

October 24, 2025



SMART Program – North Corridor



Project Scope



9.8 miles Corridor



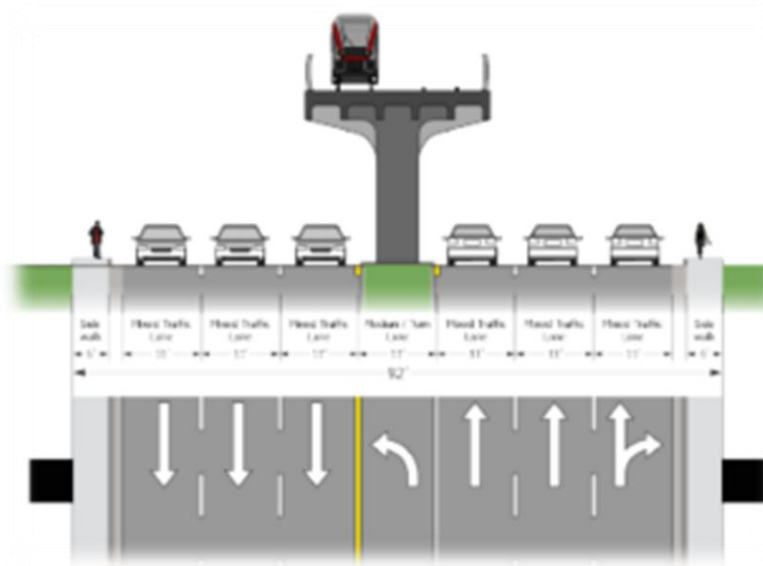
Heavy Elevated Rail



