



**TRANSPORTATION SYSTEMS
MANAGEMENT AND OPERATIONS
ADVISORY COMMITTEE (TSMOAC)
AGENDA**

February 28, 2020• 8:30 A.M.



Transportation Systems Management and Operations (TSMO)
Advisory Committee

MEETING NOTICE

DATE: Friday, February 28, 2020
TIME: 8:30 a.m.
LOCATION: MetroPlan Orlando
David L. Grovdahl Board Room
250 South Orange Avenue
Suite 200
Orlando, Florida 32801

AGENDA

Chairman Doug Jamison, Presiding

(Wi-Fi network = MpoBoardRoom, password = mpoaccess)

- I. Call to Order – Chairman Doug Jamison
- II. Confirmation of Quorum – Ms. Lisa Smith
- III. Agenda Review/Staff Follow-Up – Mr. Eric Hill
- IV. Public Comments on Action Items

Comments from the public will be heard pertaining to items on the agenda for this meeting. People wishing to speak must complete a “Speakers Introduction Card” at the reception desk. Each speaker is limited to two minutes.

V. Action Items

A Approval of the January 24, 2020 TSMO Meeting Minutes (Tab 1)

Approval is requested of the January 24, 2020 meeting minutes provided in **Tab 1**.

B. FDOT Amendment to FY 2019/20 - 2023/24 TIP (Tab 2)

Mr. Keith Caskey, MetroPlan Orlando staff, is requesting the TSMO to recommend that the FY 2019/20 - 2023/24 TIP be amended to include additional funding for the Shingle Creek Trail project in Orange County as well as funding for the Lake Nona Local Alternative Mobility Network project. A letter from FDOT explaining the amendment request is provided in **Tab 2**, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution to be presented at the March 11th Board meeting. Additional information on the Lake Nona Local Alternative Mobility Network project is available at <https://metroplanorlando.org/wp-content/uploads/Lake-Nona-Mobility-Grant-Application-2019.pdf>.

C. Approval of FY 2020/21 - 2021/22 UPWP (Tab 3)

Following a brief presentation, action will be requested by Mr. Nick Lepp, MetroPlan Orlando staff, to recommend approval of the FY 2020/21 - 2021/22 Unified Planning Work Program (UPWP). The draft UPWP can be reviewed at: <https://metroplanorlando.org/wp-content/uploads/DRAFT-FY2021-FY2022-UPWP-AS-OF-2020-02-06.pdf>

D. Approval of Complete Streets Policy (Tab 4)

Action is requested by Ms. Sarah Larsen, MetroPlan Orlando staff, to recommend approval of MetroPlan Orlando's Complete Streets Policy. An attachment is provided at **Tab 4**.

E. Approval of Traffic Signal Retiming Task Force

Staff is requesting the formation and approval of a Task Force of Committee members to assist in the procurement and management of the new Traffic Signal Retiming Contract.

VI. Presentation and Status Reports

A. Presentation on Ramp Metering, Jeremy Dilmore, P.E., FDOT, D5

Jeremy Dilmore, FDOT, D5 will give an update on ramp metering and its application in the I4 Ultimate Project.

VII. Common Presentations/Status Reports

A. 2045 MTP – Status Update & Congestion Management Process

Ms. Lara Bouck, MetroPlan Orlando staff, will give an update on the 2045 Metropolitan Transportation Plan (MTP) and Ms. Lara Bouck, MetroPlan Orlando staff, will present a report on the Congestion Management Process as part of the 2045 MTP.

B. Presentation on 2045 MTP Public Outreach Efforts

Ms. Cynthia Lambert, MetroPlan Orlando staff, will give an update on the latest public outreach efforts pertaining to the development of the 2045 MTP.

C. Presentation on Regional TSMO Program

Mr. Eric Hill, MetroPlan Orlando staff, will give a presentation on MetroPlan Orlando's Regional Transportation Systems Management and Operations program.

D. Presentation on Orlando South Interchange Improvement PD&E Study

Mr. Stephan Heimbarg, Hardesty & Hanover, will give a presentation on the PD&E study that is currently under development by Florida's Turnpike Enterprise for the Orlando South interchange improvement project at Florida's Turnpike and SR 528 in Orange County.

