

South Corridor (South-Dade Transitway) Rapid Transit Project

Scope Briefing

Prepared for:
Competitive Selection Committee (CSC)

By:
*Miami-Dade County Department of Transportation
and Public Works (DTPW)*

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Meeting Purpose



This presentation aims to:

- Provide a general introduction of the project and objectives
- Provide a high-level overview of scope requirements and Design-Build Firm responsibilities as defined in the Design Criteria Package
- Highlight project design elements and special features
- Discuss Alternate Technical Concept (ATC) (definition)

Please note: The renderings and graphics used in this presentation are based off of the conceptual design developed for the procurement stage of the project.



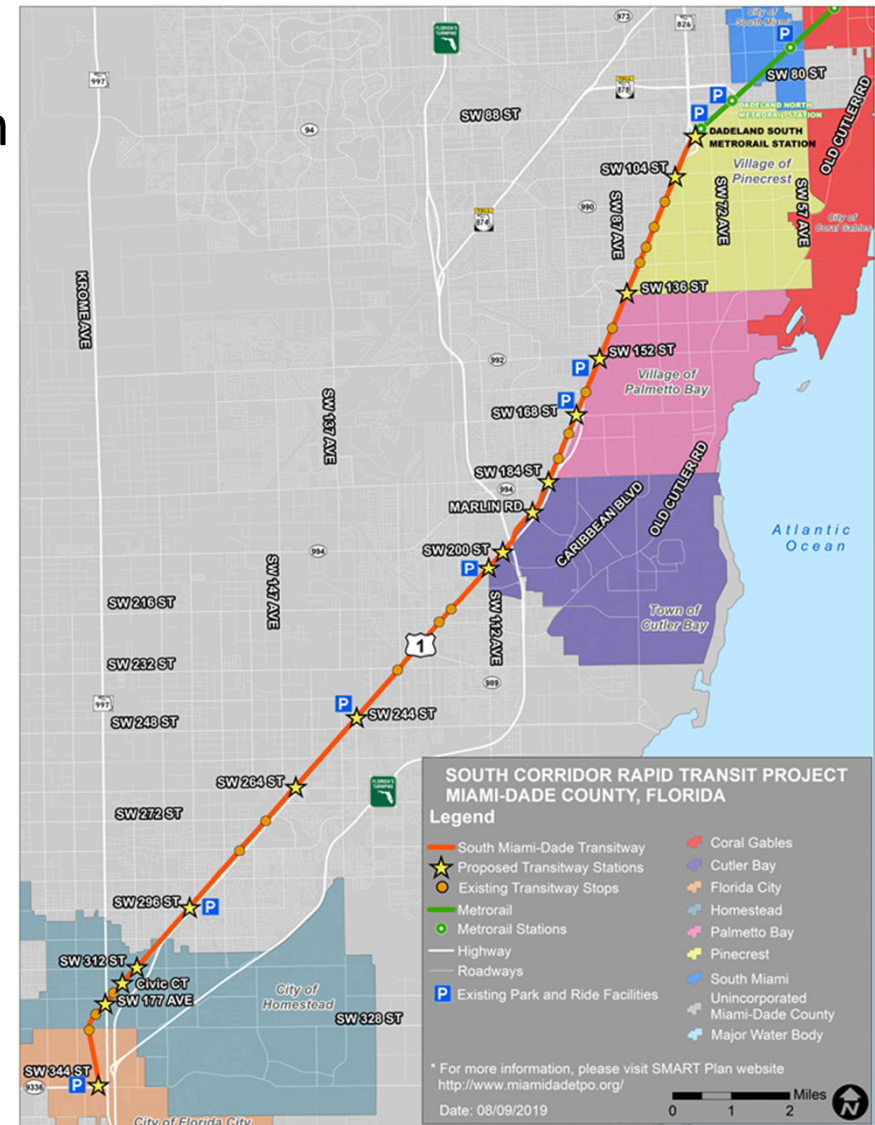
Project Limits



Transitway Corridor along 20 miles of exclusive transit right-of-way between SW 344th Street station and Dadeland South adjacent to US-1, Old Dixie Highway and Flagler Avenue

