VENETIAN CAUSEWAY

Public Meeting

March 18, 2026, 7pm-9pm

PRESENTED BY

MIAMI-DADE COUNTY DEPARTMENT OF
TRANSPORTATION AND PUBLIC WORKS (DTPW)

Title VI

Title VI Non-Discrimination Compliance
Miami-Dade County

Complies with various Non-Discrimination Laws and Regulations, including Title VI of the Civil Rights Act of 1964

Public Participation at this Public Meeting is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express concerns about Title VI may do so by contacting:

Melissa Rolle-Scott, Assistant Director
Chief Administrative Officer, DTPW
701 NW 1st Court, Suite 1700 Miami, FL 33136
Melissa.Scott@miamidade.gov
786-469-5422

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Guidelines

- In an effort to maintain a safe and respectable meeting, please hold all questions until the end of the presentation.
- All virtual participants' microphones will remain muted, unless it is their turn to speak.
- Virtual participants may access the roll plots being displayed at the meeting by visiting the project website at the Project Website:

https://www.miamidade.gov/global/transportation/public-works/venetian-causeway.page

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Welcome

Josiel Ferrer-Diaz, PE, Deputy Director – Chief Project Delivery Officer
Department of Transportation and Public Works (DTPW)

Welcome

Keon Hardemon, District 3 Commissioner
Miami-Dade County

Welcome

Micky Steinberg, District 4 Commissioner
Miami-Dade County

DTPW Leadership Team

Stacy Miller, *PE, Manager, Director and CEO, DTPW*

Josiel Ferrer-Diaz, PE, Deputy Director Chief Project Delivery Officer, DTPW

Miguel Soria, *PE, Assistant Director, DTPW,*

Ryan Fisher, *PE, Manager, Highway Bridge Engineering Division, DTPW*

Gabriel Delgado, *PE, Project Manager, Highway Bridge Engineering Division, DTPW*

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Presenters

Gabriel Delgado, *PE, Project Manager, Highway Bridge Engineering Division, DTPW*

Rick Crooks, *PE, Project Manager, EAC Consulting*

Agenda

- History
- Project Details
- Project Milestones & Timeline
- Summary
- What To Expect During Construction
- Questions and Answers

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History

Aerial View of Venetian and County Causeways c. 1930.
Credit: Helen Muir Florida Collection. Special Collections and Archives. Miami-Dade Public Library System.

- Original Causeway built in 1926
- 12 bridges: 10 fixed span bridges and 2 bascule leaf span bridges
- The bridges are designated as historic landmarks by the City of Miami and City of Miami Beach
- Endured numerous hurricanes since constructed
- The bridges are moderately to severely deteriorated and have been repaired numerous times
- Due to new design codes, the bridges do not meet current design and safety requirements

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History

Aerial View of Bridge 12 of the Venetian Causeway c. 1930.

- The bridges have a low rise and provide minimal clearance above the mean high water.
- The guardrails, one of the main decorative features of the bridges, are constructed of reinforced concrete in a pierced, ornamental geometric design that have square units with radiating diagonals forming an “x” pattern. This simple design forms a bold pattern while allowing a view of the bay from all the bridges.
- The existing light poles and fixtures are a replicate of the historic light poles and were installed as part of the 1996 to 1999 rehabilitation. The light poles along the roadway are 13-ft. high and feature an acorn style head with a frosted clear polycarbonate material.

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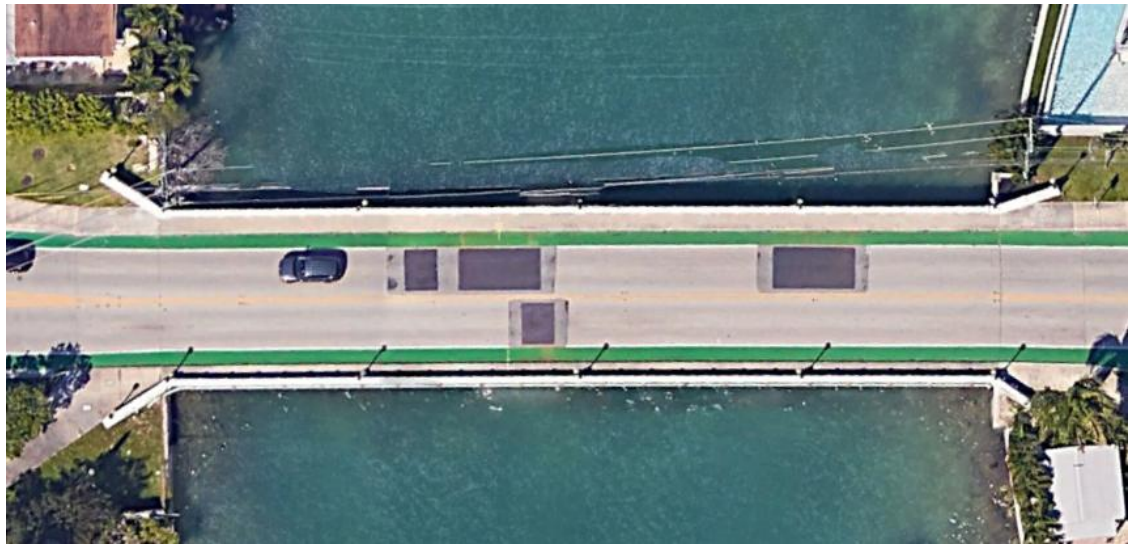
Existing Condition

Right: Steel plate covering deck failure

Below: Aerial showing the extent of bridge deck repairs on Bridge 2 connecting Biscayne and San Marco islands.



- Originally built with an anticipated design life of 50 years, the bridges have exceeded their design life by over 40 years.
- The bridges exhibit severe deterioration because of the proximity to the very aggressive marine environment.
- Bridges 2-12 are Structurally Deficient (SD).
- Regular maintenance impacts traffic and is costly. Can be a nuisance to residents and commuters.
- The bridges and approaches are at-risk of hurricane wave loading, and storm surges.
- Safety concern, as the Causeway is a hurricane/emergency evacuation route.

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PD&E Project

- The Florida Department of Transportation initiated a Project Development and Environment (PD&E) study in 2012.

