TRANSIT

RAPID TRANSIT SYSTEM EXTENSIONS
COMPENDIUM OF DESIGN CRITERIA

VOLUME VI
GRAPHICS AND SIGNAGE CRITERIA FOR METRORAIL STATIONS, GARAGES AND PARKING LOTS

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MIAMI-DADE COUNTY
TRANSIT

VOLUME VI - GRAPHICS AND SIGNAGE CRITERIA
FOR METRORAIL STATIONS, GARAGES, AND PARKING LOTS

REVISION 1

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1	No changes were made to this chapter in this revision.

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METRORAIL STATIONS, GARAGES, AND PARKING LOTS
REVISION 1

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1.1 GENERAL

1.1.1 PURPOSE

To provide and establish parameters for the design, location, fabrication, installation, and purpose of wayfinding graphics and signage for Miami-Dade Transit's Metrorail Stations, Garages, and Parking Lots.

The design and addition of new rail lines in Miami-Dade County and how they connect to the current Metrorail system requires Graphics and Signage that unify the new and existing lines architecturally and graphically. The Graphics and Signage for Metrorail should adhere to one of the stated goals found in Miami-Dade Transit’s Architectural Design Criteria, which is that "the elements and criteria shall determine certain levels of repetition for the System's functional elements and functional relationships. The unified functional patterns, coupled with a visual and spatial continuity between occurring station levels, as well as the station and its surroundings, aid not only the everyday patron but also the newcomers and the many physically challenged".

The chosen approach to the design of the signage will unify the new rail lines with the current Metrorail system and will have a profound impact on the ease of the transit patron in using the complete rail system. No new Metrorail line signage should be designed as a separate entity without first considering how it will tie-in to the current system. Failure to design a cohesive signage system for the entire rail system at the outset may require revisiting this signage at a later time for possible correction at considerable expense.

New rail lines will be implemented at different points in time and will share some track assignments with the current Metrorail system. Therefore, the design, fabrication, and installation of signage must consider ways to modify

or even completely change, if necessary, the station signage of the current Metrorail system in order to accomplish the goal of creating a unified rail system.

The original Manual of Graphics and Standards for the current Metrorail System has undergone significant changes since its adoption in the late 1970s. This was due to a variety of reasons, including, but not limited to, the redesign of the Metrorail logo, the adoption of a station parking fee and the need to inform the transit patron of the parking fee-payment procedures, refinements to some of the current graphic symbols and signage pictograms for modernization purposes, the addition of the Americans with Disabilities Act (ADA) signage requirements, and improvements to the specifications of many sign types for improved resistance to vandalism. Past changes to the Manual, whenever made, always took into account the goal of keeping a unified rail system appearance.

This Volume VI - Graphics and Signage for Metrorail Stations, Garages, and Parking Lots, as part of the Rapid Transit System Extensions Compendium of Design Criteria for Miami-Dade Transit, has been created considering the Miami-Dade County Branding Style & Usage Guide, dated March of 2007. Also, the current version of the codes and regulations cited within this document shall apply, and unless otherwise directed, all addenda, interim supplements, revisions and ordinances by the respective code body shall also apply. Where conflicts exist between these, the more stringent requirement shall take precedence, unless otherwise directed by Miami-Dade Transit. Also, the designer is responsible for verifying conditions in the field when working with existing information documents. This document includes a number of suggested directive drawings that are meant to be used as a

guideline for signage designers and are not to be considered the final design or official drawings for transit signage.

1.1.2 APPLICABLE CODES AND REGULATIONS

The current adopted version of the codes, standards and regulations shall apply, and unless otherwise directed, all addenda, interim supplements, revisions and ordinances by the respective code body shall also apply. Where conflicts exist between these, the more stringent requirement shall take precedence, unless otherwise directed by MDT.

- Department of Transportation (DOT) - Americans with Disabilities Accessibility Guidelines (ADAAG)
- Florida Building Code (Chapter 11)
- ANSI-C2 National Electric Safety Code (NESC)
- NFPA 70 National Electric Code (NEC)
- NFPA 72 National Fire Alarm Code
- NFPA 130 Fixed Guideway Transit Systems
- US Department of Transportation Americans with Disabilities Act Accessibility Guidelines (DOT ADAAG) 2004
- US Department of Justice (DOJ) ADAAG
- Miami Dade County Code – Article IIA, Section 30-449

In addition, the Designer shall review MDT's Compendium of Design Criteria, in particular:

- Volume II, Chapter 1 - Station Architecture
- Volume II, Chapter 3 - Station Structures,
- Volume VII Chapter 7 – Communications

VMS signs are required to display passenger information messages provided from Central Control, locally, and from the Fire/Life Safety Systems. See Appendix A, Figures 1 and 2 for examples of these messages and VMS display requirements. VMS messages and the audio announcements must be coordinated. Volume VII, Chapter 7 has further information on these system interface requirements.

1.1.3 ROUTE AND LINE IDENTIFICATION

The original Stage 1 Metrorail system consisted of only one route and there wasn't a need to communicate to the users a unique identity for this route such as using a unique route name, color or icon. Simply referencing the route as "Metrorail" was sufficient. With the addition of new rail line extensions along the North Corridor and the East West Corridor, there will be three lines providing train service on the Metrorail System. It is now necessary to develop a way to refer to each line in a unique manner. The following design principles are to be followed wherever unique line information is required.

1.1.3.1 USE OF "MAIN LINE" AND "BRANCH LINE"

For signage purposes, the terms branch line and main line should rarely be used. If there is a need to use these terms, they shall be used as follows:

- The words "main line" refers to those tracks that carry more than one train service and generally serve the most used or most important areas of the system. It is generally used to describe the "physical" limits of the most important stations and tracks.

- The words "branch line" refers to those tracks that join or depart from the mainline tracks and generally provide only train service for one particular route of the three route Metrorail system. It is

generally used to describe the “physical” limits of the dedicated stations and tracks. In terms of train service, a branch line is sometimes used to refer to a secondary service as compared to primary or principle service.

The current Metrorail system doesn’t have branch lines so, by definition, the physical tracks and stations from the Palmetto station to the Dadeland South station are main line tracks and main line stations. When the branch lines are constructed for the East-West Corridor and the North Corridor there may be a question as to whether it is appropriate to the refer to the tracks and stations located from the Dr. Martin Luther King Jr. Plaza station to Palmetto station as main line tracks or a branch line. It is preferred to use the term “main line” when referring to those tracks and stations between the Dadeland South station and the Dr. Martin Luther King Jr. Plaza station and refer to the tracks continuing west to the Palmetto station as a branch line.

1.1.3.2 USE OF “TRAIN SERVICE”, “ROUTE” OR “LINE”

For the purposes of this Design Criteria the meaning or use of the words “train service”, “route”, and “line” are as follows:

- **Train Service** – The specific area of the Metrorail system which is served by a train in revenue operations generally described by the specific stations where the train stops to load or unload passengers.
- **Line** – also called rail line – This term is to be used to refer to a specific train service.
- **Route** – To be used when referring to more than one line.

These terms are not to be used to describe the physical limits to the tracks. In most cases, the preferred terminology is “Line”. This terminology shall be used whenever the train service is being provided in narrative form or on a schematic especially when referring to a specific train service rather than all train services. When more than one train service is presented in a map format or in a general manner, the term “route” as in System Route Map is the appropriate terminology and using the words “route information” is preferred to “line information”. When referring to schematic signage the term “line” is preferred, as in Linear Schematic map.

1.1.3.3 ROUTE AND LINE IDENTIFICATION

The unique identification of each train service is achieved by using several approaches. The text “Green Line”, “Orange Line” and “Yellow Line” shall be used to describe the train services provided between the Dadeland South station and the Palmetto station; the Dadeland South station and the FIU station; and the Brickell station and the 215th St. station, respectively. The abbreviations for this text are GR, OR, and YL. When depicting the train service alignment and stations, the colors green, orange, and yellow referred to as the “line color” shall be used on the Metrorail System Route Map and the Metrorail System Line Schematic. A colored circle or dot, referred to as the “Line Color Icon” shall be used in selective areas as a wayfinding icon.

Please note that the use of “Green Line”, “Orange Line” and “Yellow Line” and the Line Color Icon denote the train service but do not convey a specific direction for that service.

1.1.3.4 DIRECTION OF TRAIN SERVICE

In addition to using the Line Name and Line Color, when the direction of the train service is to be conveyed to the passenger, the directional information

will be conveyed by using the name of the destination station. On the Stage 1 Metrorail, the terms “Northbound” and “Southbound” could effectively convey the direction of the train service. After the new rail line extensions along the North Corridor and the East West Corridor are constructed, these terms are less precise especially for trains leaving Government Center station and headed for Palmetto, 215th St or FIU station. The preferred approach to convey direction is to use the names of the terminal stations and avoid terms such as Northbound and Southbound. The terms inbound and outbound are used when referring to train going to or leaving Central Business District. It is preferred that these terms are not used for signage to convey direction.

1.1.3.5 USE OF “TRACK 1” AND “TRACK 2”

Track 1 is defined as the right hand track when standing on the platforms of the Palmetto, 215th St. or FIU station and looking in the direction of train service going to the Dadeland South station.

Track 2 is defined as the right hand track when standing on the platform of the Dadeland South station looking in the direction of train service going to the Palmetto, 215th St. or FIU station.

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1.2 GRAPHIC ELEMENTS AND DESIGN CONSIDERATIONS

GRAPHIC ELEMENTS

1.2.1 GRAPHIC ELEMENTS

Graphics encompasses all icons, symbols, route and bus maps, drawings, linear system schematics, printed material, and all other collateral information.

Signage is considered all directional, informative, code related signs necessary to successfully instruct the user on the use of the system and to guide them to and from their desired location within the Metrorail, Metromover, and Metrobus system.

A. Type Face

1) Adobe Helvetica Neue 65 Medium is to be used for all signage as indicated on page C-1. Adobe Helvetica Neue 65 Medium shall be used for all Metro System Signage. No other typefont is permitted for signage. Signage constitutes both directional and informational messages.

2) Adobe Helvetica Neue related family fonts for all supplementary use as indicated on pages C-2, C-3, C-4, and C-5. These supplemental fonts are to be used in conjunction with the Helvetica Neue 65 Medium font for maps, pamphlets, schedules, and related printed material.

Those supplementary fonts are Helvetica Neue 45 Light, Helvetica Neue 45 Light Italic, Helvetica Neue 47 Light Condensed, Helvetica Neue 47 Light Condensed Oblique, Helvetica Neue 55 Roman, Helvetica Neue 56 Roman Italic, Helvetica Neue 57 Condensed, Helvetica Neue 57 Condensed Oblique, Helvetica Neue 67 Medium Condensed, Helvetica Neue 67 Medium Condensed Oblique,

Helvetica Neue 75 Bold, Helvetica Neue 76 Bold Oblique Italic, Helvetica Neue 77 Condensed Bold, Helvetica Neue 77 Bold Condensed Oblique.

3) Use of Capital letters and Lower Case Letters. Capital letters or capitalization of words is to be used when emphasis is given to a message such as EXIT, DANGER, HIGH VOLTAGE, or other messages needing emphasis.

B. Type Spacing

All Adobe font spacing, line spacing, case, capitalization, margins shall be normal spacing. Some exceptions will require special kerning between letters and should be kerned by the designer in the design process.

C. Metro Transit Icon Identifier).

Metro Transit Icon Identifier combinations system symbol identifier, vehicles, uniforms, printed material, etc. illustrated in Appendix A of this criteria document are not approved and are included as demonstrative guidelines only. Final Metrorail Transic Icon Identifier, after formal adoption by Miami-Dade County Transit, will be supplied in digitized form for fabrication or application purposes. Redrawing of any icon is not permitted unless otherwise approved by MDT.

D. Metrorail Alpha Identifier

Metrorail name in Adobe Helvetica 65 Medium with revised ‘O” and dot centered within the ‘O’ is approved by Miami-Dade County Transit. The identifier will be supplied in digitized form for fabrication or application

purposes. Redrawing of symbols or icons is not permitted. See Appendix A.

E. Directional Arrow (directional guidance)

Arrows are dimensioned in relationship within a square with ascenders and descenders outside of square proportionately dimensioned. The identifier will be supplied in digitized form for fabrication or application purposes. Redrawing of arrows is not permitted. See Appendix C.

F. Line Identification within stations

The 3 train lines of Metrorail are identified by 3 distinct colors. The Line Color Icon circle shall be used for identifying the train line or lines passing through each individual station. See Appendix A.

G. System Line Color Identification

Pantone Matching Systems (PMS), and 3M Scotchcal Opaque Graphic Films matching the Manual on Uniform Traffic Control Devices (MUTCD) colors are approved and illustrated in Appendix A. All colors will match original samples from the listed systems. Color matching to any other printed material is not acceptable.

H. Sign Color Identification

System maps, safety, and right-of way, parking, traffic, restricted access, refer to Appendix B.

I. Design Drawings for Signage

The Designer shall provide drawings of elevations, dimensions, sign type, and information to MDT prior to bid and/or fabrication.

J. Signage to comply with the American Disabilities Act (ADAAG)

Specifications related to Braille2, tactile size and contrast ratio requirements and other requirement to placement, text size, emergency telephone, etc. Refer to applicable codes in Section 1.1.2.

K. Sign Types

Sign type designations in the Criteria document differ from the sign type designations in the Survey Document of all existing stations conducted during the spring of 2008: Sign types have been changed for clarity purposes in identifying location, sign type, message and number of signs in each category. See Appendix C.

1.2.2 DESIGN CONSIDERATIONS

A. Philosophy of Design

Decision points, organizational method of presenting information where it is needed, placement of signage perpendicular to the path of travel in simple, straightforward messages is essential for successful wayfinding. Distinctions should be considered for the First Time Passenger versus the Experienced User.

B. Zone System

The Metrorail stations are divided into Zones according to the information requirements of the user whether entering or exiting the stations. Refer to Section 1.4.

C. Wayfinding Design

The wayfinding system should be designed primarily for the First Time Passenger rather than the Experienced User. The First Time Passenger, whether in vehicular or pedestrian mode, reacts much slower in

observing wayfinding information provided because of the unfamiliarity of their surroundings. Field observation, at local and national systems, verifies that the user becomes familiar with any transportation system after using the system three times and can then navigate their way with relative ease.

D. Vehicular Areas

Parking areas, garages, bus stations, drop off / pick up areas should be clearly marked. Directories displaying bus routes, inside and outside of bus shelters, are a vital part of the wayfinding system and should be prominently displayed.

E. Parking Information

All parking garages areas should contain VMS signage informing the vehicular user whether the garage is full or open, direct the user to the next station garage or any other special information affecting parking availability or station usage.

F. Regulatory Signage

Entries, exits, ramps, stall number, directions to elevators and trains, level numbers at elevators and inside staircases should be clearly marked. All regulatory signage, such as stop, yield, pedestrian, and disabled accessible parking, shall comply with the Department of Transportation (DOT) standards, county and city standards. Parking garage hours are to be prominently displayed. Information on use of Parking Fares and use of Easy Card and ticketing machines should be prominently displayed.

G. Unpaid Area

Zone C is one of the most important areas of information and occurs at the entry to the Metrorail Station. Information and instructions on paying fares must be extremely clear to avoid confusion especially for the First Time Passenger. A separate sign for the First Time Passenger with instructional use of ticketing machines, purchase of Easy Card, bus transfer fares and rates should be prominently displayed next to the fare/ticketing machines. A separate sign would eliminate backup conditions for other users at the fare/ticketing machines. The fare/ticketing machines should have the instructions for use in easy 1, 2, 3 steps and be graphically simple avoiding use of multiple colors or other distracting elements.

Information in languages other than English (Spanish and Creole) should be displayed on the First Time Passenger message panel.

Metrorail System and Bus Maps should be placed in approximate location and at eye level height near the fare/ticketing machines.

H. Rail and Bus Service Awareness

Supply informative signage that stations will now serve more than one line, and that the lines are designated by different colors. Each station will display the colors of the serving lines next to the station name.

Map of the surrounding area would be beneficial at all Metrorail station exits and would provide directions about the nearby streets and special interest areas adjacent to the station.

I. Expansion Awareness

Supply informative signage that MDT is expanding in stages to the ultimate build out of all future lines and the staging of the line extensions.

J. Platform Awareness

Signage is to convey differences between center platform and side platform configurations. All Metrorail System Linear Schematic Maps on the platforms will be placed overhead, parallel to the platform, and orientated in the correct geographical position at all windscreen and bench locations.

K. Train VMS Awareness

VMS signs mounted on the exterior of the rail car will display the line color adjacent to the name of the destination station for the specific train service. VMS signs mounted in the interior of the rail car above all exit doors shall have alternating messages displaying, in text format, the line color, name of the destination station, and the name of the "next" station.

L. Implementation of Metrorail System Route, Metrorail Linear Schematic, Bus and Surrounding Area Maps

The following maps are exempt to comply with the ADAAG specifications for signage:

1. The Metrorail System Route Map
    - Should be displayed at eye level on both sides of all center platform stations in the ad frames found in the bench/windscreen units.
    - For side platform stations, the Metrorail System Route Map should be placed on the mid-height wall of the platform in the large ad frames. There should be at least two maps per each side platform.

- Inside the map display cases at the station entrance and fare collection areas (Zone C).
- Inside Metrorail cars.
- Other areas receiving this Metrorail System Route Map shall be coordinated with MDT.

2. The Metrorail Linear Schematic Map
   - Should be displayed at eye level directly above the map display cases at the station entrance fare collection areas (Zone C).
   - At platform level should be displayed in the overhead area above the platform. It should not be displayed above the guideway.
   - Other areas receiving this Metrorail Linear Schematic Map shall be coordinated with MDT.

3. The Bus and Surrounding Area Maps
   - Should be displayed at eye level inside map display cases at the station entrance fare collection area.
   - Other areas receiving this Bus and Surrounding Area Maps shall be coordinated with MDT.

M. Kiosks

Informational and trip planning information Kiosks will be installed in appropriate location for the benefit of the user. The Designer shall provide directional information to the location of the Kiosk.

N. Signage Changeability

All signs subject to change such as: Metrorail system maps, route maps, station names, parking rates, train and bus fees, and other information that may be changed should be designed with replaceable components, or any other method, approved by MDT, which allows a quick and cost effective way to revise the signs or specific information of the sign.

O. Icons –

Designs should include interchangeable panels or other methods approved by MDT to include final approved Metro Transit System Icon Identifiers when provided by MDT.

P. Materials for Signage

Materials will comply with applicable codes and other physical environmental factors such as wind and stress factors, sun fading resistance, and should be researched by the designer.

Q. VMS Technology and Letter Size

The Designer shall meet with MDT to clearly understand the technology that MDT wants deployed for the VMS. The Designer shall confirm that the size of the VMS is adequate to convey the desired messages in the required letter size. The Designer will locate the VMS Signs in a manner consistent with ADA visual requirements as well as non ADA visual requirements. The VMS enclosures and mountings shall be architecturally consistent with the non-VMS signage.

VMS signs are generally located at each station and parking structure entrances, by the main vertical circulation elements, in side and single platform stations, and within the platform zone.

The VMS display will have area for display and a clock. Each VMS will have a minimum of 4 lines, 22 characters in each line and the characters will be 3 inches in height. The first line will display the Line, Car, Destination, and Minutes. The second through fourth line will display the Color of the Line or Train approaching, the number of cars available, the destination using the terminating stations and the number of minutes when the next train is arriving. The signs will also be able to display pertinent information necessary to operational functions of the station. The VMS will be capable of displaying emergency messages as required. Communication and power lines shall be designed by others.

To avoid the potential of an accident caused by passengers rushing to catch a train, the time of the next train's arrival shall only be displayed on VMS signs located within the platform zone.

