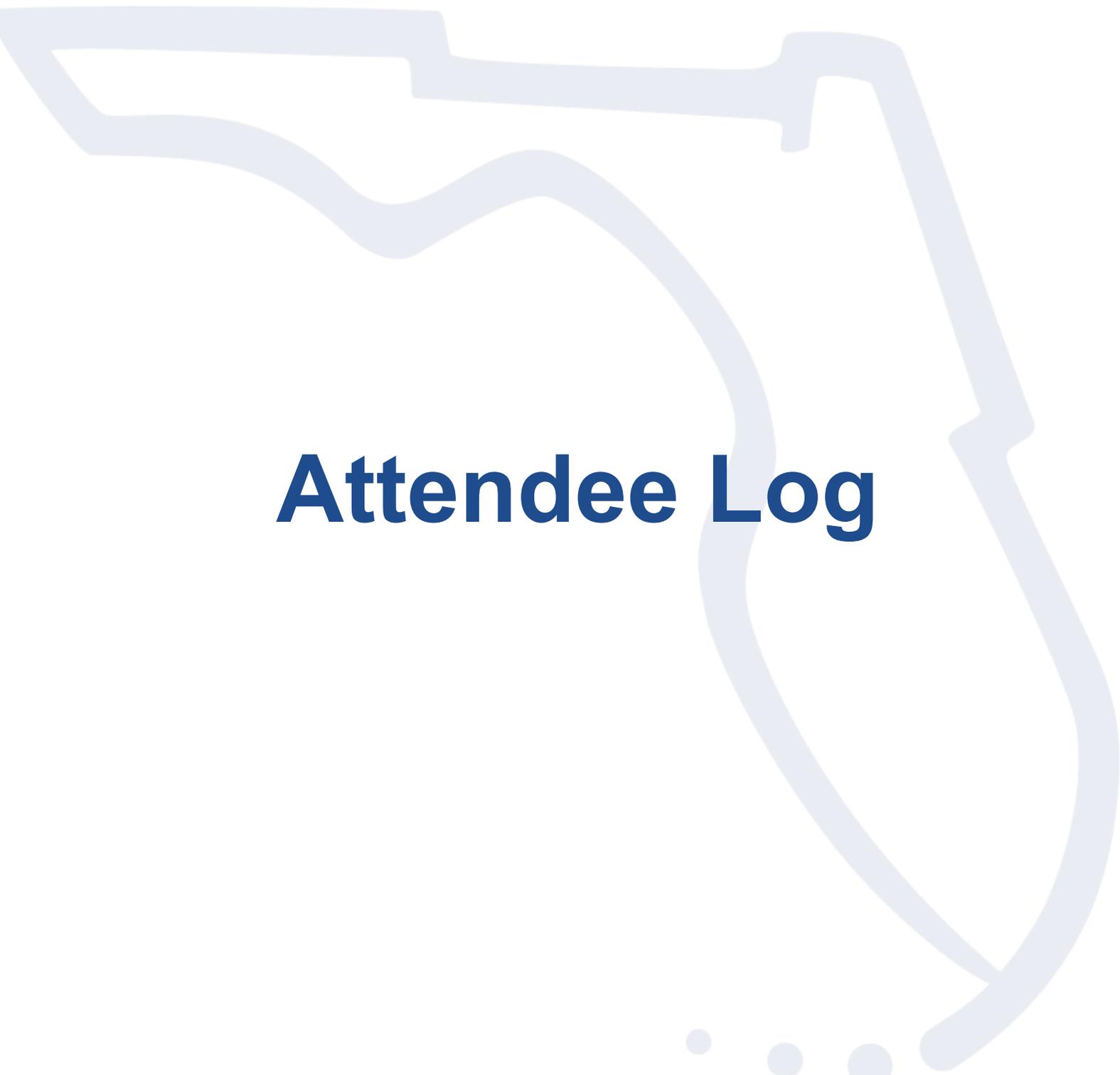
Ms. Strelman talked about the project's next steps and Mr. Danu finalized the presentation with the Project Schedule.