Municipalities

- Village of Pinecrest
- Village of Palmetto Bay
- Town of Cutler Bay
- City of Homestead
- City of Florida City



Project Scope



Project Components

- 14 BRT Stations
- Rehabilitation of Existing Stations (16 locations, 32 shelters)
- 2 Terminal Stations
- Transitway Corridor Improvements along 20 miles of exclusive transit right-of-way
- FDOT Construction Safety Projects (2)
- SW 168th Street Park-and-Ride/Garage
- DTPW Construction Project



Project Scope



Design Objectives

- Meet schedule, budget and quality goals
- Low maintenance, and sustainable materials, long-term performance
- Safe, efficient and effective access control
- Include wayfinding and facility technologies
- Be constructed entirely within the County's or FDOT's right-of-way
- Maintain existing transit operations
- Provisions for Art in Public Places (AIPP) features
- Consider future conversion from BRT to at-grade heavy rail transit (HRT)
- Comply with Buy America provisions;
- Attain "Silver" (min.) Envision and Parksmart certification
- Reinforce local context and natural site relationships and technologies

BRT Stations

Project Component Requirements

- Vault structure
- Center platform
- Air-conditioned vestibule
- Closed circuit television (CCTV)
- Automated Fare Collection System and TVMs
- Next Bus Arrival signs
- Emergency call boxes



BRT Stations



Project Component Requirements

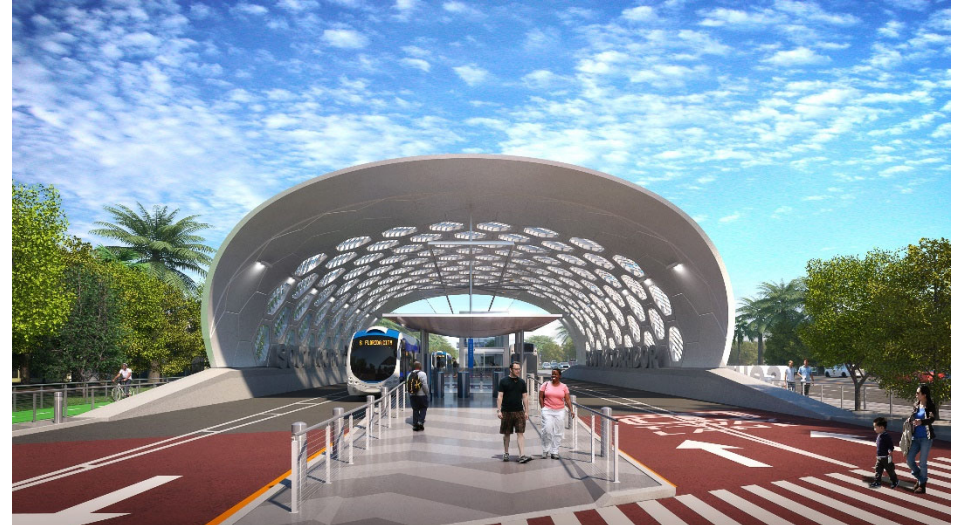
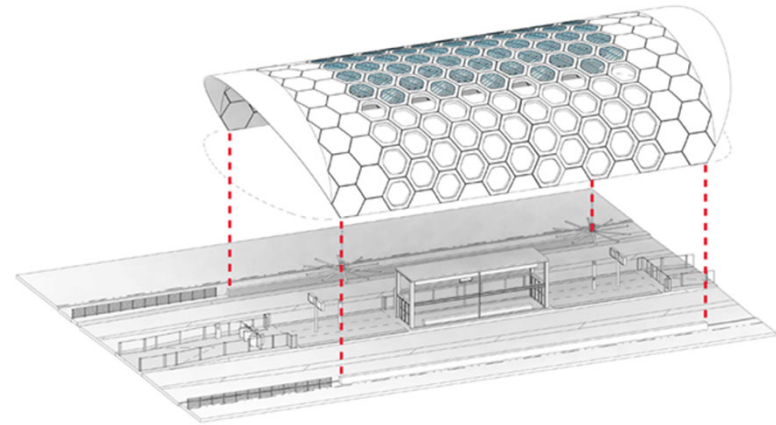
- Furniture, fixtures and equipment
- Signage: gateway monuments and wayfinding signage
- Specialty lighting
- Pedestrian/bicycle accommodations
- Demolition of existing northbound and southbound bus shelters
- Partial demolition of encroaching structures



