



OLD CUTLER ROAD IMPROVEMENTS

Green. Traditional. Historic.

OLD CUTLER ROAD CHARETTE

✓ Background:

- > Forged by the citizens of Cutler Bay in June 2002
- > Studied challenges and proposed solutions
- > Plan adopted by the Board of County Commissioners in 2004

✓ Charette Plan Vision for Roadway:

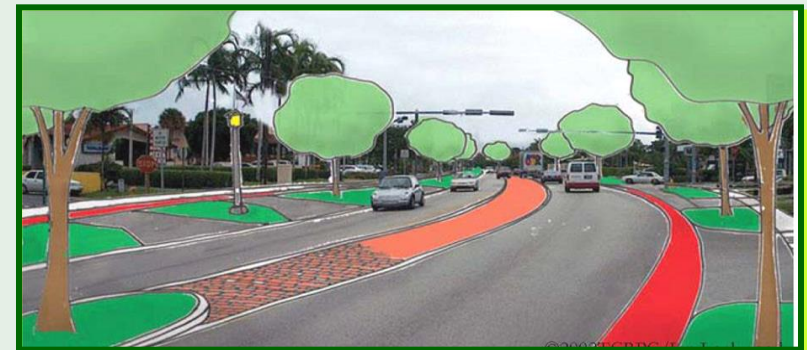
- > Reinstate historical character
- > Resolution of physical appearance and traffic congestion problems
- > Transformation from a motorist-oriented to a pedestrian and bicycle oriented environment

✓ Key Charette Goals:

- > Rebalance movement along Old Cutler Road
- > Increase safety through modifications: reduce motorist speed and increase pedestrian and bicycle visibility
- > Preserve and enhance the historical and community ambiance along the roadway

✓ This Project:

- > Limited to public rights-of-way within Charette Master Plan
- > Community's needs / thoughts into consideration





Stantec



PROJECT OBJECTIVES



MDC Public Works Design Objectives

- > Drainage
- > Curb & Gutter and Sidewalk Improvements
- > Intersection & Signalization Improvements
- > Landscaping & Lighting
- > Bicycle & Bus Facilities



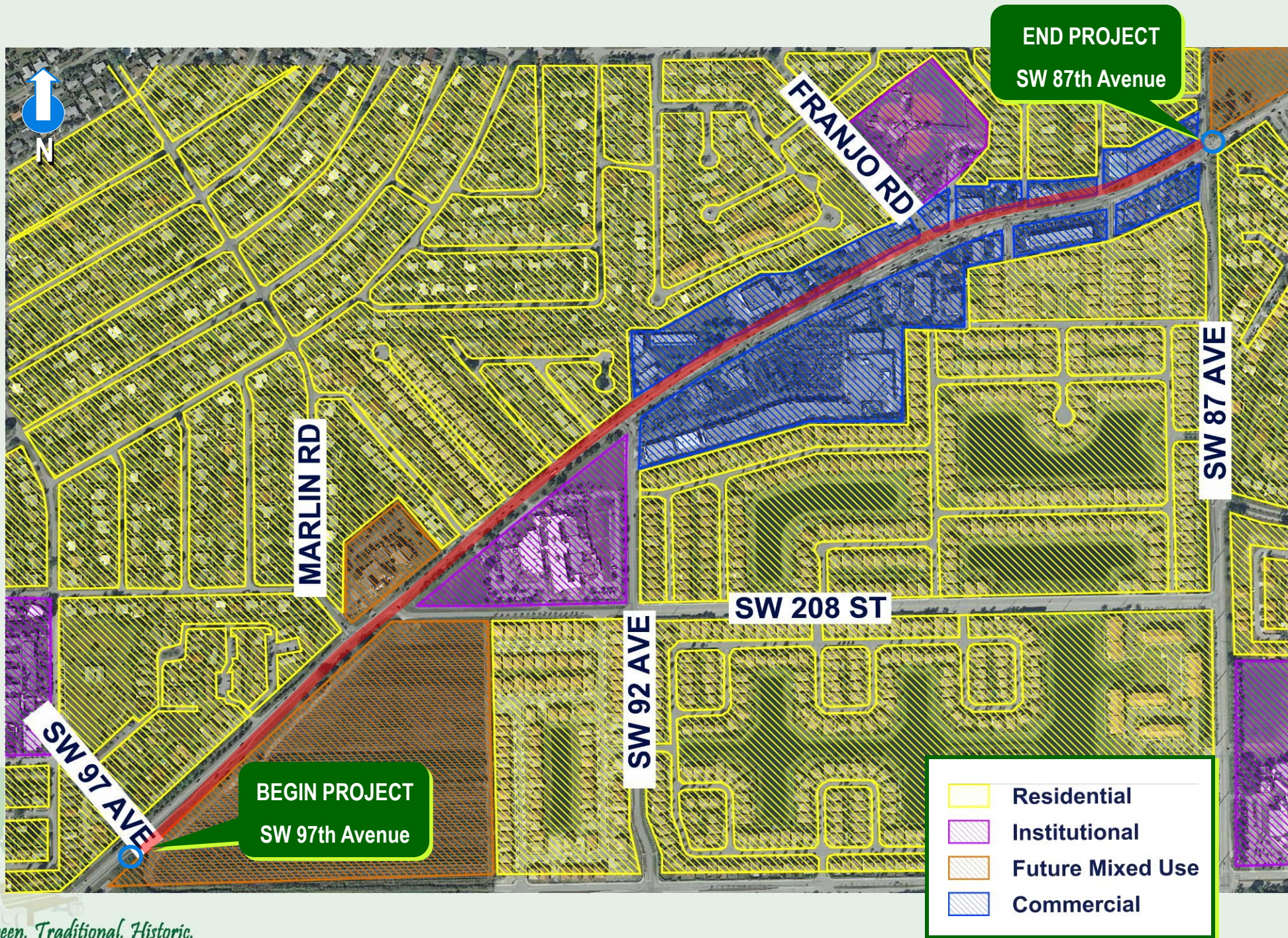
Additional Town of Cutler Bay Design Objectives