8 Stations & 7 Park-and-Rides

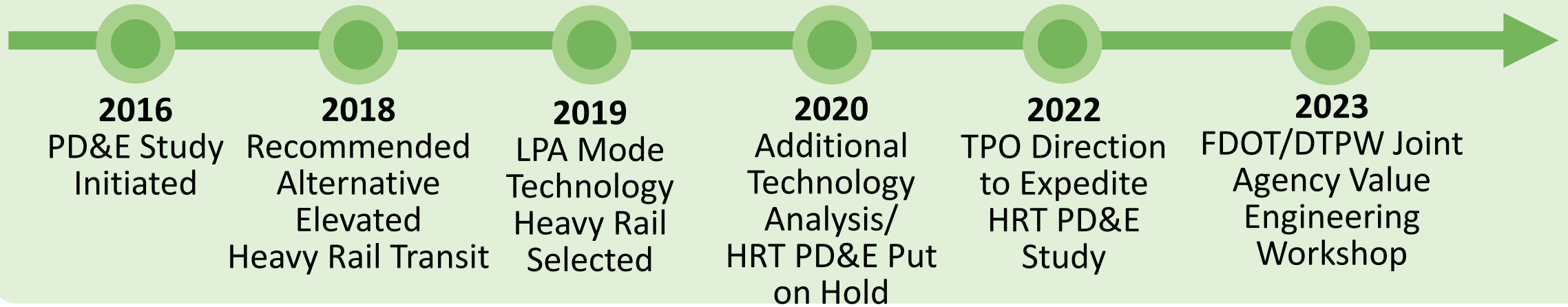


Connection to existing Metrorail along NW 27th Ave

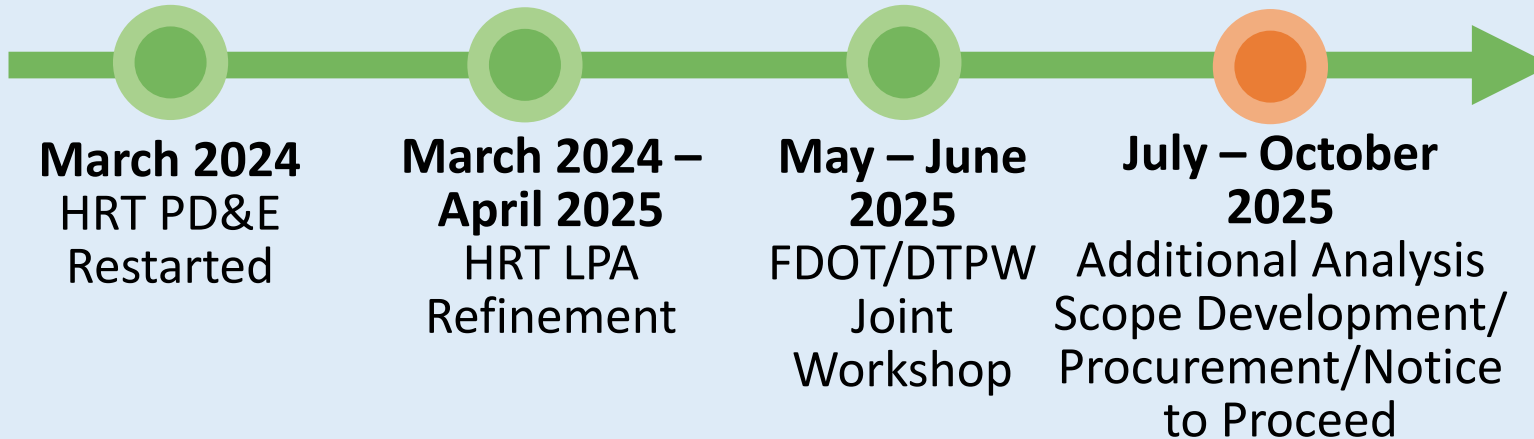