E. Presentation on FDOT Safety Initiatives

Ms. Brenda Young, FDOT, will give a presentation on FDOT's safety initiatives that are currently underway.

VIII. General Information

(Tab 5)

A. FDOT Monthly Construction Status Report

The latest FDOT Monthly Construction Status Report for the Orlando area is enclosed for information purposes.

B. MetroPlan Orlando Board Highlights

A copy of the February 12, 2020 Board Meeting Highlights is enclosed for information purposes.

C. LYNX Press Releases

A set of press releases from LYNX is enclosed for information purposes.

D. 2045 MTP Outreach Event Reports

A set of reports on the latest outreach efforts for the 2045 MTP is enclosed for information purposes.

E. Bicycle & Pedestrian Trend Data

A document containing trend data for bicycle and pedestrian injuries and fatalities in the MetroPlan Orlando region is enclosed for information purposes.

IX. Upcoming Meetings of Interest to TSMO Members

A. Next MPO Board Meeting

The next MetroPlan Orlando Board meeting will be held on **March 11, 2020**, at 9:00 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801.

B. 2045 MTP Working Group Meeting

The next 2045 MTP Working Group meeting will be held on **March 19, 2020** at 9:30 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801.

C. Next TSMO Meeting

The next TSMO meeting will be held on **April 24, 2020** at 10 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801. Following the April 24th meeting, the dates of the remaining TSMO meetings during 2020 will be:

5/29/20

6/26/20

8/28/20

10/23/20

12/4/20

X. Other Business

XI. Public Comments (General)

XII. Adjournment

Public participation is conducted without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons wishing to express concerns, who require special assistance under the Americans with Disabilities Act, or who require language services (free of charge) should contact MetroPlan Orlando by phone at (407) 481-5672 or by email at info@metroplanorlando.org at least three business days prior to the event.

La participación pública se lleva a cabo sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o estado familiar. Las personas que deseen expresar inquietudes, que requieran asistencia especial bajo la Ley de Americanos con Discapacidad (ADA) o que requieran servicios de traducción (sin cargo) deben ponerse en contacto con MetroPlan Orlando por teléfono (407) 481-5672 (marcar 0) o por correo electrónico info@metroplanorlando.org por lo menos tres días antes del evento

TAB 1





Transportation Systems Management and Operations (TSMO)
Advisory Committee

MEETING MINUTES

DATE: Friday, January 24, 2020

TIME: 8:30 a.m.

LOCATION: MetroPlan Orlando
David L. Grovdahl Board Room
250 South Orange Avenue
Suite 200
Orlando, Florida 32801

Chairman Doug Jamison, Presiding

Voting Members Present:

Mr. Brett Blackadar, Altamonte Springs
Mr. Benton Bonney, City of Orlando
Mr. Cade Braud, City of Orlando
Mr. Kelly Brock, City of Casselberry
Mr. Michael Cash, City of Sanford
Ms. Krystal Clem, City of Lake Mary
Mr. Hazem El-Assar, Orange County
Mr. Bryan Homayouni, Central Florida Expressway Authority
Mr. Doug Jamison, LYNX
Mr. Jean Jreij, Seminole County
Mr. Carl Kelly, University of Central Florida
Mr. Steve Krug, City of Ocoee
Mr. Alex Laffey, Osceola County
Ms. Kathy Lee, Osceola County
Mr. Huong Lim for Donald Marcotte, City of Winter Park
Mr. Butch Margraf, MPO Appointee
Mr. Nabil Muhaisen, City of Kissimmee
Ms. Lee Pulham, Reedy Creek Improvement District
Ms. Pam Richmond, City of Apopka

Mr. Brian Sanders, Orange County
Mr. Ramon Senorans, Kissimmee Gateway Airport
Mr. Chris Kitner for Shad Smith, City of Longwood
Ms. Kimberley Tracy, City of Maitland
Mr. Charlie Wetzel, Seminole County

Voting Members Absent:

Commissioner Ed Gold, City of Belle Isle
Mr. Brad Friel, GOAA
Mr. Scott Brown, Town of Windermere
Ms. Melissa Dunklin, City of St. Cloud
Mr. Christopher Schmidt, City of Winter Springs

Non-Voting Members/Advisors Present:

Non-Voting Members/Advisors Absent:

Lt. Brad McDaniel, Seminole County Sheriff's Office
Mr. Eric Gordin, FTE
Vacant, Orange County CTST

Others in Attendance:

Ms. Rakinya Hinson, FDOT
Mr. Siaosi Fine, FTE
Mr. Eric Hill, MetroPlan Orlando
Ms. Lisa Smith, MetroPlan Orlando

I. Call to Order

Chairman Doug Jamison called the meeting to order at 8:30 a.m. and welcomed everyone.

