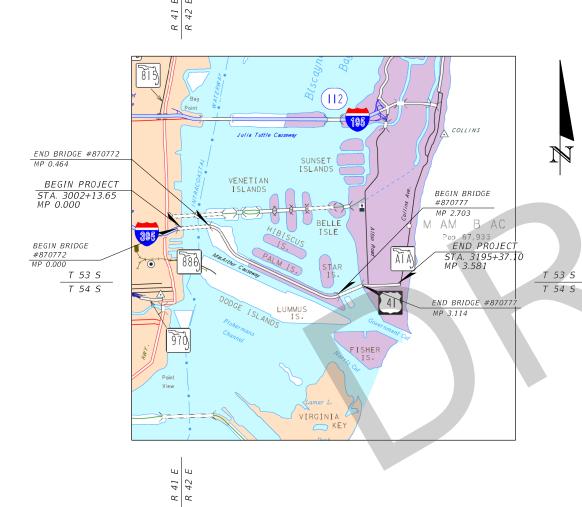
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE

BEACH CORRIDOR RAPID TRANSIT PD & E

MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW)



TYPICAL SECTION PACKAGE

	SHEET NO	SHEET DESCRIPTION
	100	COVER SHEET
	107	TYPICAL SECTION NO. 1
	108	TYPICAL SECTION NO. 2
	109	TYPICAL SECTION NO. 3
	110	TYPICAL SECTION NO. 4
	111	TYPICAL SECTION NO. 5
1	112	TYPICAL SECTION NO. 6
	113	TYPICAL SECTION NO. 7
	114	TYPICAL SECTION NO. 8
	115	TYPICAL SECTION NO. 9

APPROVED BY:

No 80804 OR OF WAR

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

PARSONS TRANSPORTATION GROUP, INC. 7600 CORPORATE CENTER DRIVE, SUITE 104 MIAMI, FL, 33126 CERTIFICATE OF AUTHORIZATION NO. 1838 ENEIDA MARTINEZ, P.E. NO. 80804

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

TYPICAL SECTION CONCURRENCE

FDOT DISTRICT STRUCTURES FDOT DISTRICT DESIGN ENGINEER FHWA TRANSPORTATION ENGINEER DESIGN ENGINEER

DESIGN SPEED AND POSTED SPEED CONCURRENCE:

ENGINEER

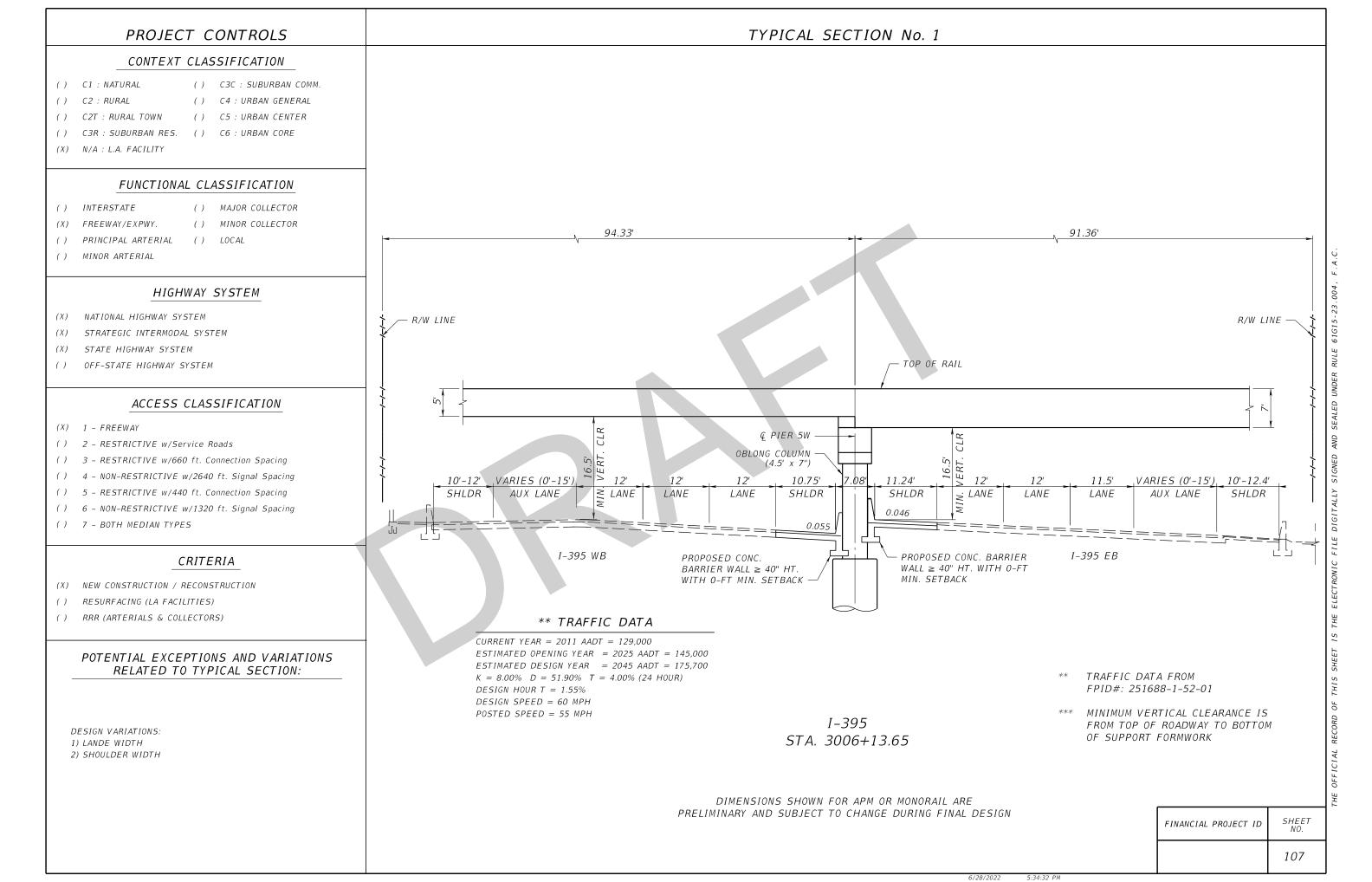
FDOT DISTRICT TRAFFIC OPERATIONS FDOT DISTRICT DESIGN ENGINEER FDOT DISTRICT PLANNING & ENVIROMENTAL ADMINISTRATOR