- Several public meetings and workshops were held to present the PD&E alternatives and gather feedback, which was used to improve the project's development and design.

- PD&E study completed in December 2022, with Location Design Concept Acceptance (LDCA).

Project Scope

- Replace Bridges 2 through 12 within the Causeway
- Bridge 1 is not included, previously replaced.
- Bridges 2 through 9, 11 and 12 are fixed bridges
- Bridge 10 is movable
- Provide wider typical section meeting current criteria
- Design takes historic designation into account
- Raise bridge vertical alignments to improve resilience to coastal flooding

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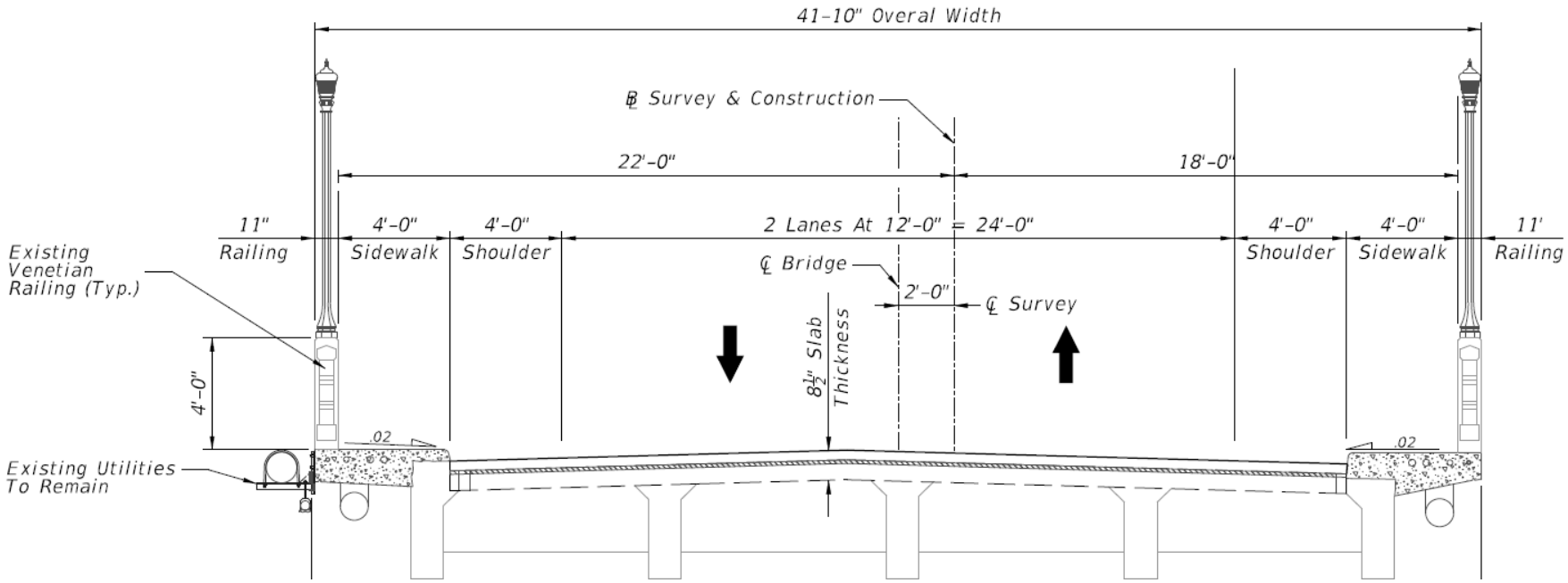
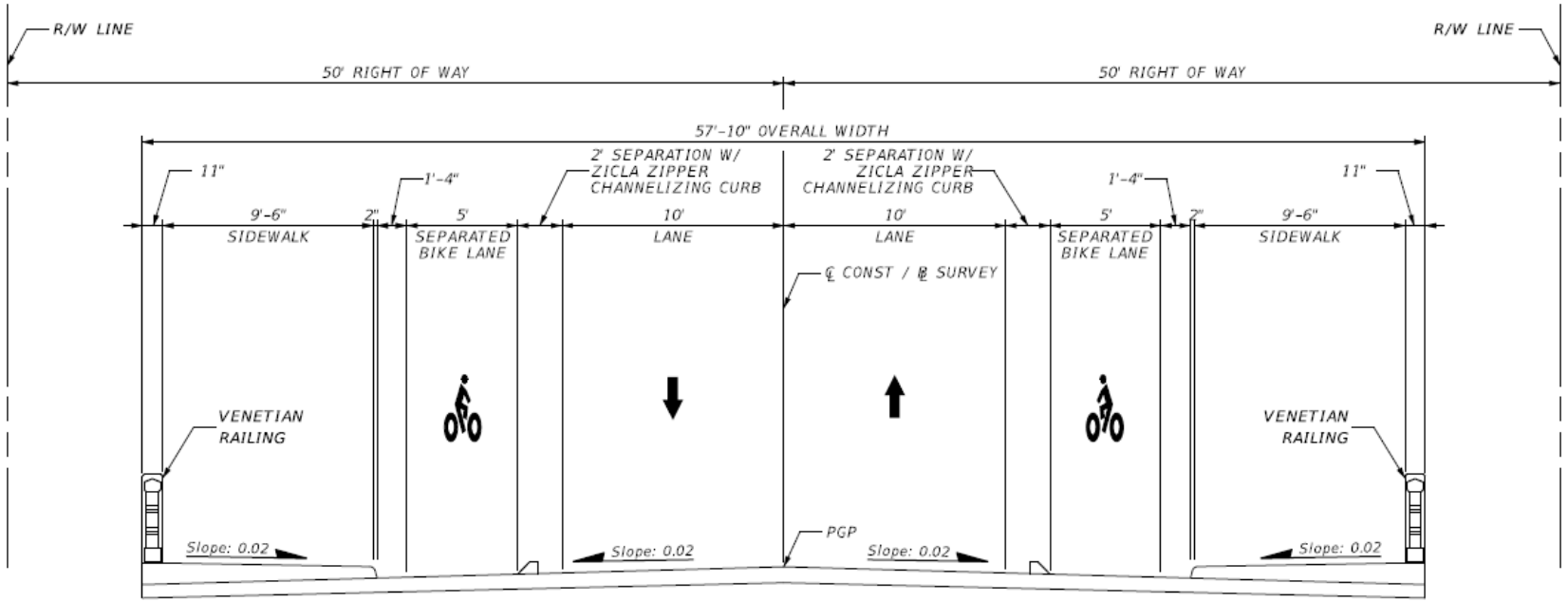
Existing Typical Section

