

 Hollywood, FL

 June 13-14, 2024

2024 TRANSPORTATION SYMPOSIUM



District Case Studies – Cultural Resources

Jennifer Marshall

Office of Environmental Management

 Hollywood, FL

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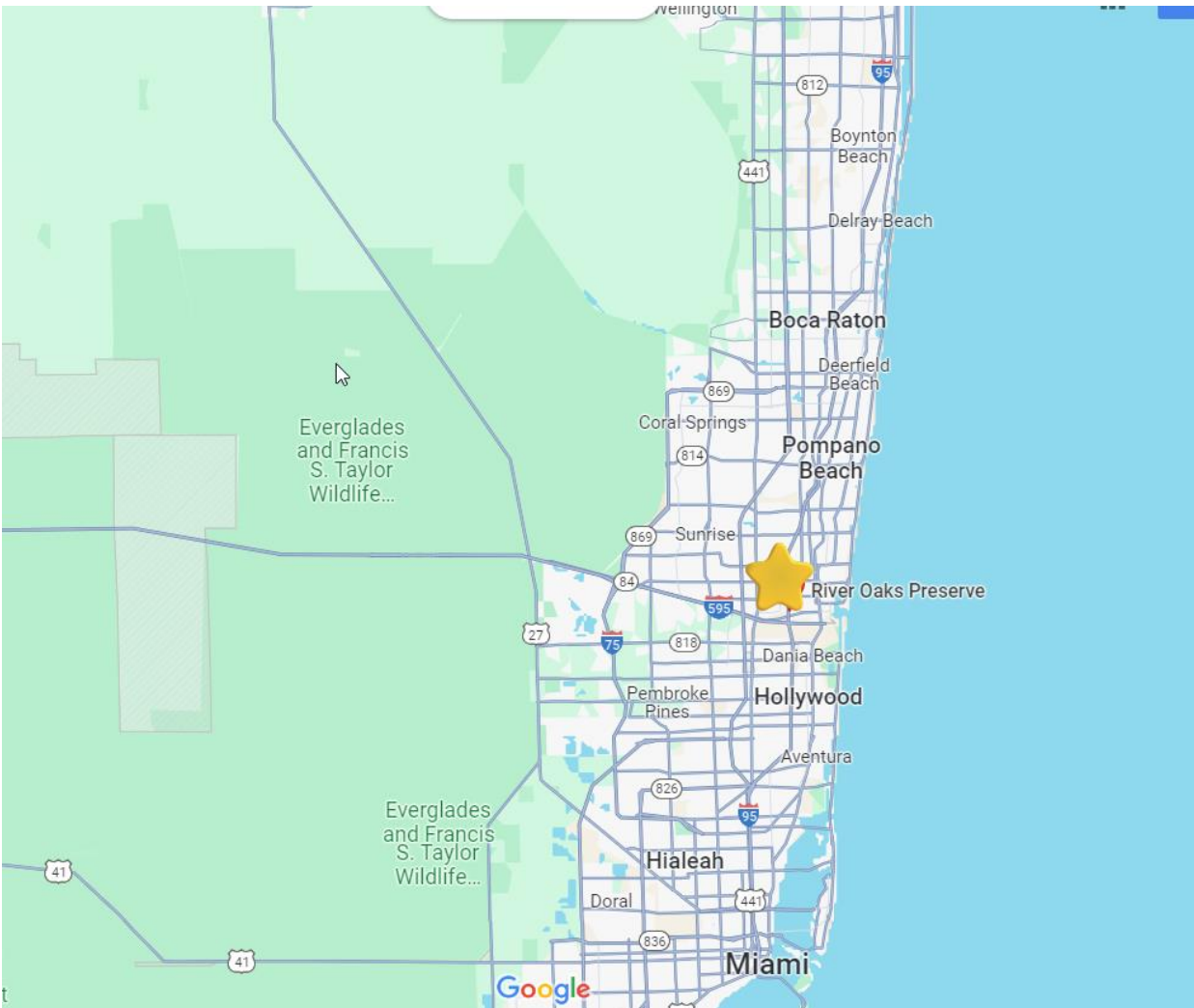
Innovative Solutions to Historic Preservation: The Relocation of the CSX Rail Bridge in Ft. Lauderdale

