

Project: Venetian Causeway PD&E Study/FM No. 422713-2-22-01 Public Hearing

Meeting Date and Time: Tuesday, May 11, 2021 from 7:00 p.m. to 9:00 p.m.

Venue: Miami Beach Botanical Garden, 2000 Convention Center Drive, Miami Beach, FL 33139

The following comments were provided during the Venetian Causeway Public Hearing and 10-Day Comment Period:

COMMENTER	COMMENT	COMMENT RESPONSE
<p>Michael Fryd Venetian Resident 109 3rd Dilido Terrace</p>	<p>I was watching the presentation and one of the alternative analysis claims was that any consideration of recreational areas was not applicable. I believe this is incorrect. The swale islands are currently recreational areas and are frequently used by pedestrians. One of my concerns is that currently the roads that go across the swale islands, do not have any side barriers or railings or fences which gives a wonderful aesthetic to the road. You feel like you're driving through the bay. It allows pedestrians to walk on the grass and enjoy that, and I want to make sure that we are not losing that.¹</p>	<p>The spoil islands are not designated as a significant recreational resource under Section 4(f), hence the zero rating and "Not Applicable" statement in the Evaluation Matrix. It is recognized that these areas are community resources. Access to the spoil islands will be further evaluated during final design. The preferred alternative proposes new bridges with profiles that are as low as possible for the swale islands to remain accessible to pedestrians.</p>
	<p>I noticed that your alternative M4 for the bascule bridge raises the bridge up so that we lose all access to the swale islands on either side. I think we're much better off with the M1 option for that bascule bridge which does not raise it up. And also, the M4 option which raises it up gives a much more imposing structure which I think is completely out of character for this causeway. While we cannot exactly match what we currently have, we could try to at least keep the intention and the aesthetic of a wonderful road where you're driving across, enjoying the bay, enjoying the view, walking across, enjoying the</p>	<p>The M4 Alternative for the east bascule bridge, Bridge 10, raises the bascule pier machinery above the 100-Year Storm Surge elevation. This raises Bridge 10 approximately 6 feet. The vertical profiles at fixed bridges 9 and 11 are a continuation of the profile from bridge 10. Pedestrian access will be affected by the raised profile, Miami-Dade County will continue to further evaluate access options during design. Rehab Alternative M1 maintains the functionally obsolete typical section as the bascule span cannot be widened to accommodate the additional 16 feet of</p>

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	grass, and I want to make sure we don't lose any of that. ¹	the proposed typical section and is not recommended.
<p>Jerry Goldstein 3040 Alton Road</p>	Is the temporary bridge that you're putting in, is that going to be a bascule type bridge that lifts, or it's just going to be a solid bridge or solid bypass? ¹	The temporary bridge at the Bridge 10 location will be a low-level fixed bridge.
<p>Monica Tracy Belle Isle Residents Association</p>	<p>I think with an eight-foot bridge on the eastern end, it might be kind of awkward for bikers and walkers to have a steep incline and then a hill like bridge. And while I feel it will benefit boaters and jet skiers to not have to raise the bridge as much or as often, an eight-foot raise makes you have quite a steep incline in there for walkers and bikers unless you would be raising all the rest of the road somewhat.¹</p>	The east bascule bridge, Bridge 10, raises the bascule pier machinery above the 100-Year Storm Surge elevation. This raises Bridge 10 approximately 6 feet. The vertical profiles at fixed bridges 9 and 11 are a continuation of the profile from bridge 10 allowing for a gradual slope up and down the bridge.
	And I very much agree with the gentleman who spoke about preserving the recreational aspect of the island outcroppings there. ¹	It is recognized that these areas are community resources. Access to the spoil islands will be further evaluated during final design.
<p>Richard Streim</p>	<p>Gentlemen: About three years ago I approached then assistant city manager of Miami Beach, Kathie Brooks, with an idea for the FDOT to consider when the bridge replacement project began planning. She advised that there would be no say, but would keep in mind, she is no longer with the city, so I am proposing it to you. The Venetian Causeway is a very heavily traveled road. Considering its vehicle capacity, it is probably one of the busiest locally. The months of November through April are extremely busy with traffic. The first part of my idea was to limit</p>	The proposed construction phasing and maintenance of traffic plan was selected by the residents during the PD&E Study. The Bridge Replacements will be performed in a Phased Construction sequence that allows for the maintenance of one lane of two-way traffic during replacement. Additionally, the number of bridges being constructed at any given time will be limited so that only one island is impacted by bridge construction at any given time. This phased approach to the construction will limit the impacts to the residents and users of the causeway.