- > Public Outreach
- > Improved Public Safety
- > Easing of Traffic Congestion
- > Traffic Calming
- > Pedestrianization
- > Streetscape Improvements



Green. Traditional. Historic.

PROJECT CORRIDOR MAP



Franjo Rd.

EXISTING LACK OF
SIDEWALK
CONNECTIVITY

DRAINAGE ISSUES

DETERIORATION OF
EDGE OF PAVEMENT

NO GRASS SWALE

COMMERCIAL

Old Cutler Rd.



NO SIDEWALK

DETERIORATION OF
EDGE OF PAVEMENT

Old Cutler Rd.

BUS STOP PROXIMITY
TO ASPHALT PATH

NO SHADE

COMMERCIAL



Old Cutler Rd.

NO SHADE

EXISTING LACK OF
SIDEWALK
CONNECTIVITY

CROSSWALKS ARE
NOT A.D.A COMPLIANT

LACK OF PEDESTRIAN
& CYCLIST SAFETY

COMMERCIAL





CARS PARKING ON
ASPHALT PATH

SW 88 Ct.

Old Cutler Rd.

COMMERCIAL

NO SIDEWALK

PROXIMITY OF
EDGE OF PAVEMENT
TO ASPHALT PATH

Old Cutler Rd.

COMPROMISED PEDESTRIAN SAFETY

RESIDENTIAL



INADEQUATE STRIPING

WIDE TURNING RADII

CROSSWALKS ARE
NOT A.D.A COMPLIANT

NO PROTECTION
FOR PEDESTRIAN

DETERIORATION OF
EDGE OF PAVEMENT

RESIDENTIAL

SW 208 St.

Old Cutler Rd.