II. Confirmation of Quorum

Ms. Lisa Smith confirmed the presence of a quorum.

III. Agenda Review/Staff Follow-Up

Mr. Eric Hill stated that there are no changes to today's agenda.

IV. Public Comments on Action Items

None

V. Action Items

A. Approval of the December 6, 2019 TSMO Meeting Minutes

Approval is requested of the December 6, 2019 meeting minutes

MOTION: Hazem El-Assar moved to approve the December 6, 2019 meeting minutes. Ramon Senorans seconded the motion. Motion passed unanimously.

B. Support for FDOT Performance Measures Targets and Support for LYNX Transit Asset Management (TAM) Targets

Mr. Nick Lepp, MetroPlan Orlando staff, requested that the TSMO Advisory Committee recommend the re-support of FDOT's targets for Safety, Travel Time Reliability, Bridge and Pavement Condition, as well as the targets established in the LYNX Transit Asset Management (TAM) plan. A detailed infographic was provided. Mr. Lepp reviewed the five main FDOT performance measures. He noted that there were nine additional MetroPlan Orlando performance measures, however re-support, at this time, was being requested for the five FDOT performance measures.

MOTION: Ramon Senorans moved to re-support the FDOT Performance Measures Targets, and to support LYNX Transit Asset Management targets. Hazem El-Assar seconded the motion. Motion passed unanimously.

VI. Presentation and Status Reports

A. Presentation on Real-Time Traffic Safety Management, Dr. Mohamed Abdel-Aty, UCF

Dr. Aty gave TSMO Advisory Committee members a brief overview of some of the recent research and development ideas by the Smart and Safe Transportation group. He facilitated a discussion on the big data safety system that has been developed and camera based applications under development. Dr. Aty's presentations were made available to the TSMO members after the meeting.

VII. Discussion

Mr. Jeremy Dillmore, FDOT facilitated a discussion on the recently announced U.S. DOT Work Zone Data Exchange (WZDx) Demonstration Grants. He explained that he is bringing this forward to the TSMO at this time to make a determination on whether or not to file an application for the grant. He stated that the intended purpose of the grant is to provide one-time funding for public roadway operators to make unified work zone data feeds available for use by third parties, collaborate on the WZDx specification development, and additionally connect with autonomous vehicles. The purpose of this research program is to increase the safety of the traveling public through the production of consistent public work zone data feeds across jurisdictions. Consensus of the TSMO Advisory Committee was to pursue the endeavor. Mr. Hill noted that FHWA will host a webinar on the funding opportunity, and MetroPlan Orlando staff will make the webinar available to TSMO Advisory Committee members.

VIII. Common Presentations/Status Reports

A. 2045 MTP – Status Update & Discussion: Goals & Objectives

Mr. Alex Trauger, MetroPlan Orlando staff, gave an update and led a discussion on the Goals and Objectives for the 2045 Metropolitan Transportation Plan.

B. Presentation on Neptune Road PD&E Study

Mr. Clif Tate, Kimley-Horn, gave a presentation on the PD&E study that is currently underway for the Neptune Road improvement project in Osceola County.

C. Presentation on Simpson Road PD&E Study

Mr. Howard Newman, HDR, gave a presentation on the PD&E study that is currently underway for the Simpson Road improvement project in Osceola County.

D. Preview of MetroPlan Orlando Complete Streets Policy

Ms. Sarah Larsen, MetroPlan Orlando staff, gave a preview of MetroPlan Orlando's Complete Streets Policy that is currently under development.

IX. General Information

A. FDOT Monthly Construction Status Report

The latest FDOT Monthly Construction Status Report for the Orlando area was provided.

B. FDOT Quarterly Variance Report

The latest FDOT Quarterly Variance Report for the Orlando area was provided.