Question & Answer Session

- Ms. Morales stated the planters are part of the historic character of the bridge. She noted the planters are shown on the rehabilitation alternative; however, they are not part of the replacement alternative. Ms. Morales asked the team why the replacement alternative did not include the planters.
 - Mr. Danu responded current design standards do not include the planters on bridges.
- Ms. Morales asked if the Department can reuse the limestone on the current bridge during the replacement to replicate the historic façade.
 - Mr. Danu responded the Department's goal is to mimic the historic bridge as much as possible. He added the details and materials will be analyzed later in the project.
- Ms. Morales asked what increased shading means.
 - Mr. Danu responded that because Build Alt 2 includes a shared use path, it has a wider footprint and would decrease sunlight to the lagoon; therefore, increasing the shade.
 - Ms. Castro stated that more shading could affect the fish habitats as they require sunlight. FDOT is going to coordinate with National Marine Fisheries Service to review if this Alternative is viable for the marine life.
- Ms. Ivette Francolla asked if the bridge could be rehabilitated as a pedestrian bridge only.
 - Mr. Danu responded no, it would not meet the purpose and need of the project.
- Ms. Susan Simpson asked if the planters on the bridge are historic.
 - Mr. Norman replied they are not historic and were placed about 10-15 years ago.
- Ms. Francolla asked if the City and the residents would want the bridge to be historic.
 - Mr. Norman responded that the bridge is historic right now; however, if it is replaced then it would have to be reapplied to the replacement.

- Ms. Susan Simpson asked if the PD&E moves forward, when would construction commence and what would be the cost.
 - Mr. Danu stated the City would be responsible for 25% of the total construction costs and further noted that federal funding for all off-system bridges is coordinated with FDOT Central Office. Mr. Danu also noted that the Department is developing a Memorandum of Agreement between the City and FDOT to specify responsibilities for costs and maintenance.
 - Ms. Streelman asked if that is what the City did with the two bridges that were replaced in the front of the neighborhood; Mr. Norman replied yes.
- Ms. Francolla stated FDOT is not interested in maintaining the original structure, but they are using it for vehicles.
 - Mr. Danu responded yes, the bridge will be used for vehicles.
- Ms. Streelman asked if the members from the SHPO and OEM had any questions.
 - Ms. Rothrock (OEM) said that she had no questions and that the team was doing a good job following the process

Ms. Diaz thanked the attendees for their participation and provided the team's contact information and invited them to the public meeting on the Thursday, June 23, 2022.

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Attendee Log

Virtual Sign-In

Name	Representing
Kelly Chase	DHR
Alyssa McManus	SHPO
Lyndsay Rothrock	FDOT OEM
Michael McDaniel	FDOT OEM
Richard Labinsky	SIB City Engineer
Susan Simpson	SIB Deputy City Manager
Jeff Ransom	Miami Dade County Archaeologist
Ivette Francolla	member of SIB Historical Board
Adrienne Burk	MDC Office of Historic Preservation
Elizabeth Morales	Member of the Historic Preservation Board
Norman Edelcup	Member of SIB Historical Board, Former SIB Mayor, and lives in Atlantic Isle



Alternatives Workshop Meeting Report

**SR A1A/Atlantic Isles Lagoon Bridge
(Bridge No. 874218)
City of Sunny Isles Beach
Miami-Dade County, Florida**

Project Identification Number: 430029-2-21-01

Thursday, June 23, 2022 | 6 p.m.

A large, light blue outline of the state of Florida, serving as a background for the title. It includes the panhandle and the three small islands at the bottom.

Meeting Summary

SR A1A/Atlantic Isles Lagoon Bridge Alternatives Public Workshop - Summary

Thursday, June 23, 2022 | 6 p.m.