- In each direction of travel:
  - 4′ sidewalk
  - 4′ bike lanes
  - 12′ travel lanes



New Typical Section

- In each direction of travel:
  - 9.5′ sidewalks
  - 7′ separated bike lanes
    - channelizing curb
  - 10′ travel lanes
- Meets the latest safety and design criteria for pedestrians, bicyclists, and vehicles.
- Mimics the existing railings and light poles



Proposed Replacement Bridge Rendering

Replacement Bridges 2-9, 11 & 12: Fixed Spans-Concrete Arched Beams with railings, and light poles that mimic the existing. Raised to meet current standards.

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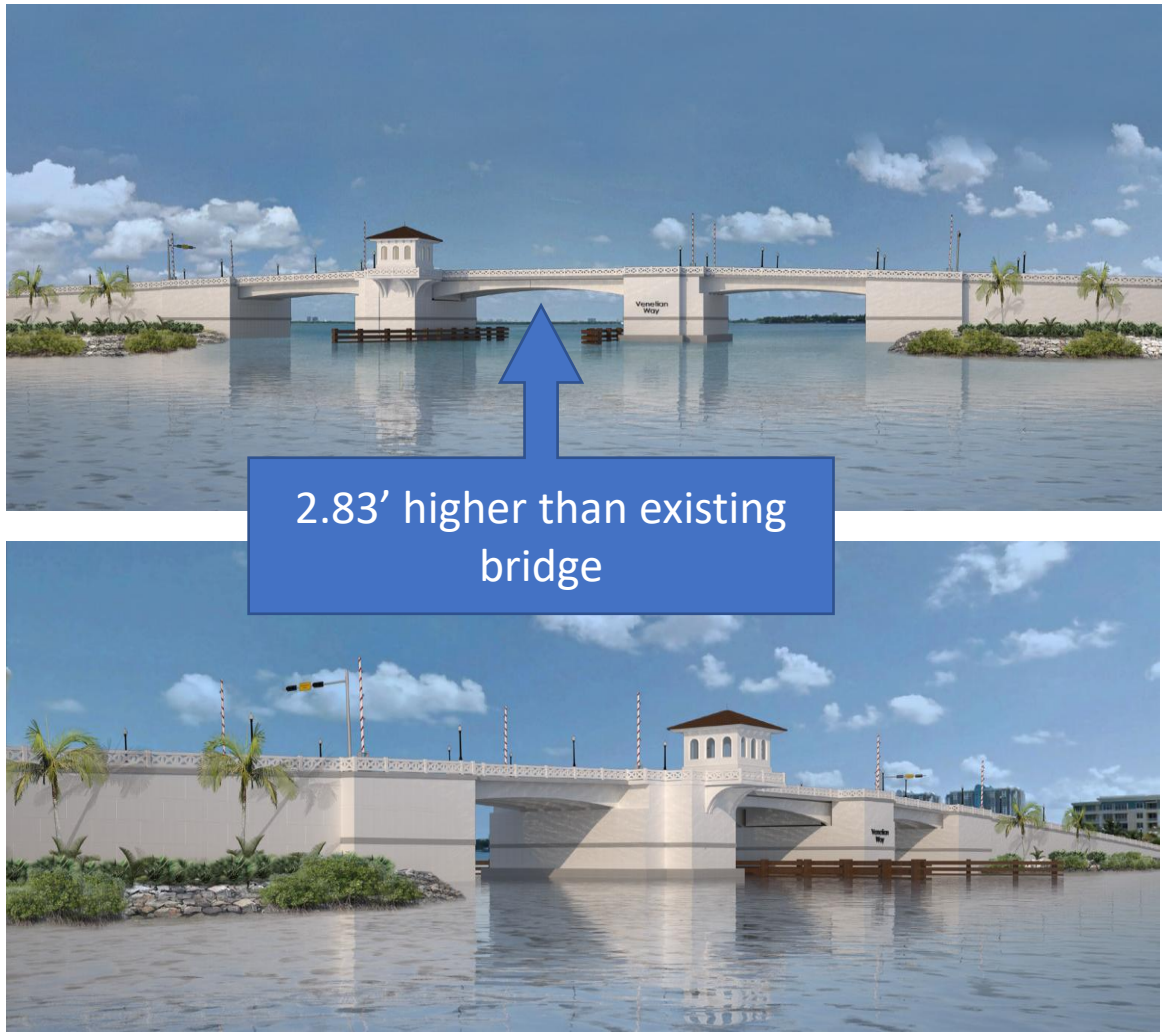
Proposed Replacement Bascule Bridge Rendering

- Bridge 10:
  - Movable Span
  - Double Leaf Bascule Bridge
  - Will mimic the historical design for tender house
  - Elevated machinery room will minimize maintenance downtime during normal operation and storm events
  - Raised to meet current standard