C. PD&E Study Tracking Report

A report providing the latest status of the PD&E studies currently underway in the MetroPlan Orlando area was provided.

D. 2020 Board Legislative Priorities

The list of legislative priorities for 2020 adopted by the MetroPlan Orlando Board was provided.

E. MetroPlan Orlando Board Highlights

A copy of the December 11, 2019 Board Meeting Highlights was provided.

F. LYNX Press Releases

A set of press releases from LYNX was provided.

G. 2045 MTP Outreach Event Report

A report on the latest outreach efforts for the 2045 MTP is enclosed for information purposes.

X. Upcoming Meetings of Interest to TSMOAC Members

A. Next MPO Board Meeting

The next MetroPlan Orlando Board meeting will be held on **February 12, 2020**, at 9:00 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801.

B. Next TSMO Meeting

The next TSMO meeting will be held on **February 28, 2020** at 10 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801.

XI. Other Business

None.

XII. Public Comments (General)

None.

XIII. Adjournment

Due to time being available, committee members were asked to report on any news of interest to TSMO members in their local jurisdiction. Chairman Jamison adjourned the meeting of the Transportation Systems Management & Operations Advisory Committee at 9:50 a.m. The meeting was recorded and transcribed by Ms. Lisa Smith.

Approved this 28th day of February 2020

Mr. Doug Jamison, Chairman

Ms. Lisa Smith, Board Services Coordinator

As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.

TAB 2





Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

February 5, 2020

Mr. Gary Huttman
Executive Director
MetroPlan Orlando
250 South Orange Ave., Suite 200
Orlando, FL 32801

Dear Mr. Huttman:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES

The Florida Department of Transportation (FDOT) requests the following changes to be made to MetroPlan Orlando Metropolitan Planning Organization's Adopted Fiscal Years 2019/2020 – 2023/2024 Transportation Improvement Program (TIP) in coordination with the corresponding changes to the Department's Adopted Work Program. Please make sure that you put the amendment date on your cover page of the amended TIP and the page of the TIP that the project is listed on.

ORANGE COUNTY

FM#430225-4 Shingle Creek Trail from Central Florida Parkway to State Road 528 – Bike Path/Trail Project - Sponsor: Orange County

Current TIP Status:

Project phase is currently in the TIP for Fiscal Years 2019/2020 – 2023/2024.

Current TIP:

| Phase | Original Funding Type | Original Amount | Fiscal Year |
|---|-----------------------|-----------------------|-------------|
| Construction | TALT (Federal) | 2,000,000.00 | 2020 |
| Construction Engineering Inspection (CEI) | TALT (Federal) | \$200,000.00 | 2020 |
| | TOTAL | \$2,200,000.00 | |

Proposed Amendment:

| Phase | Original Funding Type | Amended Amount | Fiscal Year |
|---|------------------------|-----------------------|-------------|
| Construction | SU (Federal Funding) | \$3,478,093.00 | 2020 |
| Construction | TALT (Federal Funding) | \$1,339,172.00 | 2020 |
| Construction | TALU (Federal Funding) | \$247,404.00 | 2020 |
| Construction Engineering Inspection (CEI) | TALT (Federal Funding) | \$200,000.00 | 2020 |
| | TOTAL | \$5,264,669.00 | |

Difference: \$3,064,669.00

Explanation: Additional funding was added to the project to correct the original request from the MPO for programming project.

FM#447100-1 Lake Nona Local Alternative Mobility Network Project – 2019 Build Grant Award - Sponsor: Orange County

Current TIP Status:

Project phase is currently not in the TIP for Fiscal Years 2019/2020 – 2023/2024.

Current TIP:

| Phase | Original Funding Type | Original Amount | Fiscal Year |
|--------------------|-----------------------|-----------------|-------------|
| Construction Grant | None | \$0.00 | 2020 |
| Construction Grant | None | \$0.00 | 2020 |
| | TOTAL | \$0.00 | |

Proposed Amendment:

| Phase | Original Funding Type | Amended Amount | Fiscal Year |
|--------------------|------------------------|------------------------|-------------|
| Construction Grant | LF (Local Funding) | \$20,009,169.00 | 2020 |
| Construction Grant | TIGR (Federal Funding) | \$20,000,000.00 | 2020 |
| | TOTAL | \$40,009,169.00 | |

Difference: \$40,009,169.00

Explanation: New grant funding awarded to Orange County from the United States Department of Transportation (USDOT) and the Federal Highway Administration (FHWA) for local alternative mobility network projects.

