



DISTRICT FIVE INDUSTRY FORUM

APRIL 5, 2024



AGENDA

State of the District

What We're Doing, Where We're Headed

Major Programs Update

BDI Program Update

ACEC-FL Update

Closing

WELCOME REMARKS

John Tyler, P.E.
District Secretary



STATE OF THE DISTRICT

Florida Department of Transportation
District Five



SECRETARY JOHN E. TYLER, P.E.
April 5, 2024

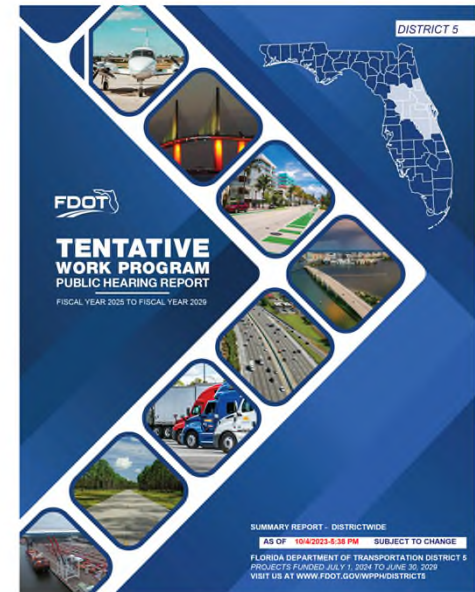


2023 BY THE NUMBERS

- **Work Program- \$5.7 billion**
- **Consultant Project Management (59 projects) - \$50 million**
- **Construction Engineering and Inspection (CEI) (17 ads) – \$39.5 million**
- **Construction projects final accepted (40) - \$406.2 million**
- **Active construction projects (106) – \$1.6 billion**

Contracts Let

- **District Let (83) - \$186.5 million**
- **Central Office Let (35) - \$270.8 million**
- **Design Build (1) - \$102.7 million**
- **Emergency Phased Design Build (1) - \$117 million**

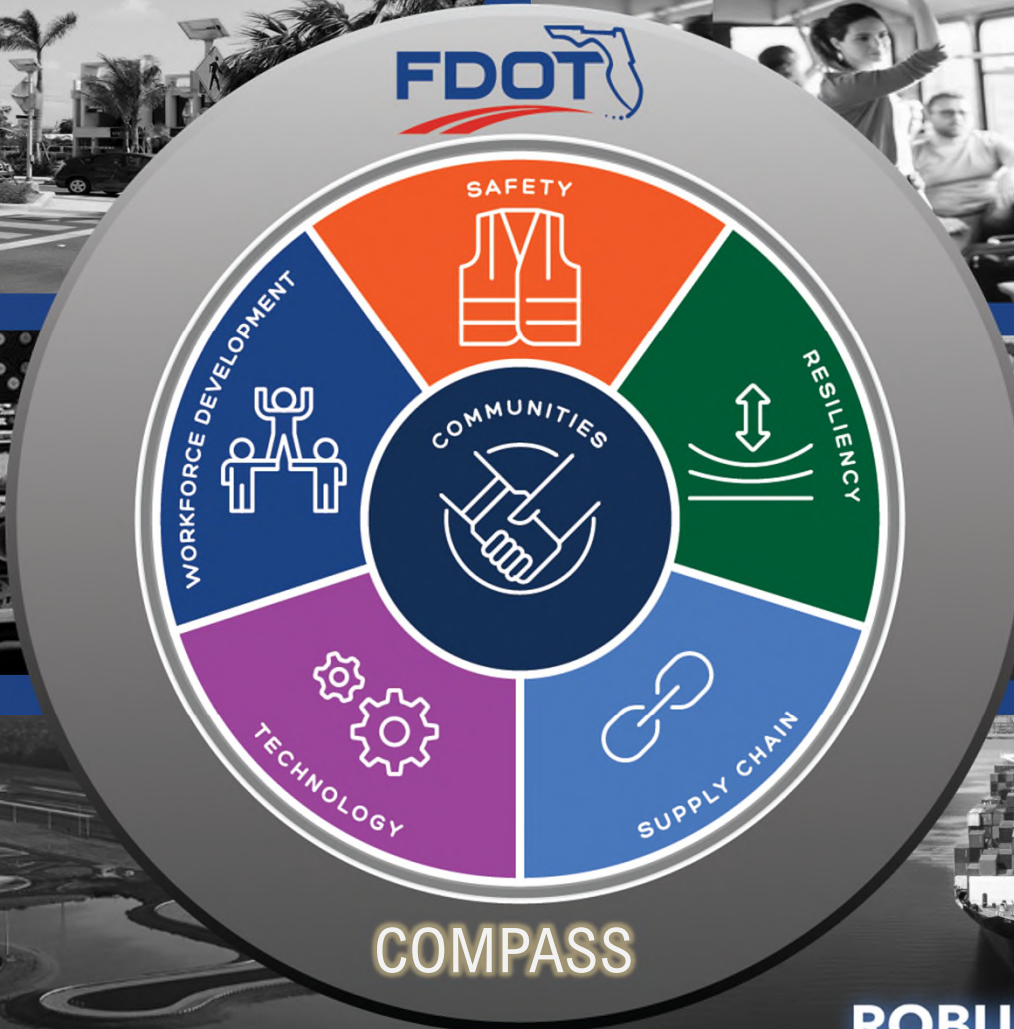


ACCOMPLISHMENTS



FDOT District Five 2023 Accomplishments video link below:

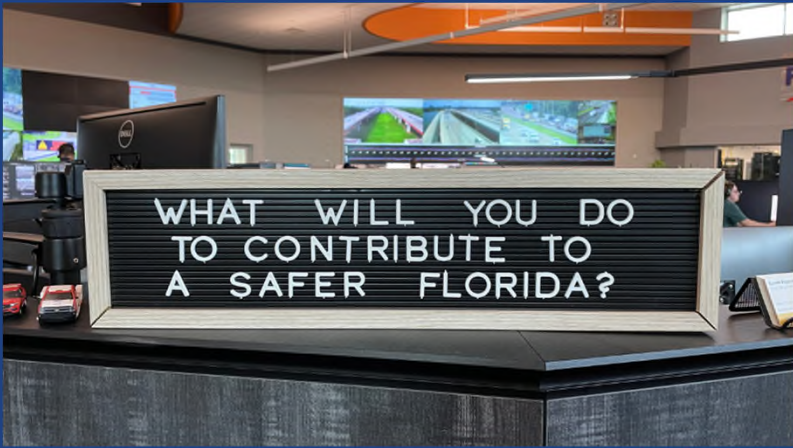
<https://www.youtube.com/watch?v=is8tdw5twbs>



SAFETY



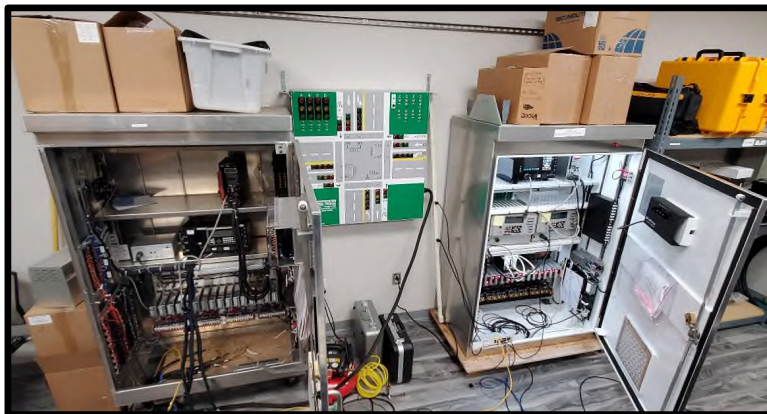
SAFETY



TECHNOLOGY



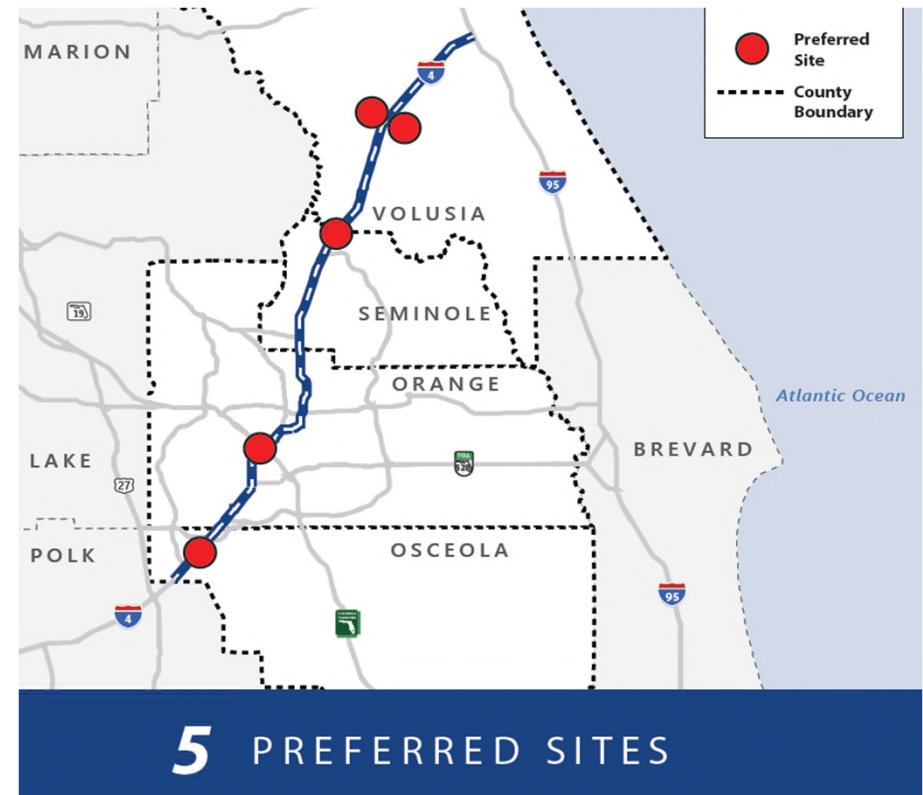
RTMC AND TRAFFIC OPERATIONS



SUPPLY CHAIN



I-4 TRUCK PARKING PD&E STUDY



RESILIENCY



DEPLOYMENT to DISTRICT TWO



A1A EMERGENCY REPAIRS



COMMUNITIES



SAFETY OUTREACH



COMMUNITY EVENTS



WORKFORCE DEVELOPMENT

Recruitment & Retention:

- 2024 Vacancy Rate – 89 (13%)
- 2023 Vacancy Rate – 95 (16%)
- 2022 Vacancy Rate – 128 (17%)
- Hiring process streamlined



Thank
you!

DEVELOPMENT FOCUS

Jack Adkins

District Director of Transportation
Development



Recent Staff Changes in District Leadership



District Design Engineer:
Ed Kestory, P.E.



District Traffic Operations Engineer:
Jim Stroz, P.E.

District Consultant Project
Management Engineer:
vacant

MOVING FLORIDA FORWARD >>

District Five Projects:

- #10: I-75 Auxiliary Lanes from S.R. 44 to S.R. 326 (\$479M)
- #12: I-4 from Champions Gate to Osceola Pkwy. (\$1,451M)
- #19: U.S. 301 Realignment from C.R. 470 to Florida's Turnpike (\$26M)
- #20: I-95 at U.S. 1 Interchange in Volusia Co. (\$340M)



- X District Five Projects
- X Other Projects



DISTRICT 5 – Planned Project

Brevard County



Financial
Management
Numbers:
426905-2 &
426905-4

Ellis Road from John Rhodes to West of Wickham Road

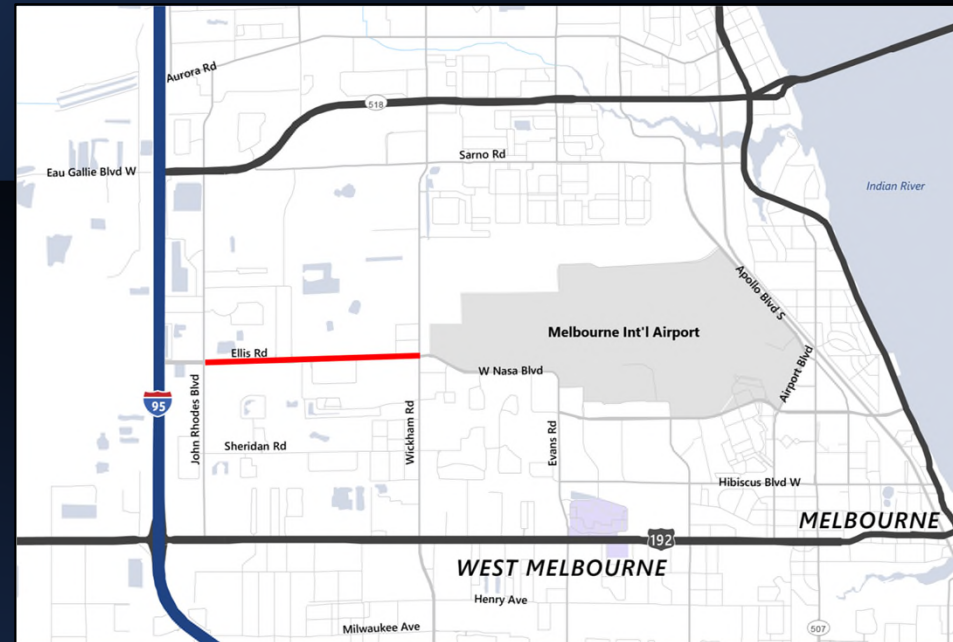
Total Construction Cost: \$81.1 Million

Unfunded Need: \$48.7 Million

Phase: Construction/CEI

Fiscal Year: 2026

- Space Coast TPO #1 Priority
- Critical for connection from I-95 to Melbourne Orlando International Airport
- Will build on success of completed I-95 at Ellis Road interchange
- Unique partnership among several agencies



DISTRICT 5 – Planned Project

Marion County



Total Construction Cost: \$98.5 M

Funded for Construction in Fiscal Year 2025

- Ocala Marion TPO's #1 Priority.
- New Diverging Diamond Interchange (DDI) planned for fast-growing part of the county.
- Burgeoning distribution hub will be accommodated.
- Congestion relief for surrounding interchanges.



DISTRICT 5 – Planned Project

Osceola County



Financial
Management
Number:
418403-7

S.R. 600 (U.S. 17/92) John Young Parkway at Pleasant Hill Road

Total Construction Cost: \$82.6 Million

Phase: Construction/CEI

Fiscal Year: 2028

- Operational improvements at key intersection in one of Florida's fastest-growing counties.
- Goal to relieve congestion, improve access, and extend bike and pedestrian facilities.
- Enhanced aesthetics southwest of Kissimmee.



