



FLORIDA DEPARTMENT OF TRANSPORTATION

ATLANTIC ISLE LAGOON BRIDGE (BRIDGE NO.874218) PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY FROM ATLANTIC ISLES WEST OF STATE ROAD (SR) A1A TO ATLANTIC AVENUE, MIAMI-DADE COUNTY, FLORIDA

FINANCIAL MANAGEMENT NUMBER: 430029-2
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NUMBER: 14413

NEWSLETTER #2 - ALTERNATIVES WORKSHOP - SUMMER 2022



OVERVIEW

The Florida Department of Transportation (FDOT), District Six, is conducting a Project Development and Environment (PD&E) Study for the Atlantic Isle Lagoon (Bridge No. 874218). The project limits extend the full length of Atlantic Avenue between the intersections with Atlantic Isles.



PURPOSE AND NEED & PROJECT GOALS

The purpose of the project is to address the structural and functional deficiencies of the existing bridge in order to provide a safe and functional route for the surrounding community and traveling public. The project goals are to minimize environmental impacts, minimize effects to significant cultural resources, enhance safety, and improve mobility.



BRIDGE DEFICIENCIES & PROJECT AREA

The most recent bridge inspection performed on September 17, 2021, reported that the bridge has a health index of 60.39, sufficiency rating of 40.9, and is functionally obsolete. The bridge health index measures the overall condition of a bridge, with 0 being the worst and 100 for the best possible health. A health index below 85 generally indicates that repairs are needed, although it doesn't mean the bridge is unsafe.

A sufficiency rating is a tool that is used to help determine whether a bridge with structural deficiencies should be repaired or just replaced. Bridges with a sufficiency rating of less than 50 are eligible for federal funding for replacement. Since this bridge has a sufficiency rating of 40.9, it is eligible for federal funding.

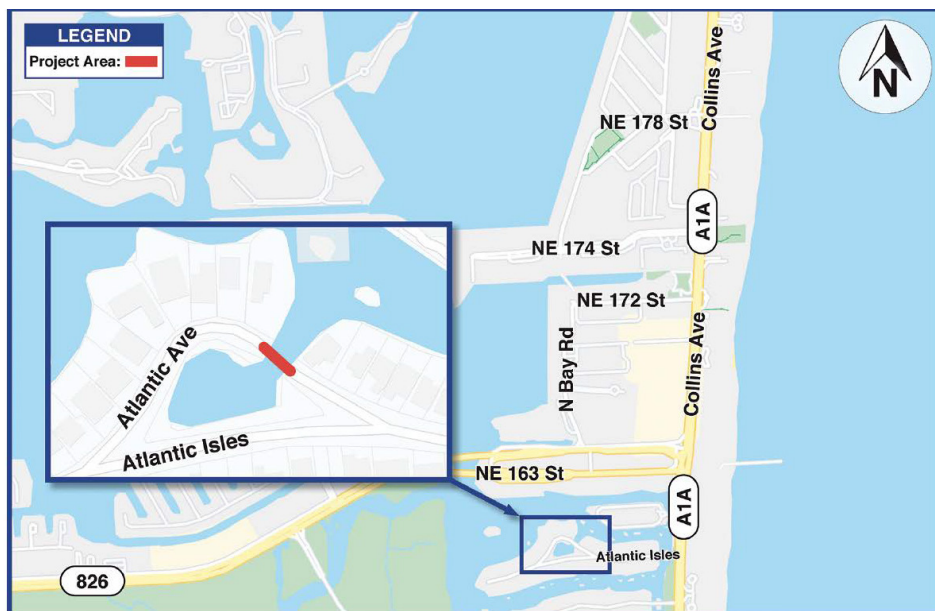
Functionally obsolete means that a bridge does not meet current road design standards.



SCHEDULE

The study is anticipated to be complete in September 2023. The Design phase begins once the study is complete and funding is available.

It is anticipated construction could begin as early as 2027 or 2028.



STAY INFORMED

For more information please contact Community Outreach Specialist Monica Diaz at (305) 573-0089 or via email at monica@iscprgroup.com.

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ALTERNATIVES OVERVIEW

The alternatives analysis process included developing, evaluating, and screening potential alternatives based on the project's purpose and need and other evaluation criteria, such as constructability, right of way impacts, and costs. Several initial alternatives were shown to have fatal flaws or did not serve the project's purpose and need, and therefore eliminated as viable alternatives. The viable alternatives include a bridge rehabilitation alternative (Build Alternative 1) and a bridge replacement alternative (Build Alternative 2). Although the No-Action Alternative does not meet the project's purpose and need, it is required to be analyzed throughout the study to provide a baseline for comparison.

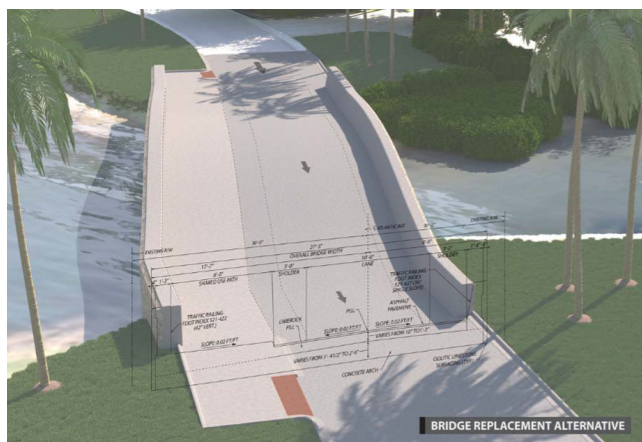
BUILD ALTERNATIVE 1 – BRIDGE REHABILITATION

The bridge rehabilitation alternative provides a new bridge riding surface, structural arch, and new foundations. The existing bridge limestone façade and arch would remain and be structurally connected to the new bridge structure. This alternative maintains one-way travel as it occurs today and consists of a single 10-ft-wide travel lane, 8-in-wide curbs, 2.5-ft-wide planter easements, and 1-ft 10-in-wide barriers on each side of the bridge. The bridge loading restrictions would be removed. There are significant risks associated with this alternative during construction, including the potential for the existing bridge to settle and the limestone façade could crumble. The limestone façade would require frequent future maintenance.



BUILD ALTERNATIVE 2 – BRIDGE REPLACEMENT

The bridge replacement alternative consists of replacing the entire bridge to address existing structural and functional deficiencies, enhance operations, and remove load restrictions. The existing bridge would be demolished, and the new bridge would be constructed at the same location to minimize overall environmental impacts. The replacement alternative would maintain the 10-ft-wide one-way travel lane as it occurs today, but to bring the bridge up to the current design criteria, 3-ft-wide shoulders and concrete railings would be added. In addition, a raised, 8-ft-wide shared use path has been added to separate bicyclists and pedestrians from motorized traffic. The planters would not remain as they do not meet current safety criteria. The major disadvantage to this alternative is that the historical bridge is gone. A non-structural limestone façade could be placed along the exterior faces of the traffic railings and retaining walls to provide aesthetics similar to the existing bridge. It may be possible to either reuse the limestone from the existing bridge or locally source the limestone.



The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by FOOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FOOT. FOOT encourages public participation without regard to race, color, national origin, age, sex, religion, disability or family status.

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