

# PROJECT UPDATE

STATE ROAD (SR) 934/NE 79 Street  
PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

From west of Pelican Harbor Drive to east of Adventure Avenue  
Miami-Dade County, Florida

FINANCIAL MANAGEMENT  
(FM) NUMBER: 449007-1-22-01  
EFFICIENT TRANSPORTATION  
DECISION MAKING (ETDM)  
NUMBER: 14484  
BRIDGE ID: 870083 (WB),  
870549 (EB), 870084 (WB),  
870550 (EB)

## OVERVIEW

The Florida Department of Transportation (FDOT), District Six, is conducting a Project Development and Environment (PD&E) Study for the SR 934/NE 79 Street (John F. Kennedy Causeway) from west of Pelican Harbor Drive to east of Adventure Avenue. The project is located in the City of Miami and North Bay Village in Miami-Dade County.

A PD&E Study is the formal process where options are developed and compared with each other to determine which best meets the project's needs, while minimizing impacts to the community, and natural and physical environments. A key part of the PD&E process is sharing and receiving information from the public. All studies are developed to follow the requirements of the National Environmental Policy Act (NEPA).



## PROJECT IMPROVEMENTS ✓

The purpose of this study is to evaluate bridge replacement alternatives to address structural deficiencies of four existing bridges (two bridge pairs) along SR 934/NE 79 Street (John F. Kennedy Causeway). Improvements are needed to:

### ADDRESS BRIDGE DEFICIENCIES

The existing bridges were constructed in the early 1970s and have been determined to be Structurally Deficient given the condition of each bridge's superstructure (beams).

### MAINTAIN EVACUATION ROUTES

SR 934/NE 79 Street serves as part of the emergency evacuation route network designated by the Florida Division of Emergency Management (FDEM) and Miami-Dade County and plays a critical role in facilitating traffic between the heavily populated beaches and the Miami mainland during emergency evacuation periods.

## SCHEDULE 📅

The PD&E Study started in August 2022 and is anticipated to be complete by November 2024. After completion of the PD&E Study, the preferred alternative will move into design by 2025 and construction is anticipated to begin in 2028 (*scheduled is subject to change*).

## FUNDING 💰

State and federal funding has been allocated by the FDOT for future phases of the project, including Design and Construction. Preliminary construction costs were developed during the PD&E Study and will continue to be refined as the project progresses.

## GET INVOLVED

Public engagement is a critical component of the PD&E Study process, and we encourage you to stay involved throughout the entire project. FDOT encourages public participation without regard to race, color, national origin, age, sex, religion, disability, or family status. There will be several opportunities to participate in public meetings and individual stakeholder discussions. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by Federal Highway Administration and FDOT.

## PROJECT CONTACT

### FDOT PROJECT MANAGER

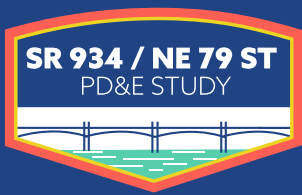
Paola Martinez, P.E.  
Florida Department of Transportation – District VI  
1000 NW 111 Avenue  
Miami, FL 33172  
Phone: (305) 470-5210  
paola.martinez@dot.state.fl.us

VISIT OUR WEBSITE:  
[southflroads.com/79thstreetbridgespdestudy](https://southflroads.com/79thstreetbridgespdestudy)



FOLLOW US:  
@MyFDOT\_Miami  
@MyFDOTMiami





# PROPOSED ALTERNATIVES

STATE ROAD (SR) 934/NE 79 Street  
PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

From west of Pelican Harbor Drive to east of Adventure Avenue  
Miami-Dade County, Florida

FINANCIAL MANAGEMENT (FM)  
NUMBER: 449007-1-22-01  
EFFICIENT TRANSPORTATION  
DECISION MAKING (ETDM)  
NUMBER: 14484  
BRIDGE ID: 870083 (WB), 870549  
(EB), 870084 (WB), 870550 (EB)

## WHAT ALTERNATIVES WERE CONSIDERED?

As part of the PD&E alternatives development process, multiple alternatives were evaluated for addressing the existing bridge conditions. Alternatives were evaluated for their satisfaction of the project's purpose and need and for their impact on the built and natural environments. Alternatives evaluated include No-Build, minor and major rehabilitation, Transportation Systems Management and Operations (TSM&O), and full replacement.