CONTEXT CLASSIFICATION

CONCURRENCE:

SHEET

100



CONTEXT CLASSIFICATION

- () C1: NATURAL () C3C: SUBURBAN COMM.
- () C4: URBAN GENERAL () C2: RURAL () C5: URBAN CENTER () C2T: RURAL TOWN
- () C3R: SUBURBAN RES. () C6: URBAN CORE
- (X) N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- () FREEWAY/EXPWY. () MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

- NATIONAL HIGHWAY SYSTEM
- STRATEGIC INTERMODAL SYSTEM
- STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

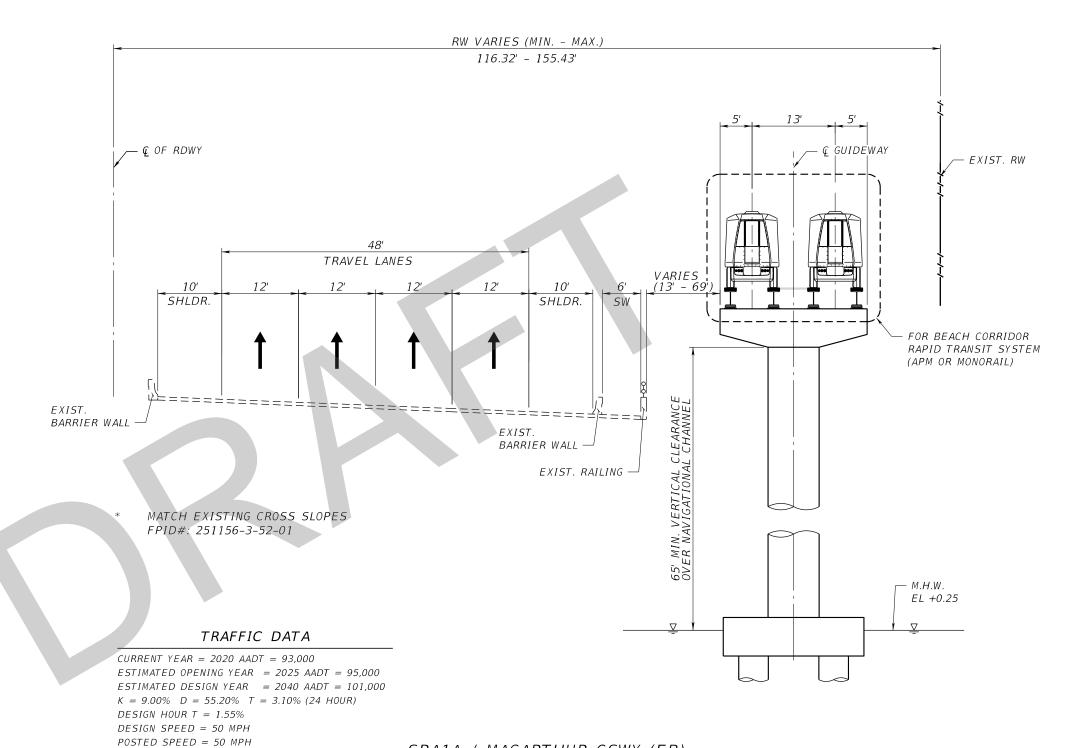
- () 1 FREEWAY
- (X) 2 RESTRICTIVE w/Service Roads
- () 3 RESTRICTIVE w/660 ft. Connection Spacing
- () 4 NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 RESTRICTIVE w/440 ft. Connection Spacing
- () 6 NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 BOTH MEDIAN TYPES

CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 2



SRA1A / MACARTHUR CSWY (EB) *WEST BRIDGE (EB): 870772 MP 0.00 TO MP 0.464 STA. 3009+91.88 TO STA. 3028+46.88

DIMENSIONS SHOWN FOR APM OR MONORAIL ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN

CONTEXT CLASSIFICATION

- () C1: NATURAL () C3C: SUBURBAN COMM. (X) C4: URBAN GENERAL () C2: RURAL () C5: URBAN CENTER () C2T: RURAL TOWN
- () C3R: SUBURBAN RES. () C6: URBAN CORE
- () N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR () FREEWAY/EXPWY. () MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

- NATIONAL HIGHWAY SYSTEM
- STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM

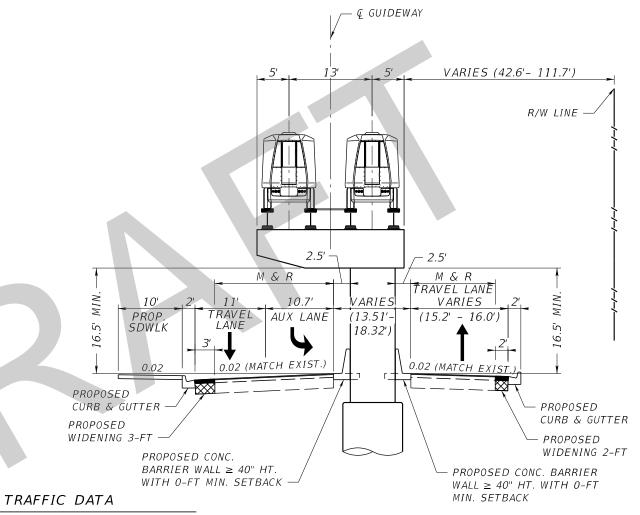
ACCESS CLASSIFICATION

- () 1 FREEWAY
- (X) 2 RESTRICTIVE w/Service Roads
- () 3 RESTRICTIVE w/660 ft. Connection Spacing
- () 4 NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 RESTRICTIVE w/440 ft. Connection Spacing
- () 6 NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 BOTH MEDIAN TYPES

CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:



CURRENT YEAR = 2020 AADT = 44.500ESTIMATED OPENING YEAR = 2025 AADT = 46,000 ESTIMATED DESIGN YEAR = 2040 AADT = 50,000 K = 9.00% D = 55.20% T = 5.60% (24 HOUR) DESIGN HOUR T = 2.80%

DESIGN SPEED = 40 MPH POSTED SPEED = 35 MPH

PARROT JUNGLE TRAIL (EB) MP 0.542 TO MP 0.859 STA. 3045+68.43 TO STA. 3048+15.32

PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN

*** MINIMUM VERTICAL CLEARANCE IS FROM TOP OF ROADWAY TO BOTTOM OF SUPPORT FORMWORK

RAIL STRUCTURE HEIGHT SHOULD BE DESIGNED TO MEET CITY OF MIAMI BEACH FLOOD DESIGN REQUIREMENTS

DIMENSIONS SHOWN FOR APM OR MONORAIL ARE

CONTEXT CLASSIFICATION

(X) C4: URBAN GENERAL

- () C1: NATURAL () C3C: SUBURBAN COMM.
- () C2T: RURAL TOWN () C5: URBAN CENTER
- () C3R: SUBURBAN RES. () C6: URBAN CORE
- () N/A : L.A. FACILITY

() C2: RURAL

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- () FREEWAY/EXPWY. () MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