SMART Program – North Corridor Timeline

How did we get here?

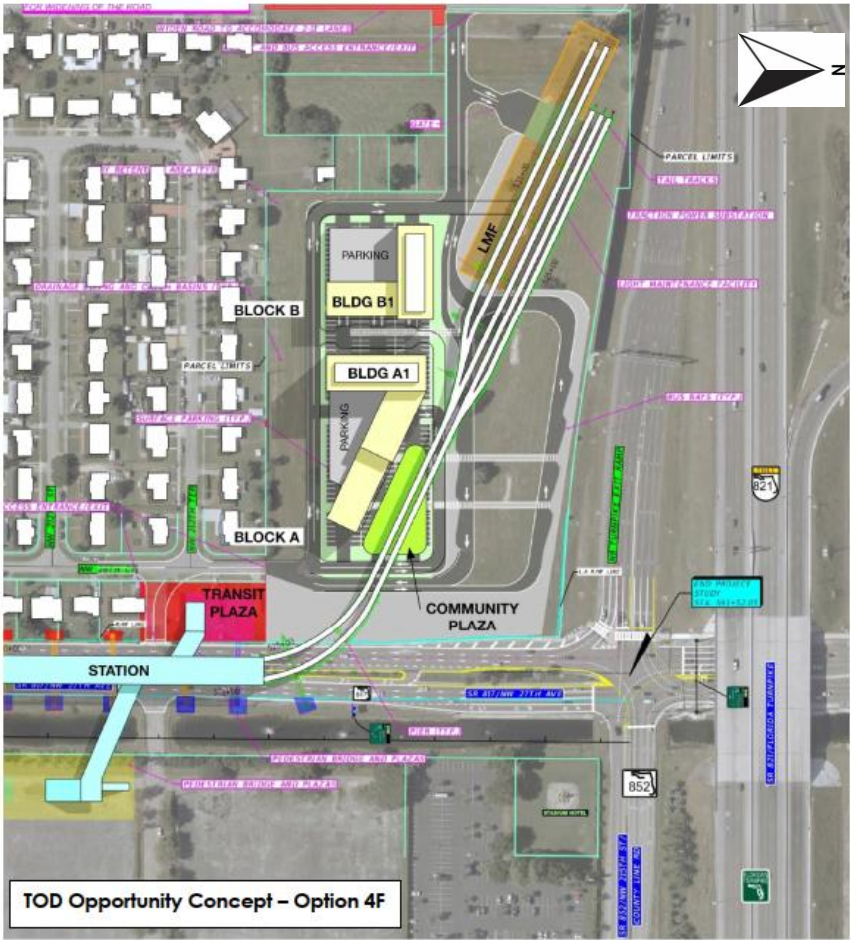
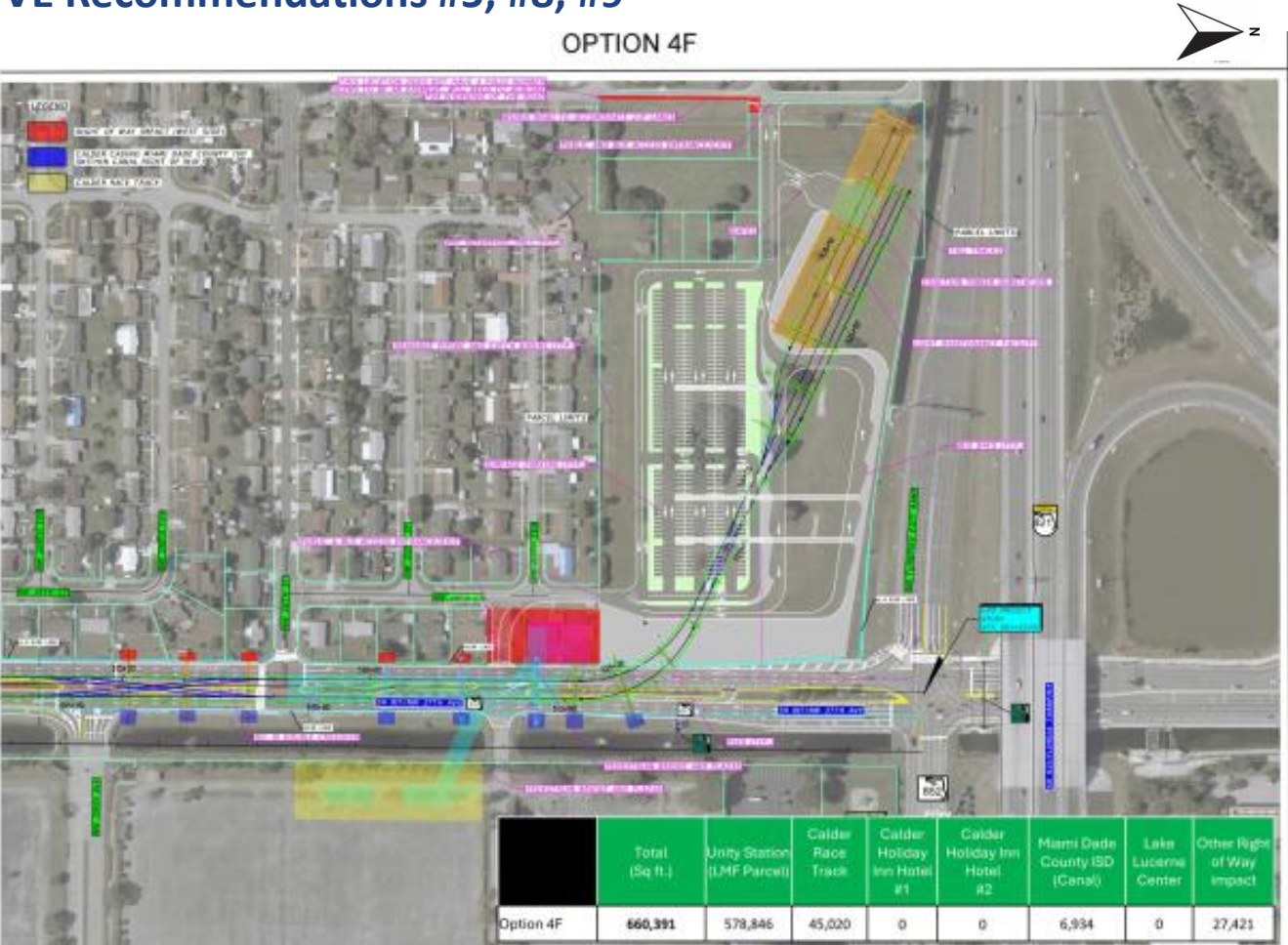