### ► NO BUILD

The No-Build or No-Action Alternative would not provide any improvements to the existing bridges other than the standard routine maintenance. The advantages of the No-Build Alternative are that there are no impacts to the environment and no disruptions due to construction; however, the No-Build Alternative would not address the structural deficiencies and the bridges would continue to deteriorate. Although the No-Build Alternative does not meet the project needs, it provides a baseline condition against which to compare and measure the effects of the Build Alternatives.

### ► BRIDGE REHABILITATION - ALTERNATIVE 1A (MINOR) AND 1B (MAJOR)

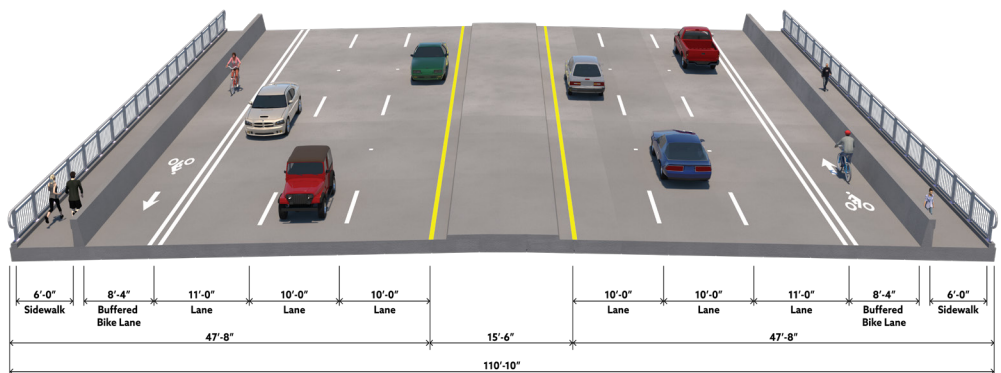
Consideration was given to minor and major rehabilitation options. Rehabilitation of the existing bridges includes the cost of performing repairs, strengthening and replacement of bridge components as needed. Based on an evaluation of a minor and major rehabilitation solution, Alternative 1a and 1b were determined to be impractical alternatives. Rehabilitation solutions would not effectively address the structural deficiencies long-term, geometric substandard conditions would remain, and the costs of rehabilitation and continued maintenance would outweigh the benefit and service life of the bridges.

### ► TSM&O ALTERNATIVE

The TSM&O alternative includes activities designed to maximize the use and capacity of the existing transportation system through minor improvements. These strategies could include intersection widening, signalization improvements, and provisions for bicyclists and pedestrians. The advantage of this alternative is the limited expenditure of funds and minimal impacts to the environment. While some increased efficiency might be realized through minor improvements, the stated project needs would not be resolved.

### ► BRIDGE REPLACEMENT - ALTERNATIVE 2A AND 2B

Two bridge replacement alternatives are under consideration. Both replacement alternatives share the same typical section (shown to the right). Bridge replacement Alternative 2A would replace the existing four bridges with two bridge structures that have a similar vertical clearance over Biscayne Bay as the existing bridges. For Alternative 2A, the typical section is placed on new structures and the vertical clearance is kept similar to the existing vertical clearance to limit impacts to surrounding properties and driveway access points. Alternative 2B would replace the existing four bridges with two bridge structures and would raise the vertical clearance over Biscayne Bay to a minimum of seven feet. For Alternative 2B, raising the vertical clearance would meet sea-level rise criteria; however, drive reconstruction and construction of gravity (retaining) walls would be necessary east and west of bridge limits.

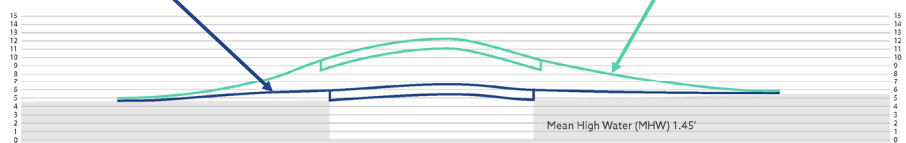


#### Alternative 2A Profile

Profile similar to the existing profile  
(Minimum Vertical Clearance 3')

#### Alternative 2B Profile

Profile raised to meet current guidelines  
Requires reconstruction of driveways and construction of gravity walls  
(Minimum Vertical Clearance 7')



Alternative 2A Profile  
Minimum Vertical Clearance 3'

Alternative 2B Profile  
Minimum Vertical Clearance 7'