Lynn Kelley

FDOT District 4

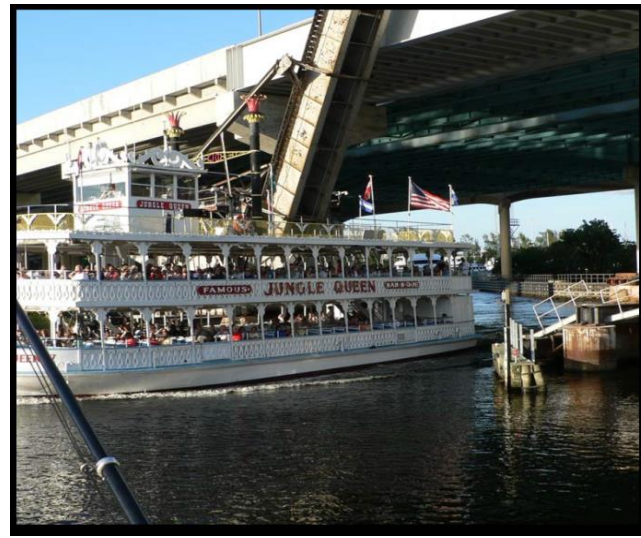


Project Location



Project Objective: Replace Structurally Deficient Rail Bridge

- Bridge did not meet substructure requirements
- Functionally obsolete
 - Did not meet design standards
 - Did not meet train clearance standards
 - Did not meet the USCG channel width requirement of 70 feet



Project Development & Environment Process

- The PD&E Process ensures compliance with the National Environmental Policy Act (NEPA).
- Requires an analysis on the project's effects on the natural and social environment.
- NEPA compliance is required to obtain Federal funds or Federal permits.
- Section 106 of the NHPA: will the project have an adverse effect on a historic resource?

History of the CSX Rail Bridge

- Constructed for the Miami Extension of the Seaboard Air Line Railway
- Designed by the Scherzer Rolling Lift Bridge Company in Chicago, Illinois
- Original plans prepared in March 1926
- Constructed by the American Bridge Company
- Open to train traffic in 1927
- Approach spans replaced in 1978
- S. Fla Rail Corridor purchased by FDOT in 1988 for Tri-Rail