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SMART Program – North Corridor Decisions on Critical Items – Light Maintenance Components

VE Recommendations #5, #8, #9



Light Maintenance Facility Recommendation (Option #4F)

SMART Program – North Corridor Decisions on Critical Items – Structure Type

VE Recommendations #1, #11

Steel Plate
Girders



\$1.35B to \$1.40B*

Segmental Box
Girders



\$1.35B to \$1.40B*

Selected

Spliced
Girders



\$1.50B to \$1.55B*

* All costs subject to change based on design features approval

SMART Program – North Corridor Decisions on Critical Items – Structure Placement

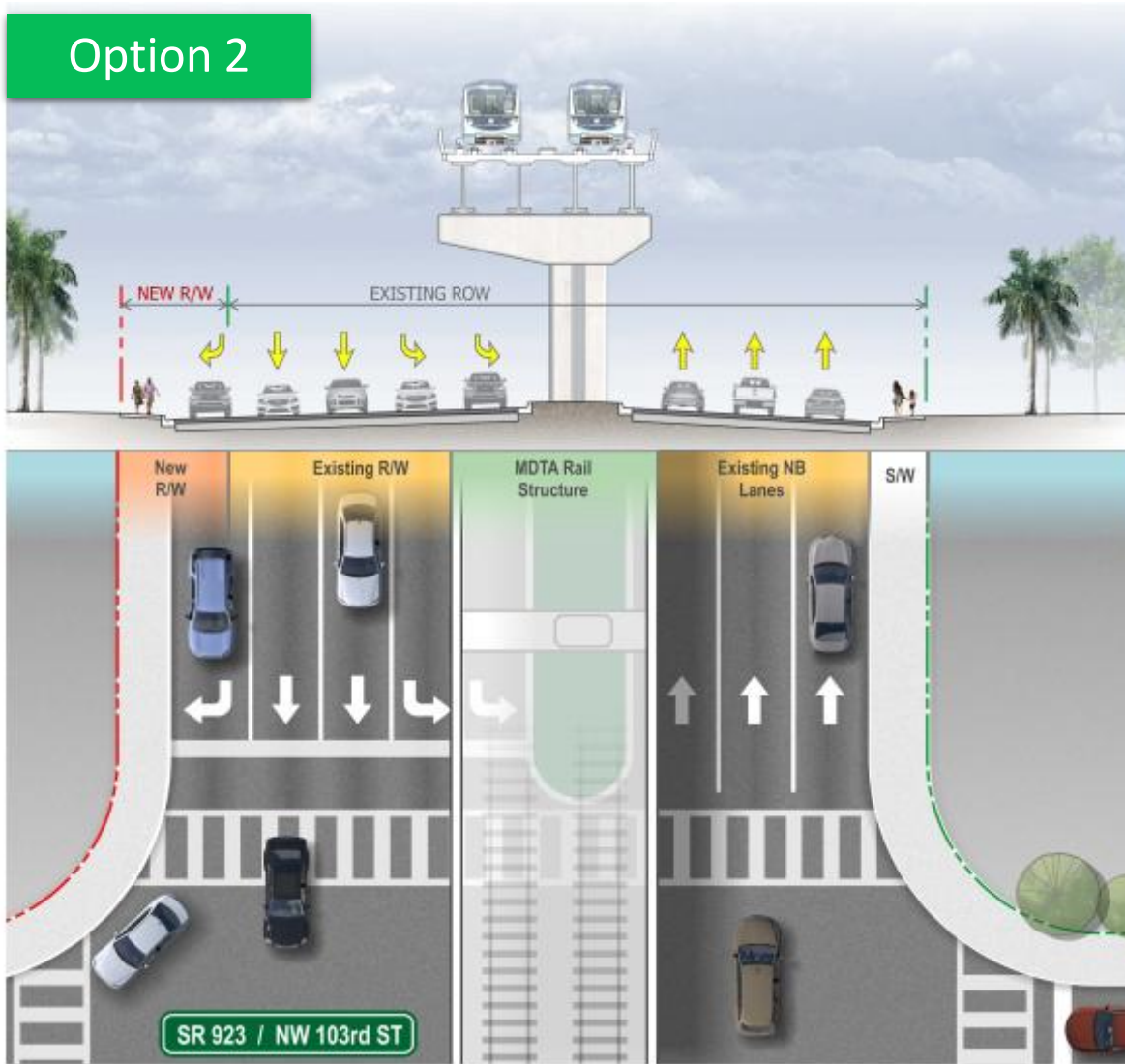
Option 1



- ❖ Right-of-Way (R/W) needs are minimized by maximizing structure span lengths.
- ❖ In general, R/W impacts are limited to straddle bent locations, station/park-and-ride locations and associated geometric modifications to the existing roadway.

SMART Program – North Corridor Decisions on Critical Items – Structure Placement

Option 2



- ❖ Uses Option 1 as a Base (reduced straddle bents) Maximizes # of center piers
- ❖ Requires ROW to widen the road to accommodate the center piers in the median
- ❖ Six potential roadway widening locations identified:
 - ❖ Location 1 - North of NW 73rd Street
 - ❖ Location 2 - North of NW 98th Street
 - ❖ Location 3 - South of 127th Street
 - ❖ Location 4 - Ali Baba Avenue
 - ❖ Location 5 - North of NW 165th Terrace
 - ❖ Location 6 - South of NW 203rd Street

Option 1

Option 2

Legend:

- Straddle Bents Center Piers
- ROW Line with Roadway Widening
- Existing ROW Line
- Widened Median to Accommodate Center Piers