DISTRICT 5 – Future Needs

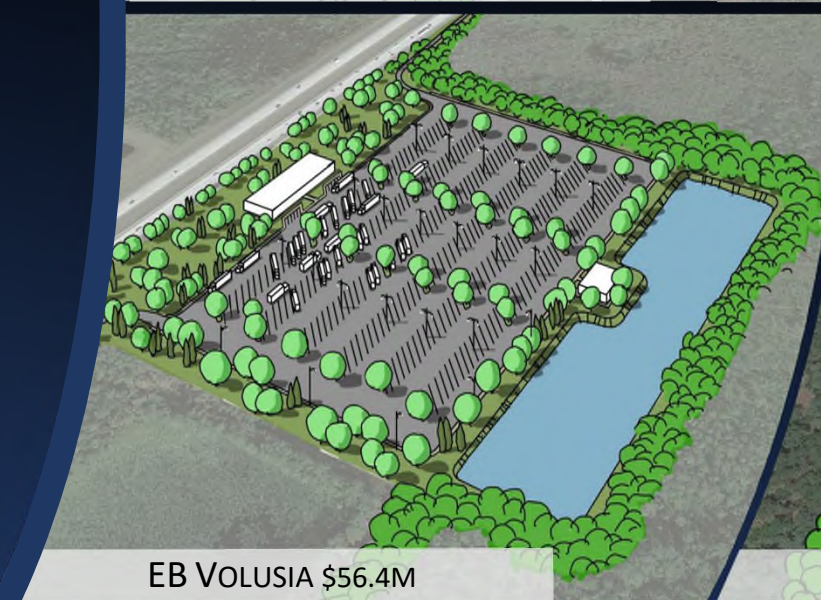
Truck Parking
\$180m INFRA Grant



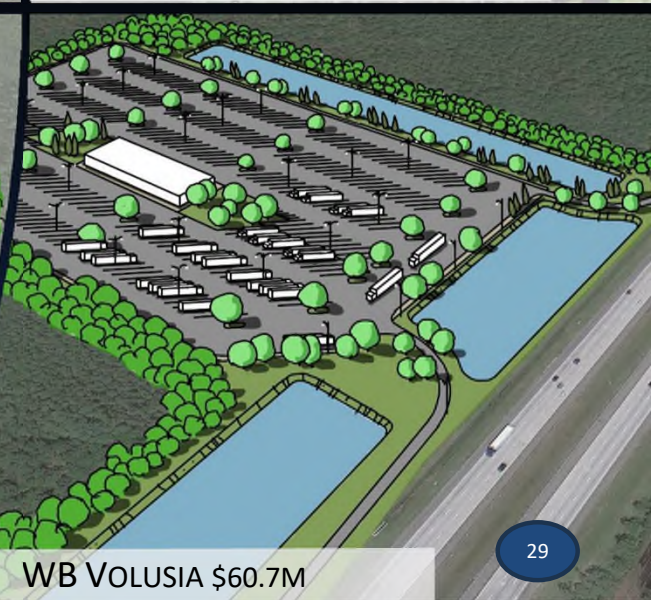
OSCEOLA \$44.5M



SEMINOLE \$21.2M



EB VOLUSIA \$56.4M



WB VOLUSIA \$60.7M

CONSTRUCTION FOCUS

John Hatfield, P.E.

District Construction Engineer



What We're Doing, Where We're Headed - Construction

Workforce Development

- Developing pilot program for CEI Inspection Staff levels
 - 3 levels for Inspectors, and 3 levels for Senior Inspectors
 - Moving from time-based to proficiency-based promotions
 - using IA's and FDOT staff recommendation
 - Next steps:
 - CEI Scope Language being developed
 - Present to Director of Construction as pilot
- More Support Staff Options on D5 CEI groupings
 - Use of CEI Engineer Intern position (higher rate)
 - Use of Inspector Aides, Assistant PA's, and Assistant CSS's
 - Must make sense and be low risk to the department

What We're Doing, Where We're Headed - Construction

- Evaluated two-page LOR proposal
- Asphalt Plant VT Services will be provided through D5 Materials
- Improved CEI Marketing Meetings Scheduling Process
 - Using MS Bookings
- CEI Scope Clarification Meetings
 - Pre-Negotiation meeting following selection and prior to rate negotiations

PROCUREMENT FOCUS

Michelle Sloan

District Procurement Manager



What We're Doing, Where We're Headed - Procurement

Listening Sessions

- Secretary's small groups
- PLEMO's road show
- One on One's with Michelle

Quarterly Quality Forum

Technical Review Committee Roundtable

Employee Classification Definitions

Electronic Review Comments

What We're Doing, Where We're Headed - Procurement

Encouraging Competition

- Timing of Advertisements
- Information in Planned Advertisements
- Type of Selection
- Contract Value
- Small Business Set-Asides

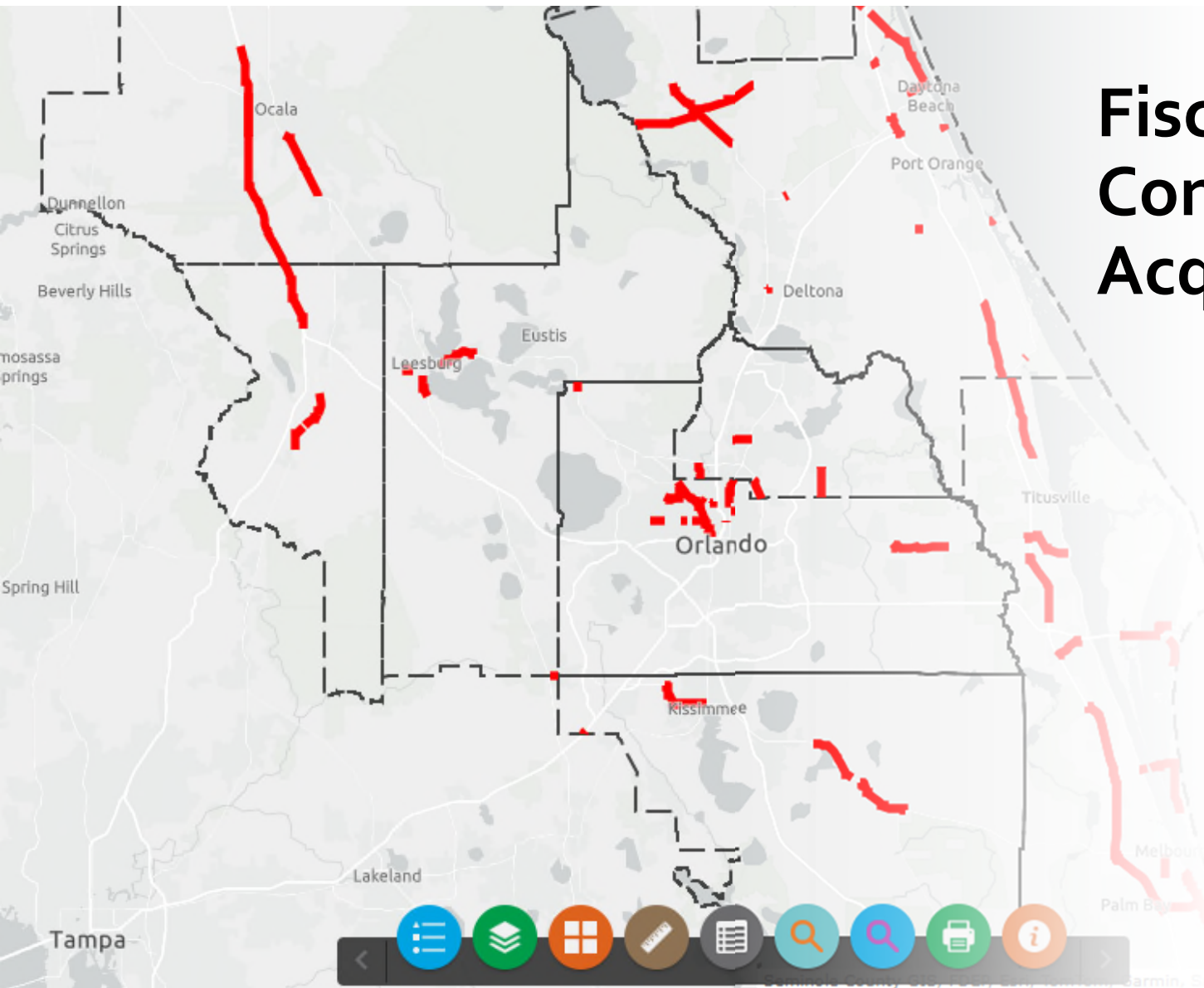
Mutual Gains Negotiations Training

General Marketing – Staff Presentations

Work Force Development

Fiscal Year 25 Consultant Acquisition Plan

- Released February 2024
- Available online
- Based on Snapshot



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SUNRAIL / SUNSHINE COORIDOR

David Cooke

District Rail Administration Manager





SunRail Update

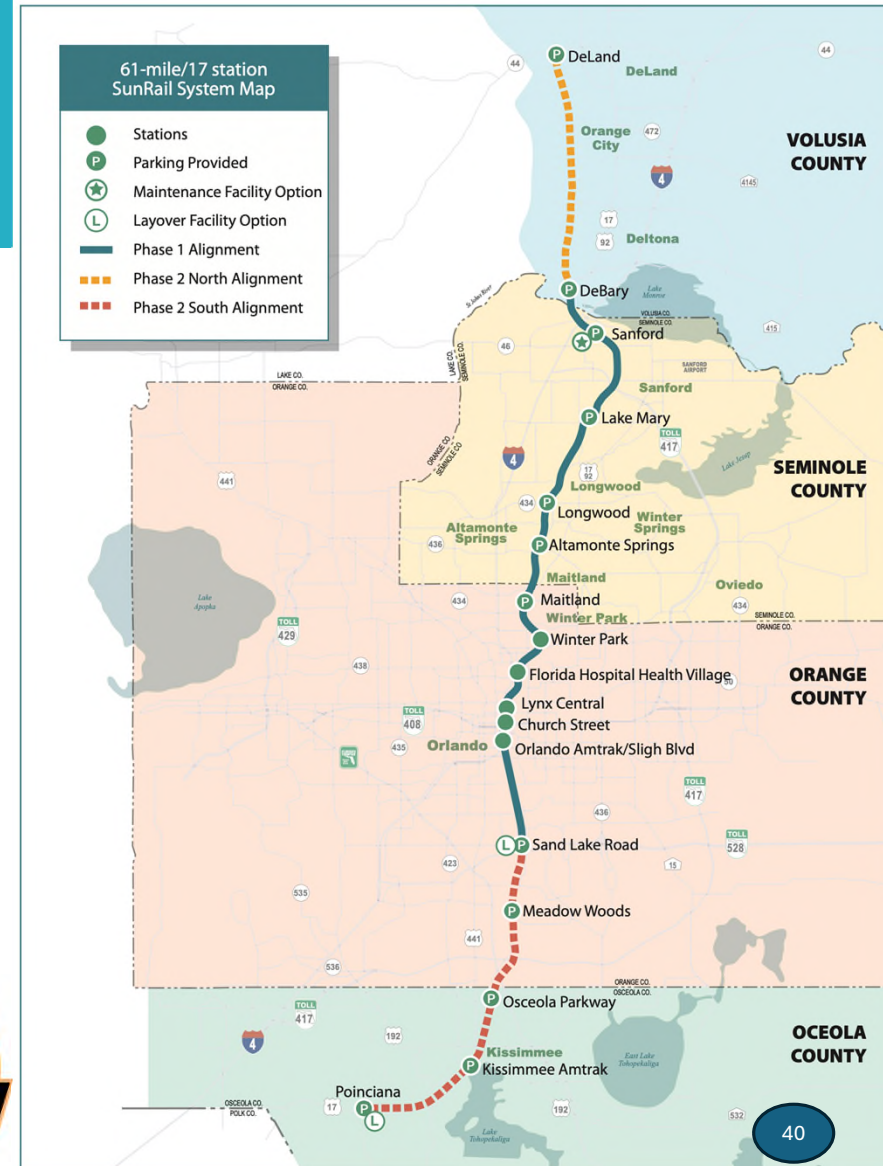
April 5, 2024



SUNRAIL DEVELOPMENT

CFRC: 61-mile corridor that hosts SunRail commuter service

- **31.8-mile Initial Operating Segment, 12 stations**
DeBary to Sand Lake Rd – 2014
- **17.2-mile Southern Extension, 4 stations**
Sand Lake Rd to Poinciana – 2018
- **12.2-mile Northern Extension, 1 station (under construction)**
DeBary to DeLand – ant. 2024





Video link below:

<https://www.youtube.com/watch?v=iSBYodQmULs>

SUNRAIL TRANSITION TO LOCAL FUNDING PARTNERS



Transition will Occur in Two Phases

Phase 1 – Financial Transition – December 31, 2024

- All contracts will be assigned/novated to CFCRC
- LFPs to pay for all financial aspects of the system
- FDOT will continue to operate the system
- Tasks and dates for Transfer of Financial Obligations established

Phase 2 –Operations Transition – Within Three Years

- Tasks and dates for Transfer of Operations established
- Term Sheet with LYNX within first year
- Contract with LYNX within second year
- Initiation of procurement for Contract Operators within second year
- LYNX hires operations personnel within third year



SUNSHINE CORRIDOR

Central Florida Multimodal Rail Corridor Program

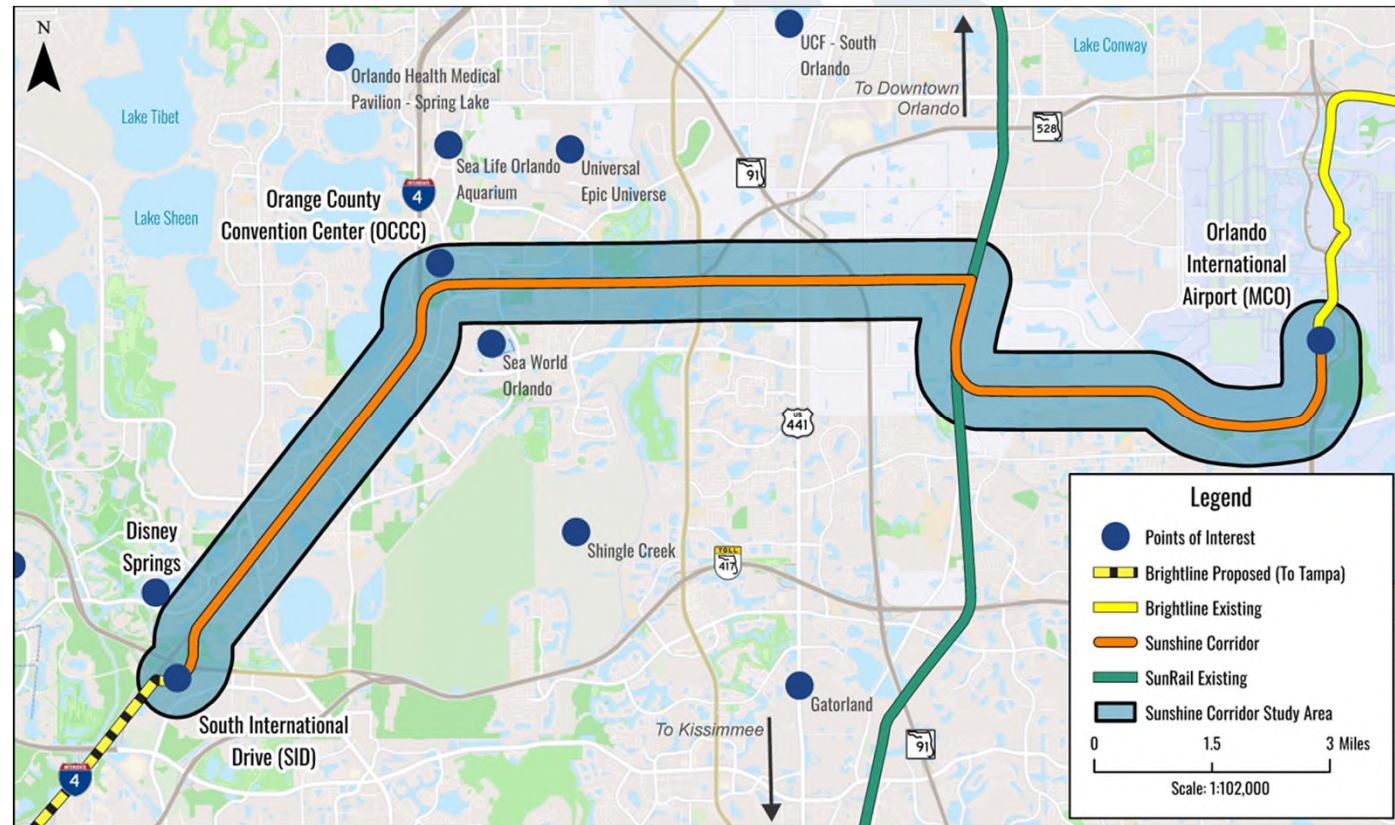


SUNSHINE CORRIDOR



PROGRAM DESCRIPTION

The Sunshine Corridor is a proposed passenger rail transportation program focused on linking the Orlando International Airport (MCO), downtown Orlando, Kissimmee, the Orange County Convention Center, and South International Drive with an optional extension to Disney Springs. It would accommodate both future commuter rail service and intercity passenger rail.