In Person: Sunny Isles Beach Gateway Center

151 Sunny Isles Blvd

Sunny Isles Beach, FL 33160

Virtual: GoToWebinar

Staff:

Stantec

Joy Castro – In-Person

Jacobs

Bhushan Godbole - Virtual

Alex Meitin – In-Person

Colleen Ross - Virtual

John Flora – In-Person

Michael Baker - Virtual

Janus Research

Ken Hardin – In-Person

FDOT

Nicholas Danu – In-Person

Katherine Bernabeo – In-Person

Barbara Culhane – In-Person

Tish Burgher – In-Person

Md Hossain – In-Person

Infinite Source Communications

Monica Diaz – In-Person

Alexander Coicou – In-Person

Andre Souza – In-Person

Meeting attendees from the public are presented in the Attendee Log as an attachment.

Purpose of the workshop:

The Alternatives Public Workshop was to provide the community an opportunity to review and comment on the proposed alternatives for the Atlantic Isles Lagoon Bridge (Bridge No. 874218)

The Alternatives Public Workshop was held in a hybrid meeting format. The hybrid meeting included two options for interested parties to attend, either in-person or virtual. The in-person option took place at the Sunny Isles Beach Gateway Center, which is approximately one quarter mile from the Atlantic Isle community. The virtual option was held on the GoToWebinar platform using the following registration link: <https://register.gotowebinar.com/register/3105107021843563531>. Once participants arrived at the meeting, they could view project displays and a fact sheet both in-person and virtually online. The meeting began with key staff members at a table at the head of the meeting room to present an overview of the project. Cameras and microphones were in the meeting room so that virtual attendees could hear and watch the same presentation. A formal question and answer session took place after the presentation where both in-person and virtual attendees could ask questions or make comments. Project team members were available both in person and virtually to answer questions and provide assistance.

Key Items discussed:

Introduction

Community Outreach Specialist Monica Diaz, of Infinite Source Communications, welcomed the attendees and stated the rules of engagement. She also reviewed the Florida Department of Transportation (FDOT) Title Six policies and provided a brief explanation of the outreach conducted for the workshop. Ms. Diaz recognized the Elected Officials in attendance: City Clerk Mr. Mauricio Betancur of City of Sunny Isles Beach, Commissioner, Seat One Jerry Joseph of City of Sunny Isles Beach, Commissioner, Seat Three Fabiola Stuyvesant of City of Sunny Isles Beach, City Engineer Rick Labensky of City of Sunny Isles and Ms. Margie Robinson from Miami-Dade County District 4 Commissioner Sally Heyman's office.

FDOT District Project Development Manager Mr. Nicholas Danu introduced the project team and presented the agenda.

Ms. Diaz advised attendees to use their cellphones or computers to participate in a polling activity using the Slido Application and explained how to access the questions. Ms. Diaz stated the polling results will help provide preliminary input to the team but are not the only factor used in developing potential alternatives. Ms. Diaz presented two ice breaker questions to ensure the participants were familiarized with Slido. All questions and responses are provided at the end of the summary.

Mr. Danu presented slides and details on the: project location map, project study area, project background, what is a PD&E study, purpose and need and project goals.

Throughout the presentation, Ms. Diaz used the Slido Application to ask project polling questions of the meeting attendees. The polling questions and results are presented on Page 7 of this summary.

Mr. Danu continued the presentation with existing bridge deficiencies, existing roadway and bridge typical sections on Atlantic Avenue, initial alternatives considered, no action alternative, Graphical representations of the proposed typical section, elevation view, and plan view were shown for each of the Build Alternatives A video of a rendering of Build Alternative 2 in the community, was presented to give attendees an idea of what this alternative would look like in the community. Mr. Danu then presented the temporary maintenance of traffic impact considerations, and alternative characteristics evaluation matrix. Mr. Danu then introduced Ms. Joy Castro, Environmental Scientist.

Ms. Castro discussed the natural resources, right-of-way considerations, physical environment, and agency coordination. Ms. Castro then introduced Mr. Ken Hardin, Cultural Resources Specialist.

Mr. Hardin presented the cultural resources, Atlantic Isle historic importance, section 106 of the National Historic Act process, and what is section 4(f)?

Mr. Danu then presented the alternative impact evaluation matrix.

Mr. Danu concluded the presentation with the project schedule and public involvement initiatives.

Ms. Diaz provided the participants with information on how to remain engaged during the project and contact information for the team.