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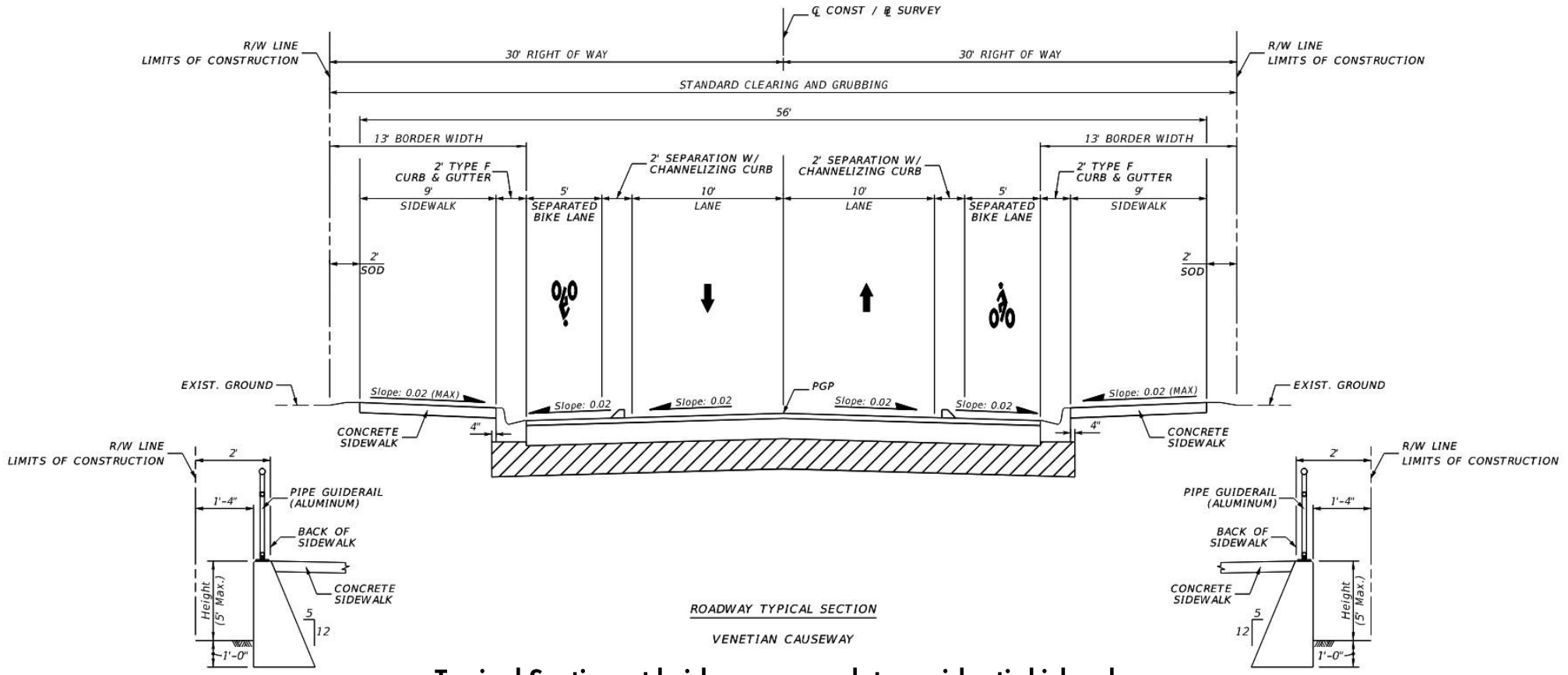
Residential Islands



Typical Section at bridge approach to residential islands

Approximately 180 to 250 feet into residential islands

- Given the wider bridge section and raised profile, the bridges will be 2 to 3-ft higher at the approaches.
- This will require gravity walls to mitigate impacts to the adjacent residential properties.

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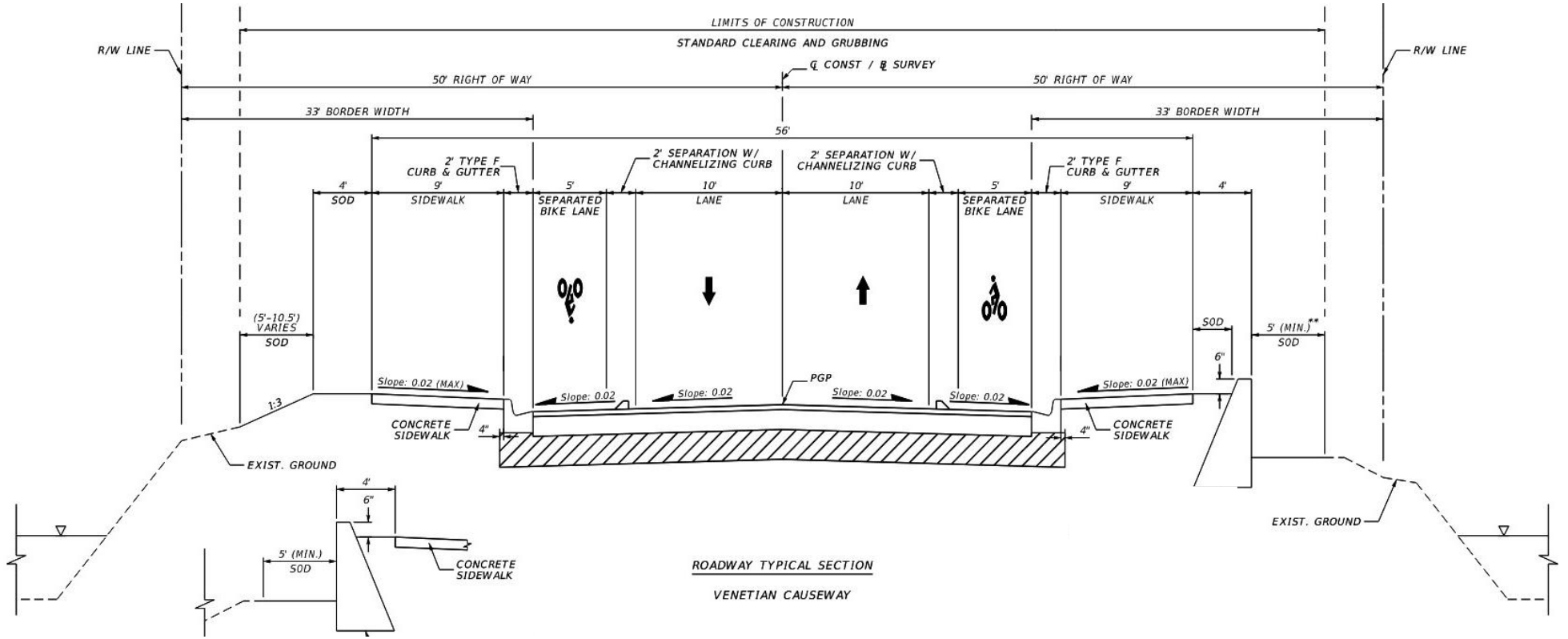
Spoil Islands



Typical Section at all spoil islands between San Marco and Belle Isle

- With wider bridge and raised profile, the spoil islands will be 2 to 3-ft higher at the bridge approaches.
- Will require gravity walls on one or both sides at spoil islands between San Marco and Rivo Alto Islands.