SUNSHINE CORRIDOR PROJECT PURPOSE & NEED

The Sunshine Corridor provides a premium transportation option to improve mobility, connectivity, and accessibility to major employment centers while stimulating economic development opportunities to support adjacent communities and the rapidly growing Central Florida region.



SUNSHINE CORRIDOR OBJECTIVES



Connect residents to employment, leisure opportunities, and essential services.



Promote economic development and increase local commerce.



Produce environmental benefits through the reduction of single-occupant vehicle travel.



Provide a cost-effective regional transportation solution that reduces the need for roadway capacity or expansion projects.



Provide safe travel options for regional travel.



Enhance transportation equity by making regional transit options more accessible.

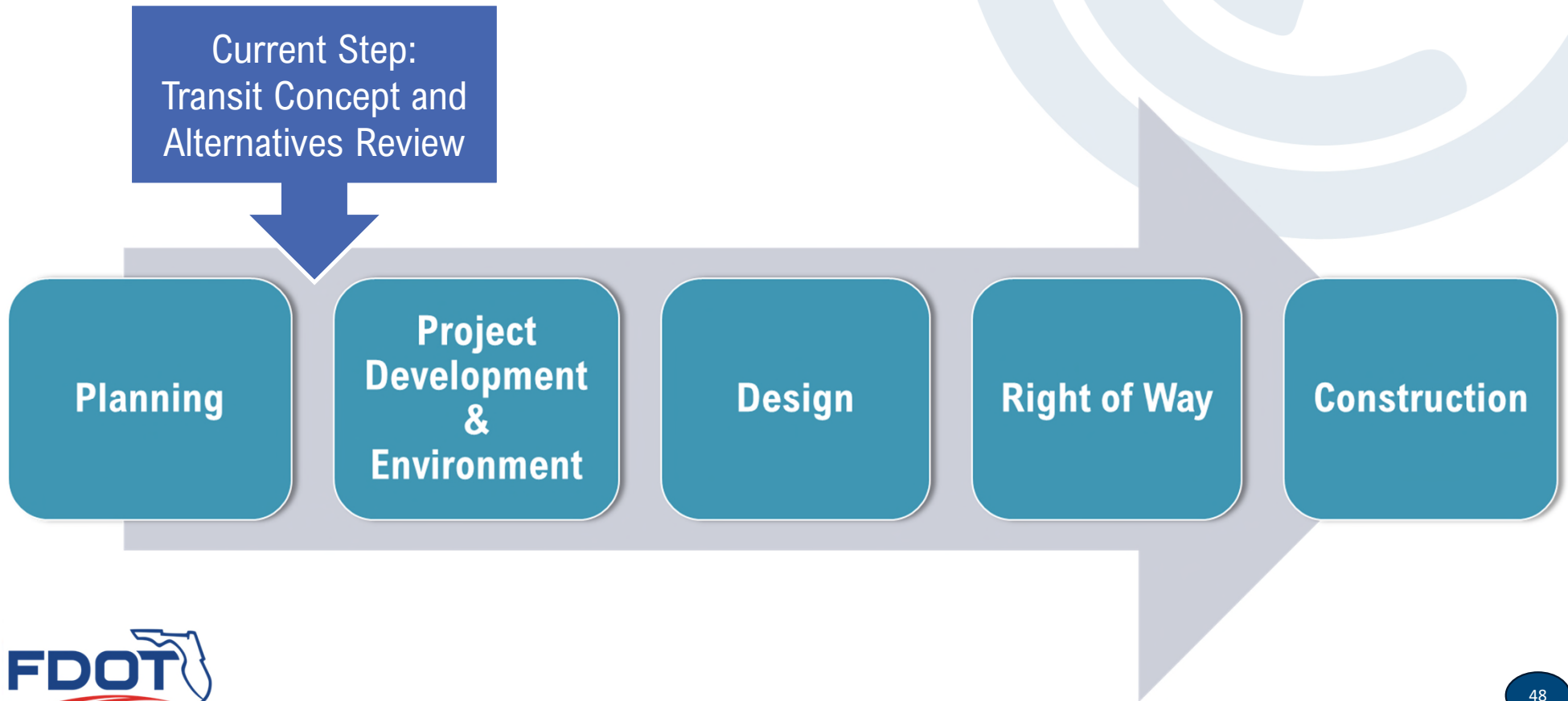
Community Engagement

47



STUDY PROCESS

Current Step:
Transit Concept and
Alternatives Review



TRUCK PARKING

Steven Buck, P.E.

District Project Development
Administrator



CENTRAL FLORIDA TRUCK PARKING “ROAD TO SUCCESS”



Project Overview

I-4 Truck Parking Need

36 Current Available Spaces

883 2040 Demand

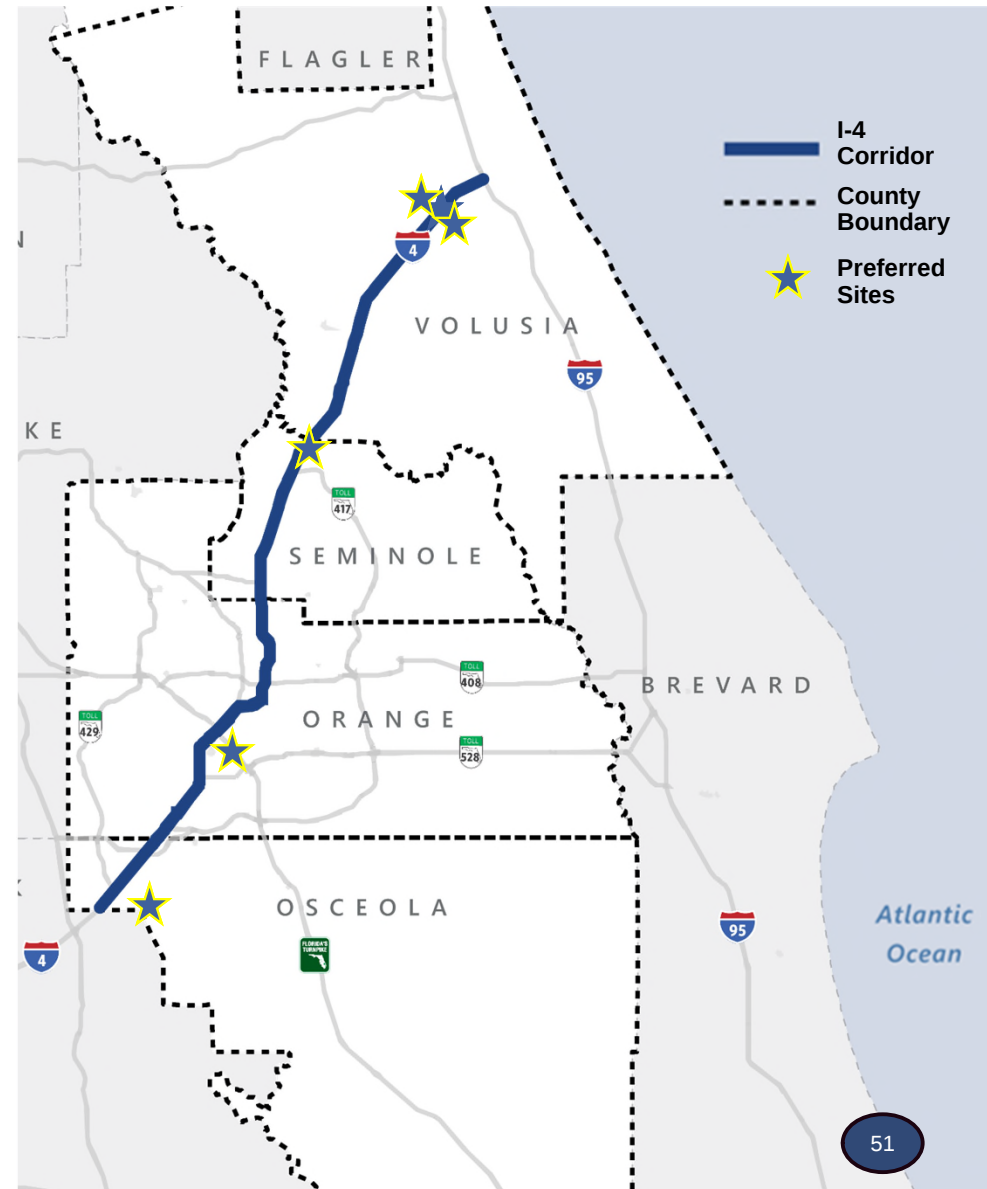
Purpose of study: Identify, evaluate, and recommend viable truck parking sites to serve existing and future truck parking needs along the D5 I-4 corridor.

5
Sites

4
COUNTIES

*Osceola County, Orange County,
Seminole County, Volusia County*

987 Total Spaces Added



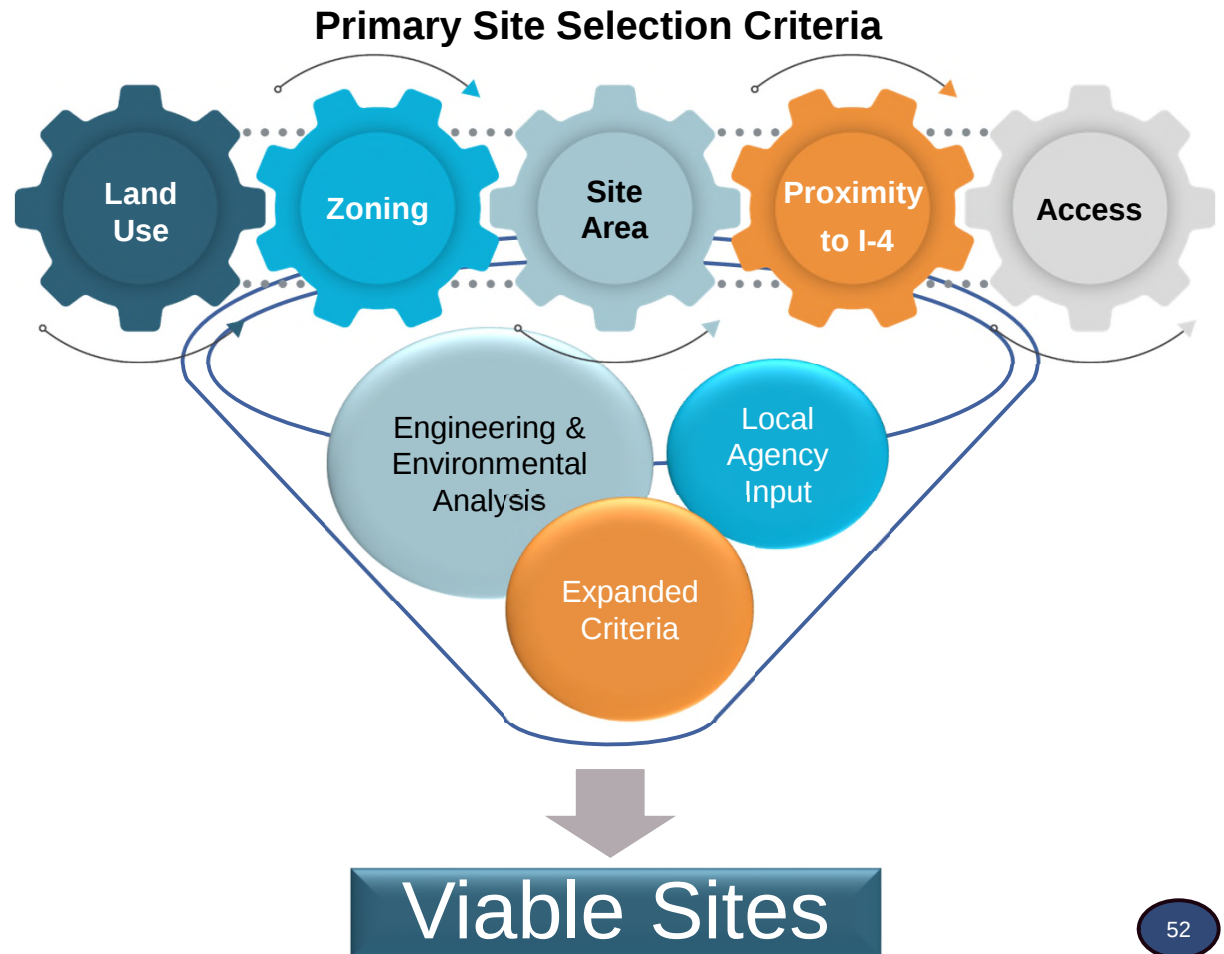
Extensive Screening Process

Methodology

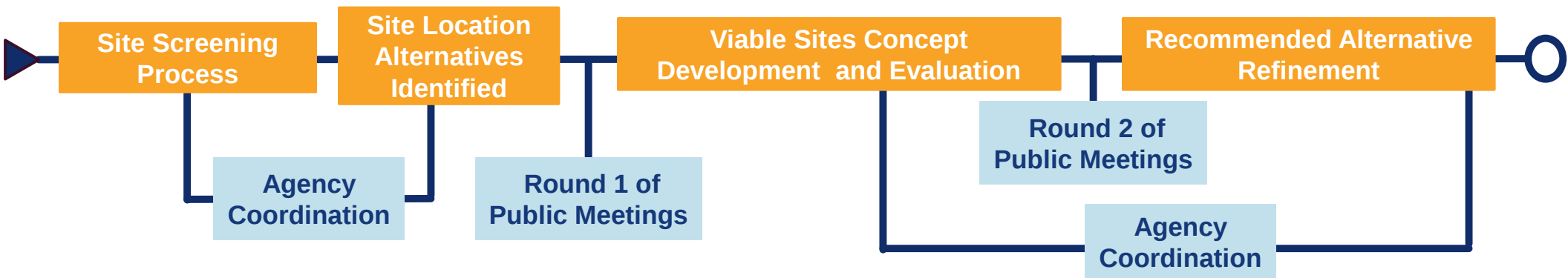
- Based on existing research and documentation of truck parking needs in Florida

Screening

- Primary Site Screening
 - Resulted in 77,000 parcels
- Secondary Site Screening
 - Engineering & Environmental Analysis
 - Local agency input
 - Expanded criteria



Community Engagement



Total of 33 meetings/presentations held throughout the study:

18

Local Agency
Meetings

7

Agency Group
Presentations

8

Hybrid Public
Meetings

Local Agency and Advisory Groups engaged throughout the study:

- Osceola County
- Orange County
- Seminole County
- Volusia County

- City of Sanford
- City of Port Orange
- City of Orlando
- City of Daytona Beach

- River to Sea TPO Advisory Groups
- MetroPlan Orlando Advisory Groups
- Florida's Turnpike Enterprise

Working with Industry

Florida Truck Parking Championships (2022 & 2023)

- Informational booth
- Survey for truck drivers
- 98 total survey responses

Florida Highway Patrol

- Safety/Security
- Experience with rest areas



Keeping Project Development Process In Mind

Reduce ROW impacts/utilize publicly owned properties

- Three sites entirely on publicly owned ROW

Coordination with adjacent projects for opportunities

- CFX - PPE
- I-4 BtU
- Florida's Turnpike

OEM Consultation / MiCE

- Each site follows own project development process
- Streamlined environmental documentation through OEM guidance

Other Central Office Coordination

- P3 Opportunities
- Site amenities

Individual site phases occurring concurrently with PD&E Study:

Seminole County Site

- Design phase underway
- Advanced ROW acquisition as part of I-4 BtU ROW phase

Volusia County Eastbound Site

- Design phase underway

Volusia County Westbound Site

- Design phase underway

Osceola County Site

- Advanced ROW acquisition as part of CFX SR 538 (Poinciana Parkway) Extension project

INFRA Grant Awarded

Engagement Toolkit

- Project brochures
- Fact sheets
- Illustrative renderings

Grant Competitiveness

- Construction phasing scenarios
- Various project development options
- Cost estimate scenarios
- Agency letters of support

Design Components

- EV Charging/Electrification (Shore Power) requirements: minimum 15% of spaces per site

FDOT Grant Recipient

- Awarded grant on 1/24/2024 - \$180 M
- Coordination with FHWA on details and requirements

Other funding opportunities

- Extensive coordination for PPP partnership opportunities



District Five
I-4 TRUCK PARKING

GRANT TYPE
Infrastructure For Rebuilding America (INFRA)

GRANT AGENCY
USDOT

PROJECT TYPE
Rural

PROJECT NAME
I-4 Truck Parking Facilities

APPLICANT/ PROJECT SPONSOR
Florida Department of Transportation District Five

SCHEDULE
Construction 2026-2028

TOTAL PROJECT COST
\$299,565,700

GRANT REQUEST
\$179,739,420 (60%)

OTHER FEDERAL FUNDS
\$59,913,140 (20%)

NON-FEDERAL MATCH
\$59,913,140 (20%)

WAS A BUILD OR INFRA APPLICATION FOR THIS PROJECT SUBMITTED PREVIOUSLY?
No

Project Description

The I-4 corridor within FDOT District Five has the highest unmet truck parking demand in the State of Florida with only 36 existing public truck parking spaces, while the existing demand is 481 spaces. With continued population, employment, and tourism growth in the region, truck parking demand is expected to grow to 750 spaces by the year 2025 and to 883 spaces by the year 2040. This project will provide an additional 917 truck parking spaces within four different sites in Volusia, Seminole, and Osceola Counties. The two Volusia County sites would include a total of 528 spaces. The Volusia eastbound site would include 275 spaces and is 73.3 acres and the Volusia westbound site would include 253 spaces and is 120 acres. The Seminole County site would include 132 spaces and is 18.3 acres. The Osceola County site would include 257 spaces and is 40.1 acres.