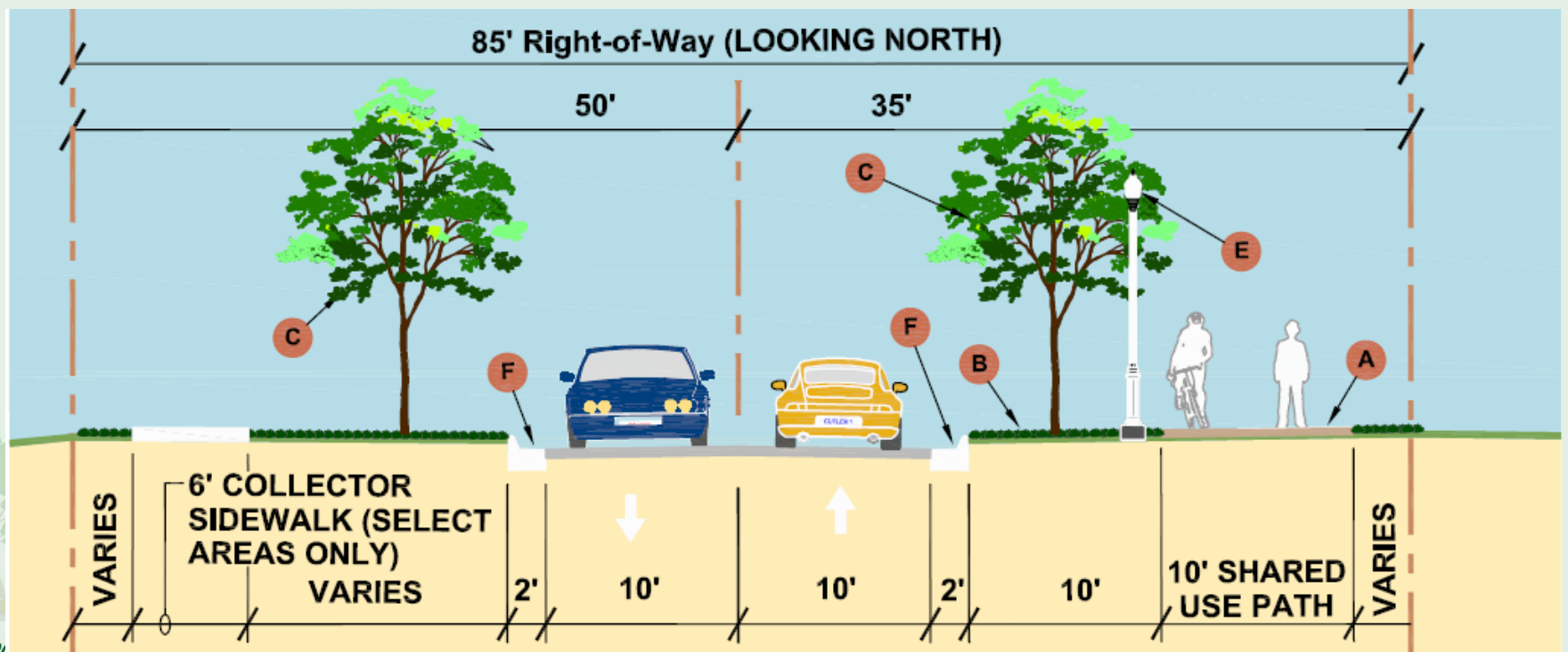
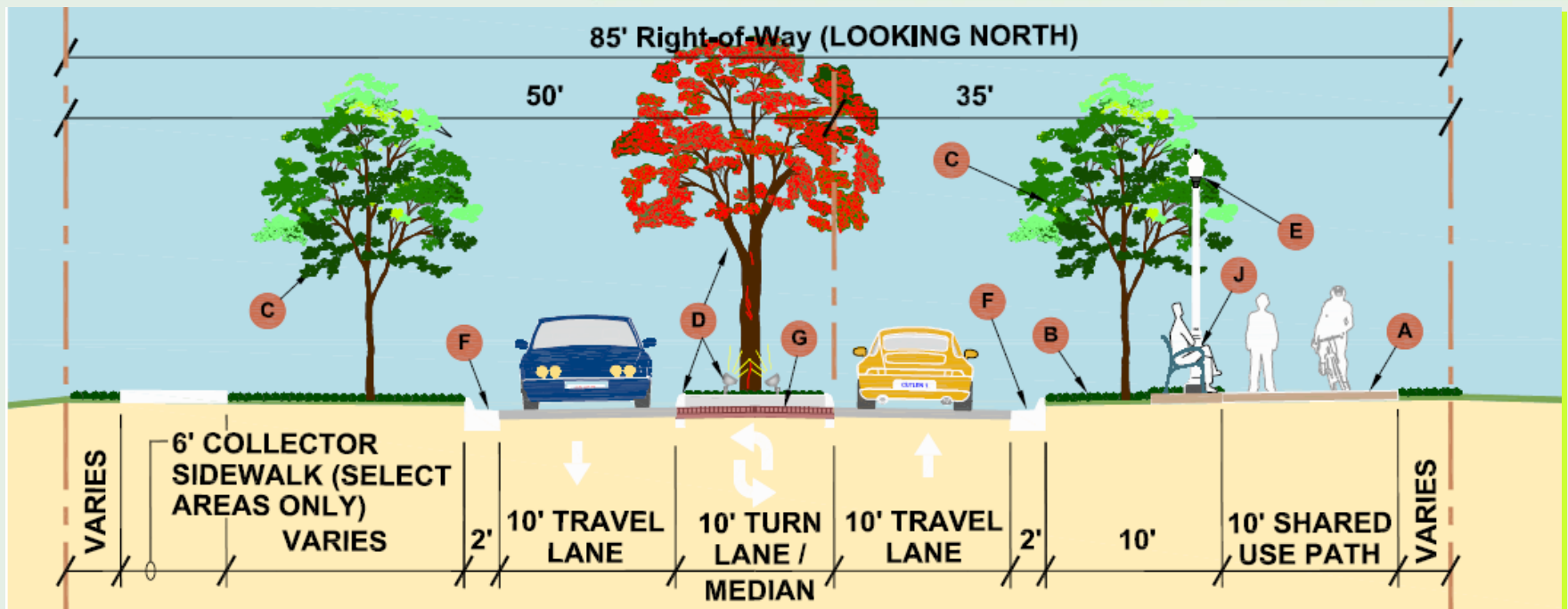
LACK OF PEDESTRIAN
SIDEWALK ALONG W
SIDE OF OLD CUTLER RD.

