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North Central Florida Regional Planning Council

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September 26, 2018

TO: Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Meeting Announcement and Agenda

On October 3, 2018, the Technical Advisory Committee will meet at 2:00 p.m. in the **Charles F. Justice Conference Room, North Central Florida Regional Planning Council, 2009 NW 67th Place.** Also, on October 3, 2018 the Citizens Advisory Committee will meet at 7:00 p.m. in the **Grace Knight Conference Room, Alachua County Administration Building 12 SE 1st Street**. Times shown on this agenda are for the Citizens Advisory Committee meeting.

STAFF RECOMMENDATION

7:00 p.m. **I.** **Introductions (if needed)***

Page #1 **II.** **Approval of Meeting Agenda** **APPROVE AGENDA**
7:05 p.m.

Page #3 **III.** **Approval of Committee Minutes** **APPROVE MINUTES**
7:10 p.m.

Page #35 **IV.** **Unified Planning Work Program Amendment** **APPROVE STAFF RECOMMENDATION**
7:15 p.m.

The Florida Department of Transportation Improvement has informed the Metropolitan Transportation Planning Organization of an increase to the Federal Transit Administration Section 5305(d) grant award.

Page #53 **V.** **Bridge, Pavement and System Performance Measures and Targets** **APPROVE STAFF RECOMMENDATION**
7:20 p.m.

The Metropolitan Transportation Planning Organization needs to set performance targets concerning maintenance of transportation infrastructure.

Dedicated to improving the quality of life of the Region's citizens,
by enhancing public safety, protecting regional resources,
promoting economic development and providing technical services to local governments.

VI. Information Items

The following materials are for your information only and are not scheduled to be discussed unless otherwise requested.

*No handout included with the enclosed agenda item.

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE

North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, Florida

August 8, 2018
2:00 p.m.

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Dekova Batey	Aaron Carver	Gerry Dedenbach	Michael Escalante
Chris Dawson	Linda Dixon	Karen Taulbee	Scott Koons
Ronald Fuller	James Speer		
Deborah Leistner			
Dean Mimms			
Krys Ochia			
Mari Schwabacher			
Brian Singleton			

CALL TO ORDER

Scott Koons, Executive Director, called the meeting to order at 2:02 p.m. He noted that neither the Chair nor Vice-Chair were in attendance.

MOTION: Chris Dawson moved to appoint Brian Singleton as Acting Chair. Deborah Leistner seconded; motion passed unanimously.

I. INTRODUCTIONS

Acting Chair Singleton, Alachua County Engineer, introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Acting Chair Singleton asked for approval of the agenda.

MOTION: Chris Dawson moved to approve the meeting agenda. Dekova Batey seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Acting Chair Singleton stated that the June 6, 2018 minutes were ready for consideration of approval by the Technical Advisory Committee.

MOTION: Deborah Leistner moved to approve the June 6, 2018 Technical Advisory Committee minutes. Dekova Batey seconded; motion passed unanimously.

IV. TRANSPORTATION IMPROVEMENT PROGRAM ROLL FORWARD AMENDMENTS

Mr. Escalante, Senior Planner, stated that the Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to roll forward funding from Fiscal Year 2017-18 to Fiscal Year 2018-19 for several projects. He said this amendment is needed because funds for these projects were not committed by June 30, 2018 - the end of the state fiscal year. He discussed the projects and answered questions.

MOTION: Deborah Leistner moved to recommend that the Metropolitan Transportation Planning Organization amend the Transportation Improvement Program to roll forward funding into Fiscal Year 2018-19 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1. Ronald Fuller seconded; motion passed unanimously.

V. BRIDGE, PAVEMENT AND SYSTEM PERFORMANCE MEASURES AND TARGETS

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to set Bridge, Pavement and System Performance Targets to meet federal legislation requirements. He discussed the bridge, pavement and system performance measures and targets and answered questions.

Karen Taulbee, Florida Department of Transportation Urban Planning Manager, discussed bridge, pavement and system performance measures.

MOTION: Chris Dawson moved to table this item in order receive additional methodology and facility materials. Deborah Leistner seconded; motion passed unanimously.

VI. TRANSIT PERFORMANCE MEASURES AND TARGETS

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to set Transit Performance Targets to meet federal legislation requirements. He discussed the transit state-of-good-repair measures and targets and answered questions.

MOTION: Chris Dawson moved to

1. **Recommend that the Metropolitan Transportation Planning Organization set Transit Performance Targets consistent with the City of Gainesville Regional Transit System Targets as shown in Exhibit 2 and authorize staff to administratively modify the Transportation Improvement Program and List of Priority Projects to incorporate appropriate transit performance measures and targets language; and**
2. **Have staff update the Technical Advisory Committee if the Federal Transit Administration adopts regulations to establish sanctions for non-achievement of targets.**

Dean Mimms seconded; motion passed unanimously.

VII. STATE HIGHWAY SYSTEM ROUNDABOUTS

Acting Chair Singleton asked if there were any recommendations for roundabouts on the State Highway System.

Ms. Taulbee discussed the Florida Department of Transportation Intersection Control Evaluation criteria.

Deborah Leistner, City of Gainesville Transportation Planning Manager, suggested West University Avenue at West 6th Street and West 10th Street.

Ms. Taulbee stated that data would be needed to demonstrate safety mitigation for converting a signalized intersection to a roundabout intersection.

ACTION: Chris Dawson moved to report to the Metropolitan Transportation Planning Organization that:

1. **There are no double-lane candidate intersections for double-lane roundabouts on State Highway System facilities at this time; and**
2. **State Highway System intersections will be monitored for consideration of single-lane or double-lane roundabouts for recommendation to the Metropolitan Transportation Planning Organization.**

Ronald Fuller seconded; motion passed unanimously.

VIII. TRANSPORTATION IMPROVEMENT PROGRAM UPDATE -
FLORIDA DEPARTMENT OF TRANSPORTATION APPROVAL
STATE ROAD 26 (WEST NEWBERRY ROAD) SIDEWALK PROJECT INFORMATION
ALACHUA COUNTY LETTER TO THE FLORIDA DEPARTMENT OF TRANSPORTATION CONCERNING COUNTY INCENTIVE GRANT PROGRAM-FUNDED PROJECTS

Mr. Escalante stated that the Florida Department of Transportation approved the Transportation Improvement Program. He said that information concerning the State Road 26 (West Newberry Road) Sidewalk Project [4305421] and County Incentive Grant Program is also provided. He discussed the information and answered questions.

Acting Chair Singleton discussed the NW 23rd Avenue reconstruction project.

IX. INFORMATION ITEMS

Chris Dawson, Alachua County Senior Planner, and Ms. Taulbee discussed State Highway System context classification within Alachua County.

Mr. Escalante discussed the timeline for the State Highway System roundabout topic.

Dean Mimms, City of Gainesville Planning Consultant, announced his retirement from employment by the City.

ADJOURNMENT

The meeting was adjourned at 3:46 p.m.

_____ _____

Date Jeffrey Hays, Chair

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Exhibit A

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

HIGHWAYS

EXHIBIT 1
DATE RUN: 07/02/2018
TIME RUN: 08.32.40
MBRMPOTP

ITEM NUMBER:207798 6
DISTRICT:02
ROADWAY ID:26030000

PROJECT DESCRIPTION:SR45/US27/US41
COUNTY:ALACHUA
PROJECT LENGTH: 1.073MI

NON-SIS
TYPE OF WORK:RIGHT OF WAY ACTIVITIES
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	500	0	0	0	0	0	500
LF	90,819	0	0	0	0	0	0	90,819
SN	0	1,546	0	0	0	0	0	1,546
TOTAL 207798 6	**90,819**	**2,046**	**0**	**0**	**0**	**0**	**0**	**92,865**
TOTAL PROJECT:	**90,819**	**2,046**	**0**	**0**	**0**	**0**	**0**	**92,865**

ITEM NUMBER:207818 2
DISTRICT:02
ROADWAY ID:26080000

PROJECT DESCRIPTION:SR20(SE HAWTHORNE RD) FROM: EAST OF US301 TO: PUTNAM C/L
COUNTY:ALACHUA
PROJECT LENGTH: 1.701MI

SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	13,554	0	0	0	0	0	0	13,554
DIH	418,885	0	0	0	0	0	0	418,885
DS	211,037	0	0	0	0	0	0	211,037
NHPP	125,352	0	0	0	0	0	0	125,352
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	389,557	0	0	0	0	0	0	389,557
DIH	151,844	0	0	0	0	0	0	151,844
DIRS	633,617	0	0	0	0	0	0	633,617
DS	4,367	0	0	0	0	0	0	4,367
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	1	0	0	0	0	0	0	1
NHPP	6,738	0	0	0	0	0	0	6,738
SL	3,490	0	0	0	0	0	0	3,490
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	7,926,546	52,800	0	0	0	0	0	7,979,346
ACSA	0	5,000	0	0	0	0	0	5,000
DIH	6,003	3,241	0	0	0	0	0	9,244
DS	224,820	0	0	0	0	0	0	224,820
NHPP	7,916,868	0	0	0	0	0	0	7,916,868
TOTAL 207818 2	**18,032,679**	**61,041**	**0**	**0**	**0**	**0**	**0**	**18,093,720**
TOTAL PROJECT:	**18,032,679**	**61,041**	**0**	**0**	**0**	**0**	**0**	**18,093,720**

ITEM NUMBER:211365 6
DISTRICT:02
ROADWAY ID:26000094

PROJECT DESCRIPTION:SW 62ND BLVD ARTERIAL CONNECTOR
COUNTY:ALACHUA
PROJECT LENGTH: 1.516MI

NON-SIS
TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
HPP	1,275,796	0	0	0	0	0	0	1,275,796
SA	7,576	0	0	0	0	0	0	7,576
S117	2,984	0	0	0	0	0	0	2,984
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HPP	9,373	0	0	0	0	0	0	9,373
SA	27,936	18,488	0	0	0	0	0	46,424

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
REPE	0	120,051	0	0	0	0	0	120,051
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
CIGP	0	0	0	0	4,441,760	0	0	4,441,760
LF	0	0	0	0	2,476,357	0	0	2,476,357
SL	0	0	0	0	8,036,289	0	0	8,036,289
TRIP	0	0	0	0	1,322,803	0	0	1,322,803
TRWR	0	0	0	0	1,329,534	0	0	1,329,534
TOTAL 211365 6	**1,323,665**	**138,539**	**0**	**0**	**17,606,743**	**0**	**0**	**19,068,947**

ITEM NUMBER:211365 7 PROJECT DESCRIPTION:SW 62ND BLVD FROM SR24(ARCHER ROAD) TO SR26(NEWBERRY ROAD) *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RIGHT OF WAY ACQUISITION
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0	521,277	0	0	0	0	0	521,277
LF	0	5,308,181	0	0	0	0	0	5,308,181
REPE	0	251,524	0	0	0	0	0	251,524
SA	0	45,000	0	0	0	0	0	45,000
TRIP	0	4,864,481	0	0	0	0	0	4,864,481
TOTAL 211365 7	**0**	**10,990,463**	**0**	**0**	**0**	**0**	**0**	**10,990,463**
TOTAL PROJECT:	**1,323,665**	**11,129,002**	**0**	**0**	**17,606,743**	**0**	**0**	**30,059,410**

ITEM NUMBER:423071 4 PROJECT DESCRIPTION:I-75(SR93)@ SR24(ARCHER RD) *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:INTERCHANGE - ADD LANES
ROADWAY ID:26260000 PROJECT LENGTH: .360MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 1

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,001	0	0	0	0	0	1,001
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	1,239,381	0	0	0	0	0	0	1,239,381
DIH	45,160	3,591	0	0	0	0	0	48,751
DS	11,608	0	0	0	0	0	0	11,608
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	2,520	2,714	0	0	0	0	0	5,234
DS	773	8,904	0	0	0	0	0	9,677
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	0	500,056	0	0	0	0	0	500,056
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	0	7,489,548	0	0	0	0	0	7,489,548
DI	0	77,100	0	0	0	0	0	77,100
LF	0	41,178	0	0	0	0	0	41,178
TOTAL 423071 4	**1,299,442**	**8,124,092**	**0**	**0**	**0**	**0**	**0**	**9,423,534**
TOTAL PROJECT:	**1,299,442**	**8,124,092**	**0**	**0**	**0**	**0**	**0**	**9,423,534**

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

HIGHWAYS

DATE RUN: 07/02/2018
TIME RUN: 08.32.40
MBRMPOTP

ITEM NUMBER:423608 2
DISTRICT:02
ROADWAY ID:26004000

PROJECT DESCRIPTION:SR226(SE 16TH AVE) @ MAIN ST @ SR331(WILLISTON RD)
COUNTY:ALACHUA
PROJECT LENGTH: .557MI

NON-SIS
TYPE OF WORK:INTERSECTION IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	112,021	0	0	0	0	0	0	112,021
DS	17,498	0	0	0	0	0	0	17,498
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,653	0	0	0	0	0	0	3,653
DIH	79,686	0	0	0	0	0	0	79,686
DS	15,216	0	0	0	0	0	0	15,216
SA	543,559	0	0	0	0	0	0	543,559
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	530,904	60,353	0	0	0	0	0	591,257
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	63,149	48,496	0	0	0	0	0	111,645
DS	138,000	0	0	0	0	0	0	138,000
HSP	2,601,100	0	0	0	0	0	0	2,601,100
TOTAL 423608 2	**4,104,786**	**108,849**	**0**	**0**	**0**	**0**	**0**	**4,213,635**
TOTAL PROJECT:	**4,104,786**	**108,849**	**0**	**0**	**0**	**0**	**0**	**4,213,635**

ITEM NUMBER:426838 1
DISTRICT:02
ROADWAY ID:26100000

PROJECT DESCRIPTION:SR 121 FROM 169TH PL TO NW 177 AVE
COUNTY:ALACHUA
PROJECT LENGTH: .430MI

NON-SIS
TYPE OF WORK:SPECIAL SURVEYS
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	243	1,001	0	0	0	0	0	1,244
DS	6,651	0	0	0	0	0	0	6,651
TOTAL 426838 1	**6,894**	**1,001**	**0**	**0**	**0**	**0**	**0**	**7,895**
TOTAL PROJECT:	**6,894**	**1,001**	**0**	**0**	**0**	**0**	**0**	**7,895**

ITEM NUMBER:428682 1
DISTRICT:02
ROADWAY ID:26005000

PROJECT DESCRIPTION:SR 222 (NW 39TH AVE.) FROM 100'W OF NW 10TH ST TO 100' E OF NW 10TH ST
COUNTY:ALACHUA
PROJECT LENGTH: .040MI

SIS
TYPE OF WORK:SPECIAL SURVEYS
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	2,151	0	0	0	0	0	2,151
DS	7,294	0	0	0	0	0	0	7,294
TOTAL 428682 1	**7,294**	**2,151**	**0**	**0**	**0**	**0**	**0**	**9,445**
TOTAL PROJECT:	**7,294**	**2,151**	**0**	**0**	**0**	**0**	**0**	**9,445**

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
==========
HIGHWAYS
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ITEM NUMBER:428803 1 PROJECT DESCRIPTION:I-75 (SR 93) FROM S. OF SR 222 TO N. OF SR 25/US 441 *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RESURFACING
ROADWAY ID:26260000 PROJECT LENGTH: 11.421MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	109,120	0	0	0	0	0	109,120
DDR	98,629	0	0	0	0	0	0	98,629
DIH	19,983	0	0	0	0	0	0	19,983
DS	9,378	0	0	0	0	0	0	9,378
IM	1,015,100	0	0	0	0	0	0	1,015,100
NHPP	210,630	0	0	0	0	0	0	210,630
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	181,443	0	0	0	0	0	0	181,443
DDR	486,533	0	0	0	0	0	0	486,533
DI	748,506	0	0	0	0	0	0	748,506
DIH	189,798	0	0	0	0	0	0	189,798
DS	99,008	0	0	0	0	0	0	99,008
NHPP	7,939,499	0	0	0	0	0	0	7,939,499
SAAN	11,972,459	0	0	0	0	0	0	11,972,459
TOTAL 428803 1	**22,970,966**	**109,120**	**0**	**0**	**0**	**0**	**0**	**23,080,086**
TOTAL PROJECT:	**22,970,966**	**109,120**	**0**	**0**	**0**	**0**	**0**	**23,080,086**

ITEM NUMBER:428804 1 PROJECT DESCRIPTION:I-75 (SR 93) FR S. OF SR 121 TO S. OF SR 222 *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RESURFACING
ROADWAY ID:26260000 PROJECT LENGTH: 6.543MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	270	0	0	0	0	0	0	270
DIH	102,221	0	0	0	0	0	0	102,221
DS	37,024	0	0	0	0	0	0	37,024
IM	35,792	0	0	0	0	0	0	35,792
NHPP	1,969,772	0	0	0	0	0	0	1,969,772
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	13,011,981	37,664	0	0	0	0	0	13,049,645
DDR	794,569	0	0	0	0	0	0	794,569
DIH	34,511	4,582	0	0	0	0	0	39,093
DS	27,883	0	0	0	0	0	0	27,883
LF	6,700	0	0	0	0	0	0	6,700
NHPP	5,947,077	331	0	0	0	0	0	5,947,408
TOTAL 428804 1	**21,967,800**	**42,577**	**0**	**0**	**0**	**0**	**0**	**22,010,377**
TOTAL PROJECT:	**21,967,800**	**42,577**	**0**	**0**	**0**	**0**	**0**	**22,010,377**

ITEM NUMBER:428805 1 PROJECT DESCRIPTION:I-75 (SR 93) FR MARION C/L TO S. OF SR 121 *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RESURFACING
ROADWAY ID:26260000 PROJECT LENGTH: 9.271MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	39,798	0	0	0	0	0	0	39,798
NHPP	1,130,227	0	0	0	0	0	0	1,130,227

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	34,405	0	0	0	0	0	34,405
DDR	119,590	0	0	0	0	0	0	119,590
DI	874	0	0	0	0	0	0	874
DIH	31,919	6,329	0	0	0	0	0	38,248
DS	371,409	0	0	0	0	0	0	371,409
NHPP	13,349,086	114,703	0	0	0	0	0	13,463,789
TOTAL 428805 1	**15,042,903**	**155,437**	**0**	**0**	**0**	**0**	**0**	**15,198,340**
TOTAL PROJECT:	**15,042,903**	**155,437**	**0**	**0**	**0**	**0**	**0**	**15,198,340**

ITEM NUMBER:433357 2 PROJECT DESCRIPTION:170TH STREET FROM: SOUTH OF SW 147TH AVE TO: SW 128TH PLACE *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:SIDEWALK
ROADWAY ID:26620000 PROJECT LENGTH: 1.180MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY								
ACTA	193,394	0	0	0	0	0	0	193,394
TALT	290,623	6,700	0	0	0	0	0	297,323
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	2,106	2,000	0	0	0	0	0	4,106
TOTAL 433357 2	**486,123**	**8,700**	**0**	**0**	**0**	**0**	**0**	**494,823**
TOTAL PROJECT:	**486,123**	**8,700**	**0**	**0**	**0**	**0**	**0**	**494,823**

ITEM NUMBER:433890 1 PROJECT DESCRIPTION:SR 20 OVERPASS AT US 301 LANDSCAPING PUSH BUTTON *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:LANDSCAPING
ROADWAY ID:26080000 PROJECT LENGTH: .587MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	1,847	2,102	0	0	0	0	0	3,949
TOTAL 433890 1	**1,847**	**2,102**	**0**	**0**	**0**	**0**	**0**	**3,949**
TOTAL PROJECT:	**1,847**	**2,102**	**0**	**0**	**0**	**0**	**0**	**3,949**

ITEM NUMBER:433990 1 PROJECT DESCRIPTION:POE SPRINGS ROAD FROM: POE SPRINGS TO: US27(MAIN STREET) *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:26511000 PROJECT LENGTH: 3.462MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	0	500	0	0	0	0	0	500
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALN	0	11,190	0	0	0	0	0	11,190
TALT	0	11,165	0	0	0	0	0	11,165
TOTAL 433990 1	**0**	**22,855**	**0**	**0**	**0**	**0**	**0**	**22,855**
TOTAL PROJECT:	**0**	**22,855**	**0**	**0**	**0**	**0**	**0**	**22,855**

FLORIDA DEPARTMENT OF TRANSPORTATION
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ITEM NUMBER:434396 1 PROJECT DESCRIPTION:SR24 @ SW 23RD TERRACE *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC SIGNAL UPDATE
ROADWAY ID:26090000 PROJECT LENGTH: .010MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	153,257	0	0	0	0	0	153,257
DIH	35	1,001	0	0	0	0	0	1,036
DS	239	0	0	0	0	0	0	239
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	0	0	685,592	0	685,592
DIH	0	0	0	0	0	7,885	0	7,885
TOTAL 434396 1	**274**	**154,258**	**0**	**0**	**0**	**693,477**	**0**	**848,009**
TOTAL PROJECT:	**274**	**154,258**	**0**	**0**	**0**	**693,477**	**0**	**848,009**

ITEM NUMBER:434559 1 PROJECT DESCRIPTION:SR24(ARCHER RD) FROM US27A/BRONSON TO SW 75TH ST/TOWER RD *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:26090000 PROJECT LENGTH: 10.188MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	80,058	0	0	0	0	0	0	80,058
DIH	18,817	14,182	0	0	0	0	0	32,999
DS	6,962	0	0	0	0	0	0	6,962
TOTAL 434559 1	**105,837**	**14,182**	**0**	**0**	**0**	**0**	**0**	**120,019**
TOTAL PROJECT:	**105,837**	**14,182**	**0**	**0**	**0**	**0**	**0**	**120,019**

ITEM NUMBER:435857 1 PROJECT DESCRIPTION:SR 25 (US 441) SOUTH OF GAINESVILLE ADD LEFT TURN LANES PUSH BUTTON *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	2,259	11,542	0	0	0	0	0	13,801
TOTAL 435857 1	**2,259**	**11,542**	**0**	**0**	**0**	**0**	**0**	**13,801**
TOTAL PROJECT:	**2,259**	**11,542**	**0**	**0**	**0**	**0**	**0**	**13,801**

ITEM NUMBER:435891 1 PROJECT DESCRIPTION:SR25(US441) @ SR24(SW ARCHER RD) *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC SIGNAL UPDATE
ROADWAY ID:26010000 PROJECT LENGTH: .006MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	0	550,000	0	0	550,000
DIH	0	2,000	0	0	0	0	0	2,000
TOTAL 435891 1	**0**	**2,000**	**0**	**0**	**550,000**	**0**	**0**	**552,000**
TOTAL PROJECT:	**0**	**2,000**	**0**	**0**	**550,000**	**0**	**0**	**552,000**

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HIGHWAYS

ITEM NUMBER:439489 1 *SIS*
DISTRICT:02
ROADWAY ID:26050000
PROJECT DESCRIPTION:SR24 FROM: SR26(UNIVERSITY AVE) TO: SR222
COUNTY:ALACHUA
PROJECT LENGTH: 2.640MI
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	286,417	8,501	0	0	0	0	0	294,918
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	0	2,845,984	0	0	0	0	2,845,984
ACSS	0	0	1,092,024	0	0	0	0	1,092,024
TOTAL 439489 1	**286,417**	**8,501**	**3,938,008**	**0**	**0**	**0**	**0**	**4,232,926**
TOTAL PROJECT:	**286,417**	**8,501**	**3,938,008**	**0**	**0**	**0**	**0**	**4,232,926**

ITEM NUMBER:439495 1 *NON-SIS*
DISTRICT:02
ROADWAY ID:26000000
PROJECT DESCRIPTION:NE 18TH AVE FROM: NE 12TH ST TO: NE 15TH ST
COUNTY:ALACHUA
PROJECT LENGTH: .280MI
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
SA	0	5,001	0	0	0	0	0	5,001
SR2T	27,434	0	0	0	0	0	0	27,434
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
SA	0	0	66,354	0	0	0	0	66,354
SR2T	0	0	164,602	0	0	0	0	164,602
TOTAL 439495 1	**27,434**	**5,001**	**230,956**	**0**	**0**	**0**	**0**	**263,391**
TOTAL PROJECT:	**27,434**	**5,001**	**230,956**	**0**	**0**	**0**	**0**	**263,391**

ITEM NUMBER:439807 1 *NON-SIS*
DISTRICT:02
ROADWAY ID:26004000
PROJECT DESCRIPTION:SR226 FROM: SR24 TO: SW 6TH STREET
COUNTY:ALACHUA
PROJECT LENGTH: 1.494MI
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	478	0	0	0	0	0	0	478
HSP	34,003	1,000	0	0	0	0	0	35,003
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	5,909	0	0	0	0	0	0	5,909
TOTAL 439807 1	**40,390**	**1,000**	**0**	**0**	**0**	**0**	**0**	**41,390**
TOTAL PROJECT:	**40,390**	**1,000**	**0**	**0**	**0**	**0**	**0**	**41,390**

ITEM NUMBER:442149 2 *NON-SIS*
DISTRICT:02
ROADWAY ID:
PROJECT DESCRIPTION:SW WACAHOOTA ROAD, APPROX 1 MILE NW OF US HWY 441
COUNTY:ALACHUA
PROJECT LENGTH: .000
TYPE OF WORK:EMERGENCY OPERATIONS
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	2,892	0	0	0	0	0	2,892
TOTAL 442149 2	**0**	**2,892**	**0**	**0**	**0**	**0**	**0**	**2,892**

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ITEM NUMBER:442149 3 PROJECT DESCRIPTION:NW CR 236 BEWTEEN NW CR 241 AND NW CR 239. *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	3,836	0	0	0	0	0	3,836
DER	0	1,001	0	0	0	0	0	1,001
TOTAL 442149 3	**0**	**4,837**	**0**	**0**	**0**	**0**	**0**	**4,837**
TOTAL PROJECT:	**0**	**7,729**	**0**	**0**	**0**	**0**	**0**	**7,729**

ITEM NUMBER:442757 1 PROJECT DESCRIPTION:NW 16TH AVE AT HOGTOWN CREEK BR NO. 260098 *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	102,527	0	0	0	0	0	102,527
TOTAL 442757 1	**0**	**102,527**	**0**	**0**	**0**	**0**	**0**	**102,527**
TOTAL PROJECT:	**0**	**102,527**	**0**	**0**	**0**	**0**	**0**	**102,527**

ITEM NUMBER:442758 1 PROJECT DESCRIPTION:SW WACHOOTA ROAD 1 MI NW OF SR25 (US441) *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	1,001	0	0	0	0	0	1,001
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	16,648	0	0	0	0	0	16,648
TOTAL 442758 1	**0**	**17,649**	**0**	**0**	**0**	**0**	**0**	**17,649**
TOTAL PROJECT:	**0**	**17,649**	**0**	**0**	**0**	**0**	**0**	**17,649**
TOTAL DIST: 02	**85,797,829**	**20,093,362**	**4,168,964**	**0**	**18,156,743**	**693,477**	**0**	**128,910,375**
TOTAL HIGHWAYS	**85,797,829**	**20,093,362**	**4,168,964**	**0**	**18,156,743**	**693,477**	**0**	**128,910,375**

FLORIDA DEPARTMENT OF TRANSPORTATION
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TRANSIT

ITEM NUMBER:215546 1
DISTRICT:02
ROADWAY ID:

PROJECT DESCRIPTION:GAINESVILLE RTS SECT 5307 FORMULA GRANT OPERATING ASSISTANCE
COUNTY:ALACHUA
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:OPERATING FOR FIXED ROUTE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
DS	1	0	0	0	0	0	0	1
FTA	3,800,000	9,000,000	1,800,000	1,800,000	1,800,000	0	0	18,200,000
LF	3,800,000	9,000,000	1,800,000	1,800,000	1,800,000	0	0	18,200,000
TOTAL 215546 1	**7,600,001**	**18,000,000**	**3,600,000**	**3,600,000**	**3,600,000**	**0**	**0**	**36,400,001**
TOTAL PROJECT:	**7,600,001**	**18,000,000**	**3,600,000**	**3,600,000**	**3,600,000**	**0**	**0**	**36,400,001**

ITEM NUMBER:404026 1
DISTRICT:02
ROADWAY ID:

PROJECT DESCRIPTION:GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC CAPITAL PURCHASES
COUNTY:ALACHUA
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:CAPITAL FOR FIXED ROUTE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	4,700,000	9,500,000	2,500,000	2,500,000	2,500,000	2,500,000	0	24,200,000
LF	1,175,000	2,375,000	625,000	625,000	625,000	625,000	0	6,050,000
TOTAL 404026 1	**5,875,000**	**11,875,000**	**3,125,000**	**3,125,000**	**3,125,000**	**3,125,000**	**0**	**30,250,000**
TOTAL PROJECT:	**5,875,000**	**11,875,000**	**3,125,000**	**3,125,000**	**3,125,000**	**3,125,000**	**0**	**30,250,000**

ITEM NUMBER:441520 1
DISTRICT:02
ROADWAY ID:

PROJECT DESCRIPTION:ALACHUA CO 5339 RTS TRANSIT IMPROVEMENT
COUNTY:ALACHUA
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:OPERATING/ADMIN. ASSISTANCE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY								
FTA	0	259,662	0	0	0	0	0	259,662
LF	0	54,468	0	0	0	0	0	54,468
TOTAL 441520 1	**0**	**314,130**	**0**	**0**	**0**	**0**	**0**	**314,130**
TOTAL PROJECT:	**0**	**314,130**	**0**	**0**	**0**	**0**	**0**	**314,130**

ITEM NUMBER:442887 1
DISTRICT:02
ROADWAY ID:

PROJECT DESCRIPTION:GAINESVILLE RTS LO-NO EMISSIONS PURCHASE ELECTRIC BUSES/CHARGERS
COUNTY:ALACHUA
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	0	1,000,000	0	0	0	0	0	1,000,000
LF	0	410,000	0	0	0	0	0	410,000
TOTAL 442887 1	**0**	**1,410,000**	**0**	**0**	**0**	**0**	**0**	**1,410,000**
TOTAL PROJECT:	**0**	**1,410,000**	**0**	**0**	**0**	**0**	**0**	**1,410,000**
TOTAL DIST: 02	**13,475,001**	**31,599,130**	**6,725,000**	**6,725,000**	**6,725,000**	**3,125,000**	**0**	**68,374,131**
TOTAL TRANSIT	**13,475,001**	**31,599,130**	**6,725,000**	**6,725,000**	**6,725,000**	**3,125,000**	**0**	**68,374,131**

FLORIDA DEPARTMENT OF TRANSPORTATION
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MISCELLANEOUS

ITEM NUMBER:439603 1 PROJECT DESCRIPTION:TS HERMINE(TD#9) ALACHUA(26) CO COUNTYWIDE DISASTER RECOVERY *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT								
FEMA	2,919	7,081	0	0	0	0	0	10,000
TOTAL 439603 1	**2,919**	**7,081**	**0**	**0**	**0**	**0**	**0**	**10,000**
TOTAL PROJECT:	**2,919**	**7,081**	**0**	**0**	**0**	**0**	**0**	**10,000**
TOTAL DIST: 02	**2,919**	**7,081**	**0**	**0**	**0**	**0**	**0**	**10,000**
TOTAL MISCELLANEOUS	**2,919**	**7,081**	**0**	**0**	**0**	**0**	**0**	**10,000**
GRAND TOTAL	99,275,749	51,699,573	10,893,964	6,725,000	24,881,743	3,818,477	0	197,294,506

Exhibit 2

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
State-of-Good-Repair Performance Targets

Revenue Vehicle Targets

Performance Measure	Revenue Vehicle	Target
Age - Percent of Revenue Vehicles within a Particular Asset Class That Have Met or Exceeded Their Useful Life Benchmark	Bus	31 Percent
	Cutaway	9 Percent

Equipment Target

Performance Measure	Equipment	Target
Age - Percent of Vehicles That Have Met or Exceeded Their Useful Life Benchmark	Non-Revenue/Service Automobile	30 Percent

Facilities Performance Target

Performance Measure	Facilities	Target
Condition - Percent of Facilities with a Condition Rating Below 3.0 on the Federal Transit Administration Transit Economic Requirements Model Scale	Administration	Zero Percent
	Maintenance	Zero Percent
	Passenger Facilities	Zero Percent

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MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE

Grace Knight Conference Room
12 SE 1st Street
Gainesville, Florida

August 8, 2018
7:00 p.m.