R. Visual Character Height

Minimum character height shall comply with Table 703.5.5 of the US Deptarment of Transportation American with Disabilities Act Accessibility Guidelines (DOT ADAAG) 2004. Viewing distance shall be measured as the horizontal distance between the character and an obstruction preventing further approach towards the sign. Character height shall be based on the uppercase letter "I".

Height to Finish Floor or Ground From Baseline of Character	Horizontal Viewing Distance	Minimum Character Height
40 inches (1015 mm) to less than or equal to 70 inches (1780 mm)	Less than 72 inches (1830)	5/8 inch (16 mm)
	72 inches (1830 mm) and greater	5/8 inch (16 mm), plus 1/8 inch (3.2 mm) per foot (305 mm) of viewing distance above 72 inches (1830)
Greater than 70 inches (1790 mm) to less than or equal to 120 inches (3050 mm)	Less than 180 inches (4570 mm)	2 inches (51 mm)
	180 inches (4570 mm) and greater	2 inches (51 mm), plus 1/8 inch (3.2 mm) per foot (305 mm) of viewing distance above 180 inches (4570 mm)
Greater than 120 inches (3050 mm)	Less than 21 feet (6400 mm)	3 inches (75 mm)
	21 feet (6400 mm) and greater	3 inches (75 mm), plus 1/8 inch (3.2 mm) per foot (305 mm) of viewing distance above 21 feet (6400 mm)

Table 703.5.5 Visual Character Height

S. Visual Character Distance

Although standard recommendations for non-ADA compliance is 50' distance for every inch of letter height, no more than 30' for every one inch of letter height is recommended to be used.

T. Signage Placement

Signage placement will be away from vertical circulators such as moving sidewalks and escalators (not forcing persons on an escalator to read signs and thereby causing a potential safety issue, or causing a difficult maintenance situation). Signage will be placed so that the passengers do not have to occupy the edge of the platform area delineated by the 2-foot wide warning strip in order to read the sign.

U. Maintenance Considerations

Avoid design solutions that require extensive maintenance or are difficult to repair – such as; limiting the use of backlit signs, avoiding locations and materials that encourage vandalism or are difficult to repair. Use environmentally materials resistant to sunlight, rain, humidity, etc.

V. Exits

Signage to provide distinction between normal exits and emergency exits where necessary

W. Special Event Stations

Stations designated for special event activities will have signage clearly designating parking, shuttle bus or other special locations. Signage may be of static or VMS categories.

X. Temporary Signage

To be provided in stanchion or VMS display for dispensing emergency or pertinent information in all Zones affecting special needs.

Y. Height of Signs

Where possible, for ADA purposes, signs will be placed within eye level from floor level or within a recommended sight cone for overhead signs.

Z. Overhead Signs

Shall be at least 7'-0" above the walking surface below the sign. The preferred clearance is 8'-0".

AA. Station Identifiers

Should be clearly visible through the train windows, as prescribed by ADA standards. In stations that present a center platform, they should be located on the outer sides of the guideway and on the windscreens. In side platform stations they should be located on the benches. Station identifiers should in both instances parallel to the guideway.

BB. Visual Interference

Do not place signs in front or back of other signs that would cause obstructions to the signage or obstruct security cameras (CCTV) equipment.

CC. Fare Collection

Designer should review graphics on fare equipment with MDT to insure ease of use of the fare equipment by the user and any other supplementary use of informational graphics related to static or VMS modes. This would include use of Disabled (International Accessibility Symbols) and EXIT information on entry and exit stations. Designer should also co-ordinate text messages on all signage to be consistent to use of fare machines in all inter-related zones. Designer should review informational literature on use of new transit fare systems. Information should be printed in three languages; English, Spanish, and Haitian Creole.

DD. Signs required to be in the three (3) official languages of Miami-Dade County – English, Spanish, and Haitian Creole, are:

1. The large “Danger: High Voltage” decals found on the top of third rail track covers at station platform levels, and on the outward facing side of the chain-link fences adjacent grade-level Metrorail tracks;

2. “Danger: High Voltage Beyond” signs found at the emergency exit gates at the ends of the station platforms;
3. All Metrobus fare decals found on the sides of the bus-interior fareboxes, and in the map displays found at all Metrobus bus stop signs;
4. The Braille 2 and tactile “When Elevator is Out of Service” signs found above the elevator call buttons at the Metrorail/Metromover stations;
5. and instructional signs for the new Ticket Vending Machines.

EE. Sign Illumination

Requirements for the illumination of the signs by exterior illumination are provided in Volume II Chapter 4, Station Electrical Design Criteria, in Table 4-3 Site Area Illumination Levels. For existing stations, the Designer shall review the location of each sign with respect to the availability of exterior illumination. If additional illumination is needed, the Designer shall develop a solution for providing the additional illumination and submit it to MDT for approval.

1.3 METRORAIL STATION CONFIGURATIONS AND ELEVATIONS

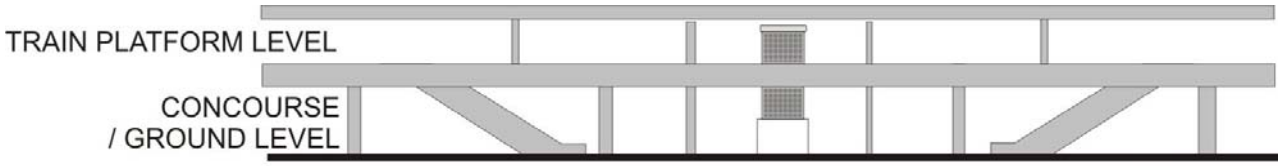
1.3.1 STATION PLATFORM CONFIGURATIONS

The designer needs to be aware that there are two basic types of passenger stations that are distinguished from each other by the configuration of the train platform level. The two types are a “center” platform station and a “side” platform station.

The center platform station has only one platform between the tracks. Passengers use this one platform regardless of their direction of travel. If, for maintenance or other reasons, trains are not running on their normal direction of travel on the tracks, then user information about the arriving trains is only needed at the train platform level (Zone E). This is because no other passenger decision points are required in the other zones for this condition (see Section 1.4 for further information about the station zone areas).

However, should this condition occur at a side platform station, the user must know which platform to access in order to board the correct train. If the user goes to the wrong platform (Zone E), the user will not be able to board the desired train. Where a side platform station is constructed, user information shall be provided in Concourse/Ground and/or the Mezzanine Level (Zone D) to enable the user to select the correct vertical circulation devices to access to correct train platform in Zone E. Therefore, the designer will need to provide some form of dynamic signage (VMS or equivalent) at the Concourse/Ground and/or the Mezzanine Level (Zone D) decision point interface to redirect the user when trains are not operating normally on both platforms.

1.3.2 TWO LEVEL STATION CONFIGURATION



METRORAIL TWO LEVEL ELEVATION

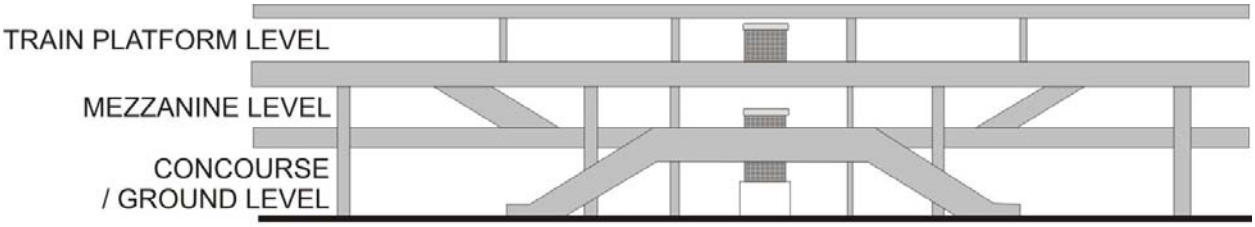
Metrorail stations that are constructed using two levels will consist of the Concourse/Ground Level and Train Platform Level with either center or side platform configuration. Most of these stations have minimum wayfinding issues since most of the station elements have a simple and straightforward layout with most of the station elements being visible to the user entering the station. The following existing stations are of the two level configurations with most stations being a typical center platform configuration:

- Dadeland South (center platform)
- Dadeland North (center platform)
- South Miami (center platform)
- University (center platform)
- Douglas Road (center platform)
- Coconut Grove (center platform)
- Vizcaya (center platform)
- Historic Overtown/Lyric Theatre (center platform)
- Culmer (center platform)
- Allapattah (center platform)
- Earlington Heights (center platform)
- Hialeah (center platform)

The Palmetto station is currently the only at-grade single level elevation configuration station on the Metrorail System. From a signage perspective it

is similar to the two level elevation stations except that there is no need to address vertical circulation issues.

1.3.3 THREE LEVEL STATION CONFIGURATION



METRORAIL THREE LEVEL STATION WITH MEZZANINE

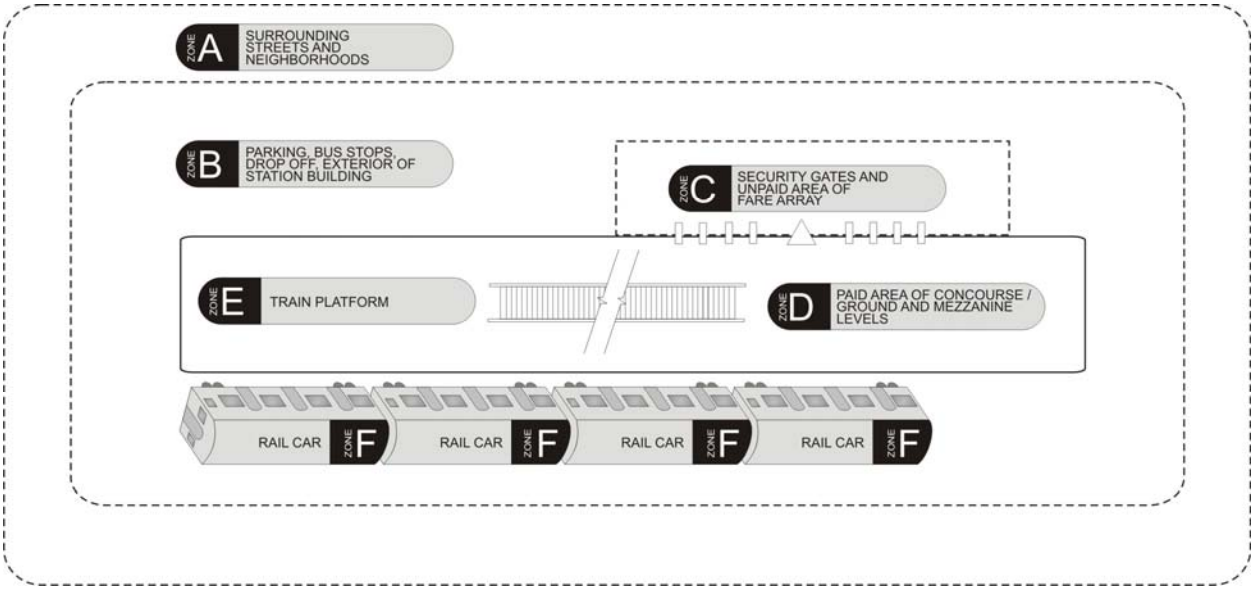
Metrorail stations constructed with three (or more) levels will consist of the Concourse/Ground Level, one or more Mezzanine Level(s), and a Train Platform Level with either center or side platform configuration. Typically a mezzanine is used with side platform stations, but not always. A mezzanine may consist of Paid and Unpaid areas and be configured to meet a variety of functional needs and sometimes includes functions for collecting train fares or parking fees. In order for the designer to properly locate the signage, the designer must understand the station specific functional flow of the concourse/ground and mezzanine level(s).

As noted above, in a side platform configuration one track is normally running outbound and one track normally running inbound and signage must be provided when trains are not running their normal direction. The following existing rail stations were constructed using a three level configuration:

- Brickell (center platform)
- Government Station (center platform)
- Civic Center (side platform)
- Santa Clara (side platform)
- Dr. Martin Luther King, Jr. (side platform)

- Brownsville (side platform)
- Northside (side platform)
- Tri-Rail (side platform)
- Okeechobee (center platform)

1.4 STATION SIGNAGE ZONES



Each Metrorail station contains areas in which the signage needs change as the evolution of information is conveyed to the user on a need-to-know basis. These areas have been designated as zones “A” through “F” and are graphically depicted above. Each zone has unique signage and wayfinding requirements to allow the user to navigate between all zones from their initial entry to their destination, and then the return trip.

Some Metrorail stations have a formal entry point to the station site, but other stations are located directly in surrounding neighborhoods and are less defined with respect to Zone A and subsequent zones. The designer needs to approach the signage design based upon the functional and informational needs of the user when physical boundaries are not that distinctive. The zones are further clarified in the following sections.

1.4.1 ZONE A – SURROUNDING STREETS AND NEIGHBORHOODS

1.4.1.1 DESCRIPTION OF ZONE A

Zone A encompasses the area consisting of the surrounding streets and neighborhood adjacent to each station, but generally this area is not maintained, owned or controlled by MDT. Typical wayfinding signage within Zone A would include signage directing the user to and from Zone A, and surrounding areas, and then to Zone B, and so on. The user could enter Zone A using any of the following different modes of transportation:

- Automobile
- Bus
- Taxi
- Walking
- Bicycle
- Metromover (if Metromover station is close by, but not adjacent to the Metrorail Station)
- Other

Typical signage for Zone “A” would provide directions to and information about:

- Station Identity
- Station Parking
- Drop off/Pick up Areas
- Bus Stops/Bays
- Taxi Stands
- Pedestrian Walkways
- Bicycle Paths
- Other
- Accessible Parking Spaces

- Accessible Passenger Loading Zones

1.4.1.2 TRANSITIONING BETWEEN ZONE A AND THE SURROUNDING AREA

From a signage design perspective, it may be assumed that first-time passengers using this particular station for the first time **entering** Zone A from the surrounding area already know the name of the Metrorail Station that is desired. These users need to confirm that they are approaching the correct station site (Station Identity) as well as receive information on how to get to the various stations elements such as station parking, drop off/pick up areas, location of station entrance, bicycle lockers, and bus stop areas. On more complex sites, additional information on site circulation may be required.

First Time Passengers to this station that are **exiting** Zone A and traveling into the surrounding area would require directions about the nearby streets and special interest areas adjacent to the station.

See Section 1.4.2 for transition issues when traveling between Zone A and Zone B.

1.4.1.3 SIGNAGE FOR SURROUNDING AREA - ZONE A

A. Metrorail Station Trail Blazer Signs on city, county, state and interstate roadway systems directing users to specific Metrorail stations

B. Station Site Entrance Monument or Pylon Identity Sign(s) at entries to specific Metrorail stations (as required – hours of operation).

C. Site Directional Signs to parking areas or garages (as required). Including accessible parking spaces.

D. Site Directional Signs to Drop off/Pick up areas (as required).

E. Restrictive Signs (as required)

F. Directions to Station Support Facilities (as required).

G. Metrorail Icon on Florida Department of Transportation (FDOT), Miami-Dade Expressways (MDX), and/or Miami-Dade Transit (MDT), highways and expressways.

H. Station ID and street number sign as required by Fire Code

I. All Manual of Uniform Traffic Control Devices (MUTCD) Department of Transportation (DOT) and Public Works (traffic) regulatory signage.

1.4.2 ZONE B – PARKING, BUS STOPS, DROP OFF/PICK UP, EXTERIOR OF STATION BUILDING

1.4.2.1 DESCRIPTION OF ZONE B

Zone B is the immediate area that surrounds the Metrorail station. This area generally contains the station parking facilities, circulation roads for buses and cars, and support facilities that may have been located separately from the station structure. Depending upon the site specific station design, station facilities such as public parking, bus stops, drop off/pick up areas, parking for MDT personnel, and bicycle lockers will be located in Zone B. In general, Zone B begins where the property is controlled by MDT and ends at the station entrance exterior face of the roll-down security gates protecting the fare collection equipment.

1.4.2.2 TRANSITIONING BETWEEN ZONE B AND ZONE A

Zone B is similar to Zone A in that users **entering** Zone B from Zone A will need wayfinding information on station parking, drop off areas, location of station entrance, bicycle lockers, and bus stop areas. However, the level of information will be increased as required. One of the primary goals of signage placed in Zone A is to guide users to these locations. In addition to continuing the wayfinding function within Zone A, users will need more informational signage such as: garage hours, station hours, parking fees or precise limitations regarding the use of the drop off/pick up areas.

Users **exiting** from Zone B to Zone A, would require the following information:

- Directions to the exit/entrance to leave Metrorail property and access streets and areas that surround the station

See Section 1.4.3 for transition issues when traveling between Zone B and Zone C.

1.4.2.3 SIGNAGE FOR STATION SITE AREA – ZONE B

A. Metrorail Station Identity

Address and any other signage per applicable Fire Codes and AHJ on overhead structures to be visible for emergency fire or fire rescue use.

1. Station Name
2. Station Address

B. Regulatory signage

1. As required by City and County codes
2. Regulatory signage as per Florida Stature 8.10.08 and 8.10.09

C. All Florida Department of Transportation (FDOT) and/or County vehicular regulatory signage as required inside and outside of parking garages, parking lots, parking areas and drop off / pick up areas, to include but not limited to:

1. Stop Signs
2. Yield to Bus Signs
3. Speed Limit
4. No Parking Signs
5. Disabled Accessible Parking
6. Baby Stroller Parking
7. Do Not Enter
8. Enter
9. Yield Signs
10. Pedestrian Crossing
11. One Way
12. Left Turn Only
13. Right Turn Only
14. Two Way Traffic
15. Wrong Way

D. Garages, Parking Lots, Parking Areas and Drop Off / Pickup Areas, to include but not limited to:

1. Entry and Exit Signage into parking areas parallel or horizontal to entrance
2. Variable message signage (VMS) on entry to garages with available/full parking spaces and other pertinent informational messages
3. Garage Hours Signs
4. Speed Limit Signs

5. Vehicular isle, ramp and stall number identification signage
6. Stanchion, mounted sign for temporary messages
7. Overhead or Beam mounted Wayfinding Signs to entry and exits of parking areas
8. Overhead or Beam mounted Wayfinding Signs to additional Parking
9. Overhead or Beam mounted Wayfinding Signs to Metrorail or Trains
10. Overhead or Beam mounted Wayfinding Signs to Elevators
11. Park Head In Only Signs (“No Back in Parking” Signs)
12. No Parking Signs
13. Disabled Accessible Parking Signs
14. Baby Stroller Parking Signs
15. Floor Level Indicator at Elevator and Stair Exits
16. Floor Level Indicator inside Stairwells
17. Parking Rates and instructional payment information
18. Buckle-Up Seat Belt Signage
19. Elevator exterior and interior elevator signage such as; Use Stairs in Case of Fire, Emergency call button, etc.
20. No Skating, skate boarding or roller blading signage
21. Emergency Exit Lights
22. Two Way Traffic
23. Wrong Way
24. Miscellaneous city or county regulatory signage

E. Bus Signage

1. Bus stanchions with bus symbol, routes and Miami-Dade County icon
2. Bus specialty shuttle signage
3. Bus route system map in bus shelters and/or free standing

F. Specialty Signage

1. Bicycle Storage wayfinding and bicycle storage informational signage
2. Walkway wayfinding signage to special destinations
3. Location and use of any station facilities located in the immediate vicinity of the station structure.

1.4.3 ZONE C – SECURITY GATES AND UNPAID AREA OF FARE ARRAY

1.4.3.1 DESCRIPTION OF ZONE C

Zone C is generally defined as the area bounded between the interior of the roll down security gates and the exterior face of the fare array. This area is referred to as the unpaid area because users have not yet paid their fare and have not passed through the fare array/collection equipment. This is one of the most critical areas with respect to informing the First Time Passenger about the Metrorail system.