Sincerely,



Rakinya Hinson, MPO Liaison
District Five

cc: Kellie Smith, Planning Manager, FDOT
Anna Taylor, Government Liaison Administrator, FDOT



Board Action Fact Sheet

Meeting Date: February 12, 2020

Agenda Item: Tab 2

Roll Call Vote: Yes

| | |
|---------------------------------|--|
| Action Requested: | FDOT requests approval of an amendment to the FY 2019/20 - 2023/24 Transportation Improvement Program. |
| Reason: | Funding is being added for a regional trail project and a new mobility project is being added to the TIP. |
| Summary/Key Information: | <p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none">• This amendment adds a net increase of over \$3 million in federal funds for the construction of the Shingle Creek Trail from Central Florida Parkway to SR 528 in Orange County in FY 2019/20 in order to address updated cost estimates for the project.• The amendment provides \$20 million from a federal BUILD grant to Orange County and \$20 million in local matching funds for the construction of the Lake Nona Local Alternative Mobility Network project in FY 2019/20.• This mobility project will accommodate pedestrians, cyclists, electric assist personal vehicles, and a fleet of autonomous vehicles (AV's), and will modify existing infrastructure and create new infrastructure consisting of multi-use corridors, dedicated commuter ways, mobility hubs, and AV support infrastructure that will reduce automobile dependency and better connect residents, visitors, and students to employment, medical facilities, essential services, retail, education and entertainment offerings in the Lake Nona area. |
| MetroPlan Budget Impact: | None |
| Local Funding Impact: | None |
| Committee Action: | CAC: To be taken up on February 26, 2020 TSMO: To be taken up on February 28, 2020 TAC: To be taken up on February 28, 2020 MAC: To be taken up on March 5, 2020 |
| Staff Recommendation: | Recommends approval |
| Supporting Information: | These documents are provided at Tab 2: FDOT letter dated February 5, 2020 Proposed Board Resolution No. 20-02 |



Resolution No. 20-02

Subject:

Amendment to the FY 2019/20 - 2023/24 Transportation Improvement Program

WHEREAS, the Orlando Urbanized Area Metropolitan Planning Organization (MPO), d.b.a. MetroPlan Orlando, is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando Urbanized Area, including the Transportation Improvement Program; and

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2019/20 - 2023/24 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendments are described as follows:

Orange County

- **FM #4302254 – Shingle Creek Trail from Central Florida Parkway to SR 528 – Bike Path/Trail Project – Funding consists of \$3,478,093 in SU funds, \$1,339,172 in TALT funds, and \$247,404 in TALU fund for construction in FY 2019/20 and \$200,000 in TALT funds for CEI in FY 2019/20;**
- **FM #4471001– Lake Nona Local Alternative Mobility Network Project – 2019 BUILD Grant Award – Funding consists of \$20,000,000 in TIGR funds and \$20,009,169 in LF funds for construction in FY 2019/20; and**

WHEREAS, the requested amendments described above are consistent with MetroPlan Orlando's project priorities and currently adopted Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendments to the FY 2019/20 - 2023/24 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 12th day of February, 2020.

Certificate

The undersigned duly qualified as Chairman of the MetroPlan Orlando Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the MetroPlan Orlando Board.

Honorable Bob Dallari, Chairman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary

TAB 3





Board Action Fact Sheet

Meeting Date: March 11, 2020

Agenda Item: Tab 3

Roll Call Vote: No

| | |
|---------------------------------|--|
| Action Requested: | Approval of the Draft Unified Planning Work Program (UPWP) |
| Reason: | The UPWP is a two year document that represents the MetroPlan Orlando working budget. It is one of the required documents that all MPOs must prepare and receive Board approval. |
| Summary/Key Information: | MPOs in the State of Florida are required to prepare a UPWP every two years. The UPWP defines in very general terms the work that the MPO staff will be doing over the planning period. Some of the tasks will be done with the assistance of our General Planning Consultants. For those tasks a more detailed Scope of Services is approved by the Federal Highway Administration before any work can be done. |
| MetroPlan Budget Impact: | The UPWP is the MetroPlan Orlando working budget |
| Local Funding Impact: | None |
| Committee Action: | CAC: N/A TSMO: N/A TAC: N/A MAC: N/A |
| Staff Recommendation: | Recommends approval of Draft UPWP for submittal to FDOT. |
| Supporting Information: | Staff will present the Draft UPWP with updated tasks |