Project Location

The two Volusia County sites are located on the I-4 corridor, 4.8 miles west of I-95. The Seminole County site is located 0.5 miles east of I-4 near the intersection of Orange Blvd and US 17/92. The Osceola County Site is located approximately 3.87 miles east of the I-4 interchange along the south side of Osceola-Polk Line Road (CR 532).

4 LOCATIONS

3 COUNTIES
Volusia, Seminole, Osceola

917 PARKING SPACES

**I-4 Truck Parking Facility
Seminole County Location**

Financial Project Identification (FPID) Number: 446445-1

Project Description

The Department of Transportation is planning to construct a truck parking facility adjacent to eastbound and southeast of the I-4 interchange in unincorporated Volusia County. The location is just south of the road line and immediately adjacent to the city limits.

Five potential sites identified from the I-4 corridor in Volusia County. The purpose of the study is to identify a designated truck parking facility to serve regional freight and enhance safety and security. The locations were identified through a Project Development and Design (PD&E) Study, which is ongoing.

The Seminole County site would be 18.3 acres and include 132 spaces. A restroom facility is located at the northeast corner of the site to decrease the visibility of the property. Landscaping is planned. The location would be adjacent to I-4 from U.S. 17-92 or U.S. 46.

Access on School Street will be maintained. The site will be accessed from the east end of School Street and will be accessed from the east end of School Street. The site will be accessed from the east end of School Street and will be accessed from the east end of School Street.

Conceptual Site Plan

Contact Information:

Megan Owens
FDOT Project Manager
386-943-5140
Megan.Owens@dot.state.fl.us

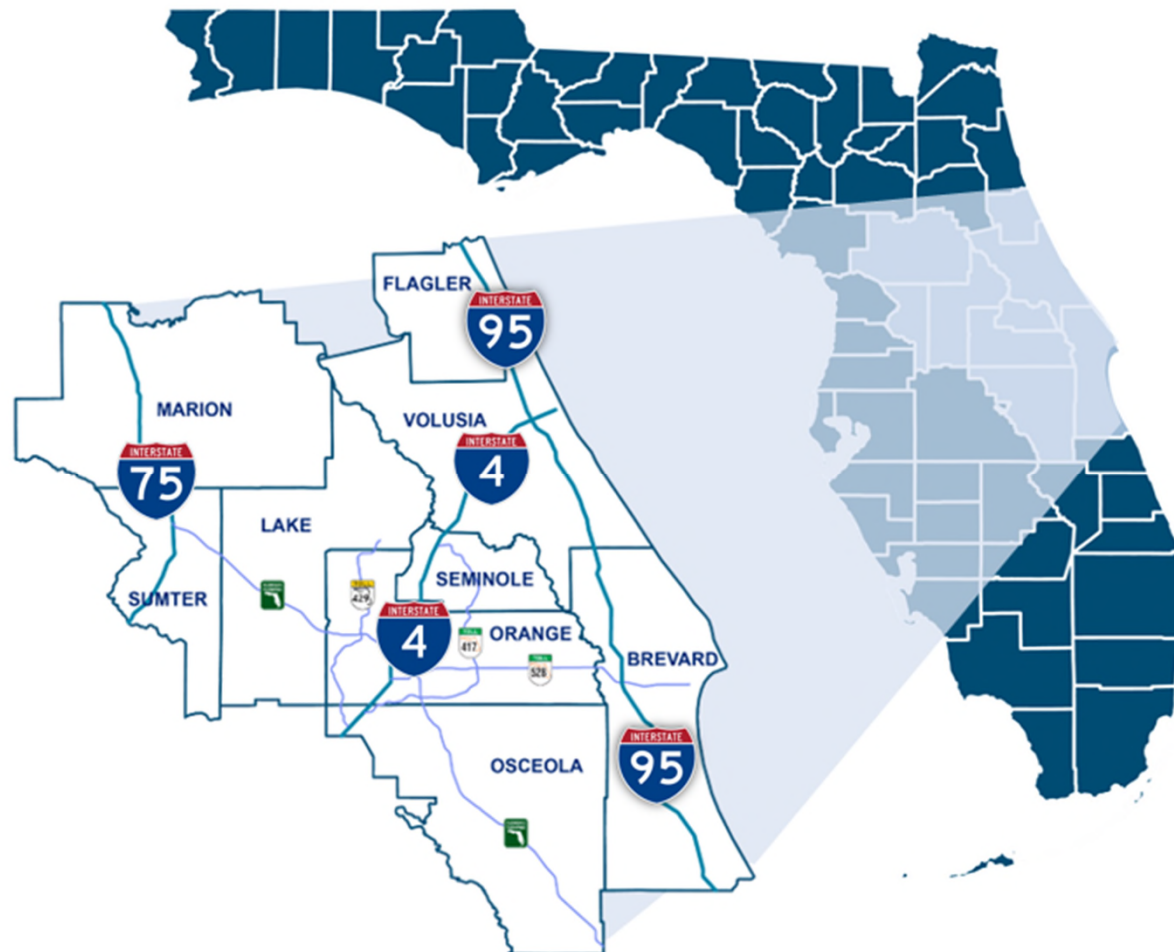
CFLRoads.com

Project Status & Estimated Costs*

PD&E Study**	Ongoing - completion late 2023	\$ 2 million
Design:	Ongoing - completion fall 2024	\$ 3 million
Right of Way:	Funded - summer 2024	\$ 25.4 million
Construction:	Funded - summer 2026	\$ 20 million

*subject to change ** FPID No. 447724-1

Looking towards the future



Contact

**For additional information,
please contact:**

Steven Buck, P.E.

Project Development Administrator

Phone: 386-943-5171

Steven.Buck@dot.state.fl.us

**For additional information,
please contact:**

Mark Trebitz, P.E.

Project Development Manager &

Truck Parking PD&E PM

Phone: 386-943-5157

Mark.Trebitz@dot.state.fl.us

Project Website: <https://www.cflroads.com/project/447724-1>

INTERSTATE 75 IMPROVEMENTS

Ed Kestory, P.E.
District Design Engineer



Moving Florida Forward

I-75 Auxiliary Lanes from S.R. 44 to S.R. 326

Region: Central Florida

Two Separate Project Advertisements:

I-75 South : South of S.R. 44 to S.R. 200

I-75 North : S.R. 200 to S.R. 326

Estimated Costs:

I-75 South: \$222 M

I-75 North: \$170.4 M

Planned Advertisement:

I-75 South: March 29, 2024

I-75 North: May/June

Construction Year (both projects): 2025



Moving Florida Forward

I-75 Auxiliary Lanes from S.R. 44 to S.R. 326

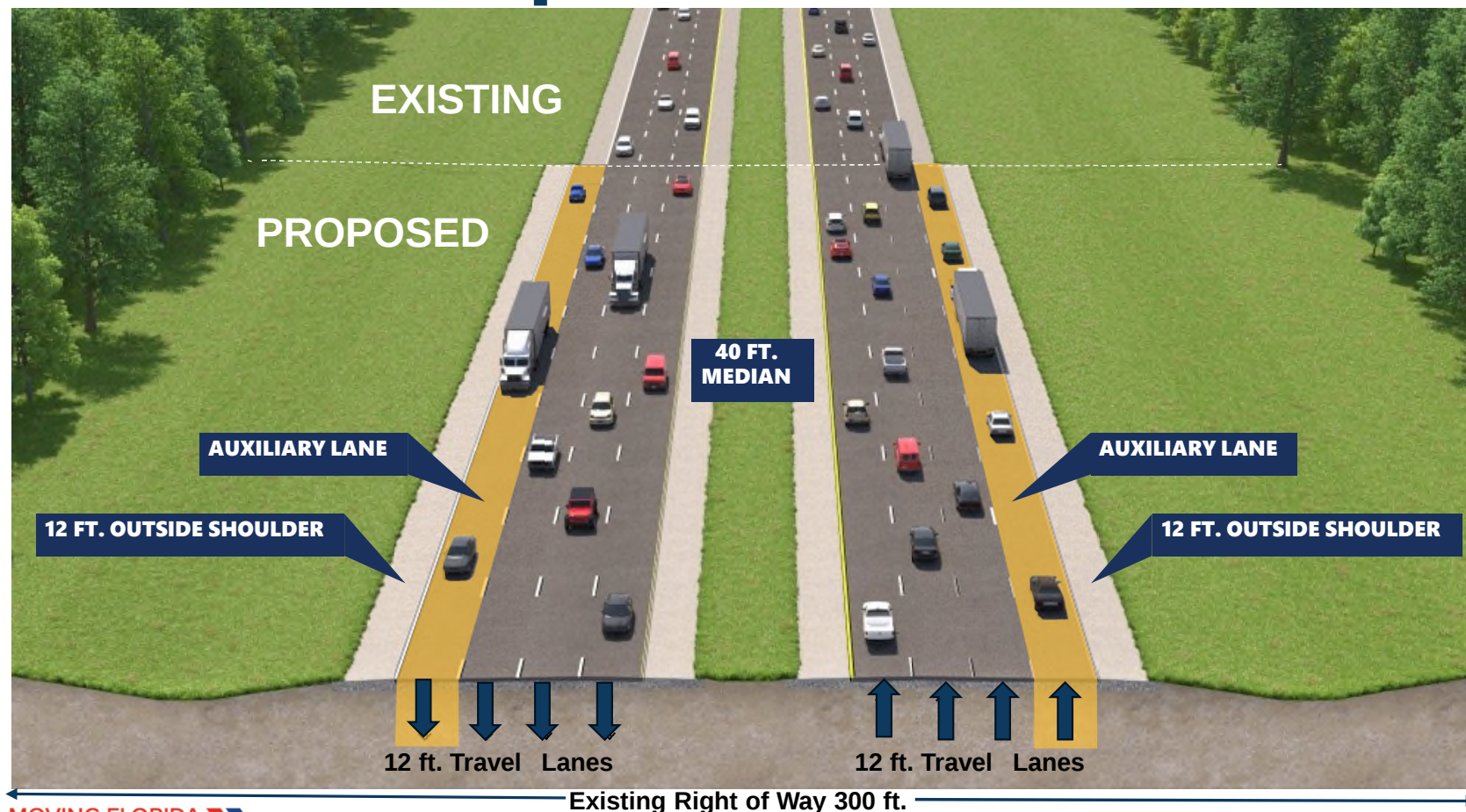
Scope Overview:

- Add auxiliary lanes in each direction
- New interchange at NW 49th Street
- Interchange modifications
- Bridge widenings/replacements
- Drainage improvements



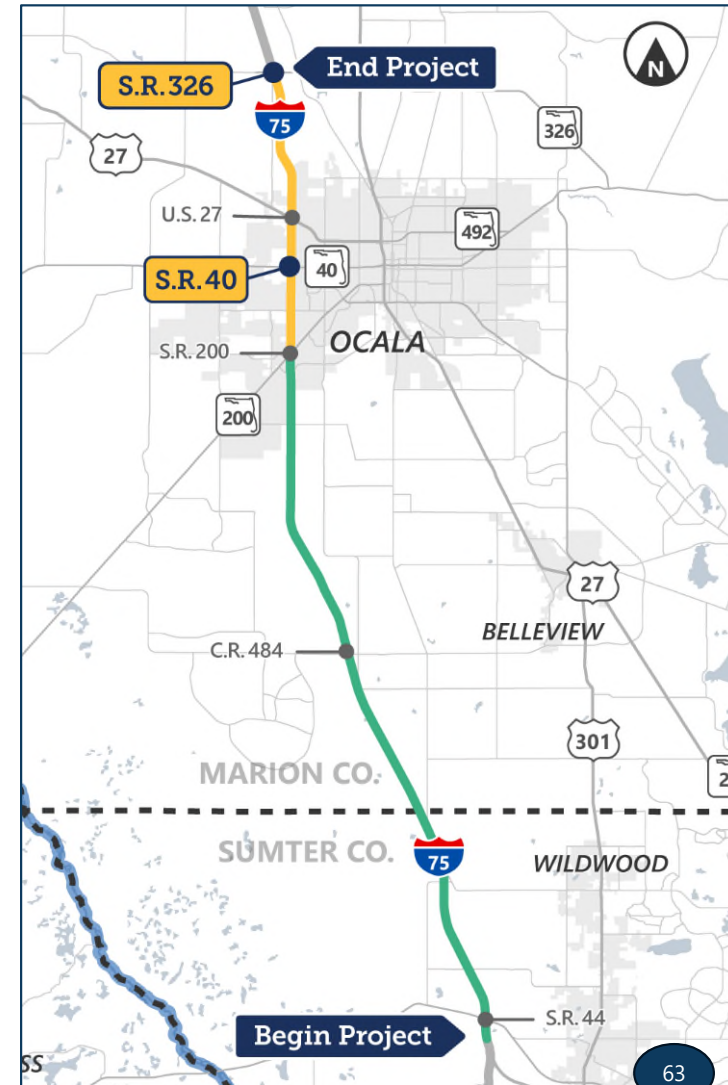
I-75 Improvements | FPID Nos.: 452074-1 & 452074-2

I-75 Mainline Improvements



I-75 South Segment

- Project Limits
 - South of S.R. 44 to S.R. 200
 - Approximately 22 miles
- Delivery Method: Phased Design Build
- Improvements
 - I-75 Widening for NB & SB Auxiliary lanes
 - SR 44 Bridge Widening
 - Bridge Replacements:
 - CR 462
 - CR 475
 - SW 66th Street
 - Mill and Resurface I-75
 - Local Road Improvements