Question & Answer Session

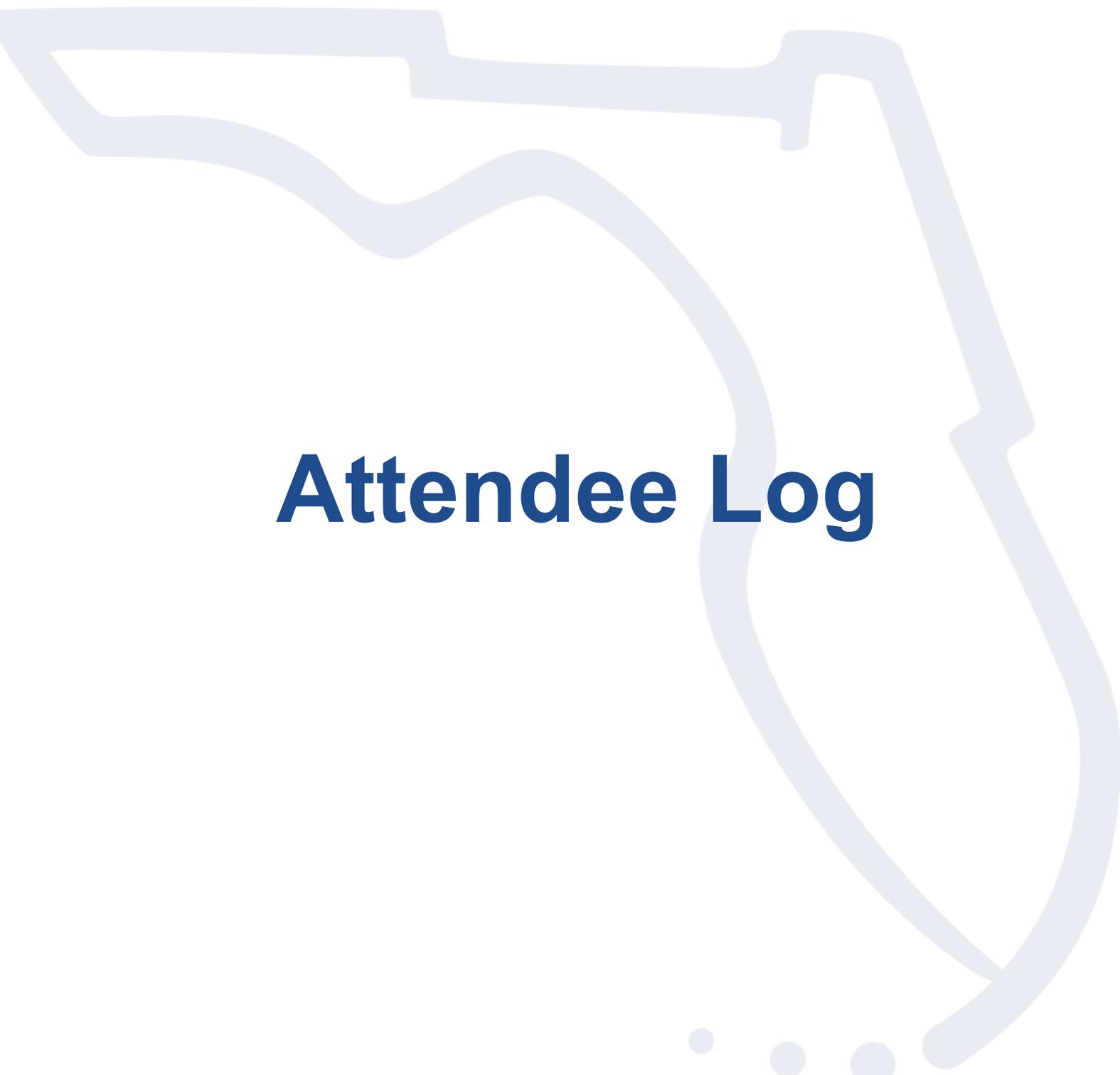
Ms. Diaz moderated questions from both virtual and in-person attendees.