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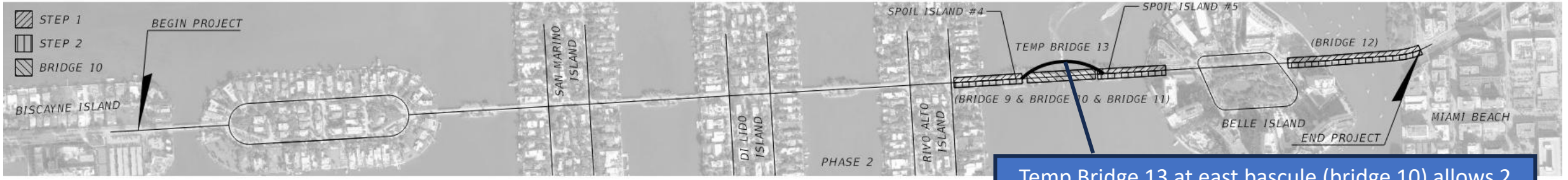
Maintenance of Traffic

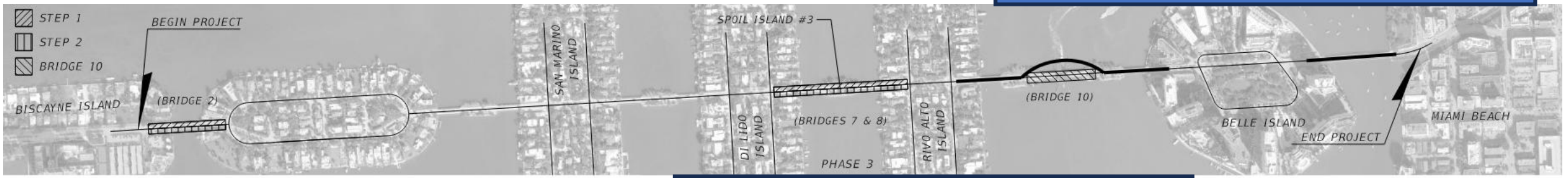
Phase 1 – Construct Temporary Bridge 13

Phase 2 – Construct Bridges 9, 10, 11, and 12



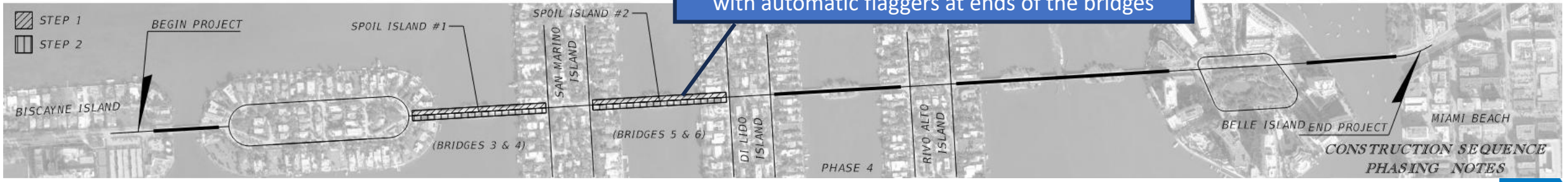
Temp Bridge 13 at east bascule (bridge 10) allows 2 lanes of traffic with ped and bicycle facilities

Phase 3 – Construct Bridges 2, 7, and 8



Phase 4 – Construct Bridges 3, 4, 5, and 6

The Fixed Bridges will allow 1 lane of 2-way traffic with automatic flaggers at ends of the bridges



*Note: Contractor may propose an alternate maintenance of traffic plan

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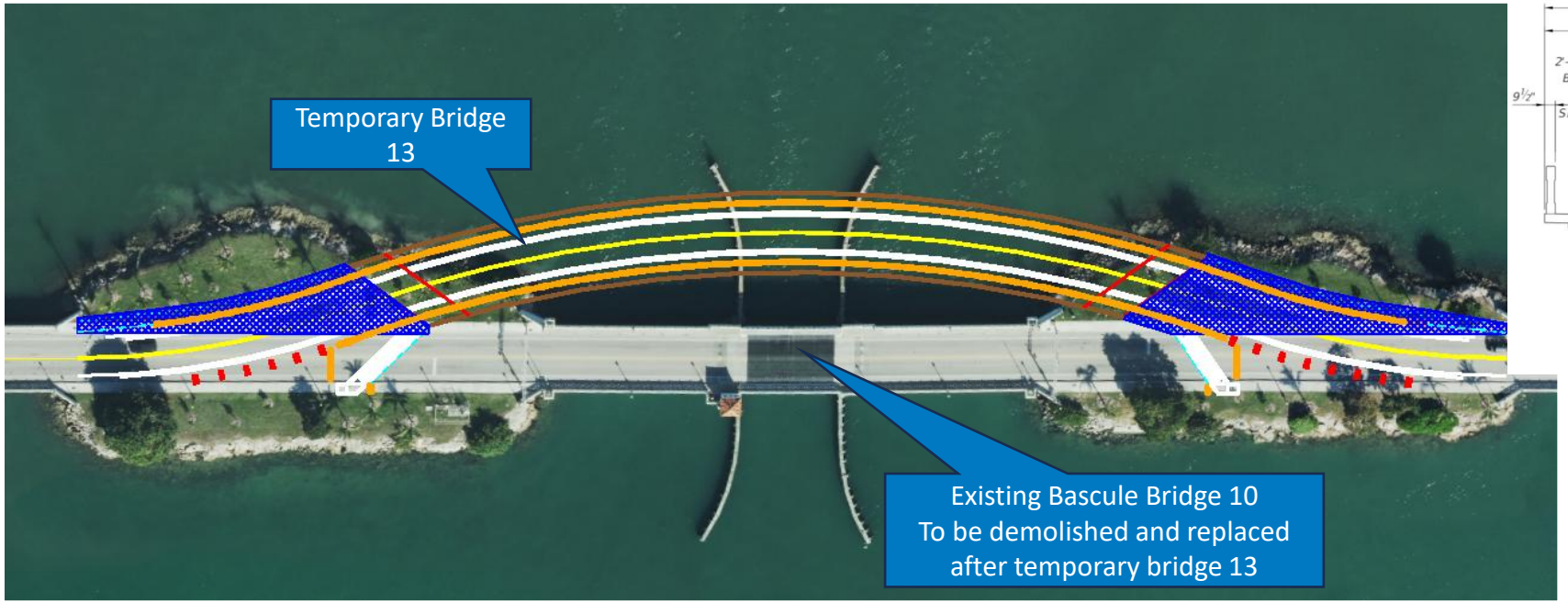
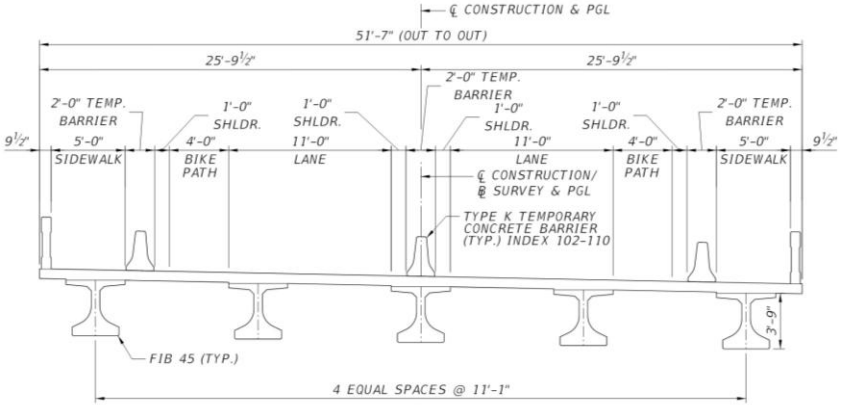
Maintenance of Traffic