Some stations of the Metrorail system have multiple areas for payment of fares and each of these Zone C areas will need a significant amount of signage. For example, the proposed MIC station has two mezzanine levels plus a ground concourse, and the Dr. Martin Luther King, Jr. station has a mezzanine level, as well as other stations.

Zone C is also where signage must be placed to draw first-time riders to the ticket vending machines where they would purchase and add value to their Smart Card, purchase tickets, and pay for parking. Free standing instructional signs must also be provided in this Zone on the Fare Collection Procedure.

1.4.3.2 TRANSITIONING BETWEEN ZONE C AND ZONE B

Users entering Zone C from Zone B will be looking for the location of specific equipment such as fare vending equipment or system information such as train routes, service hours, or connecting bus services. Even experienced users will need to be notified of any special circumstances that would impact their trip or change their mind about using Metrorail **prior** to paying a fare and passing through the fare array.

Users **exiting** from Zone C to Zone B would require wayfinding information about Zone B elements such as the direction to the bus bay area, drop off/pick up area, taxi stand and parking lots.

See Section 1.4.4 for transition issues when traveling between Zone C and Zone D.

1.4.3.3 SIGNAGE FOR THE SECURITY GATES AND UNPAID AREA OF FARE ARRAY – ZONE C

A. Variable Message Signage (VMS)

1. Variable Message Signage (VMS) for displaying station conditions

B. Fare Collection

Items 1 through 6 will be provided by MDT. The Designer shall locate and make provisions for the installation of these items.

1. Directional sign leading First-Time Passengers to Fare Ticket Vending Machines.
2. The First Time Passenger's free standing information signage showing step by step directions for use of ticketing vending machines

3. Graphic and verbal informational signage showing directions for use of ticketing vending machines
4. Parking fee signage showing fare schedule and directions for use of Smart Card
5. Information on fare collection machines
6. Tactile information such as: insert pass, remove pass, and exit, etc. on turnstile equipment
7. Metrorail fare schedule
8. Metrorail system map, bus map displays including points-of-interest displays near each station entrance, and at individual locations, if required.
9. Transfers to other systems of transportation (Bus, Tri-Rail, Metromover, MIA PeopleMover, etc)

C. Metrorail Station Identity
   1. Overhead station identifier with Metrorail Station name
   2. Station name identification plaque to be integral tactile and Braille placed near entry of station as per ADA requirements

D. Bench / Windscreen (where provided in bus waiting area)
   1. To include station name identification plaque to be integral tactile and Braille placed near entry of station as per ADA requirements
   2. To include a header with station name and colors of the lines the station is serving.
   3. To include Exit signage to escalators and elevators
   4. To include Metrorail schedule and system map
   5. To include No Smoking, No Eating in vehicles, No Loud Music Signage
   6. To include advertising space

E. Bus Signage
   1. Bus stanchions with bus symbol, routes and Miami-Dade County icon
   2. Bus specialty shuttle signage
   3. Bus route system map in bus shelters and/or free standing

F. Specialty Signage
   1. International symbol of accessibility on entry and exit doors at turnstile location
   2. Temporary Sign Stanchions for posting current system information
   3. Metrorail Agent Telephone Signage with instructions for use
   4. Metrorail Service Adjustments Signage
   5. Guard Console/Booth Signage
   6. Elevator out of service signage as per ADA
   7. No smoking, No Eating in vehicles, No Loud Music signage
   8. Informational signs indicating when the Elevators are out of service, as per ADA
   9. Telephone signage including TTY and TDD signage to comply with American with Disabilities Act (ADA)
   10. Bicycle Storage wayfinding and storage information
   11. Wayfinding signage to Parking Garages, Parking Lots, Parking Areas and Passenger Loading Zones
   12. Drop Off / Pickup Areas
   13. Walkway wayfinding signage to special designations
   14. Dade County Ordinance Signage

G. Cases for advertising displays

H. Newspaper dispensing kiosk for encompassing all newspapers

1.4.4 ZONE D – PAID AREA OF CONCOURSE/GROUND AND MEZZANINE LEVELS

1.4.4.1 DESCRIPTION OF ZONE D

Zone D is the concourse/ground and mezzanine levels of the station and includes the entire paid area once a user is inside the turnstiles of Metrorail station perimeters and up to the vertical circulation devices that access the train platform level. .Some stations have fare collection areas in the unpaid areas that are at the mezzanine level and require signage appearing in Zone C. Refer to Section 1.4.1.

The station platform/train level is Zone E. Metrorail stations may be side or center platform configurations as well as mezzanine levels, and this should be reflected in the approach to the station signage.

1.4.4.2 TRANSITIONING BETWEEN ZONE D AND ZONE C

Users entering Zone D from Zone C have made the decision to use Metrorail and have paid their fare. These users are now looking to access the train platform level and will need directional signage to the vertical circulation elevators, escalators and stairs. In addition, for stations with a side platform configuration, users need to be informed about the correct train platform side that must be used to make their trip. All train directions and destinations will be identified by the last station of the route, for example: Dadeland South, Palmetto, Airport Station, etc.

Users exiting Zone D to Zone C in general have completed their Metrorail trip and may be seeking information on the adjacent area or special areas of

interest, bus service, bike paths, walkways, etc to leave the station site and proceed into the surrounding area.

See Section 1.4.5 for transition issues when traveling between Zone D and Zone E.

1.4.4.3 SIGNAGE FOR THE PAID FARE STATION AREA – ZONE D

A. Variable Message Signage (VMS) – If a VMS, intended to display important station conditions, can not be mounted in Zone C then it should be mounted in Zone D.

B. Variable Message Signage (VMS) – For side platform stations, VMS signs shall display in text format; the line color, number of cars in the train, and name of the destination station, but not the expected arrival time. The signs shall be located perpendicular to the path of travel for the vertical circulation areas accessing Zone E.

C. Location of elevators, escalators and stairs

D. Station identification mounted on elevator to be in integral tactile and Braille

E. Elevator signage with International Symbol of Accessibility to be in integral tactile and Braille

F. Directional signage to platform/train areas

G. Exit directionals to Concourse/Ground Level

H. Identification signage, such as; fire hose, fire extinguisher, etc., to be in integral tactile and Braille

I. Door numbers and room identification for support facility rooms, such as; rest room, electrical room, telephone room, etc., to be in integral tactile and Braille

J. Station commemorative plaque

K. Stanchion for posting paper notices or temporary messages

L. Turnstile machine exit signage or any other information to be in integral tactile and Braille

M. Public telephone signage including TTY and TDD signage to comply with American with Disabilities Act (ADA)

N. Metrorail system maps and bus route maps

O. Free standing signage for advertising messages

P. Overhead or wall directional signage to street exits

Q. Emergency exit signage on doors

R. Emergency exit lights at exits

1.4.5 ZONE E – TRAIN PLATFORM

1.4.5.1 DESCRIPTION OF ZONE E

Zone E includes the train platform areas were users wait to enter and exit trains and should include all overhead station signage needed to board the necessary train to take the patron to the desired destination.

1.4.5.2 TRANSITIONING BETWEEN ZONE E AND ZONE D

Users **entering** Zone E from Zone D have already been informed in Zone D that they are using the correct elevators, escalators, or stairs to get to the correct platform for the desired train service. In center platform configurations the users are looking for information about which train track is the correct one to get to their desired location. Since Metrorail will run different train services on the same track, for side and center train platform configurations, users will need information about their specific train and when it is expected to arrive at the station.

Users **exiting** Zone E to Zone D are primarily looking for information about accessing the correct station exit point and making connections to other modes of transportation. In some stations, there may be multiple platform exit points and wayfinding information needs to be provided. In most stations, this wayfinding function is performed only in Zone D.

See Section 1.4.6 for transition issues when traveling between Zone E and Zone F.

1.4.5.3 SIGNAGE FOR THE TRAIN PLATFORM AREA – ZONE E

A. Signage for Zone E – Train Platform Area

1. Variable Message Signage (VMS) showing the line color (OR, GR, YL), number of cars in the train, the name of the end destination

station of line, and arrival time. VMS signs should be mounted perpendicular to platform and within close distance from vertical circulation elements. The current time and track number will also be displayed.

2. Metrorail System Line Schematic showing all Metrorail stations with beginning and end of station of line signs shall be overhead mounted, parallel to and over the platform.
3. Directional signage to trains
4. Location of stairs, escalators and elevators
5. Exit directional signage to Ground or Concourse Level
6. Emergency Telephone

B. Metrorail Station Identity

1. Station name identification plaque to be integral tactile and Braille placed near entry of platform as per ADA requirements
2. Overhead station identifier with Metrorail station name and serving rail line color
3. Overhead station identifier with Metrorail Routes
4. Station name identifiers (ADA) mounted outside of track

C. Bench / Windscreen

1. To include station name identification plaque to be integral tactile and Braille placed as per ADA requirements wherever benches and windscreens are present.
2. To include station name identifier and serving rail line color
3. To include Metrorail schedule and system map
4. To include No Smoking, No Eating in vehicle, No Loud Music signage

5. To include Metrorail system map, bus route map, train arrival schedules and advertising panels

D. Specialty Signage

1. Station identification mounted on Elevator to be in integral tactile and Braille
2. Elevator signage with elevator handicap symbol to be in integral tactile and Braille
3. Identification signage, such as; fire hose, fire extinguisher, etc., to be in integral tactile and Braille
4. Public telephone signage including TTY and TDD signage to comply with American with Disabilities Act (ADA)
5. Emergency Telephone
6. In special situations emergency exit lights or signs should be implemented.

1.4.6 ZONE F – RAIL CAR

1.4.6.1 DESCRIPTION OF ZONE F

Zone F includes the VMS exterior and interior spaces of the trains.

Note: *This signage is not provided by the station signage designer, but the station signage designer needs to be aware of the signage information provided on the interior and exterior of trains depicting the color of the line it is servicing, and end station of line, current station, and next station when in motion.*

A. Interior Train Signage

1. Route Map
2. Metrorail System Map

3. Car number sign
4. “To Report An Incident, Call 305-375-2700” sign

B. Exterior Train Signage
1. Color of line it is serving
2. Line Terminal Station

1.4.6.2 TRANSITIONING BETWEEN ZONE F AND ZONE E

Users **entering** the train (Zone F) from the platform (Zone E) are looking for confirmation that the train arriving at the platform is actually their train. This confirmation is provided when the signage on the front rail car of the train and on the side of every rail car indicates that the train is the same train as indicated by the VMS on the platform and by any audio announcement.

Users **exiting** the train (Zone F) into the platform area (Zone E) are looking for confirmation that the station at which the train has arrived is actually their desired station. This confirmation is provided when the signage located on the platform indicates that the station is the same station as indicated by the VMS located inside the rail car and by any on-board train audio announcement.

1.4.6.3 SIGNAGE FOR TRAINS – ZONE F

Although the station signage designer will not provide any signage for the rail cars, it is important to coordinate with MDT to ensure that all static and dynamic messages are consistent in both the train and the station.

1.5 STATION SUPPORT FACILITY DOOR SIGNS AND OTHER SIGNS

A. All support facility room numbers and room identities must comply with the American Disabilities Act (ADA) in a Braille and Tactile format. Examples of the support facilies are:

Mechanical, Electrical, FPL Vault, Battery, Meter, Train control and Communication Rooms, Operator Lounge and Handicapped Elevator, Restroom, Supervisor Booth, Janitorial Supply Room, Trash Room, Authorized Personnel Only, Women, Men, etc, as required.

B. Restrictive Signs (as needed): No Smoking, No Trespassing, No Food or Drinks, No Dangerous or Flammable Items, No Animals, No Radios, No Litter or Spitting, etc.

C. Special Fare Collection Signs

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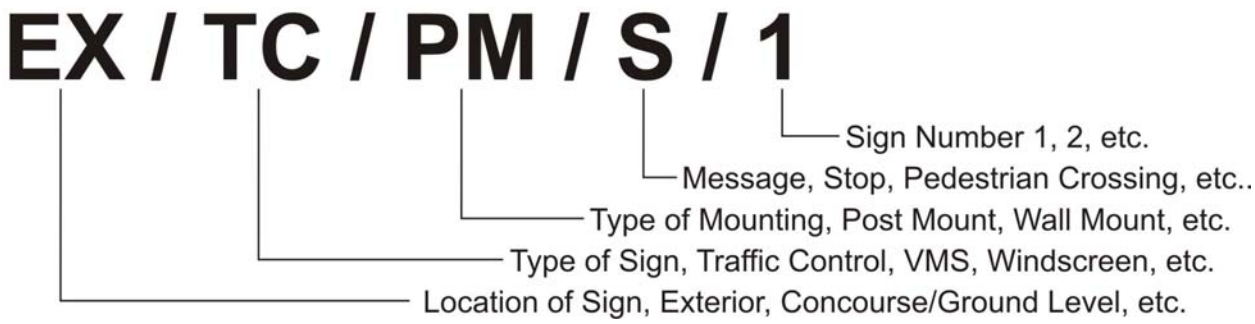
1.6 SIGNAGE STANDARDS AND SIGN TYPES

A. All signage standards shall be listed in sign type categories. The sign type category listings shall be itemized in numerical order to differentiate various but similar signs by the designers and fabricators submitting design drawings. For example E1_Emergency Exit Light Wall Mount, E2_Emergency Exit Light Beam Mount, E3_Emergency Exit Light Column Mount, etc. The sign type category shall be followed with numerical identification as 1, 2, 3, etc. to further designate the differences of sign types within a category. All signage shall conform to city, county, state, and federal regulations including The Americans with Disabilities Act (ADA).

Sign Type Indicator Descriptor Codes



B. The following categories shall be used during conceptual design and fabrication phases:

1. **EX**: External Signage
    - **EX/B/PM** Exterior Bus Sign Post Mount
    - **EX/B/WM** Exterior Bus Sign Wall Mount
    - **EX/C/PM** Exterior Mandatory Code Requirement Post Mount required by City, County, State and Federal Codes

- **EX/C/WM** Exterior Mandatory Code Requirement Wall Mount required by City, County, State and Federal Codes
- **EX/DIR/PM** Exterior Directional Post Mount
- **EX/DIR/WM** Exterior Directional Wall Mount
- **EX/I/PM** Exterior Information Sign Post Mount
- **EX/I/WM** Exterior Information Sign Wall Mount
- **EX/M/DPM** Exterior Monument Sign Pedestal Mount
- **EX/M/PM** Exterior Monument Sign Post Mount
- **EX/TB/PM** Exterior Trail Blazer Sign Post Mount
- **EX/TC/PM** Exterior Traffic Control Post Mount
- **EX/TC/WM** Exterior Traffic Control Wall Mount

2. **P**: Parking Areas
   - **P/BN/PM** Parking Bay Number Post Mount
   - **P/BN/WM** Parking Bay Number Wall Mount
   - **P/BS/WM** Parking Exterior Mandatory Baby Stroller Parking Wall Mount
   - **P/BS/PM** Parking Exterior Mandatory Baby Stroller Parking Post Mount
   - **P/D/PM** Parking Exterior Mandatory Disabled Parking Post Mount
   - **P/D/WM** Parking Exterior Mandatory Disabled Parking Wall Mount
   - **P/DIR/BM** Parking Directional Beam Mount
   - **P/DIR/OM** Parking Directional Overhead Mount
   - **P/DIR/PM** Parking Directional Post Mount
   - **P/DIR/WM** Parking Directional Wall Mount

- **P/GH/PM** Parking Garage Hours Post Mount
- **P/GH/WM** Parking Garage Hours Wall Mount
- **P/I/PM** Parking Informational Post Mount
- **P/I/WM** Parking Informational Wall Mount
- **P/LE/WM** Parking Elevator Level at Elevator Wall Mount
- **P/LN/PM** Parking Level Number Post Mount
- **P/LN/WM** Parking Level Number Wall Mount
- **P/LS/WM** Parking Elevator Level Inside Stairway Wall Mount
- **P/PF/PM** Parking Parking Fee Post Mount
- **P/PF/WM** Parking Parking Fee Wall Mount
- **P/R/OM** Parking Regulatory Overhead Mount
- **P/R/PM** Parking Regulatory Post Mount
- **P/R/WM** Parking Regulatory Wall Mount
- **P/SN/FP** Parking Stall Number Floor Paint
- **P/T/SM** Parking Temporary Signs Stanchion Mount
- **P/VMS/OM** Parking Variable Message Signage Overhead Mount
- **P/VMS/PM** Parking Variable Message Signage Post Mount
- **P/VMS/WM** Parking Variable Message Signage Wall Mount
- **P/X/BM** Parking Exit Emergency Beam Mount
- **P/X/WM** Parking Exit Emergency Wall/Column Mount

3. **C**: Concourse Level
   - **C/D/GM** Concourse Disabilities Glass Mount
   - **C/DIR/DPM** Concourse Directory / Advertising Panel Pedestal Mount

- **C/DIR/PM** Concourse Directory / Advertising Panel Post Mount
- **C/DI/WM** Concourse Directory / Advertising Panel Wall Mount
- **C/DIR/OM** Concourse Station Identification, Route Map, Directions to Parking, Bus, etc. Overhead Mount
- **C/DP/WM** Concourse Dedication Plaque Wall Mount
- **C/I/PM** Concourse Informational Post Mount
- **C/I/WM** Concourse Informational Wall Mount
- **C/K/FM** Concourse Kiosk Floor Mount
- **C/R/DM** Concourse Regulatory Door Mount
- **C/R/OM** Concourse Regulatory Overhead Mount
- **C/R/PM** Concourse Regulatory Post Mount
- **C/R/WM** Concourse Regulatory Wall Mount
- **C/RN/WM** Concourse Room Identification / Number Wall Mount
- **C/SI/OM** Concourse Station Identification Overhead Mount
- **C/T/WM** Concourse Telephone Wall Mount
- **C/TEM/SM** Concourse Temporary Signs Stanchion Mount
- **C/VMS/OM** Concourse Variable Message Signage Overhead Mount
- **C/VMS/PM** Concourse Variable Message Signage Post Mount
- **C/VMS/WM** Concourse Variable Message Signage Wall Mount
- **C/WS** Concourse Windscreen

- **C/X/BM** Concourse Exit Emergency Beam Mount
- **C/X/WM** Concourse Exit Emergency Wall/Column Mount

4. **M**: Mezzanine Level
   - **M/DI/PM** Mezzanine Directory / Advertising Panel Post Mount
   - **M/DI/WM** Mezzanine Directory / Advertising Panel Wall Mount
   - **M/DIR/OM** Mezzanine Station Identification, Route Map, Directions to Parking, Bus, etc. Overhead Mount
   - **M/I/WM** Mezzanine Informational Wall Mount
   - **M/I/PM** Mezzanine Informational Post Mount
   - **M/K/FM** Mezzanine Kiosk Floor Mount
   - **M/R/DM** Mezzanine Regulatory Door Mount
   - **M/R/OM** Mezzanine Regulatory Overhead Mount
   - **M/R/PM** Mezzanine Regulatory Post Mount
   - **M/R/WM** Mezzanine Regulatory Wall Mount
   - **M/R/WM** Mezzanine Room Identification/Number Wall Mount
   - **M/SI/PM** Mezzanine Station Identification Post Mount
   - **M/SI/WM** Mezzanine Station Identification Wall Mount
   - **M/T/WM** Mezzanine Telephone Wall Mount
   - **M/TEM/SM** Mezzanine Temporary Signs Stanchion Mount
   - **M/VMS/OM** Mezzanine Variable Message Signage Overhead Mount

- **M/VMS/PM** Mezzanine Variable Message Signage Post Mount
- **M/VMS/WM** Mezzanine Variable Message Signage Wall Mount
- **M/WS** Mezzanine Windscreen
- **M/X/BM** Mezzanine Exit Emergency Beam Mount
- **M/X/WM** Mezzanine Exit Emergency Wall/Column Mount

5. **T**: Train Level
   - **T/DI/PM** Train Directory/Advertising Panel Post Mount
   - **T/DI/WM** Train Directory / Advertising Panel Wall Mount
   - **T/I/PM** Train Informational Post Mount
   - **T/I/WM** Train Informational Wall Mount
   - **T/LS/OM** Train Linear Schematic Overhead Mount
   - **T/R/DM** Train Regulatory Door Mount
   - **T/R/OM** Train Regulatory Overhead Mount
   - **T/R/PM** Train Regulatory Post Mount
   - **T/R/WM** Train Regulatory Wall Mount
   - **T/RI/WM** Train Room Identification / Number Wall Mount
   - **T/SI/OM** Train Station Identification, Route Map, Directions to Parking, Bus, etc. Overhead Mount
   - **T/SI/OR** Train Station Identification Outside Rail
   - **T/SI/WM** Train Station Identification Wall Mount
   - **T/T/SM** Train Temporary Signs Stanchion Mount
   - **T/VMS/OM** Train Variable Message Signage Overhead Mount

- **T/VMS/PM** Train Variable Message Signage Post Mount
- **T/VMS/WM** Train Variable Message Signage Wall Mount
- **T/WS/P** Train Windscreen Panels

6. **EL**: Elevator
   - **EL/D/WM** Elevator Disabled Symbol Wall Mount
   - **EL/ECB/WM** Elevator Emergency Call Box Wall Mount
   - **EL/FB/WM** Elevator Floor Button Indicators Wall Mount
   - **EL/ID/WM** Elevator Station Identification Wall Mount
   - **EL/R/WM** Elevator Regulatory, In Case of Fire, etc. Wall Mount

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APPENDIX A

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Color Criteria for New and Existing Metrorail Stations.