SW 92 Ct.

Old Cutler Rd.

EXISTING FOOT TRAILS
EVIDENCE OF NEED
FOR SIDEWALK

RESIDENTIAL



Narrowed lanes (11 ft wide)

10 ft wide shared-use path on south side

6 ft wide sidewalk on north side

Center median or divider islands

Curb and gutter



ROUNABOUT: SW 97th AVENUE



Charette Roundabout Objectives:

- > Serve as “bookends”
- > Provide smooth and safe transition from higher to low speed
- > Aesthetic enhancement to the area



ROUNABOUT: SW 87th AVENUE



Charette Roundabout Objectives:

- > Serve as “bookends”
- > Provide smooth and safe transition from higher to low speed
- > Aesthetic enhancement to the area
- > Improve traffic operations



ROADWAY HISTORIC CHARACTER

Landscaping

Roadway / Sidewalk Materials

Streetscape Furniture

Lighting

Architectural Enhancements

Landscape Design Objectives

- Maintain as much of the existing tree canopy as possible
- Use species with lower maintenance requirements and drought tolerance
- Work with stakeholders to ensure views of existing signage isn't blocked
- Provide significant shade for walk and path to create a comfortable experience
- Utilize Crime Prevention Through Environmental Design (CPTED) principles to ensure safety



CHARETTE IMAGES

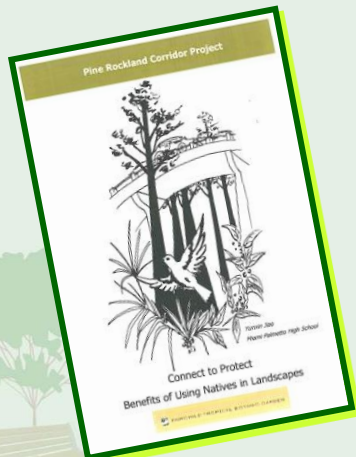
PINE ROCKLAND CORRIDOR



- Old Cutler Road follows historic limestone ridge bordering once vast Pine Rockland Corridor, and the vegetation was predominantly Pine Rockland with some Hardwood Hammocks.



- Pine rocklands have shrunk dramatically over the years and now occur as isolated remnants in Miami-Dade County.