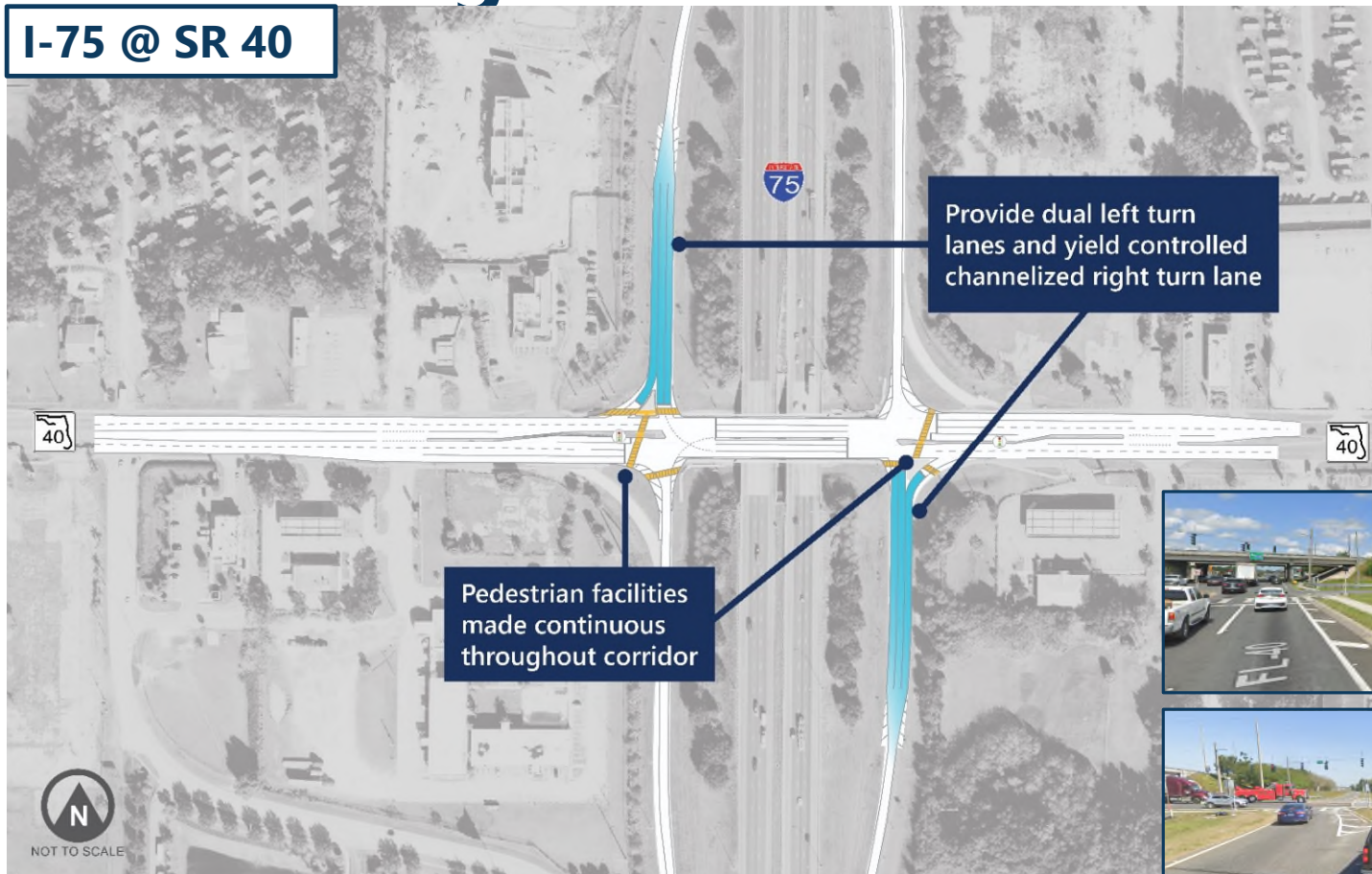
I-75 North Segment

- Project Limits
 - S.R. 200 to S.R. 326
 - Approximately 8 miles
- Delivery Method: Adjusted Score Design Build
- Improvements
 - I-75 Widening for NB & SB Auxiliary lanes
 - Interchange Improvements:
 - SR 40
 - SR 326
 - New Interchange at 49th Street
 - SW 20th Street Bridge Widening
 - NW 63rd Street Bridge Replacement
 - Mill and Resurface I-75
 - Local Road Improvements



I-75 North Segment

I-75 @ SR 40

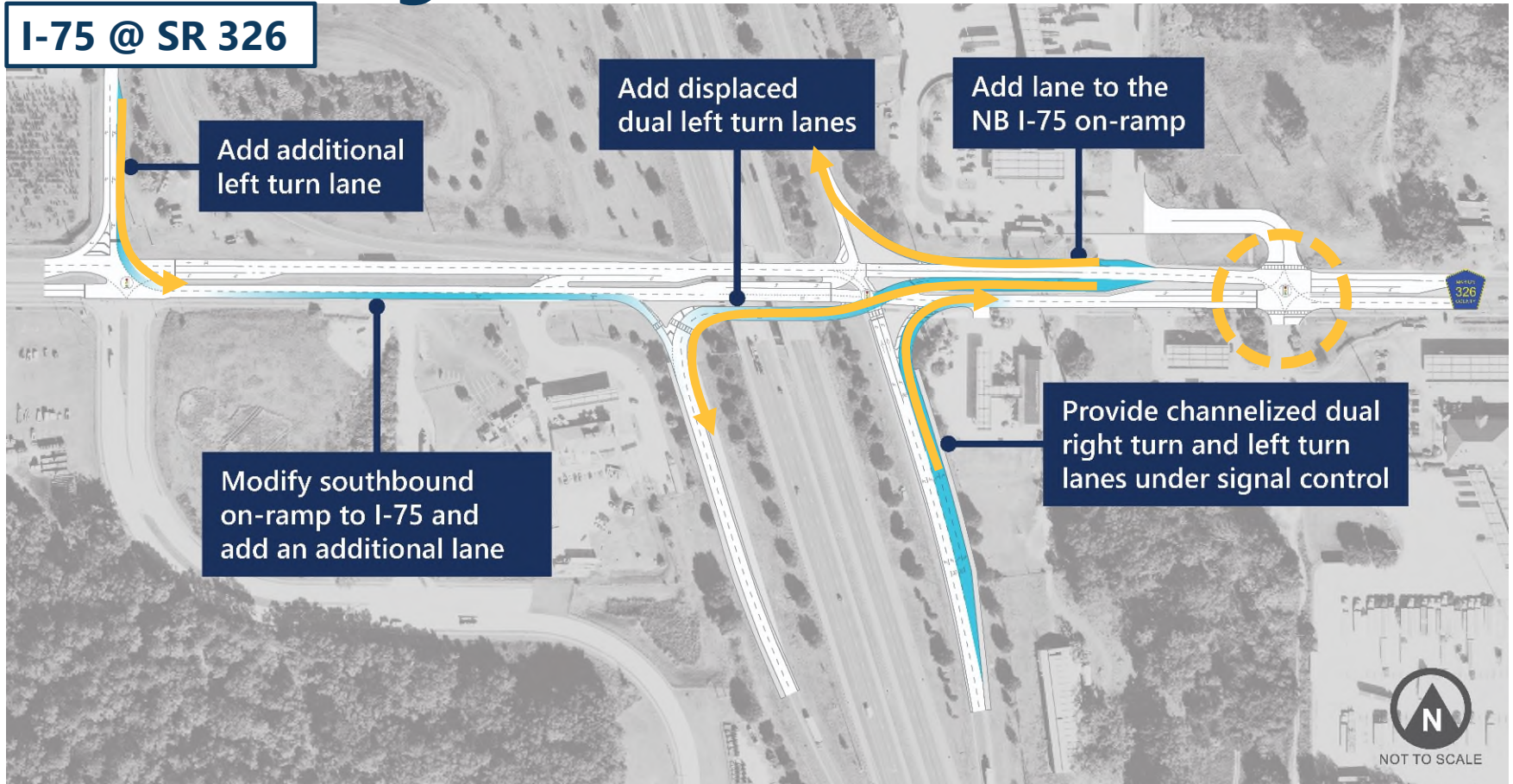


I-75 North Segment

I-75 @ NW 49th Street



I-75 North Segment



I-75 Improvements Procurement Schedule

- I-75 South Segment
 - Ad Date: March 29, 2024
 - Selection Date: June 17, 2024
- I-75 North Segment
 - Ad Date: May/June 2024
 - Selection Date: November/December 2024

PD&E Information

- FPID 452074-2 (SR 44 to SR 200):
 - <https://www.cflroads.com/project/452074-2>
- FPID 452074-1 (SR 200 to SR 326):
 - <https://www.cflroads.com/project/452074-1>
- FPID 435209-1 (NW 49th Interchange):
 - <https://www.cflroads.com/project/435209-1>



INTERSTATE 4 NORTH UPDATE

Hatem Aguib, P.E.

District Project Management Engineer
Supervisor





I-4 NORTH UPDATE

Industry Forum – April 2024

I-4 CORRIDOR OVERVIEW

Two 20-mile sections on either end of I-4 Ultimate

I-4 North

E. of SR 434 to E. of SR 472
(Seminole & Volusia)



I-4 South

W. of US 27 to W. of SR 435
(Orange, Osceola & Polk)

Phased approach to meet operational needs with available funding

I-4 CORRIDOR OVERVIEW

Two 20-mile sections on either end of I-4 Ultimate

I-4 North

E. of SR 434 to E. of SR 472
(Seminole & Volusia)



I-4 South

W. of US 27 to W. of SR 435
(Orange, Osceola & Polk)

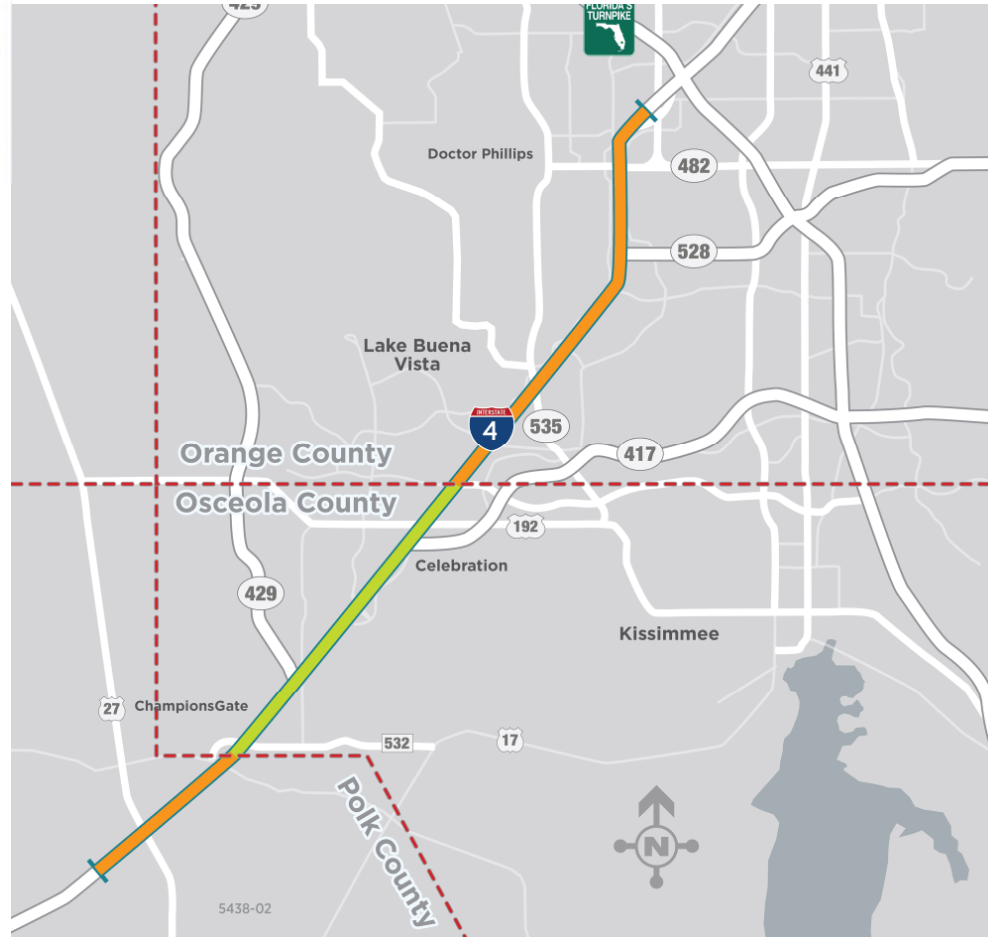
Phased approach to meet operational needs with available funding

I-4 SOUTH PHASED IMPROVEMENTS (ORANGE COUNTY)



I-4 SOUTH (OSCEOLA & POLK)

**MOVING FLORIDA
FORWARD** 
Infrastructure Initiative



I-4 CORRIDOR OVERVIEW

Two 20-mile sections on either end of I-4 Ultimate

I-4 North

E. of SR 434 to E. of SR 472
(Seminole & Volusia)

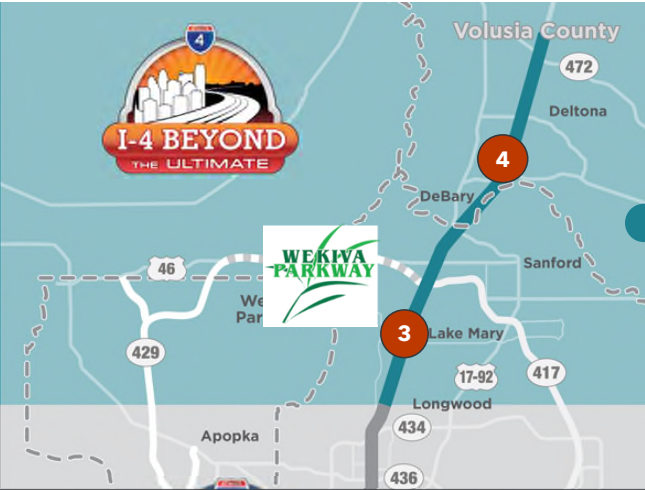


I-4 South

W. of US 27 to W. of SR 435
(Orange, Osceola & Polk)

Phased approach to meet operational needs with available funding

I-4 Beyond the Ultimate North



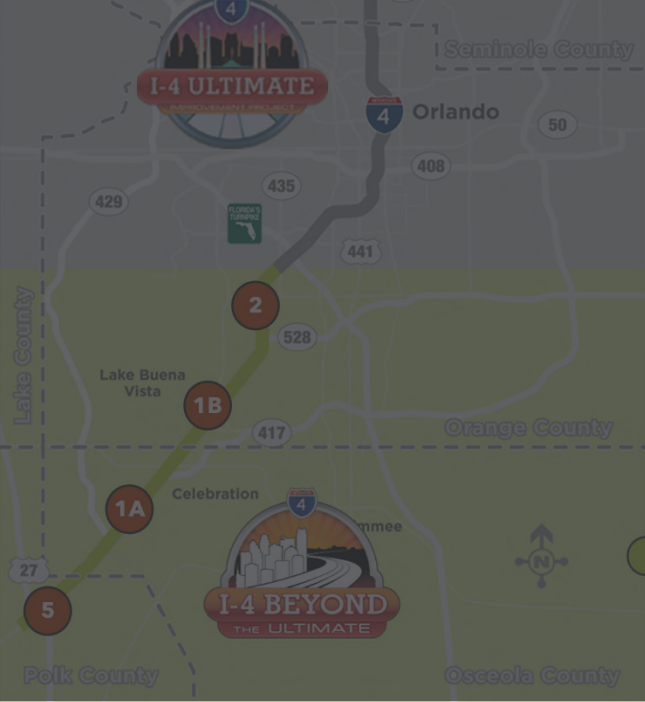
I-4 CORRIDOR OVERVIEW

Two 20-mile sections on either end of I-4 Ultimate

I-4 North

E. of SR 434 to E. of SR 472
(Seminole & Volusia)

I-4 Ultimate



I-4 South

W. of US 27 to W. of SR 435
(Orange, Osceola & Polk)

Phased approach to meet operational needs with available funding

I-4 Beyond the Ultimate South



I-4 NORTH OVERVIEW



● 408464-2 (SEGMENT 4 - VOLUSIA)