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Craig Brashier	Thomas Bolduc	Dekova Batey	Michael Escalante
Nelle Bullock	Mary Ann DeMatas	Mari Schwabacher	Scott Koons
Jan Frentzen, Vice-Chair	Peter Davis	Karen Taulbee	
Gilbert Levy	Luis Diaz		
James Samec	Delia Kradolfer		
Ruth Steiner	Chandler Otis		
Paul Thur de Koos	John Picket		
Chris Towne			

CALL TO ORDER

Chair Ruth Steiner called the meeting to order at 7:05 p.m.

I. INTRODUCTIONS

Chair Steiner introduced herself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Steiner stated that the Technical Advisory Committee requested that agenda item V. Bridge, Pavement and System Performance Measures and Targets be deferred. She asked that the agenda be approved as amended.

MOTION: Gilbert Levy moved to approve the meeting agenda amended to defer discussion of agenda item V. Bridge, Pavement and System Performance Measures and Targets to the October 3, 2018 meeting. Chris Towne seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Dr. Steiner asked for approval of the April 4, 2018 Citizens Advisory Committee meeting minutes.

MOTION: Chris Towne moved to approve the April 4, 2018 Citizens Advisory Committee minutes. James Samec seconded; motion passed unanimously

IV. TRANSPORTATION IMPROVEMENT PROGRAM ROLL FORWARD AMENDMENTS

Mr. Escalante stated that the Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to roll forward funding from Fiscal Year 2017-18 to Fiscal Year 2018-19 for several projects. He said this amendment is needed because funds for these projects were not committed by June 30, 2018 - the end of the state fiscal year. He discussed the projects and answered questions.

MOTION: Chris Towne moved to recommend that the Metropolitan Transportation Planning Organization amend the Transportation Improvement Program to roll forward funding into Fiscal Year 2018-19 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1. James Samec seconded; motion passed unanimously.

V. BRIDGE, PAVEMENT AND SYSTEM PERFORMANCE MEASURES AND TARGETS -

Deferred to October 3, 2018 Citizens Advisory Committee meeting.

VI. TRANSIT PERFORMANCE MEASURES AND TARGETS

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to set Transit Performance Targets to meet federal legislation requirements. He discussed the transit state-of-good-repair measures and targets and answered questions.

Karen Taulbee, Florida Department of Transportation Urban Planning Manager, discussed transit performance measures and targets and answered questions.

MOTION: Craig Brashier moved to recommend that the Metropolitan Transportation Planning Organization set Transit Performance Targets consistent with the City of Gainesville Regional Transit System Targets as shown in Exhibit 2 and authorize staff to administratively modify the Transportation Improvement Program and List of Priority Projects to incorporate appropriate transit performance measures and targets language. James Samec seconded; motion passed unanimously.

VII. STATE HIGHWAY SYSTEM ROUNDABOUTS

Mr. Escalante stated that the Metropolitan Transportation Planning Organization referred the development of a priority list of roundabouts, including double-lane roundabouts, on the State Highway System to its advisory committees. He discussed the City and County staff roundabout recommendations and answered questions.

Chair Steiner discussed roundabouts in Wisconsin. She noted a quorum was not present and requested discussion of the next agenda item.

VIII. TRANSPORTATION IMPROVEMENT PROGRAM UPDATE -
FLORIDA DEPARTMENT OF TRANSPORTATION APPROVAL
STATE ROAD 26 (WEST NEWBERRY ROAD) SIDEWALK PROJECT INFORMATION
ALACHUA COUNTY LETTER TO THE FLORIDA DEPARTMENT OF TRANSPORTATION CONCERNING COUNTY INCENTIVE GRANT PROGRAM-FUNDED PROJECTS

Mr. Escalante stated that the Florida Department of Transportation approved the Transportation Improvement Program. He said that information concerning the State Road 26 (West Newberry Road) Sidewalk Project [4305421] requested by the Technical Advisory Committee was provided in the meeting packet.

Dekova Batey, Bicycle/Pedestrian Coordinator, discussed parking along State Road 26 (West Newberry Road).

Following the re-establishment of a quorum, the following action was taken.

VII. STATE HIGHWAY SYSTEM ROUNDABOUTS (Continued)

ACTION: Craig Brashier moved to report to the Metropolitan Transportation Planning Organization that:

1. **There are no double-lane candidate intersections for double-lane roundabouts on State Highway System facilities at this time; and**
2. **State Highway System intersections will be monitored for consideration of single-lane or double-lane roundabouts for recommendation to the Metropolitan Transportation Planning Organization.**

James Samec seconded; motion passed unanimously.

VIII. TRANSPORTATION IMPROVEMENT PROGRAM UPDATE -
FLORIDA DEPARTMENT OF TRANSPORTATION APPROVAL
STATE ROAD 26 (WEST NEWBERRY ROAD) SIDEWALK PROJECT INFORMATION
ALACHUA COUNTY LETTER TO THE FLORIDA DEPARTMENT OF TRANSPORTATION
CONCERNING COUNTY INCENTIVE GRANT PROGRAM-FUNDED PROJECTS (Continued)

Mr. Escalante discussed the County Incentive Grant Program letter sent by Alachua County to the Florida Department of Transportation and the Florida Department of Transportation email response.

IX. INFORMATION ITEMS

A member discussed his concerns about long gaps in queuing traffic and suggested a public information campaign.

Mr. Escalante stated that this concern could be presented to the Alachua County Traffic Safety Team.

Mr. Batey discussed the Alachua County Traffic Safety Team and the recent Community Traffic Safety Team regional meeting.

ADJOURNMENT

The meeting was adjourned at 8:02 p.m.

_____ _____

Date Ruth Steiner, Chair

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Exhibit A

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

HIGHWAYS

EXHIBIT 1
DATE RUN: 07/02/2018
TIME RUN: 08.32.40
MBRMPOTP

ITEM NUMBER:207798 6
DISTRICT:02
ROADWAY ID:26030000

PROJECT DESCRIPTION:SR45/US27/US41
COUNTY:ALACHUA
PROJECT LENGTH: 1.073MI

NON-SIS
TYPE OF WORK:RIGHT OF WAY ACTIVITIES
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	500	0	0	0	0	0	500
LF	90,819	0	0	0	0	0	0	90,819
SN	0	1,546	0	0	0	0	0	1,546
TOTAL 207798 6	**90,819**	**2,046**	**0**	**0**	**0**	**0**	**0**	**92,865**
TOTAL PROJECT:	**90,819**	**2,046**	**0**	**0**	**0**	**0**	**0**	**92,865**

ITEM NUMBER:207818 2
DISTRICT:02
ROADWAY ID:26080000

PROJECT DESCRIPTION:SR20(SE HAWTHORNE RD) FROM: EAST OF US301 TO: PUTNAM C/L
COUNTY:ALACHUA
PROJECT LENGTH: 1.701MI

SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	13,554	0	0	0	0	0	0	13,554
DIH	418,885	0	0	0	0	0	0	418,885
DS	211,037	0	0	0	0	0	0	211,037
NHPP	125,352	0	0	0	0	0	0	125,352
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	389,557	0	0	0	0	0	0	389,557
DIH	151,844	0	0	0	0	0	0	151,844
DIRS	633,617	0	0	0	0	0	0	633,617
DS	4,367	0	0	0	0	0	0	4,367
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	1	0	0	0	0	0	0	1
NHPP	6,738	0	0	0	0	0	0	6,738
SL	3,490	0	0	0	0	0	0	3,490
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	7,926,546	52,800	0	0	0	0	0	7,979,346
ACSA	0	5,000	0	0	0	0	0	5,000
DIH	6,003	3,241	0	0	0	0	0	9,244
DS	224,820	0	0	0	0	0	0	224,820
NHPP	7,916,868	0	0	0	0	0	0	7,916,868
TOTAL 207818 2	**18,032,679**	**61,041**	**0**	**0**	**0**	**0**	**0**	**18,093,720**
TOTAL PROJECT:	**18,032,679**	**61,041**	**0**	**0**	**0**	**0**	**0**	**18,093,720**

ITEM NUMBER:211365 6
DISTRICT:02
ROADWAY ID:26000094

PROJECT DESCRIPTION:SW 62ND BLVD ARTERIAL CONNECTOR
COUNTY:ALACHUA
PROJECT LENGTH: 1.516MI

NON-SIS
TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
HPP	1,275,796	0	0	0	0	0	0	1,275,796
SA	7,576	0	0	0	0	0	0	7,576
S117	2,984	0	0	0	0	0	0	2,984
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HPP	9,373	0	0	0	0	0	0	9,373
SA	27,936	18,488	0	0	0	0	0	46,424

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PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
REPE	0	120,051	0	0	0	0	0	120,051
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
CIGP	0	0	0	0	4,441,760	0	0	4,441,760
LF	0	0	0	0	2,476,357	0	0	2,476,357
SL	0	0	0	0	8,036,289	0	0	8,036,289
TRIP	0	0	0	0	1,322,803	0	0	1,322,803
TRWR	0	0	0	0	1,329,534	0	0	1,329,534
TOTAL 211365 6	**1,323,665**	**138,539**	**0**	**0**	**17,606,743**	**0**	**0**	**19,068,947**

ITEM NUMBER:211365 7 PROJECT DESCRIPTION:SW 62ND BLVD FROM SR24(ARCHER ROAD) TO SR26(NEWBERRY ROAD) *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RIGHT OF WAY ACQUISITION
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0	521,277	0	0	0	0	0	521,277
LF	0	5,308,181	0	0	0	0	0	5,308,181
REPE	0	251,524	0	0	0	0	0	251,524
SA	0	45,000	0	0	0	0	0	45,000
TRIP	0	4,864,481	0	0	0	0	0	4,864,481
TOTAL 211365 7	**0**	**10,990,463**	**0**	**0**	**0**	**0**	**0**	**10,990,463**
TOTAL PROJECT:	**1,323,665**	**11,129,002**	**0**	**0**	**17,606,743**	**0**	**0**	**30,059,410**

ITEM NUMBER:423071 4 PROJECT DESCRIPTION:I-75(SR93)@ SR24(ARCHER RD) *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:INTERCHANGE - ADD LANES
ROADWAY ID:26260000 PROJECT LENGTH: .360MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 1

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,001	0	0	0	0	0	1,001
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	1,239,381	0	0	0	0	0	0	1,239,381
DIH	45,160	3,591	0	0	0	0	0	48,751
DS	11,608	0	0	0	0	0	0	11,608
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	2,520	2,714	0	0	0	0	0	5,234
DS	773	8,904	0	0	0	0	0	9,677
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	0	500,056	0	0	0	0	0	500,056
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	0	7,489,548	0	0	0	0	0	7,489,548
DI	0	77,100	0	0	0	0	0	77,100
LF	0	41,178	0	0	0	0	0	41,178
TOTAL 423071 4	**1,299,442**	**8,124,092**	**0**	**0**	**0**	**0**	**0**	**9,423,534**
TOTAL PROJECT:	**1,299,442**	**8,124,092**	**0**	**0**	**0**	**0**	**0**	**9,423,534**

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ITEM NUMBER:423608 2 — PROJECT DESCRIPTION:SR226(SE 16TH AVE) @ MAIN ST @ SR331(WILLISTON RD) — *NON-SIS*
DISTRICT:02 — COUNTY:ALACHUA — TYPE OF WORK:INTERSECTION IMPROVEMENT
ROADWAY ID:26004000 — PROJECT LENGTH: .557MI — LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	112,021	0	0	0	0	0	0	112,021
DS	17,498	0	0	0	0	0	0	17,498
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,653	0	0	0	0	0	0	3,653
DIH	79,686	0	0	0	0	0	0	79,686
DS	15,216	0	0	0	0	0	0	15,216
SA	543,559	0	0	0	0	0	0	543,559
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	530,904	60,353	0	0	0	0	0	591,257
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	63,149	48,496	0	0	0	0	0	111,645
DS	138,000	0	0	0	0	0	0	138,000
HSP	2,601,100	0	0	0	0	0	0	2,601,100
TOTAL 423608 2	**4,104,786**	**108,849**	**0**	**0**	**0**	**0**	**0**	**4,213,635**
TOTAL PROJECT:	**4,104,786**	**108,849**	**0**	**0**	**0**	**0**	**0**	**4,213,635**

ITEM NUMBER:426838 1 — PROJECT DESCRIPTION:SR 121 FROM 169TH PL TO NW 177 AVE — *NON-SIS*
DISTRICT:02 — COUNTY:ALACHUA — TYPE OF WORK:SPECIAL SURVEYS
ROADWAY ID:26100000 — PROJECT LENGTH: .430MI — LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	243	1,001	0	0	0	0	0	1,244
DS	6,651	0	0	0	0	0	0	6,651
TOTAL 426838 1	**6,894**	**1,001**	**0**	**0**	**0**	**0**	**0**	**7,895**
TOTAL PROJECT:	**6,894**	**1,001**	**0**	**0**	**0**	**0**	**0**	**7,895**

ITEM NUMBER:428682 1 — PROJECT DESCRIPTION:SR 222 (NW 39TH AVE.) FROM 100'W OF NW 10TH ST TO 100' E OF NW 10TH ST — *SIS*
DISTRICT:02 — COUNTY:ALACHUA — TYPE OF WORK:SPECIAL SURVEYS
ROADWAY ID:26005000 — PROJECT LENGTH: .040MI — LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	2,151	0	0	0	0	0	2,151
DS	7,294	0	0	0	0	0	0	7,294
TOTAL 428682 1	**7,294**	**2,151**	**0**	**0**	**0**	**0**	**0**	**9,445**
TOTAL PROJECT:	**7,294**	**2,151**	**0**	**0**	**0**	**0**	**0**	**9,445**

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ITEM NUMBER:428803 1 — PROJECT DESCRIPTION:I-75 (SR 93) FROM S. OF SR 222 TO N. OF SR 25/US 441 — *SIS*
DISTRICT:02 — COUNTY:ALACHUA — TYPE OF WORK:RESURFACING
ROADWAY ID:26260000 — PROJECT LENGTH: 11.421MI — LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	109,120	0	0	0	0	0	109,120
DDR	98,629	0	0	0	0	0	0	98,629
DIH	19,983	0	0	0	0	0	0	19,983
DS	9,378	0	0	0	0	0	0	9,378
IM	1,015,100	0	0	0	0	0	0	1,015,100
NHPP	210,630	0	0	0	0	0	0	210,630
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	181,443	0	0	0	0	0	0	181,443
DDR	486,533	0	0	0	0	0	0	486,533
DI	748,506	0	0	0	0	0	0	748,506
DIH	189,798	0	0	0	0	0	0	189,798
DS	99,008	0	0	0	0	0	0	99,008
NHPP	7,939,499	0	0	0	0	0	0	7,939,499
SAAN	11,972,459	0	0	0	0	0	0	11,972,459
TOTAL 428803 1	**22,970,966**	**109,120**	**0**	**0**	**0**	**0**	**0**	**23,080,086**
TOTAL PROJECT:	**22,970,966**	**109,120**	**0**	**0**	**0**	**0**	**0**	**23,080,086**

ITEM NUMBER:428804 1 — PROJECT DESCRIPTION:I-75 (SR 93) FR S. OF SR 121 TO S. OF SR 222 — *SIS*
DISTRICT:02 — COUNTY:ALACHUA — TYPE OF WORK:RESURFACING
ROADWAY ID:26260000 — PROJECT LENGTH: 6.543MI — LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	270	0	0	0	0	0	0	270
DIH	102,221	0	0	0	0	0	0	102,221
DS	37,024	0	0	0	0	0	0	37,024
IM	35,792	0	0	0	0	0	0	35,792
NHPP	1,969,772	0	0	0	0	0	0	1,969,772
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	13,011,981	37,664	0	0	0	0	0	13,049,645
DDR	794,569	0	0	0	0	0	0	794,569
DIH	34,511	4,582	0	0	0	0	0	39,093
DS	27,883	0	0	0	0	0	0	27,883
LF	6,700	0	0	0	0	0	0	6,700
NHPP	5,947,077	331	0	0	0	0	0	5,947,408
TOTAL 428804 1	**21,967,800**	**42,577**	**0**	**0**	**0**	**0**	**0**	**22,010,377**
TOTAL PROJECT:	**21,967,800**	**42,577**	**0**	**0**	**0**	**0**	**0**	**22,010,377**

ITEM NUMBER:428805 1 — PROJECT DESCRIPTION:I-75 (SR 93) FR MARION C/L TO S. OF SR 121 — *SIS*
DISTRICT:02 — COUNTY:ALACHUA — TYPE OF WORK:RESURFACING
ROADWAY ID:26260000 — PROJECT LENGTH: 9.271MI — LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	39,798	0	0	0	0	0	0	39,798
NHPP	1,130,227	0	0	0	0	0	0	1,130,227

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	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	34,405	0	0	0	0	0	34,405
DDR	119,590	0	0	0	0	0	0	119,590
DI	874	0	0	0	0	0	0	874
DIH	31,919	6,329	0	0	0	0	0	38,248
DS	371,409	0	0	0	0	0	0	371,409
NHPP	13,349,086	114,703	0	0	0	0	0	13,463,789
TOTAL 428805 1	**15,042,903**	**155,437**	**0**	**0**	**0**	**0**	**0**	**15,198,340**
TOTAL PROJECT:	**15,042,903**	**155,437**	**0**	**0**	**0**	**0**	**0**	**15,198,340**

ITEM NUMBER:433357 2 PROJECT DESCRIPTION:170TH STREET FROM: SOUTH OF SW 147TH AVE TO: SW 128TH PLACE *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:SIDEWALK
ROADWAY ID:26620000 PROJECT LENGTH: 1.180MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY								
ACTA	193,394	0	0	0	0	0	0	193,394
TALT	290,623	6,700	0	0	0	0	0	297,323
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	2,106	2,000	0	0	0	0	0	4,106
TOTAL 433357 2	**486,123**	**8,700**	**0**	**0**	**0**	**0**	**0**	**494,823**
TOTAL PROJECT:	**486,123**	**8,700**	**0**	**0**	**0**	**0**	**0**	**494,823**

ITEM NUMBER:433890 1 PROJECT DESCRIPTION:SR 20 OVERPASS AT US 301 LANDSCAPING PUSH BUTTON *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:LANDSCAPING
ROADWAY ID:26080000 PROJECT LENGTH: .587MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	1,847	2,102	0	0	0	0	0	3,949
TOTAL 433890 1	**1,847**	**2,102**	**0**	**0**	**0**	**0**	**0**	**3,949**
TOTAL PROJECT:	**1,847**	**2,102**	**0**	**0**	**0**	**0**	**0**	**3,949**

ITEM NUMBER:433990 1 PROJECT DESCRIPTION:POE SPRINGS ROAD FROM: POE SPRINGS TO: US27(MAIN STREET) *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:26511000 PROJECT LENGTH: 3.462MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	0	500	0	0	0	0	0	500
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALN	0	11,190	0	0	0	0	0	11,190
TALT	0	11,165	0	0	0	0	0	11,165
TOTAL 433990 1	**0**	**22,855**	**0**	**0**	**0**	**0**	**0**	**22,855**
TOTAL PROJECT:	**0**	**22,855**	**0**	**0**	**0**	**0**	**0**	**22,855**

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ITEM NUMBER:434396 1 PROJECT DESCRIPTION:SR24 @ SW 23RD TERRACE *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC SIGNAL UPDATE
ROADWAY ID:26090000 PROJECT LENGTH: .010MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	153,257	0	0	0	0	0	153,257
DIH	35	1,001	0	0	0	0	0	1,036
DS	239	0	0	0	0	0	0	239
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	0	0	685,592	0	685,592
DIH	0	0	0	0	0	7,885	0	7,885
TOTAL 434396 1	**274**	**154,258**	**0**	**0**	**0**	**693,477**	**0**	**848,009**
TOTAL PROJECT:	**274**	**154,258**	**0**	**0**	**0**	**693,477**	**0**	**848,009**

ITEM NUMBER:434559 1 PROJECT DESCRIPTION:SR24(ARCHER RD) FROM US27A/BRONSON TO SW 75TH ST/TOWER RD *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:26090000 PROJECT LENGTH: 10.188MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	80,058	0	0	0	0	0	0	80,058
DIH	18,817	14,182	0	0	0	0	0	32,999
DS	6,962	0	0	0	0	0	0	6,962
TOTAL 434559 1	**105,837**	**14,182**	**0**	**0**	**0**	**0**	**0**	**120,019**
TOTAL PROJECT:	**105,837**	**14,182**	**0**	**0**	**0**	**0**	**0**	**120,019**

ITEM NUMBER:435857 1 PROJECT DESCRIPTION:SR 25 (US 441) SOUTH OF GAINESVILLE ADD LEFT TURN LANES PUSH BUTTON *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	2,259	11,542	0	0	0	0	0	13,801
TOTAL 435857 1	**2,259**	**11,542**	**0**	**0**	**0**	**0**	**0**	**13,801**
TOTAL PROJECT:	**2,259**	**11,542**	**0**	**0**	**0**	**0**	**0**	**13,801**

ITEM NUMBER:435891 1 PROJECT DESCRIPTION:SR25(US441) @ SR24(SW ARCHER RD) *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC SIGNAL UPDATE
ROADWAY ID:26010000 PROJECT LENGTH: .006MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	0	550,000	0	0	550,000
DIH	0	2,000	0	0	0	0	0	2,000
TOTAL 435891 1	**0**	**2,000**	**0**	**0**	**550,000**	**0**	**0**	**552,000**
TOTAL PROJECT:	**0**	**2,000**	**0**	**0**	**550,000**	**0**	**0**	**552,000**

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
==========
HIGHWAYS
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ITEM NUMBER:439489 1 *SIS*
DISTRICT:02
ROADWAY ID:26050000
PROJECT DESCRIPTION:SR24 FROM: SR26(UNIVERSITY AVE) TO: SR222
COUNTY:ALACHUA
PROJECT LENGTH: 2.640MI
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	286,417	8,501	0	0	0	0	0	294,918
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	0	2,845,984	0	0	0	0	2,845,984
ACSS	0	0	1,092,024	0	0	0	0	1,092,024
TOTAL 439489 1	**286,417**	**8,501**	**3,938,008**	**0**	**0**	**0**	**0**	**4,232,926**
TOTAL PROJECT:	**286,417**	**8,501**	**3,938,008**	**0**	**0**	**0**	**0**	**4,232,926**

ITEM NUMBER:439495 1 *NON-SIS*
DISTRICT:02
ROADWAY ID:26000000
PROJECT DESCRIPTION:NE 18TH AVE FROM: NE 12TH ST TO: NE 15TH ST
COUNTY:ALACHUA
PROJECT LENGTH: .280MI
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
SA	0	5,001	0	0	0	0	0	5,001
SR2T	27,434	0	0	0	0	0	0	27,434
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
SA	0	0	66,354	0	0	0	0	66,354
SR2T	0	0	164,602	0	0	0	0	164,602
TOTAL 439495 1	**27,434**	**5,001**	**230,956**	**0**	**0**	**0**	**0**	**263,391**
TOTAL PROJECT:	**27,434**	**5,001**	**230,956**	**0**	**0**	**0**	**0**	**263,391**

ITEM NUMBER:439807 1 *NON-SIS*
DISTRICT:02
ROADWAY ID:26004000
PROJECT DESCRIPTION:SR226 FROM: SR24 TO: SW 6TH STREET
COUNTY:ALACHUA
PROJECT LENGTH: 1.494MI
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	478	0	0	0	0	0	0	478
HSP	34,003	1,000	0	0	0	0	0	35,003
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	5,909	0	0	0	0	0	0	5,909
TOTAL 439807 1	**40,390**	**1,000**	**0**	**0**	**0**	**0**	**0**	**41,390**
TOTAL PROJECT:	**40,390**	**1,000**	**0**	**0**	**0**	**0**	**0**	**41,390**

ITEM NUMBER:442149 2 *NON-SIS*
DISTRICT:02
ROADWAY ID:
PROJECT DESCRIPTION:SW WACAHOOTA ROAD, APPROX 1 MILE NW OF US HWY 441
COUNTY:ALACHUA
PROJECT LENGTH: .000
TYPE OF WORK:EMERGENCY OPERATIONS
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	2,892	0	0	0	0	0	2,892
TOTAL 442149 2	**0**	**2,892**	**0**	**0**	**0**	**0**	**0**	**2,892**

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
==========
HIGHWAYS
==========

ITEM NUMBER:442149 3 PROJECT DESCRIPTION:NW CR 236 BEWTEEN NW CR 241 AND NW CR 239. *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	3,836	0	0	0	0	0	3,836
DER	0	1,001	0	0	0	0	0	1,001
TOTAL 442149 3	**0**	**4,837**	**0**	**0**	**0**	**0**	**0**	**4,837**
TOTAL PROJECT:	**0**	**7,729**	**0**	**0**	**0**	**0**	**0**	**7,729**

ITEM NUMBER:442757 1 PROJECT DESCRIPTION:NW 16TH AVE AT HOGTOWN CREEK BR NO. 260098 *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	102,527	0	0	0	0	0	102,527
TOTAL 442757 1	**0**	**102,527**	**0**	**0**	**0**	**0**	**0**	**102,527**
TOTAL PROJECT:	**0**	**102,527**	**0**	**0**	**0**	**0**	**0**	**102,527**

ITEM NUMBER:442758 1 PROJECT DESCRIPTION:SW WACHOOTA ROAD 1 MI NW OF SR25 (US441) *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	1,001	0	0	0	0	0	1,001
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	16,648	0	0	0	0	0	16,648
TOTAL 442758 1	**0**	**17,649**	**0**	**0**	**0**	**0**	**0**	**17,649**
TOTAL PROJECT:	**0**	**17,649**	**0**	**0**	**0**	**0**	**0**	**17,649**
TOTAL DIST: 02	**85,797,829**	**20,093,362**	**4,168,964**	**0**	**18,156,743**	**693,477**	**0**	**128,910,375**
TOTAL HIGHWAYS	**85,797,829**	**20,093,362**	**4,168,964**	**0**	**18,156,743**	**693,477**	**0**	**128,910,375**

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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TRANSIT
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ITEM NUMBER:215546 1 *NON-SIS*
DISTRICT:02
ROADWAY ID:
PROJECT DESCRIPTION:GAINESVILLE RTS SECT 5307 FORMULA GRANT OPERATING ASSISTANCE
COUNTY:ALACHUA
PROJECT LENGTH: .000
TYPE OF WORK:OPERATING FOR FIXED ROUTE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
DS	1	0	0	0	0	0	0	1
FTA	3,800,000	9,000,000	1,800,000	1,800,000	1,800,000	0	0	18,200,000
LF	3,800,000	9,000,000	1,800,000	1,800,000	1,800,000	0	0	18,200,000
TOTAL 215546 1	**7,600,001**	**18,000,000**	**3,600,000**	**3,600,000**	**3,600,000**	**0**	**0**	**36,400,001**
TOTAL PROJECT:	**7,600,001**	**18,000,000**	**3,600,000**	**3,600,000**	**3,600,000**	**0**	**0**	**36,400,001**

ITEM NUMBER:404026 1 *NON-SIS*
DISTRICT:02
ROADWAY ID:
PROJECT DESCRIPTION:GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC CAPITAL PURCHASES
COUNTY:ALACHUA
PROJECT LENGTH: .000
TYPE OF WORK:CAPITAL FOR FIXED ROUTE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	4,700,000	9,500,000	2,500,000	2,500,000	2,500,000	2,500,000	0	24,200,000
LF	1,175,000	2,375,000	625,000	625,000	625,000	625,000	0	6,050,000
TOTAL 404026 1	**5,875,000**	**11,875,000**	**3,125,000**	**3,125,000**	**3,125,000**	**3,125,000**	**0**	**30,250,000**
TOTAL PROJECT:	**5,875,000**	**11,875,000**	**3,125,000**	**3,125,000**	**3,125,000**	**3,125,000**	**0**	**30,250,000**

ITEM NUMBER:441520 1 *NON-SIS*
DISTRICT:02
ROADWAY ID:
PROJECT DESCRIPTION:ALACHUA CO 5339 RTS TRANSIT IMPROVEMENT
COUNTY:ALACHUA
PROJECT LENGTH: .000
TYPE OF WORK:OPERATING/ADMIN. ASSISTANCE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY								
FTA	0	259,662	0	0	0	0	0	259,662
LF	0	54,468	0	0	0	0	0	54,468
TOTAL 441520 1	**0**	**314,130**	**0**	**0**	**0**	**0**	**0**	**314,130**
TOTAL PROJECT:	**0**	**314,130**	**0**	**0**	**0**	**0**	**0**	**314,130**

ITEM NUMBER:442887 1 *NON-SIS*
DISTRICT:02
ROADWAY ID:
PROJECT DESCRIPTION:GAINESVILLE RTS LO-NO EMISSIONS PURCHASE ELECTRIC BUSES/CHARGERS
COUNTY:ALACHUA
PROJECT LENGTH: .000
TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	0	1,000,000	0	0	0	0	0	1,000,000
LF	0	410,000	0	0	0	0	0	410,000
TOTAL 442887 1	**0**	**1,410,000**	**0**	**0**	**0**	**0**	**0**	**1,410,000**
TOTAL PROJECT:	**0**	**1,410,000**	**0**	**0**	**0**	**0**	**0**	**1,410,000**
TOTAL DIST: 02	**13,475,001**	**31,599,130**	**6,725,000**	**6,725,000**	**6,725,000**	**3,125,000**	**0**	**68,374,131**
TOTAL TRANSIT	**13,475,001**	**31,599,130**	**6,725,000**	**6,725,000**	**6,725,000**	**3,125,000**	**0**	**68,374,131**

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

MISCELLANEOUS

ITEM NUMBER:439603 1 PROJECT DESCRIPTION:TS HERMINE(TD#9) ALACHUA(26) CO COUNTYWIDE DISASTER RECOVERY *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT								
FEMA	2,919	7,081	0	0	0	0	0	10,000
TOTAL 439603 1	**2,919**	**7,081**	**0**	**0**	**0**	**0**	**0**	**10,000**
TOTAL PROJECT:	**2,919**	**7,081**	**0**	**0**	**0**	**0**	**0**	**10,000**
TOTAL DIST: 02	**2,919**	**7,081**	**0**	**0**	**0**	**0**	**0**	**10,000**
TOTAL MISCELLANEOUS	**2,919**	**7,081**	**0**	**0**	**0**	**0**	**0**	**10,000**
GRAND TOTAL	99,275,749	51,699,573	10,893,964	6,725,000	24,881,743	3,818,477	0	197,294,506

Exhibit 2

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
State-of-Good-Repair Performance Targets

Revenue Vehicle Targets

Performance Measure	Revenue Vehicle	Target
Age - Percent of Revenue Vehicles within a Particular Asset Class That Have Met or Exceeded Their Useful Life Benchmark	Bus	31 Percent
	Cutaway	9 Percent

Equipment Target

Performance Measure	Equipment	Target
Age - Percent of Vehicles That Have Met or Exceeded Their Useful Life Benchmark	Non-Revenue/Service Automobile	30 Percent

Facilities Performance Target

Performance Measure	Facilities	Target
Condition - Percent of Facilities with a Condition Rating Below 3.0 on the Federal Transit Administration Transit Economic Requirements Model Scale	Administration	Zero Percent
	Maintenance	Zero Percent
	Passenger Facilities	Zero Percent

North Central Florida Regional Planning Council

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September 26, 2018

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director SRK

SUBJECT: Unified Planning Work Program Amendment

STAFF RECOMMENDATION

Recommend approval of Resolution 2018-07 and amend the Unified Planning Work Program for the $4,360 increase of its Federal Transit Administrative Section 5305(d) Grant award for Fiscal Year 2018-19, with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary by staff.

BACKGROUND

The Florida Department of Transportation has notified the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area of a $4,360 increase of its Federal Transit Administrative Section 5305(d) Grant award for Fiscal Year 2018-19 (see Exhibit 1).

In order to receive these additional federal transportation planning funds, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to amend its Fiscal Years 2018-19 and 1019-20 Unified Planning Work Program. Exhibit 2 includes excerpts of the Fiscal Years 2018-19 and 1019-20 Unified Planning Work Program that document the increase from the Federal Transit Administrative Section 5305(d) Grant award.

The Unified Planning Work Program outlines and describes planning efforts to be undertaken by participating agencies to maintain a comprehensive, cooperative and continuing transportation planning program in the Gainesville Urbanized Area.