- Mr. Arie Stager, resident of 262 Atlantic Island, stated that the wooden rafters under the bridge are in poor conditions. He suggested the Department sends a crew to conduct a site inspection and noted his concerns with the weight of the garbage trucks traveling across the bridge.
- Mr. Tom O'Connell, resident of 283 Atlantic Isle, stated there is a green heron that nests yearly on the northwest side.
 - Mr. Castro asked for clarification of where the green heron's nest is located.
 - Mr. O'Connell confirmed that it is on northwest side of the bridge and that it just had babies.
- Mr. O'Connell asked if the proposed bridge will be navigable for vessels.
 - Mr. Danu responded the bridge will not be navigable for coast guard permits; however, a small kayak or canoe can go through.
- Mr. Kent Percy, resident of Sunny Isles Beach, stated the Alternative Two bridge is wider than the existing bridge. Mr. Percy asked if another alternative was considered so that the existing bridge could remain as a pedestrian bridge and therefore extend its life expectancy. He suggested the possibility of a third alternative that would include adding a new travel lane/bridge for cars, next to the existing bridge to bypass the existing bridge.
 - Mr. Danu replied the Department reviewed the bridge's existing alignment and noted that to add an additional travel lane for cars, the existing roadway alignment would have to be shifted significantly to the south in order to meet current geometrical standards.
 - Mr. Percy asked that this be analyzed further as a pedestrian bridge because it is a historic monument, and it means a lot to the residents.
 - Mr. Danu noted that maintaining the existing bridge as a pedestrian bridge does not meet the purpose and need of the project.
 - Mr. Bhushan Godbole, Structural Engineer stated that adding a new travel lane/bridge next to the existing bridge would affect the aesthetics of the existing bridge as it would not be as visible as it is today.

Ms. Diaz thanked the attendees for their participation and provided the team's contact information and project website.

Slido Interactive Poll Questions – Summary of Results

1. What is your favorite season?
 - 33% Spring
 - 44% Fall
 - 11% Winter
 - 11% Summer
2. What group best represents you?
 - 60% Agency
 - 20% Residents
 - 20% Elected Officials
 - 0% Business Owner
 - 0% Interested Party
3. Which of these projects goals is most important to you?
 - 13% Minimize environmental impacts
 - 25% Minimize effects to significant cultural resources
 - 63% All of the above
 - 0% Improve mobility
 - 0% Enhance safety
4. Of the two build alternative presented this evening, which one best serves the community's needs? Build Alternative one, the rehabilitation alternative, Or Build Alternative two, the replacement alternative? Or something else?
 - 17% Build Alternative 1 – Bridge Rehabilitation
 - 83% Build Alternative 2 – Bridge Replacement
 - Other
 - Unsure
5. In a few words, do you have any additional thoughts about this project?
 - Necessary. Ideal to keep

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Attendee Log

Virtual Attendees - GoToWebinar

Atlantic Isles at West Bridge PD&E Study - Alternatives Workshop		
Last Name	First Name	Email Address
Bejar	Frank	frankbejar@gmail.com
Dawson	Richard	radawson007@gmail.com
Diaz	Frank	fdianz1321@gmail.com
Levine	Joel	wn2bmh@atlanticbb.net
Robinson	Margie	amadorm@miamidade.gov
Hall	Truett	truettthall@polICASTROLAW.COM
Marchesani	Alessandro	alessandro.marchesani@miamidade.gov

In-Person Attendees - Sign In Cards

SIGN-IN CARD
Alternatives Workshop
 06/23/22
 Atlantic Isle at West of State Road (SR) A1A (Bridge No. 874218)
 in the City of Sunny Isles Beach
 Financial Management Number: 430029-2-21-01
 Miami-Dade County, Florida

NAME: MARICEL ESTANERA

REPRESENTING: _____

ADDRESS: Sunny Isles Beach
19070 COLLINS AVENUE

PHONE NUMBER: (305) 792-1703

EMAIL: mrestanwr@sibfl.net

SIGN-IN CARD
Alternatives Workshop
 06/23/22
 Atlantic Isle at West of State Road (SR) A1A (Bridge No. 874218)
 in the City of Sunny Isles Beach
 Financial Management Number: 430029-2-21-01
 Miami-Dade County, Florida