- The Town of Cutler Bay consulted with Fairchild Tropical Botanical Gardens to enhance the landscaping theme put forth in the “Connect to Protect” plan for the Pine Rockland Corridor Project.

- > Integral colored concrete sidewalk with decorative finish
- > Crosswalks in same colored concrete so that they are perceived as extensions of the sidewalk



Standard Colors

5130 Spring Beige	5234 Summer Beige	0288 Autumn Beige	6063 Winter Beige
3987 Porcelain Gray	5059 Sorrento Red	1266 Cool Gray	5238 Sunbaked Clay
1010 Brownstone	C-11 Desert Sand	C-20 Limestone	C-25 Sombrero Buff
C-26 Antique Cork	C-12 Mesa Beige	C-21 Adobe Tan	C-15 Coachella Sand
C-27 Westwood Brown	1017 Barcelona Brown	C-22 Coral Red	C-32 Quarry Red

STREET FURNITURE

SEATING



"GRETCHEN" by LANDSCAPE FORMS



"PLAINWELL" by LANDSCAPE FORMS



"AVONDALE" BY SITESCAPES, INC.



"CL-140 CLASSIC" by VICTOR STANLEY



LITTER RECEPTACLES

"GRETCHEN"



"SCARLSBOROUGH"
by LANDSCAPE FORMS



"PLAINWELL"

BIKE RACKS



WAVE STYLE
RACK



BOLLARD
STYLE

LIGHTING OPTION

- > Energy Efficient
- > Dark Sky Friendly
- > Pedestrian Safety
- > Traditional Acorn Luminaire as Depicted in Charette
- > Aesthetic enhancement
- > Opportunity for signage / banner arms, etc.



Promenade

"to create, inspire and nurture excellence in each other"

Energy Efficiency
The Promenade™ Series is designed to use electrical energy in the most efficient possible way. The reflectors are designed to direct the illumination on the ground with no stray light which translates into wasted energy. The result is more light with less energy consumption.

Light Pollution
The Promenade™ Series reflectors are designated as a full cutoff which means there is no light emitted above 90 degrees horizontal.

Longevity
We manufacture all our products to have a life span as long as the building or space they illuminate. The primary material used for both our luminaire and pole products is aluminum to resist corrosion and the need for maintenance. Aluminum will not need the periodic refinishing required of steel products that will eventually rust and corrode. All our internal parts and fasteners are made of aluminum or stainless steel. Our reflector enclosures are kept dust free and dry with the use of silicone gaskets to prevent light degradation from contaminants.

Sustainability
AAL develops our products with recycling and resource management in mind. We recycle all incoming packaging materials. Our products are shipped in easy to recycle packaging materials. Our state of the art finishing system uses eco friendly cleansing and preparation chemicals that are harmless enough to send to the drain without further processing. Our powder coating process eliminates the release of volatile chemicals into the atmosphere. The Promenade™ Series, like all AAL products is produced with renewable materials such as aluminum and stainless steel, and made in the USA.

IDA Approved Dark-Sky Friendly versions of these luminaires are available.

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EISA
European
ambient
lighting