Attachments

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EXHIBIT 1

RESOLUTION NO. 2018-07

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AMENDING THE FISCAL YEARS 2018-19 AND 2019-20 UNIFIED PLANNING WORK PROGRAM INCREASING THE AMOUNT OF FEDERAL TRANSIT ADMINISTRATION SECTION 3505(d) GRANT FUNDS BY $3,640 FOR FISCAL YEAR 2018-19 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO APPROVE PLANNING ACTIVITY MODIFICATIONS THAT DO NOT CHANGE THE OVERALL BUDGET OR SCOPE OF WORK TASKS REGARDING FISCAL YEAR 2018-19 AND FISCAL YEAR 2019-20 PLANNING FUNDS IN ALACHUA COUNTY, FLORIDA; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as a designated Metropolitan Planning Organization, is entitled to receive Fiscal Years 2018-19 and 2019-20 Federal Highway Administration metropolitan planning funds in Alachua County in order to develop, in cooperation with the state and public transit operators, transportation plans and programs for the Gainesville Metropolitan Area: that provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities; that utilize a process for developing such plans that provides consideration of all modes of transportation; that shall be continuing, cooperative and comprehensive, to the degree appropriate, based on the complexity of transportation problems to be addressed; that ensure that the process is integrated with the statewide planning process; and that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state and regional transportation functions, including those facilities on the Strategic Intermodal System as designated under Section 339.63, Florida Statutes.

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as a designated metropolitan planning organization, shall develop, in cooperation with the Florida Department of Transportation and public transportation providers, a unified planning work program that lists all planning tasks to be undertaken during Fiscal Year 2018-19 and Fiscal Year 2019-20 that must provide a complete description of each planning task and an estimated budget therefor and must comply with applicable state and federal law; and

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has prepared the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program that includes required Assurances and Certifications and will then seek reimbursement of funds for implementation of said unified planning work program from the Florida Department of Transportation.

NOW THEREFORE, BE IT RESOLVED BY THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA:

1. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to approve the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program.

2. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approves and authorizes its Chair to sign the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in order to implement metropolitan planning work tasks and activities in and affecting Alachua County, Florida (Federal Project Identification Number- 0241-056M).

3. That the Fiscal Year 2018-19 Unified Planning Work Program estimated budget includes one million thirty-one thousand four hundred nineteen dollars and no cents ($1,031,419.00) which represents eight hundred forty-five thousand forty-one dollars and no cents ($845,041.00) Federal Highway Administration funds and one hundred eighty-six thousand three hundred seventy-eight dollars and no cents ($186,378.00) state soft matching funds for Fiscal Year 2018-19 (Florida Department of Transportation Project Identification Number- 439318-2-14-01).

4. That the Fiscal Year 2019-20 Unified Planning Work Program estimated budget includes five hundred ninety-five thousand one hundred eighty-three dollars and no cents ($595,183.00) which represents four hundred eighty-seven thousand six hundred thirty-three dollars and no cents ($487,633.00) Federal Highway Administration funds and one hundred seven thousand five hundred fifty dollars and no cents ($107,550.00) state soft matching funds for Fiscal Year 2019-20 (Florida Department of Transportation Project Identification Number- 439318-2-14-01).

5. That the amount of reimbursement for federal highway planning is not to exceed eight hundred forty-five thousand forty-one dollars and no cents ($845,041.00) in Fiscal Year 2018-19 and four hundred eighty-seven thousand six hundred thirty-three dollars and no cents ($487,633.00) in Fiscal Year 2019-20 which represents the Federal Highway Administration portion for unified planning work program implementation.

6. That the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program includes Federal Transit Administration Section 5305(d) grant application with an estimated budget of one hundred seventy-three thousand seven hundred thirty-two dollars and no cents ($173,732.00) in Federal Transit Administration funds (80 percent) that would be matched with twenty-one thousand seven hundred seventeen dollars and no cents ($21,717.00) state matching funds (ten percent) and twenty-one thousand seven hundred seventeen dollars and no cents ($21,717.00) local matching funds (ten percent) for each fiscal year.

7. That the amount of reimbursement for federal transit planning is not to exceed one hundred ninety-five thousand four hundred forty-nine dollars and no cents ($195,449.00) which represents the Federal Transit Administration grant application amount and state matching funds for projects in support of the unified planning work program implementation for Fiscal Year 2018-19 and one hundred ninety-one thousand three hundred fifty-three dollars and no cents ($191,353.00) which represents the Federal Transit Administration grant application amount and state matching funds for projects in support of the unified planning work program implementation for Fiscal Year 2019-20.

8. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director, in consultation with the Florida Department of Transportation, to modify the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program to address review federal and state agency comments.

9. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to execute Assurances, Certifications, and all other documents as may be required to implement the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program.

10. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to make modifications to the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program that do not change the approved Federal Highway Administration overall budget and the Federal Transit Administration overall grant funding; and do not change the scope of work task(s); or do not delete a work task(s).

11. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to sign the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program that has been revised either by modification by the Executive Director or amendment by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

12. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign any Florida Department of Transportation Unified Planning Work Program Revision Form and transmit said form and supporting documentation to the Florida Department of Transportation when the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program has been revised either by modification by the Executive Director or amendment approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

13. That this resolution shall take effect upon its adoption.

DULY ADOPTED in regular session, this _____ day of _____ A.D., 2018.

METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA

_____
Ken Cornell, Chair

ATTEST:

_____
Charles Chestnut IV, Secretary/Treasurer

APPROVED AS TO FORM

_____
Sylvia Torres, Attorney
Metropolitan Transportation Planning Organization
For the Gainesville Urbanized Area

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CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution No. 2018-07, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the _____ day of _____, A.D., 2018.

WITNESS my hand this _____ day of _____, A.D., 2018.

_____
Charles Chestnut IV, Secretary/Treasurer

EXHIBIT 2

Unified Planning Work Program

Fiscal Years 2018-19 and 2019-20

(July 1, 2018 through June 30, 2019)
(July 1, 2019 through June 30, 2020)

Federal Project Identification Number: 0241-056M

Catalog of Federal Domestic Assistance Numbers:
20.205 - Highway Planning and Construction - Federal Highway Administration
20.505 - Federal Transit Technical Studies Grant (Metropolitan Planning) - Federal Transit Administration

Florida Department of Transportation Financial Project Number: 439318-2-14-01
Fiscal Years 2018-19 and 2019-20

The preparation of this report has been financed in part through grants from the Florida Department of Transportation and the Federal Highway Administration and the Federal Transit Administration, United States Department of Transportation, under The State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, United States Code. The contents of this report do not necessarily reflect the official views or policy of the United States Department of Transportation.

Approved by the

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place
Gainesville, FL 32653
352.955.2200
www.ncfrpc.org/mtpo

_____
Ken Cornell, Chair

With Assistance from:

North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653
352.955.2200
www.ncfrpc.org

April 23, 2018
Amended October 22, 2018

Responsible Agency	Task 4.0 Long-Range Transportation Plan Funding Sources					
	FHWA (Planning)	Local Cash	FTA 5305(d)	State Match	Local Match	Total
Year One- Fiscal Year 2018-19						
*Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area	$388,095	$0	$66,532	$8,317	$8,317	$466,709
Florida Department of Transportation	$0	$0	$0	$0	$0	$0
Alachua County	$0	$0	$0	$0	$0	$0
City of Gainesville	$0	$0	$0	$0	$0	$0
University of Florida	$0	$0	$0	$0	$0	$0
Total	$388,095	$0	$66,532	$8,317	$8,317	$471,261
Year Two- Fiscal Year 2019-20						
*Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area	$25,000	$0	$62,892	$7,861	$7,861	$103,614
Florida Department of Transportation	$0	$0	$0	$0	$0	$0
Alachua County	$0	$0	$0	$0	$0	$0
City of Gainesville	$0	$0	$0	$0	$0	$0
University of Florida	$0	$0	$0	$0	$0	$0
Total	$25,000	$0	$62,892	$7,861	$7,861	$103,614

*Lead Agency

Notes - 1. Planning Budget for Year Two is illustrative until approved by the United States Congress and the Florida Legislature.

2. Year One Federal Highway Administration Planning funds include $363,095 of carryover funds.

FHWA - Federal Highway Administration
FTA - Federal Transit Administration

Unified Planning Work Program Task 4.0 - Estimated Budget for Fiscal Year 2018-19								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305(d)	FTA State Match	FTA Local Match	Trans. Disad.	Total
Personnel Services								
	-	$0	$0	$0	$0	$0	$0	$0
	Subtotal:	$0	$0	$0	$0	$0	$0	$0
Consultant Services								
Consultant Staff Services		$25,000	$0	$66,532	$8,317	$8,317	$0	$108,166
Plan Update Consultant Services		$363,095	$0	$0	$0	$0	$0	$363,095
	Subtotal:	$388,095	$0	$66,532	$8,317	$8,317	$0	$471,261
Travel								
Member Travel		$0	$0	$0	$0	$0	$0	$0
	Subtotal:	$0	$0	$0	$0	$0	$0	$0
Other Direct Services								
Purchase Newspaper Advertisements		$0	$0	$0	$0	$0	$0	$0
Memberships		$0	$0	$0	$0	$0	$0	$0
Office Supplies		$0	$0	$0	$0	$0	$0	$0
	Subtotal:	$0	$0	$0	$0	$0	$0	$0
	2018-19 Total:	$388,095	$0	$66,532	$8,317	$8,317	$0	$471,261
Task 4.0 - Estimated Budget for Fiscal Year 2019-20								
Personnel Services								
	-	$0	$0	$0	$0	$0	$0	$0
	Subtotal:	$0	$0	$0	$0	$0	$0	$0
Consultant Services								
Consultant Staff Services		$25,000	$0	$62,892	$7,861	$7,861	$0	$103,614
Plan Update Consultant Services		$0	$0	$0	$0	$0	$0	$0
	Subtotal:	$25,000	$0	$62,892	$7,861	$7,861	$0	$103,614
Travel								
Member Travel		$0	$0	$0	$0	$0	$0	$0
	Subtotal:	$0	$0	$0	$0	$0	$0	$0
Other Direct Services								
Purchase Newspaper Advertisements		$0	$0	$0	$0	$0	$0	$0
Memberships		$0	$0	$0	$0	$0	$0	$0
Office Supplies		$0	$0	$0	$0	$0	$0	$0
	Subtotal:	$0	$0	$0	$0	$0	$0	$0
	2019-20 Total:	$25,000	$0	$62,892	$7,861	$7,861	$0	$103,614
	Two-Year Total:	$413,095	$0	$129,424	$16,178	$16,178	$0	$574,875

FCTD - Florida Commission for the Transportation Disadvantaged
FHWA - Florida Highway Administration
FTA - Florida Transit Administration
PL - Planning

Table 1

Agency Funding Participation Table
Fiscal Year 2018-19

Task Number	Task	FHWA	FTA	FDOT FTA Match	MTPO FTA Match	MTPO Local Cash	FCTD	Total	FDOT Soft Match	Alachua County In-Kind	City of Gainesville In-Kind	University of Florida In-Kind	Grand Total	Amount to Consultant
1.0	Administration	179,556	40,800	5,100	5,100	2,739	0	233,295	39,602	9,360	9,232	3,200	294,689	222,295
2.0	Data Collection	0	0	0	0	0	0	0	0	37,780	43,369	0	81,149	0
3.0	Transportation Improvement Program	50,000	40,800	5,100	5,100	0	0	101,000	11,028	4,680	6,091	0	122,799	101,000
4.0	Long Range Transportation Plan	388,095	66,532	8,317	8,317	0	0	471,261	85,596	9,360	4,957	4,800	575,974	471,261
5.0	Special Project Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
6.0	Regional Planning	30,000	0	0	0	0	0	30,000	6,617	4,680	0	0	41,297	30,000
7.0	Public Participation	100,000	0	0	0	0	0	100,000	22,055	0	0	0	122,055	100,000
8.0	System Planning	97,390	25,600	3,200	3,200	0	25,000	154,390	21,480	19,470	3,482	4,800	203,622	153,390
	Total	845,041	173,732	21,717	21,717	2,739	25,000	1,089,946	186,378	85,330	67,131	12,800	1,441,586	1,077,946

*Planning budget for year two is illustrative until approved by the United States Congress and the Florida Legislature.

FCTD - Florida Commission for the Transportation Disadvantaged
FDOT - Florida Department of Transportation
FHWA - Federal Highway Administration
FTA - Federal Transit Administration
MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Table 2

Funding Sources by Task Table
Fiscal Year 2018-19

Task Number	Task	FTA 5305 (d) Federal Grant	FTA 5305 (d) State Match	FTA 5305 (d) MTPO Match	FHWA PL Funds Federal	FHWA PL Funds MTPO Cash	FHWA SU Funds	FCTD State Grant	Total Funds	State Soft Match	Local In-Kind	Grand Total	Amount to Consultant
1.0	Administration	40,800	5,100	5,100	179,556	2,739	0	0	233,295	39,602	21,792	294,689	222,295
2.0	Data Collection	0	0	0	0	0	0	0	0	0	81,149	81,149	0
3.0	Transportation Improvement Program	40,800	5,100	5,100	50,000	0	0	0	101,000	11,028	10,771	122,799	101,000
4.0	Long Range Transportation Plan	66,532	8,317	8,317	388,095	0	0	0	471,261	85,596	19,117	575,974	471,261
5.0	Special Project Planning	0	0	0	0	0	0	0	0	0	0	0	0
6.0	Regional Planning	0	0	0	30,000	0	0	0	30,000	6,617	4,680	41,297	30,000
7.0	Public Participation	0	0	0	100,000	0	0	0	100,000	22,055	0	122,055	100,000
8.0	System Planning	25,600	3,200	3,200	97,390	0	0	25,000	154,390	21,480	27,752	203,622	153,390
	Total	173,732	21,717	21,717	845,041	2,739	0	25,000	1,089,946	186,378 [1]	165,261 [2]	1,441,585	1,077,946

*Planning Budget for year two is illustrative until approved by the United States Congress and the Florida Legislature.

1 The Florida Department of Transportation will soft match the Public Law funds using toll revenue expenditures as a credit toward the non-Federal matching share. The amount identified on this line represents the amount of soft match required (both State and local) for the amount of Federal Planning funds requested in this Unified Planning Work Program.

2 Local In-Kind contributors include Alachua County, the City of Gainesville and the University of Florida.

FCTD - Florida Commission for the Transportation Disadvantaged
FDOT - Florida Department of Transportation
FHWA - Federal Highway Administration
FTA - Federal Transit Administration
MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
PL - Planning
SU - Surface Transportation Block Grant funds for metropolitan planning organizations over 200,000 population

View Burden Statement

OMB Number: 4040-0004
Expiration Date: 8/31/2016

Application for Federal Assistance SF-424

* 1. Type of Submission:	* 2. Type of Application:	* If Revision, select appropriate letter(s):
☐ Preapplication	☐ New	A: Increase Award
☒ Application	☐ Continuation	* Other (Specify):
☐ Changed/Corrected Application	☒ Revision	

* 3. Date Received:	4. Applicant Identifier:
	Not Applicable

5a. Federal Entity Identifier:	5b. Federal Award Identifier:
Not Applicable	FL- 80-009

State Use Only:

6. Date Received by State:	7. State Application Identifier: 1001

8. APPLICANT INFORMATION:

* a. Legal Name:	MTPO for the Gainesville Urbanized Area
* b. Employer/Taxpayer Identification Number (EIN/TIN):	* c. Organizational DUNS:
59- 1834302	0442335900000

d. Address:

* Street1:	2009 NW 67th Place
Street2:	
* City:	Gainesville
County/Parish:	Alachua
* State:	FL: Florida
Province:	
* Country:	USA: UNITED STATES
* Zip / Postal Code:	32653-1063

e. Organizational Unit:

Department Name:	Division Name:
Transportation Planning	

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:	Mr.	* First Name:	Scott
Middle Name:	R.		
* Last Name:	Koons		
Suffix:			

Title:	Executive Director
Organizational Affiliation:	North Central Florida Regional Planning Council
* Telephone Number:	352.955.2200
Fax Number:	353.955.2209
* Email:	koons@ncfrpc.org

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

E: Regional Organization

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Federal Transit Administration

11. Catalog of Federal Domestic Assistance Number:

20.505

CFDA Title:

Section 5305(d)

*** 12. Funding Opportunity Number:**

FL-80-0009

* Title:

Metropolitan Transportation Planning

13. Competition Identification Number:

Not Applicable

Title:

Not Applicable

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Technical Studies in Support of Fiscal Year 2018-19 Unified Planning Work Program

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: 3, 5 | * b. Program/Project: 3, 5

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 07/01/2018 | * b. End Date: 06/30/2019

18. Estimated Funding ($):

* a. Federal	173,732.00
* b. Applicant	
* c. State	21,717.00
* d. Local	21,717.00
* e. Other	
* f. Program Income	
* g. TOTAL	217,166.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

- Yes
- ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:	Hon.
* First Name:	Ken
Middle Name:	
* Last Name:	Cornell
Suffix:	
* Title:	Chair
* Telephone Number:	352.955.2200
Fax Number:	352.955.2209
* Email:	koons@ncfrpc.org
* Signature of Authorized Representative:	
* Date Signed:	

Section 5305(d) Grant Management Information System
Planning Line Item Codes- Fiscal Year 2018-19
(Federal Transit Administration Funds Only)

Technical Classifications:

44.21.00	Program Support and Administration	$40,800
44.22.00	General Development and Comprehensive Planning	
44.23.01	Long Range Transportation Planning: System Level	66,532
44.23.02	Long Range Transportation Planning: Project Level	
44.24.00	Short Range Transportation Planning	
44.25.00	Transportation Improvement Program	40,800
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	25,600
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	
	Total Net Projects Cost	$173,732

Accounting Classifications

44.30.01	Personnel	
44.30.02	Fringe Benefits	
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	$173,732
44.30.07	Other	
44.30.08	Indirect Charges	
	Total Net Projects Cost	$173,732

Fund Allocations

44.40.01	MPO Activities	$173,732
44.04.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	
	Total Net Projects Cost	$173,732

Section 5305(d) Grant Management Information System
Planning Line Item Codes- Fiscal Year 2018-19
(Total Dollars)

Technical Classifications:

44.21.00	Program Support and Administration	$51,000
44.22.00	General Development and Comprehensive Planning	
44.23.01	Long Range Transportation Planning: System Level	83,166
44.23.02	Long Range Transportation Planning: Project Level	
44.24.00	Short Range Transportation Planning	
44.25.00	Transportation Improvement Program	51,000
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	32,000
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	
	Total Net Projects Cost	$217,166

Accounting Classifications

44.30.01	Personnel	
44.30.02	Fringe Benefits	
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	$217,166
44.30.07	Other	
44.30.08	Indirect Charges	
	Total Net Projects Cost	$217,166

Fund Allocations

44.40.01	MPO Activities	$217,166
44.04.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	
	Total Net Projects Cost	$217,166
	Federal Share (80%)	$173,732
	Local Share (20%)	$43,434

Acounting Classification	FPC	Description	
91.37.08.8P-2	02	Technical Studies - Planning	$217,166

Exhibit III

Unified Planning Work Program Amendment Log

Unified Planning Work Program Amendment			Amendment Description	
Number	Approval Date	Purpose	Task/ Table Number	Task/Table Modification
			Year One	
1	10/22/18	Increase Award	4.0	Increase Section 5305(d) Grant Award Allocation to $66,532; State Match to $8,317; and Local Match to $8,317
2	-	-	-	-
			Year Two	
1	-	-	-	-
2	-	-	-	-

North Central Florida Regional Planning Council

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September 26, 2018

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Bridge, Pavement and System Performance Measures and Targets

STAFF RECOMMENDATION

Set Bridge, Pavement and System Performance Targets consistent with the Florida Department of Transportation Targets as shown in Exhibit 11 and authorize staff to administratively modify the Transportation Improvement Program to incorporate appropriate bridge, pavement and system performance measures and targets language.

BACKGROUND

The Moving Ahead for Progress in the 21st Century Act established performance measures for evaluation of effectiveness of expenditure of federal transportation funds. The subsequent Fixing America's Surface Transportation Act continues the implementation of the performance measures federal legislation. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to set bridge, pavement and system performance measures and targets for the National Highway System.

Staff has coordinated the establishment of bridge, pavement and system performance targets with the Florida Department of Transportation. Exhibits include:

1. National Highway System map;
2. Federal Highway Administration Performance Measures Implementation Requirements;
3. Federal Highway Administration Performance Measures and Target Setting Dates;
4. Florida Department of Transportation Bridge, Pavement and System Performance Targets;
5. Florida Department of Transportation Bridge and Pavement Performance Measures;
6. Florida Department of Transportation Bridge Performance Measure Scale;
7. Florida Department of Transportation Pavement Performance Measures Methodology Materials;
8. Florida Department of Transportation System Performance Measures;
9. Florida Department of Transportation System Performance Measures Methodology Materials;
10. Florida Department of Transportation System Performance Measures Pilot Study Materials; and
11. Proposed Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Bridge, Pavement and System Performance Targets.

Proposed targets in Exhibit 11 are consistent with the Florida Department of Transportation Bridge, Pavement and System Performance Targets in Exhibit 4. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will coordinate with the Florida Department of Transportation concerning monitoring and reporting on the National Highway System facilities.

Attachments

T:\Scott\SK19\MTPO\Memo\perf_target_bridge_pavement_system-comm_oct3.docx

EXHIBIT 1

National Highway System

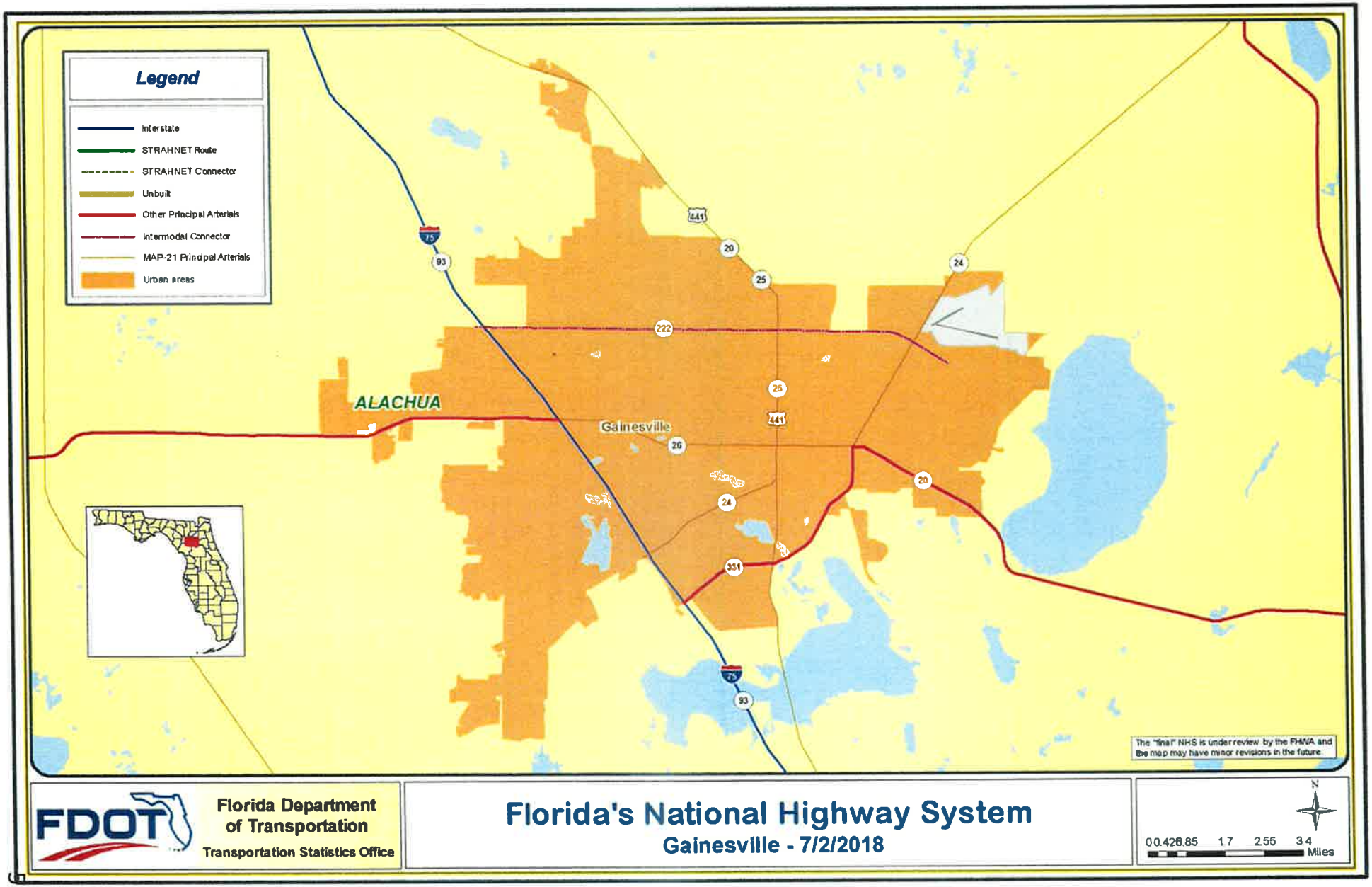


EXHIBIT 2

Rev. 7/12/17 *Prepared by FHWA FL Division*

*Technical correction on due date forthcoming.

Summary of FHWA Performance Measures Implementation Requirements in Florida

Agency	Safety Measures	Freight Plan	Asset Management Plan[2]	Planning Requirements	System Performance Measures*	Bridge Measures	Pavement Measures
FDOT Due Date (Target, Plan, etc)	Aug 31, 2017	Dec 4, 2017	Apr 30, 2018	May 27, 2018	May 20, 2018	May 20, 2018	May 20, 2018
MPO Due Date (Target)	Feb 27, 2018	N/A	N/A	May 27, 2018	Nov 16, 2018	Nov 16, 2018	Nov 16, 2018
LRTP and S/TIP Due Date for Performance Measures Requirements (2 Years After Effective Date)	Apr 18, 2018[1]	N/A	N/A	May 27, 2018	May 20, 2019	May 20, 2019	May 20, 2019
LRTP							
LRTP	Safety Measures	Freight Plan	Asset Management Plan[2]	Planning Requirements	System Performance Measures	Bridge Measures	Pavement Measures
Any LRTP Amended By May 26, 2018	N/A						
Any LRTP Amended Between May 27, 2018 and May 19, 2019	X	X	X	X			
Any LRTP Amended Between May 20, 2019 and the MPO's next LRTP adoption date 2019/2020/2021/2022 (First LRTPs Due Oct 2019)	X	X	X	X	X	X	X
Any LRTP Adopted 2019/2020/2021/2022	X	X	X	X	X	X	X
S/TIP[3]							
S/TIP	Safety Measures	Freight Plan	Asset Management Plan[2]	Planning Requirements	System Performance Measures	Bridge Measures	Pavement Measures
S/TIP Effective October 1, 2017	N/A						
Any S/TIP Amended Between October 1, 2017 and May 26, 2018	N/A						
Any S/TIP Amended Between May 27, 2018 and September 30, 2018	X	X	X	X			
S/TIP Effective October 1, 2018	X	X	X	X			
Any S/TIP Amended Between Oct 1, 2018 and May 19, 2019	X	X	X	X			
Any S/TIP Amended Between May 20, 2019 and September 30, 2019	X	X	X	X	X	X	X
S/TIP Effective October 1, 2019 and Beyond	X	X	X	X	X	X	X

Legend:
- Related to Performance Measures (Final Rules: 3/15/16, 1/18/17, 5/19/17)
- Related to Plans the MPO Needs to Integrate per 23 CFR 306(d)(4), which may or may not have Performance Measures (Federal Register Notice:10/14/16, Final Rule: 10/24/16)
- Related to New Planning Requirements (Final Rule: 3/27/16)

[1]The 2 year implementation date for the safety PM is Apr 2018. Since the planning rule is not effective until May 2018, that is when the Safety PM is required to be implemented.

[2]6/30/2019: FDOT Submits Asset Management Plan Meeting All Requirements; 11/23/2020: FDOT must prepare an evaluation to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events prior to including any project relating to such facility in the STIP. {23 CFR 667.7(b)}

[3]If targets are set and effective, the S/TIP is expected to meet the associated performance measurement requirements even if the LRTP has not yet been updated.

Next LRTP Due Dates		
October 2019: Palm Beach (16); Miami-Dade (23)	October 2020: Gainesville (5); Charlotte-Punta Gorda (5); Space Coast (8)	March 2021: Heartland (16)
November 2019: Hillsborough (12); North Florida (13)	November 2020: Florida-Alabama (3); Capital Region (16); Ocala-Marion (24)	June 2021: Bay (22)
December 2019: Hernando-Citrus (9); Pinellas (10); Broward (11); Pasco (11)	December 2020: St. Lucie (2); METROPLAN (9); Lake Sumter (9); Indian River (9); Polk (10); Collier (11); Martin (14); Sarasota-Manatee (14); Lee (18)	Feb 2022: Okaloosa-Walton (16)
September 2020: River to Sea (23)		

EXHIBIT 3

Rev. 7/12/17

Prepared by FHWA FL Division

Summary of FHWA Performance Measures and Target Setting Dates				
Agency	Safety Measures	System Performance Measures*	Bridge Measures	Pavement Measures
FDOT Due Date (Target)	Aug 31, 2017	May 20, 2018	May 20, 2018	May 20, 2018
MPO Due Date (Target)	Feb 27, 2018	Nov 16, 2018	Nov 16, 2018	Nov 16, 2018
	# Fatalities	% of person-miles traveled on the Interstate that are Reliable	% of NHS Bridges Classified as Good Condition	% of pavements of the Interstate System in Good Condition
	Rate of Fatalities Per 100M VMT	% of person-miles traveled on the non-Interstate NHS that are Reliable	% of NHS Bridges Classified as Poor Condition	% of pavements of the Interstate System in Poor Condition
	# Serious Injuries	The sum of maximum Truck Travel Time Reliability (TTTR) for each reporting segment, divided by the total Interstate System miles		% of pavements of the non-Interstate NHS in Good Condition
	Rate of Serious Injuries per 100M VMT	Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita **(N/A for FL)**		% of pavements of the non-Interstate NHS in Poor Condition
	# of non-motorized Fatalities and non-motorized serious injuries	Percent of Non-Single Occupancy Vehicle (SOV) Travel **(N/A for FL)**		
		Cumulative 2-Year and 4-Year emissions Reduction (kg/day) for CMAQ funded projects of reduced emissions for Nox, VOCs, CO, PM10, PM2.5 **(N/A for FL)**		

*Technical correction on due date forthcoming.

Attachment 1

Federal Performance Measures
FDOT Initial Targets for Pavement, Bridge and System Performance

Targets for the following performance measures have to be established by May 20, 2018.
The MPOs will then have 180 days to commit to support the FDOT targets OR set their own targets.

National Performance Management Measures to Assess Pavement Condition (23 CFR 490.307)

FDOT Performance Measure	FDOT Target	FHWA Performance Measure	2yr Target	4yr Target
% of lane miles on SHS with pavement condition rating of either Excellent or Good.	80%	% of Interstate pavements in Good condition	n/a	≥ 60%
		% of Interstate pavements in Poor condition	n/a	≤ 5%
		% of non-Interstate NHS pavements in Good condition	≥ 40%	≥ 40%
		% of non-Interstate NHS pavements in Poor condition	≤ 5%	≤ 5%

Note: Per the federal rule, no more than 5 percent of the Interstate pavement can be in Poor condition.

National Performance Management Measures to Assess Bridge Condition (23 CFR 490.407)

FDOT Performance Measure	FDOT Target	FHWA Performance Measure	2yr Target	4yr Target
% of bridges on SHS with condition rating of either Excellent or Good by number of bridges	90%	% of NHS bridges classified as in Good condition by deck area	≥ 50%	≥ 50%
		% of NHS bridges classified as in Poor condition by deck area	≤ 10%	≤ 10%

Note: Per the federal rule, no more than 10 percent of the total deck area of NHS bridges can be classified as Structurally Deficient (Poor).

National Performance Management Measures to Assess Performance of the NHS, Freight and CMAQ (23 CFR 490.507and 490.607)

FHWA Performance Measure	2yr Target	4yr Target
% of person-miles traveled on the Interstate that are reliable	75%	70%
% of person-miles traveled on the non-Interstate NHS that are reliable	n/a	50%
Truck travel time reliability ratio (TTR) on the Interstate	1.75	2.0

Note: The Congestion Mitigation and Air Quality (CMAQ) measures do not apply to Florida as we are in attainment.

EXHIBIT 5

PM2: Bridge and Pavement

MAP-21 Performance Management

June 2018

OVERVIEW

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). This fact sheet summarizes the requirements of this rule and the targets Florida Department of Transportation (FDOT) selected to meet them.*

PAVEMENT PERFORMANCE MEASURES

- Percentage of pavements on the Interstate System in *GOOD* condition.
- Percentage of pavements on the Interstate System in *POOR* condition.
- Percentage of pavements on the non-Interstate NHS in *GOOD* condition.
- Percentage of pavements on the non-Interstate NHS in *POOR* condition.