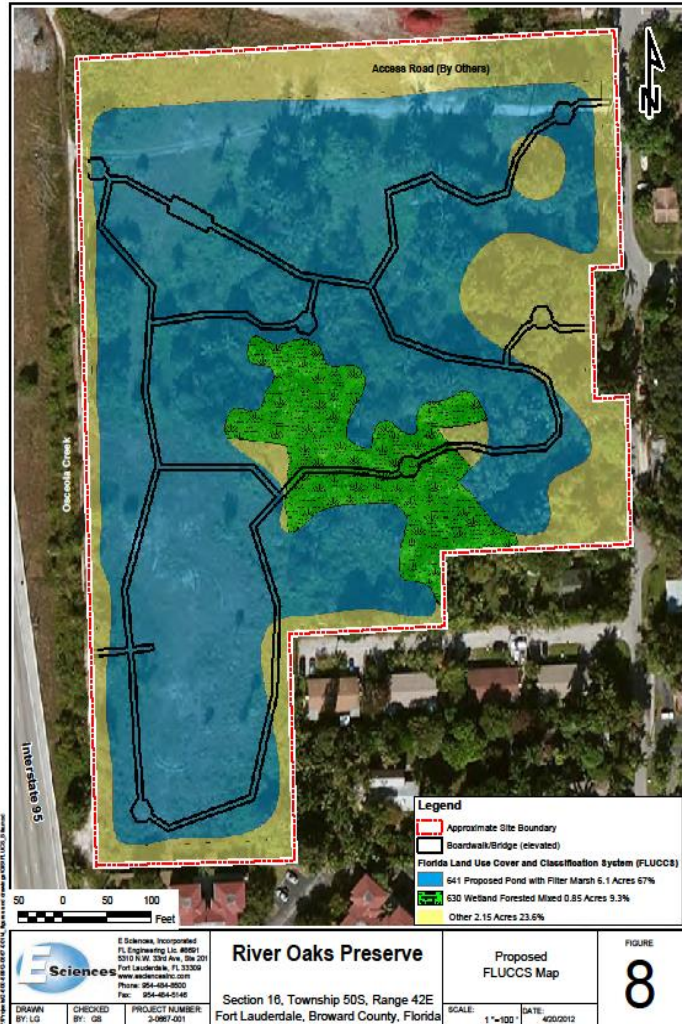


Project Challenge

- During the Project Development & Environment (PD&E) Study, SHPO determined that the rail bridge was eligible for listing in the National Register of Historic Places.
- Removing the bridge would be an “adverse effect”
- A commitment to preserve the bridge could mitigate for the adverse effect.

A Unique Mitigation Opportunity

- The City of Fort Lauderdale was planning the “River Oaks Preserve”; a passive park which would alleviate flooding by providing stormwater storage.
- The City agreed to incorporate the rail bridge into the park’s boardwalk.



Moving the Bridge



Contamination remediation & repainting



Reassembly on the site

A Win-Win

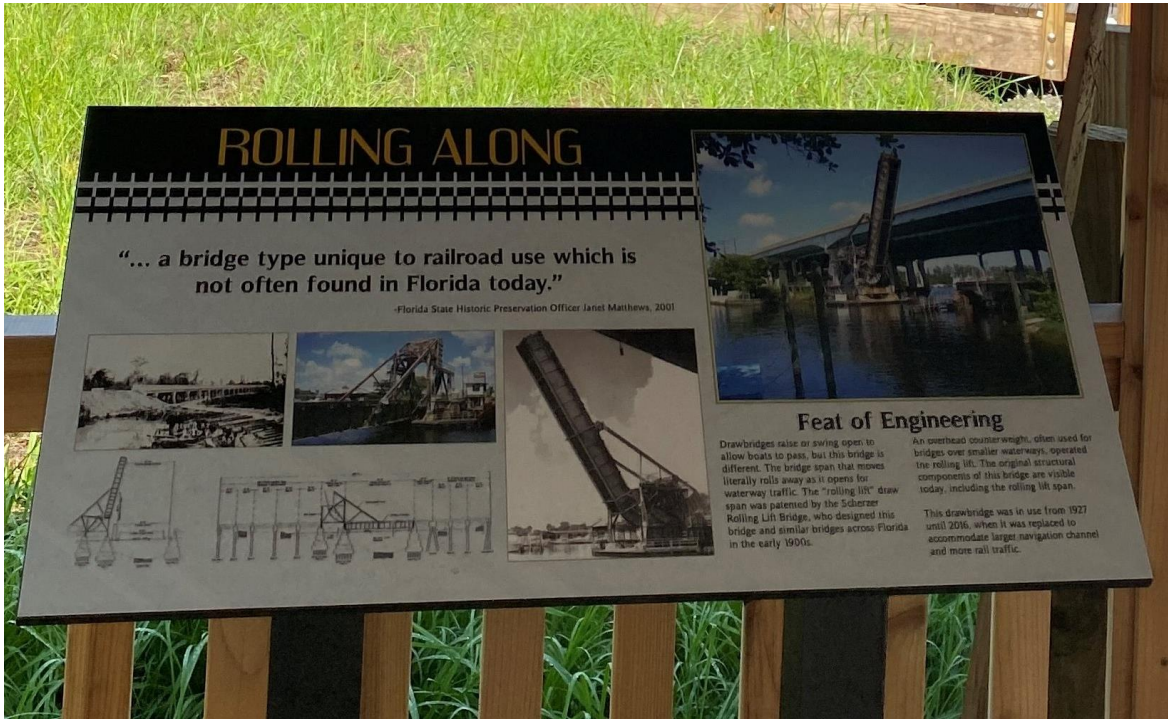
- Preservation of the historic bridge
- Timely completion of the PD&E Process
- Interpretive panels and kiosk
- Wetland ponds and plants
- Passive recreation and habitat creation



Photos



Photos



Photos



Photos



Lessons Learned

- Early identification of potential NEPA issues is critical.
- “Think outside the box” for mitigation solutions.
- Seek partners.
- Ensure that commitments are actually achievable.