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	<p>construction to the summer months, namely begin in May and end in October. That doesn't give enough time, so I also just suggest that the restoration be done on the south lanes one summer and the north lanes the following summer. This way, the disruption to the residents will be minimized.¹</p>	
	<p>Further, I would propose that you use several different contractors simultaneously so that several bridges could be completed at the same time, making the whole project speedier.¹</p>	<p>The proposed construction phasing and maintenance of traffic plan was selected by the residents during the PD&E Study.</p>
	<p>I would hope that consideration would be given to the fact that for the last five years the residents have endured streets that are, as of today, still not completed from the last rehab project and final lifts of asphalt still has not been completed and won't be for several more months. To disrupt the traffic flow again would be a hardship. Further, to close all lanes in one direction requires an extra-long time to get home, needing to use either the MacArthur or Julia Tuttle to complete the trip. That could add as much as an hour to the travel time. Your consideration of my message would be of greatly appreciated.¹</p>	<p>The referenced on-going construction projects are not related to this PD&E Study. The PD&E Study only addresses the future construction associated with the replacement of the bridges. The closure of all the lanes in one is not proposed. The replacement of the existing fixed bridge structures is proposed in two (2) construction phases to allow the maintenance of at least one lane of two-way traffic and one sidewalk during the construction.</p>
<p>Melissa Beattie Venetian Islands Homeowners Association</p>	<p>It is important that through this project that we take into consideration the disruption to the residents for the four to five years this project will take place and hopefully will consider either raising the toll or finding ways to limit the traffic to keep it more local during that period of time.¹</p>	<p>Noted.</p>

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<p>Lloyd Van Bylevelt 1140 Venetian Way</p>	<p>I thought it was good that you're taking into consideration the historic character of the lighting. The lighting that was redone about 15 years ago is terrible, in the sense that it's blinding at night. I know that they're kind of historic looking, but and possibly it's because of the mercury vapor as opposed to what I hope will be LED lights or something. But if the actual lighting could be taken into consideration and how it functions per se? I mean, it's really horrible the way it is right now.¹</p>	<p>The lighting will be designed to current standards.</p>
	<p>I wanted to know... I wanted to see if the design for the latest guardrails could be looked at. The original bridges from before 15 years ago had a similar design but there was a lot more space between the actual lattice, so that as you drove by you would actually get the optical illusion of seeing the water. And on the newer design, those were made a lot thicker and I don't know if there would be a way to design them so they're as strong as they currently are or as strong as they need to be, but they would have that as aesthetic effect from the original bridge.¹</p>	<p>The Venetian railings were redesigned during the 1998 rehabilitation project to meet the load and strength requirements. The size of the structural elements of the original railings do not allow for compliance with the current loading requirement.</p>
<p>Barbara Bisno Venetian Resident</p>	<p>I had several questions and so I wasn't going to take your time with a comment 'cause you won't ans.. apparently you're not answering questions tonight. Uh, you left out some things in your presentation. You just made the statement, it will extend the life of the fixed bridges, but you don't say how long, which is sort of incredible. Maybe it's somewhere else in your documents, but I didn't see it.¹</p>	<p>The Preferred Alternative is to replace the existing bridges with new bridges designed to last 75 years. The replacement results in an adverse effect on the historic resource of the existing bridges.</p>