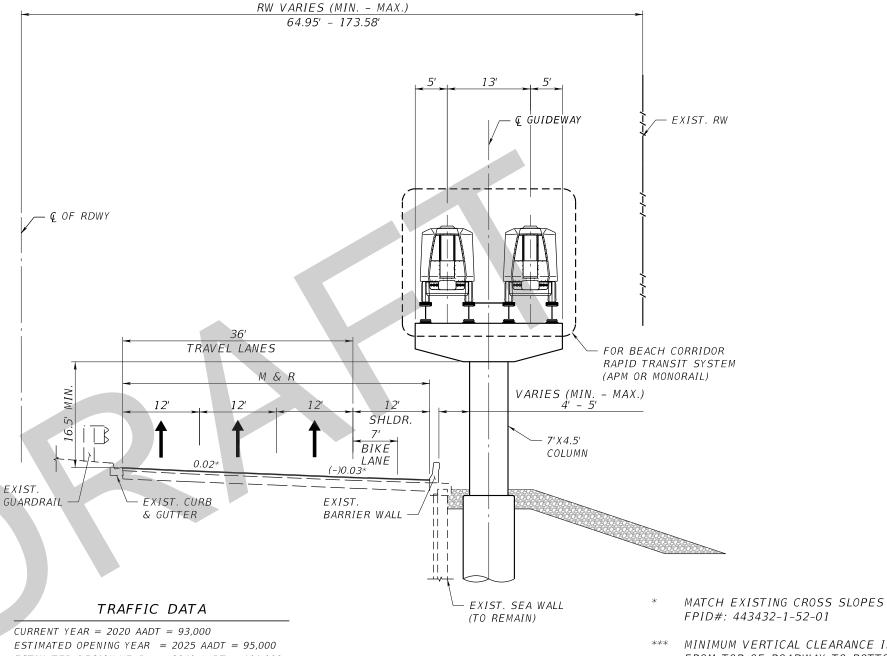
- () 1 FREEWAY
- (X) 2 RESTRICTIVE w/Service Roads
- () 3 RESTRICTIVE w/660 ft. Connection Spacing
- () 4 NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 RESTRICTIVE w/440 ft. Connection Spacing
- () 6 NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 BOTH MEDIAN TYPES

CRITERIA

- () NEW CONSTRUCTION / RECONSTRUCTION
- (X) RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 4



ESTIMATED OPENING YEAR = 2025 AADT = 95,000

ESTIMATED DESIGN YEAR = 2040 AADT = 101,000

K = 9.00% D = 55.20% T = 3.10% (24 HOUR)

DESIGN HOUR T = 1.55%

DESIGN SPEED = 45 MPH

POSTED SPEED = 45 MPH

*** MINIMUM VERTICAL CLEARANCE IS FROM TOP OF ROADWAY TO BOTTOM OF SUPPORT FORMWORK

SR A1A / MACARTHUR CAUSEWAY (EB) MP 0.464 TO MP 2.454 STA. 3027+76.88 TO STA. 3138+00.00

DIMENSIONS SHOWN FOR APM OR MONORAIL ARE
PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN

FINANCIAL PROJECT ID

SHEET NO.

110

2022 5:34:34 PM

THE OFFICIAL RECORD OF

CONTEXT CLASSIFICATION

- () C1: NATURAL
- () C3C : SUBURBAN COMM.
- () C2: RURAL
- (X) C4: URBAN GENERAL
- () C2T : RURAL TOWN

- () C5: URBAN CENTER () C3R: SUBURBAN RES. () C6: URBAN CORE
- () N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

- () INTERSTATE
- () MAJOR COLLECTOR
- () FREEWAY/EXPWY.
- () MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL
- () LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

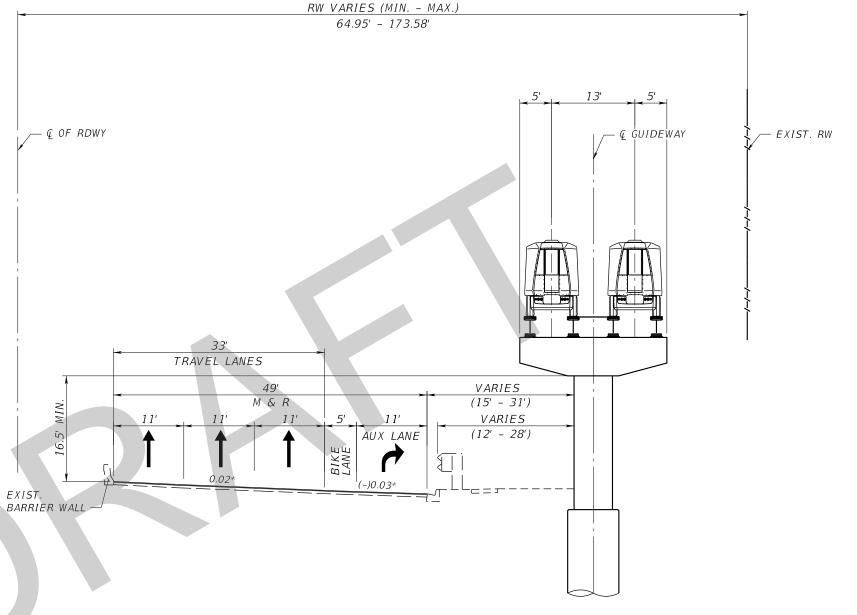
- () 1 FREEWAY
- (X) 2 RESTRICTIVE w/Service Roads
- () 3 RESTRICTIVE w/660 ft. Connection Spacing
- () 4 NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 RESTRICTIVE w/440 ft. Connection Spacing
- () 6 NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 BOTH MEDIAN TYPES