Note: The listed system colors do not match identically due to the use, technical and material differences of the materials. The closest color matches available in each system are listed.

Pantone Matching System Colors for Metro Identifier Icons (PMS)
to be used system wide for all Metro icons as approved by Miami Dade Transit.

Metro MDT ..... Pantone Matching System (PMS) Cool Grey 10C
Metrorail ..... Pantone Matching System (PMS) Green 368C
Metromover..... Pantone Matching System (PMS) Blue 3005C
Metrobus ..... Pantone Matching System (PMS) Red 185C

Pantone Matching System Colors (PMS)
to be used wherever printing inks or matching paint are specified.

Grey Color for Background Signage ..... Pantone Matching System (PMS) Cool Grey 10C
Green Line ..... Pantone Matching System (PMS) Green 368C
Orange Line..... Pantone Matching System (PMS) Orange 021C
Yellow Line..... Pantone Matching System (PMS) Yellow 109C
Red Line ..... Pantone Matching System (PMS) Red 185C
Blue Line ..... Pantone Matching System (PMS) Blue 3005C

* C after Color name denotes use of coated chip sample for brighter color. Refer to Pantone color chips.

3M Scotchcal Opaque Matching Vinyl Film Colors
to be used wherever 3M vinyl film is used on signage.

Grey Color for Background Signage ..... 3M Scotchcal Vinyl Dark Grey (7125-41)
Green..... 3M Scotchcal Vinyl Apple Green (7125-196)
Orange..... 3M Scotchcal Vinyl Bright Orange (7125-14)
Yellow ..... 3M Scotchcal Vinyl Sunflower Yellow (7125-25)
Red ..... 3M Scotchcal Vinyl Tomato Red (7125-13)
Blue ..... 3M Scotchcal Vinyl Intense Blue (7125-14)

* 3M colors differ from Pantone. Closest match is indicated. Refer to 3M Opaque Film Color Chart

Manual of Uniform Traffic Control Devices - 3M Reflective Traffic Control Colors
to be used on Traffic Control Devices as specified by the Department of Transportation.

Grey Background Color for Signage ..... Not Available / Special Order
Green..... 342
Orange..... 152
Yellow 116
Red 187
Blue 294

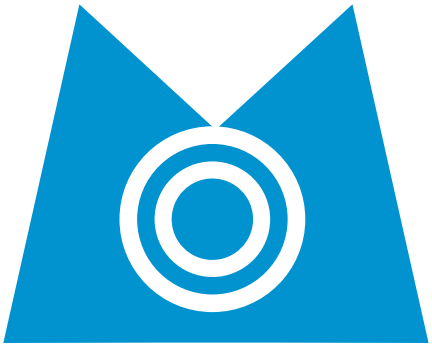
* MUTCD colors are used by DOT and differ from Pantone and 3M vinyl film colors. Closest match is indicated. Refer to 3M Traffic Control Film Color Chart..

Pantone Matching System Colors (PMS) Swatches

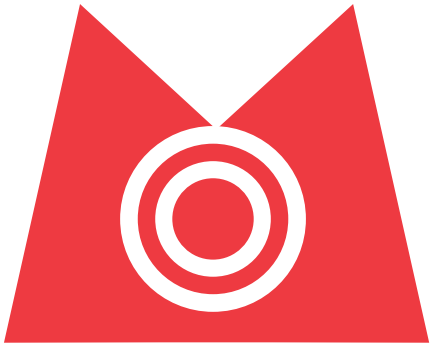
YELLOW PMS 109C | GREEN PMS 368C | ORANGE PMS 021C | RED PMS 185 | BLUE PMS 3005C | GREY PMS COOL GREY 10C

NOTE:
NOT APPROVED. MDT WILL PROVIDE FINAL ADAPTED ICON.
DO NOT REDRAW OR RECREATE METRORAIL SYMBOL IDENTITY.
CONTACT MIAMI DADE TRANSIT FOR ILLUSTRATOR OR EPS FILES.

METRORAIL

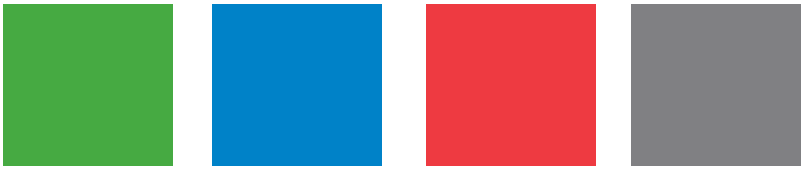


METROMOVER



METROBUS

METRO
MIAMI DADE TRANSIT



PANTONE
GREEN 368C

PANTONE
BLUE 3005C

PANTONE
RED 185C

PANTONE
COOL GREY 10C

NOTE:
APPROVED BY MDT

DO NOT REDRAW OR RECREATE METRORAIL ALPHA IDENTITY.
CONTACT MIAMI DADE TRANSIT FOR ILLUSTRATOR OR EPS FILES.

FOR BLACK AND WHITE REPRODUCTION

METRORAIL

METRORAIL. ONE COLOR BLACK WITH DOT PANTONE COOL GREY 10C

FOR COLOR REPRODUCTION REPRODUCTION

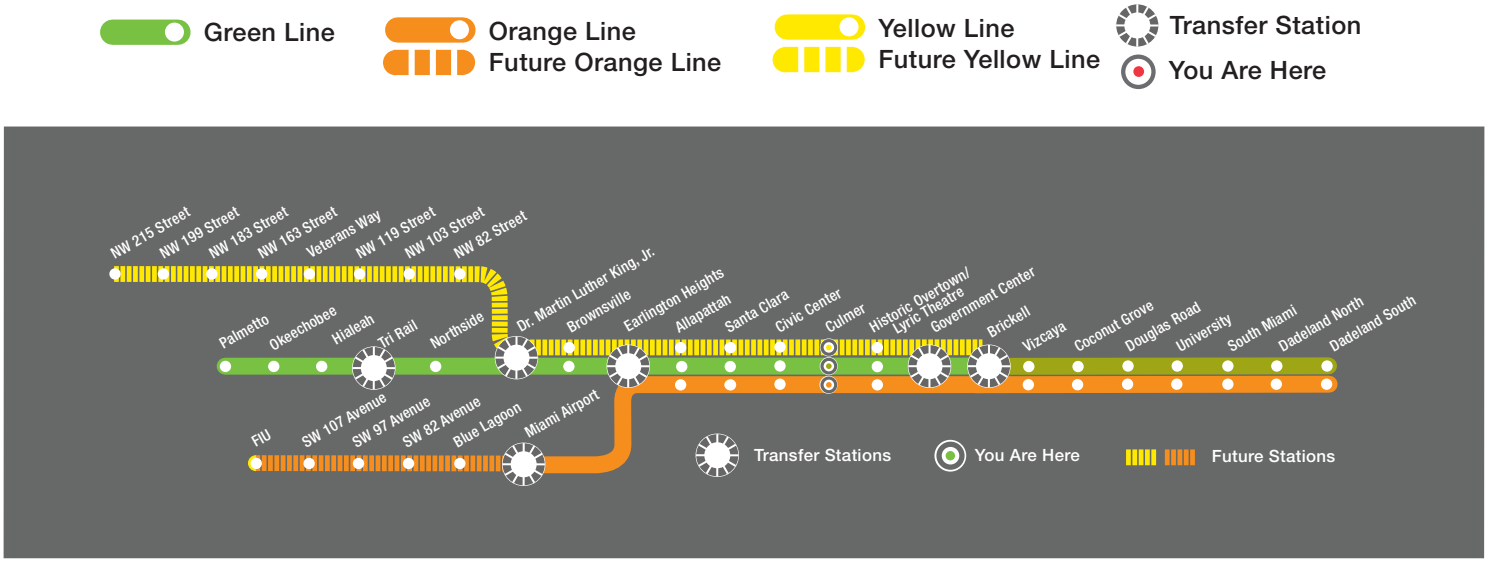
METRORAIL

METRORAIL. ONE COLOR BLACK WITH DOT PANTONE 366C GREEN

PANTONE
GREEN 368C
DOT

PANTONE
COOL GREY 10C
DOT

METRORAIL LINEAR SCHEMATIC MAP.



1. All train lines are indicated in different colors and are separate to emphasize train routes to the passenger even though all 3 trains share same track in some stations.
2. Transfer stations circles are designed in dynamic pattern to emphasize transfer points.
3. All train lines are same dimension in width indicating same importance to each line.
4. Most comprehensible of all alternate wayfinding designs.
5. Shown as utilized overhead in Stations and parallel to the tracks.

PANTONE GREEN 368C	PANTONE YELLOW 012C	PANTONE ORANGE 021C	PANTONE COOL GREY 10C

Draft
System Map Design
7.10.2008

Final adapted Map will be supplied by MDT

METRORAIL SYSTEM BUS MAP.

INSERT WHEN PROVIDED

METRORAIL SYSTEM STATION POINTS OF INTEREST MAP.

INSERT WHEN PROVIDED

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APPENDIX B
SYMBOLS

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METRORAIL

METROMOVER

METROBUS

MOTORCYCLE

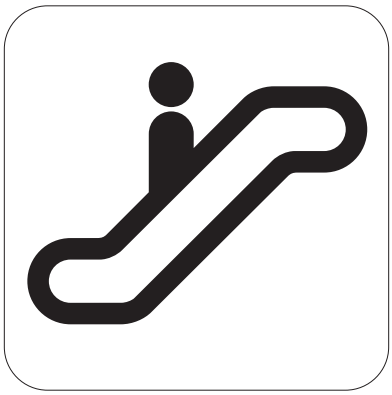
BICYCLE

DROP OFF / PICK UP

PARKING

NO PARKING

NO



ESCALATOR

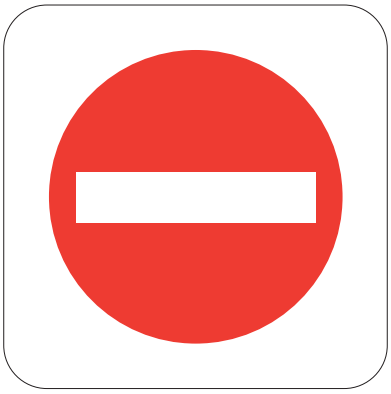
STAIRS UP

STAIRS DOWN

INTERNATIONAL SYMBOL
OF ACCESSIBILITY
(DISABILITIES ACCESS)

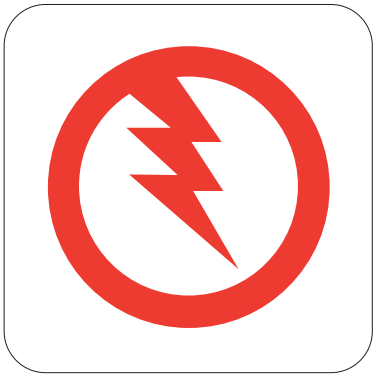
INTERNATIONAL SYMBOL
OF ACCESSIBILITY
(DISABILITES RAMP)

ELEVATOR



DO NOT ENTER

ENTER



DANGER / HIGH VOLTAGE

TICKET / FARE MACHINES

TELEPHONE

EMERGENCY TELEPHONE

TEXT TELEPHONE

VOLUME CONTROL

HEARING ASSISTANCE

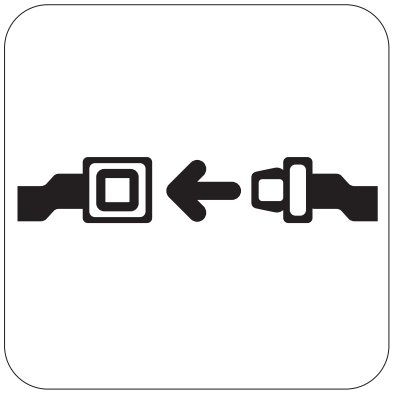
NO SMOKING

NO LOUD MUSIC

NO DRINKING / EATING

INFORMATION

FIRE EXTINGUISHER



FASTEN SEAT BELTS

RENTAL CAR

AIRPORT

REFER TO DEPARTMENT OF TRANSPORTATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR ALL SIGN TYPES, MOUNTING HEIGHTS AND MOUNTING INFORMATION.

STOP
30” X 30”

DO NOT ENTER
30” X 30”

YIELD
36” X 36” X 36”

NO LEFT TURN
24” X 24”

NO RIGHT TURN
24” X 24”

PEDESTRIAN CROSSING
30” X 30”

ONE WAY LEFT
18” X 24”

ONE WAY RIGHT
18” X 24”

WRONG WAY

SYMBOLS. TRAFFIC CONTROL. 2

REFER TO DEPARTMENT OF TRANSPORTATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR ALL SIGN TYPES, MOUNTING HEIGHTS AND MOUNTING INFORMATION.

SPEED LIMIT
18” X 24”

NO PARKING
24” X 24”

APPENDIX C
ALPHABET AND ARROWS

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Type font for New and Existing Metrorail Station Signage.

Adobe Helvetica Neue 65 Medium

Supplemental type use for special needs and maps other than signage should be in the Adobe Helvetica Neue family of fonts as Helvetica Neue 45 Light, Helvetica Neue 45 Light Italic, Helvetica Neue 47 Light Condensed, Helvetica Neue 47 Light Condensed Oblique, Helvetica Neue 55 Roman, Helvetica Neue 56 Roman Italic, Helvetica Neue 67 Medium Condensed, Helvetica Neue 67 Medium Condensed Oblique, Helvetica Neue 75 Bold, Helvetica Neue 76 Bold Italic, Helvetica Neue 77 Bold Condensed, Helvetica Neue 77 Bold Condensed Oblique. Refer to following pages Metrorail Alphabet - Supplementary Neue Fonts.

ABCDEFGHIJKLMNO PQRSTUVWXYZ abcdefghijklmnopqrs tuvwxyz !#$%&( )-+,./?

Spacing or kerning of letterforms will be normal Adobe spacing as per the Helvetica Neue 65 Medium font. Adjustments to normal kerning may be necessary in some instances and should be noted by designer.

Type font for New and Existing Metrorail Station Supplementary Signage.

Adobe Helvetica Neue Family Fonts for use in Maps, Pamphlets, Bus Route Schedules, Advertisement and Related Printed Materials.

These fonts are to be used in conjunction with the Adobe Helvetica Neue 65 Medium Font. These supplementary signs shall not be used for Metrorail Signage.

HELVETICA NEUE 45 LIGHT

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
!#$%&( )-+,./?

HELVETICA NEUE 45 LIGHT ITALIC

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
!#$%&( )-+,./?

HELVETICA NEUE 47 LIGHT CONDENSED

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
!#$%&( )-+,./?

HELVETICA NEUE 47 LIGHT CONDENSED OBLIQUE

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
!#$%&( )-+,./?

Spacing or kerning of letterforms will be normal Adobe spacing as per the Helvetica Neue 65 Medium font. Adjustments to normal kerning may be necessary in some instances and should be noted by designer.

Type font for New and Existing Metrorail Station Supplementary Signage.

Adobe Helvetica Neue Family Fonts for use in Maps, Pamphlets, Bus Route Schedules, Advertisement and Related Printed Materials.

These fonts are to be used in conjunction with the Adobe Helvetica Neue 65 Medium Font. These supplementary signs shall not be used for Metrorail Signage.

HELVETICA NEUE 55 ROMAN

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
!#$%&( )-+,./?

HELVETICA NEUE 56 ROMAN ITALIC

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
!#$%&( )-+,./?

HELVETICA NEUE 57 CONDENSED

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
!#$%&( )-+,./?

HELVETICA NEUE 57 CONDENSED OBLIQUE

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
!#$%&( )-+,./?

Spacing or kerning of letterforms will be normal Adobe spacing as per the Helvetica Neue 65 Medium font. Adjustments to normal kerning may be necessary in some instances and should be noted by designer.

Type font for New and Existing Metrorail Station Supplementary Signage.

Adobe Helvetica Neue Family Fonts for use in Maps, Pamphlets, Bus Route Schedules, Advertisement and Related Printed Materials.

These fonts are to be used in conjunction with the Adobe Helvetica Neue 65 Medium Font. These supplementary signs shall not be used for Metrorail Signage.

HELVETICA NEUE 67 MEDIUM CONDENSED

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
!#$%&( )-+,./?

HELVETICA NEUE 67 MEDIUM CONDENSED OBLIQUE

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
!#$%&( )-+,./?

HELVETICA NEUE 75 BOLD

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
!#$%&( )-+,./?

HELVETICA NEUE 76 BOLD OBLIQUE ITALIC

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
!#$%&( )-+,./?

Spacing or kerning of letterforms will be normal Adobe spacing as per the Helvetica Neue 65 Medium font. Adjustments to normal kerning may be necessary in some instances and should be noted by designer.

Type font for New and Existing Metrorail Station Supplementary Signage.

Adobe Helvetica Neue Family Fonts for use in Maps, Pamphlets, Bus Route Schedules, Advertisement and Related Printed Materials.

These fonts are to be used in conjunction with the Adobe Helvetica Neue 65 Medium Font. These supplementary signs shall not be used for Metrorail Signage.