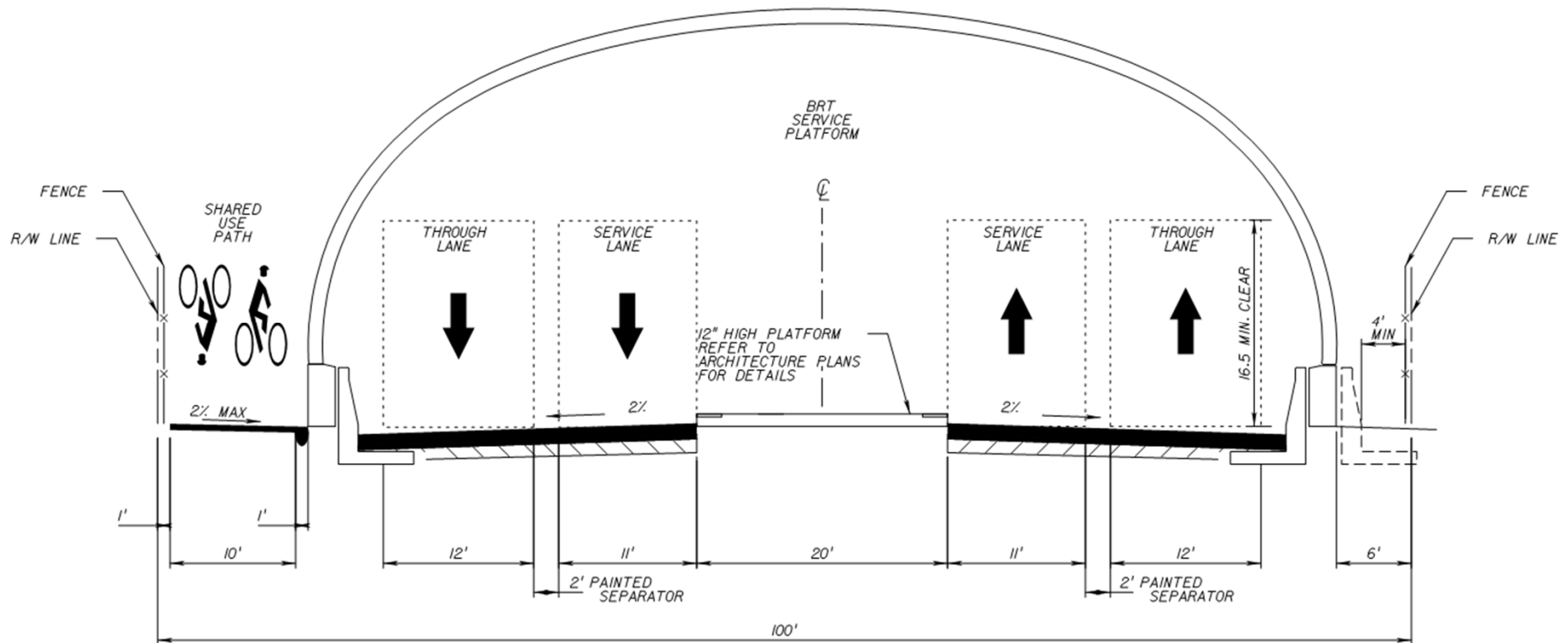
BRT Station Special Features



- Iconic Structure
- BRT Local and Limited Stop Service
- Passing Lanes at BRT Station Locations
- Near Level Boarding
- WiFi
- Off Board Fare Collection
- Station Identification signage and 50-ft Pylon
- Adjacent Shared Use Path



Typical BRT Station Envelope (A-05)



Rehabilitation of Existing Stations



Project Component Requirements

- Structural repairs
- Reconfiguration of canopy drainage to reroute rain runoff
- Paint removal and repainting of structure
- Upgrading lighting system
- Electrical repairs
- Replacement of furniture or fixture elements
- TVMs and ticket validators
- Closed-circuit television (CCTV) cameras
- Replacement of windscreens
- Replacement of branding pylon
- Restoring curb and sidewalks