BRIDGE PERFORMANCE MEASURES

- Percentage of NHS bridges by deck area classified as in *GOOD* condition.
- Percentage of NHS bridges by deck area classified as in *POOR* condition.

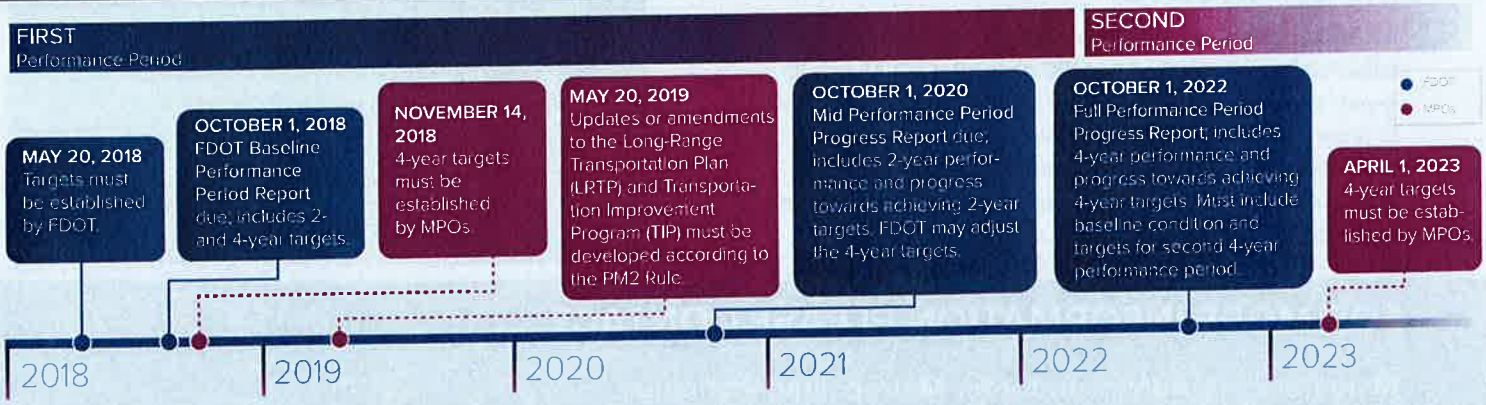
GOOD CONDITION

Suggests no major investment is needed.

POOR CONDITION

Suggests major investment is needed.

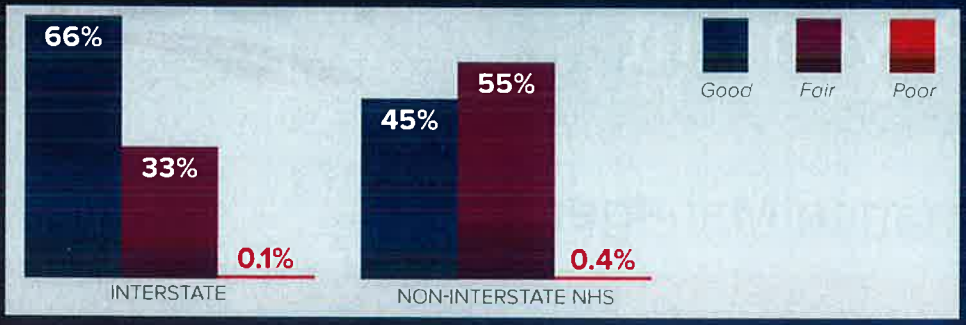
TIMELINE



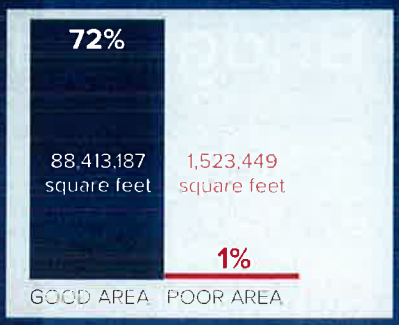
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

Pavement (Flexible and Rigid Combined)



NHS Bridge Deck Area



Source: FDOT State Materials Office and Maintenance Office.

STATEWIDE TARGETS

FDOT established 2- and 4-year targets on May 18, 2018 for the full extent of the NHS in Florida. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period. FDOT is also responsible for developing an Asset Management Plan, intended to manage NHS pavement and bridge assets.

Performance Measure	2-Year Target	4-Year Target
Pavement		
% of Interstate pavements in *GOOD* condition	Not Required	≥ 60%
% of Interstate pavements in *POOR* condition	Not Required	≤ 5%
% of non-Interstate NHS pavements in *GOOD* condition	≥ 40%	≥ 40%
% of non-Interstate NHS pavements in *POOR* condition	≤ 5%	≤ 5%
Bridge		
% of NHS bridges by deck area classified as in *GOOD* condition	≥ 50%	≥ 50%
% of NHS bridges by deck area classified as in *POOR* condition	≤ 10%	≤ 10%

MPO TARGETS

If a Metropolitan Planning Organization (MPO) decides to establish its own target, it has 180 days after FDOT sets its 4-year statewide targets. This means that MPOs would need to report their bridge and pavement targets no later than November 14, 2018 for the first performance period. For the second performance period and onwards, MPO targets would be reported every 4 years starting on April 1, 2023.

ASSESSMENT OF SIGNIFICANT PROGRESS

On August 16, 2020 and every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- The actual condition/performance level is better than the baseline condition/performance; or
- The actual condition/performance level is equal to or better than the established target.

If FDOT does not make significant progress, it must document the actions it will take to achieve the target. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so though the periodic transportation planning reviews, including the MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting the statewide minimum condition requirements. If it is not, FDOT must obligate funds to meet minimum requirements.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

- **Pavement:** No more than 5 percent of the Interstate System in *Poor* condition for most recent year. ✓
- **Bridge:** No more than 10 percent of total deck area of NHS bridges classified as Structurally Deficient (*Poor* condition) for three consecutive years. ✓

FOR MORE INFORMATION PLEASE CONTACT

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cracks, raveling, and patching) and rut rating. Deductions are taken against the PCR depending on the severity of each distress.

1.4 BRIDGE CONDITION PERFORMANCE MEASURES

Florida uses the National Bridge Inventory (NBI) rating as its primary performance measure. NBI includes information on approximately 600,000 of the Nation's bridges located on public roads. It presents a state-by-state summary analysis of the number, location, and general condition of highway bridges within each state. The ratings are based upon inspector judgments on each of the bridge's primary elements: deck, superstructure, and substructure.

Figure 1 NBI Rating Scale

The department's primary bridge target is to have 90 percent of its bridges achieve a NBI rating of six or higher. An NBI rating of six or seven means that a bridge is in good condition.

- Restricted Bridges: No more than one percent of all bridge structures on the State Highway System with posted weight restrictions.

Pavement-Related Asset Management Objectives:

- Pavement Condition: Ensure that 80 percent of all lane-miles on the State Highway System have a Pavement Condition Rating of either "excellent" or "good."

Safety Related Objective:

- Identify and improve riding surfaces that may need to be more skid-resistant or otherwise improved in areas where crash reports indicate problems with pavement conditions.

Maintenance-Related Asset Management Objective:

- Achieve a maintenance rating of at least 80 on the State Highway System (Section 334.046 Florida Statutes.) The maintenance rating is a composite of measures of standard of roadway, traffic services, roadside, drainage and vegetation/aesthetic features.

These objectives are the foundation for performance measures related to asset management and their attainment enables the department to achieve a state of good repair even while experiencing continuing rapid population growth and other roadway impacting challenges and opportunities.

1.3 Pavement Condition Performance Measures

FDOT uses a pavement condition index called Pavement Condition Rating (PCR) to evaluate pavements. The PCR includes a ride measure among its combination of values (others are crack and rutting). The ride measure component is the International Roughness Index (IRI). IRI is the measure proposed by FHWA for MAP 21 reporting. IRI represents measured longitudinal road profiles. It is calculated using a quarter-car vehicle mathematic model, whose response is presented in an index with units of slope (inches per mile). In basic terms, the measure responds to variations in pavement "bumps" across a particular distance. PCR relates to what the public cares much about -- road smoothness. It is defined separately for rigid and flexible pavements:

- Rigid Pavement: The rigid pavement condition includes ride rating (measured in IRI) and several distresses, including surface deterioration, spalling, patching, transverse cracking, longitudinal cracking, corner cracking, shattered slab, faulting, pumping, and joint condition. Deductions are taken against the PCR depending on the severity of each distress.
- Flexible Pavement: The flexible pavement condition includes ride rating (measured in IRI) and several distresses: crack rating (includes different size

cracks, raveling, and patching) and rut rating. Deductions are taken against the PCR depending on the severity of each distress.

1.4 BRIDGE CONDITION PERFORMANCE MEASURES

Florida uses the National Bridge Inventory (NBI) rating as its primary performance measure. NBI includes information on approximately 600,000 of the Nation's bridges located on public roads. It presents a state-by-state summary analysis of the number, location, and general condition of highway bridges within each state. The ratings are based upon inspector judgments on each of the bridge's primary elements: deck, superstructure, and substructure.

Figure 1 NBI Rating Scale

The department's primary bridge target is to have 90 percent of its bridges achieve a NBI rating of six or higher. An NBI rating of six or seven means that a bridge is in good condition.

2017 Pavement Condition by MPOs

Interstate NHS

MPO	MPO Name	% of Interstate pavements in Good	Fair	Poor	% of Interstate lane miles with MISSING Data
01	SPACE COAST TPO	98.9%	1.1%	0.0%	0.0%
02	CHARLOTTE CO-PUNTA GORDA MPO	70.6%	29.4%	0.0%	0.5%
03	BROWARD MPO	76.6%	23.4%	0.0%	0.4%
04	OKALOOSA-WALTON TPO	91.9%	8.1%	0.0%	0.0%
05	GAINESVILLE MTPO	35.2%	64.8%	0.0%	0.0%
06	HERNANDO/CITRUS MPO	100.0%	0.0%	0.0%	43.1%
07	HILLSBOROUGH MPO	50.9%	49.1%	0.0%	33.1%
08	INDIAN RIVER COUNTY MPO	98.4%	1.6%	0.0%	34.8%
09	NORTH FLORIDA TPO	57.5%	42.5%	0.0%	13.7%
10	POLK TPO	48.2%	51.8%	0.0%	0.0%
11	LEE COUNTY MPO	97.7%	2.3%	0.0%	0.2%
12	MARTIN MPO	67.3%	32.7%	0.0%	0.0%
13	MIAMI-DADE TPO	68.6%	31.4%	0.0%	3.1%
14	COLLIER MPO	36.2%	63.8%	0.0%	0.0%
15	OCALA/MARION COUNTY TPO	62.5%	37.5%	0.0%	0.0%
16	METROPLAN ORLANDO	48.3%	51.7%	0.0%	45.8%
18	PASCO COUNTY MPO	91.6%	8.4%	0.0%	31.4%
19	FLORIDA-ALABAMA TPO	72.8%	27.2%	0.0%	9.5%
20	FORWARD PINELLAS	33.4%	65.9%	0.7%	1.6%
21	SARASOTA/MANATEE MPO	94.7%	5.3%	0.0%	18.6%
22	ST LUCIE TPO	96.3%	3.7%	0.0%	0.0%
23	CAPITAL REGION TPA	73.6%	26.4%	0.0%	0.0%
24	RIVER TO SEA TPO	35.0%	65.0%	0.0%	24.9%
25	PALM BEACH TPA	55.2%	44.8%	0.0%	2.3%
26	LAKE-SUMTER MPO	98.6%	1.4%	0.0%	25.5%

Note:

1 For calculating % of Interstate pavements in Good/Fair/Poor Condition, sections with bridges, unpaved surfaces, "other" surface types and missing data (any of IRI, Cracking %, Rutting or Faulting) are excluded.

2 A section can have missing, invalid or unresolved data (any of IRI, Cracking %, Rutting or Faulting) due to roadway under construction, data not collected, etc.

2017 Pavement Condition by MPOs

Non-Interstate NHS

MPO	MPO Name	% of Non-Interstate NHS pavements in			% of Non-Interstate NHS lane miles with MISSING Data
		Good	Fair	Poor	
01	SPACE COAST TPO	41.8%	57.9%	0.4%	5.8%
02	CHARLOTTE CO-PUNTA GORDA MPO	47.1%	51.8%	1.1%	9.6%
03	BROWARD MPO	38.4%	61.2%	0.4%	2.9%
04	OKALOOSA-WALTON TPO	32.3%	67.7%	0.0%	7.8%
05	GAINESVILLE MTPO	35.7%	64.3%	0.0%	1.0%
06	HERNANDO/CITRUS MPO	64.1%	35.8%	0.0%	0.1%
07	HILLSBOROUGH MPO	42.0%	57.8%	0.2%	6.8%
08	INDIAN RIVER COUNTY MPO	51.5%	47.5%	1.0%	0.2%
09	NORTH FLORIDA TPO	36.2%	63.2%	0.6%	2.5%
10	POLK TPO	67.6%	32.3%	0.2%	0.6%
11	LEE COUNTY MPO	47.6%	52.3%	0.1%	0.6%
12	MARTIN MPO	38.9%	60.6%	0.5%	0.5%
13	MIAMI-DADE TPO	45.7%	53.7%	0.6%	12.9%
14	COLLIER MPO	50.2%	49.8%	0.0%	0.3%
15	OCALA/MARION COUNTY TPO	43.7%	56.3%	0.0%	0.1%
16	METROPLAN ORLANDO	47.3%	52.2%	0.5%	6.7%
17	BAY COUNTY TPO	51.4%	45.6%	3.0%	8.6%
18	PASCO COUNTY MPO	66.0%	33.9%	0.1%	0.6%
19	FLORIDA-ALABAMA TPO	47.3%	50.9%	1.7%	0.5%
20	FORWARD PINELLAS	43.1%	55.7%	1.2%	6.8%
21	SARASOTA/MANATEE MPO	39.7%	59.8%	0.5%	1.2%
22	ST LUCIE TPO	41.1%	58.0%	0.8%	2.6%
23	CAPITAL REGION TPA	35.2%	63.1%	1.7%	0.3%
24	RIVER TO SEA TPO	33.9%	66.1%	0.0%	0.8%
25	PALM BEACH TPA	40.3%	59.2%	0.5%	0.8%
26	LAKE-SUMTER MPO	47.4%	52.5%	0.1%	4.9%
27	HEARTLAND REGIONAL TPO	35.5%	64.2%	0.3%	3.9%

Note:

1 For calculating % of Non-Interstate NHS pavements in Good/Fair/Poor Condition, sections with bridges, unpaved surfaces, "other" surface types and missing data (any of IRI, Cracking %, Rutting or Faulting) are excluded.

2 A section can have missing, invalid or unresolved data (any of IRI, Cracking %, Rutting or Faulting) due to roadway under construction, data not collected, etc.

III. Evaluation Methods

Data collection is accomplished by visually estimating distresses present within each roadway section and through use of an inertial profiler to collect rut and ride data at highway speeds.

Crack Rating

Consideration is given to three classes of cracking in flexible pavements. The classes of cracks are described as follows:

Class IB - Hairline cracks that are less than or equal to ⅛ inch (3.18 mm) wide in either the longitudinal or transverse direction. These are mostly single cracks with no or only a few connecting cracks, cracks are not spalled and pumping is not evident. These cracks are estimated individually for the total linear length of the cracks. The width of the affected area is considered 1 foot (0.30 m). See Figures 2, 5 and 8 (pages 17, 20 and 23).

Class II - Cracks greater than ⅛ inch (3.18 mm) and less than or equal to ¼ inch (6.35 mm) wide in either the longitudinal or transverse direction. These may have slight spalling and/or advanced branching; cracks may be sealed; pumping is not evident. Also includes all cracks less than or equal to ¼ inch (6.35 mm) wide that have formed cells less than or equal to 2 feet (0.61 m) on the longest side, also known as alligator cracking. Class II cracks are considered rectangular, and the total affected area in square feet is counted. See Figures 3, 6 and 9 (pages 18, 21 and 24).

Class III (including Raveling and Patching) - Cracks greater than ¼ inch (6.35 mm) wide that extend in a longitudinal or transverse direction and cracks that are opened to the base or underlying material. These cracks often exhibit moderate or severe spalling, and often form a complete pattern. They also include progressive Class II cracking with severe spalling or pumping. Class III cracks are considered rectangular, and the total affected area in square feet is counted. See Figures 4, 7 and 10 (pages 19, 22 and 25).

Sealed Cracks – For these areas use same Crack Class as previously rated unless rater sees crack width increase. Unsealed cracks and cracks that form after crack seal has been applied are rated according to usual method.

Raveling -Raveling is the wearing away of the pavement surface caused by the dislodging of aggregate particles. See Figure 12 (page 27). Only record raveling for sections having at least one percent of its area raveled.

The severity levels used to describe raveling are as follows:

Light - The aggregate and/or binder has begun to wear away but has not progressed significantly, with some loss of aggregate.

Moderate - The aggregate and/or binder has worn away and the surface texture is becoming rough and pitted; loose particles generally exist; loss of aggregate has progressed.

Severe - The aggregate and/or binder has worn away and the surface texture is very rough and pitted, loss of aggregate very noticeable.

Record the predominant severity level and percent affected area of raveling in the Raveling column of the field workbook using the codes shown in Table 3.

TABLE 3

RAVELING CODES

PERCENT OF PAVEMENT AREA AFFECTED BY RAVELING	RAVELING SEVERITY LEVEL AND CODE		
	LIGHT	MODERATE	SEVERE
01 -- 05	1	1	1
06 -- 25	2	2	2
26 -- 50	3	3	3
51+	4	4	4
Note: Code the Predominant severity level only			

Patching - A patch is an area of the pavement that has been replaced with a newer material after the time of original construction. Patching should reflect a defect in the pavement that has been repaired. See Figure 11 (page 26). Only record patching for sections having at least one percent of its area patched.

Record the percent of pavement area affected by patching by using the codes shown in Table 4.

TABLE 4

PATCHING CODES

PERCENT OF PAVEMENT AREA AFFECTED BY PATCHING	
PERCENT	**CODE**
01 -- 05	1
06 -- 25	2
26 -- 50	3
51+	4

Calculating Crack Rating

To calculate the total area affected by cracking, combine the percent area affected estimations as follows:

Class 1B + Class II + Class III + Raveling + Patching = Total Percent Affected Area

Determine the predominant class of cracking, by combing values for percent affected area for Raveling and Patching with Class III cracking estimates. Next, compare the percent affected area from the three classes of cracking (with Class III cracking now including Patching and Raveling). The predominant crack class has the highest percent affected area value.

These values must be determined for cracking confined to the wheel path (**CW**) and cracking outside of the wheel path (**CO**), each representing 100 percent of their respective areas. See Figure 1 (page 16) for a diagram of this wheel path designation. Table 5 (page 15) explains how to determine the final Crack Rating.

Crack Type

The Crack Type field is used to indicate the predominant Crack type for a pavement section. These crack types help in determining the cause of cracks. Crack type Codes are as follows: Alligator (A), Block (B), and Combination (C). One of these is required if cracking is present. Leave Crack Type blank only if there is no cracking present.

TABLE 5

NUMERICAL DEDUCTIONS FOR CRACKING METHOD

PERCENT OF PAVEMENT AREA AFFECTED BY CRACKING	CONFINED TO WHEEL PATHS (CW) *PREDOMINANT CRACKING CLASS*					
	1B CRACKING		II CRACKING		III CRACKING (Including RAV & PT)	
	CODE	DEDUCT	CODE	DEDUCT	CODE	DEDUCT
00 -- 05	A	0.0	E	0.5	I	1.0
06 -- 25	B	1.0	F	2.0	J	2.5
26 -- 50	C	2.0	G	3.0	K	4.5
51+	D	3.5	H	5.0	L	7.0

PERCENT OF PAVEMENT AREA AFFECTED BY CRACKING	OUTSIDE OF WHEEL PATHS (CO) *PREDOMINANT CRACKING CLASS*					
	1B CRACKING		II CRACKING		III CRACKING (Including RAV & PT)	
	CODE	DEDUCT	CODE	DEDUCT	CODE	DEDUCT
00 -- 05	A	0.0	E	0.0	I	0.0
06 -- 25	B	0.5	F	1.0	J	1.0
26 -- 50	C	1.0	G	1.5	K	2.0
51+	D	1.5	H	2.0	L	3.0

Notes: - **Total percent of cracking is determined by combining Class 1B, Class II, Class III, Raveling and Patching.**

Percentages for CW and CO are estimated separately, each representing 100% of its respective area.

Only the predominant cracking class will be recorded for CW and CO. When determining which crack class is predominant, combine percentages for Class III cracking with Raveling and Patching, then compare this value to percentages for Class 1B and Class II. The larger of these values is considered predominant.

CW Example: 1B = 10%, II = 12%, III =6% Total = 28%

Predominant is Class II in the 26-50% category (code G – deduct 3.0)

CO Example: 1B = 10%, II = 6%, III =6% Total = 22%

Predominant is Class 1B in the 6-25% category (code B – deduct 0.5)

Given the formula below:

CRACK RATING = 10 - (CW + CO).
CRACK RATING =10-(3.0+0.5)
CRACK RATING=6.5

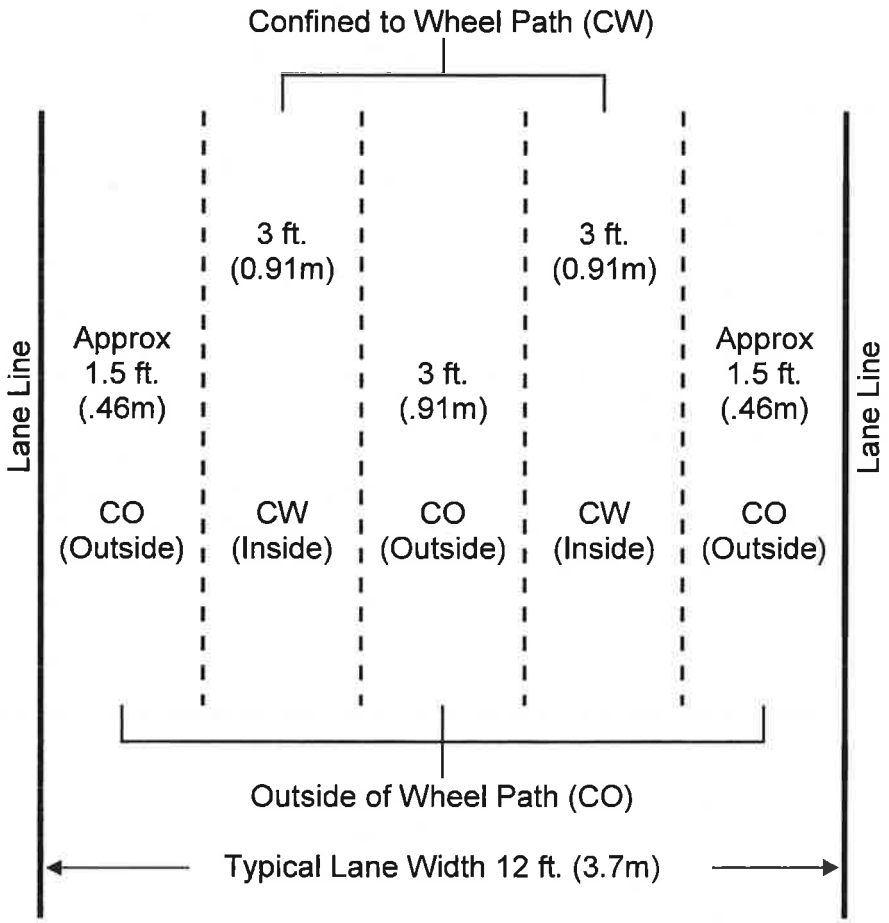
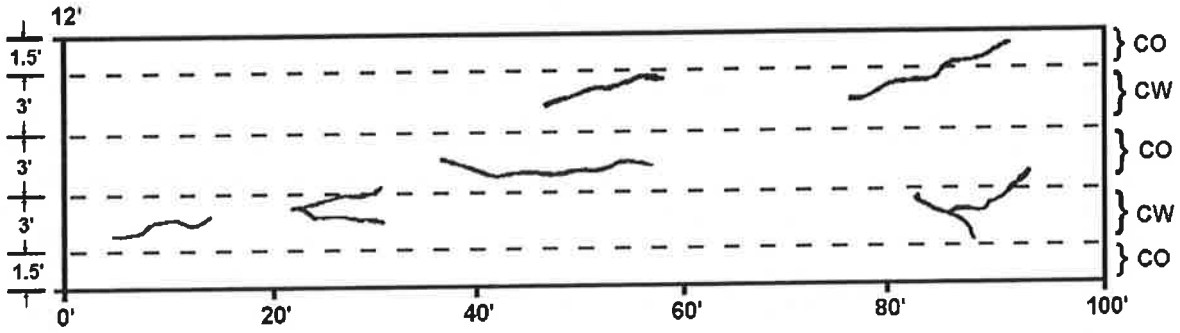


FIGURE 1. WHEEL PATH DESIGNATION



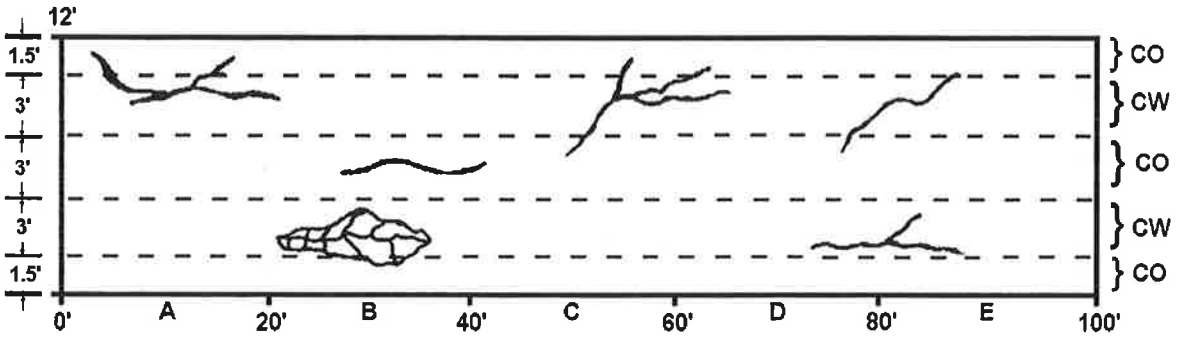
AREA DIMENSIONS

CW = 56 ft. (17.07m) x 1 ft. (0.30m) = 56 ft² (5.20m²)
÷ 600 ft² (55.74m²) = 9%

CO = 30 ft. (9.14m) x 1 ft. (0.30m) = 30 ft² (2.79m²)
÷ 600 ft² (55.74m²) = 5%

NOTE: **CW = Confined to Wheel Paths**
CO = Outside of Wheel Paths
Class 1B cracks considered 1 ft. (0.30m) in width

FIGURE 2. CLASS 1B CRACKING ESTIMATES

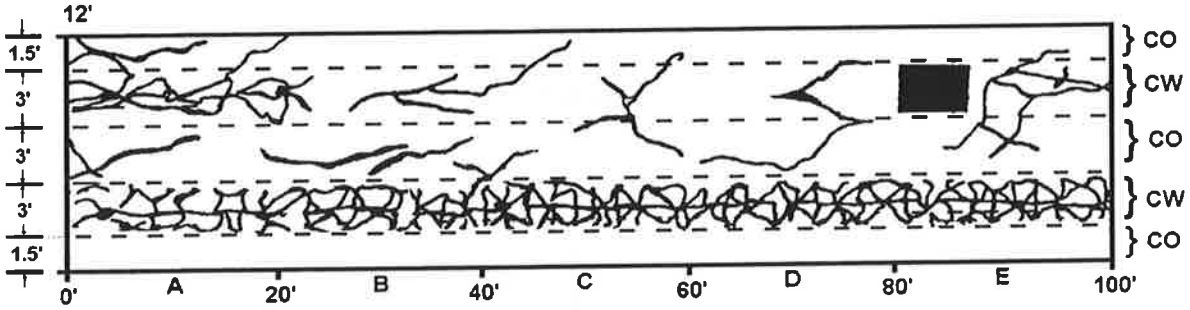


AREA DIMENSIONS

CW:		CO:	
A =	21 ft² (1.95m²)	A =	4 ft² (0.37m²)
B =	30 ft² (2.79m²)	B =	15 ft² (1.39m²)
C =	14 ft² (1.30m²)	C =	5 ft² (0.46m²)
D =	16 ft² (1.49m²)	D =	3 ft² (0.28m²)
E =	21 ft² (1.95m²)	E =	0 ft² (0m²)
TOTAL =	102 ft² (9.48m²)	TOTAL =	27 ft² (2.51m²)
	÷ 600 ft² (55.74m²)		÷ 600 ft² (55.74m²)
	= 17% of surface area		= 5% of surface area

NOTE:
CW = Confined to Wheel Paths
CO = Outside of Wheel Paths
Single Cracks considered 1 ft. (0.30m) in width
Alligator Cracks considered as affected area
Block Cracks considered 1 ft. (0.30m) in width

FIGURE 3. CLASS II CRACKING ESTIMATES



AREA DIMENSIONS

CW: A = 80 ft² (7.43m²)
B = 66 ft² (6.13m²)
C = 61 ft² (5.67m²)
D = 57 ft² (5.30m²)
E = 84 ft² (7.80m²)

TOTAL = 348 ft² (32.33m²)
÷ 600 ft² (55.74m²)
= 58% of surface area

CO: A = 38 ft² (3.53m²)
B = 24 ft² (2.23m²)
C = 15 ft² (1.39m²)
D = 17 ft² (1.58m²)
E = 14 ft² (1.30m²)

TOTAL = 108 ft² (10.03m²)
÷ 600 ft² (55.74m²)
= 18% of surface area

NOTE:
CW = Confined to Wheel Paths
CO = Outside of Wheel Paths
Single Cracks considered 1 ft. (0.30m) in width
Alligator Cracks considered as affected area
Block Cracks considered 1 ft. (0.30m) in width