HELVETICA NEUE 77 CONDENSED BOLD

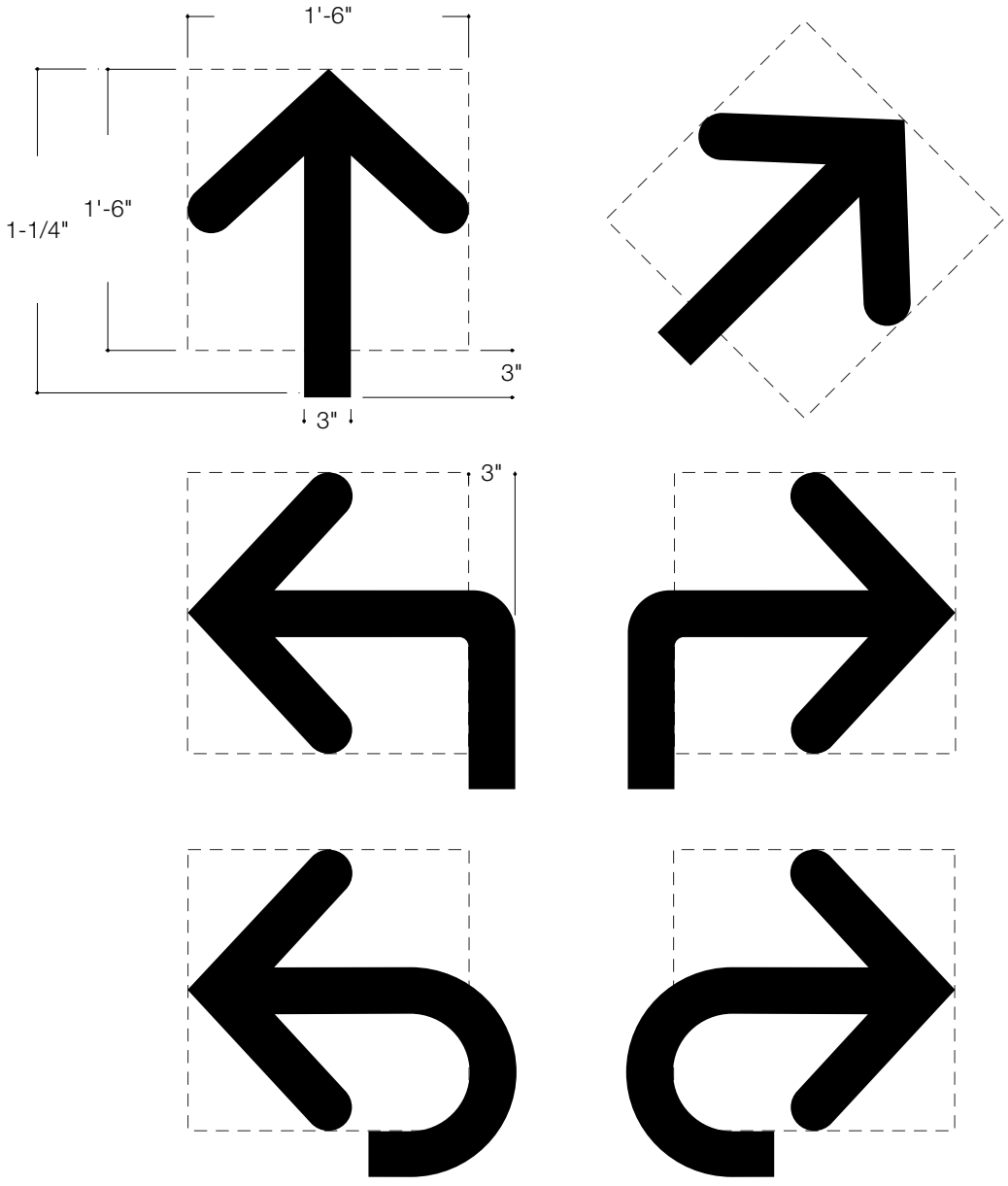
ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
!#$%&( )-+,./?

HELVETICA NEUE 77 BOLD CONDENSED OBLIQUE

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
!#$%&( )-+,./?

Spacing or kerning of letterforms will be normal Adobe spacing as per the Helvetica Neue 65 Medium font. Adjustments to normal kerning may be necessary in some instances and should be noted by designer.

NOTE:
DO NOT REDRAW OR RECREATE METRORAIL ARROWS.
CONTACT MIAMI DADE TRANSIT FOR ILLUSTRATOR OR EPS FILES.



SCALE 1”=1”

APPENDIX D
SIGN TYPES

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SIGN APPLICATION. TYPICAL USE OF ICON / SYMBOL DIRECTIONAL.

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

The Icon Identifiers were proposed to unify the Miami-Dade County transportation modes into a comprehensive Metro transportation system.
Colors reinforce the three separate transportation mode identities.
Grey background color incorporates all systems into singular Metro identity.

SCALE 1/2”=1’

SIGN MOUNTING. (PM) POST MOUNT. (DPM) DOUBLE POST MOUNT. (WM) WALL MOUNT

ZONE AREA A, B

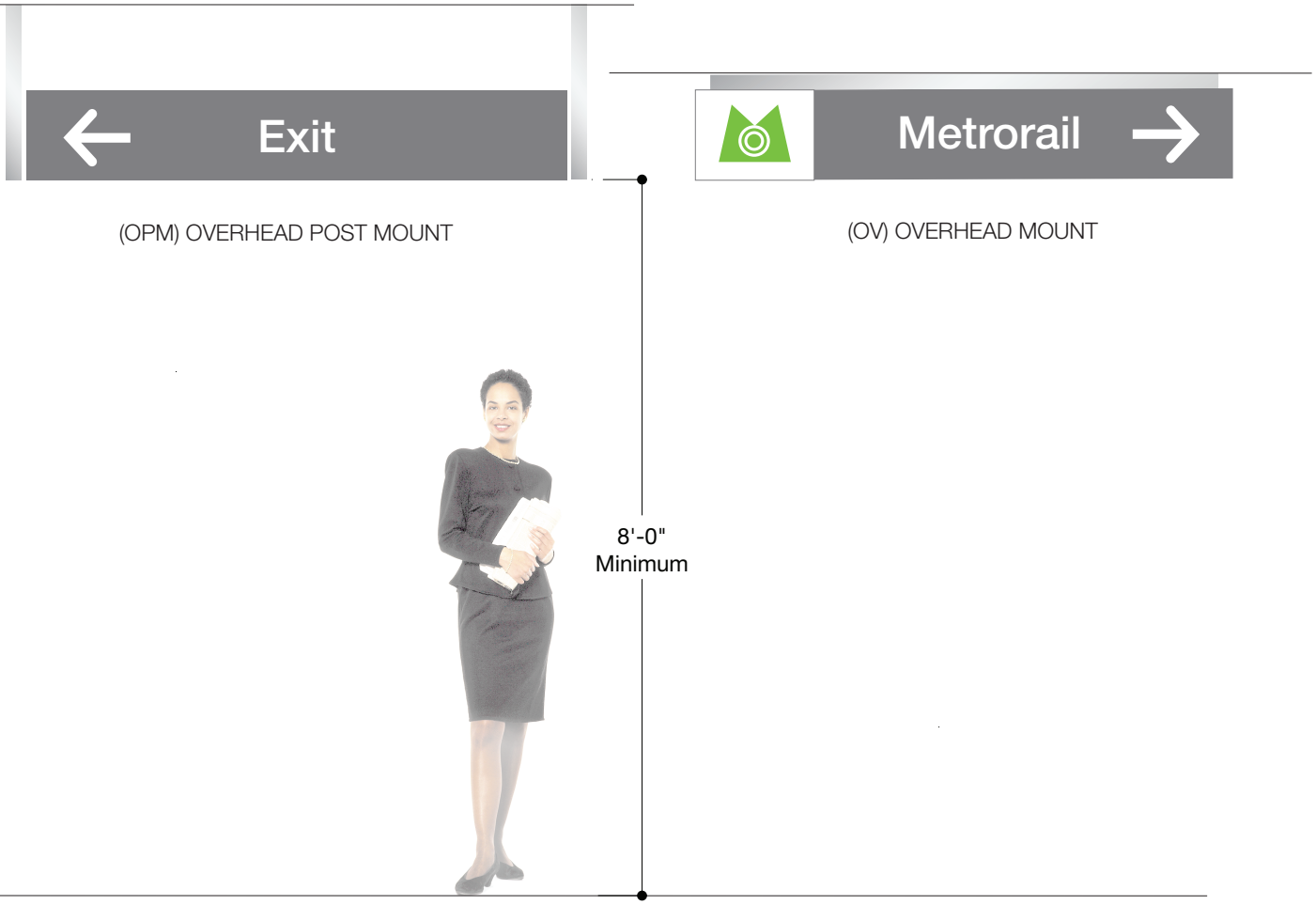
SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

SIGNS WILL VARY IN SIZE AND MESSAGE AS APPROPRIATE TO LOCATION.
CODES WILL CHANGE APPROPRIATELY AS NECESSARY.

SCALE 1/2”=1’

SIGN MOUNTING. (WM) WALL / BEAM MOUNT. (OPM) OVERHEAD POST MOUNT. (OM) OVERHEAD MOUNT

(WM) WALL / BEAM MOUNT



(OPM) OVERHEAD POST MOUNT

(OV) OVERHEAD MOUNT

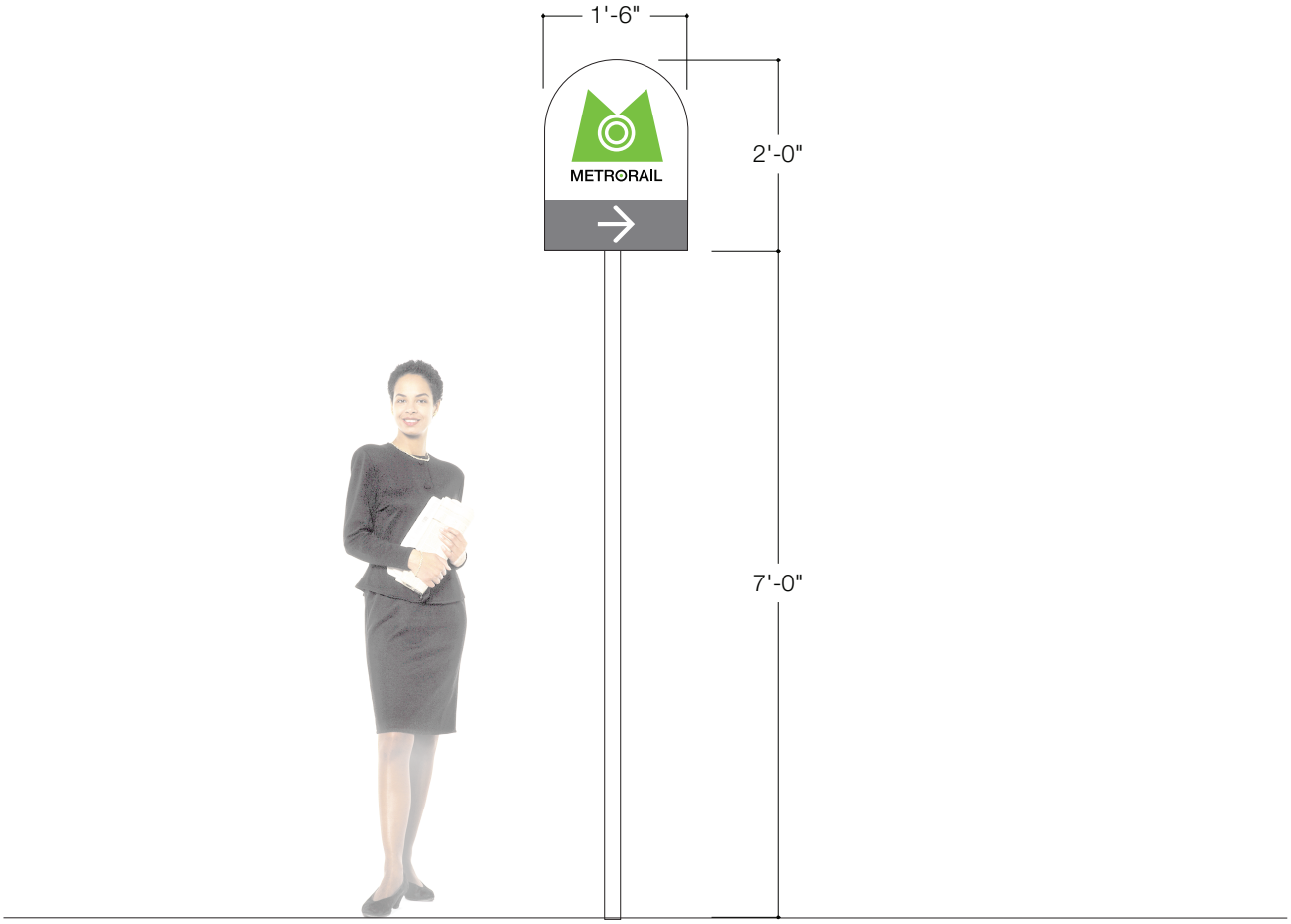
ZONE AREA - B,C,D,E

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

SIGNS WILL VARY IN SIZE AND MESSAGE AS APPROPRIATE TO LOCATION.
SIGNS MAY APPEAR AT ZONE AREAS B,C,D AND CODES WILL CHANGE APPROPRIATELY
TO ZONE AREA AS NECESSARY.

SCALE 1/2”=1’

SIGN TYPE. EX/TB/PM/1



SIGN TYPE EX/TB/PM/1 POST MOUNT

ZONE AREA A

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

SCALE 1/2”=1’

ZONE AREA - A

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

SIGNS WILL VARY IN SIZE AND MESSAGE AS APPROPRIATE TO LOCATION.

SCALE 1/2”=1’

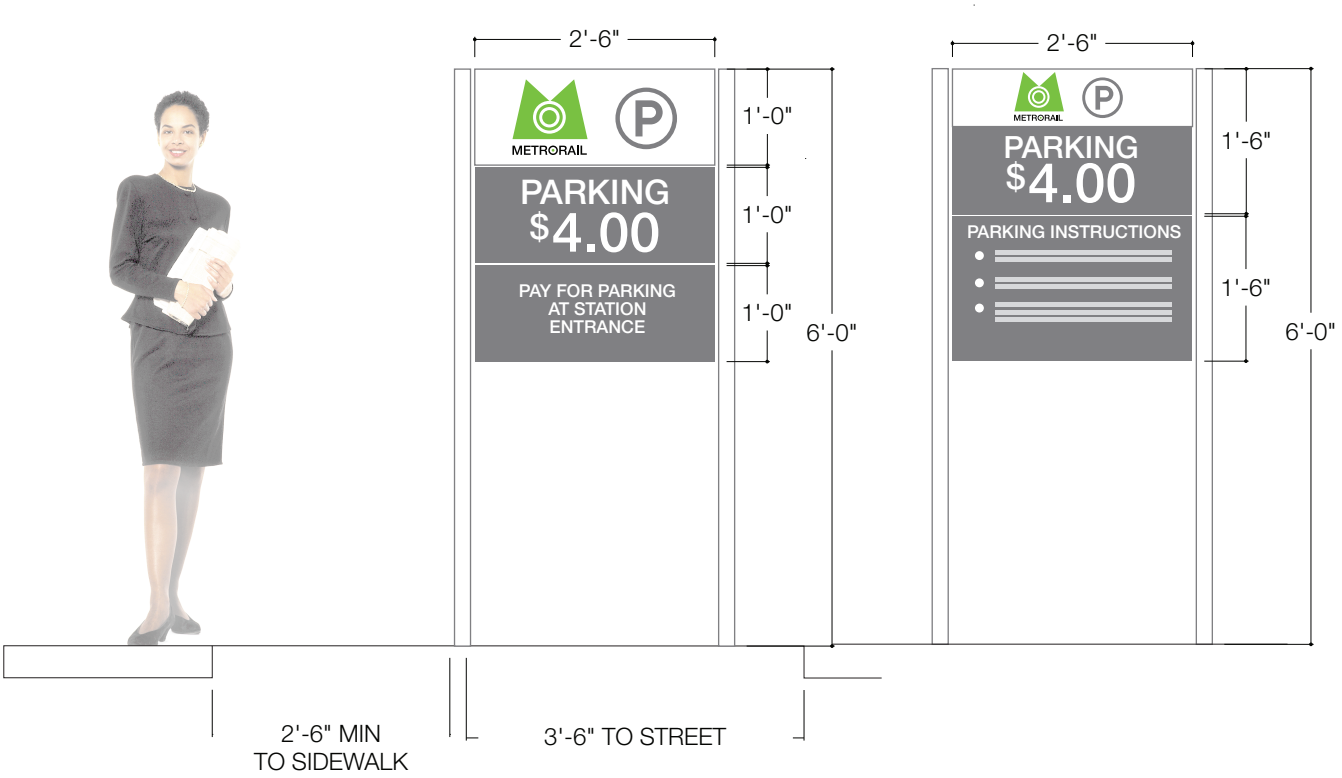
ZONE AREA - A

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

SIGNS WILL VARY IN SIZE AND MESSAGE AS APPROPRIATE TO LOCATION

SCALE 1/2”=1’

SIGN TYPES. P/PF/DPM/1. P/PF/DPM/2.



SIGN TYPE P/PF/DPM/1

SIGN TYPE P/PF/DPM/2

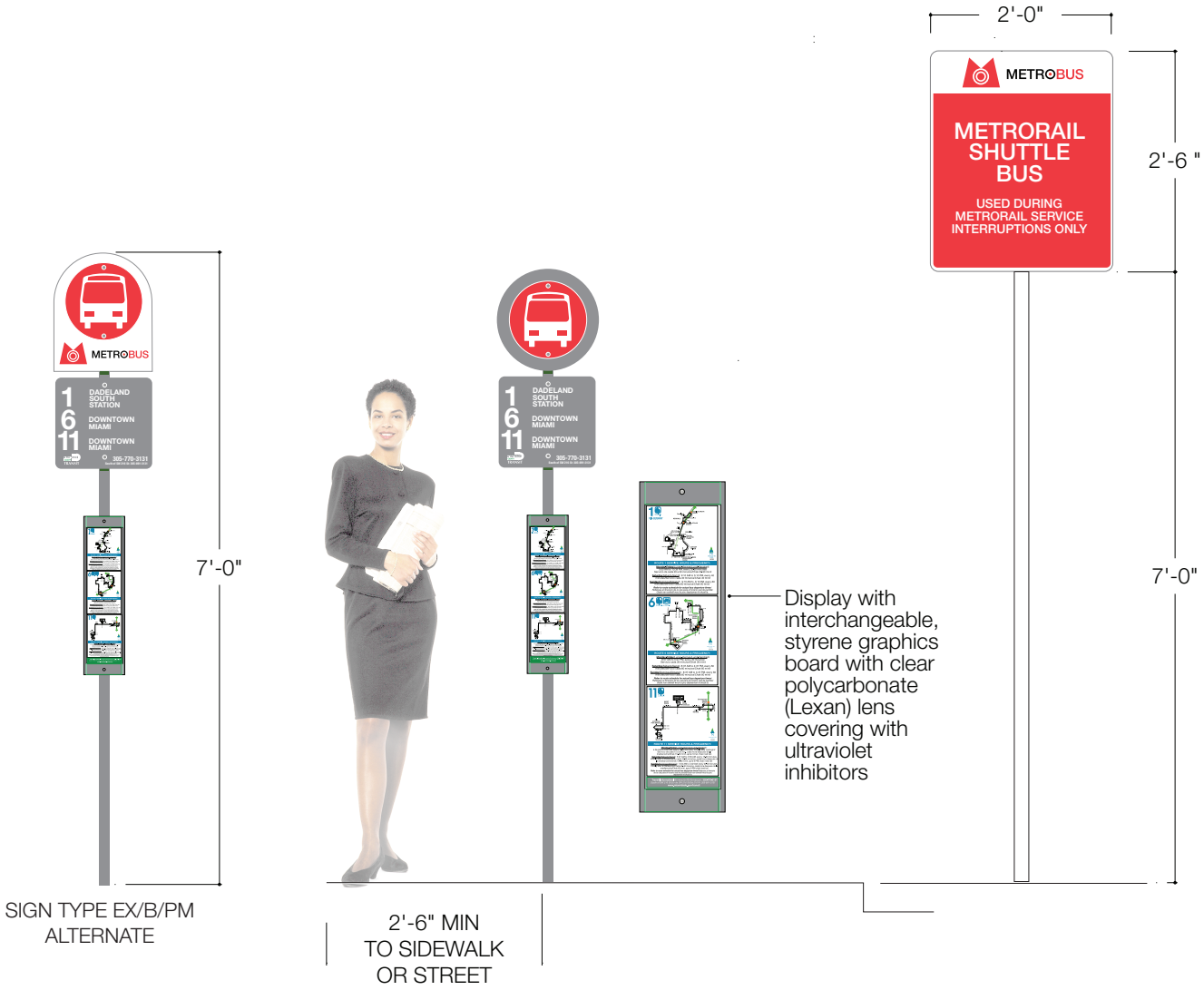
ZONE AREA B

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

SIGNS WILL VARY IN SIZE AND MESSAGE AS APPROPRIATE TO LOCATION

SCALE 1/2”=1’