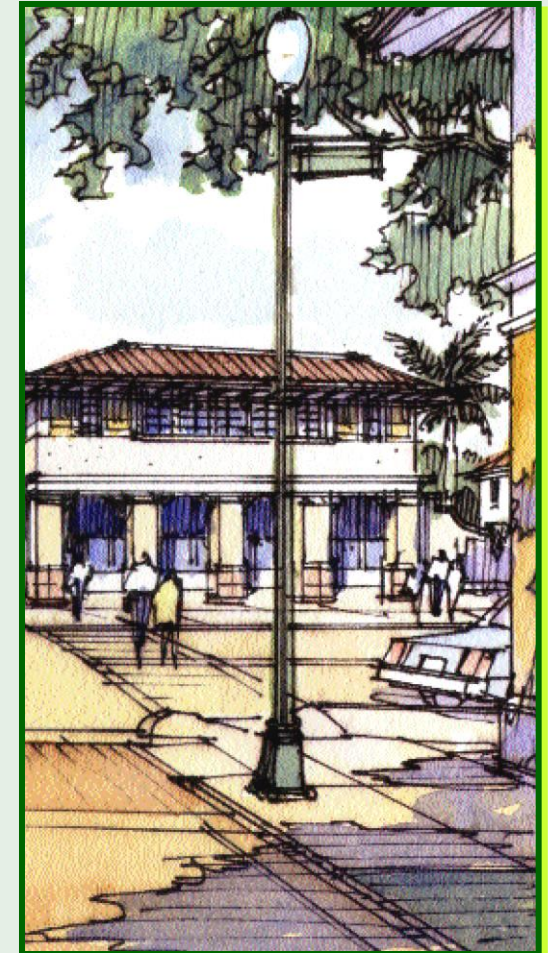
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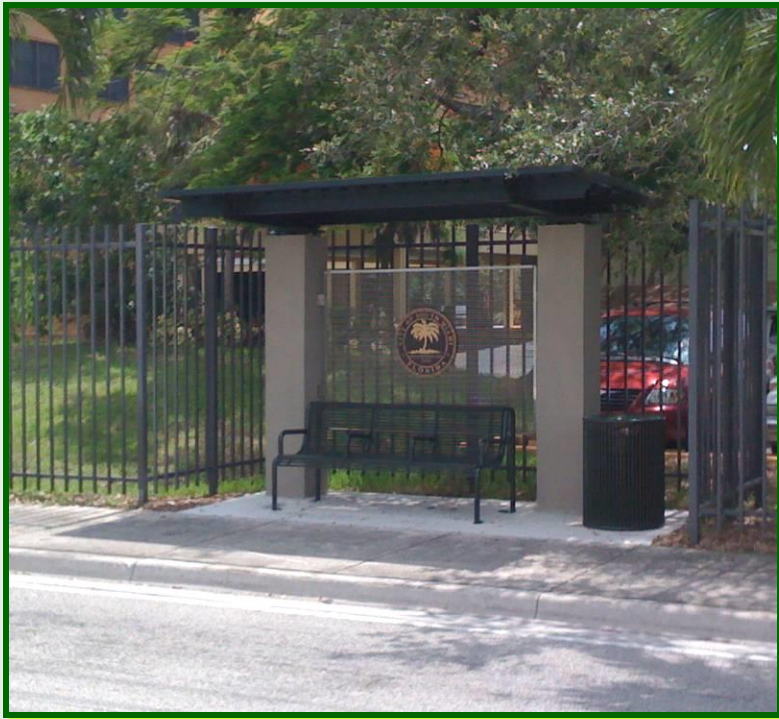
ARCHITECTURAL ELEMENTS



- > Traditional and Historic
- > Low Horizontal in Nature
- > Limerock Material to Evoke Coral Walls along Historic Old Cutler Road
- > Landscaping to Create Identity



BUS SHELTER OPTIONS



PRE-FAB BUS SHELTER



RESULTS

Total Project Cost JPA: \$7,164,809.37

County Portion: \$5,483,410.90

Town Portion: \$1,681,398.47





03/08/2014



03/08/2014



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03/08/2014



OLD CUTLER ROAD

Old Cutler Road owes its name to the former town of Cutler, a farming community founded by William Fuzzard in the late 1800s. The town was named after Dr. William Cutler of Massachusetts who visited the area about 1880 and encouraged Fuzzard and others to settle here. In 1883, Fuzzard, with the help of other residents of Cutler, cut a path north and east through a wilderness of pine rocklands and hardwood hammocks to the Village of Coconut Grove. The road followed a natural limestone ridge along Biscayne Bay, and established the first overland route connecting Coconut Grove and Cutler. It was subsequently widened to a wagon trail, and was declared a public road in 1895. The road became known as Cutler Road, later as Ingraham Highway, and still later as Old Cutler Road. Today, Old Cutler Road, which follows a somewhat altered course, maintains the appearance and atmosphere of a country road, and provides a tangible reminder of the heritage of the Miami area. Old Cutler Road was declared a State Historic Highway in 1974 by the Florida Legislature.

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AND THE FLORIDA DEPARTMENT OF STATE

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SPEED
LIMIT
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MIAMI-DADE TRANSIT

12303

CUTLER BAY LOCAL





03/08/2014



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APWA Project of the Year & Project Manager of the Year





THANK YOU