CRITERIA

- () NEW CONSTRUCTION / RECONSTRUCTION
- (X) RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 5



TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 93.000ESTIMATED OPENING YEAR = 2025 AADT = 95,000 ESTIMATED DESIGN YEAR = 2040 AADT = 101,000 K = 9.00% D = 55.20% T = 3.10% (24 HOUR) DESIGN HOUR T = 1.55%DESIGN SPEED = 45 MPH POSTED SPEED = 45 MPH

MacARTHUR CAUSEWAY (EB) MP 2.454 TO MP 2.703 STA. 3138+00.00 TO STA. 3152+01.88

DIMENSIONS SHOWN FOR APM OR MONORAIL ARE

- MATCH EXISTING CROSS SLOPES FPID#: 443432-1-52-01
- *** MINIMUM VERTICAL CLEARANCE IS FROM TOP OF ROADWAY TO BOTTOM OF SUPPORT FORMWORK

PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN

CONTEXT CLASSIFICATION

- () C1: NATURAL
- () C3C: SUBURBAN COMM.
- () C2: RURAL
- (X) C4: URBAN GENERAL
- C2T : RURAL TOWN
- () C5: URBAN CENTER
- () C3R: SUBURBAN RES. () C6: URBAN CORE
- () N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

- () INTERSTATE
- () MAJOR COLLECTOR
- () FREEWAY/EXPWY.
- () MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL
- () LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

- NATIONAL HIGHWAY SYSTEM
- STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM

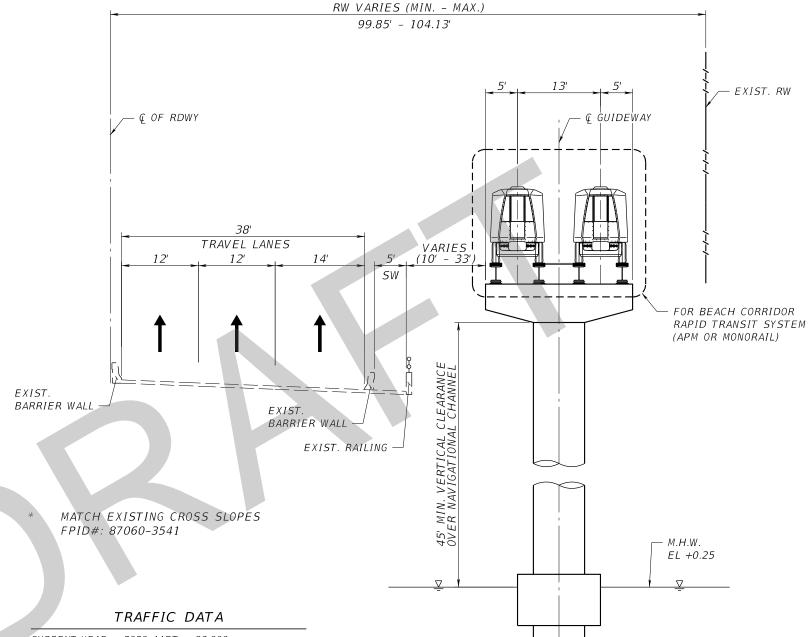
ACCESS CLASSIFICATION

- () 1 FREEWAY
- (X) 2 RESTRICTIVE w/Service Roads
- () 3 RESTRICTIVE w/660 ft. Connection Spacing
- () 4 NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 RESTRICTIVE w/440 ft. Connection Spacing
- () 6 NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 BOTH MEDIAN TYPES

CRITERIA

- () NEW CONSTRUCTION / RECONSTRUCTION
- (X) RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:



TYPICAL SECTION No. 6

CURRENT YEAR = 2020 AADT = 93,000ESTIMATED OPENING YEAR = 2025 AADT = 95,000 ESTIMATED DESIGN YEAR = 2040 AADT = 101,000 K = 9.00% D = 55.20% T = 5.60% (24 HOUR) DESIGN HOUR T = 2.80%DESIGN SPEED = 40 MPH POSTED SPEED = 40 MPH

MACARTHUR CSWY EAST BRIDGE (EB) 870077 MP 2.703 TO MP 3.114 STA. 3152+71.26 TO STA. 3171+77.76

DIMENSIONS SHOWN FOR APM OR MONORAIL ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN

FINANCIAL PROJECT ID	SHEET NO.
	112

CONTEXT CLASSIFICATION

- () C1: NATURAL
- () C3C: SUBURBAN COMM.
- () C2: RURAL
- () C4: URBAN GENERAL
- C2T : RURAL TOWN

- (X) C5: URBAN CENTER
- () C3R: SUBURBAN RES. () C6: URBAN CORE () N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

- () INTERSTATE
- () MAJOR COLLECTOR
- () FREEWAY/EXPWY.
- () MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL
- () LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

- NATIONAL HIGHWAY SYSTEM
- STRATEGIC INTERMODAL SYSTEM
- STATE HIGHWAY SYSTEM
- OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- () 1 FREEWAY
- () 2 RESTRICTIVE w/Service Roads
- () 3 RESTRICTIVE w/660 ft. Connection Spacing
- () 4 NON-RESTRICTIVE w/2640 ft. Signal Spacing
- (X) 5 RESTRICTIVE w/440 ft. Connection Spacing
- () 6 NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 BOTH MEDIAN TYPES

CRITERIA

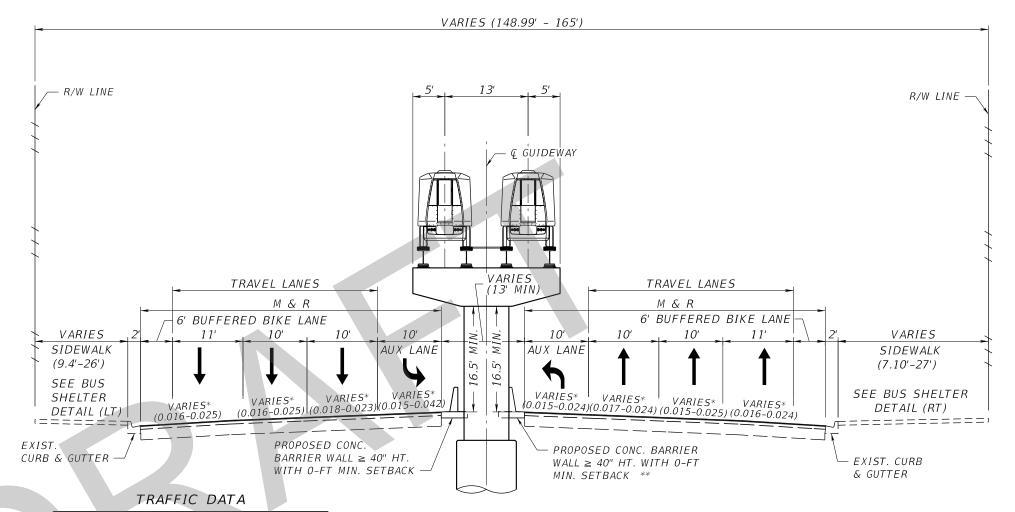
- () NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

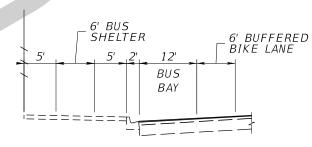
DESIGN VARIATIONS:

- 1) LENGTH OF NEED FOR DEVELOPMENT OF CONCRETE WALL
- 2) BORDER WIDTH
- 3) CROSS SLOPE

TYPICAL SECTION No. 7



CURRENT YEAR = 2020 AADT = 44,500ESTIMATED OPENING YEAR = 2025 AADT = 46,000 ESTIMATED DESIGN YEAR = 2040 AADT = 50,000 K = 9.00% D = 55.20% T = 5.60% (24 HOUR) DESIGN HOUR T = 2.80%DESIGN SPEED = 35 MPH POSTED SPEED = 35 MPH



BUS SHELTER DETAIL (LT)