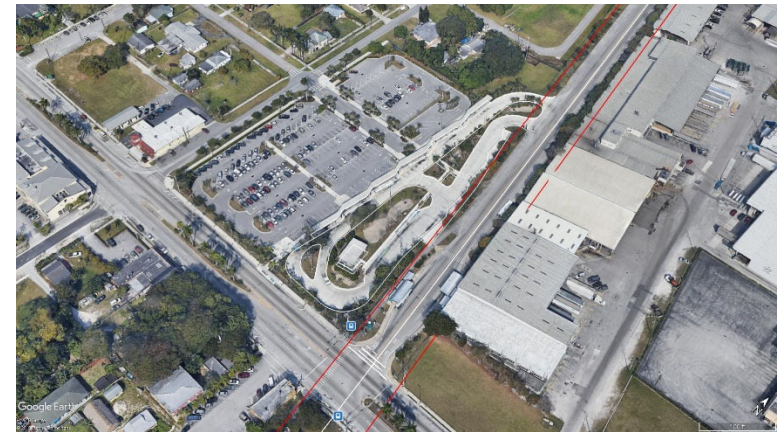


Terminal Station at SW 344th Street



Project Component Requirements

- Canopy extension
- Site improvements
- Geometry modifications to the internal circulation system
- Designated areas to delineate separate BRT and local bus activities
- TVMs and ticket validators
- Closed-circuit television (CCTV) cameras
- Next Bus Arrival signs



Terminal Station at Dadeland South



Project Component Requirements

- Existing canopy rehabilitation
- Geometry modifications to the internal circulation system
- Closed-circuit television (CCTV) cameras
- Rigid pavement reconstruction
- Minor site improvements
- Ticket validators
- Next Bus Arrival signs