SIGN TYPES. EX/B/PM/2,3

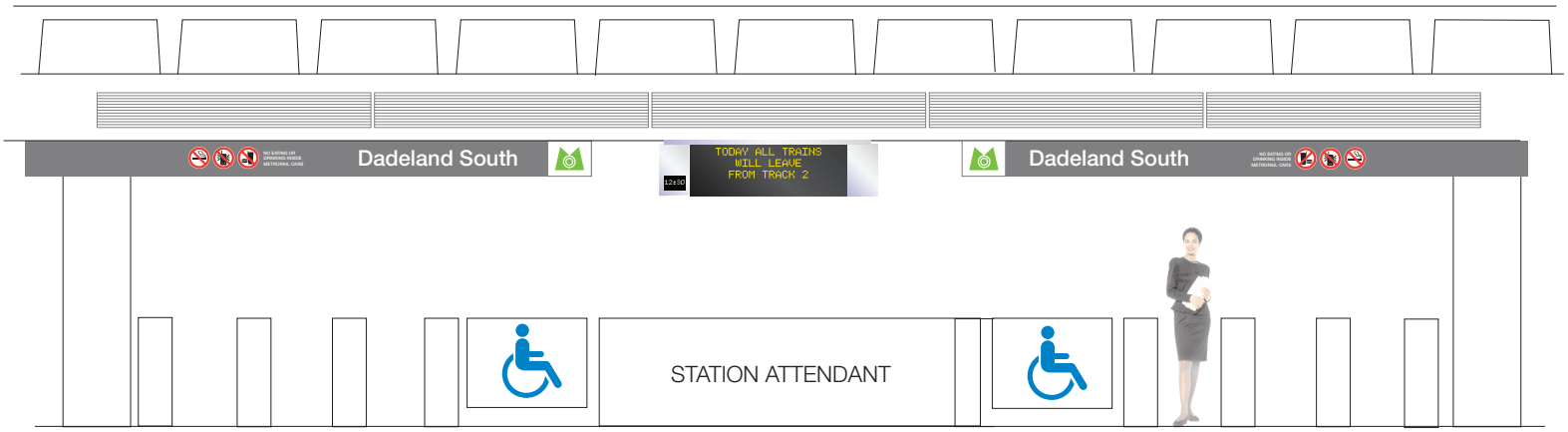


ZONE AREA - ZONE B

SIGN TYPE E/B//PM1 RED COLOR FOR BUS IDENITFIERS HAS BEEN APPROVED BY MDT

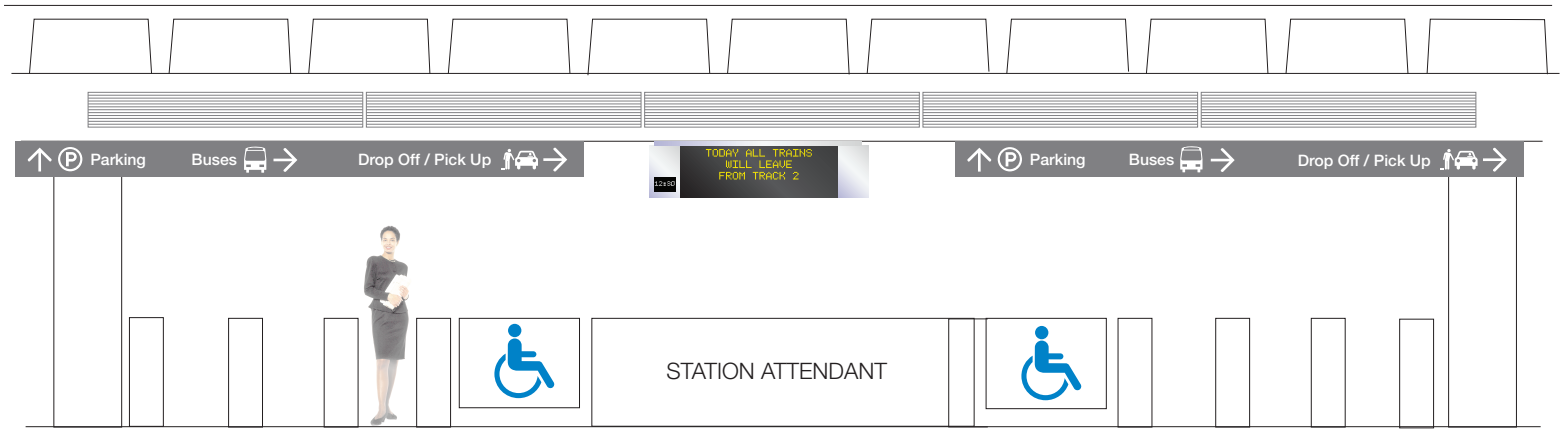
SCALE 1/2”=1’

SIGN TYPES. C/SI/OM. C/DIR/OM. C/D/GM. C/VMS/OM.



SIGN TYPE C/SI/OM/1 | SIGN TYPE C/D/GM | SIGN TYPE C/VMS/OM | SIGN TYPE C/D/GM | SIGN TYPE C/SI/OM/2

STATION ENTRY / NON PAID AREA - ZONE C



SIGN TYPE D/DIR/OM/1 | SIGN TYPE D/D/GM | SIGN TYPE D/VMS/OM | SIGN TYPE D/D/GM | SIGN TYPE D/DIR/OM/2

STATION EXIT / PAID AREA - ZONE D

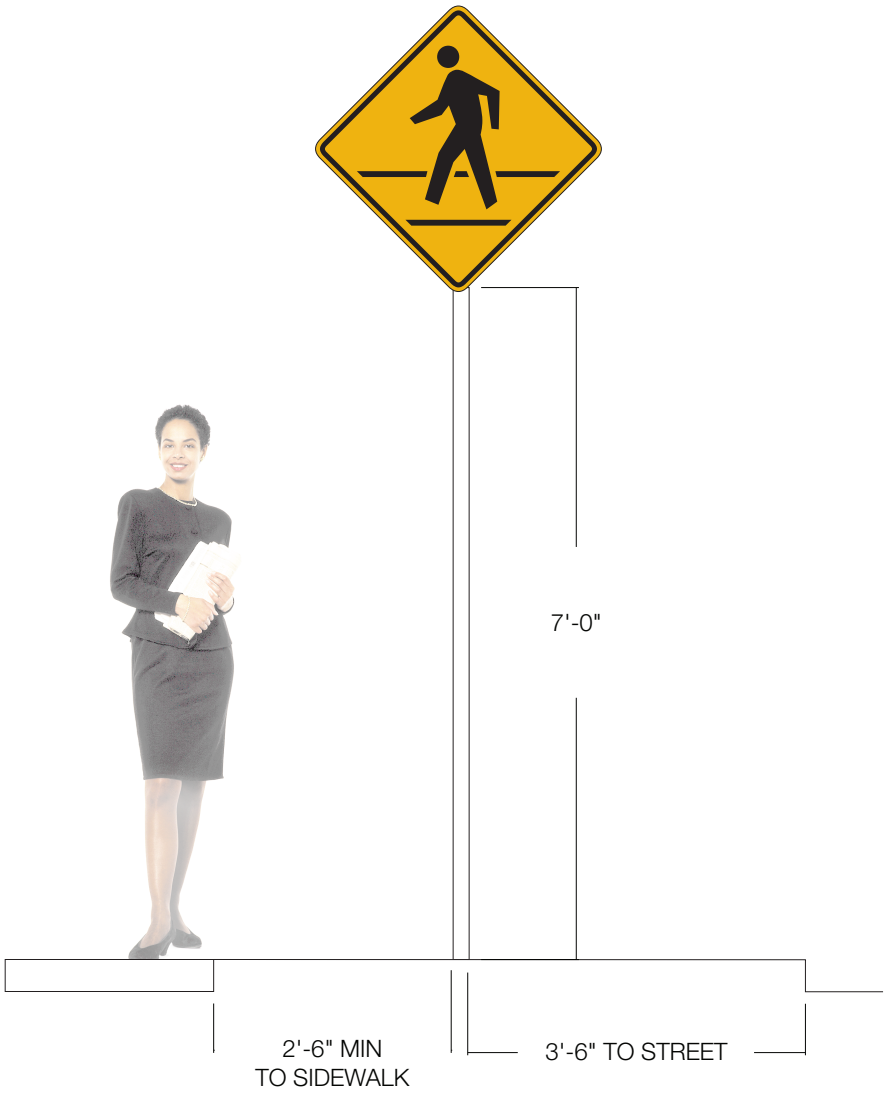
ZONE AREA - A,B,C,D,E

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

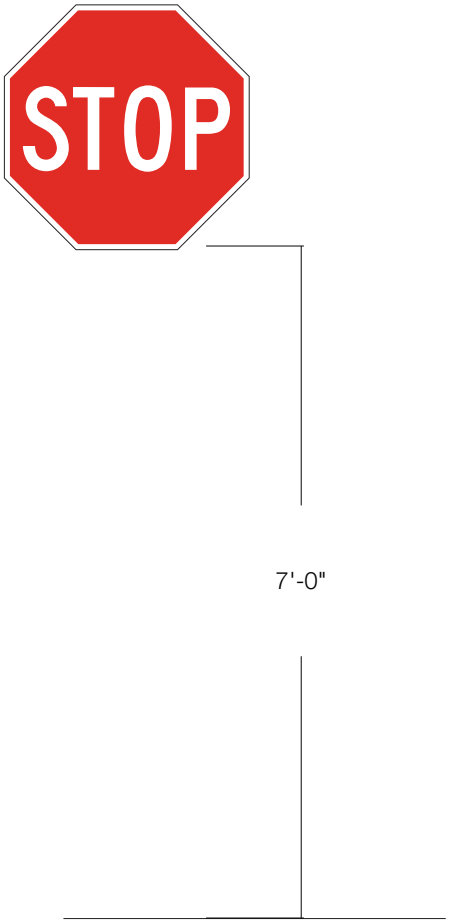
SIGNS WILL VARY IN SIZE AND MESSAGE AS APPROPRIATE TO LOCATION.
CODES WILL CHANGE APPROPRIATELY AS NECESSARY.

SCALE 3/16”=1’

SIGN TYPES. EX/TC/PM/1. EX/TC/WM.



SIGN TYPE EX/TC/PM/1



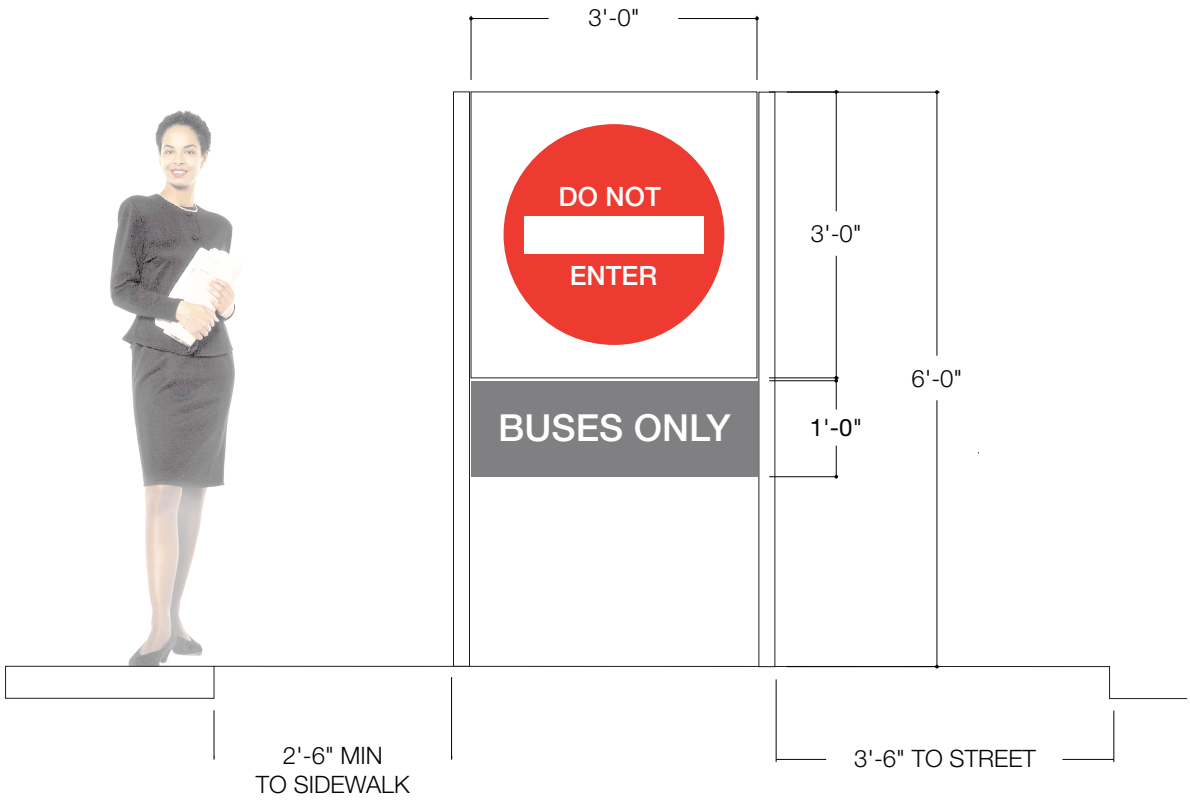
SIGN TYPE EX/TC/WM

ZONE AREA A, B

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

SIGNS WILL VARY IN SIZE AND MESSAGE AS APPROPRIATE TO LOCATION.
REFER TO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, DEPARTMENT OF TRANSPORTATION (DOT).

SCALE 1/2”=1’



SIGN TYPE EX/TC/DPM/1

ZONE AREA A, B

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

SIGNS WILL VARY IN SIZE AND MESSAGE AS APPROPRIATE TO LOCATION
SIGNS MAY APPEAR AT CONCOURSE AND MEZZANINE LEVELS
AND CODES WILL CHANGE APPROPRIATELY TO C/DIR/WM ON CONCOURSE LEVEL,
M/DIR/OM ON MEZZANINE LEVEL AS NECESSARY.

SCALE 1/2”=1’

SIGN TYPE P/PF/PM

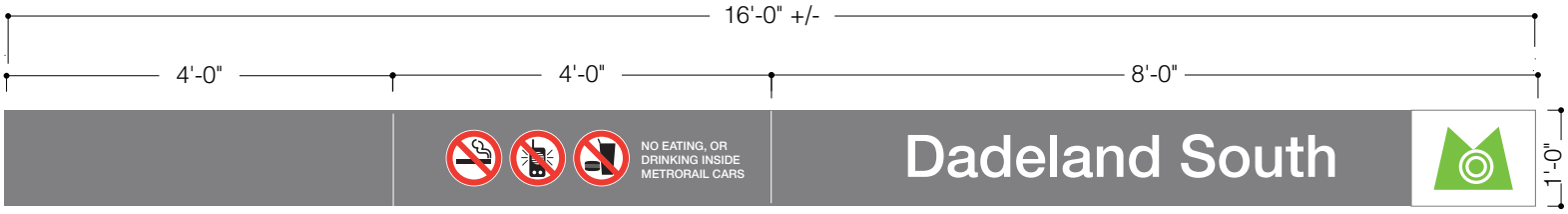
SIGN TYPE P/PF/WM

ZONE AREA - ZONE B, C, D

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

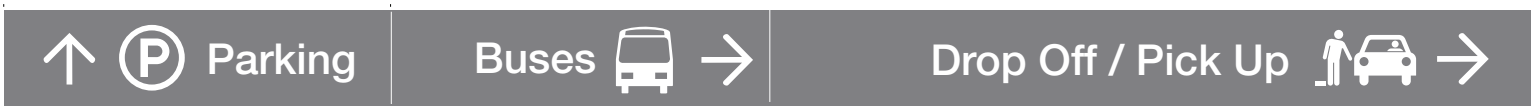
SIGNS WILL VARY IN SIZE AND MESSAGE AND MAY APPEAR AT CONCOURSE LEVELS.
CODES WILL CHANGE APPROPRIATELY TO AREA LOCATION.

SCALE 1/2”=1’



SIGN TYPE C/SI/OM

STATION ENTRY / NON PAID AREA - ZONE C ON EACH SIDE OF ATTENDANTS BOOTH



SIGN TYPE C/DIR/OM

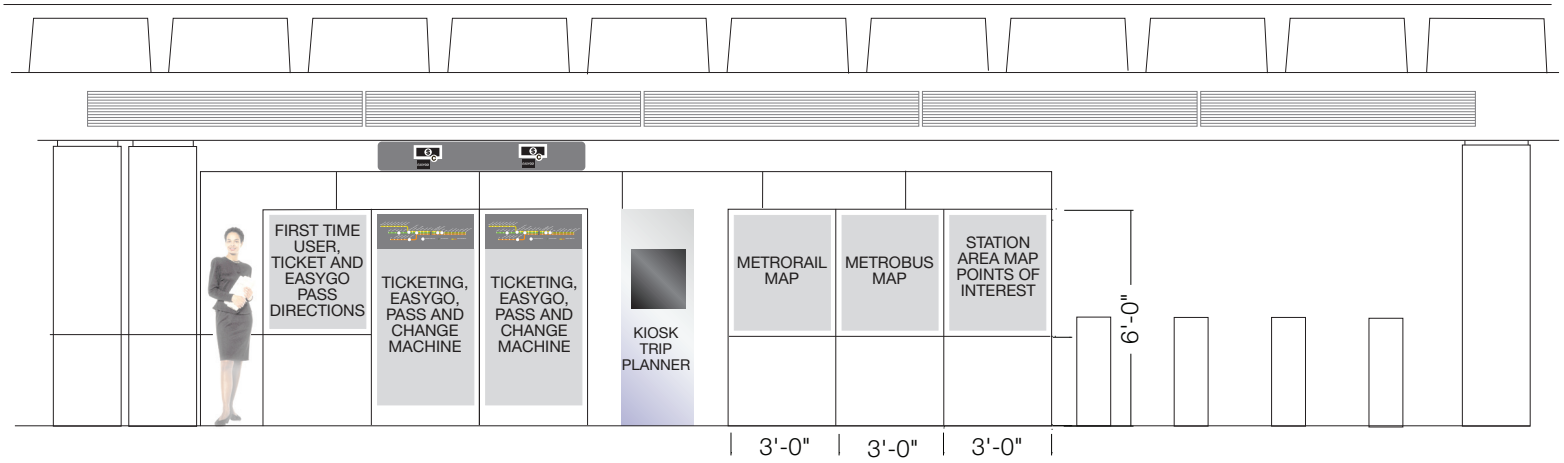
STATION ENTRY / PAID AREA - ZONE D ON EACH SIDE OF ATTENDANTS BOOTH

PAID AND UNPAID AREA - ZONES C, D

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

SIGNS WILL VARY IN SIZE AND MESSAGE AS APPROPRIATE TO LOCATION
SIGNS MAY APPEAR AT CONCOURSE AND MEZZANINE LEVELS AND CODES WILL CHANGE APPROPRIATELY TO C/SI/OM ON CONCOURSE LEVEL, M/SI/OM ON MEZZANINE LEVEL AS NECESSARY.