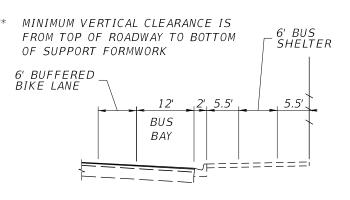
5TH STREET / SR A1A (EB) MP 3.114 TO MP 3.257 MP 3.331 TO MP 3.534 STA. 3172+71.76 TO STA. 3179+35.76

STA. 3184+50.76 TO STA. 3190+60.76 DIMENSIONS SHOWN FOR APM OR MONORAIL ARE

PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN

RAIL STRUCTURE HEIGHT SHOULD BE DESIGNED TO MEET CITY OF MIAMI BEACH FLOOD DESIGN REQUIREMENTS MATCH EXISTING CROSS SLOPES FPID#: 414636-1-52-01

RADIAL GUARDRAIL END TREATMENT AT NON-STATION MEDIANS



BUS SHELTER DETAIL (RT)

CONTEXT CLASSIFICATION

PROJECT CONTROLS

() C1: NATURAL () C3C: SUBURBAN COMM. () C2: RURAL () C4: URBAN GENERAL (X) C5: URBAN CENTER C2T : RURAL TOWN

() C3R: SUBURBAN RES. () C6: URBAN CORE

() N/A: L.A. FACILITY

FUNCTIONAL CLASSIFICATION

() INTERSTATE () MAJOR COLLECTOR () MINOR COLLECTOR () FREEWAY/EXPWY.

(X) PRINCIPAL ARTERIAL () LOCAL

() MINOR ARTERIAL

HIGHWAY SYSTEM

NATIONAL HIGHWAY SYSTEM

STRATEGIC INTERMODAL SYSTEM

STATE HIGHWAY SYSTEM

OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

() 1 - FREEWAY

() 2 - RESTRICTIVE w/Service Roads

() 3 - RESTRICTIVE w/660 ft. Connection Spacing

() 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing

(X) 5 - RESTRICTIVE w/440 ft. Connection Spacing

() 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing

() 7 - BOTH MEDIAN TYPES

CRITERIA

() NEW CONSTRUCTION / RECONSTRUCTION

() RESURFACING (LA FACILITIES)

(X) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

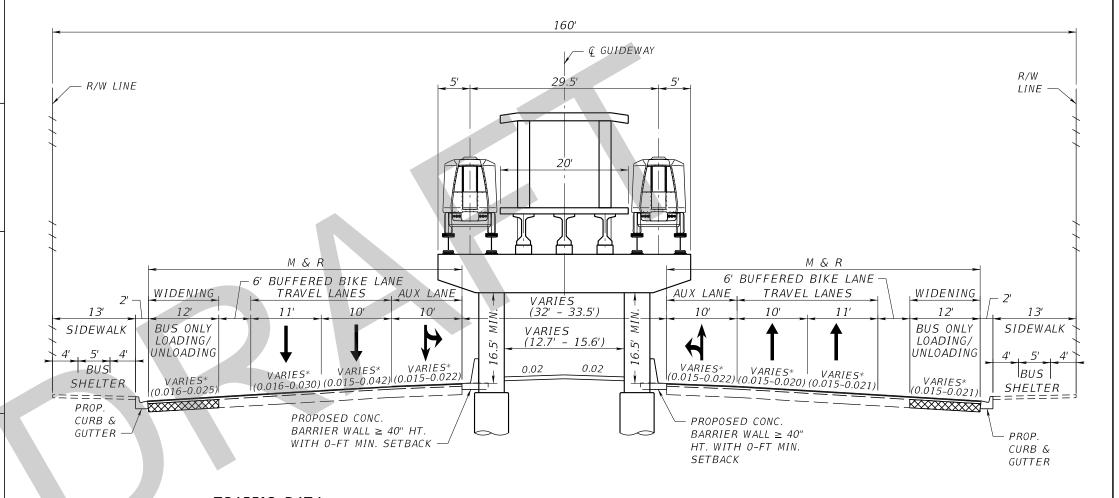
DESIGN VARIATIONS:

1) LENGTH OF NEED FOR DEVELOPMENT OF CONCRETE WALL

2) LATERAL OFFSET

3) BORDER WIDTH

4) CROSS SLOPE



TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 44.500ESTIMATED OPENING YEAR = 2025 AADT = 46,000 ESTIMATED DESIGN YEAR = 2040 AADT = 50,000 K = 9.00% D = 55.20% T = 5.60% (24 HOUR) DESIGN HOUR T = 2.80%DESIGN SPEED = 35 MPH POSTED SPEED = 35 MPH