Structure Placement – Evaluation Summary*

	Option 1 Base Option	Option 2 Roadway Widening	Difference All 6 Locations**
Number of Straddle Bents	90	3	-87
Total Number of Piers	138	124	-14

**Implication of widening at selected locations will be considered in the next phase*

***Represents approximately 64% of the 9.8-mile corridor*



SMART Program – North Corridor Decisions on Critical Items – Operating Plan

Baseline Operating Plan (LPA 2018)

All Day Service

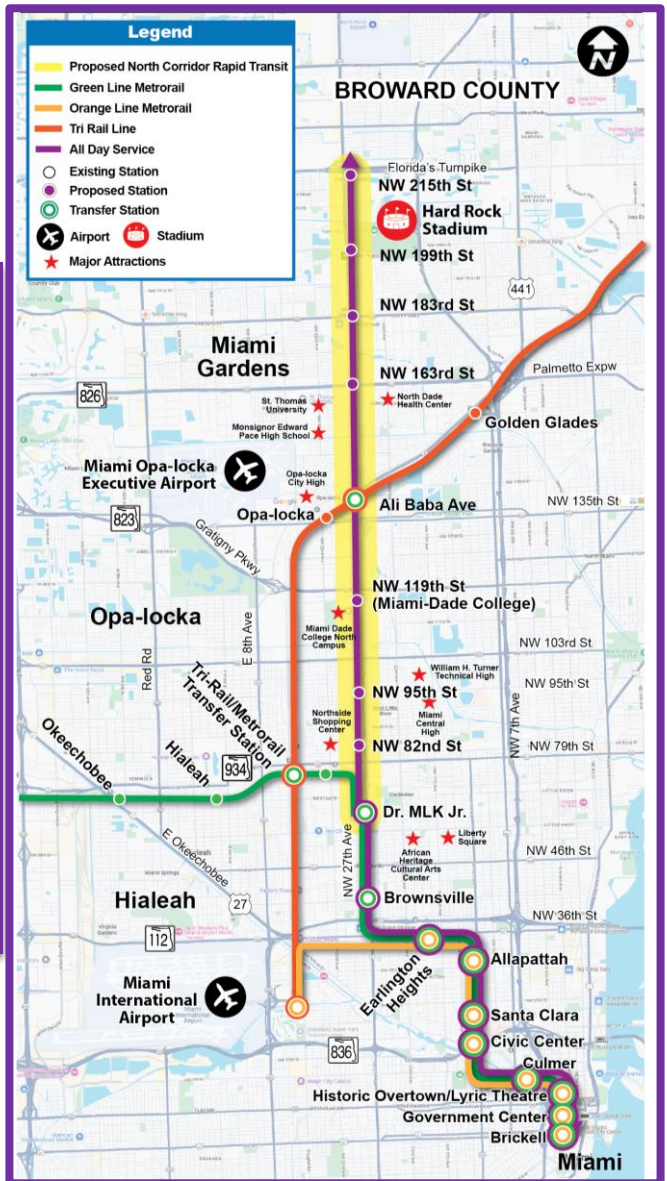
Unity to Brickell Seamless Service

9 min Peak Headway
15 min Off-Peak Headway

Ridership*

14,000

*Average Daily Corridor Ridership



Hybrid Operating Plan (VE Recommendation #13)

Peak Service

Unity to Brickell One-seat Ride Seamless Service

9 min Peak Headway

Off-Peak Service

Unity to MLK Transfer at MLK

15 min Off-Peak Headway

Ridership*

9,800



SMART Program – North Corridor Project Footprint Decision: FTA Cost Effectiveness (CE)

	Option 1 Minimum Straddle Bents/ROW	Option 2 Roadway Widening Center Piers	Option 1 With Light Maintenance Facility	Option 2 With Light Maintenance Facility
Capital Cost (\$2024)	\$4.2B	\$4.1B Decreases cost by \$71.5M over Option 1	\$4.3B Increases cost by \$125M over Option 1	\$4.2B Increases cost by \$125M over Option 2
Annual Operating and Maintenance Cost (\$2024)	\$68.3M	\$68.3M	\$69.2M Increases cost by \$850K over Option 1	\$69.2M Increases cost by \$850K over Option 1
Ridership (Annual Trips on Project)*	7,310	7,310	7,310	7,310
FTA Cost Effectiveness	\$53.10	\$52.64	\$54.91	\$54.27
FTA Rating	Low	Low	Low	Low
		Lowest CE	Selected	