TEMPORARY BRIDGE TYPICAL SECTION

- Temporary bridge estimated to be constructed within one year of construction start.
- Following Temporary bridge completion, demolition and construction of new bascule bridge is estimated to be approximately 33 months.

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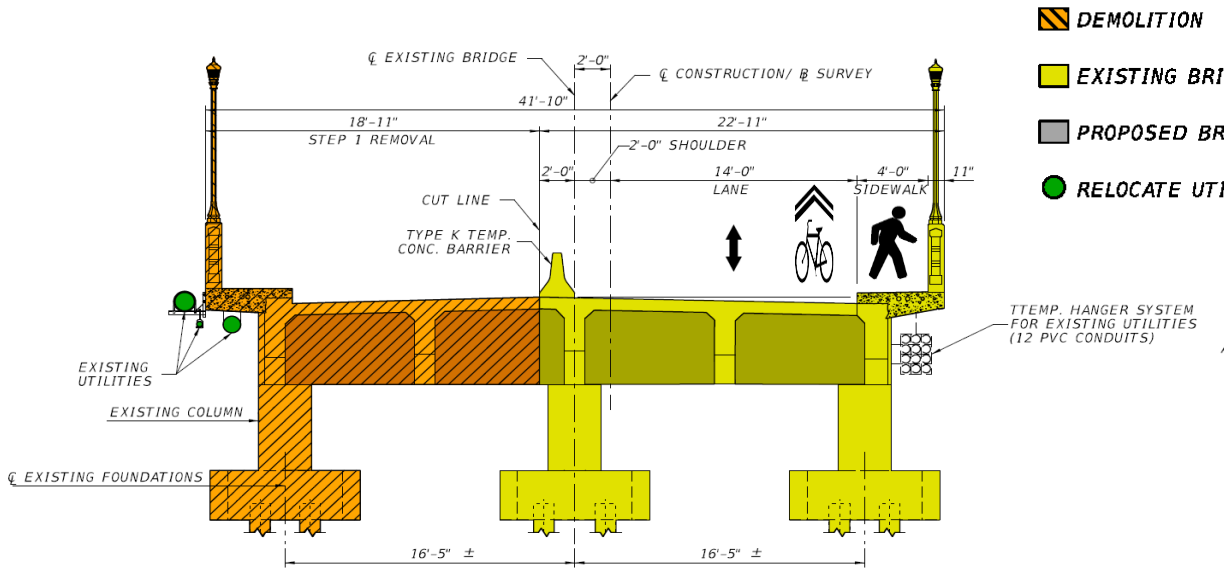
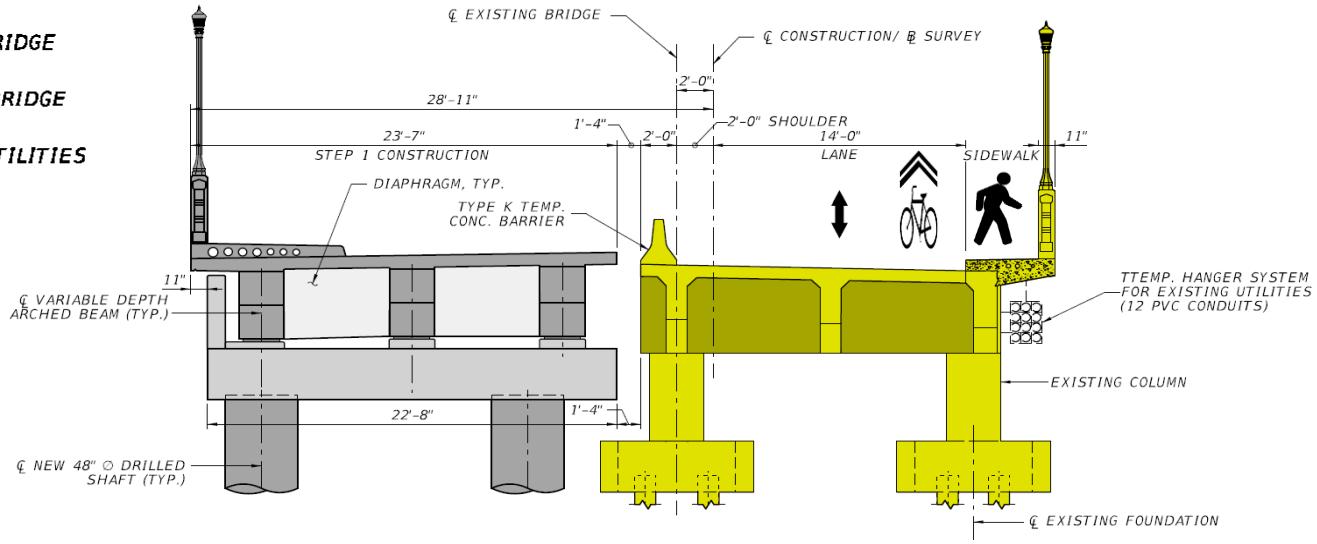
Fixed Bridge Construction Sequence