5TH ST / SR A1A & LENOX AVE STATION (EB) MP 3.257 TO MP 3.331 STA. 3180+65.76 TO STA. 3183+30.76

DIMENSIONS SHOWN FOR APM OR MONORAIL ARE

- MATCH EXISTING CROSS SLOPES FPID#: 414636-1-52-01
- MINIMUM VERTICAL CLEARANCE IS FROM TOP OF ROADWAY TO BOTTOM OF SUPPORT FORMWORK

RAIL STRUCTURE HEIGHT SHOULD BE DESIGNED TO MEET CITY OF MIAMI BEACH FLOOD DESIGN REQUIREMENTS

PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM. () C2 : RURAL () C4 : URBAN GENERAL () C2T : RURAL TOWN (X) C5 : URBAN CENTER
- () C3R: SUBURBAN RES. () C6: URBAN CORE
- () N/A: L.A. FACILITY

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
 () FREEWAY/EXPWY. () MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- X) STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- () 1 FREEWAY
- () 2 RESTRICTIVE w/Service Roads
- () 3 RESTRICTIVE w/660 ft. Connection Spacing
- () 4 NON-RESTRICTIVE w/2640 ft. Signal Spacing
- (X) 5 RESTRICTIVE w/440 ft. Connection Spacing
- () 6 NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 BOTH MEDIAN TYPES

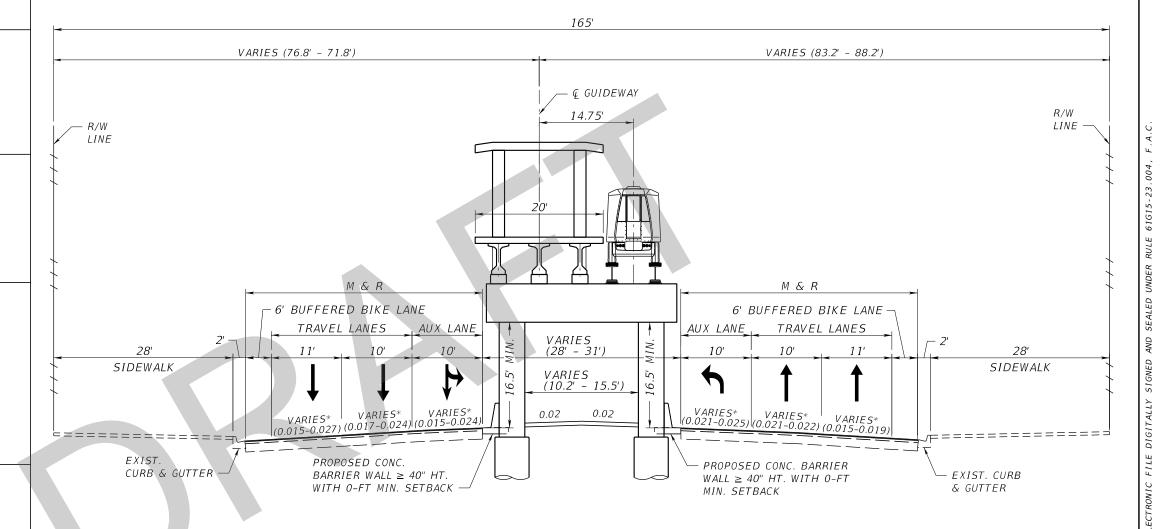
CRITERIA

- () NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS:

- 1) LENGTH OF NEED FOR DEVELOPMENT OF CONCRETE WALL
- 2) LATERAL OFFSET
- 3) BORDER WIDTH
- 4) CROSS SLOPE



TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 44,500ESTIMATED OPENING YEAR = 2025 AADT = 46,000ESTIMATED DESIGN YEAR = 2040 AADT = 50,000K = 9.00% D = 55.20% T = 5.60% (24 HOUR) DESIGN HOUR T = 2.80%DESIGN SPEED = 35 MPH POSTED SPEED = 35 MPH

5TH ST / SR A1A & WASHINGTON AVE STATION (EB)
MP 3.534 TO MP 3.581
STA. 3191+90.76 TO STA. 3195+30.76

DIMENSIONS SHOWN FOR APM OR MONORAIL ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN

- MATCH EXISTING CROSS SLOPES FPID#: 414636-1-52-01
- *** MINIMUM VERTICAL CLEARANCE IS FROM TOP OF ROADWAY TO BOTTOM OF SUPPORT FORMWORK

RAIL STRUCTURE HEIGHT SHOULD BE DESIGNED TO MEET CITY OF MIAMI BEACH FLOOD DESIGN REQUIREMENTS

FINANCIAL PROJECT ID SHEET NO. 115

29/2022 11:33:50 AI