FIGURE 4. CLASS III CRACKING ESTIMATES

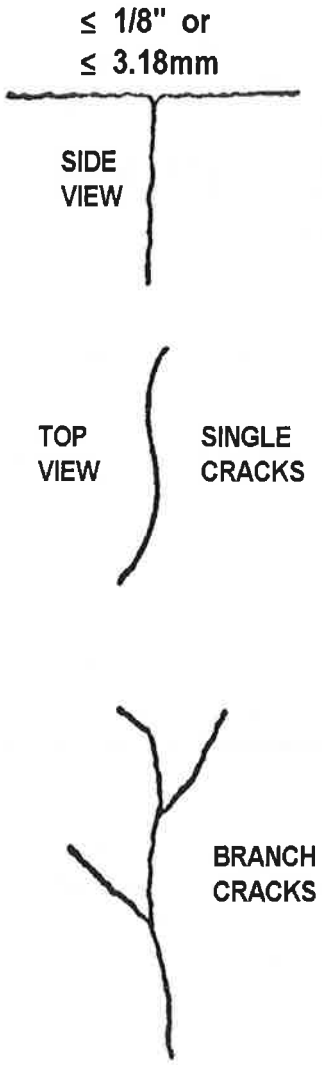


FIGURE 5. CLASS 1B CRACKING CLASSIFICATION

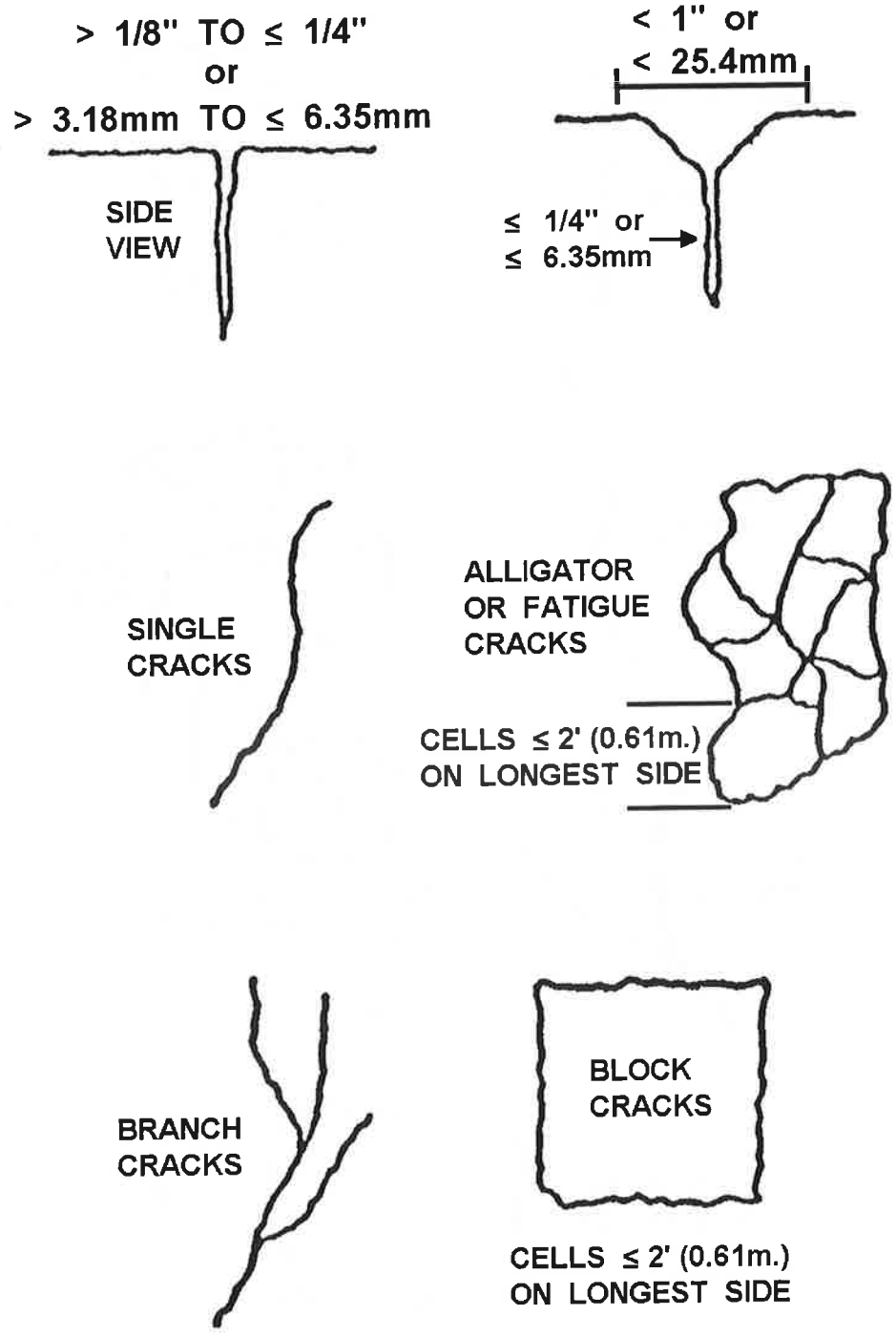


FIGURE 6. CLASS II CRACKING CLASSIFICATION

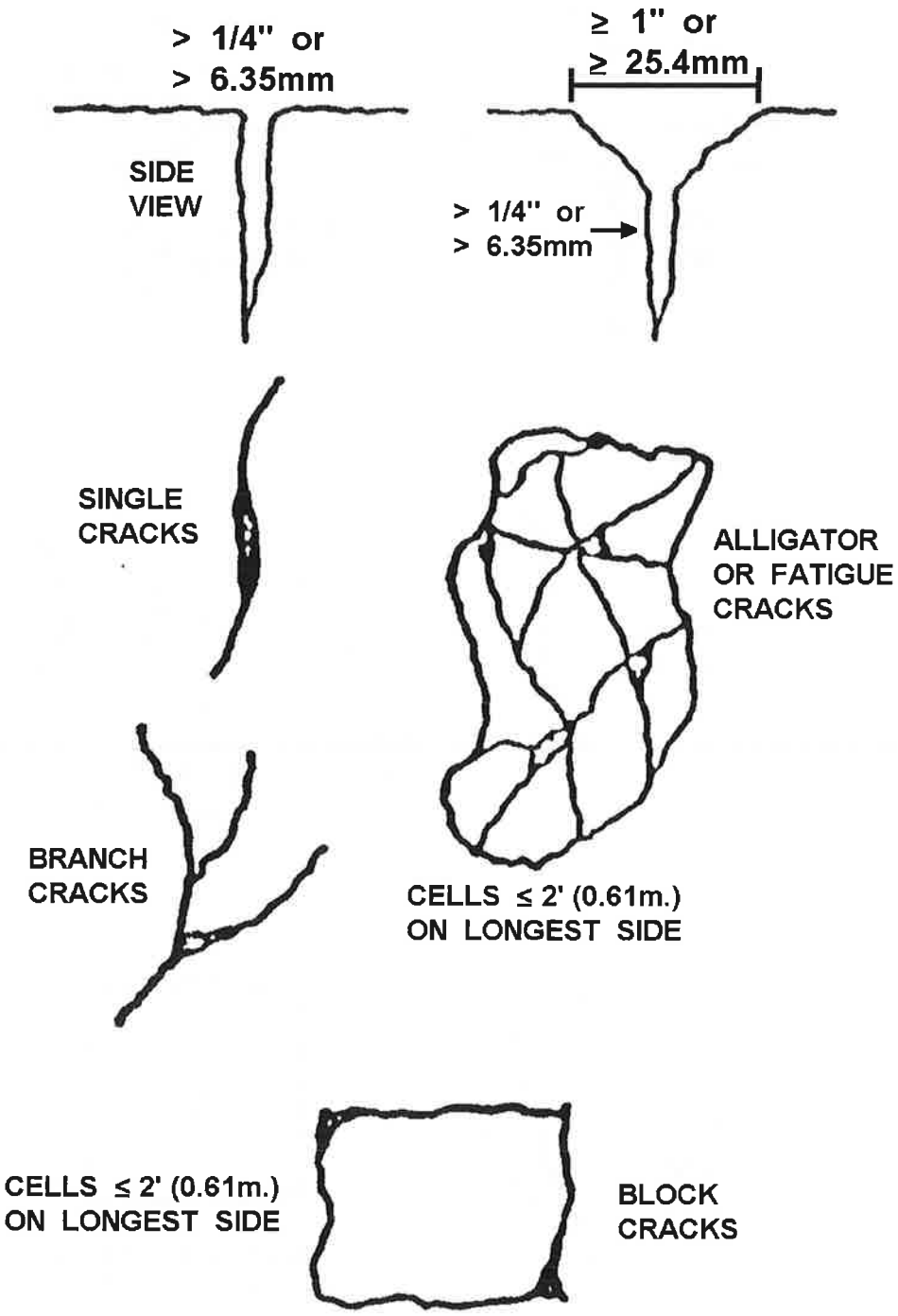


FIGURE 7. CLASS III CRACKING CLASSIFICATION

FIGURE 8. CLASS IB CRACKING

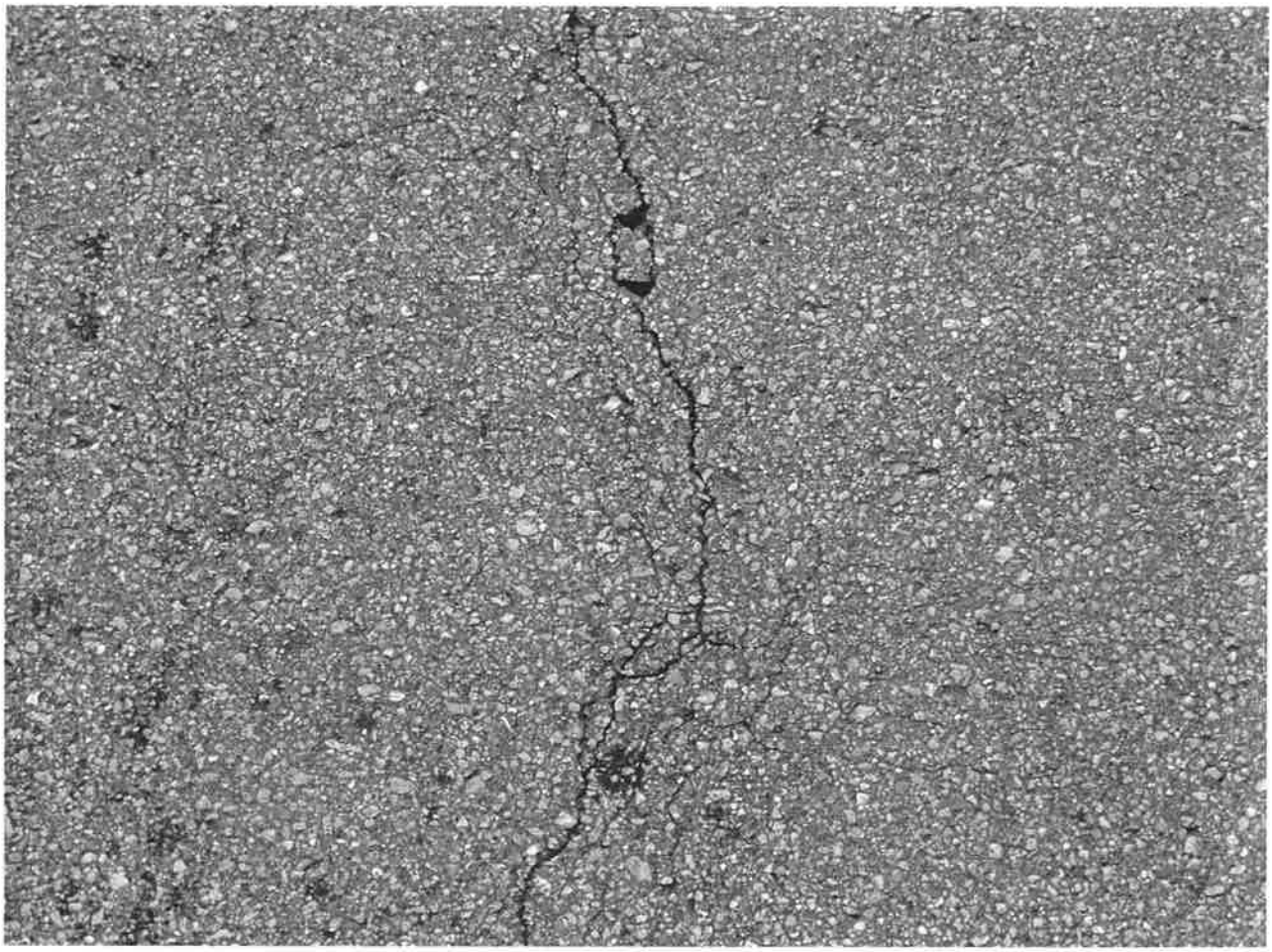


FIGURE 9. CLASS II CRACKING

FIGURE 10. CLASS III CRACKING

FIGURE 11. PATCHING

FIGURE 12. RAVELING

Rut Rating

Rut depths are collected using a profiler. The profiler measures rut depths at highway speeds and records the average rut depth of the two-wheel paths for each section evaluated. The rut depth is then assigned a deduct value. Each ⅛ inch (3.18mm) of rut depth equals one (1) deduct point. See Table 6 (page 29).

Manual rut depths are required if the rated section cannot be surveyed by the profiler. However, at the rater's discretion there may be short sections from which automated rut data can be collected even though ride data would not be valid (due to speed, section length and accelerometer sensitivity). When manual rut measurements are necessary, three evenly distributed measurements per mile, using a six-foot straight edge and scale, are required. Measurements will be recorded to the nearest ⅛ inch (3.18 mm) as indicated in Table 6 (page 29). See Figures 13, 14 and 15 (pages 30 and 31) for examples of how manual rutting is measured.

Rut Depth Check on New Pavement

The rut depth for sections of New Pavement must be less than 0.15 inches. If the rut depth is greater than or equal to 0.15 inches, rerun the section to confirm data.

Calculating Rut Rating

The Rut Rating is obtained by subtracting from ten (10) the deduct value associated with the profiler rut depth or manual rut depth. Rutting values are shown in Table 6 (page 29). A Rut Rating of 10 indicates a pavement with only minor rutting.

Rut Rating = 10 - Deduct Code
Example: Rut Depth 0.21 inches = Deduct of 2
Rut Rating = 10 – 2 = 8

TABLE 6

PROFILER RUTTING VALUES

RUT DEPTH (IN)	RUT DEPTH (MM)	RANGE (IN)	RANGE (MM)	DEDUCT	RUT RATING
0	0	0.00 – 0.06	0.00 - 1.59	0	10
1/8	3.18	0.07 – 0.19	1.60 - 4.76	1	9
1/4	6.35	0.20 – 0.31	4.77 - 7.94	2	8
3/8	9.53	0.32 – 0.44	7.95 - 11.11	3	7
1/2	12.70	0.45 – 0.56	11.12 - 14.29	4	6
5/8	15.88	0.57 – 0.69	14.30 - 17.46	5	5
3/4	19.05	0.70 – 0.81	17.47 - 20.64	6	4
7/8	22.23	0.82 – 0.94	20.65 - 23.81	7	3
1	25.40	0.95 – 1.06	23.82 - 26.99	8	2
1 1/8	28.58	1.07 – 1.19	27.00 - 30.16	9	1
1 1/4 +	31.75	1.20 +	30.17 +	10	0

MANUAL RUTTING VALUES

RUT DEPTH (IN)	RUT DEPTH (MM)	DEDUCT	RUT RATING
0	0	0	10
1/8	3.18	1	9
1/4	6.35	2	8
3/8	9.53	3	7
1/2	12.70	4	6
5/8	15.88	5	5
3/4	19.05	6	4
7/8	22.23	7	3
1	25.40	8	2
1 1/8	28.58	9	1
1 1/4+	31.75	10	0

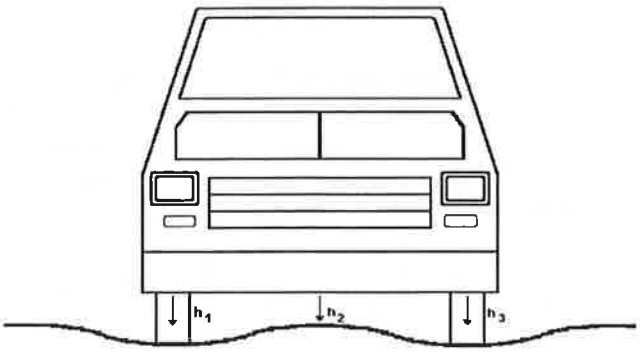


FIGURE 13. AUTOMATED RUT DEPTH METHOD

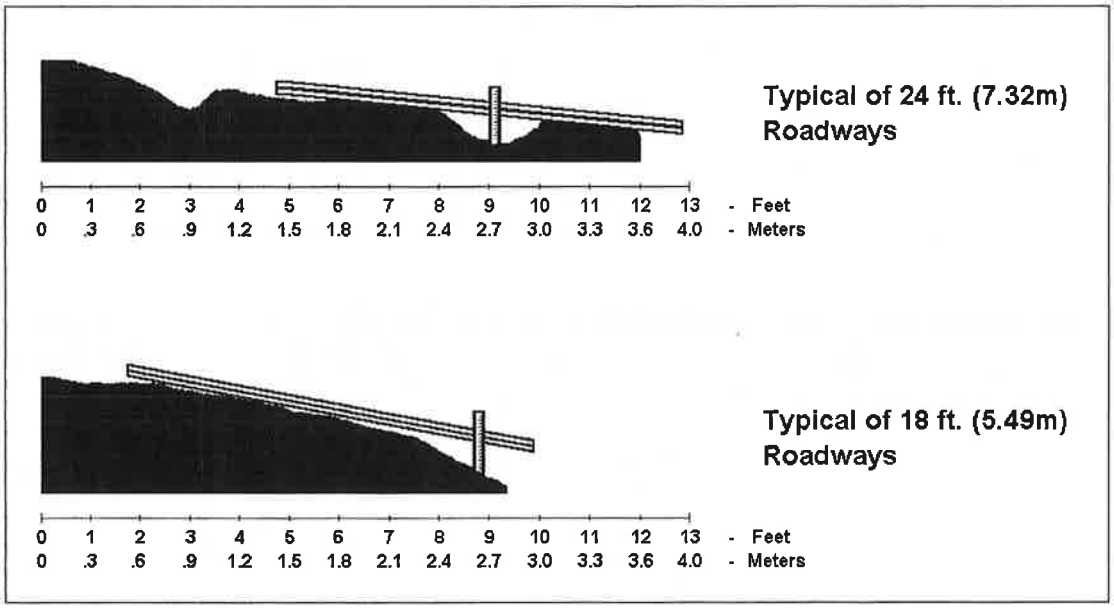


FIGURE 14. MANUAL RUT DEPTH METHODS

FIGURE 15. MANUAL RUT DEPTH

Ride Rating

The longitudinal profile of each wheel path is measured at highway speeds by a non-contact inertial profiler. See Figure 16 (page 35). Longitudinal profile data is collected at the smallest sample interval possible, usually less than one inch. The data is then processed using a profile distance of 6 inches, a moving average of 12 inches, and 300-foot wavelength filtering. The longitudinal profile data is used to calculate the International Roughness Index (IRI) and Ride Number (RN).

IRI is a mathematical processing of the longitudinal profile generated by the profiler. IRI is a standard practice for computing and reporting road roughness (ASTM E1926). IRI is reported in units of inches per mile (in/mi) and is scaled with 0 being the smoothest and the upper limit being infinite. IRI is reported to the Federal Highway Administration (FHWA) annually. IRI is reported as the average of the left and right wheel paths. IRI data for each individual wheel path may be reported upon request.

Ride Rating (RR) is based upon a scale of 0 (very rough) to 10 (very smooth). IRI is used to determine RR. Refer to Table 7 (page 34) to convert IRI values to Ride Rating.

RN is also a mathematical processing of the longitudinal profile measurements. RN is an estimate of subjective ride quality (ASTM Standard E1489) and it is presented on a 0 to 5 scale that is not represented by any units. A RN of 5 represents a pavement that is perfectly smooth; however, this value is unachievable even with the smoothest of pavements. RN is reported as the average of the left and right wheel paths. RN is a historical ride quality index that is no longer used, but collected for information purposes only.

The following points are critical to the collection and reporting of Ride Rating:

1. The Ride Rating (RR) must not decrease more than 0.8 points or increase more than 0.4 points of the previous year's survey. For sections of New Pavement or New Construction, RR values must be 8.0 or more. Sections that do not meet the above requirements require reruns to be made according to rules in Appendix B.

2. Braking abruptly or accelerating rapidly (greater than 3 mph per second) produces invalid data. If this occurs the section must be re-tested.

3. Moisture on the surface of the pavement may affect the signal being returned from the sensor, causing invalid data. Do not test if pavement is wet.

Some of the pavement sections contain specific elements that are intentionally excluded from profiler data because the Department does not wish to include in the Ride Rating values. These are listed below:

- bridges
- railroad crossings
- speed attenuating devices (rumble strips and speed bumps/humps)
- rigid pavement intersections
- rigid tractor crossings

Other elements determined to be valid when establishing Ride Ratings are:

- all crosswalks (brick or textured pattern)
- manholes
- intersections (other than rigid surfaces)
- raised lettering and stop bars

TABLE 7

IRI to RIDE RATING VALUES

IRI Range	Ride Rating	IRI Range	Ride Rating
1 – 12	10.0	162 – 166	5.5
13 – 28	9.2	167 – 170	5.4
29 – 32	9.1	171 – 175	5.3
33 – 34	9.0	176 – 180	5.2
35 – 37	8.9	181 – 185	5.1
38 – 39	8.8	186 – 190	5.0
40 – 42	8.7	191 – 195	4.9
43 – 46	8.6	196 - 200	4.8
47 – 50	8.5	201 – 206	4.7
51 – 54	8.4	207 – 212	4.6
55 – 58	8.3	213 – 218	4.5
59 – 62	8.2	219 – 224	4.4
63 – 66	8.1	225 – 230	4.3
67 – 70	8.0	231 – 236	4.2
71 – 74	7.9	237 – 242	4.1
75 - 78	7.8	243 – 249	4.0
79 – 82	7.7	250 – 256	3.9
83 – 86	7.6	257 – 264	3.8
87 – 89	7.5	265 – 271	3.7
90 – 93	7.4	272 – 278	3.6
94 – 97	7.3	279 – 285	3.5
98 – 100	7.2	286 – 293	3.4
101 – 104	7.1	294 – 300	3.3
105 – 107	7.0	301 – 310	3.2
108 – 111	6.9	311 – 318	3.1
112 – 115	6.8	319 – 327	3.0
116 – 118	6.7	328 – 337	2.9
119 – 122	6.6	338 – 345	2.8
123 – 125	6.5	346 – 354	2.7
126 – 129	6.4	355 – 362	2.6
130 – 133	6.3	363 – 371	2.5
134 – 137	6.2	372 – 373	2.4
138 – 140	6.1	374 – 385	2.3
141 – 144	6.0	386 – 397	2.2
145 – 149	5.9	398 – 406	2.1
150 - 152	5.8	407 – 533	2.0
153 - 157	5.7	>=534	1.0
158 - 161	5.6		

FIGURE 16. INERTIAL PROFILER

III. Evaluation Methods

Data collection is accomplished by visually estimating distresses present within each roadway section and through use of an inertial profiler to collect ride and faulting data at highway speeds.

Ride Rating

The longitudinal profile of each wheel path is measured at highway speeds by an ASTM E-950 Class I non-contact inertial profiler. See Figure 1 (page 14). Longitudinal profile data is collected at the smallest sample interval possible, usually less than one inch. This longitudinal profile data is then used to calculate the International Roughness Index (IRI).

IRI is a mathematical processing of the longitudinal profile generated by the profiler. IRI is a standard practice for computing and reporting road roughness (ASTM E1926). IRI is reported in units of inches per mile (in/mi) and is scaled with 0 being the smoothest and the upper limit being infinite. IRI is reported to the Federal Highway Administration (FHWA) annually. IRI is reported as the average of the left and right wheel paths. IRI data for each individual wheel path may be reported upon request.

Ride Rating (RR) is based upon a scale 0 (very rough) to 10 (very smooth). IRI is used to determine RR. Refer to Table 3 (page 13) to convert IRI values to Ride Rating.

RN is also a mathematical processing of the longitudinal profile measurements. RN is an estimate of subjective ride quality (ASTM Standard E1489) and is presented on a 0 to 5 scale that is not represented by any units. A RN of 5 represents a pavement that is perfectly smooth; however, this value is unachievable even with the smoothest of pavements. RN is reported as the average of the left and right wheel paths. RN data for each individual wheel path may be reported upon request.

The following points are critical to the collection and reporting of Ride Rating:

1. The Ride Rating (RR) must not decrease more than 0.8 points or increase by more than 0.4 points of the previous year's survey. For sections of New Pavement or New Construction, RR values must be 8.0 or more. Sections that do not meet the above requirements require reruns to be made according to rules in Appendix B.
2. Braking abruptly or accelerating rapidly (greater than 3 mph per second) produces invalid data. If this occurs the section must be re-tested.
3. Moisture on the surface of the pavement may affect the signal being returned from the sensor, causing invalid data. Do not test if pavement is wet.

Some of the pavement sections contain specific elements that are intentionally excluded from profiler data because the Department does not wish to include in the Ride Rating values. These are listed below:

- bridges
- railroad crossings
- speed attenuating devices (rumble strips and speed bumps/humps)
- flexible pavement intersections

Other elements determined to be valid when establishing Ride Ratings are:

- all crosswalks (brick or textured pattern)
- manholes
- intersections (other than flexible surfaces)
- raised lettering and stop bars

TABLE 3

IRI to RIDE RATING VALUES

IRI Range	Ride Rating	IRI Range	Ride Rating
1 – 12	10.0	162 – 166	5.5
13 – 28	9.2	167 – 170	5.4
29 – 32	9.1	171 – 175	5.3
33 – 34	9.0	176 – 180	5.2
35 – 37	8.9	181 – 185	5.1
38 – 39	8.8	186 – 190	5.0
40 – 42	8.7	191 – 195	4.9
43 – 46	8.6	196 - 200	4.8
47 – 50	8.5	201 – 206	4.7
51 – 54	8.4	207 – 212	4.6
55 – 58	8.3	213 – 218	4.5
59 – 62	8.2	219 – 224	4.4
63 – 66	8.1	225 – 230	4.3
67 – 70	8.0	231 – 236	4.2
71 – 74	7.9	237 – 242	4.1
75 - 78	7.8	243 – 249	4.0
79 – 82	7.7	250 – 256	3.9
83 – 86	7.6	257 – 264	3.8
87 – 89	7.5	265 – 271	3.7
90 – 93	7.4	272 – 278	3.6
94 – 97	7.3	279 – 285	3.5
98 – 100	7.2	286 – 293	3.4
101 – 104	7.1	294 – 300	3.3
105 – 107	7.0	301 – 310	3.2
108 – 111	6.9	311 – 318	3.1
112 – 115	6.8	319 – 327	3.0
116 – 118	6.7	328 – 337	2.9
119 – 122	6.6	338 – 345	2.8
123 – 125	6.5	346 – 354	2.7
126 – 129	6.4	355 – 362	2.6
130 – 133	6.3	363 – 371	2.5
134 – 137	6.2	372 – 373	2.4
138 – 140	6.1	374 – 385	2.3
141 – 144	6.0	386 – 397	2.2
145 – 149	5.9	398 – 406	2.1
150 - 152	5.8	407 – 533	2.0
153 - 157	5.7	>=534	1.0
158 - 161	5.6		

FIGURE 1. INERTIAL PROFILER

Defect Rating

The Defect Rating is determined by a visual inspection of distress indicators that are present within each rated section. The rater records the distress type, number, and severity level of each critical distress indicator. Each of these values is weighted according to distress type and severity level. All the weighted values are then combined into a total weighted deduct then subtracted from 100 to determine the Defect Rating of a rated section. A detailed explanation of how these indicators are identified and classified by severity begins on the next page.

NAME OF DISTRESS: **Surface Deterioration**

DESCRIPTION: Progressive disintegration and loss of concrete wearing surface.

EXPLANATION: This category includes pop-outs, scaling and disintegration. If the distressed areas are small (less than 15% of the slab area) and are not severe (less than ¼" or 6.35 mm deep), they will not significantly interfere with the performance of the roadway. As the areas increase in size and severity, the effect on other properties such as skid resistance and riding quality will become apparent and further reduce the composite score of the pavement.

SEVERITY OF DISTRESS:

Moderate - Some coarse aggregate exposed and the wearing surface has disintegrated ¼" (6.35 mm) to ½" (12.7 mm) deep.

Severe - Most of the coarse aggregate is exposed and some has been removed. The wearing surface has disintegrated more than ½" (12.7 mm) deep.

MEASUREMENT AND COMPUTATION OF DISTRESS:

Surface deterioration is measured and coded in square feet for the rated section.

Both severity levels may be coded.

The information below describes the information contained in the output of the permanent file.

Line 1 of the output represents the number of square feet of surface deterioration in rated section for each severity level.

Line 2 of the output represents the number of square feet of surface deterioration per mile of net length in rated section for each severity level.

Line 3 of the output is the negative deduct value of rated section based on number of square feet of surface deterioration per mile of net length for each severity level.

Moderate distress - 0.003 per square foot (0.032 per square meter).

Severe distress - 0.006 per square foot (0.065 per square meter).

FIGURE 2. SURFACE DETERIORATION

NAME OF DISTRESS: **Spalling**

DESCRIPTION: Breakdown or disintegration of slab edges at joints or cracks resulting in the loss of concrete.

EXPLANATION: Spalling occurs at joints and cracks and is observable to some degree at almost every location. However, until its progress reaches more than one inch in width, it will not significantly impair serviceability. It will reduce riding quality as it increases in severity and extent.

SEVERITY OF DISTRESS:

Moderate - Spalled areas are 1" (25.4 mm) to 3" (76.2 mm) wide.

Severe - Spalled areas are greater than 3" (76.2 mm) wide.

MEASUREMENT AND COMPUTATION OF DISTRESS:

Spalling is measured and coded in linear feet for the rated section. Only record spalls that have a length of 1 foot or greater. If spalling occurs on both sides of a joint (but not cracks), count both occurrences independently.

Both severity levels may be coded.

The information below describes the information contained in the output of the permanent file.

Line 1 of the output represents the number of linear feet of spalling in rated section for each severity level.

Line 2 of the output represents the number of linear feet of spalling per mile of net length in rated section for each severity level.

Line 3 of the output is the negative deduct value of rated section based on number of linear feet of spalling per mile of net length for each severity level.

Moderate distress - 0.01 per linear foot (0.033 per meter).

Severe distress - 0.02 per linear foot (0.066 per meter).

FIGURE 3. SPALLING

NAME OF DISTRESS: **Patching**

DESCRIPTION: Corrections made to pavement defects.

EXPLANATION: Patching implies that a pavement repair has been made. The repair is measured in terms of the ability of the patch to carry traffic and perform the function for which it was placed. A good patch will prolong the serviceability of the pavement. However, as the quality of the patch decreases, the serviceability of the pavement also decreases.

SEVERITY OF DISTRESS:

Fair - The surface patch has moderate distress of any type; no measurable faulting, and pumping is not evident.

Poor - The surface patch has a high severity distress of any type; a Fault Index of greater than or equal to 8 (i.e., 0.25 inch); or evident pumping.

MEASUREMENT AND COMPUTATION OF DISTRESS:

Patching is measured and coded in square yards for the rated section. If a patch has cracking then both the patching and cracking should be counted. Full depth slab replacements that are 6 feet long or greater and full width are not considered patches. Full depth slab replacements may also include a minimum length of 3 feet on both sides of a transverse joint that when combined is 6 feet or greater.

Both severity levels may be coded.

The information below describes the information contained in the output of the permanent file.

Line 1 of the output represents the number of square yards of patching in rated section for each severity level.

Line 2 of the output represents the number of square yards of patching per mile of net length in rated section for each severity level.

Line 3 of the output is the negative deduct value of rated section based on number of square yards of patching per mile of net length for each severity level.

Fair distress - 0.018 per square yard (0.022 per square meter).

Poor distress - 0.045 per square yard (0.054 per square meter).

FIGURE 4. PATCHING

NAME OF DISTRESS: **Transverse Cracking**

DESCRIPTION: A crack or break approximately at a right angle to the pavement centerline.

EXPLANATION: Thermal expansion and contraction along with normal shrinkage of a slab may result in the formation of transverse cracking. Compared to longitudinal cracking, this category will have a greater effect upon the serviceability of the pavement because loss of load transfer across the cracked slab results in a more rapid rate of deterioration. If the cracks are hairline or closed to prevent the intrusion of water and provide aggregate interlock, the cracks are not considered detrimental to pavement serviceability. However, cracks that open excessively permit the intrusion of water and cause the loss of aggregate interlock resulting in loss of load transfer between slabs.

SEVERITY OF DISTRESS:

Light - Cracks less than ⅛" (3.18 mm) wide that show no evidence of faulting, loss of aggregate interlock, or the intrusion of debris.

Moderate - Cracks ⅛" (3.18 mm) to ¼" (6.35 mm) wide that exhibit little or no faulting and no evidence of the intrusion of debris.

Severe - Cracks greater than ¼" (6.35 mm) that show loss of aggregate interlock and the obvious intrusion of water and debris. Faulting and spalling may also occur.

MEASUREMENT AND COMPUTATION OF DISTRESS:

Transverse cracks are measured and coded by the number of cracks for the rated section. Only record cracks that are 1 foot long or greater. A concrete slab may have more than one transverse crack.

If a longitudinal joint separates the rated lane into two or more slabs, individual transverse cracks are counted as one crack unless the separation between transverse cracks along the longitudinal joint is more than one foot. When this separation is more than one foot, count each crack individually.

Any or all of the severity levels may be coded.

The information below describes the information contained in the output of the permanent file.

Line 1 of the output represents the total number of transverse cracks in rated section for each severity level.

Line 2 of the output represents the number of transverse cracks per mile of net length in rated section for each severity level.

Line 3 of the output is the negative deduct value of rated section based on transverse cracks per mile of net length for each severity level.

Light distress - 0.30 per crack

Moderate distress - 0.38 per crack

Severe distress - 0.50 per crack

NOTES:

1) When moderate or severe cracks have been sealed, they must be rated as light severity level. Only when there is partial loss of the sealant can crack be rated according to actual width.

2) Joints at replaced slabs will not be recorded as cracks.

FIGURE 5. TRANSVERSE CRACKING

NAME OF DISTRESS: **Longitudinal Cracking**

DESCRIPTION: A crack or break approximately parallel to the pavement centerline.

EXPLANATION: Although this category is unsightly, it is not necessarily detrimental to the serviceability of the pavement. If the crack is not open or faulted to the extent that aggregate interlock is lost, load transfer across the crack will occur and the pavement will be serviceable. If the crack opens and permits the intrusion of water and/or debris, the deterioration of the pavement will be accelerated.

SEVERITY OF DISTRESS:

Light - Cracks less than ⅛" (3.18 mm) wide that show no evidence of faulting, loss of aggregate interlock or the intrusion of debris.