SCALE 1/2”=1’



SIGN TYPE C/I/PM/1

SIGN TYPE C/I/OM
TICKET/ CHANGE MACHINES

SIGN TYPE C/K/FM

SIGN TYPE C/DIR/DPM/1, 2, 3

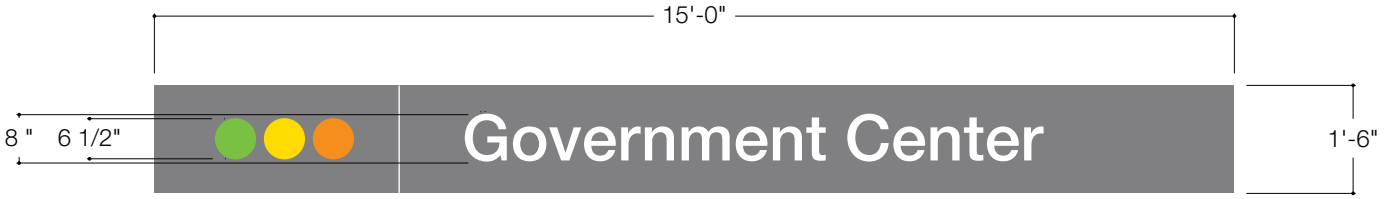
STATION ENTRY / NON PAID AREA - ZONE C

ZONE AREA C

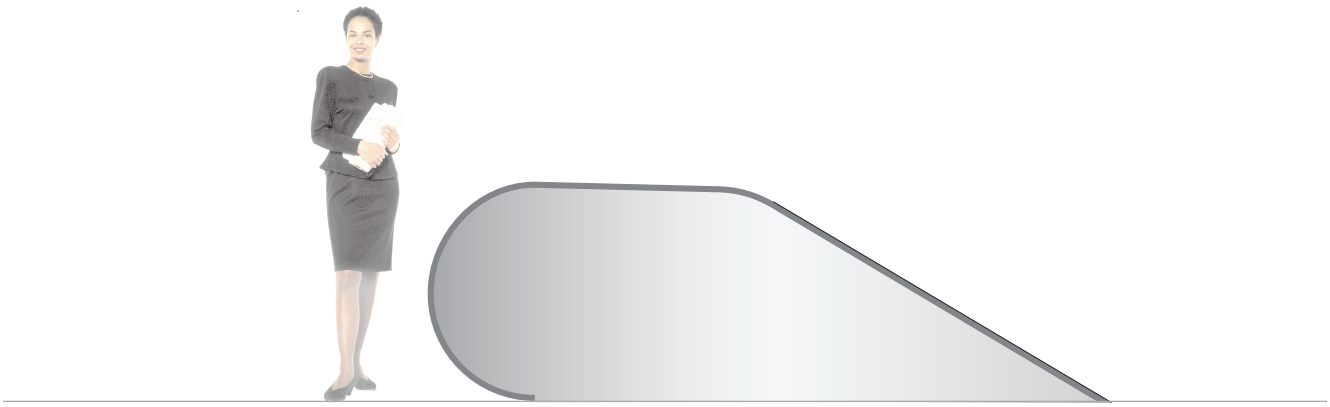
SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

SIGNS WILL VARY IN SIZE AND MESSAGE AS APPROPRIATE TO LOCATION.
SIGNS MAY APPEAR AT CONCOURSE AND MEZZANINE LEVELS AND CODES WILL CHANGE AS NECESSARY.

SCALE 3/16”=1’



SIGN TYPE T/SI/OM/2

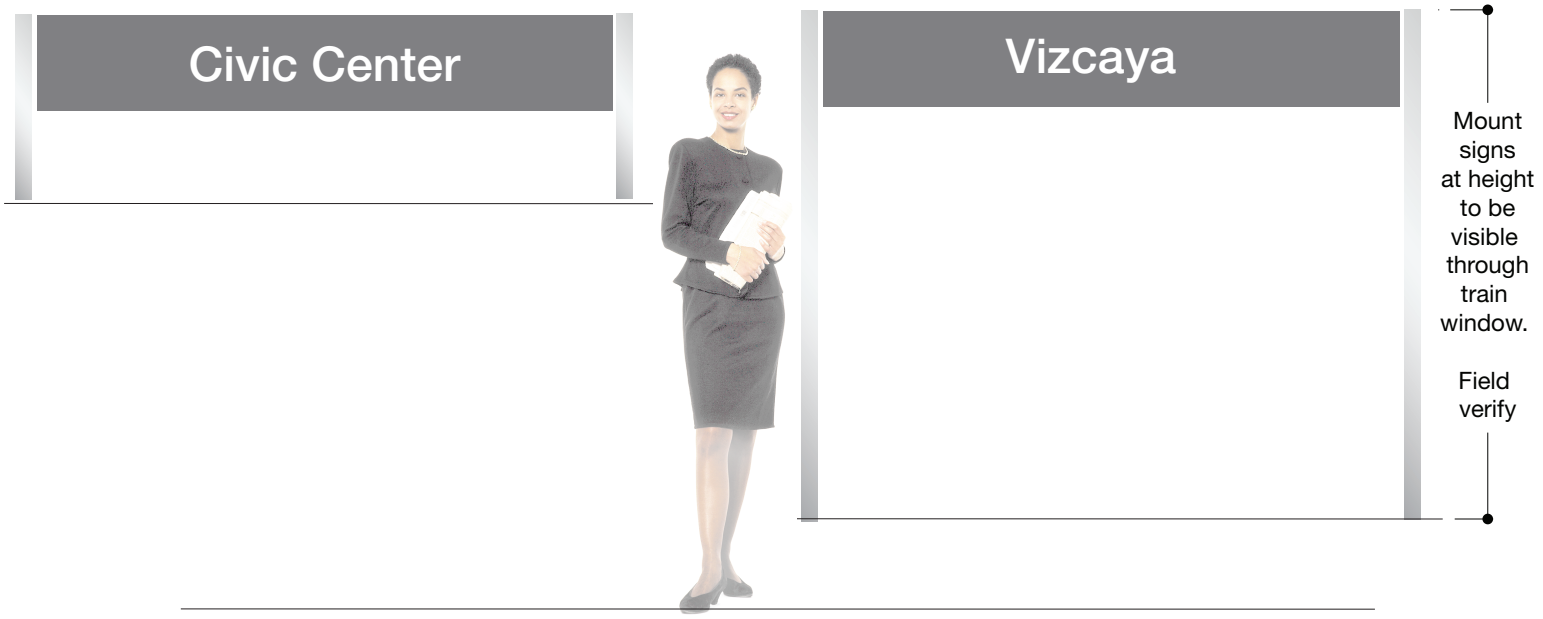


ZONE AREA E - PLATFORM / TRAIN AREA

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

SIGNS WILL BE PLACED AS NECESSARY ON BOTH SIDES OF PLATFORM PARALLEL TO PLATFORMS ON OVERHEAD BEAMS

SCALE 3/8”=1’



SIGN TYPE T/SI/OR/1

SIGN TYPE T/SI/OR/2

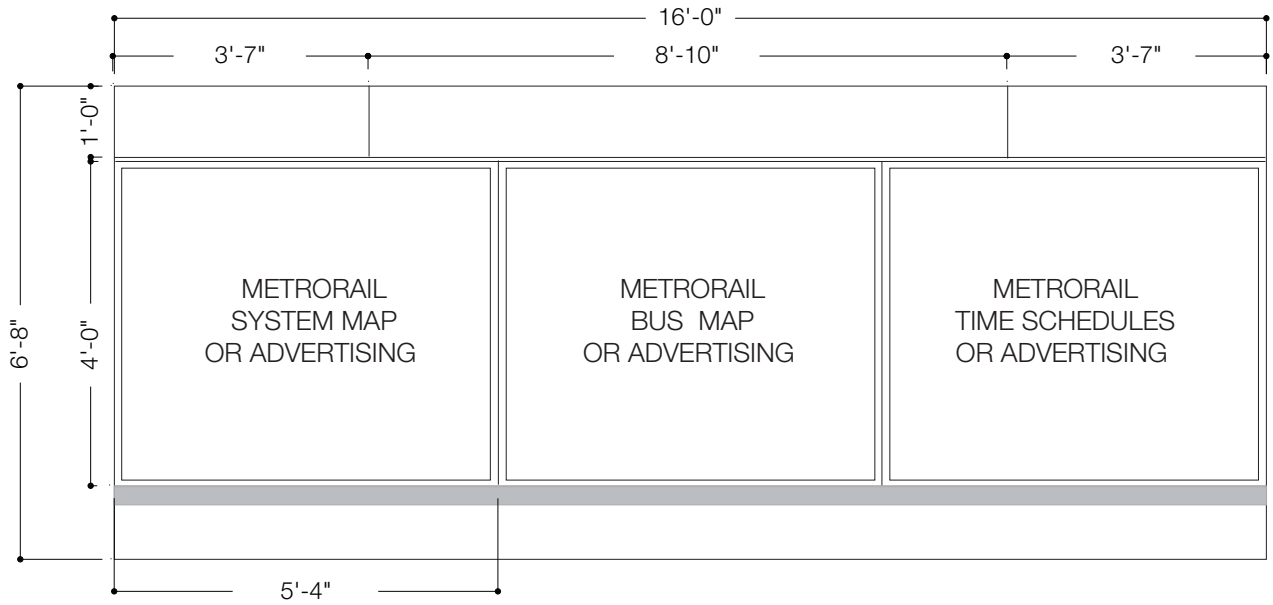
ZONE AREA E - PLATFORM / TRAIN LEVEL

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

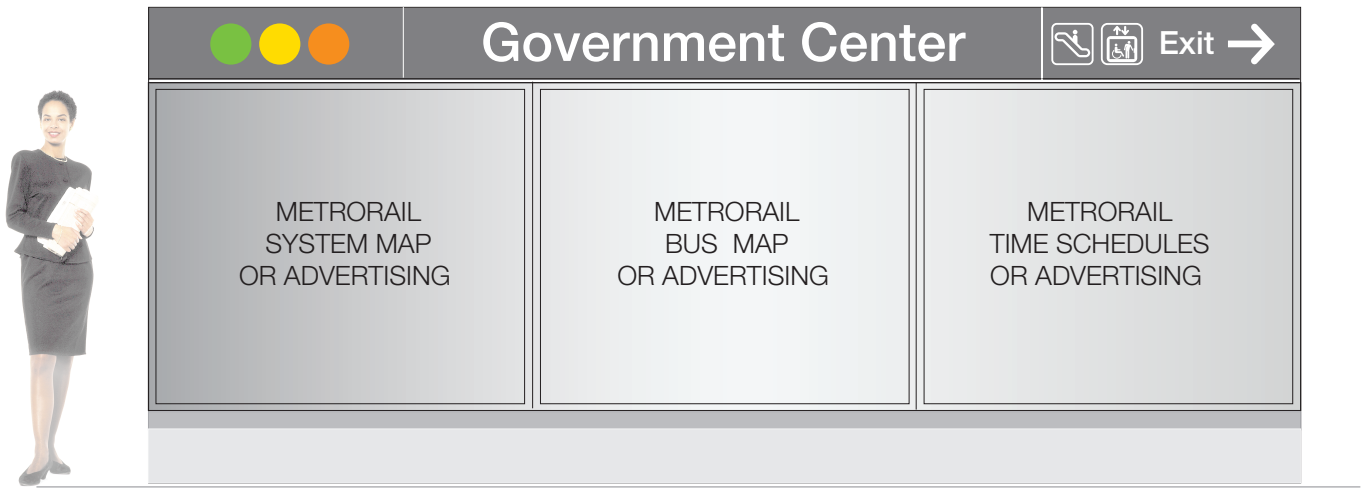
OUTER TRACK STATION IDENDIFIERS MUST BE VISIBLE FROM TRAIN WINDOWS

SCALE 1/2”=1’

SIGN TYPES. T/WS/P1. T/WS/P/2,3,4



SIGN TYPE T/WS/P1 HEADER



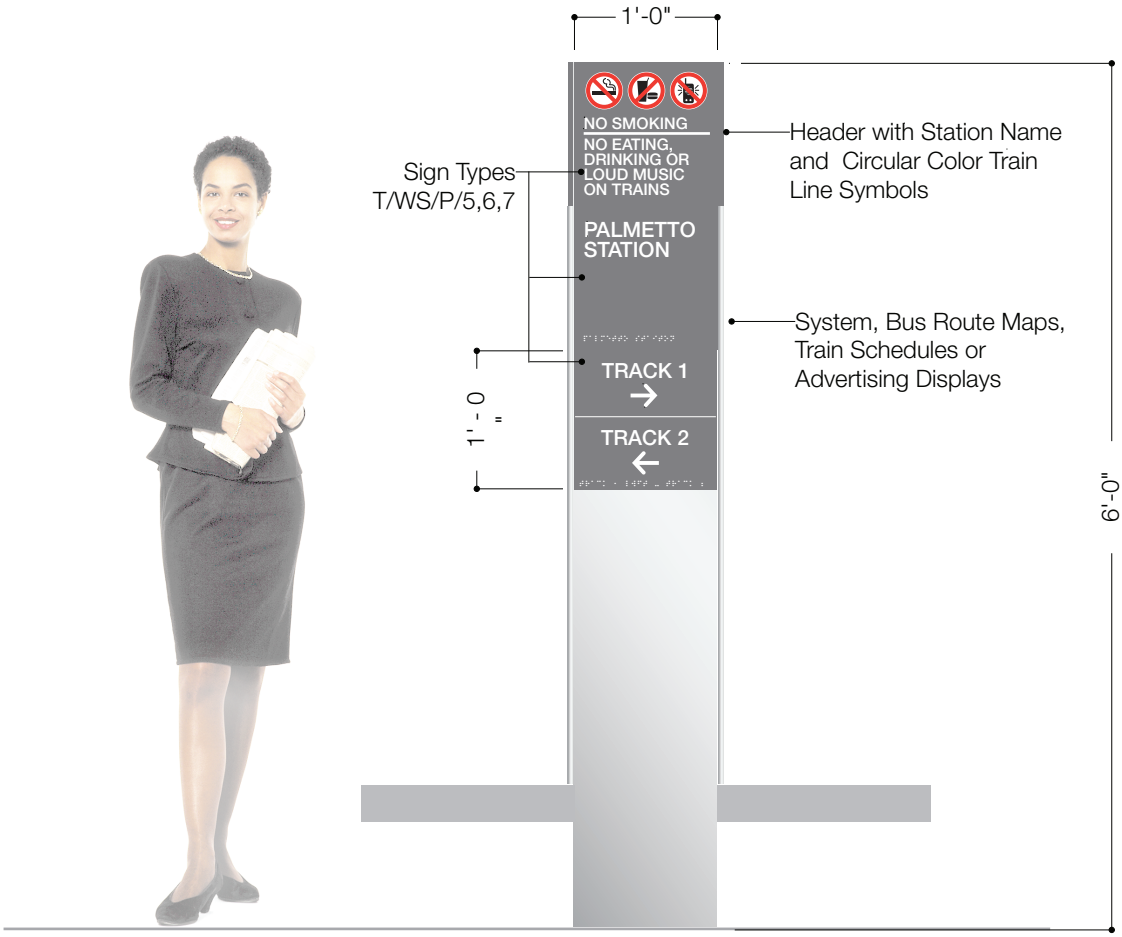
SIGN TYPE T/WS/P/2 SIGN TYPE T/WS/P/3 SIGN TYPE T/WS/P/4

ZONE AREA E

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

WINDSCREENS ARE TWO SIDED

SCALE 3/8”=1’



SIGN TYPE T/WS/P/5,6,7

PLATFORM / TRAIN AREA - ZONE E

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

WINDSCREENS ARE TWO SIDED

SCALE 3/8”=1’

SIGN TYPE T/WS/P/8

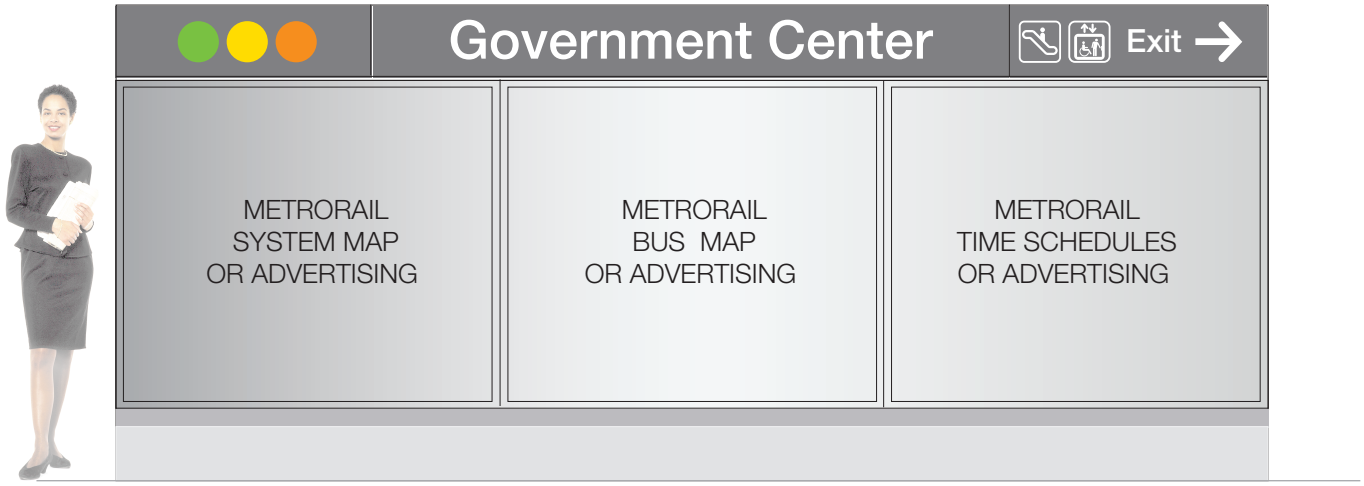
ZONE AREA E - PLATFORM / TRAIN AREA

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

WINDSCREENS HAVE TWO END PANELS TO ACCEPT PANELS 5,6,7,8

SCALE 3/8”=1’

SIGN TYPE T/LS/OM



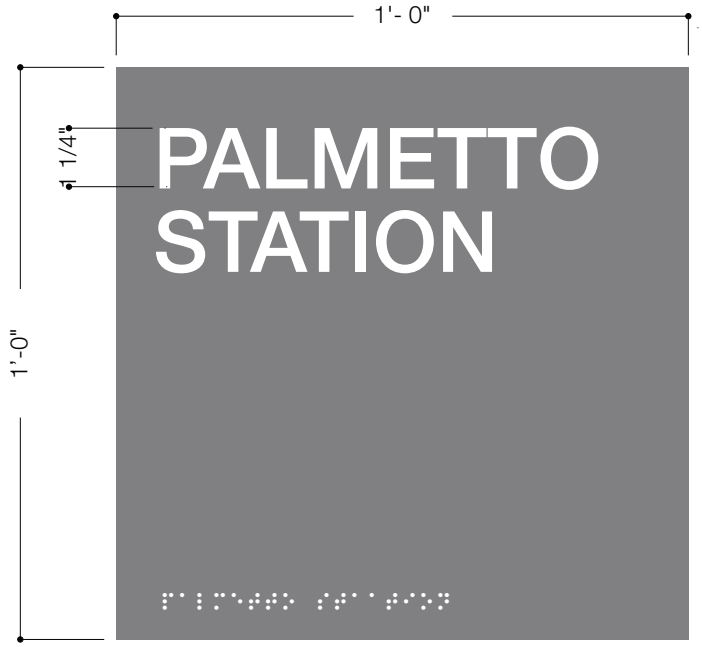
PLATFORM / TRAIN LEVEL - ZONE E

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE OR INTERCHANGEABLE FACES

PLACED AT WINDSCREEN AREAS ON BOTH SIDES OF PLATFORM PARALLEL TO PLATFORMS ON OVERHEAD BEAMS OR WHERE NECESSARY.