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	<p>I concur with the community's disappointment that it's a four year project. We have... We're so fortunate to live here and we're fortunate that the county gives us attention and that you are keeping the profile of our historical bridges, but I don't know, I suppose you don't want to answer questions, but I'm worried about...¹</p>	<p>The historic resources have been adversely affected and characteristics that make the resource group eligible have been adversely affected and this was determined in consultation with the State Historic Preservation Officer (SHPO) and local Municipalities. However, the section of SHPO that oversees National Register listings would have to actively pursue delisting of the Venetian Causeway and same with the cities and their preservation boards.</p>
	<p>My comment is, I'm worried about the historical listing because that's what has allowed us to maintain the low bridges. And so I'm worried about, since it's got the same profile and it's got the same railings, I'm wonder I hope that the county will assist us in trying to keep our historical listings, the national listing and the listing of historical importance with both cities.¹</p>	<p>The historic characteristics that make the Venetian Causeway Resource Group eligible for the National Register of Historic Places have been adversely affected and this was determined in consultation with the State Historic Preservation Officer (SHPO) and local municipalities. However, the section of SHPO that oversees National Register listings would have to actively pursue delisting of the Venetian Causeway and the same with the cities and their preservation boards.</p>
	<p>And I guess the last comment is, I live in the City of Miami at 1000 Venetian Way, and I recently attended by Zoom the City of Miami's stormwater plan to keep our neighborhoods from going underwater as the seas rise. They talk about... They talked about the island, residential islands off of the causeway. I specifically asked them how they were coordinating with the county since the causeway road itself is a county road. And on the record the answer was: We are not concerned with keeping the road dry. We are concerned with the residents the residential areas.</p>	<p>The scope of the PD&E Study was limited to the causeway bridges. The Preferred Alternative replaces existing bridges 2 through 12 with new structures. The potential for sea-level rise was considered in establishing the proposed bridge vertical alignments.</p>

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	So I just hope that that was a glib response that the county will not tolerate and that a coordination between the city stormwater plan and the county's, which I hope exists, will occur. ¹	
Ken Cooke	I guess my question would be is, would be, the proposals at hand, what does it look like for closures of either going east or west? Since I've lived through three of them, each of them had different circumstances where you weren't able to go one way or the other, and it would be nice to understand with each of the proposals what that looks like from a time standpoint and a start and stop standpoint how that would look. ¹	The proposed wider typical section creates an opportunity to phase construct the fixed bridges while maintaining one lane of two-way traffic and a shared use path for pedestrians and bicyclists. The number of bridges being constructed at any given time will be limited so that only one island is impacted by bridge construction at any given time. This phased approach to the construction will limit travel time impacts to the residents and users of the causeway. The temporary bridge at the East Bascule allows construction of the new bascule bridge while directing all transportation modes to the temporary bridge. The construction duration for the project is estimated to be 48 months.
	So from what I understand then is the westbound will now be closed, but the work recently done a year or two, couple years ago will not be closed; is that correct? ¹	The proposed wider typical section creates an opportunity to phase construct the fixed bridges while maintaining one lane of two-way traffic and a shared use path for pedestrians and bicyclists. The temporary bridge at the East Bascule allows construction of the new bascule bridge while directing all transportation modes to the temporary bridge.
	Will there be closures or disruption to traffic moving east or westbound during the construction? ²	The replacement of the existing fixed bridge structures is proposed in two (2) construction phases to allow the maintenance of at least one lane of two-way traffic and one sidewalk during the construction. The first construction phase requires partial demolition of the bridge that allows for one

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		<p>lane of traffic and sidewalk to be maintained on the remainder of the bridge. A portion of the new bridge could then be constructed. One lane of traffic and sidewalk can be maintained on the new portion of bridge while the remainder of the existing bridge is demolished and the remainder of the new bridge is constructed. The conceptual phased construction plan has considered minimizing interruptions to the modes of transportation by allowing the motorists, local bus service, pedestrians and bicyclists to still have access to the corridor during construction. The proposed wider typical section creates an opportunity to phase construct the fixed bridges while maintaining one lane of two-way traffic and a shared use path for pedestrians and bicyclists. The temporary bridge at the East Bascule allows construction of the new bascule bridge while directing all transportation modes to the temporary bridge. The MOT plan will minimize the access impacts by limiting them to one island at a time.</p>
<p>Marc Malovany 801 North Venetian Drive</p>	<p>I concur with the gentleman that these projects should be conducted in parallel to minimize the total project duration. A four-year time span is completely unacceptable. Please respond with why this cannot be done in shorter order.²</p>	<p>The proposed construction phasing and maintenance of traffic plan was selected by the residents during the PD&E Study. A shorter construction time would require closures.</p>
<p>Barbara Bisno Venetian Resident</p>	<p>How long will preferred alternative extend life of fixed bridges?²</p>	<p>The Preferred Alternative is to replace the existing bridges with new bridges designed to last 75 years. The replacement results in an adverse effect on the historic resource of the existing bridges.</p>