* Based on 2018 LPA Operating Plan 2036 SERPM estimate to be developed using STOPS for
FTA CIG Application submittal



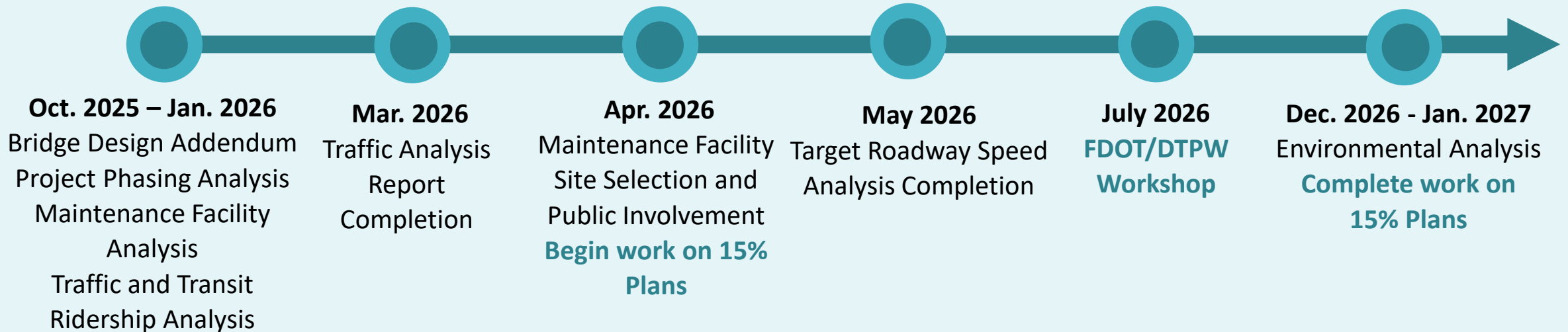
SMART Program – North Corridor Next Steps

-  Re-evaluate Bridge Development Report (BDR) to reflect decision to proceed with cast-in-place concrete segmental box girder structure type
-  Re-fine the following station locations:
 - ❖ NW 95th Street (DTPW-owned site)
 - ❖ NW 199th Street (Hard Rock Stadium)
-  Conduct high-level phasing analysis to determine project components that can be included to achieve a cost-effective project based on FTA Criteria
-  Project as proposed rates “Low” on cost effectiveness
 - ❖ Goal – Improve project cost effectiveness rating to achieve a “medium-low” rating

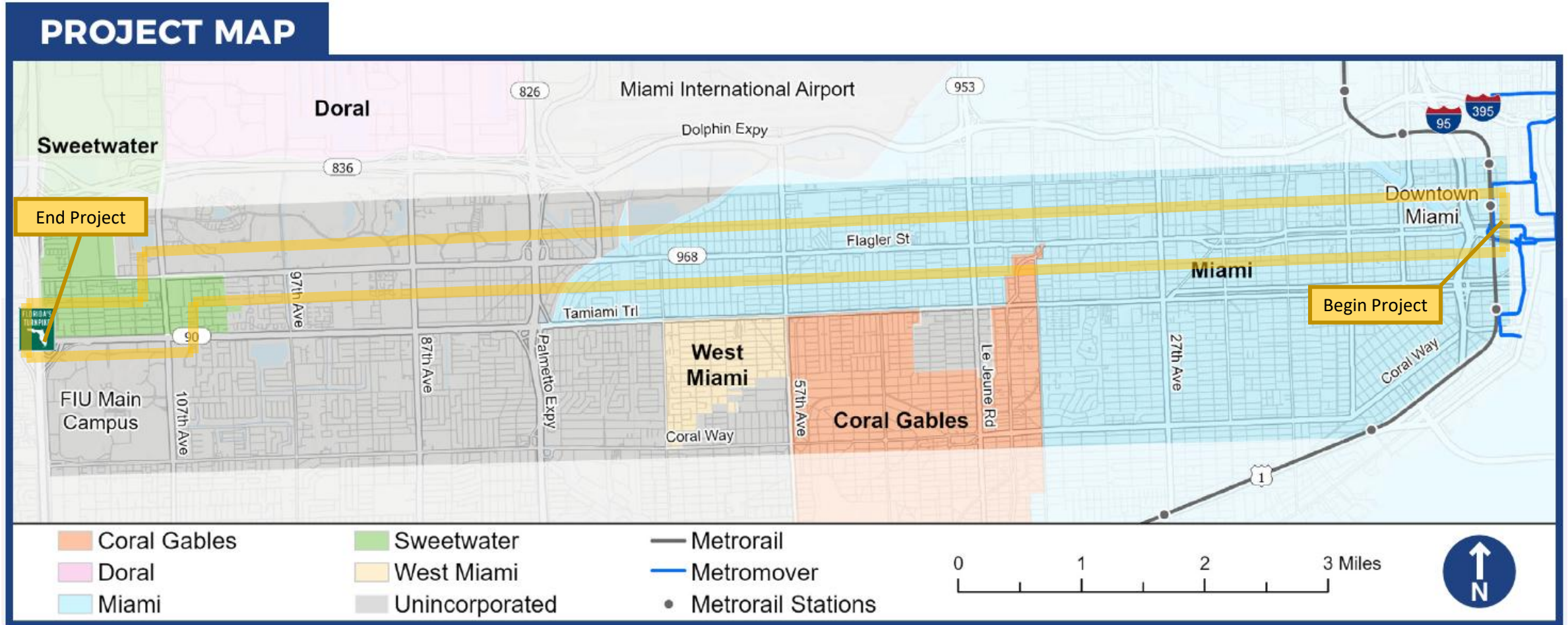
Cost Effectiveness Breakpoints (FTA 2025)