NAME: LEWIS THALER

REPRESENTING: _____

ADDRESS: 19333 COLLINS AVE
288 208 1122

PHONE NUMBER: _____

EMAIL: MRTENNISLT@AOL.COM

SIGN-IN CARD
Alternatives Workshop
 06/23/22
 Atlantic Isle at West of State Road (SR) A1A (Bridge No. 874218)
 in the City of Sunny Isles Beach
 Financial Management Number: 430029-2-21-01
 Miami-Dade County, Florida

NAME: NORMAN S. EDELEP

REPRESENTING: _____

ADDRESS: Historic Preservation Board
244 Atlantic Isle

PHONE NUMBER: 786-202-1119

EMAIL: nseDELAY@aol.com

SIGN-IN CARD
Alternatives Workshop
 06/23/22
 Atlantic Isle at West of State Road (SR) A1A (Bridge No. 874218)
 in the City of Sunny Isles Beach
 Financial Management Number: 430029-2-21-01
 Miami-Dade County, Florida

NAME: _____

REPRESENTING: _____

ADDRESS: FABIOLA STUYVESANT
Commissioner
326 Poinciana Dr, SIB, FL 33160

PHONE NUMBER: 786 291 6571

EMAIL: FABISTUY@OUTLOOK.COM

Com. Heymans office

SIGN-IN CARD
Alternatives Workshop
 06/23/22
 Atlantic Isle at West of State Road (SR) A1A (Bridge No. 874218)
 in the City of Sunny Isles Beach
 Financial Management Number: 430029-2-21-01
 Miami-Dade County, Florida

NAME: COMMISSIONER JERRY JOSEPH

REPRESENTING: _____

ADDRESS: 18560 N BAY RD
SIB FL 33160

PHONE NUMBER: 518 229 8228

EMAIL: JJOSEPH@SIBFL.NET

SIGN-IN CARD
Alternatives Workshop
 06/23/22
 Atlantic Isle at West of State Road (SR) A1A (Bridge No. 874218)
 in the City of Sunny Isles Beach
 Financial Management Number: 430029-2-21-01
 Miami-Dade County, Florida

NAME: RIK LABINSKY

REPRESENTING: _____

ADDRESS: City
305-792-1817

PHONE NUMBER: _____

EMAIL: rlabinsky@staff.net

SIGN-IN CARD
Alternatives Workshop
06/23/22
 Atlantic Isle at West of State Road (SR) A1A (Bridge No. 874218)
 in the City of Sunny Isles Beach
 Financial Management Number: 430029-2-21-01
 Miami-Dade County, Florida

NAME: Tom O'Connell
 REPRESENTING: 283 ATLANTIC ISLE
 ADDRESS: 305-947-1242
 PHONE NUMBER:
 EMAIL:

SIGN-IN CARD
Alternatives Workshop
06/23/22
 Atlantic Isle at West of State Road (SR) A1A (Bridge No. 874218)
 in the City of Sunny Isles Beach
 Financial Management Number: 430029-2-21-01
 Miami-Dade County, Florida

NAME: Ken Percy
 REPRESENTING:
 ADDRESS:
 PHONE NUMBER:
 EMAIL: Ken@K6Percy.me

SIGN-IN CARD
Alternatives Workshop
06/23/22
 Atlantic Isle at West of State Road (SR) A1A (Bridge No. 874218)
 in the City of Sunny Isles Beach
 Financial Management Number: 430029-2-21-01
 Miami-Dade County, Florida

NAME: ARIE STEIGER
 REPRESENTING: 262 ATLANTIC ISLE
 ADDRESS: 305 7101230
 PHONE NUMBER: STEIGER@EBELSONA.NET
 EMAIL:

SIGN-IN CARD
Alternatives Workshop
06/23/22
 Atlantic Isle at West of State Road (SR) A1A (Bridge No. 874218)
 in the City of Sunny Isles Beach
 Financial Management Number: 430029-2-21-01
 Miami-Dade County, Florida