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Will historical listing for bridges be lost by alternative preferred? ²		The historic characteristics that make the Venetian Causeway Resource Group eligible for the National Register of Historic Places have been adversely affected and this was determined in consultation with the State Historic Preservation Officer (SHPO) and local municipalities. However, the section of SHPO that oversees National Register listings would have to actively pursue delisting of the Venetian Causeway and the same with the cities and their preservation boards.
How does preferred alternative relate to City of Miami's Storm Water Plan? ²		The scope of the PD&E Study was limited to the causeway bridges. The Preferred Alternative replaces existing bridges 2 through 12 with new structures. The potential for sea-level rise was considered in establishing the proposed bridge vertical alignments.
How long will this project extend the life of the 10 stationary bridges and the east bascule? ³	Barbara Bisno Venetian Resident	The Preferred Alternative is to replace the existing bridges with new bridges designed to last 75 years. The replacement results in an adverse effect on the historic resource of the existing bridges.
Has FDOT and/or the County examined the issue of what effect the project replacing the bridges with replicas of the 1926 bridges will have on the Venetian Way's listing on the National and local historical registers and what steps are the FDOT and/or County planning to help Venetian Way remain on the historical registers? ³		The historic resources have been adversely affected and characteristics that make the Venetian Causeway Resource Group eligible have been adversely affected and this was determined in consultation with the State Historic Preservation Officer (SHPO) and local Municipalities. However, the section of SHPO that oversees National Register listings would have to actively pursue delisting of the Venetian

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		Causeway and same with the cities and their preservation boards.
	How are the Bridges Project being coordinated with the City of Miami's Storm Water Plan? ³	The scope of the PD&E Study was limited to the causeway bridges. The Preferred Alternative replaces existing bridges 2 through 12 with new structures. The potential for sea-level rise was considered in establishing the proposed bridge vertical alignments.
	How is the Bridges Project being coordinated with the County's resilience plan? ³	In order to address the County's resilience plan climate change and sea level rise considerations were taken into account. The potential for sea-level rise was considered in establishing the proposed bridge vertical alignments.
	How does the current resilience projects on the Venetian Way islands relate to Resilience Plans of both cities and the county? ³	This is outside of the scope of the PD&E Study.
	My comments are in agreement with other resident comments at the zoom meeting as to the need to shorten the length of the project, the need to have railing design more closely resemble original railings, and the need to redesign east bascule to reduce filling of sway or spoil islands. ³	The proposed construction phasing and maintenance of traffic plan was selected by the residents during the PD&E Study. The Venetian railings were redesigned during the 1998 rehabilitation project to meet the load and strength requirements. The size of the structural elements of the original railings do not allow compliance with the current loading requirement. The M4 Alternative for the east bascule bridge, Bridge 10, raises the bascule pier machinery above the 100-Year Storm Surge elevation. This raises Bridge 10 approximately 6 feet. The vertical profiles at fixed bridges 9 and 11 are a continuation of the profile

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		from bridge 10. Pedestrian access will be affected by the raised profile, Miami-Dade County will continue to further evaluate access options during design.
	Related to the construction materials is the question of how long this project will extend the life of the bridges. ³	The Preferred Alternative is to replace the existing bridges with new bridges designed to last 75 years.
	Also, please advise if this project is being coordinated with the County Rising Seas Strategy and the City of Miami's Storm Water Plan. ³	Coordination with the City of Miami Beach's Stormwater Management Master Plan (SWMMP) is outside of the scope of the PD&E Study.
	When will this project start and what steps does FDOT have to go through before this project is approved? ³	The design and construction phases will be handled by Miami-Dade County with involvement from the FDOT. The Design Phase is anticipated to begin in 2021 through 2024. The Construction Phase is estimated to begin in 2024 through 2028.
	Please confirm that the 10 stationary bridges and the east bascule will be replaced at the same height and railing design as currently on the historical registers. ³	To mitigate the expected 0.79-ft. of sea-level rise, the vertical alignment of Bridges 2 through 9, 11 and 12 will be raised approximately 1-ft. above the existing clearance to Biscayne Bay. At Bridge 10 (the east bascule bridge), the vertical profile will be raised approximately 6ft to provide 10.5-ft. of clearance at the fender and 13.5-ft. of clearance at the centerline of channel. The vertical profile maintains the bascule pier machinery above the 100-Year Storm Surge elevation, maintains the low-level appearance of the causeway and maintains pedestrian access to the spoil islands from the roadway. The vertical profiles at fixed