SCALE 3/8”=1’

SIGN TYPES. T/WS/P/5,6,7



SIGN TPE T/WS/P/6

SIGN TPE T/WS/P/7

SIGN TPE T/WS/P/5

Signs to be constructed
of one piece 1/8" photosensitive plastic
(Tedlar) etched to leave 1/32" raised
letterforms, braille, and arrows.
No drinking, eating or loud music
symbols are non tactile.

ZONE AREA E - PLATFORM / TRAIN AREA

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

WINDSCREENS HAVE TWO END PANELS TO ACCEPT PANELS 5,6,7,8

SCALE 3"=1"

Signs to be constructed
of one piece 1/8" photosensitive plastic
(Tedlar) etched to leave 1/32" raised
letterforms, braille, and arrows.
No drinking, eating or loud music
symbols are non tactile.

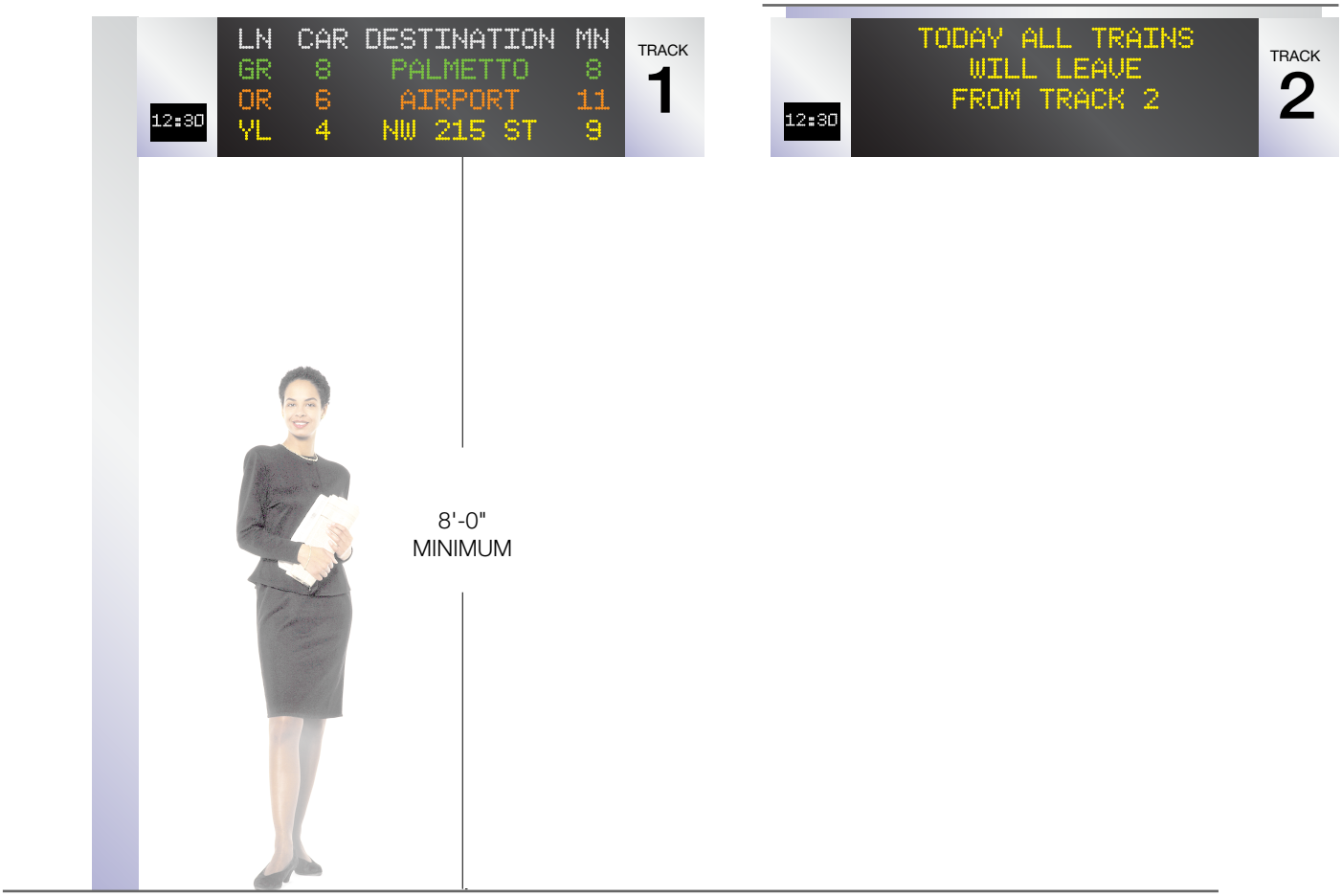
SIGN TPE T/WS/P/8

ZONE AREA E - PLATFORM / TRAIN AREA

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

WINDSCREENS HAVE TWO END PANELS TO ACCEPT PANELS 5,6,7,8

SCALE 1 1/2"=1"



SIGN TYPE T/VMS/PM

SIGN TYPE T/VMS/OM

ZONE AREA - D, E

SIGNS WILL BE PLACED PERPENDICULAR TO PLATFORM AREA

ELECTRONIC VMS SIGNS WILL VARY IN SIZE AND MESSAGE AS APPROPRIATE TO LOCATION.
SIGNS MAY APPEAR AT TRAIN, CONCOURSE AND MEZZANINE LEVELS AND CODES WILL CHANGE APPROPRIATELY TO C/VMS/OM ON CONCOURSE LEVEL, M/VMS/OM ON MEZZANINE LEVEL AS NECESSARY.

SCALE 1/2”=1’

PLATFORM / TRAIN LEVEL / TRAIN INFORMATION DISPLAY - ZONE E

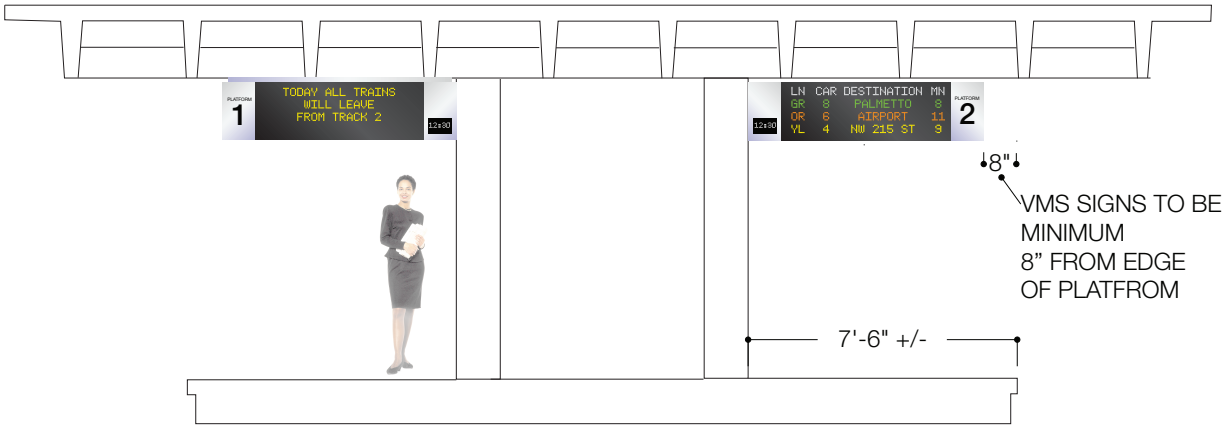
ALL LEVELS AND PARKING / MISCELLANEOUS INFORMATION DISPLAY - ZONE A,C,D,E

ZONE AREA - D,E

SIGNS WILL BE PLACED PERPENDICULAR TO PLATFORM OR WALKWAY AREA

ELECTRONIC VMS SIGNS WILL VARY IN SIZE AND MESSAGE AS APPROPRIATE TO LOCATION.
SIGNS MAY APPEAR AT VARIOUS ZONES AND LEVELS.
CODES WILL CHANGE APPROPRIATELY AS NECESSARY.

SCALE 1”=1’



SIGN TYPE T/VMS/OM

SIGN TYPE T/VMS/OM

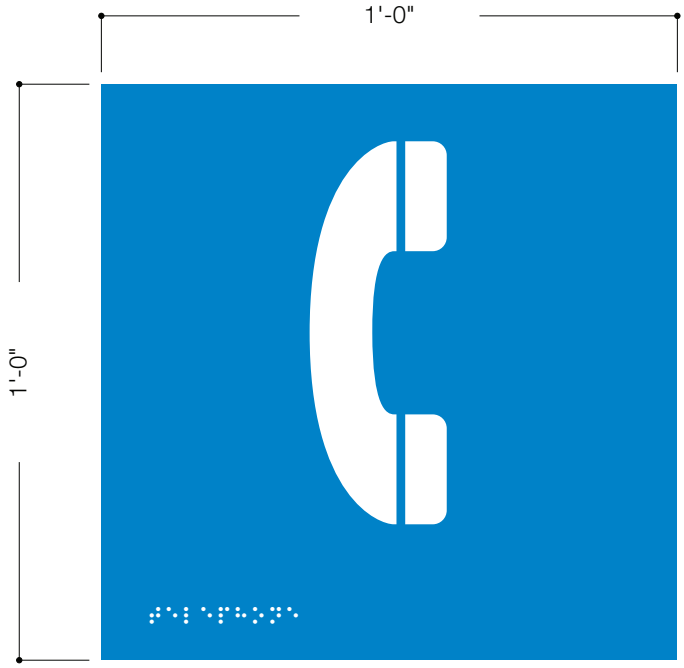
ZONE AREA E - PLATFORM / TRAIN AREA

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

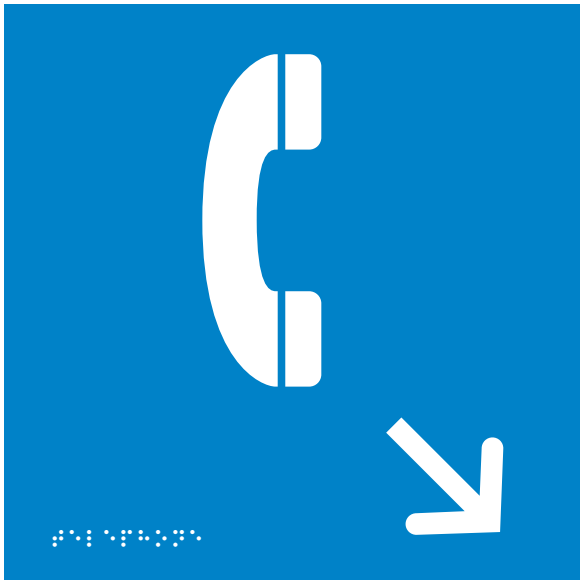
ELECTRONIC VMS SIGNS WILL VARY IN SIZE AND MESSAGE AS APPROPRIATE TO LOCATION.
SIGNS MAY APPEAR AT VARIOUS ZONES AND LEVELS.
CODES WILL CHANGE APPROPRIATELY AS NECESSARY.

SCALE 3/16”=1’

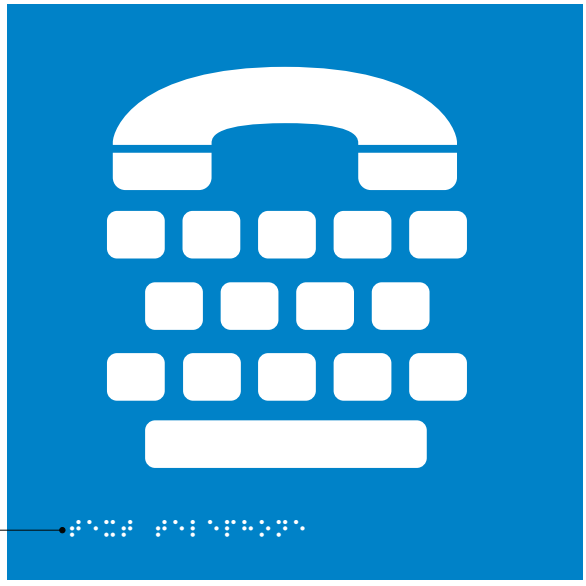
SIGN TYPES. C/T/WM/1,2,3,4. SIGNS MAY APPEAR IN ALL LOCATIONS



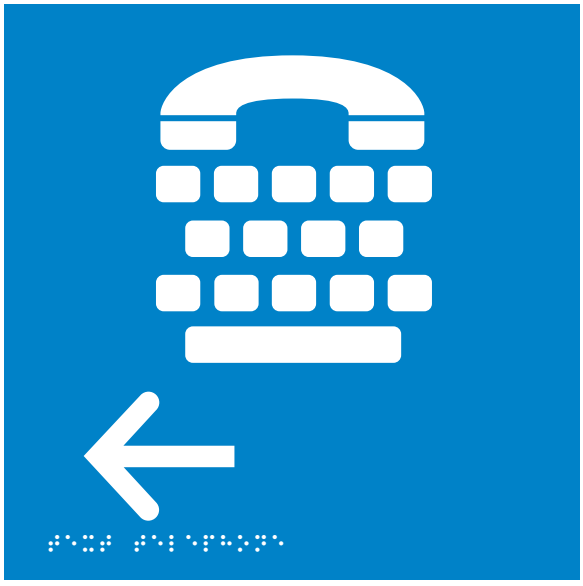
SIGN TYPE C/PT/WM/1



SIGN TYPE C/PT/WM/2



SIGN TYPE C/PT/WM/3



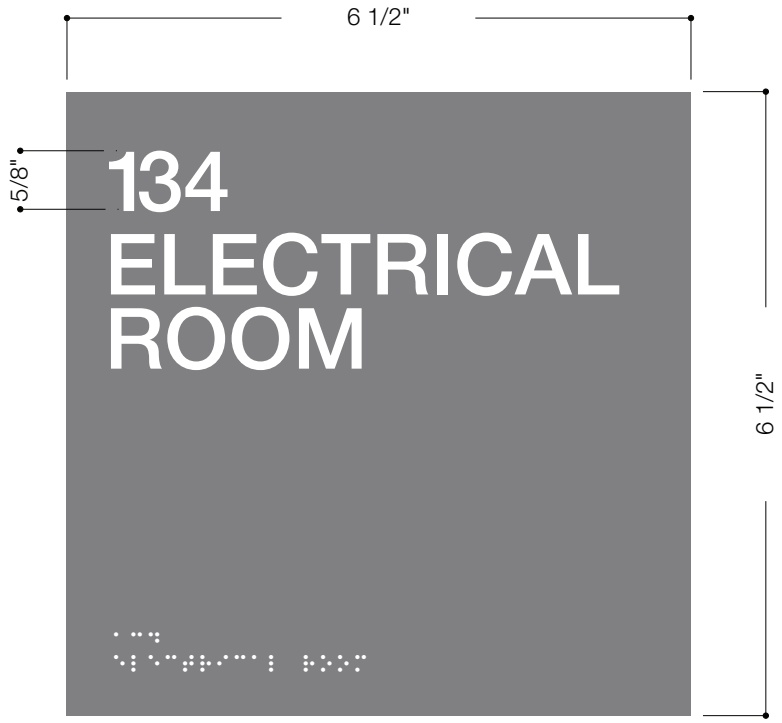
SIGN TYPE C/PT/WM/4

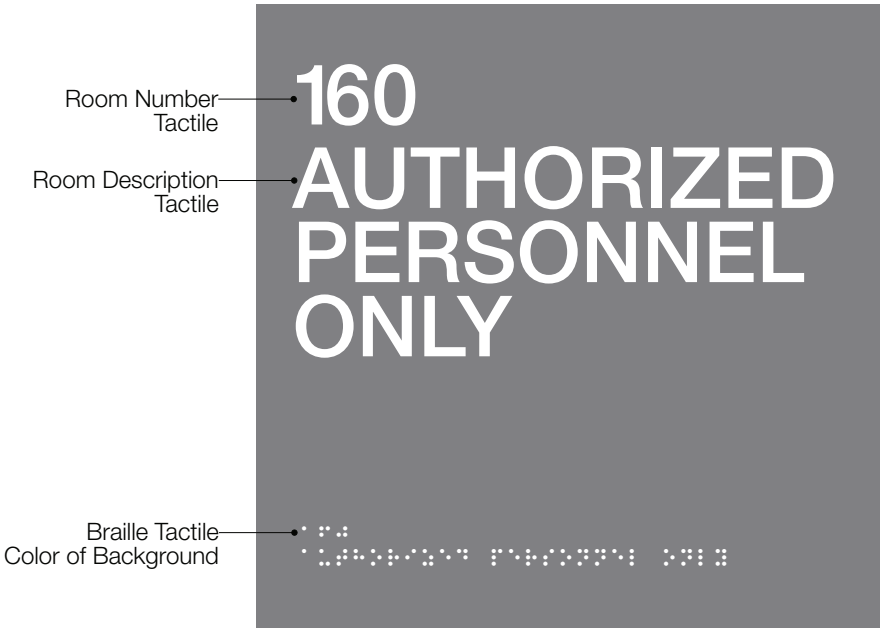
ZONE AREA D

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

SIGNS MAY APPEAR AT CONCOURSE AND MEZZANINE LEVELS AND CODES WILL CHANGE AS NECESSARY.

SCALE 1/2”=1”



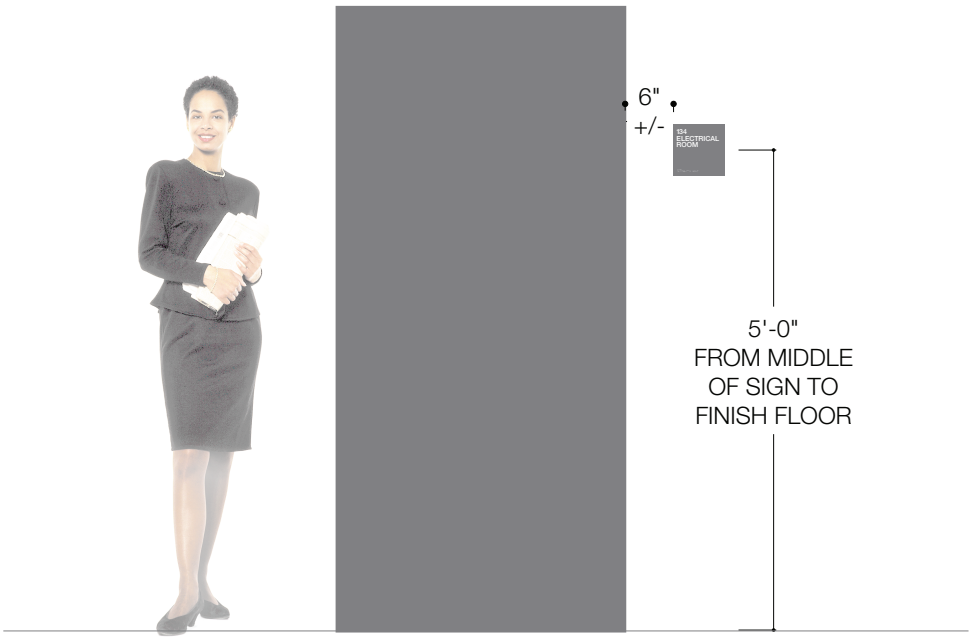


ZONE AREA - A,B,C,D,E

SIGNS WILL BE DESIGNED TO HAVE EASILY REPLACEABLE FACES

SIGNS MAY APPEAR AT ALL ZONE AND LEVEL AREAS. CODES WILL CHANGE APPROPRIATELY AS NECESSARY.

SCALE 1/2”=1”



AMERICAN WITH DISABILITIES ACT (ADA) MOUNTING HEIGHT REQUIREMENTS
FOR TACTILE AND BRAILLE ROOM IDENITIFIER SIGNS

SCALE 1/2”=1’