Moderate - Cracks ⅛" (3.18 mm) to ¼" (6.35 mm) wide that exhibit little or no faulting and no evidence of intrusion of debris.

Severe - Cracks greater than ¼" (6.35 mm) that show loss of aggregate interlock and the obvious intrusion of water and debris. Faulting and spalling may also occur.

MEASUREMENT AND COMPUTATION OF DISTRESS:

Longitudinal cracks are measured and coded by the number of cracks for the rated section. Only record cracks that are 1 foot long or greater. A concrete slab may have more than one longitudinal crack.

Any or all of the severity levels may be coded.

The information below describes the information contained in the output of the permanent file.

Line 1 of the output represents the total number of longitudinal cracks in rated section for each severity level.

Line 2 of the output represents the number of longitudinal cracks per mile of net length in rated section for each severity level.

Line 3 of the output is the negative deduct value of rated section based on longitudinal cracks per mile of net length for each severity level.

Light distress - 0.15 per crack

Moderate distress - 0.19 per crack

Severe distress - 0.25 per crack

NOTES:

1) When moderate or severe cracks have been sealed, they must be rated as light severity level. Only when there is partial loss of the sealant can crack be rated according to actual width.

2) Joints at replaced slabs will not be recorded as cracks.

FIGURE 6. LONGITUDINAL CRACKING

NAME OF DISTRESS: **Corner Cracking**

DESCRIPTION: A crack or break which intersects both the transverse and longitudinal joint at an angle of approximately 45 degrees from the centerline. The total length of the sides is from 1 foot to one-half the width of the slab on each side of the corner.

EXPLANATION: The formation of a corner crack may result from loads imposed on a slab that has insufficient support. This can be caused by the presence of free water and loss of subgrade material that has been pumped out from beneath the slab at the transverse or longitudinal joint. Even though a hairline corner crack may not affect the serviceability of the pavement, it indicates a loss of support that may have been caused by pumping. As the severity of the corner crack increases and permits the intrusion of water, the loss of support may progress to the adjacent slab and significantly reduce serviceability.

SEVERITY OF DISTRESS:

Light - Cracks less than ⅛" (3.18 mm) wide that show no evidence of faulting, loss of aggregate interlock or the intrusion of debris.

Moderate - Cracks ⅛" (3.18 mm) to ¼" (6.35 mm) wide that exhibit little or no faulting or evidence of intrusion of debris.

Severe - Cracks greater than ¼" (6.35 mm) that show loss of aggregate interlock, obvious intrusion of water and debris. Faulting and spalling may also occur.

MEASUREMENT AND COMPUTATION OF DISTRESS:

Corner cracks are measured and coded by the number of cracks for the rated section.

Any or all of the severity levels may be coded.

The information below describes the information contained in the output of the permanent file.

Line 1 of the output represents the total number of corner cracks in rated section for each severity level.

Line 2 of the output represents the number of corner cracks per mile of net length in rated section for each severity level.

Line 3 of the output is the negative deduct value of rated section based on corner cracks per mile of net length for each severity level.

Light distress - 0.25 per crack

Moderate distress - 0.31 per crack

Severe distress - 0.40 per crack

NOTES:

1) When moderate or severe cracks have been sealed, they must be rated as light severity level. Only when there is partial loss of the sealant can crack be rated according to actual width.

2) Joints at replaced slabs will not be recorded as cracks.

FIGURE 7. CORNER CRACKING

NAME OF DISTRESS: **Shattered Slab**

DESCRIPTION: A shattered slab is cracking or breaking up of the slab into four or more pieces.

EXPLANATION: A section of pavement that has deteriorated to this extent may be an indicator of other detrimental types of distress such as loss of subgrade support. Eventually loose pieces will develop which may "rock" and disintegrate or pop out creating a potentially dangerous hazard to the motorist.

SEVERITY OF DISTRESS:

Moderate - Slab is broken into pieces with some interlock remaining (cracks less than ¼" or 6.35 mm) and repair is needed.

Severe - Slab is broken into pieces that are acting independently (cracks greater than ¼" or 6.35 mm) and the slab or a portion thereof needs to be replaced.

MEASUREMENT AND COMPUTATION OF DISTRESS:

Shattered slabs are measured and coded in units of one for each shattered slab. Individual cracks are not recorded. For example, if a slab contains one longitudinal and one transverse crack that divide the slab into four or more pieces, the slab will not be counted as a longitudinal and transverse crack but simply as a shattered slab.

Both severity levels may be coded.

The information below describes the information contained in the output of the permanent file.

Line 1 of the output represents the total number of shattered slabs in rated section for each severity level.

Line 2 of the output represents the number of shattered slabs per mile of net length in rated section for each severity level.

Line 3 of the output is the negative deduct value of rated section based on shattered slabs per mile of net length for each severity level.

Moderate distress - 1.15 per shattered slab

Severe distress - 1.50 per shattered slab

FIGURE 8. SHATTERED SLAB

NAME OF DISTRESS: **Faulting**

DESCRIPTION: Differential vertical displacement of abutting slabs at joints or cracks creating a "step" deformation in the pavement surface.

EXPLANATION: Faulting per section does not decrease the structural adequacy of the pavement though it may severely reduce the ride quality. Faulting may be a forecaster of severe pavement damage because it usually relates to a void under the pavement or to movement of the subgrade.

SEVERITY OF DISTRESS:

Fault measurements are utilized to compute a Fault Index (FI), which represents the average faulting for the rated section in thirty-seconds of an inch.

MEASUREMENT AND COMPUTATION OF DISTRESS:

Faulting data is normally collected using a laser profiler during the collection of the Ride Rating data. Fault measurements are made in the outside wheel path. Average faulting values for each rated section are calculated according to AASHTO R 36-04 using a utility that considers the following:

- Length of section
- Longitudinal profile data from laser profiler
- Average slab length

Any areas on bridges or structures are excluded from the longitudinal profile data so that faulting values only represent sections of rigid pavement.

The FI is calculated by multiplying the average fault measurement by 32. (0.250 in. X 32 = 8 FI)

Occasionally, usually only on very short pavement sections, the rater determines that automated ride and faulting values are not reliable for a rated section. In this case the section is made a No Ride (Type 6), and faulting values are obtained through manual methods.

When manual faulting is required, five consecutive joints are measured and the values are summed. The FI is then obtained by multiplying the values by 6.4.

Fault Index = 1.0 deduct point per 1/32" (1.26mm).

The information below describes the information contained in the output of the permanent file.

Line 1 of the output represents the FI.

Line 3 of the output represents the negative deduct value which is equal to the FI.

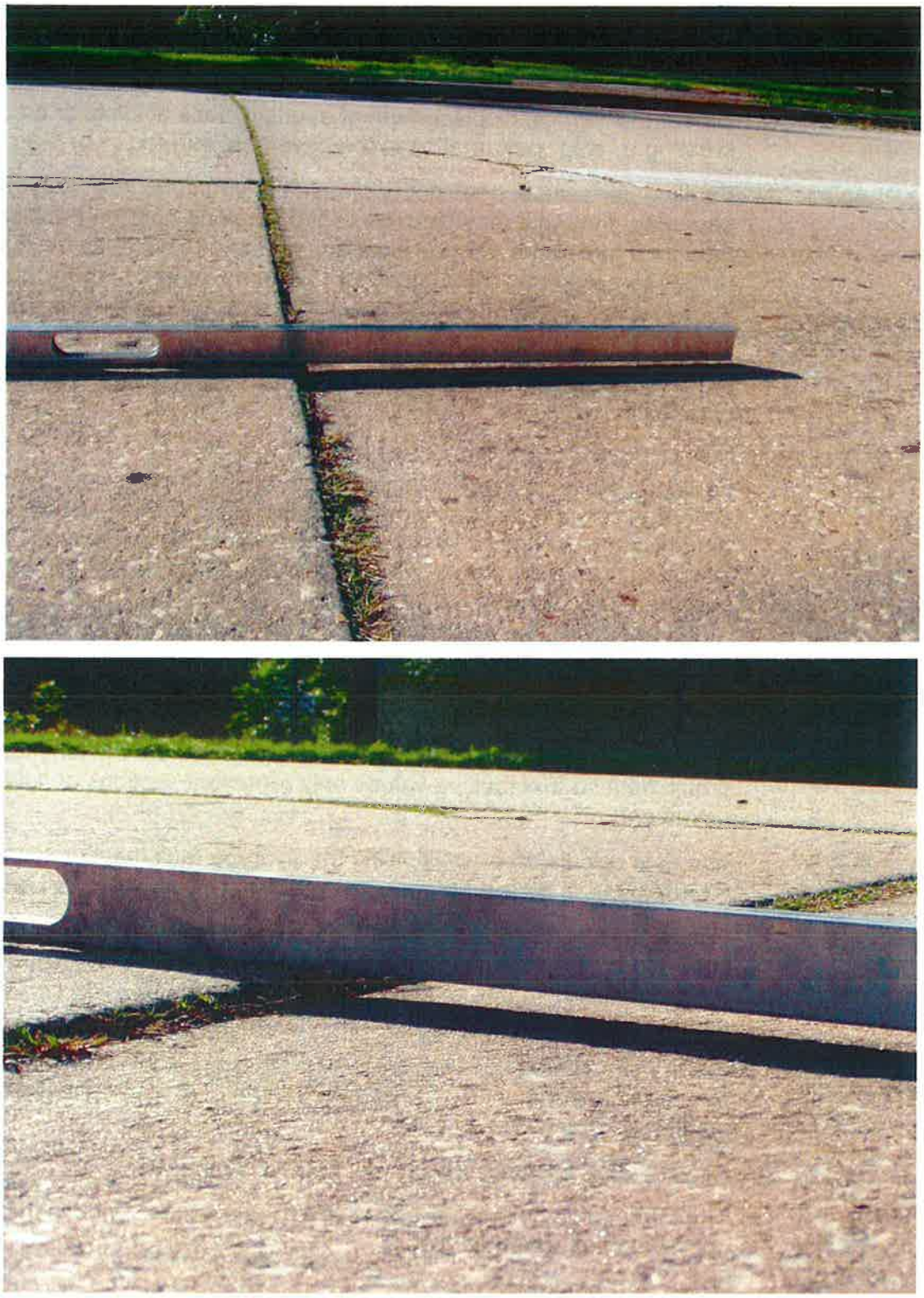


FIGURE 9. FAULTING

NAME OF DISTRESS: **Pumping**

DESCRIPTION: The ejection of water and subgrade materials along or through transverse or longitudinal joints, cracks or pavement edges. Pumping is characterized by vertical slab movement under passing loads. This vertical movement results in the ejection of water trapped below the slab through joints or cracks. As the water is ejected, it carries with it particles of small gravel, sand, clay or silt, resulting in progressively less pavement support.

EXPLANATION: Pumping has been observed in older PCC pavements, especially where untreated bases and/or subgrades were utilized in areas of poor drainage. Pumping has been minimized in more recent PCC construction, where an asphalt base is used under the pavement. However, when it does occur, it is a serious type of distress and the negative impact is significant. Pumping occurs through any and all joints and cracks and along pavement edges. Free water must be present for pumping to occur.

SEVERITY OF DISTRESS:

Silt and clay slurries pumped onto the pavement surface may result in the pavement becoming slippery, but the most serious consequence is that as pumping continues, the slab receives progressively less support, and eventually cracking and faulting develop.

Light - Visible deposits of material or light stains at the pavement shoulder or shoulder settlement at transverse joint.

Moderate - Visible deposits of material or moderate stains at the pavement shoulder with slight faulting (1/8" or 3.18 mm - 1/4" or 6.35 mm) of the pavement slabs or settlement of the shoulder at transverse joint.

Severe - Visible deposits of material or heavy stains at the pavement shoulder with moderate to severe faulting (greater than 1/4" or 6.35 mm) of the pavement slabs or settlement of the shoulder at transverse joint.

MEASUREMENT AND COMPUTATION OF DISTRESS:

Pumping is measured in terms of both severity and percent within the rated section.

Only the predominate of the three severity levels is to be coded.

The percent of pumping within the rated section is divided into four

categories indicated by the following code numbers:

1% - 25%	Code - 1
26% - 50%	Code - 2
51% - 75%	Code - 3
76% - 100%	Code - 4

Use one of the codes above in the column for the appropriate severity level. For example, if there is 15% light pumping in the rated section use code 3 in the column for Light severity level pumping.

The information below describes the information contained in the output of the permanent file.

Line 1 of the output identifies the severity level of pumping. The following designations will be represented depending upon the severity level indicated on the coding sheet.

If severity level is:
Light, then "LT" is indicated.
Moderate, then "MD" is indicated.
Severe, then "SV" is indicated.

Line 2 of the output identifies the percent of pumping by the code indicated in the table below.

Line 3 of the output is the negative deduct value for the specified severity level and percent within the rated section as indicated in the table below.

SEVERITY	PERCENT	CODE	NEGATIVE DEDUCT VALUE
Light	1% - 25%	1	2
	26% - 50%	2	3
	51% - 75%	3	4
	76% - 100%	4	5
Moderate	1% - 25%	1	4
	26% - 50%	2	6
	51% - 75%	3	8
	76% - 100%	4	10
Severe	1% - 25%	1	6
	26% - 50%	2	9
	51% - 75%	3	12
	76% - 100%	4	15

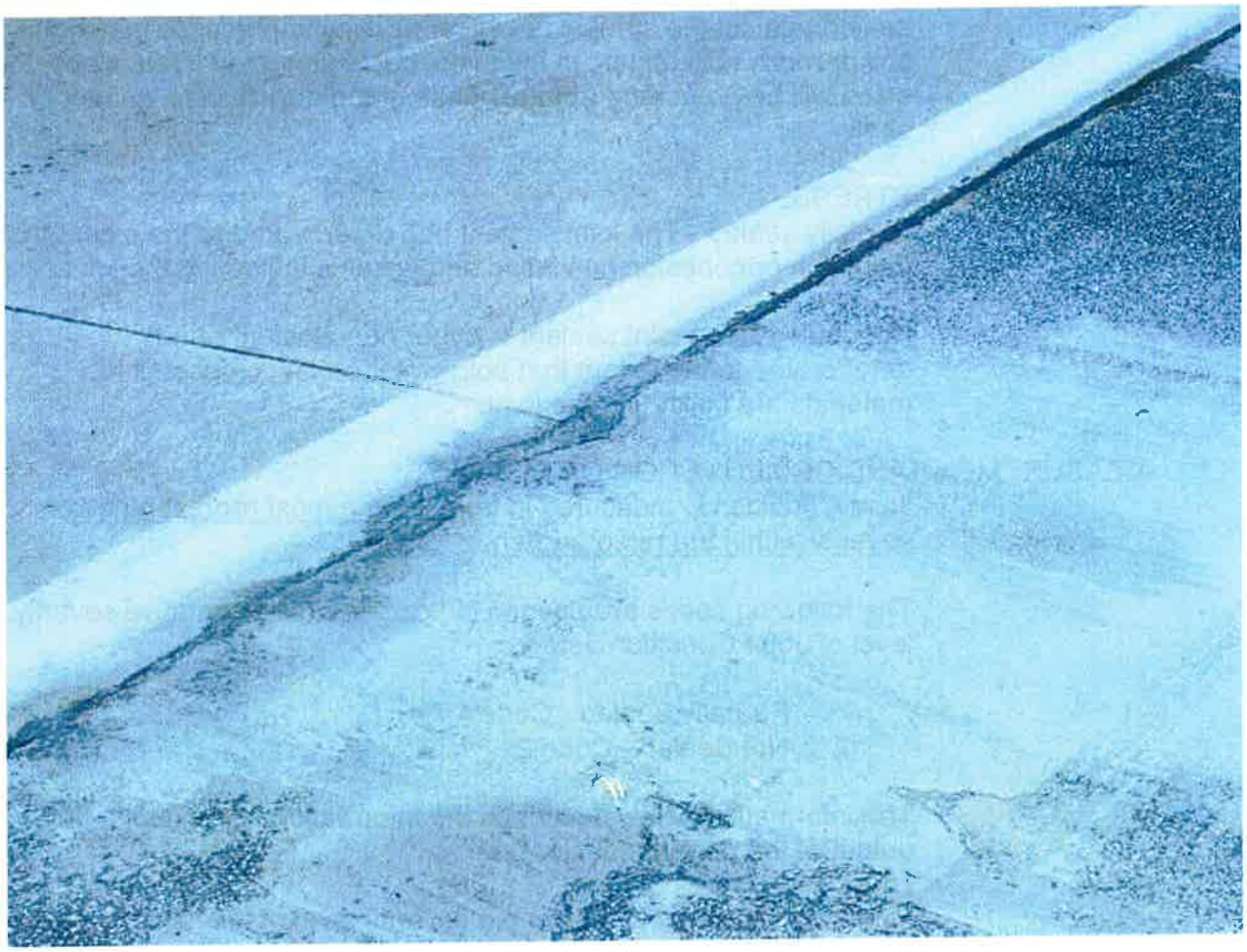


FIGURE 10. PUMPING

NAME OF DISTRESS: **Joint Condition**

DESCRIPTION: The ability of a joint sealant to maintain cohesion and remain bonded to the edges of the slabs for protection of the joints and prevention of water infiltrating the pavement's supporting foundation.

EXPLANATION: For a jointed pavement to maintain its serviceability, the joints must be sealed against the intrusion of water and incompressible materials. If soil or rocks accumulate in the joints between the concrete slabs, the slabs will be prevented from expanding and may buckle, shatter or spall.

SEVERITY OF DISTRESS:

Partially sealed - The joint sealant has deteriorated to the extent that adhesion or cohesion has failed and water is infiltrating the joint.

Not sealed - The joint sealant is either non-existent or has deteriorated to the extent that both water and incompressible materials are infiltrating the joint.

MEASUREMENT AND COMPUTATION OF DISTRESS:

Joint Condition is measured in terms of the most representative severity within the rated section.

The following codes are used to indicate the representative severity level of Joint Condition defect.

Partially Sealed - Code 1
Not Sealed - Code 2

The information below describes the information contained in the output of the permanent file.

Line 1 of the output identifies the severity level of the joint condition.

If Partially Sealed - "PS" is indicated.
If Not Sealed - "NS" is indicated.

Line 3 of the output is the negative deduct value for the specified severity within the rated section.

Partially Sealed - 5
Not Sealed – 10

FIGURE 11. JOINT CONDITION

TABLE 4

NUMERICAL DEDUCT VALUES FOR RIGID PAVEMENT DISTRESSES

TYPE OF DISTRESS	SEVERITY	NUMERIC VALUE
Surface Deterioration	Moderate	0.003 per square foot (0.032 per square meter)
	Severe	0.006 per square foot (0.065 per square meter)
Spalling	Moderate	0.01 per linear foot (0.033 per linear meter)
	Severe	0.02 per linear foot (0.066 per linear meter
Patching	Fair	0.018 per square yard (0.022 per square meter)
	Poor	0.045 per square yard (0.054 per square meter
Transverse Cracking	Light	0.30 per crack
	Moderate	0.38 per crack
	Severe	0.50 per crack
Longitudinal Cracking	Light	0.15 per crack
	Moderate	0.19 per crack
	Severe	0.25 per crack
Corner Cracking	Light	0.25 per crack
	Moderate	0.31 per crack
	Severe	0.40 per crack
Shattered Slab	Moderate	1.15 per shattered slab
	Severe	1.50 per shattered slab

TYPE OF DISTRESS	SEVERITY	NUMERIC VALUE
Faulting		1.0 per 1/32-inch (1.26 per mm) faulting
Pumping	Light	1% - 25% -- 2
		26% - 50% --- 3
		51% - 75% --- 4
		76% - 100% --- 5
	Moderate	1% - 25% --- 4
		26% - 50% --- 6
		51% - 75% --- 8
		76% - 100% --- 10
	Severe	1% - 25% --- 6
		26% - 50% --- 9
		51% - 75% --- 12
		76% - 100% --- 15
Joint Condition	Partially Sealed	5
	Not Sealed	10

DISTRICT	COUNTY	OWNER	BRIDGE	STRUCTURE NAME	ROADWAY	ADT	FACILITY CROSSED	YEAR BUILT	RECONSTRUCTED	LAST INSPECTION	SUFFICIENCY RATING	NBI RATING
Central Florida	Volusia	County Highway Agency	794186	CR-92 EB over Lake Gertie	CR-92 EB	7,900	Lake Gertie	2003		8/14/2017	99.6	
Central Florida	Volusia	County Highway Agency	794188	1-42x9x96 CAC	Madeline Avenue	1,601	B19 Canal	2000		6/14/2017	83.3	
Central Florida	Volusia	County Highway Agency	794189	Dunn Avenue over I-95	Dunn Avenue	200	I-95	2011		7/25/2017	100	
Central Florida	Volusia	County Highway Agency	794193	Moody Bridge/Williams Blvd	CR-4009	7,263	Spruce Creek	2010		10/27/2017	96.3	
Central Florida	Volusia	County Highway Agency	794194	4-10x13x113; 2-3x10x113 CBC	Tymber Creek Road	9,229	Little Tomoka River	2014		11/10/2016	76.6	
Central Florida	Volusia	City or Municipal Highway Agency	795000	CR-4011 (Ballough St.) over Daytona Canal	Ballough Street	9,382	Daytona Canal	1955		5/30/2018	51.5	FO
Central Florida	Volusia	City or Municipal Highway Agency	795001	2-10x8x63 CBC	Woodcliff Drive	1,082	Nova Canal	1986		5/25/2018	68.6	
Central Florida	Volusia	City or Municipal Highway Agency	795503	Alta Dr - 11th St. Canal	Alta Drive	354	11th Street Canal	1999		5/15/2017	92.9	
Central Florida	Volusia	City or Municipal Highway Agency	795504	Daytona Avenue over Halifax Canal	Daytona Avenue	1,286	Halifax Canal	2014		5/16/2017	80.8	FO
Central Florida	Volusia	City or Municipal Highway Agency	795521	CR-4013 (Center Ave.) over Halifax Canal	Center Ave.	8,187	Halifax Canal	1965		5/30/2018	76.4	FO
Central Florida	Volusia	State Highway Agency	795587	1-12x25x63 CMA	Sixth St.	2,300	Nova Road Canal	1959		12/13/2016	79.8	
Central Florida	Volusia	City or Municipal Highway Agency	795700	Barracuda Bl-Brando Cnl	Barracuda Blvd.	2,165	Brando Canal	1965		5/25/2018	12.1	SD
Central Florida	Volusia	City or Municipal Highway Agency	795701	Fifth St-Yacht Club Cut	Fifth Street	1,091	Yacht Club Cut	1965		11/10/2017	15.7	SD
Central Florida	Volusia	City or Municipal Highway Agency	795713	Riverside Dr over Gabordy's Canal	Riverside Drive	3,620	Gabordy's Canal	1962		5/17/2018	47.1	FO
Central Florida	Volusia	City or Municipal Highway Agency	795729	2-10x6x62 CBC	Magnolia St.	5,458	Gabordy's Canal	1940		5/17/2018	98.2	
Central Florida	Volusia	City or Municipal Highway Agency	796000	Main Trail over Misner Branch	Main Trail	5,792	Misner Branch	1979	1991	5/22/2018	55.1	FO
Central Florida	Volusia	City or Municipal Highway Agency	796401	2-20x10x73 CAC	Willow Run Blvd.	8,325	B-19 Canal	1990		5/18/2018	80.5	
Central Florida	Volusia	City or Municipal Highway Agency	796412	Jackson St over Halifax Canal	Jackson Street	6,493	Halifax Canal Lateral	1962		5/18/2018	72.4	FO
Central Florida	Volusia	City or Municipal Highway Agency	796413	Esplanade Ave over B-19 Canal / Trib 1	Esplanade Avenue	200	B-19 Canal / Trib 1	2010		5/22/2018	78.1	
Central Florida	Volusia	City or Municipal Highway Agency	796414	Trailwood Drive over Cambridge Canal	Trailwood Drive	200	Cambridge Canal	2013		5/22/2018	78.9	
Central Florida	Volusia	City or Municipal Highway Agency	796500	Reed Cnl Prk Ent Rd-Reed	Reed Ca Prk Ent Rd	283	Reed Canal	1983		5/25/2018	31.9	SD
Central Florida	Volusia	City or Municipal Highway Agency	796518	Saul St over Reed Canal	Sauls Street	2,753	Reed Canal	1965		5/18/2018	77.6	
Central Florida	Volusia	City or Municipal Highway Agency	796546	Oak Lea Drive over Reed Canal	Oak Lea Drive	3,245	Reed Canal	2012		5/18/2018	76.9	FO
Central Florida	Volusia	City or Municipal Highway Agency	796549	Lantern Park Drive Over Reed Canal	Lantern Park Drive	3,029	Reed Canal	2016		8/10/2016	80	
Northeast Florida	Alachua	State Highway Agency	260001	US-301 (SR-200)	US-301 (SR-200)	10,200	SR-24 & CSXRR	1964		1/10/2017	92.8	
Northeast Florida	Alachua	State Highway Agency	260002	CR-236	CR-236	5,300	I-75 (SR-93)	1963		11/14/2016	74.4	FO
Northeast Florida	Alachua	State Highway Agency	260004	US-441 SB (SR-25)	US-441 SB (SR-25)	8,900	CR-2054 & CSXRR	1964	1992	3/8/2017	89.2	FO
Northeast Florida	Alachua	State Highway Agency	260006	US-27 (SR-20)	US-27 (SR-20)	9,600	SANTA FE RIVER	1932	1965	10/26/2017	67	
Northeast Florida	Alachua	County Highway Agency	260014	CR 225/BRANCH OF SANTA FE	CR 225	2,300	BRANCH OF SANTA FE RVR	1966	2001	10/17/2017	99.2	
Northeast Florida	Alachua	County Highway Agency	260016	CR 2082/LOCHLOOSA CREEK	CR 2082	150	LOCHLOOSA CREEK	1967		10/19/2017	91.5	
Northeast Florida	Alachua	County Highway Agency	260017	CR 234 OVER CAMPS CANAL	CR 234	900	CAMPS CANAL	1955		10/24/2017	67.3	
Northeast Florida	Alachua	State Highway Agency	260018	US-441 (SR-25)	US-441 (SR-25)	22,000	TUMBLIN CREEK	1957	1970	6/7/2018	80	
Northeast Florida	Alachua	County Highway Agency	260020	NW 156TH AVE/LITTLE MONT	NW 156TH-CR 22	1,500	LITTLE MONTEOCHA CREEK	1952		10/26/2017	95.5	
Northeast Florida	Alachua	County Highway Agency	260021	CR 234/CAMPS CANAL	CR 234	900	CAMPS CANAL	1955		10/19/2017	99.5	
Northeast Florida	Alachua	County Highway Agency	260022	CR 234/ST. PAUL'S BROOK	CR 234	650	ST. PAUL'S BROOK	1961	1983	10/18/2017	98.4	
Northeast Florida	Alachua	State Highway Agency	260023	SR-121	SR-121	3,300	ROCKY CREEK	1973		7/24/2017	98.3	
Northeast Florida	Alachua	County Highway Agency	260024	CR 346 OVER RIVER STYX	CR 346	800	RIVER STYX	1958		10/24/2017	61.6	
Northeast Florida	Alachua	State Highway Agency	260025	SR-231 & 235	SR-231 & 235	3,600	SANTA FE RIVER	1969		1/12/2017	95	
Northeast Florida	Alachua	State Highway Agency	260026	SR-235	SR-235	1,300	ROCKY CREEK	1969	1994	12/28/2016	99.3	
Northeast Florida	Alachua	County Highway Agency	260027	CR 325/CROSS CREEK	CR 325	650	CROSS CREEK	1940		3/12/2018	86.3	
Northeast Florida	Alachua	County Highway Agency	260028	CR 2041/BR OF LOCHLOOSA CRK	CR 2041/SE 152 ST	150	BRANCH OF LOCHLOOSA CRK	1967		10/24/2017	96.8	
Northeast Florida	Alachua	County Highway Agency	260029	CR 231/ROCKY CREEK	CR 231	3,200	ROCKY CREEK	1941		10/18/2017	97.8	
Northeast Florida	Alachua	County Highway Agency	260030	NW 156TH AVE/LITTLE MONT	NW 156TH-CR22	1,500	LITTLE MONTEOCHA CREEK	1952		10/26/2017	84.3	
Northeast Florida	Alachua	State Highway Agency	260031	SR-26	SR-26	10,300	LITTLE HATCHET CRK EAST	1955	1993	7/24/2017	95.3	
Northeast Florida	Alachua	County Highway Agency	260032	CR 1493 OVER SANTA FE RIVER	CR 1493	500	SANTA FE RIVER	1962		10/24/2017	78.3	
Northeast Florida	Alachua	State Highway Agency	260033	SR-26	SR-26	10,300	HATCHET CREEK	1959		12/28/2016	74.4	
Northeast Florida	Alachua	County Highway Agency	260034	CR 325/SANTA FE RIVER	CR 325	1,000	SANTA FE RIVER	1962		10/17/2017	85.1	
Northeast Florida	Alachua	City or Municipal Highway Agency	260035	NW 23RD BLVD/HOGTOWN CRK	NW 23RD BLVD	9,500	HOGTOWN CREEK	1966		10/17/2017	99.3	
Northeast Florida	Alachua	State Highway Agency	260036	SR-121	SR-121	9,500	KANAPAHA CREEK	1954	1994	12/19/2016	84.2	
Northeast Florida	Alachua	State Highway Agency	260037	US-441 (SR-25)	US-441 (SR-25)	30,000	NW. 8th AVE.	1955		9/13/2016	74.3	
Northeast Florida	Alachua	State Highway Agency	260038	SR-26	SR-26	22,100	HOGTOWN CREEK	1957	1984	9/12/2016	92.4	
Northeast Florida	Alachua	State Highway Agency	260039	US-301 SB (SR-200)	US-301 SB (SR-200)	5,700	SCLRR	1960	1980	7/1/2016	98.7	
Northeast Florida	Alachua	State Highway Agency	260042	SR-26	SR-26	10,300	DRAINAGE CANAL	1972		6/7/2018	83.1	
Northeast Florida	Alachua	State Highway Agency	260043	US-301 (SR-200)	US-301 (SR-200)	13,600	LOCHLOOSA SLOUGH	1964	1985	5/7/2018	70	
Northeast Florida	Alachua	State Highway Agency	260044	US-301 (SR-200)	US-301 (SR-200)	12,900	DOODLE BUG CREEK	1966	1985	5/8/2018	76.7	
Northeast Florida	Alachua	State Highway Agency	260045	US-301 (SR-200)	US-301 (SR-200)	12,000	YELLOW WATER BRANCH	1965	1994	5/7/2018	70	