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		<p>bridges 9 and 11 are a continuation of the profile from bridge 10.</p> <p>The proposed Railing Option T1 maintains the existing Venetian Railing at the coping and maintains the historical character of the causeway.</p>
	<p>Please confirm the project will take 4 years and will cost \$5 billion.³</p>	<p>The anticipated construction time for the Venetian Bridges 2 through 12 is approximately 4 years after the bridge design is complete. Grand Total cost for the project is approximately \$122.5 million.</p>
	<p>Please confirm that this funding has not yet been secured.³</p>	<p>The Venetian Causeway Bridge Replacement project is identified in the Miami-Dade Metropolitan Planning Organizations 2045 Long Range Transportation Plan (LRTP) as an unfunded project. The 2019 Miami-Dade Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) only includes funds for the planning phase of the project. The Adopted 2014-2019 FDOT Five-Year Work Program shows the Venetian Causeway Bridge project with funding in the amount of \$327,716 for Highways/PD&E in FY 2019. The Fiscal Year 2018-2019 Adopted Budget and Multi-Year Capital Plan for Miami-Dade County Parks, Recreation and Open Spaces has allocated funds for the Venetian Causeway Bridge Replacement project. The project will replace Bridges 2 through 12; Bridge 1 will remain. The budget includes \$4.75 million for the planning and design phases</p>

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		<p>during FY 2018 - 2020, and \$13.5 million for the construction phase of the project during FY 2020-2024.</p> <p>The traffic will be two way on each island as the relevant bridges are replaced. The replacement of the existing fixed bridge structures is proposed in two (2) construction phases to allow the maintenance of at least one lane of two-way traffic and one sidewalk during the construction of each specific bridge being constructed. The bascule bridge cannot be constructed in phases and will require the complete closure of the existing bridge during replacement. A temporary fixed bridge will be provided during the time the bascule bridge is closed.</p>
<p>Richard Streim</p>	<p>About 3 years ago I approached then Assistant City Manager for Miami Beach, Kathie Brooks with an idea for FDOT to consider when the bridge replacement project began planning. She advised that they have no say but would keep in in mind. She is no longer with the city so I am proposing it to you. The Venetian Causeway is a very heavily travelled road. Considering its vehicle capacity it is probably one of the busiest locally. The months of November thru April are extremely busy with traffic. The first part of my idea was to limit construction to the summer months. Namely begin in May and end in October, that doesn't give enough time so I also suggested that the restorations be done on the south lanes one summer and the north lanes the following summer.</p>	<p>The proposed construction phasing and maintenance of traffic plan was selected by the residents during the PD&E Study. The Bridge Replacements will be performed in a Phased Construction sequence that allows for the maintenance of one lane of two-way traffic during replacement. Additionally, the number of bridges being constructed at any given time will be limited so that only one island is impacted by bridge construction at any given time. This phased approach to the construction will limit the impacts to the residents and users of the causeway.</p>

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	This way the disruption to the resident would be minimalized. ³	
	Further I would propose that you use several different contractors simultaneously so that several bridges could be completed at the same time. Making the whole project speedier. ³	The proposed construction phasing and maintenance of traffic plan was selected by the residents during the PD&E Study. A shorter construction time would require closures.
	I would hope that consideration would be given to the fact that for the last 5 years the residents have endured streets that are as of today still not completed from the last rehab project and final lift of asphalt still has not been completed and won't be for several more months. To disrupt the traffic flow again would be a hardship. Further to close all lanes in one direction requires an extra-long time to get home needing to use the MacArthur or Julia Tuttle to complete the trip. That could add as much as an hour to the travel time. ³	The referenced on-going construction projects are not related to this PD&E Study. The PD&E Study only addresses the future construction associated with the replacement of the bridges. The closure of all the lanes in one is not proposed. The replacement of the existing fixed bridge structures is proposed in two (2) construction phases to allow the maintenance of at least one lane of two-way traffic and one sidewalk during the construction.
Michael Fryd Venetian Resident 109 3rd Dilido Terrace	Prefer M1 Alternative to M4. ³	Alternative M4 was selected as the preferred alternative during the PD&E Study. Rehabilitation Alternative M4 provides the wider typical section of 57'-10" to match the approach spans.
	Want to keep access to swale islands for recreation. ³	Access to the swale/spoil islands will be further evaluated during final design.
Gerry Goldstein	What type of filtration is FDOT using for water runoff from the roadbed? ³	An exfiltration system will be proposed to treat runoff from the roadbed.
	What is the life expectancy of the bridge? ³	The Preferred Alternative is to replace the existing bridges with new bridges designed to last 75 years.