Questions?

Thank you for your attention!

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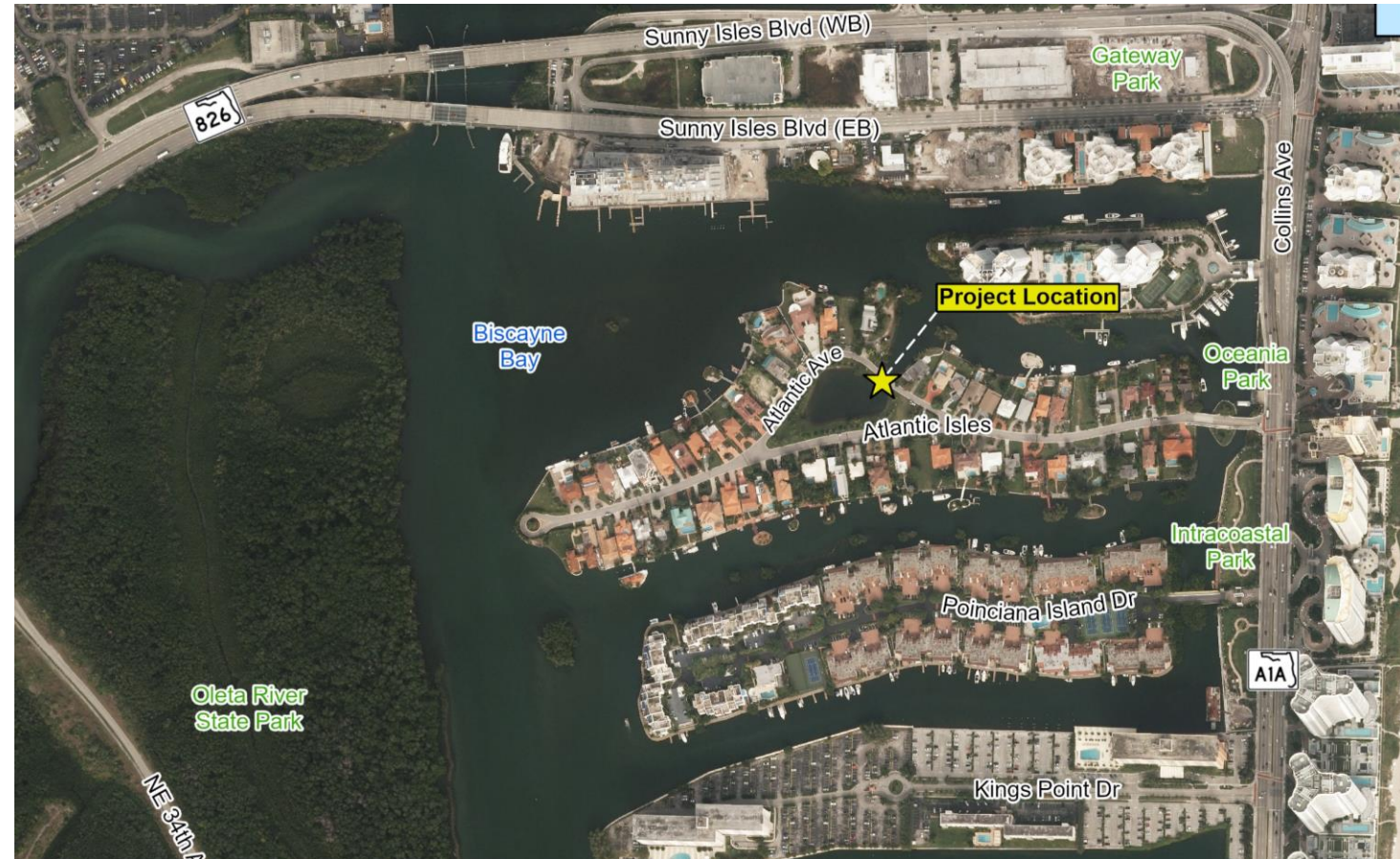
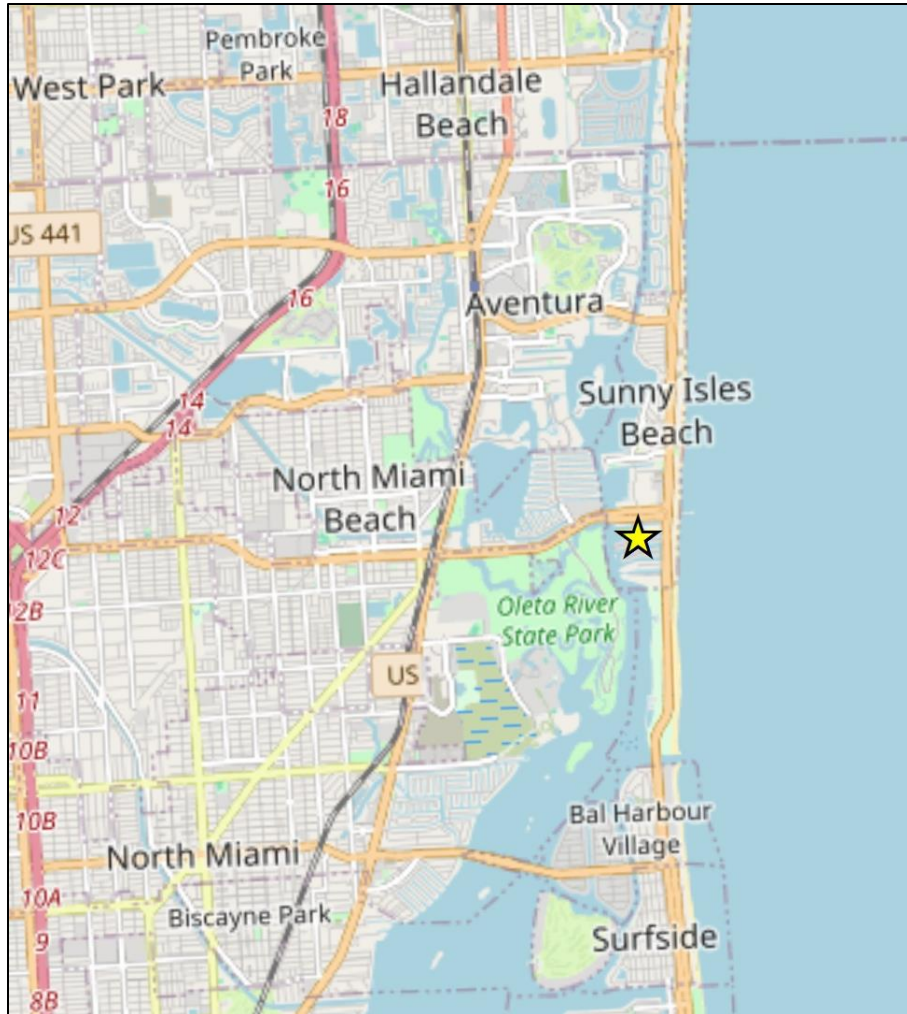
2024 TRANSPORTATION SYMPOSIUM