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Northeast Florida	Alachua	State Highway Agency	260047	SR-121	SR-121	2,500	ROCKY CREEK	1963	2002	6/5/2018	97	
Northeast Florida	Alachua	State Highway Agency	260048	SR-26	SR-26	5,200	LAKE RIDGE CREEK	1959	1993	7/20/2016	99.3	
Northeast Florida	Alachua	State Highway Agency	260049	SR-26	SR-26	3,700	LITTLE HATCHET CREEK	1959	1993	7/20/2016	99.5	
Northeast Florida	Alachua	State Highway Agency	260050	CR-232	CR-232	3,700	I-75 (SR-93)	1963		5/22/2017	78.3	
Northeast Florida	Alachua	County Highway Agency	260051	CR 225 OVER HATCHETT CRK	CR 225	2,300	HATCHETT CREEK	1952	1987	10/19/2017	80.5	
Northeast Florida	Alachua	County Highway Agency	260052	NW 156TH AVE/MONTEOCHA CRK	NW 156TH AVE	1,500	MONTEOCHA CREEK	1952		10/24/2017	95.5	
Northeast Florida	Alachua	State Highway Agency	260053	SR-222	SR-222	7,100	LITTLE HATCHET CREEK	1959	1987	5/8/2018	97.9	
Northeast Florida	Alachua	State Highway Agency	260054	I-75 SB (SR-93)	I-75 SB (SR-93)	31,750	SR-24	1964	1994	11/4/2016	92.8	
Northeast Florida	Alachua	State Highway Agency	260055	I-75 SB (SR-93)	I-75 SB (SR-93)	42,000	HOGTOWN CREEK	1964	1993	3/7/2017	89.9	
Northeast Florida	Alachua	State Highway Agency	260056	CR-2074 (SW 20TH AVE.)	CR-2074 (SW 20TH)	17,500	I-75 (SR-93)	1964	1999	10/25/2017	94.3	
Northeast Florida	Alachua	State Highway Agency	260057	I-75 SB (SR-93)	I-75 SB (SR-93)	42,000	SR-26 NEWBERRY ROAD	1964	1994	7/12/2017	89.6	FO
Northeast Florida	Alachua	State Highway Agency	260058	NW. 23rd AVE.	NW 23RD AVE C-3455	15,500	I-75 (SR-93)	1963		3/9/2017	78.1	
Northeast Florida	Alachua	State Highway Agency	260060	I-75 NB (SR-93)	I-75 NB (SR-93)	28,750	CR-2054 (PEGGY ROAD)	1963	1994	7/11/2017	91.6	FO
Northeast Florida	Alachua	State Highway Agency	260061	I-75 SB (SR-93)	I-75 SB (SR-93)	27,250	CR-234	1963	1994	1/23/2017	97	
Northeast Florida	Alachua	State Highway Agency	260062	SW. 18th (WACAHOOTA RD.)	SW.18TH(WACAHOOTA)	550	I-75 (SR-93)	1963		3/7/2017	90.5	FO
Northeast Florida	Alachua	State Highway Agency	260063	I-75 SB (SR-93)	I-75 SB (SR-93)	35,000	SR-121 & 331 WILLISTON R	1964	1994	7/12/2017	94.3	
Northeast Florida	Alachua	State Highway Agency	260064	CR-241	CR-241	9,500	I-75 (SR-93)	1963		4/18/2017	76.3	
Northeast Florida	Alachua	State Highway Agency	260065	I-75 SB (SR-93)	I-75 SB (SR-93)	29,750	US-441 (SR-25)	1963	1994	7/11/2017	88.5	
Northeast Florida	Alachua	State Highway Agency	260066	CR-235A	CR-235A	4,200	I-75 (SR-93)	1963		7/11/2017	73.1	FO
Northeast Florida	Alachua	State Highway Agency	260067	I-75 NB (SR-93)	I-75 NB (SR-93)	29,750	SCLRR (REMOVED)	1963	1994	9/29/2017	95.8	
Northeast Florida	Alachua	State Highway Agency	260068	I-75 SB (SR-93)	I-75 SB (SR-93)	29,750	CR-235 & CSX RR	1963	1994	3/9/2017	88	
Northeast Florida	Alachua	State Highway Agency	260069	I-75 SB (SR-93)	I-75 SB (SR-93)	29,750	CR-2054 (PEGGY ROAD)	1963	1994	7/11/2017	91.6	FO
Northeast Florida	Alachua	State Highway Agency	260070	I-75 SB (SR-93)	I-75 SB (SR-93)	29,750	GATOR TROUGH	1963	1994	9/29/2017	89	
Northeast Florida	Alachua	State Highway Agency	260071	I-75 NB (SR-93)	I-75 NB (SR-93)	29,750	CR-235 & CSX RR	1963	1994	3/9/2017	95.9	
Northeast Florida	Alachua	State Highway Agency	260072	I-75 (SR-93)	I-75 (SR-93)	50,500	PARENERS BRANCH	1963		7/10/2017	70	
Northeast Florida	Alachua	State Highway Agency	260073	I-75 NB (SR-93)	I-75 NB (SR-93)	29,750	US-441 (SR-25)	1963	1994	7/11/2017	93.5	
Northeast Florida	Alachua	State Highway Agency	260077	US-301 NB (SR-200)	US-301 NB (SR-200)	5,700	SCLRR	1960	1980	7/1/2016	98.6	
Northeast Florida	Alachua	State Highway Agency	260078	I-75 NB (SR-93)	I-75 NB (SR-93)	27,250	CR-234	1963	1994	1/23/2017	98	
Northeast Florida	Alachua	State Highway Agency	260079	I-75 NB (SR-93)	I-75 NB (SR-93)	35,000	SR-121 & 331 WILLISTON R	1964	1994	3/6/2018	93.6	
Northeast Florida	Alachua	State Highway Agency	260080	I-75 NB (SR-93)	I-75 NB (SR-93)	31,750	SR-24	1964	1994	11/4/2016	92.8	
Northeast Florida	Alachua	State Highway Agency	260081	I-75 NB (SR-93)	I-75 NB (SR-93)	42,000	HOGTOWN CREEK	1964	1993	3/7/2017	89.9	
Northeast Florida	Alachua	State Highway Agency	260082	I-75 NB (SR-93)	I-75 NB (SR-93)	42,000	SR-26 NEWBERRY ROAD	1964	1994	7/12/2017	91.9	FO
Northeast Florida	Alachua	City or Municipal Highway Agency	260083	NW 8TH AVE/BR OF POSSUM CREEK	NW 8TH AVENUE	14,000	BRANCH OF POSSUM CREEK	1968		10/18/2017	82.4	
Northeast Florida	Alachua	City or Municipal Highway Agency	260084	NW 8TH AVE/BR OF HOGTOWN CREEK	NW 8TH AVENUE	15,500	BRANCH OF HOGTOWN CREEK	1968		10/24/2017	82.2	
Northeast Florida	Alachua	County Highway Agency	260085	CR 241 - SANTA FE OVERFLOW	CR 241	3,100	SANTA FE RIVER OVERFLOW	1941		11/28/2017	98.2	
Northeast Florida	Alachua	County Highway Agency	260086	CR 241/SANTA FE RIVER	CR 241	3,200	SANTA FE RIVER	1950		3/12/2018	58.4	FO
Northeast Florida	Alachua	County Highway Agency	260087	CR 241/BRANCH OF ROCKY CRK	CR 241	3,100	BRANCH OF ROCKY CREEK	1955		11/29/2017	99.1	
Northeast Florida	Alachua	County Highway Agency	260088	CR 241 OVER MILL CREEK	CR 241	3,100	MILL CREEK	1941		11/28/2017	99.1	
Northeast Florida	Alachua	State Highway Agency	260092	US-441 (SR-25)	US-441 (SR-25)	28,000	HOGTOWN CREEK	1958		9/13/2016	68.2	
Northeast Florida	Alachua	State Highway Agency	260095	SR-24	SR-24	16,800	HATCHET CREEK	1975		12/14/2016	77.7	
Northeast Florida	Alachua	State Highway Agency	260096	SR-24	SR-24	16,800	HATCHET CREEK	1975		12/14/2016	77.7	
Northeast Florida	Alachua	County Highway Agency	260097	NW 16TH AVE/POSSUM CREEK	NW 16TH AVE	17,300	POSSUM CREEK	1965	1985	10/18/2017	77.8	
Northeast Florida	Alachua	County Highway Agency	260098	NW 16TH AVE/HOGTOWN CRK	NW 16TH AVE	17,300	HOGTOWN CREEK	1965	1985	10/17/2017	81.8	
Northeast Florida	Alachua	State Highway Agency	260101	SR-222 (NW 39TH AVE.)	SR-222(NW 39TH AV)	30,500	I-75 (SR-93)	2001		7/6/2016	86.6	
Northeast Florida	Alachua	State Highway Agency	260102	US-441 NB (SR-25)	US-441 NB (SR-25)	8,900	CR-2054 & CSXRR	1992		3/8/2017	97.3	
Northeast Florida	Alachua	State Highway Agency	260103	SR-20 EB	SR-20 EB	4,850	PRAIRIE CRK. & BIKE PATH	2000		7/5/2016	99.8	
Northeast Florida	Alachua	State Highway Agency	260104	SR-20 WB	SR-20 WB	4,850	PRAIRIE CRK. & BIKE PATH	2000		7/5/2016	99.8	
Northeast Florida	Alachua	State Highway Agency	260105	US-301 SB (SR-200)	US-301 SB (SR-200)	5,700	ORANGE CREEK	1995		3/14/2018	99.7	
Northeast Florida	Alachua	State Highway Agency	260106	US-301 NB (SR-200)	US-301 NB (SR-200)	5,700	ORANGE CREEK	1995		3/14/2018	99.7	
Northeast Florida	Alachua	State Highway Agency	260107	US-301 SB (SR-200)	US-301 SB (SR-200)	12,469	SANTA FE RIVER	1994		3/26/2018	99.4	
Northeast Florida	Alachua	State Highway Agency	260108	US-301 NB (SR-200)	US-301 NB (SR-200)	12,469	SANTA FE RIVER	1994		3/26/2018	99.4	
Northeast Florida	Alachua	State Highway Agency	260109	SR-20 WB	SR-20 WB	4,050	LOCHLOOSA CREEK	2004		11/21/2017	99.7	
Northeast Florida	Alachua	State Highway Agency	260110	SR-20	SR-20	9,100	US-301 (SR-200)/CSXRR	2005		4/17/2018	100	
Northeast Florida	Alachua	State Highway Agency	260111	SR-121	SR-121	3,300	SANTA FE RIVER	2002		11/7/2016	98.2	
Northeast Florida	Alachua	State Highway Agency	260112	US-41 (SR-25)	US-41 (SR-25)	4,300	SANTA FE RIVER	2002		4/17/2018	97.1	
Northeast Florida	Alachua	State Highway Agency	260113	SR-20 EB	SR-20 EB	4,050	LOCHLOOSA CREEK	2005		11/21/2017	99.7	

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Northeast Florida	Alachua	State Highway Agency	260114	SR-26	SR-26	10,300	US-301/CSXRR	2009		9/13/2016	99	
Northeast Florida	Alachua	State Highway Agency	260115	SR-26A	SR-26A	15,200	HOGTOWN CREEK	2006		1/22/2018	98.8	
Northeast Florida	Alachua	State Park, Forest or Reservation	260116	FISH CAMP ROAD (LOCHLOOSA WILDLIFE M	FISH CAMP ROAD	51	UNKNOWN CREEK	2001		8/1/2017	69.3	FO
Northeast Florida	Alachua	State Park, Forest or Reservation	260117	FISH CAMP ROAD (LOCHLOOSA WILDLIFE M	FISH CAMP ROAD	51	UNKNOWN CREEK	2001		8/1/2017	67.4	FO
Northeast Florida	Alachua	State Highway Agency	260118	ALACHUA CO. PIT ROAD	ALACHUA CO. PIT RD	11	PARENERS BRANCH	1963		5/30/2018	49.3	FO
Northeast Florida	Alachua	State Highway Agency	260120	SR-20 WB	SR-20 WB	4,050	Little Orange Creek	2018		4/9/2018	96.7	
Northeast Florida	Alachua	State Highway Agency	260940	SR-121	SR-121	20,200	HOGTOWN CREEK	1961	1980	1/31/2017	89.8	
Northeast Florida	Alachua	State Highway Agency	260941	SR-121	SR-121	15,000	BRANCH OF HOGTOWN CREEK	1963		3/27/2017	95.6	
Northeast Florida	Alachua	County Highway Agency	262501	CR 1471/SANTA FE CANAL	CR 1471	1,200	SANTA FE CANAL	1985		11/29/2017	98.3	
Northeast Florida	Alachua	County Highway Agency	264126	NW 58TH TERRACE/BRANCH OF ROCKY CR	NW 58TH TERRACE	401	BRANCH OF ROCKY CREEK	1924		11/29/2017	50.6	FO
Northeast Florida	Alachua	County Highway Agency	264131	NW 166TH AVE/ROCKY CRK	NW 166TH AVENUE	81	ROCKY CREEK	1984		11/30/2017	100	
Northeast Florida	Alachua	County Highway Agency	264136	NW 91ST ST/PLEASANT BROOK	NW 91ST STREET	161	PLEASANT BROOK	1985		11/29/2017	100	
Northeast Florida	Alachua	County Highway Agency	264137	NW 156TH AVE/ROCKY CREEK	NW 156TH AVE	750	ROCKY CREEK	1988		11/30/2017	98.8	
Northeast Florida	Alachua	County Highway Agency	264138	NW 156 AVE/ROCKY CREEK	NW 156TH AVE/CR 22	750	ROCKY CREEK	1986		10/24/2017	99.4	
Northeast Florida	Alachua	County Highway Agency	264141	CR 1491/PARENERS BRANCH	CR 1491	251	PARENERS BRANCH	1987		11/28/2017	97.2	
Northeast Florida	Alachua	City or Municipal Highway Agency	264143	NW 59TH TERRACE/TURKEY CREEK	NW 59TH TERRACE	31	TURKEY CREEK	1989		10/18/2017	98	
Northeast Florida	Alachua	County Highway Agency	264145	NW 142ND AVE/ROCKY CREEK	NW 142ND AVE	151	ROCKY CREEK	1990		10/24/2017	98	
Northeast Florida	Alachua	County Highway Agency	264146	CR 1493/BRANCH OF ROCKY	CR 1493	100	BRANCH OF ROCKY CREEK	1992		11/30/2017	92	
Northeast Florida	Alachua	County Highway Agency	264147	CR 1474/LOCHLOOSA CREEK	CR 1474	450	LOCHLOOSA CREEK	1993		10/17/2017	98.8	
Northeast Florida	Alachua	City or Municipal Highway Agency	264626	NE 31ST AVE/LITTLE HATCHET	NE 31ST AVE	1,200	LITTLE HATCHET CREEK	1975		9/15/2017	98.9	
Northeast Florida	Alachua	County Highway Agency	264875	SW 20TH AVE/HOGTOWN CRK	SW 20TH AVE	18,500	HOGTOWN CREEK	1974		10/18/2017	92.9	
Northeast Florida	Alachua	City or Municipal Highway Agency	264876	DRIVE WAY OVER TURKEY CREEK	DRIVE WAY	12	TURKEY CREEK	1990		7/20/2016	85.1	FO
Northeast Florida	Alachua	County Highway Agency	264877	SW 30TH AVE. OVER I-75 & SW 40TH BLVD	SW 30TH AVE.	0	I-75 & SW 40TH BLVD.	2016		9/7/2016	93	
Northeast Florida	Baker	State Highway Agency	270001	US-90 (SR-10)	US-90 (SR-10)	5,800	CSXRR	1936		1/12/2017	77.8	FO
Northeast Florida	Baker	State Highway Agency	270002	US-90 (SR-10)	US-90 (SR-10)	5,800	HELLS BAY	1923	1995	6/20/2017	98.7	
Northeast Florida	Baker	State Highway Agency	270004	US-90 (SR-10)	US-90 (SR-10)	4,400	BARBER BAY	1935	1995	6/20/2017	99.3	
Northeast Florida	Baker	State Highway Agency	270005	SR-121	SR-121	4,400	OAK BRANCH	1940	1988	11/16/2016	81.5	
Northeast Florida	Baker	State Highway Agency	270006	SR-121	SR-121	12,000	TURKEY CREEK	1970	2003	8/16/2017	98.2	
Northeast Florida	Baker	County Highway Agency	270007	CR 125 OVER NEW HOPE CRK	CR 125	5,300	NEW HOPE CREEK	1951		8/22/2017	84.2	
Northeast Florida	Baker	State Highway Agency	270008	SR-121	SR-121	2,880	S PRONG ST MARY'S R. O/F	1962		2/14/2018	81.5	
Northeast Florida	Baker	State Highway Agency	270009	SR-121	SR-121	2,880	S. PRONG ST MARY'S RIVER	1962		2/14/2018	69.3	
Northeast Florida	Baker	State Highway Agency	270011	SR-2	SR-2	400	MOCCASIN CREEK	1951		10/31/2016	75.3	
Northeast Florida	Baker	State Highway Agency	270012	SR-2	SR-2	400	E. PRONG MOCCASIN CREEK	1952		11/8/2016	80.4	
Northeast Florida	Baker	State Highway Agency	270013	SR-2	SR-2	400	SLEEPY J. CREEK	1952		11/8/2016	80.4	
Northeast Florida	Baker	County Highway Agency	270014	CR 125/CEDAR CREEK	CR 125	5,200	CEDAR CREEK	1947		9/14/2017	51.4	FO
Northeast Florida	Baker	State Highway Agency	270015	SR-228	SR-228	12,200	PRONG OF ST MARY'S RIVER	1955	2003	1/26/2017	76	
Northeast Florida	Baker	State Highway Agency	270016	SR-121	SR-121	8,500	I-10 (SR-8)	1960		11/16/2016	78.5	
Northeast Florida	Baker	State Highway Agency	270017	SR-121	SR-121	4,400	HOSPITAL CREEK	1952	1987	7/17/2017	92.7	
Northeast Florida	Baker	State Highway Agency	270018	SR-121	SR-121	4,400	ST MARY'S CRK. TRIBUTARY	1940	1988	1/26/2017	83.5	
Northeast Florida	Baker	County Highway Agency	270019	CR 125 OVER DAUGHERTY BRANCH	CR 125	5,200	DAUGHERTY BRANCH	1951		8/23/2017	65.5	SD
Northeast Florida	Baker	County Highway Agency	270020	CR 125/MID-PRONG ST MARYS	CR 125	5,200	MID-PRONG ST MARYS RIVER	1948		8/23/2017	44.7	FO
Northeast Florida	Baker	County Highway Agency	270022	CR 127/MOCCASIN BAY CREEK	CR 127	601	MOCCASIN BAY CREEK	1951		8/22/2017	93.2	
Northeast Florida	Baker	County Highway Agency	270023	CR 231/SOUTH PRONG SWAMP	CR 231	350	SOUTH PRONG SWAMP	1946	2004	8/25/2017	87.5	
Northeast Florida	Baker	County Highway Agency	270025	CR 125/SOUTH PRONG ST MARYS RIVER	CR 125	550	S PRONG ST MARYS RIVER	1950		8/24/2017	94.2	
Northeast Florida	Baker	County Highway Agency	270028	CR 250 OVER MAPLE HEAD CRK	CR 250	301	MAPLE HEAD CREEK	1950	2001	8/25/2017	95.5	
Northeast Florida	Baker	County Highway Agency	270029	CR 250/MID-PRONG ST MARYS	CR 250	250	MID-PRONG ST MARYS RIVER	1957		9/28/2017	69.8	
Northeast Florida	Baker	County Highway Agency	270030	CR 229 OVER CEDAR CREEK	CR 229	1,400	CEDAR CREEK	1948		8/28/2017	71.5	SD
Northeast Florida	Baker	County Highway Agency	270031	CR 229 & I-10 RAMP/TWIN OAKS CREEK	CR 229 & I-10 RAMP	1,500	TWIN OAKS CREEK	1962	1991	8/24/2017	81.6	
Northeast Florida	Baker	County Highway Agency	270032	CR 23C/S PRONG TO ST MARYS RVR	CR 23C	1,600	S PRONG TO ST MARYS RVR	1955		8/24/2017	56.8	
Northeast Florida	Baker	County Highway Agency	270033	CR 23C OVER ST MARYS RIVER	CR 23C	1,600	ST MARYS RIVER OVERFLOW	1955		9/26/2017	67.1	
Northeast Florida	Baker	County Highway Agency	270034	CR-130/S PRONG ST MARYS RVR	CR-130	900	S PRONG ST MARYS RIVER	1968		8/24/2017	82.6	
Northeast Florida	Baker	County Highway Agency	270035	CR 122/MID-PRG ST MARYS RVR	CR 122	400	MID-PRG ST MARYS RIVER	1969		9/27/2017	72.6	
Northeast Florida	Baker	County Highway Agency	270036	CR 125/S PRONG ST. MARYS	CR 125	350	S PRONG ST MARYS RIV	1949		8/22/2017	96.9	
Northeast Florida	Baker	County Highway Agency	270038	CR 250 OVER BRUSHY BRANCH	CR 250	250	BRUSHY BRANCH	1955	2001	8/28/2017	99.5	
Northeast Florida	Baker	State Highway Agency	270042	I-10 (SR-8)	I-10 (SR-8)	26,000	HELLS BAY	1961	1996	1/31/2017	78.7	
Northeast Florida	Baker	State Highway Agency	270044	I-10 WB (SR-8)	I-10 WB (SR-8)	13,000	CR-125	1961		4/18/2018	98	

NBI=National Bridge Inventory
ADT=Average Daily Traffic
SD=Structurally Deficient
FO=Functionally Obsolete

EXHIBIT 8

PM3: System Performance

MAP-21 Performance Management

June 2018

OVERVIEW

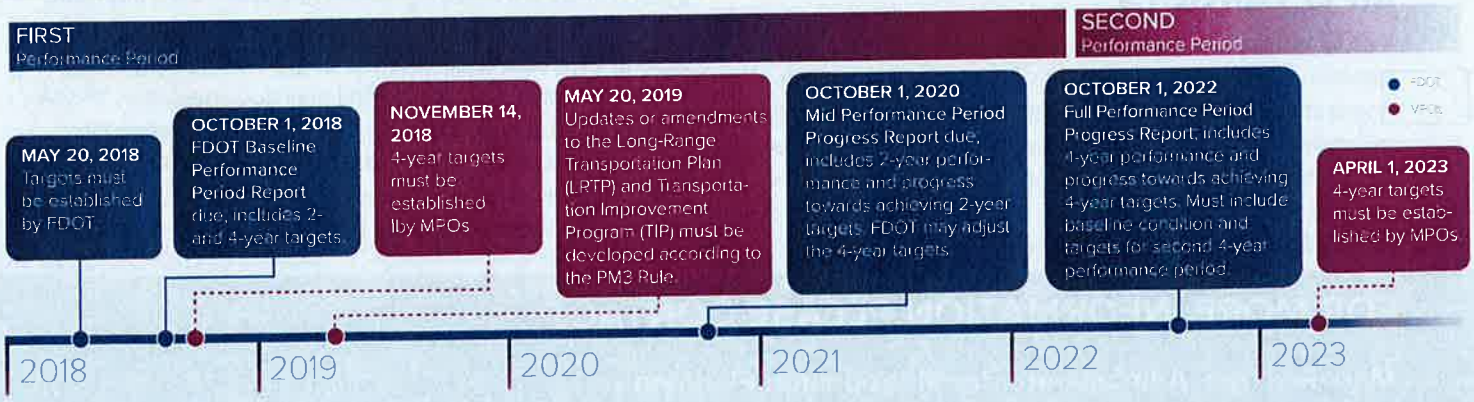
The third of the three performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). This fact sheet summarizes the requirements of this rule and the targets that the Florida Department of Transportation (FDOT) selected to meet them.*

PERFORMANCE MEASURES

Performance Measure	Typically Referred to As	What It Measures
Percent of Person-Miles Traveled on the Interstate that Are Reliable	Interstate Reliability	Seeks to assess how reliable the NHS network is by creating a ratio (called level of travel time reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are reliable, and this is converted to a percent of total miles.
Percent of Person-Miles Traveled on the Non- Interstate NHS that Are Reliable	Non-Interstate Reliability	
Truck Travel Time Reliability (TTTR) Index	Freight Reliability	Seeks to assess how reliable the interstate network is for trucks by creating a ratio (called Truck Travel Time Reliability, or TTTR) that compares the very worst travel times for trucks against the travel time they typically experience.

This rule also contains measures addressing the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to Florida or any of its Metropolitan Planning Organizations (MPOs).

TIMELINE

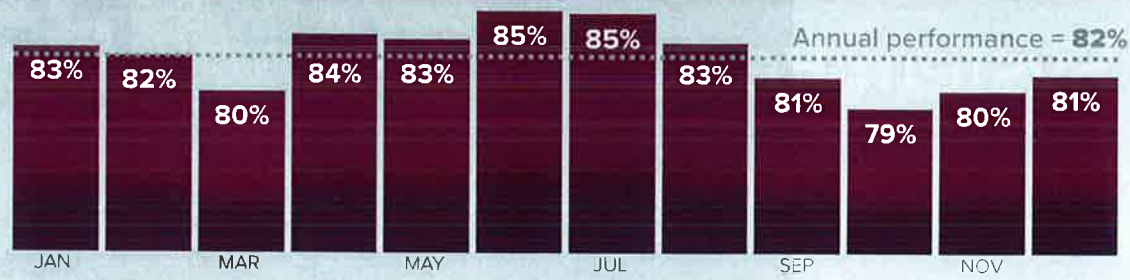


* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

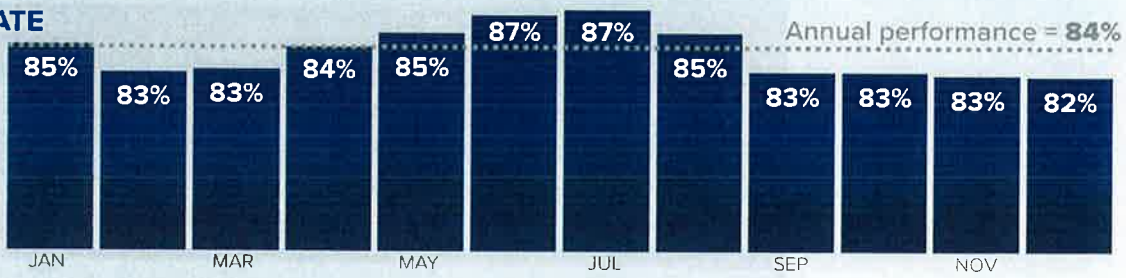
INTERSTATE

Percent of the Person-Miles Traveled on the Interstate that Are Reliable in 2017



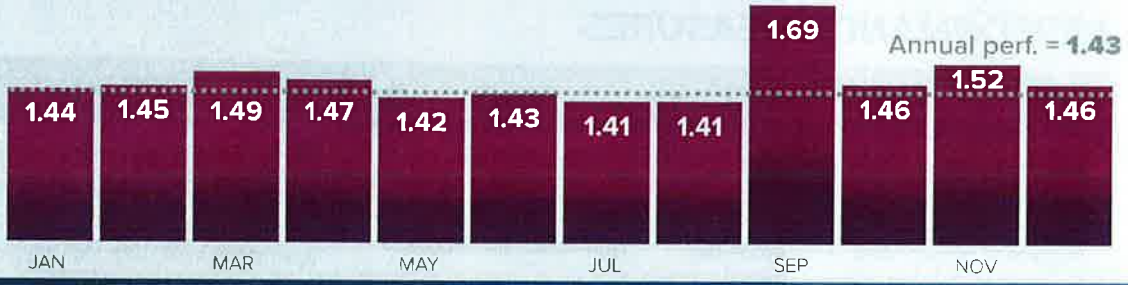
NON-INTERSTATE

Percent of the Person-Miles Traveled on the Non-Interstate NHS that Are Reliable in 2017



TRUCK

Truck Travel Time Reliability Index (Interstate) in 2017



Note: a higher TTTR index means lower reliability.

Source: NPMRDS and FHWA Occupancy Factor.

STATEWIDE TARGETS

FDOT established the following 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period.

Performance Measure	2-Year Target	4-Year Target
Interstate Reliability	75%	70%
Non-Interstate Reliability	Not Required	50%
Freight Reliability	1.75	2.00

MPO TARGETS

If a Metropolitan Planning Organization (MPO) decides to establish its own targets, it has 180 days after FDOT sets its 4-year statewide targets. This means that MPOs would need to report their system performance targets no later than November 14, 2018 for the first performance period. For the second performance period and onwards, MPO targets would be reported every 4 years starting on April 1, 2023.

ASSESSMENT OF SIGNIFICANT PROGRESS

On August 16, 2020 and every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- The actual condition/performance level is better than the baseline condition/performance; or
- The actual condition/performance level is equal to or better than the established target.

If FDOT does not make significant progress for the Interstate and Non-Interstate reliability measures, it must document the actions it will take to achieve the target. For the freight reliability measure, it must provide additional documentation. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so though the periodic transportation planning reviews, including the MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

FOR MORE INFORMATION PLEASE CONTACT

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Equation 12

$$Average\ Travel\ Speed\ (Combination\ Trucks) = \frac{\sum CTMT \times Combination\ Truck\ Average\ Travel\ Speed}{\sum CTMT}$$

4.9 Travel Time Reliability – On-Time Arrival (Auto and Combination Truck)

The 2017 Source Book reported Travel Time Reliability (TTR) for freeways only, as described in this section. TTR – On-Time Arrival is the percent of VMT for which the travel speed is greater than or equal to 45 mph for freeways within 7 largest MPO urbanized areas, and greater than or equal to 5 mph below the posted speed limit for freeways in all other areas. This applies to all vehicles including combination trucks. The following equations are used to calculate the TTR – On-Time Arrival:

Equation 13

$$Travel\ Time\ Reliability - On - Time\ Arrival\ (urbanized\ areas\ of\ 7\ largest\ MPOs) = \frac{\sum VMT|Travel\ Speed\ \geq 45\ mph}{\sum VMT} \times 100$$

Equation 14

$$Travel\ Time\ Reliability - On - Time\ Arrival\ (All\ others) = \frac{\sum VMT|Travel\ Speed\ \geq (Speed\ Limit - 5\ mph)}{\sum VMT} \times 100$$

TTR – On-Time Arrival is reported for both automobiles and combination trucks. The calculation procedure is summarized as follows:

Step 1: Speed Adjustments

Unlike the other speed-based measures, the adjustments for travel time reliability – on-time arrival are done at the reliability segment level (longer segments) for all 15-minute epochs throughout the year. This adjustment consists of replacing speeds between 10:00 p.m. and 6:00 a.m. with the 85th percentile travel speed for each reliability segment.

Vehicular speeds were further adjusted to reflect combination truck speeds for combination truck travel time reliability – on-time arrival: if the field-measured speed was at or above speed limit plus 5 mph, then the combination truck travel speed was assumed to be 5 mph below field-measured speed. If the field-measured speed was at or below 60 mph, then the combination truck travel speed was assumed to be the same as the field-measured speed. Linear interpolation was used to estimate the combination truck travel speed for field-measured speed between 60 mph and speed limit plus 5 mph.

Step 2: Compute Travel Time Reliability – On-Time Arrival

This is achieved by summing the VMT for all segments whose travel speed is greater than or equal to 45 mph or 5 mph below the posted speed limit and dividing by total VMT.

4.10 Travel Time Reliability – Variability (Auto and Combination Truck)

The 2017 Source Book reported TTR for freeways only, as described in this section. TTR – Variability or Planning Time Index (TTI_{95}) is the ratio of the 95th percentile travel time to the free-flow travel time on freeways. Free-flow travel time is calculated based on the free-flow speed which is set as the posted speed limit plus 5 mph for all facility types and area types. This applies to all vehicles including combination trucks. The following equations are used to calculate the TTR – Variability:

Equation 15

$$Travel\ Time\ Reliability\ (Variability) = \frac{Travel\ Time_{95th\ percentile}}{Travel\ Time_{free-flow}}$$

Travel Time Reliability – Variability is reported for both automobiles and combination trucks. The calculation procedure is summarized as follows:

Step 1: Speed Adjustments

Unlike the other speed-based measures, the adjustments for travel time reliability – variability are done at the reliability segment level (longer segments) for all 15-minute epochs throughout the year. This adjustment consists of replacing speeds between 10:00 p.m. and 6:00 a.m. with the 85th percentile travel speed for each reliability segment.

Vehicular speeds were further adjusted to reflect combination truck speeds for combination truck travel time reliability – variability: if the field-measured speed was at or above speed limit plus 5 mph, then the combination truck travel speed was assumed to be 5 mph below field-measured speed. If the field-measured speed was at or below 60 mph, then the combination truck travel speed was assumed to be the same as the field-measured speed. Linear interpolation was used to estimate the combination truck travel speed for field-measured speed between 60 mph and speed limit plus 5 mph.

Step 2: Compute Travel Time Reliability – Variability

The 95th percentile travel time for each segment divided by the free-flow travel time is equated to the Travel Time Reliability – Variability measure.

4.11 Hours of Delay

In the 2017 Source Book, Vehicle Hours of Delay, Person Hours of Delay, and Combination Truck Hours of Delay were estimated on an hourly basis by determining the difference between delay threshold travel time and actual travel time along a facility. Delay threshold travel time/speed is considered the additional travel time experienced by a motorist beyond what would be experienced under uncongested conditions. The definition of uncongested conditions was defined as level of service "B". The delay threshold speeds for the 2017 Source Book are provided in **Table 4.3** below.

TRAVEL TIME RELIABILITY: ON-TIME ARRIVAL

METHODOLOGY

For the urbanized areas of the 7 largest MPOs, on-time arrival is defined as the percentage of freeway trips traveling at least 45 mph. For all others, on-time arrival is defined as the percentage of freeway trips traveling at greater than or equal to 5 mph below the posted speed limit.

For example, 80% on-time arrival indicates that the traveler is anticipated to arrive at the destination on time on 4 out of 5 trips.