STEP 1 – EXISTING BRIDGE PARTIAL REMOVAL



STEP 1 – PARTIAL NEW BRIDGE CONSTRUCTION

STEP 1 - Demolish the north side of the existing fixed bridges and partially construct the new bridge

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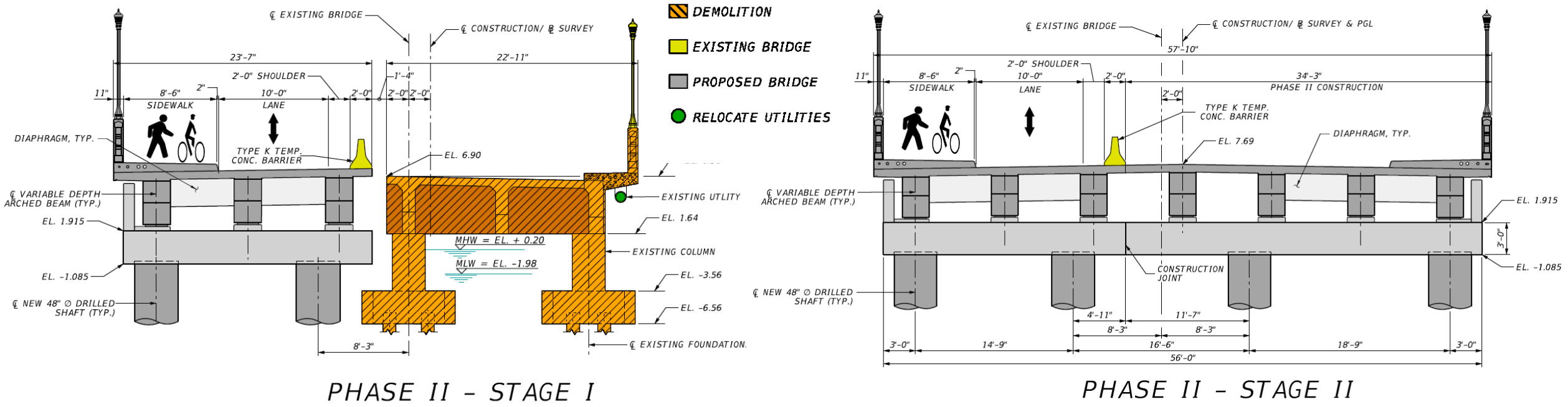
Fixed Bridge Construction Sequence



STEP 2 - Demolish the south side of the existing bridge and construct the remainder of the bridge

Fixed bridge construction duration is approximately 1 to 1.5 years per bridge.

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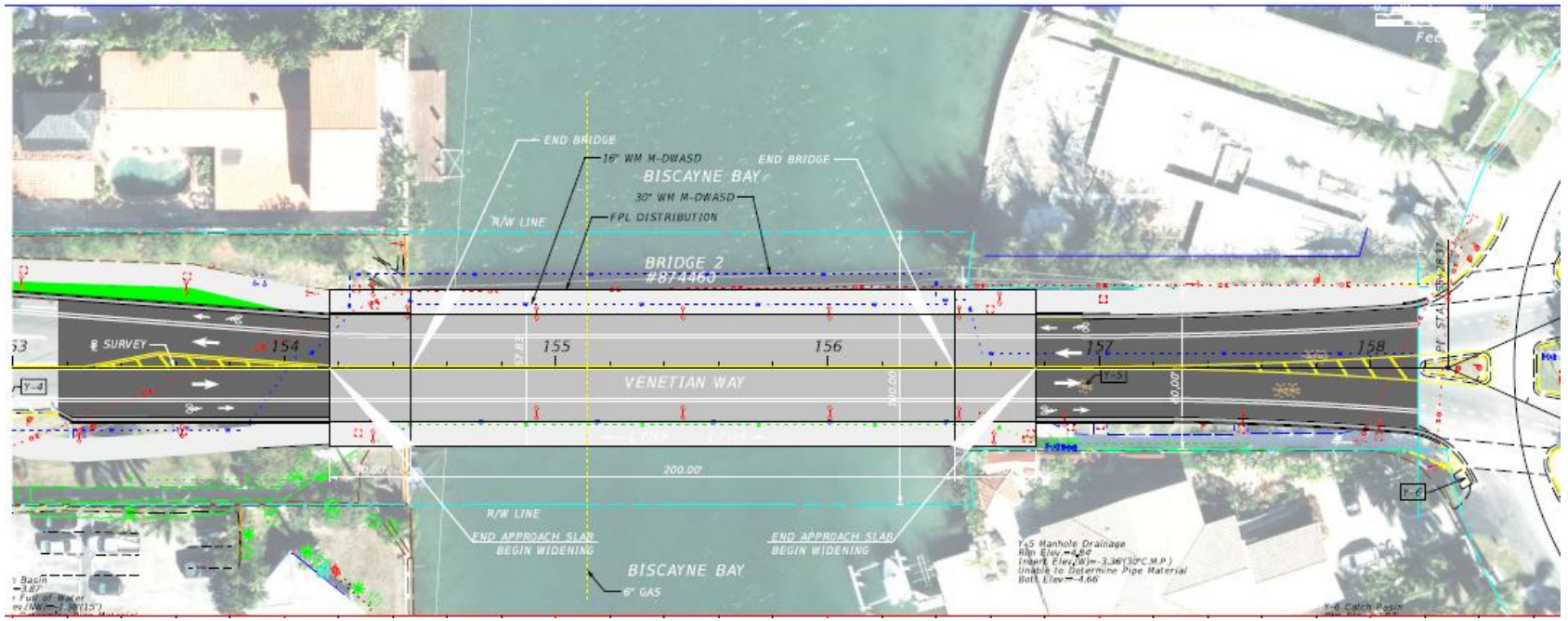
Utilities

