

Pinecrest

ONE OF MIAMI'S COMMUNITY NEWSPAPERS



leads way in highway reliability

Contractors have begun work on a project to extend the operational life of MDX bridges. The \$1.88 million System-Wide Bridge Rehabilitation project is a proactive step toward maintaining the safest expressway conditions in South Florida.

While much of the country's roads and bridges seem to be deteriorating, often due to a lack of resources for repairs, MDX has successfully extended the life of its five-expressway system by carrying out proactive safety projects that guarantee their roads are strong and reliable.

"It's not enough to give people access to and from different places, people need to be confident their commutes are safe," Director of Engineering Juan Toledo said. "Under MDX's mission priority, life safety rehabilitation and maintenance projects take precedence over projects that increase capacity or access for our customers."

"Given that most of MDX's five expressways are elevated via more than 150 bridges, bridge maintenance and rehab has always been a top priority for us. The collapse of a pedestrian bridge in our community in 2018 followed by the building collapse in Surfside this year, has focused the public's attention to the importance of preventative safety measures when it comes to infrastructure."

In 2020, nearly 65% of Florida's bridges were in good condition, according to an American Society of Civil Engineers 2021 report. The same report listed bridges around the nation in good condition at just 45%, with 7% listed in poor condition compared to only 3% in Florida.

The project extends the opera-



SR 836 INTERCHANGE MODIFICATIONS AT 87TH AVENUE

tional life of the bridges on MDX expressways; State Road 112/Airport Expressway, State Road 836/Dolphin Expressway, State Road 874/Don Shula Expressway, State Road 878/Snapper Creek Expressway, and State Road 924/Gratigny Parkway. MDX contractors inspect the 154 bridges in the system along with columns, asphalt, and other roadway features for deterioration. If defects are found, instead of documenting the condition for a future project to resolve, the contractors immediately move forward with the repairs needed to keep the expressway in good condition.

"Most agencies do inspections, but often anything they find in disrepair is put on a list until a project can be put together," said Toledo. "Our con-

tractors inspect our bridges for deterioration from weather and time and address them immediately. The whole process is what keeps our system amongst the country's highest in infrastructure ratings each year."

Without MDX's dedication to the upkeep of its system, residents would be facing the same conditions in Miami that are affecting commutes all over the country due to vehicle damage by potholes, unsafe pavement, and unsafe bridges.

While there are still congestion solutions to be made by all of Florida's transportation agencies, MDX's fix it before its broken approach has ensured smooth rides for the foreseeable future.

For questions about specific construction activities, please contact Public Information Officer Gregory

Harleston at 754-208-8826 or by email at Gregory@HoltCommunications.net.

ABOUT MDX

The Miami-Dade Expressway Authority operates and maintains five user-supported local expressways in Miami-Dade County – 112/Airport Expressway, 836/Dolphin Expressway, 874/Don Shula Expressway, 878/Snapper Creek Expressway, and 924/Gratigny Parkway. The Authority's expressways are funded by toll revenue, which is reinvested back into the community and funds the construction of projects that alleviate traffic congestion, create thousands of local jobs, and provide new opportunities to small and local businesses.

(Photo courtesy of MDX)