Rating	Cost per Trip Range
High	< \$8.00
Medium-High	Between \$8.00 and \$9.99
Medium	Between \$10.00 and \$19.99
Medium-Low	Between \$20.00 and \$34.99
Low	>35.00

SMART Program – North Corridor 12-Month Look Ahead



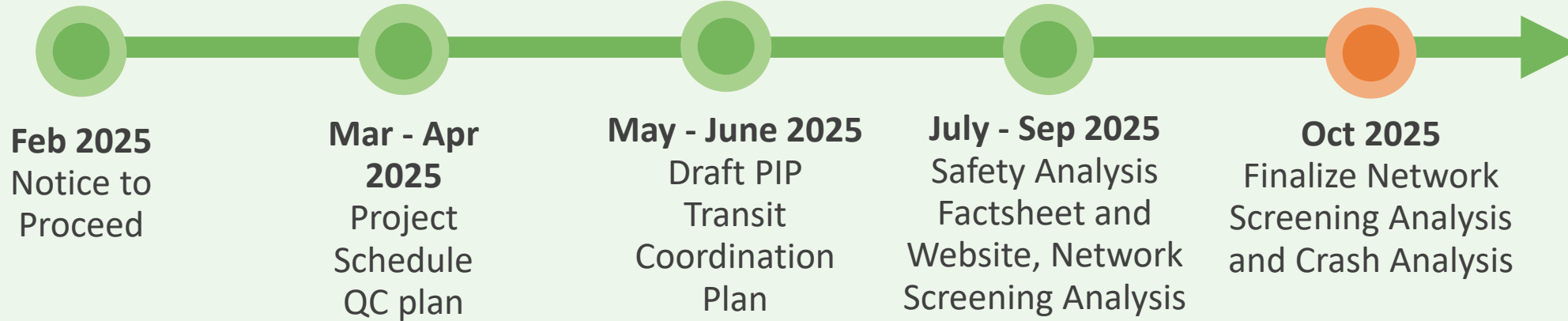
Flagler Feasibility Study



The feasibility study will evaluate alternatives for an elevated fixed guideway system along Flagler Street from Downtown Miami to Florida International University (FIU).