- Concept Design Developed
- Permit in hand
- Construction ~\$987M (unfunded)

● 242592-4 (SEGMENT 3 - SEMINOLE)

- Concept Design Developed
- Permit in hand
- ROW acquisition underway
- EE Williamson Bridge Widened to accommodate ultimate
- Construction ~\$910M (unfunded)



I-4 NORTH OVERVIEW

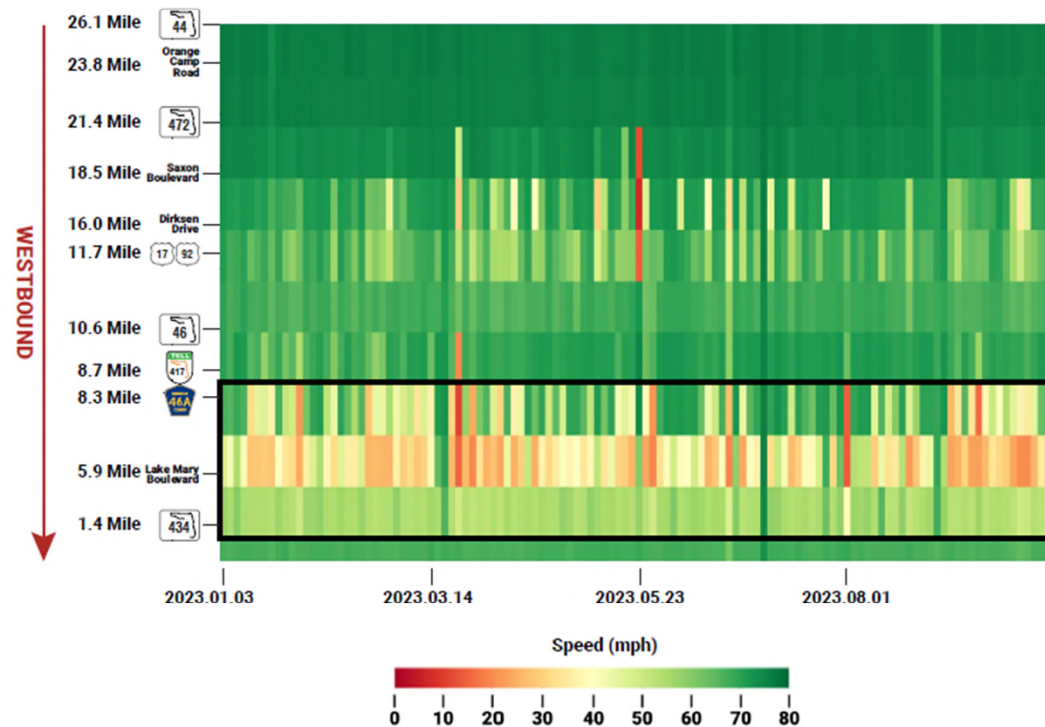


- Traffic analysis based on 2011 field collected counts
- Design year of 2040
- Barrier separation Express Lanes
- Received SAMR 'approval' in May 2017

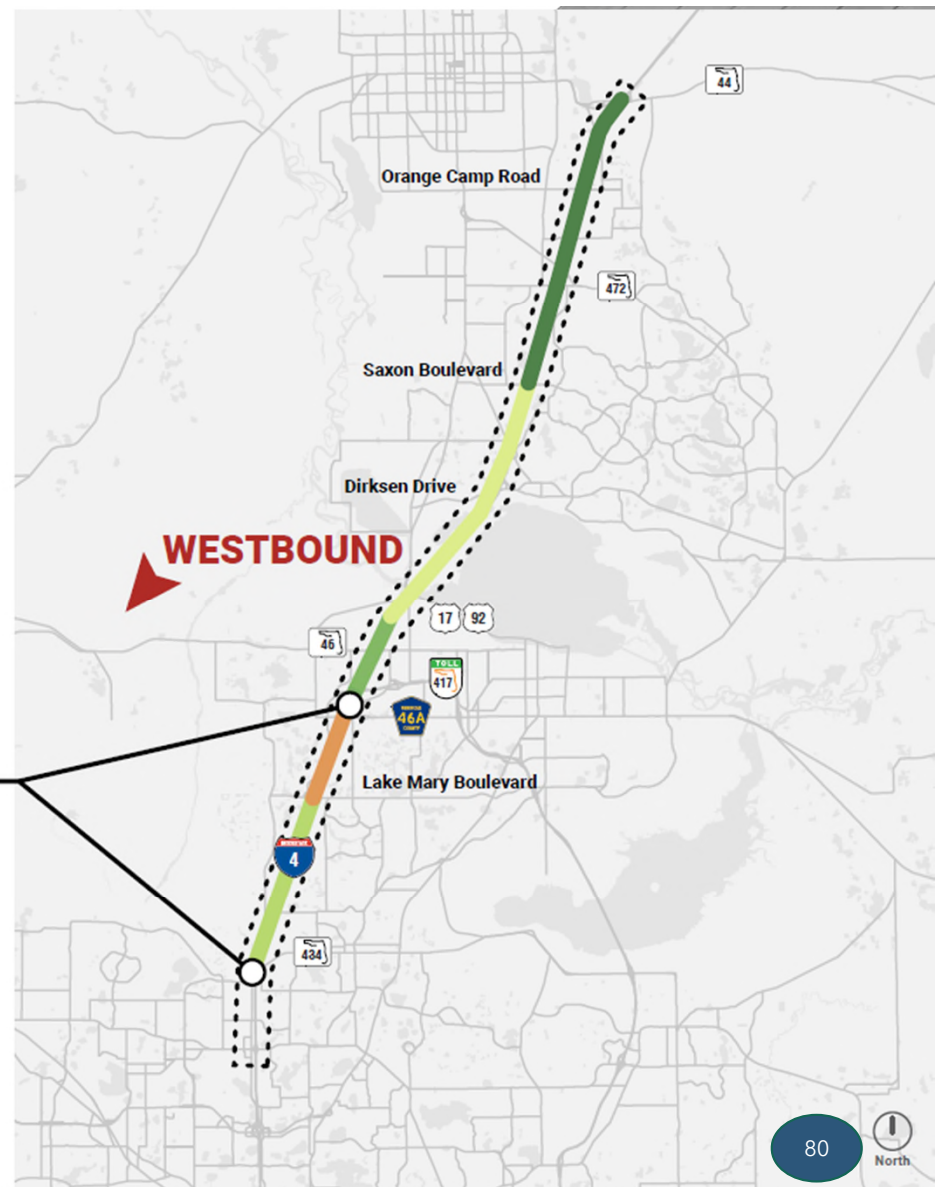


Westbound

Jan- Oct 2023 **Weekday**
Speeds (6 AM-10 AM)



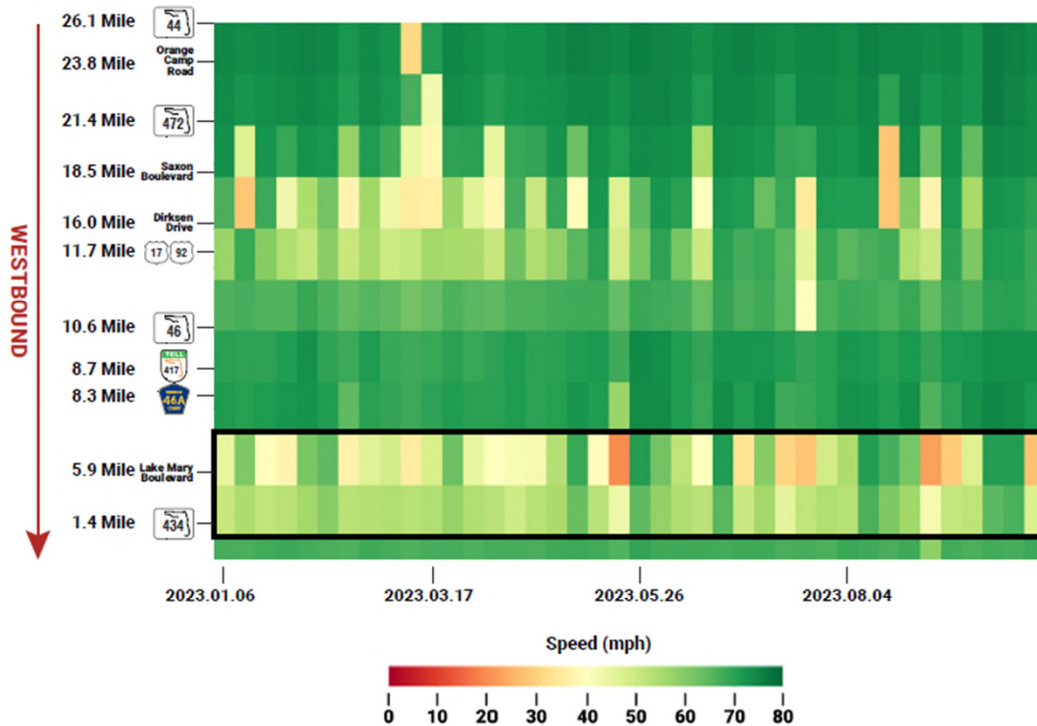
Note: For illustrative purposes only. Speed graphic based on Inrix probe data between January 1, 2023 and October 9, 2023.



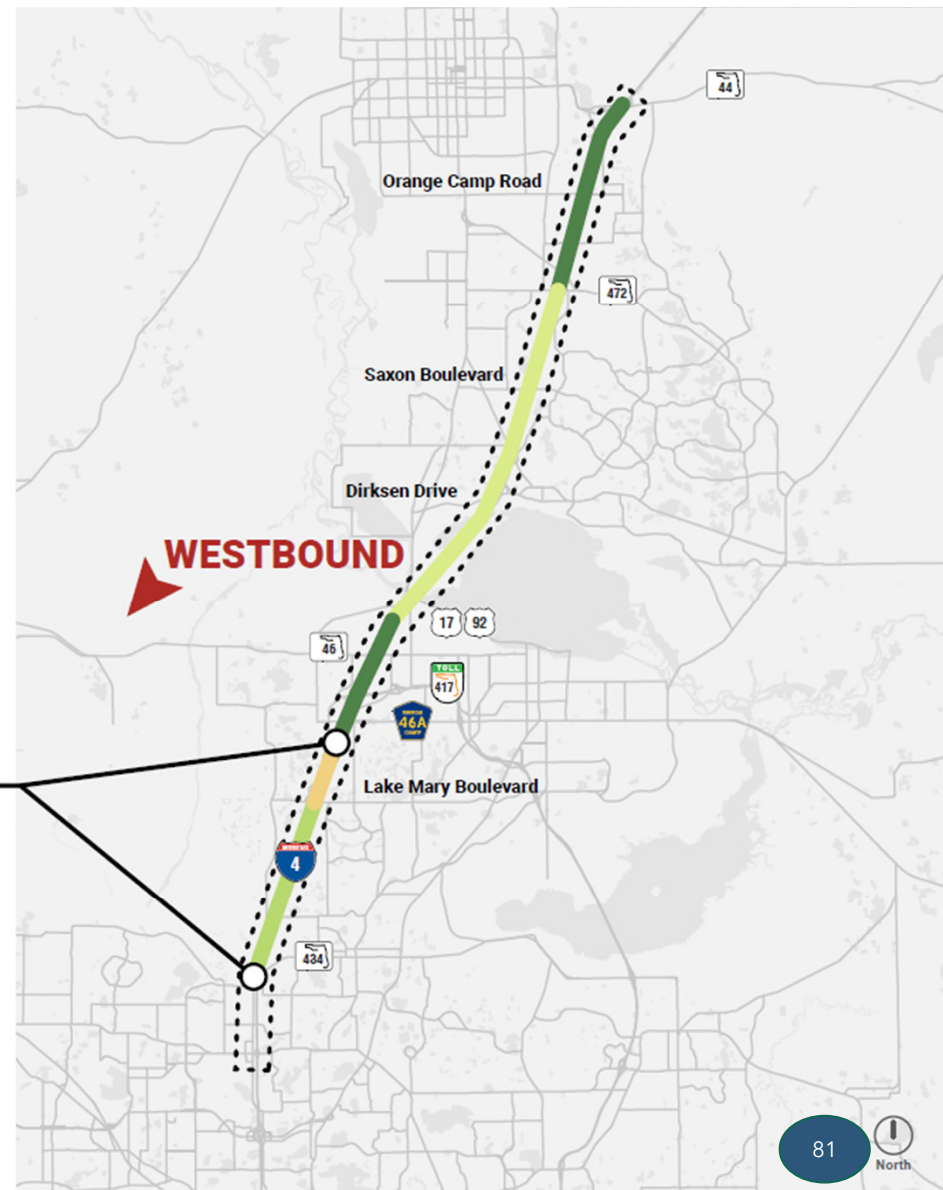


Westbound

Jan - Oct 2023 **Friday**
Speeds (3 PM-7 PM)



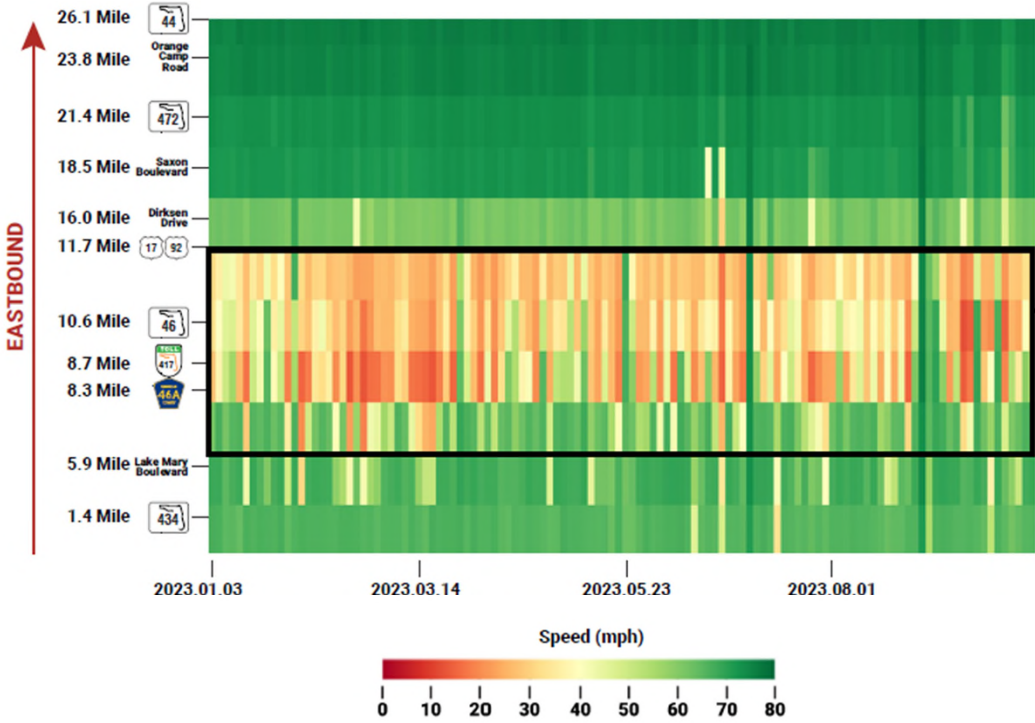
Note: For illustrative purposes only. Speed graphic based on Inrix probe data between January 1, 2023 and October 9, 2023.