- The following utilities are currently being converted to sub-aqueous:
  - FPL
  - Miami Beach Water Mains
  - Miami Beach Sewer Force Mains
  - WASD Force Main
  - WASD Water Main
  - TECO Gas
  - Data Communications



Permitting Needs

- Designing to minimize impacts to existing natural resources, including corals and conchs
- Permitting through USACE, USCG, DERM, and SFWMD
- Permits have been submitted to the agencies and coordination is on-going

US Army Corps of Engineers®

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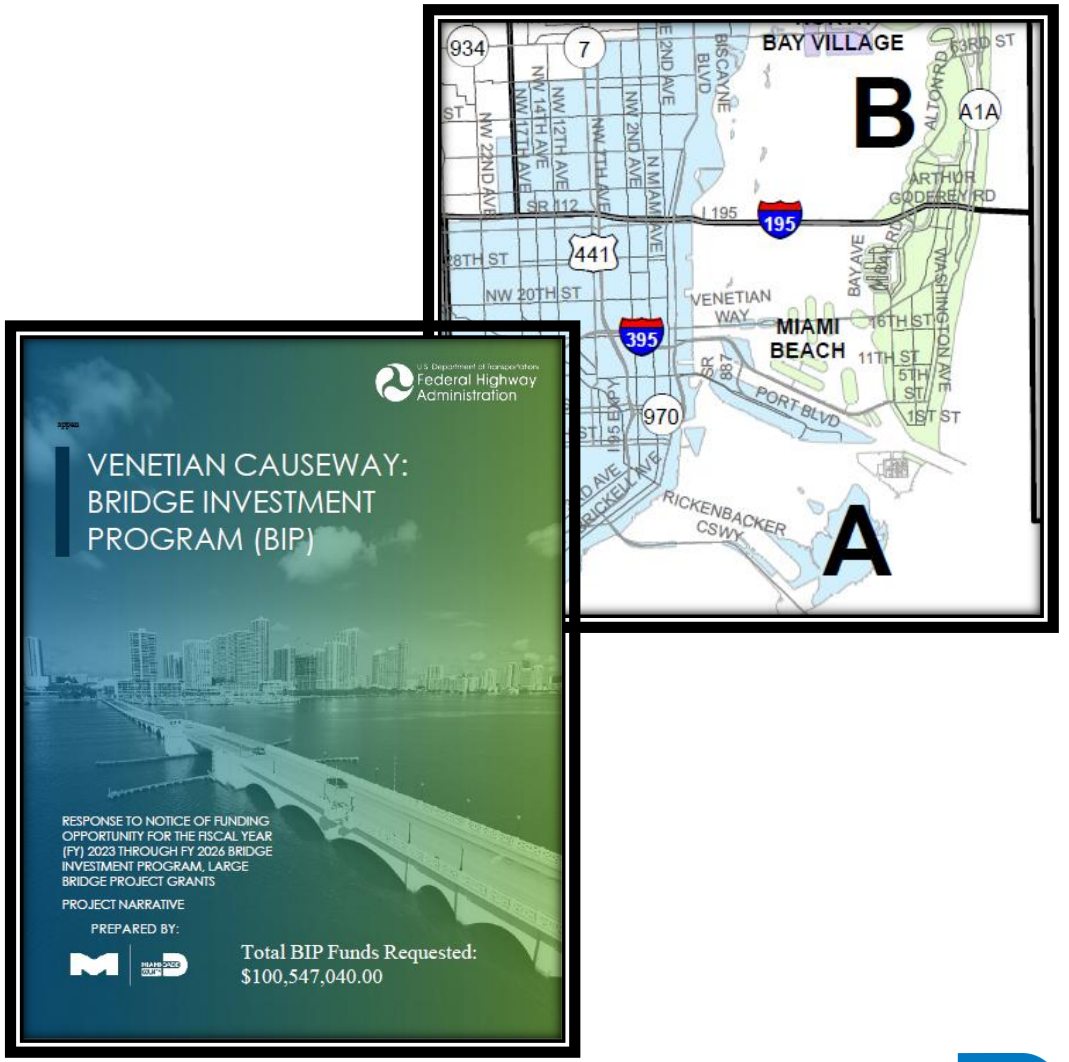
FDOT

Grants

- The Bridge Investment Program (BIP) Grant of $100.5 Million was awarded to DTPW.
- Other State and Federal Grants received, totaling over $47 Million.



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Milestones & Timeline

- Upcoming Milestones:
  - Plans Complete: Summer 2026
- Utility and Permitting Coordination On-going
- Target begin procurement date: Summer 2026
- Target construction start: Summer 2027
- Construction duration is estimated to be 60 months

What To Expect During Construction

- **Posted Speed:**
  - Reduced to 15 MPH during lane closures

- **Pardon Our Dust**
  - The Contractor will be required to water and sweep in order to minimize construction-related dust

- **Noise:**
  - Some noise should be expected during allowable construction hours

- **Access:**
  - Access to businesses and residences will be maintained

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In Summary

- Replace fixed bridges 2 through 9, and 11-12 and bascule bridge 10
- Raise bridges to improve resilience to coastal flooding
- Wider sidewalks
- Wider separated bicycle lanes
- Relocate utilities subaqueous
- Construction for bridges will be phased over an estimated 60 months, maintaining traffic with one-lane, two-way operation

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Questions & Answers

PERSONS IN-PERSON WISHING TO PROVIDE INPUT:

- Raise hand to ask a question
- Speaking time is limited to two minutes

PERSONS VIRTUAL WISHING TO PROVIDE INPUT:

- Raise your hand using the Zoom control panel
- Organizer will call your name and unmute you
- Speaking time is limited to two minutes
- When speaking, be mindful of background noises
- You may also type your question in the chat

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Additional Questions?

- Email DTPWOutreach@miamidade.gov if you have any additional questions after the meeting

- Project Website: https://www.miamidade.gov/global/transportation/public-works/venetian-causeway.page