Transitway Corridor Improvements

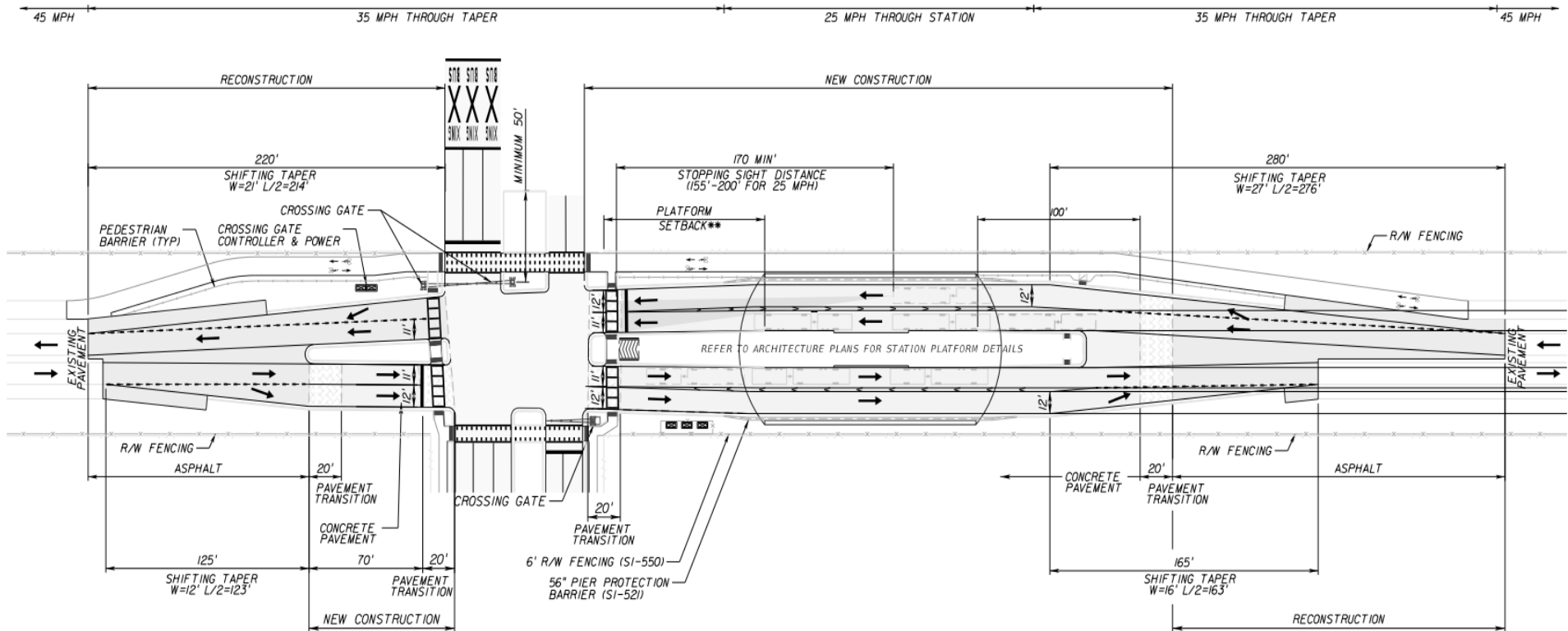


Project Component Requirements

- Roadway improvements
 - Rigid Pavement (at BRT stations)
 - Flexible pavement reconstruction (where rigid transitions to flexible)
 - Milling and resurfacing (approximately 10 miles)
 - Shared-use path (at BRT station and miscellaneous locations)
- Signage and pavement markings
- Lighting, landscape, fencing and drainage improvements
- Utility coordination and relocation
- Potential for contamination remediation
- Upgrades of 46 signalized intersections
- Grade Crossing Warning System
 - Signal pre-emption
 - At-grade crossing gate arms
- Maintain existing emergency vehicle access
- Fiber Optic Cable installation (approximately 20 miles)



Typical Station Layout (A-05)



TYPICAL PLAN
AT BRT CENTER PLATFORM STATION
(INDIVIDUAL STATION LOCATION GEOMETRY MAY VARY)

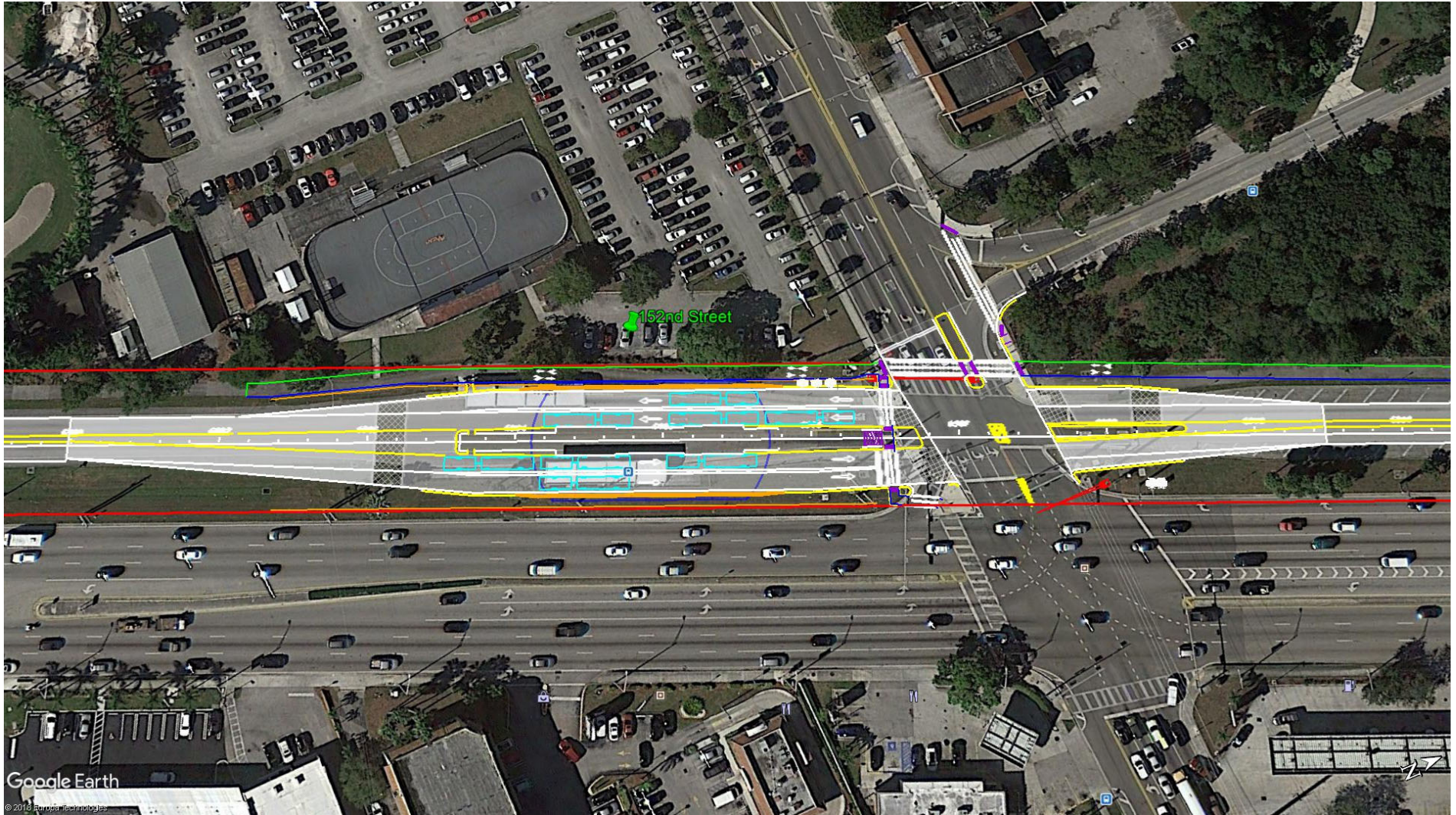
** PLATFORM SETBACK ESTABLISHED
AFTER PROVIDING 170' MINIMUM
STOPPING SITE DISTANCE