CALCULATION

$$\text{Urbanized Areas of 7 Largest MPOs} = \frac{\sum [VMT | Travel\ Speed \geq 45\ mph]}{\sum [VMT]} \times 100$$

$$\text{All Others} = \frac{\sum [VMT | Travel\ Speed \geq (Speed\ Limit - 5\ mph)]}{\sum [VMT]} \times 100$$

REPORTING PERIODS

Urbanized Areas of the 7 Largest MPOs:

☐Peak hour ☑ Peak period ☑ Daily ☐Yearly

All Others:

☑ Peak hour ☐ Peak period ☑ Daily ☐Yearly

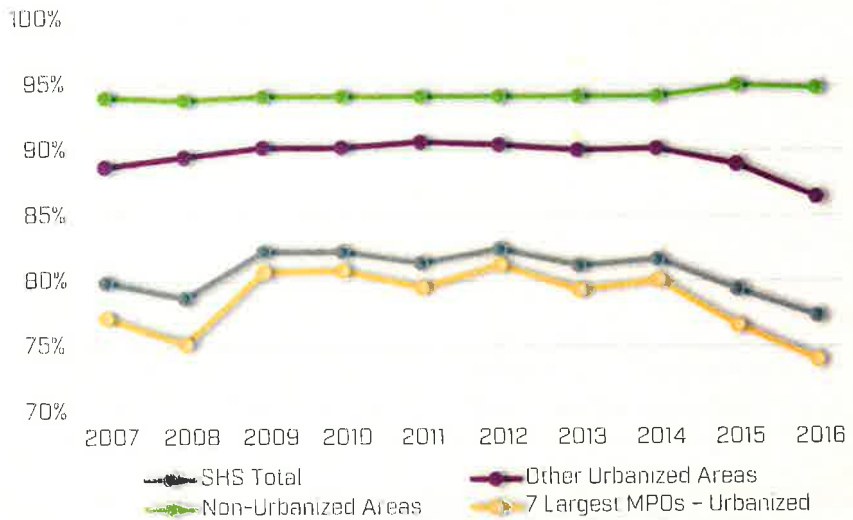
OBSERVATION

From 2015 to 2016, on-time arrival for travel on Florida's SHS freeways during peak hour/peak period dropped from 79% to 77%.

SOURCES

- FDOT – *Traffic Characteristics Inventory*
- HERE Technologies – *Travel Time Data*

On-Time Arrival on Freeways
by Area Type During Peak Hour/Peak Period



QUALITY

TRAVEL TIME RELIABILITY: VARIABILITY

METHODOLOGY

Travel time variability is defined as 95th percentile travel time index (TTI_{95}), and is known as the Planning Time Index (PTI).

This measure represents the additional time that a traveler should budget to ensure on-time arrival 95 percent of the time.

CALCULATION

$$TTI_{95} = \frac{Travel\ Time_{95th\ percentile}}{Travel\ Time_{free\ flow}}$$

REPORTING PERIODS

Urbanized Areas of the 7 Largest MPOs:

☐Peak hour ☑ Peak period ☑Daily ☐Yearly

All Others:

☑Peak hour ☐ Peak period ☑Daily ☐Yearly

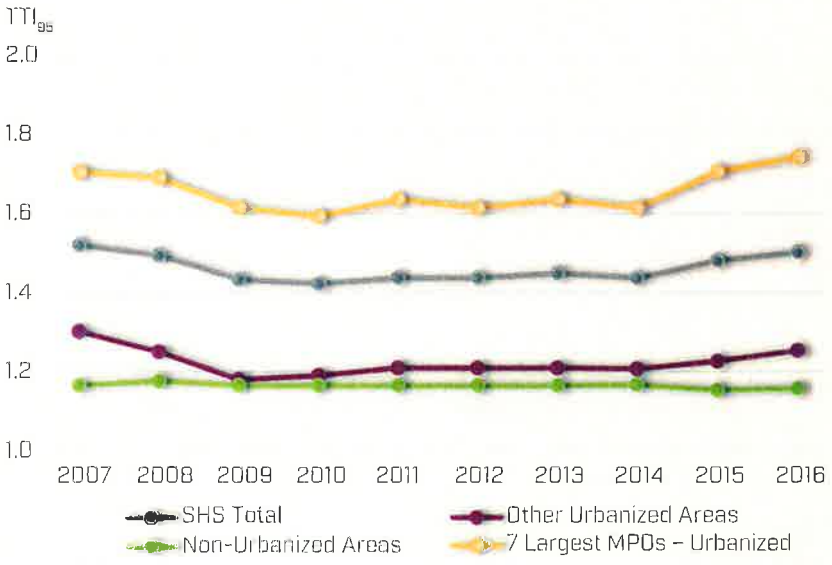
OBSERVATION

From 2015 to 2016, travel time variability on Florida's SHS freeways during peak hour/peak period increased from 1.48 to 1.50. For a trip that would take 10 minutes in free-flow conditions, the 95th percentile travel time is 14.8 minutes with a 1.48 PTI and 15 minutes with a 1.50 PTI.

SOURCES

- FDOT – *Traffic Characteristics Inventory*
- HERE Technologies – *Travel Time Data*

Variability on Freeways
During Peak Hour/Peak Period



VEHICLE HOURS OF DELAY

METHODOLOGY

Delay is the product of directional hourly volume and the difference between travel time at "threshold" speeds and travel time at the average speed. The thresholds are based on LOS B as defined by FDOT.

CALCULATION

$\sum$ *(Daily or Peak Travel Time – Travel Time at LOS B) X Peak Volume*

REPORTING PERIODS

☑ Peak hour ☐ Peak period ☑ Daily ☑ Yearly

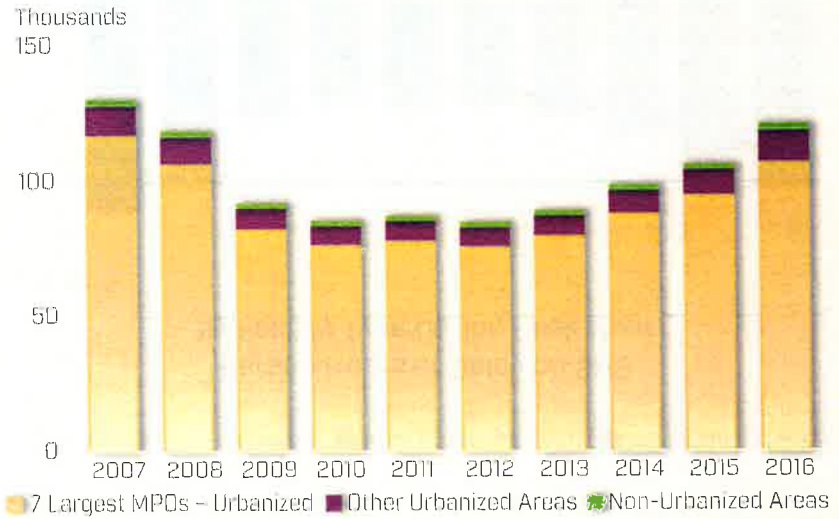
OBSERVATION

From 2015 to 2016, delay along Florida's SHS increased by 14% during peak hours. Better data capturing techniques and increased VMT could partially explain the increase.

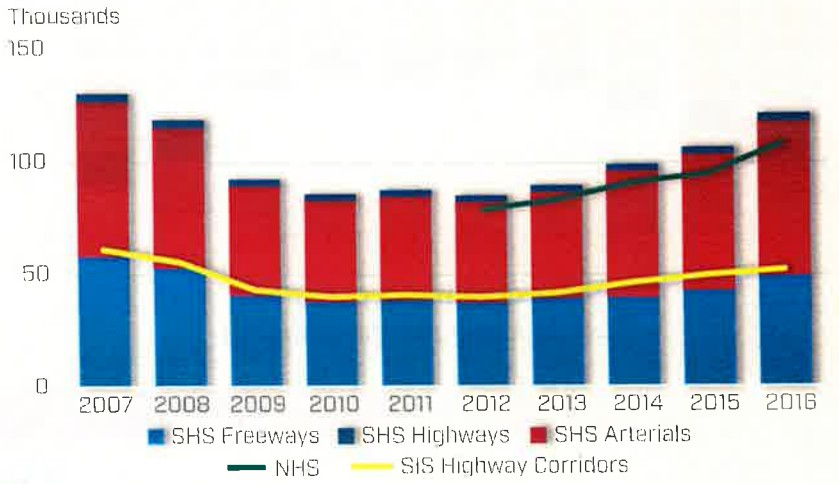
SOURCES

- FDOT – *Traffic Characteristics Inventory*
- HERE Technologies – *Travel Time Data*

Vehicle Hours of Delay on SHS by Area During Peak Hour



Vehicle Hours of Delay on SHS by Facility Type During Peak Hour



PERSON HOURS OF DELAY

METHODOLOGY

Person hours of delay is calculated as the product of directional hourly volume, average vehicle occupancy, and the difference between travel time at "threshold" speeds and travel time at the average speed. The thresholds are based on LOS B as defined by FDOT.

CALCULATION

$\sum$ *(Daily or Peak Travel Time-Travel Time at LOS B)*
× *Peak Volume* × *Average Vehicle Occupancy*

REPORTING PERIODS

☑ Peak hour ☐ Peak period ☑ Daily ☑ Yearly

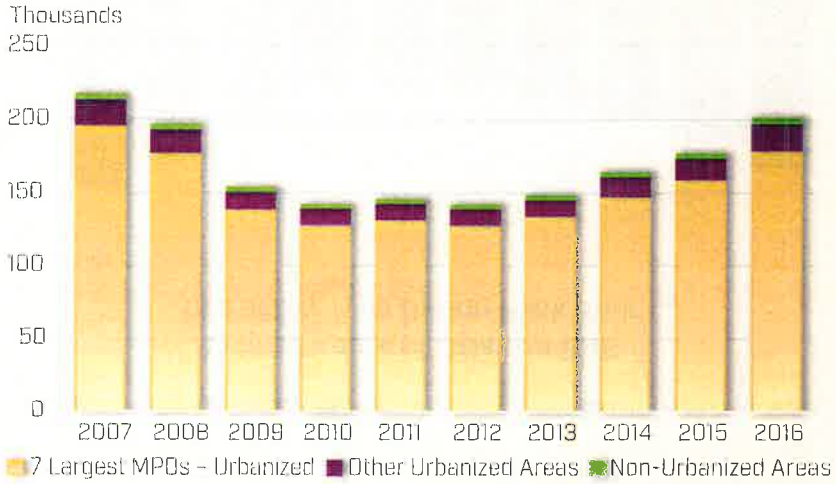
OBSERVATION

From 2015 to 2016, person hours of delay along Florida's SHS went up by nearly 14% during peak hours. Better data capturing techniques and increased person miles traveled partially explain the increase.

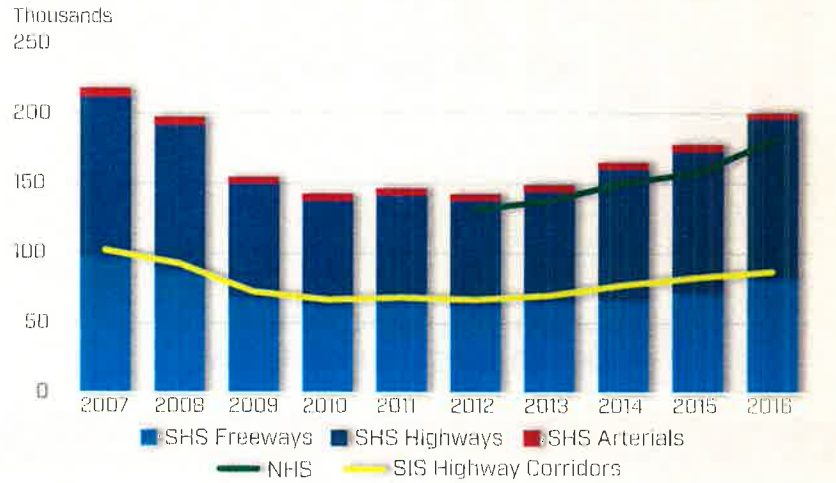
SOURCES

- FDOT – *Traffic Characteristics Inventory*
- U.S. DOT – *National Household Travel Survey 2009 Florida Add-On*
- HERE Technologies – *Travel Time Data*

Person Hours of Delay on SHS by Area During Peak Hour



Person Hours of Delay on SHS by Facility Type During Peak Hour



Go to Contents or Go to Data

COMBINATION TRUCK TRAVEL TIME RELIABILITY: ON-TIME ARRIVAL

METHODOLOGY

For the urbanized areas of the 7 largest MPOs, on-time arrival is defined as the percentage of freeway trips by combination trucks traveling at least 45 mph. For all others, on-time arrival is defined as the percentage of freeway trips by combination trucks traveling at greater than or equal to 5 mph below the posted speed limit.

CALCULATION

$$\text{Urbanized Areas of 7 Largest MPOs} = \frac{\sum [CTMT | \text{Combo Truck Travel Speed} \geq 45 \text{ mph}]}{\sum [CTMT]} \times 100$$

$$\text{All Others} = \frac{\sum [CTMT | \text{Combo Truck Travel Speed} \geq [\text{Speed Limit} - 5 \text{ mph}]]}{\sum [CTMT]} \times 100$$

REPORTING PERIODS

Urbanized Areas of the 7 Largest MPOs:

☐Peak hour ☑ Peak period ☑Daily ☐Yearly

All Others:

☑Peak hour ☐ Peak period ☑Daily ☐Yearly

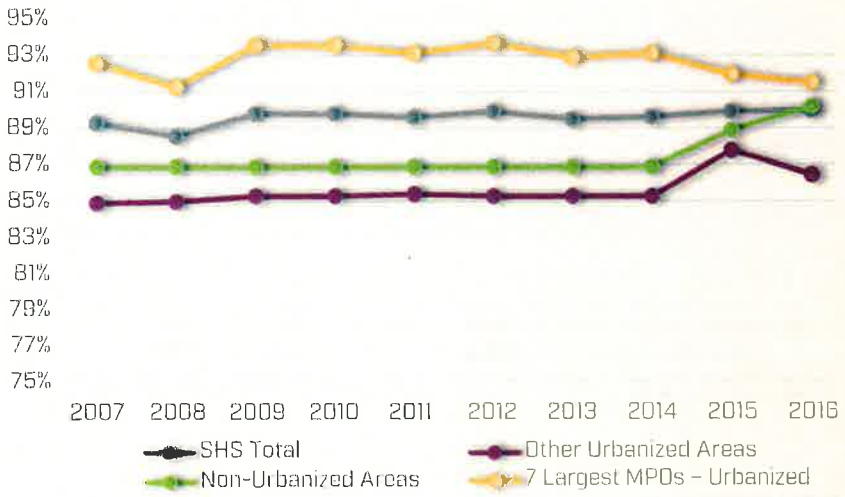
OBSERVATION

From 2015 to 2016, on-time arrival for combination truck travel on Florida's SHS during peak hour/peak period dropped from 83% to 82%.

SOURCES

- FDOT – *Traffic Characteristics Inventory*
- HERE Technologies – *Travel Time Data*

Combination Truck On-Time Arrival on Freeways During Peak Hour/Peak Period



COMBINATION TRUCK TRAVEL TIME RELIABILITY: VARIABILITY

METHODOLOGY

Combination truck travel time variability is defined as 95th percentile travel time index (TTI_{95}) and is known as the Planning Time Index (PTI).

This measure represents the additional time that a shipper should budget to ensure on-time arrival 95% of the time.

CALCULATION

$$TTI_{95} = \frac{Travel\ Time_{95th\ percentile}}{Travel\ Time_{free\ flow}}$$

REPORTING PERIODS

Urbanized Areas of the 7 Largest MPOs:

☐Peak hour ☑ Peak period ☑ Daily ☐Yearly

All Others:

☑ Peak hour ☐ Peak period ☑ Daily ☐Yearly

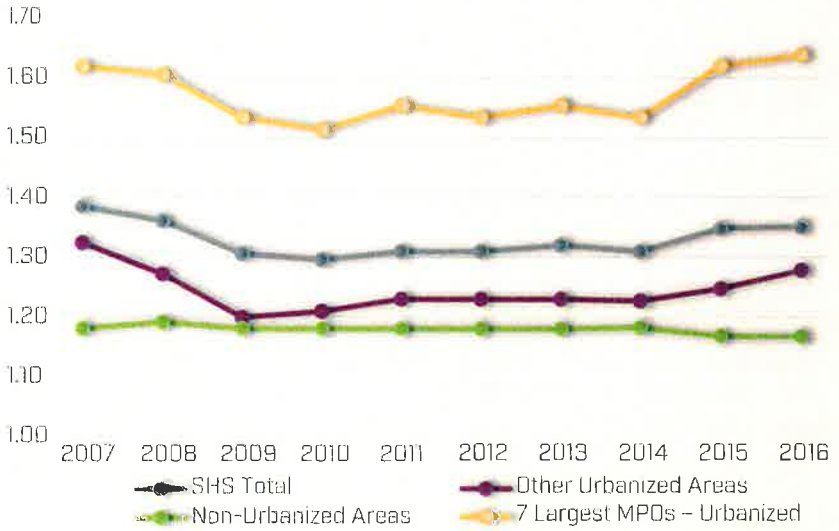
OBSERVATION

Between 2015 and 2016, combination truck travel time variability on Florida's SHS during peak hour/peak period remained steady at 1.35. For a trip that would take 10 minutes in free-flow conditions, the 95th percentile travel time is 13.5 minutes with a 1.35 PTI.

SOURCES

- FDOT – *Traffic Characteristics Inventory*
- HERE Technologies – *Travel Time Data*

Combination Truck Variability on Freeways During Peak Hour/Peak Period

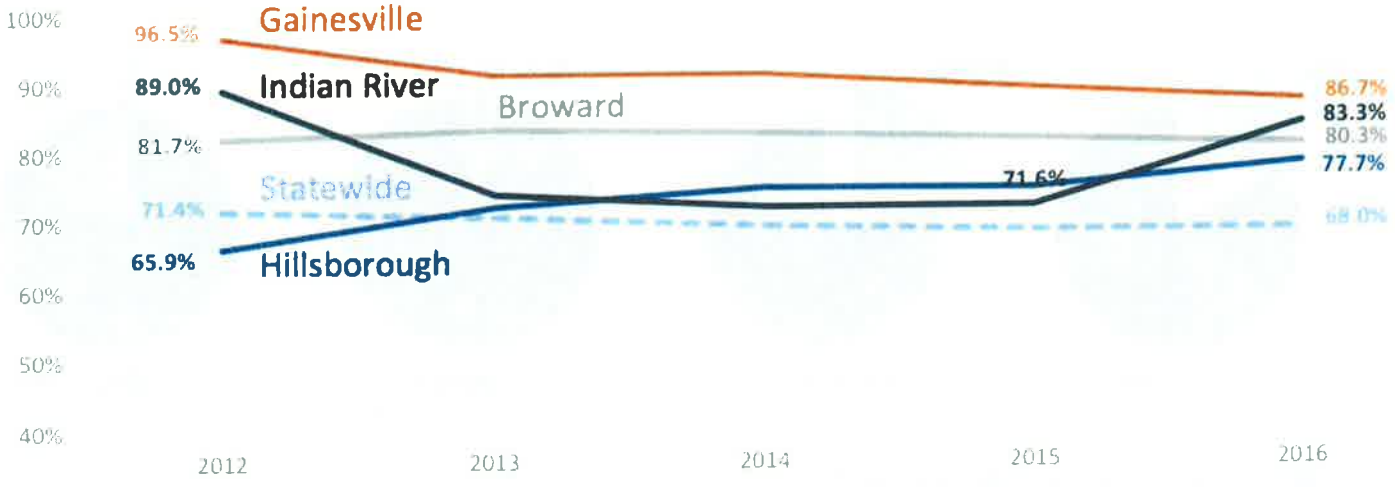


Go to Contents or Go to Data

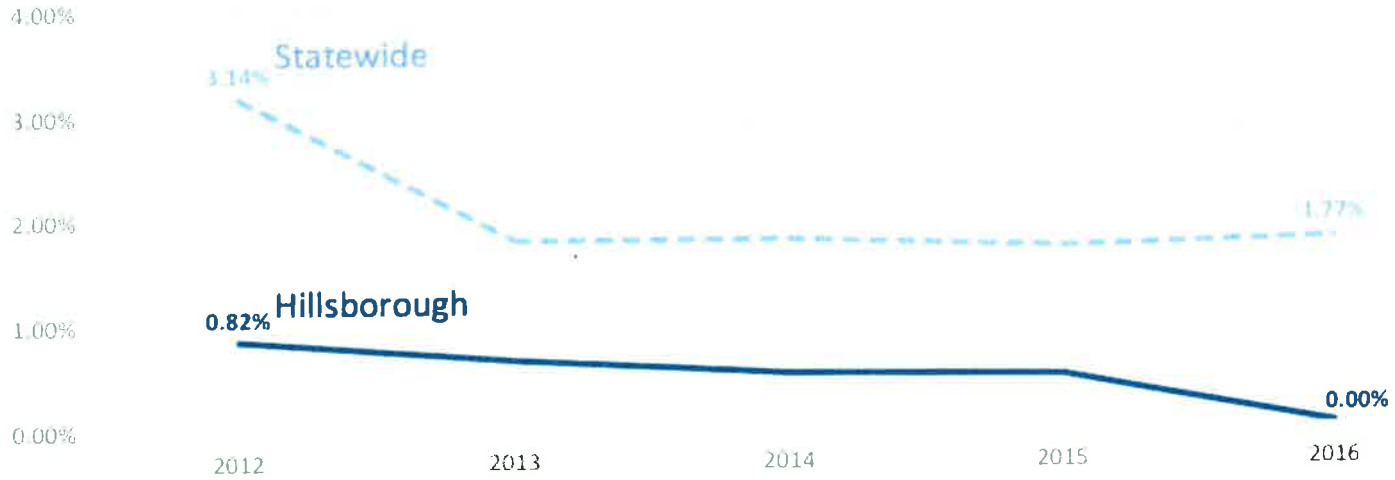
Bridge Condition Measures

% Of Bridges by Deck Area in Good Condition

NBI ratings for deck, superstructure, substructure must all be rated 7+ to be considered 'good;' if any rating is 4 or less, a bridge is considered 'poor.'

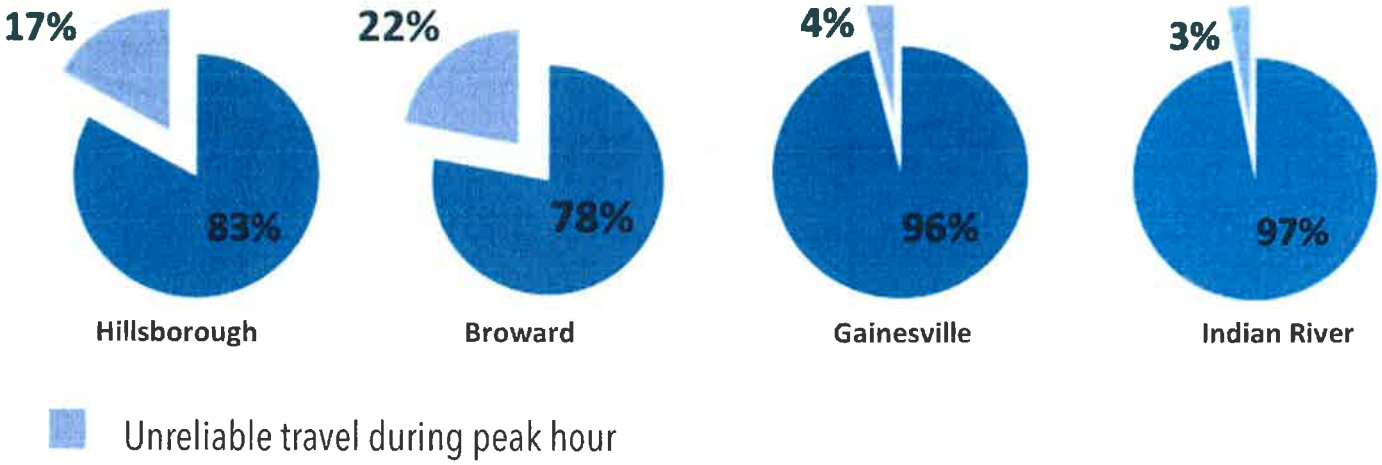


% Of Bridges by Deck Area in Poor Condition



System Performance Measure

Peak Hour Travel Reliability (Freeways only)

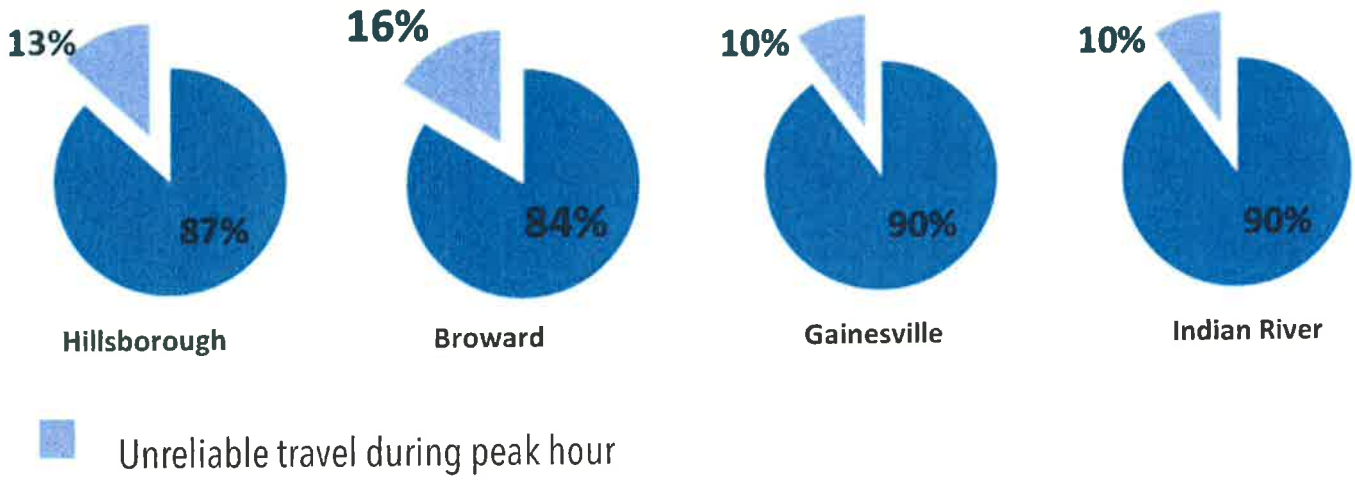


Notes:
For Florida's seven largest counties 'travel time reliability' is defined by FDOT as the percentage of freeway trips traveling at least 45 mph. For all other counties, travel time reliability is defined as the percentage of freeway trips travelling at greater than or equal to 5 mph below the posted speed limit.

Final national system performance measure: % of person miles traveled (IS & non-IS NHS – 2 measures) that are reliable, where 'reliable' is defined as a travel time ratio of 1.5 or less for the 80th percentile/50th percentile travel times on each segment of the NHS.

Freight Performance Measure

Peak Hour Truck Travel Reliability (Freeways only)



Notes:
For Florida's seven largest counties 'travel time reliability' is defined by FDOT as the percentage of freeway trips traveling at least 45 mph. For all other counties, travel time reliability is defined as the percentage of freeway trips travelling at greater than or equal to 5 mph below the posted speed limit.

Final national system performance measure: % of IS mileage providing for reliable truck travel times, where 'reliable' is defined as a travel time ratio of 1.5 or less for the 95th percentile/50th percentile travel times on each segment of the Interstate.

Exhibit 11

Proposed
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Targets

Bridge Target

Bridge Performance Measure	Target
Percent of bridges on the National Highway System with condition rating of either Excellent or Good	90 percent

Note - Florida Department of Transportation-maintained National Highway System facilities include both Interstate system and non-Interstate system facilities.

Pavement Target

Pavement Performance Measure	Target
Percent of lane miles on the National Highway System with condition rating of either Excellent or Good	80 percent

System Performance Target

Performance Measure	Target
Percent of person-miles travelled on the Interstate system that are reliable	70 percent
Percent of person-miles travelled on the non-Interstate National Highway System that are reliable	50 percent
Truck (freight) travel time reliability on the Interstate system	2.0

Note - Florida is an Air Quality-attainment state and federal Congestion Mitigation and Air Quality measures do not apply.

TECHNICAL ADVISORY COMMITTEE
ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 6/4/2018	MEETING DATE 8/8/2018	IN VIOLATION IF ABSENT AT NEXT MEETING?
MARIE DANIELS Alt - Jeff Hays [Chair] Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
BRIAN SINGLETON Alt- Thomas Strom Alt - Ramon Gavarrete	Alachua County Public Works Department	P	P	NO
SCOTT WRIGHT Alt Dekova Batey	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	P	NO
JASON SIMMONS Andrew Persons Alt - Dean Mimms (former member)	City of Gainesville Department of Doing	P	P	NO
DEBORAH LEISTNER Alt- Phil Mann	City of Gainesville Department of Public Works	P	P	NO
KRYS OCHIA Alt- Jesus Gomez	City of Gainesville Regional Transit System	P	P	NO
AARON CARVER Alt- Suzanne Schiemann Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	P	A	NO
MARI SCHWABACHER Alt - Karen Taulbee	Florida Department of Transportation	P	P	NO
JAMES SPEER Alt- David Deas	School Board of Alachua County	A	A	YES
LINDA DIXON [Vice-Chair] Alt - Erik Lewis	University of Florida Planning, Design & Construction Division	P	A	NO
RON FULLER Alt- Scott Fox	University of Florida Transportation & Parking Services	A	P	NO

LEGEND KEY - P = Present A = Absent * = New Member

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Attendance Rule:

1. Each voting member of the Technical Advisory Committee may name one (1) or more alternates who may vote only in the absence of that member on a one vote per member basis.
2. Each member of the Technical Advisory Committee is expected to demonstrate his or her interest in the Technical Advisory Committee's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that one of his or her alternates attends. No more that three (3) consecutive absences will be allowed by the member. The Technical Advisory Committee address consistent absences and is empowered to recommend corrective action for MetropolitanTransportation Planning Organization consideration.

CITIZENS ADVISORY COMMITTEE

ATTENDANCE RECORD

NAME	TERM EXPIRES	5/17/2017	4/4/2018	8/8/2018	Violation If Absent At Next Meeting 10/3/2018
Thomas Bolduc	19-Dec	P	A	E	-
Craig Brashier	20-Dec	-	P	P	-
Nelle Bullock	19-Dec	A	A	P	-
Peter Davis	20-Dec	-	P	E	-
Mary Ann DeMatas	18-Dec	P	P	A	-
Luis Diaz	19-Dec	A	P	E	-
Jan Frentzen	18-Dec	P	A	P	-
Delia Kradolfer	18-Dec	P	A	A	-
Gilbert Levy	20-Dec	P	P	P	-
Chandler Otis	18-Dec	P	A	A	-
John Pickett	19-Dec	E	E	E	-
James Samec	20-Dec	P	P	P	-
Ruth Steiner	18-Dec	P	P	P	-
Paul Thur de Koos	19-Dec	P	P	P	-
Chris Towne	20-Dec	-	P	P	-

LEGEND KEY - P-Present; E-Excused Absence; A-Unexcused Absence

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ATTENDANCE RULE

Any appointee of the Metropolitan Transportation Planning Organization to the Citizens Advisory Committee shall be automatically removed from the committee upon filing with the Chair of the Metropolitan Transportation Planning Organization appropriate proof that such person has had three (3) or more consecutive excused or unexcused absences. Excused absences are hereby defined to be those absences which occur from regular or special meetings after notification by such person to the Chair prior to such absence explaining the reasons therefore. All other absences are hereby defined to be unexcused.

ADDITIONAL NOTE: Members denoted in BOLD ITALICs are at risk for attendance rule violation if the next meeting is missed.

SCHEDULED 2018 MTPO AND COMMITTEE MEETING DATES AND TIMES

PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	February 7	February 8	February 26 at 3:00 p.m.
MAY	April 4	April 5	April 23 at 3:00 p.m.
JUNE	June 6	June 7	June 25 at 5:00 p.m.
AUGUST	August 8	August 9	August 27 at 3:00 p.m.
OCTOBER	October 3	October 4	October 22 at 3:00 p.m.
DECEMBER	November 28	November 29	December 17 at 5:00 p.m.

Note, unless otherwise scheduled:

1. Technical Advisory Committee meetings are conducted in the Charles F. Justice Conference Room of the North Central Florida Regional Planning Council Building;
2. Citizens Advisory Committee meetings are conducted in the Grace Knight Conference Room of the Alachua County Administration Building; and
3. Metropolitan Transportation Planning Organization meetings are conducted at the Jack Durrance Auditorium of the Alachua County Administration Building unless noted.

MTPO means Metropolitan Transportation Planning Organization
TAC means Technical Advisory Committee
CAC means Citizens Advisory Committee
B/PAB means Bicycle/Pedestrian Advisory Board
NCFRPC means North Central Florida Regional Planning Council

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December 5, 2017