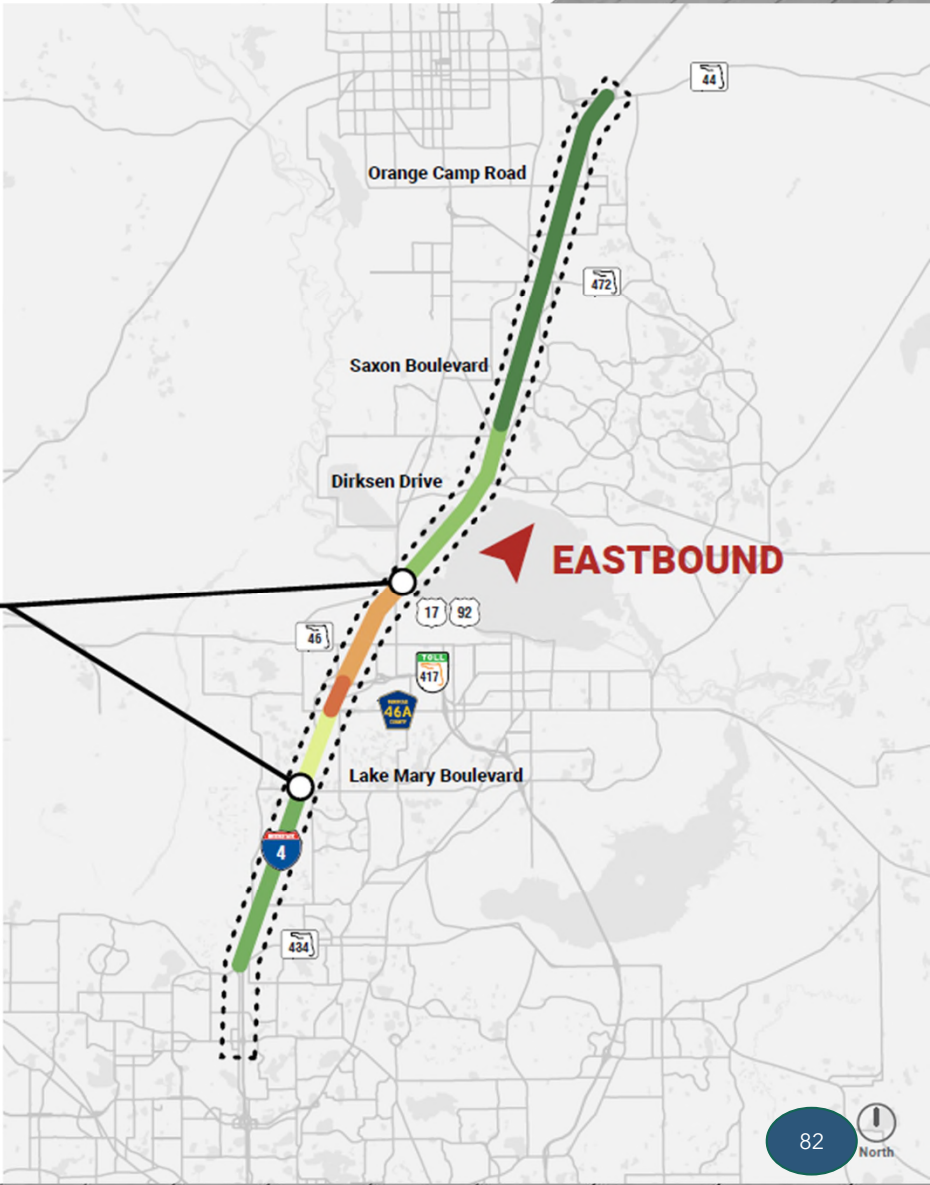


Eastbound

Jan - Oct 2023 *Weekday*
Speeds (3 PM-7 PM)



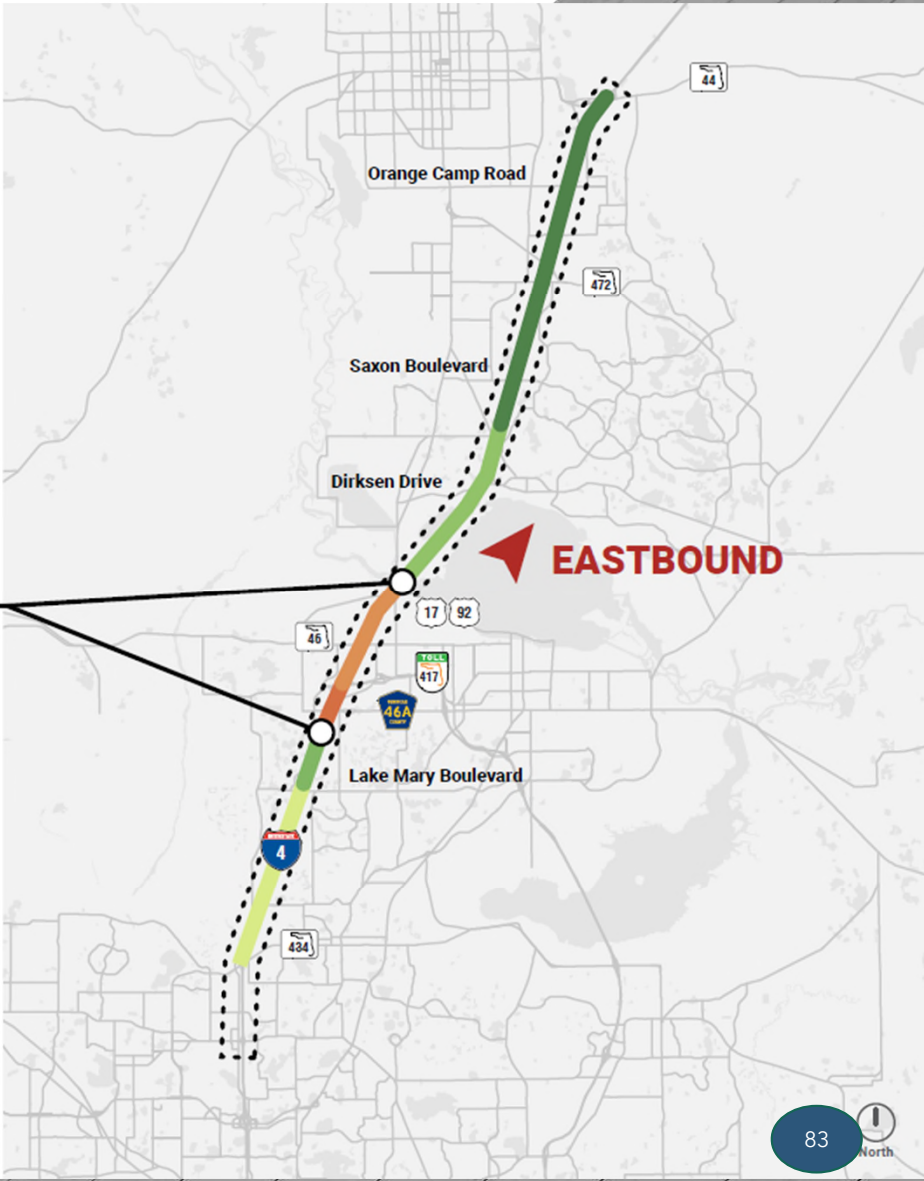
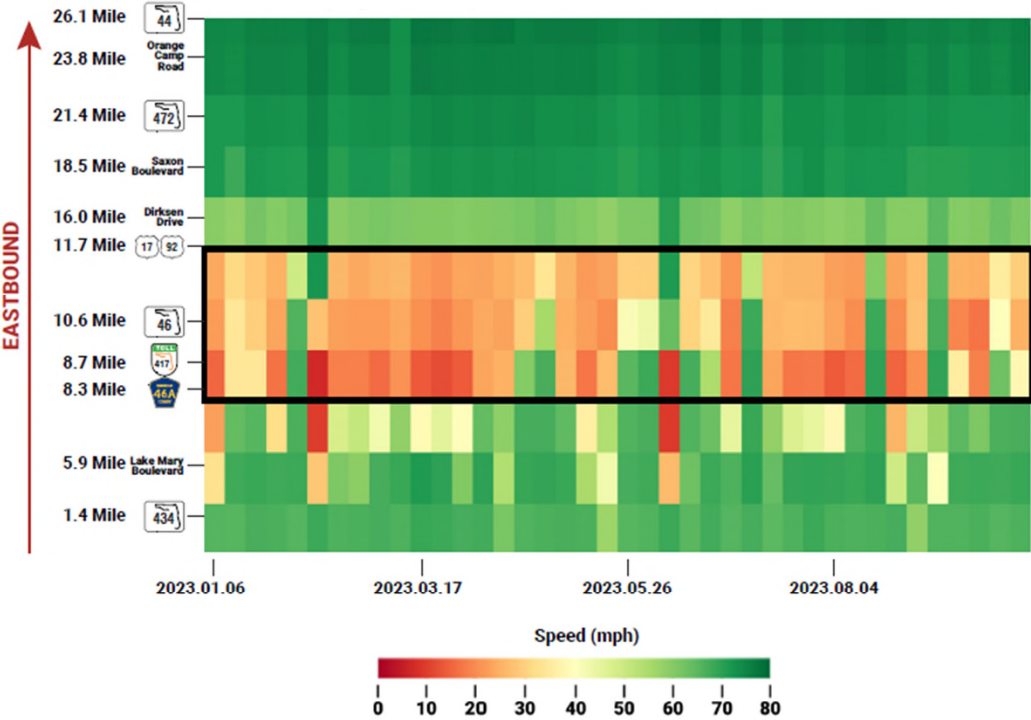
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Eastbound

Jan - Oct 2023 *Friday*
Speeds (3 PM-7 PM)



Note: For illustrative purposes only. Speed graphic based on Inrix probe data between January 1, 2023 and October 9, 2023.



I-4 NORTH OPPORTUNITIES

- **Updated policies/guidance**

FDOT Managed Lanes Policy, Express Lane Policy, Evolved guidance on direct connects and ingress/egress points, etc

- **New parameters**

Options with Managed Lane separation types

- **Industry feedback and lessons learned**

Size, delivery methods & cost of projects.





I-4 NORTH EVALUATION APPROACH

- Maintain Purpose & Need from I-4 BtU PD&E Study
- Stay within ROW defined by I-4 BtU PD&E
- Provide similar traffic operations
- Identify cost saving opportunities
- Recognize need for re-evaluations
- Engage stakeholders



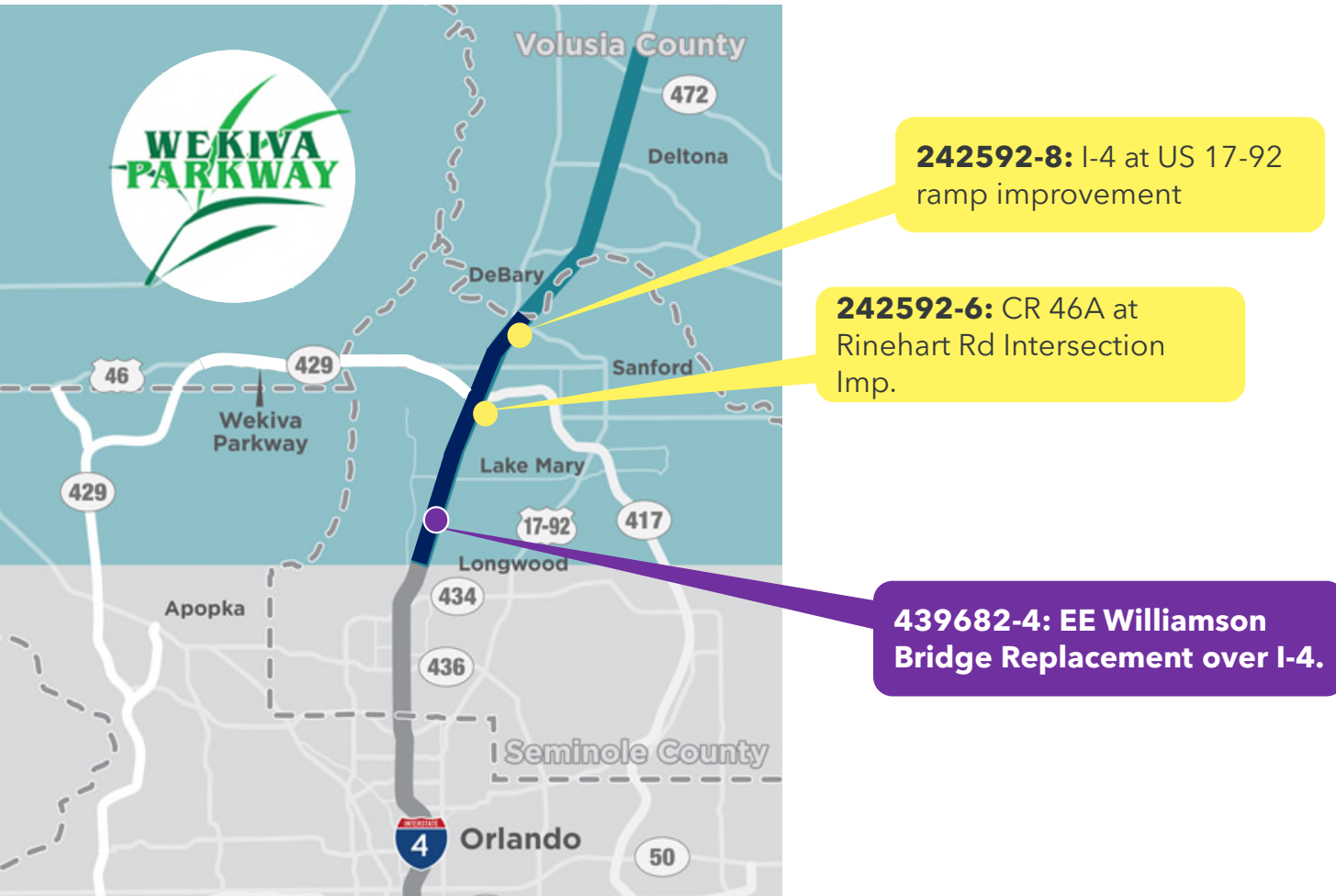


I-4 NORTH PROGRESS 2024



- Utilizing updated traffic data.
- Validating and Improving current concepts as needed
- Stakeholders Engagement
- Developing a phased approach to meet operational needs based on funding available

I-4 NORTH NEAR TERM IMPROVEMENTS



CENTRAL FLORIDA SAFETY STRATEGIC PLAN

Loreen Bobo, P.E.

District Safety Administrator



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 5
BRINGING CENTRAL FLORIDA TOGETHER

CENTRAL FLORIDA SAFETY STRATEGIC PLAN

Achieving **ZERO** serious injuries and fatalities.
Together.



WHAT IS THE SAFETY STRATEGIC PLAN?