NAME: Danny Iglesias
 REPRESENTING: 270 ATLANTIC Ave, Sunny Isles Beach FL 33160
 ADDRESS: 305-505-9809
 PHONE NUMBER: Danny.Iglesias@att.net
 EMAIL:

City of SIB Historic Board Preservation Meeting Notes (Colleen Ross, Jacobs)

10/11/22

GoTo Meeting Platform

5:30 PM to 7 PM

Staff Attendees: Thu Clark, Lindsey Rothrock, MD Hossain, Monica Diaz, Katherine Bernabeo, Amy Streelman, Colleen Ross, John Flora, Nick Danu, Randy Mock, Joy Castro, Craig James

Board Attendees: Mauricio Betencur (City Clerk), Warren Stand (president), mayor?, Elizabeth Morales, Yvette Francola, Planning & building director for the City (name?), Ronni Adili, Joel Levine, Valerie Vicente (City Attorney)

Historic Board Preservation Board started their meeting per their protocol and then they joined our meeting. Monica noted that the meeting is being recorded.

- Nick Danu and Amy Streelman went through the presentation and then discussion began
- Board: It was noted by a member that the community placed the planters on the bridge shoulders approximately 7 to 10 years ago to make it a one-way bridge; it was coordinated with FDOT; they did this to force heavy trucks off of the bridge; it was noted that it's an inconvenience for some to have to go around; they asked if the new bridge would allow for 2-way traffic to be restored
 - Nick noted that when the project came to us it was one-way facility and that the project does not allow for adding capacity to the roadway;
- Board asked if the replacement has enough room for 2-way traffic
 - Nick noted that the replacement alternative does not meet criteria for a 2-way facility
- Board: Asked if any private properties would be impacted by the replacement
 - Nick noted no, and that only the park areas would be impacted
- Board: Expressed concern about safety (Replacement Alternative) of the pathway next to the road on the bridge and would like a barrier wall or railing along the path to protect ped/bike from cars
 - It was explained that the path is raised and with the speed limit of the roadway, it should be sufficient for safety; however Board did not agree; Nick explained that the bridge typical section was coordinated with City staff and this is what they agreed to; Board noted that they will discuss with City
- Board: Asked team to help them better understand the significance of the park and lagoon and if a designation would be made
 - Amy explained that the FDOT does not coordinate historic designation but that the information would be give to them so that they could coordinate
 - Amy asked the Board to think about mitigation efforts and suggested that part of the mitigation could include the historical information FDOT provides so that the community could be pursue a local designation for the Resource Group – similar to what they did for the other bridges
 - The Board said they do want the historical information so they could pursue future designation

- Craig clarified that FDOT treats all of these resources as “eligible” as if they are already NRHP-listed; but it is the responsibility of the community to gain the listed designation
 - Board noted that if we replace the bridge it will no longer be NRPH-registered; Amy clarified that the bridge is not currently registered but yes, if the bridge is replaced it is no longer NRHP-eligible
- Board: amongst the Board discussion someone asked if it could be a pedestrian bridge; another member stated that it would be an inconvenience to some of the residences to make the turn arounds
- Craig showed the MOT impacts slide (Slide 36) to ensure the Board understood the temporary impacts to the park area
 - The only concern they had was a tree could be impacted at the temporary turn around; Craig noted that was important feedback and the team will review tree impacts as a result of MOT
 - Craig further noted that FDOT is happy to answer their questions, but their feedback is very important to the Department and this process; Amy reiterated that and gave some examples of typical mitigation they could consider and asked them to take some time to review these ideas and provide feedback at a later date
- Valerie Vicente (City Attorney) wanted to understand the specifics on what FDOT is asking for
 - Amy noted that there isn't a specific requirement from the Board to give feedback, but we would like to get an idea of what mitigation they would like for purposes of the project and so that it can be documented in the Section 106 MOA
 - Board: Noted that they are going to schedule another meeting where all board members could be present to discuss these items in detail and give FDOT feedback afterwards
- Board: thanked FDOT for explaining the alternatives and answering their questions