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	<p>Are they using sacrificial anodes on the bridges?³</p> <p>Is the temporary bridge going to be a bascule bridge?³</p>	<p>No.</p> <p>No.</p>
<p>Carolina Bolado</p>	<p>Alternative 7, the preferred alternative is awesome. I especially appreciate the additional space for pedestrians and cyclists, which is sorely needed. The one concern I have is the regard to access for cyclists during construction because there is no other good, safe crossing by bike. Something like temporary protected lanes on the MacArthur during construction might be helpful.³</p>	<p>The conceptual phased construction plan has considered minimizing interruptions to the modes of transportation by allowing the motorists, local bus service, pedestrians and bicyclists to still have access to the corridor during construction. The proposed wider typical section creates an opportunity to phase construct the fixed bridges while maintaining one lane of two-way traffic and a shared use path for pedestrians and bicyclists. The temporary bridge at the East Bascule allows construction of the new bascule bridge while directing all transportation modes to the temporary bridge.</p>
<p>Matthew Gultanoff</p>	<p>These comments are in response to the public hearing for the Venetian Causeway PD&E that was held on May 11, 2021. I am in favor of the selected alternative, the alternative, which consists of a raised concrete median separating the bicycle lanes from the general-purpose travel lanes.³</p>	<p>An alternative typical section, which does not change the footprint of the bridge, was developed to accommodate the potential for separated bike lanes on the causeway. This alternative typical section is only feasible if Miami-Dade County's Department of Transportation and Public Works implements separated bike lanes on the roadway portions of the causeway. The typical section is in accordance with FDOT's Design Manual and FHWA's Separated Bike Lane Planning and Design Guide. The sidewalks in this alternative are reduced from 8ft to 7ft and the bike lane area is increased from 7ft to 8ft (6ft bike lane and 2ft median separation).</p>

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	It is my understanding that the Miami-Dade County Department of Transportation and Public Works will be proceeding with installation of bicycle lane separators this summer, encompassing the entirety of the causeway from the City of Miami to City of Miami Beach. ³	Noted. This will be coordinated with Miami-Dade County during Final Design.
	Retaining the character of the causeway, which serves not a regional transportation purpose, but rather local connectivity is vital. ³	This was considered in the selection of the preferred alternative.
	The causeway is currently signed with a speed limit of 25 MPH. It is my understanding from a conversation with the project manager, Mr. Huynh, that the objective is to retain the existing speed limit. we want to make sure this possible error has not been overlooked. ³	The posted speed limit within the project limits is 30 mph. The design speed will be 35 mph and the posted speed limit will be maintained at 30 mph.
	This design is a true step forward with over 100% of the increase in the bridge width going to people space -- for wider sidewalks and bicycle lanes. ³	The Project Team acknowledged the community opinion and feedback provided during the Public Outreach meetings and developed a bridge replacement alternative that incorporated a wider typical section with enhanced bicycle and pedestrian facilities as desired by its users.
Jackson Hurst	I approve and support FDOT's Venetian Causeway from North Bayshore Drive to Purdy Avenue Project. The alternative that I support for FDOT's Venetian Causeway from North Bayshore Drive to Purdy Avenue Project is Alternative M4 - Double leaf Bascule Bridge because Alternative M4 will replace the existing Venetian Causeway with a bridge that provides vertical clearance for boats to pass under. ³	Alternative M4 - Double Leaf Bascule Bridge provides a 10.5-ft. vertical clearance at the fender and 13.5-ft. of vertical clearance at centerline of the channel. The existing bridge provides only 6-ft. of minimum vertical clearance at the fender and 10-ft. of vertical clearance at the centerline of the channel. Alternative M4 provides a higher vertical clearance and results in fewer bridge openings.

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