Flagler Feasibility Study Milestone Schedule

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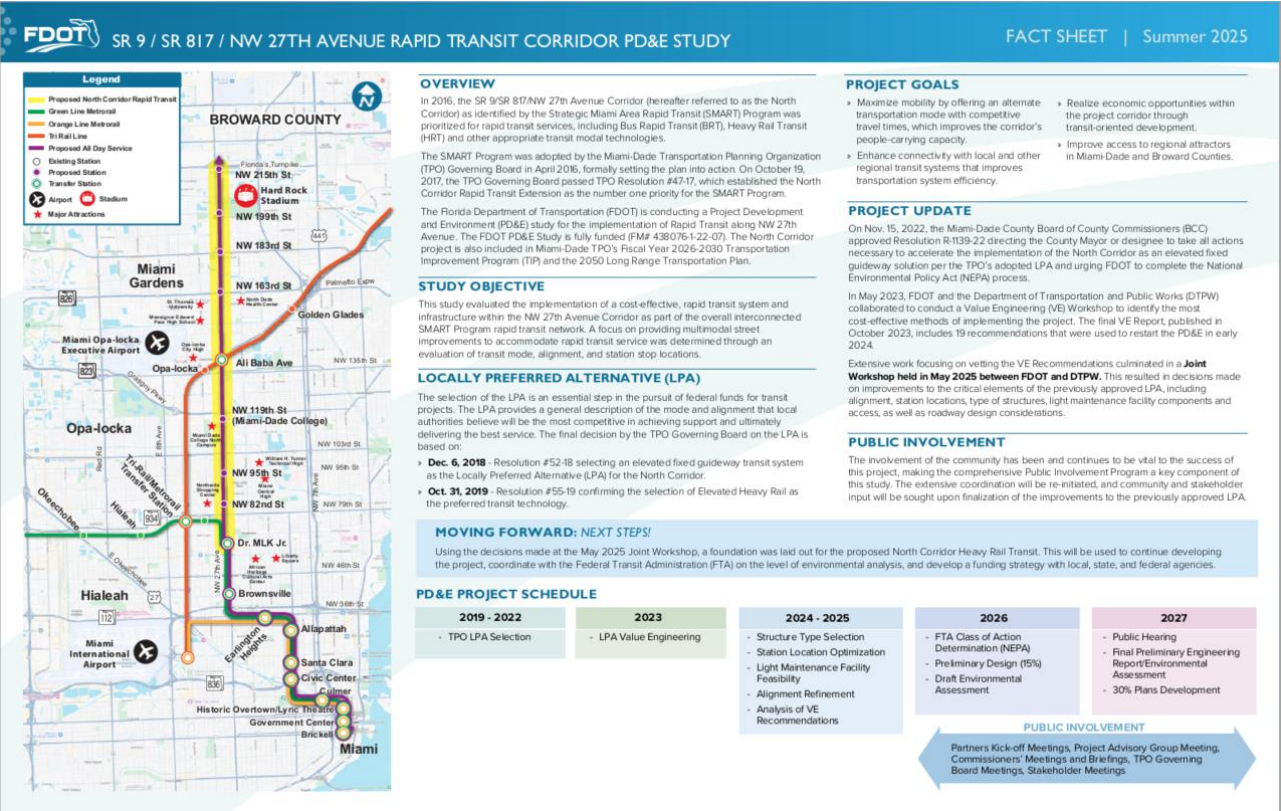
Upcoming Milestones



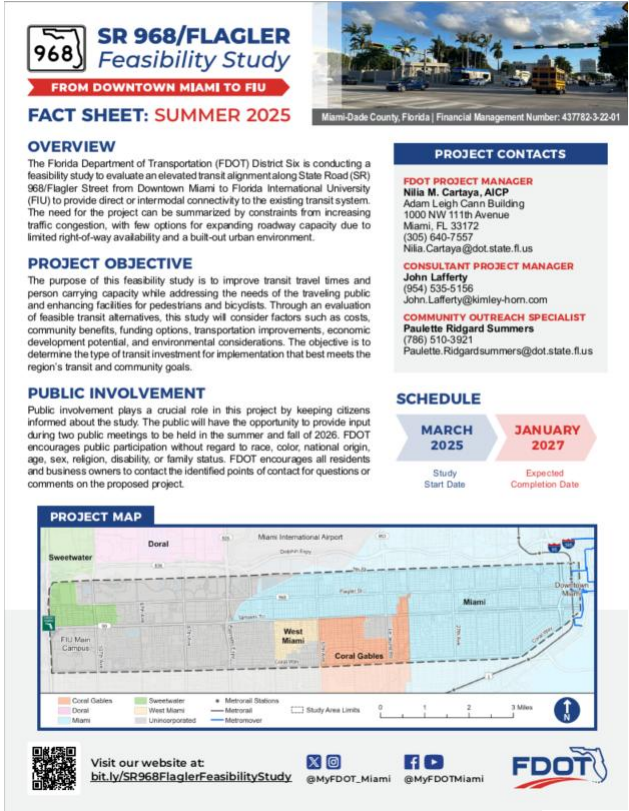
Additional Project Information

North Corridor

Flagler Feasibility Study



SMART PROGRAM: NW 27TH AVE
NORTH CORRIDOR QR CODE:



SMART PROGRAM FLAGLER
FEASIBILITY STUDY QR CODE:



Thank you

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