Good Faith Consultation and Resilient Processes: Navigating Cultural Resource Mitigation

Victoria Vogt and Max Adriel Imberman

FDOT District 6

Atlantic Isle Bridge - Project Location



Purpose and Need



Address structural deficiencies

Provide a safe and usable route for the public

Improve functional operations

Atlantic Isle

Historic Significance

- Atlantic Isle was constructed during the Florida Boom Period (1917–1929) and the original design included these resources:
 - Atlantic Island Bridge
 - Lake of the Isles (Lagoon)
 - Atlantic Island Park
- Atlantic Island Bridge Historic Elements
 - Only remaining historic bridge on the island
 - Oolitic limestone construction material
 - Irregular whitewashed stucco on the bridge interior
 - Early example of an arch deck bridge



Photos of Atlantic Island Bridge



Identified Cultural Resources



- August 23, 2016 – SHPO determined the **Atlantic Island Bridge** NRHP-eligible
- February 24, 2022 – SHPO determined the **Atlantic Island Resource Group** eligible
- **Atlantic Island Resource Group** includes:
 - Atlantic Island Bridge
 - Lakes of the Isles (Lagoon)
 - Atlantic Island Park

Process Challenges



- Off-System Project
 - Additional coordination required
 - Local Funding Agreement (LFA)
- Navigating adverse effects and mitigation through Federal regulations
- Adjustments to the project schedule during PD&E

Section 106 and Good Faith Consultation

- Cultural Resource Assessment Survey (CRAS) received SHPO concurrence on February 4, 2022.
- Section 106 Case Study and Determination of Effects received SHPO concurrence on May 12, 2023.
- Public Involvement occurred throughout PD&E Process
 - 3 public meetings
 - 2 Affected Parties Consultation Meetings
 - 2 City of Sunny Isles Beach Historic Preservation Board Meetings



Section 4(f) of the U.S. Dept. Of Transportation Act



*Section 4(f) refers to the original section within the **U.S. Department of Transportation Act of 1966** which established the requirement for consideration of public park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development.*

Individual Section 4(f) Analysis

- Section 4(f) Resources Include:
 - Atlantic Island Bridge
 - Lake of the Isles
 - Atlantic Island Park
 - Atlantic Island Resource Group
- Alternatives were Evaluated under Section 4(f)
- Section 4(f) Analysis Completed in Connection with Section 106
- Evaluated:
 - Avoidance Alternative
 - Least Harm Alternative
- No Feasible And Prudent Avoidance Alternative



Minimization and Mitigation Measures

- The Section 106 MOA between FDOT and SHPO was executed on April 10, 2024.
- The MOA included the following mitigation measures:
 - Incorporate Historical Design Elements into the New Bridge, as feasible
 - City of Sunny Isles Beach and SHPO provided an opportunity to comment during the design phase
 - Historic American Engineering Record (HAER) and Historic American Landscape Survey (HALS) Documentation - Bridge, Park, & Lagoon
 - State Historic Marker - History of Atlantic Isles Design, Bridge, Park, & Lagoon



Process Successes

- Affected Parties Consultation Meetings and coordination with the local Historic Preservation Board
- Preservation of key aesthetic elements of the bridge as detailed in a Memorandum of Agreement (MOA)
- Management of project schedule impacts to meet Location Design Concept Approval (LDCA)



Thanks for attending!

Do you have any questions?



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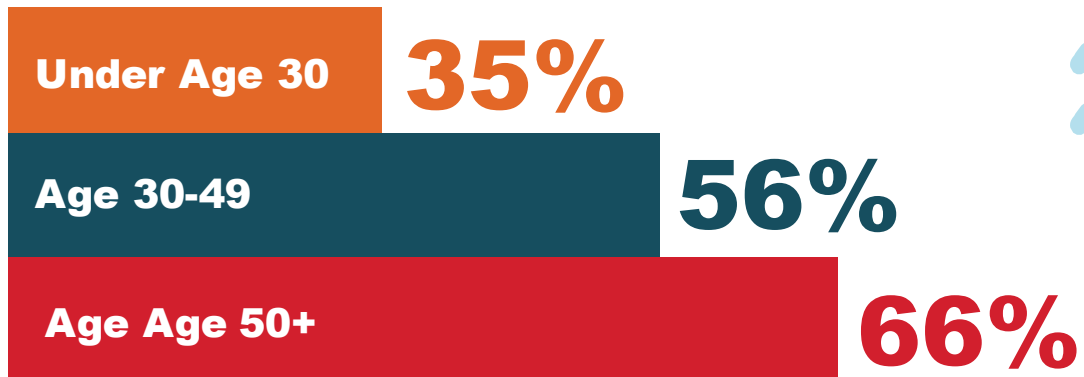
Max_Imberman@Janus-Research.com

DID YOU KNOW?

Wearing the right helmet makes a safety difference!

66% of Florida riders ages 50+ involved in **fatal** motorcycle crashes were **not wearing** USDOT- compliant helmets.*

RIDER AGE GROUPS USING NON-COMPLIANT HELMETS



Scan QR Code to find your perfect (and safe) fit!



* Sourced from Florida crash data between 2015 and 2019.