- Plan that focuses on **safer street designs and changing behaviors** and prioritizes **getting to zero fatalities** and **serious injuries**
- Identifies **internal** and **external** opportunities for collaboration and enhancements in meeting District 5's goals of getting to zero
- Builds upon the **excellent Vision Zero work** being done by our **partners throughout District 5**
- Creates an **action-oriented 5-year plan** with **1-year, 3-year and 5-year goals** to facilitate advancements in getting to zero across District 5

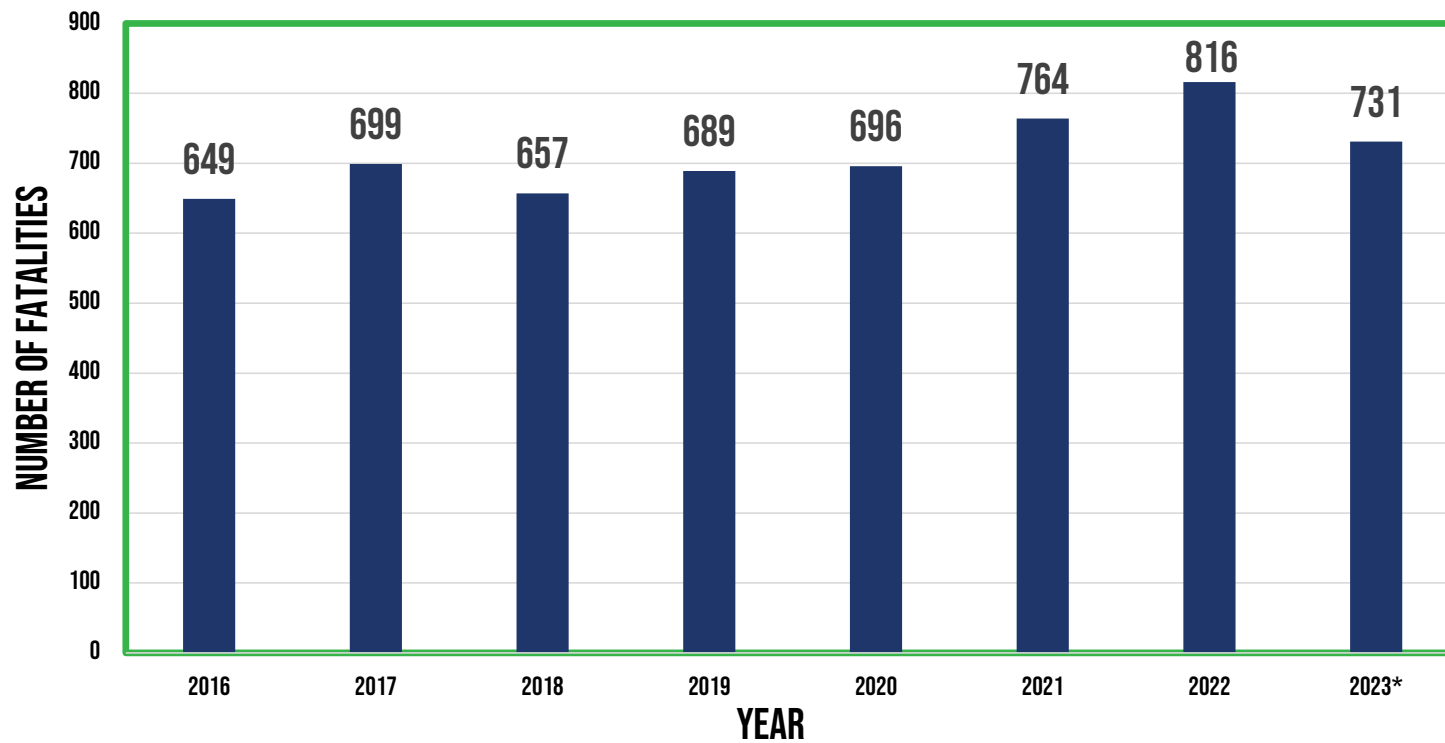
The plan is a **collaborative effort** of key partners in **Central Florida**, like you!

Achieving **ZERO** serious injuries and fatalities.
Together.



WHY A SAFETY STRATEGIC PLAN?

DISTRICT 5 FATALITIES



*FATALITIES TO DATE AS OF APRIL 4, 2024 (SIGNAL 4)

Achieving **ZERO** serious injuries and fatalities.
Together.



WHY A SAFETY STRATEGIC PLAN?

- Serious injuries and fatalities are **increasing** and **not acceptable**
- We all realize **more will be necessary** to approach zero
- We must move **beyond infrastructure**
- Efforts to change human behavior of motorists and improve safety **are not unprecedented...**

SEATBELTS • SPEED LIMIT • DRUNK DRIVING

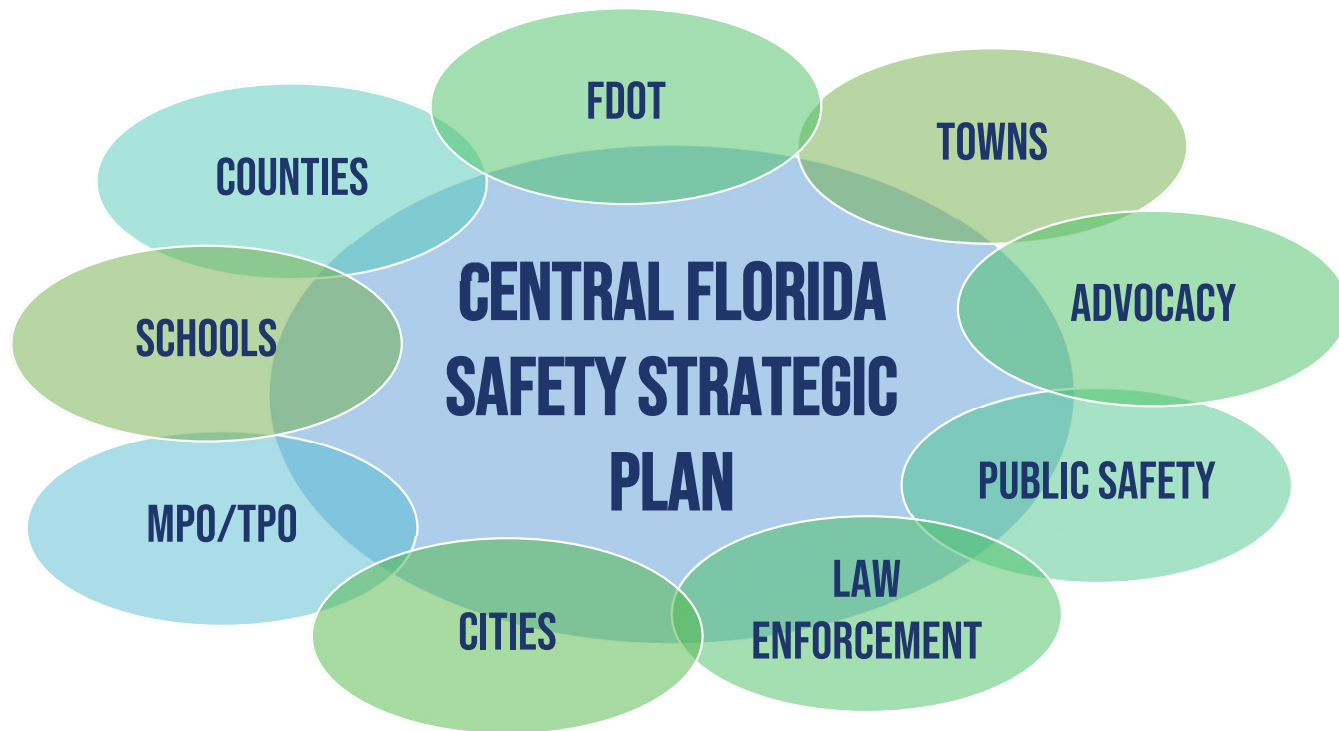
Achieving **ZERO** serious injuries and fatalities.
Together.



IF NOT US, WHO?
IF NOT NOW, WHEN?

VISION FOR A SAFETY STRATEGIC PLAN

- **State and Local Communities**
- **Transportation, Public Safety, Schools** working towards **same goals**
- **Targeted Infrastructure and Beyond Infrastructure** to **change behaviors**
- **Best Practices** and **Breakthrough Ideas**.



Achieving **ZERO** serious injuries and fatalities.
Together.

CELEBRATING SUCCESSES

In the last 5 years, what do you perceive as the **successes** in how we are working together to address transportation safety?

IDENTIFYING CHANGE

In the next 5 years, what action steps do you want to see **change to improve transportation safety** throughout the Central Florida area?

IDENTIFYING CHALLENGES

In the last 5 years, what do you perceive as **challenges** in how we are working together to address transportation safety?

LOOKING AHEAD

Completed:

- ✓ **Step 1:** Kick-off with FDOT executive team
- ✓ **Step 2:** One-on-one interviews with FDOT staff at all levels and departments
- ✓ **Step 3:** Collaboration with external partners
- ✓ **Step 4:** Develop draft Safety Strategic Action Plan (**February/March**)
- ✓ **Step 5:** FDOT and external partners review action items (**March/April**)

Upcoming!

- ❑ **Step 6:** Launch plan through **Central Florida Safety Summit – May 17**

OPPORTUNITY TO PARTICIPATE!

**Sponsorship Opportunities
will be available to attend the**

**Inaugural Central Florida Safety Summit
May 17, 2024 at Seaworld**

Look out for details soon!

Achieving **ZERO** serious injuries and fatalities.
Together.



SAFETY BEGINS WITH

ME.

SAFETY BEGINS WITH

YOU!





NO text.
NO call.
NOTHING
is worth losing a life over.

#PutItDown #FocusOnDrivingFL



MAINTENANCE RESURFACING SCOPES

Ed Kestory, P.E.

District Design Engineer



WHAT IS MAINTENANCE RESURFACING?



- Limited scope allows FDOT to focus on successfully delivering projects to fulfill resurfacing lane mile requirements.
- Scope includes only milling and resurfacing asphalt pavement, pavement markings and reconstructing curb ramps for ADA compliance (FDM 114.1.4).
- Scope MAY also include replacing signage when necessary.
- Safety analyses are NOT included
- Target Speeds are considered a planning element for future projects but not an objective of a maintenance resurfacing
- Crash history is a consideration in the scope development
- District Management reviews data and approves scope

POTENTIAL SCOPE ADDITIONS

- Any potential addition **MUST** stay within the parameters of maintenance resurfacing to be funded under the main FPID
 - o Nothing that affects curb line, drainage structures, existing strain pole or mast arm assemblies, etc.
 - o Nothing that would require additional analysis
- Examples of potential additions:
 - o Striping a crosswalk at an existing crossing location where curb ramps exist
 - o Restriping travel lanes to widen an existing outside shoulder or bike lane if the signal heads still align and breakovers are not a concern



POTENTIAL SCOPE ADDITIONS



- Most acceptable additions will have been identified during scoping and approved by Management prior to negotiations
- **LF agreements can be arranged for other improvements via a separate project**
- If a field review reveals a new condition, the suggested improvement can be brought to the Department's attention for evaluation for potential -2 or "goes-with" project

BUSINESS DEVELOPMENT INITIATIVE

Michelle Sloan
District Procurement Manager



GOAL AND PROGRAM IMPACTS- FY 23

- CEI
 - 21.4% of program for BDI
 - Average Submittal
 - Non-BDI: 6.9
 - BDI: 3.3
- Design
 - 18.2% of program for BDI
 - Average Submittal
 - Non-BDI: 15.5
 - BDI: 9.0

District	Number of BDI Contracts	Total Number of Contracts	Percentage of BDI Contracts
<u>5</u>	8	57	14.04%

District	BDI (Non-TWO) Cn's executed in report period (A)	BDI Cn's w/ at least one TWO executed in report period (B)*	Total Number of Contracts (C)	A + B	B + C	BDI % with TWOs**
<u>5</u>	7	11	57	18	68	26.47%

* Note: Task Work Order (TWO) Contracts are not counted until at least one TWO is executed within the reporting period.

** BDI % with TWOs = $[(A+B) \div (B+C)] \times 100$

GOAL AND PROGRAM IMPACTS- FY 24

- CEI
 - 21.4% of program for BDI
 - Average Submittal
 - Non-BDI: 6.7
 - BDI: 3.3
- Design
 - 18.2% of program for BDI
 - Average Submittal
 - Non-BDI: 12.0
 - BDI: 9.75

District	Number of BDI Contracts	Total Number of Contracts	Percentage of BDI Contracts
<u>5</u>	4	46	8.70%

District	BDI (Non-TWO) Cn's executed in report period (A)	BDI Cn's w/ at least one TWO executed in report period (B)*	Total Number of Contracts (C)	A + B	B + C	BDI % with TWOs**
<u>5</u>	2	9	46	11	55	20.00%

* Note: Task Work Order (TWO) Contracts are not counted until at least one TWO is executed within the reporting period.

** BDI % with TWOs = $[(A+B) \div (B+C)] \times 100$



Shortlisted Status and beyond

GOALS AND PROGRAM IMPACTS- FY 25

CEI

- 21.1% of program for BDI

Design

- 23.8% of program for BDI

TOTAL PROGRAM

- 16.7% reserved

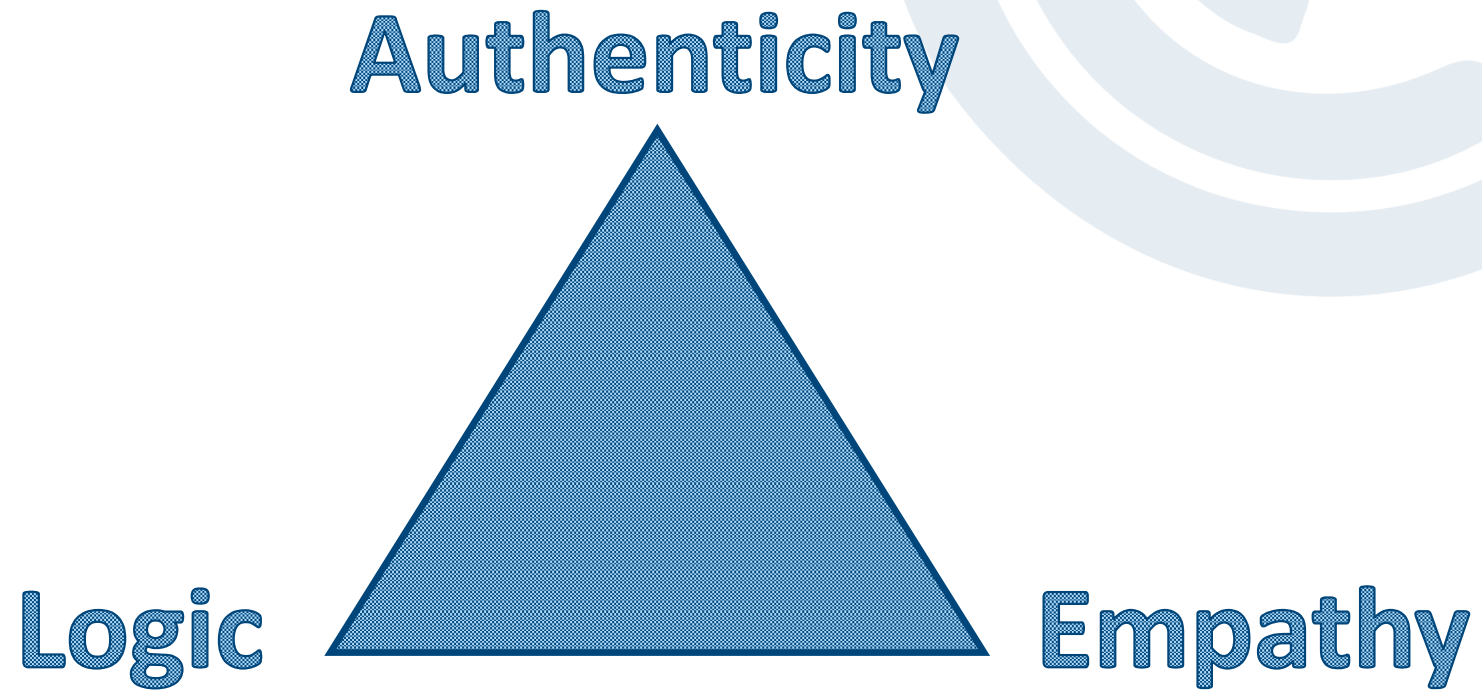


ACEC-FL UPDATE

Scott Perfater, PE
Burgess & Niple, Inc.



TRUST TRIANGLE





THANK YOU!



MICHELLE.SLOAN@DOT.STATE.FL.US



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