- FULL DEPTH ASPHALT RECONSTRUCTION
- ASPHALT TO RIGID PAVEMENT TRANSITION
- RIGID PAVEMENT (CONCRETE)
- MILL AND RESURFACE
- CURB AND GUTTER

Roadway Improvements



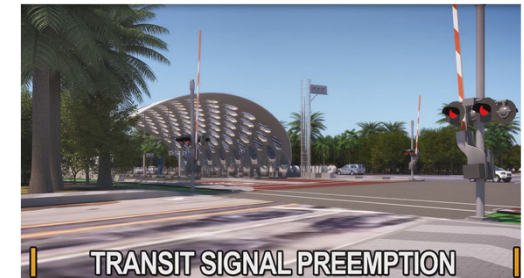
Site Specific Station Layout



Transitway Intersections



- At-grade crossing gate arms
 - Operate at all times for all buses
- Transit Signalization
 - Pre-emption for BRT Limited Stop buses
 - Gates are lowered stopping cross traffic to allow bus movement
- Independent Signalization Systems
 - One controller for the Transitway intersections and one controller for the adjacent traffic signal intersections.
- Light rail transit signal heads



FDOT Construction Projects



Project Component Requirements

- Safety Improvement Project at the intersection of SR 5/US 1 and SW 136th Street
 - Installation of 2 mast arms
 - New signal foundations, signal heads, and pedestrian push buttons
- Safety Improvement Project along SR 994 / Quail Roost Drive from the South Miami-Dade Busway to SR 5/US 1
 - Installation of pedestrian signals and detectors
 - Removal of existing pedestrian signals and detectors
 - New video detection system and pull box
 - Milling and resurfacing
 - Reconstruction of the concrete sidewalk
 - Installation of curb and gutter
 - Pavement markings and intersection signage updates

SW 168th Street Park-and-Ride



Project Component Requirements

- Multi-level parking garage
- Overhangs BRT platform
- Minimum of 636 vehicular parking spaces (670 preferred)
- Bicycle amenities
- Kiss-and-Ride
- Local bus platform
- Driver Relief Station
- Public Restroom
- Vertical circulation elements
- SW 168th Street roadway widening
- Facility technologies similar to BRT stations
- Advance Parking Management System



DTPW Construction Project



Project Component Requirements

- Roadway Improvements to SW 264th Street
 - From west of SW 147th Ave to US 1
 - Reconstruction of existing to a two-lane roadway with a center turn lane
 - Bike lanes
 - Installation of sidewalks, curb and gutter and concrete flare driveways
 - Storm drainage system
 - Signalization
 - Signing and pavement markings
 - Decorative lighting
 - Tree disposition

Thank you