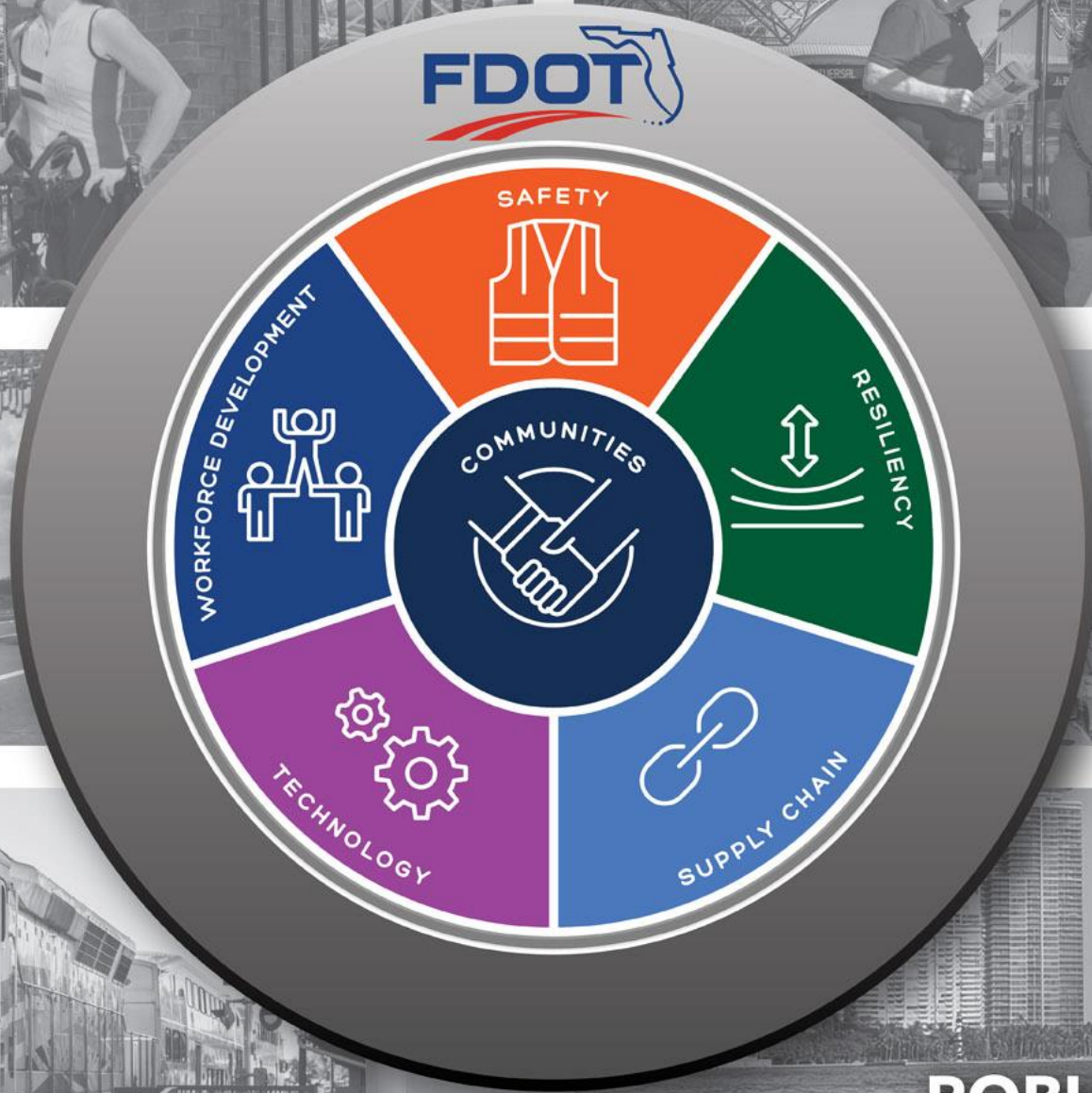
SAFETY



COMMUNITIES



**WORKFORCE
DEVELOPMENT**



RESILIENCY



TECHNOLOGY



ROBUST SUPPLY CHAIN