TAB 4





Board Action Fact Sheet

Meeting Date: March 11, 2020

Agenda Item: Tab 4

Roll Call Vote: No

| | | | |
|--------------------------|---|-----|--|
| Action Requested: | MetroPlan Orlando Staff requests approval of the Regional Complete Streets Policy | | |
| Reason: | MetroPlan Orlando strives to prioritize safety of all users of the roadway network in the region and seeks to expand the number of Complete Streets projects in the area. | | |
| Summary/Key Information: | <p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none">• Complete Streets are designed to allow safe and convenient travel along and across streets for all users. MetroPlan Orlando has recognized the importance of safety for all users in our region and seeks to formally prioritize this goal when planning and programming our transportation network.• After presenting the draft Regional Complete Streets Policy to the MetroPlan Orlando Board and Committees, staff have received comments from local government partners and have taken those comments into account when editing the document.• Additional clarity was provided for context sensitivity (specifically in regard to bicycle speed), funding for Complete Streets through TMA funds was stated more explicitly, and minor text edits were made for better precision and understanding. | | |
| MetroPlan Budget Impact: | None | | |
| Local Funding Impact: | None | | |
| Committee Action: | CAC: | N/A | |
| | TSMO: | N/A | |
| | TAC: | N/A | |
| | MAC: | N/A | |
| Staff Recommendation: | Recommends approval | | |
| Supporting Information: | Board Resolution with attached Complete Streets Policy | | |

RESOLUTION NO. 20-04**SUBJECT:****Regional Complete Streets Policy**

WHEREAS, the Orlando Urbanized Area Metropolitan Planning Organization (MPO), d.b.a. MetroPlan Orlando, is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando Urbanized Area, including the Transportation Improvement Program; and

WHEREAS, The term “Complete Streets” is defined as a comprehensive, connected, and context sensitive transportation network with infrastructure that is designed to allow safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, users of micromobility vehicles, motorists, movers of commercial goods, users and operators of public transportation, regardless of age or ability; and

WHEREAS, the ability to travel safely within the public way is of the utmost importance; and

WHEREAS, MetroPlan Orlando recognizes that all residents of and visitors to our region, regardless of ability, age, gender, race, ethnicity, or income, have a right to a safe, reliable, and comprehensive transportation network; and

WHEREAS, MetroPlan Orlando recognizes that elements in the design of Complete Streets can improve poor user behaviors such as excessive speeding and failing to yield; and

WHEREAS, inadequate infrastructure is dangerous for pedestrians, bicyclists, micromobility users, and public transit riders, particularly children, older adults, and persons with disabilities; and

WHEREAS, Complete Streets encourage an active lifestyle by creating opportunities to integrate exercise into daily activities, thereby helping to reduce the risk of obesity and its associated health problems, thereby improving overall public health; and

WHEREAS, MetroPlan Orlando recognizes that when implementing the Complete Streets Policy, there must be consideration towards the impacts proposed projects may have on traditionally underserved communities, with assurance that this policy is implemented in a manner that fosters equity across the region; and

WHEREAS, MetroPlan Orlando shall coordinate between various agencies such as public health, housing, planning, engineering, transportation, public works, city council, and/or mayor or executive office; and

NOW, THEREFORE, BE IT RESOLVED THAT:

Section 1. MetroPlan Orlando hereby adopts the Complete Streets Policy attached hereto as Exhibit A.

Section 2. The policy will take effect immediately upon its adoption.

Certificate

The undersigned duly qualified as Chairman of the MetroPlan Orlando Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the MetroPlan Orlando Board.

Commissioner Bob Dallari, Chairman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary

Regional Complete Streets Policy

EXHIBIT A

Draft: 2/18/20

- 1.0 Purpose
- 2.0 Background
- 3.0 Definition
- 4.0 Vision
- 5.0 Goals
- 6.0 Applicability
- 7.0 Design
- 8.0 Implementation
- 9.0 Exceptions and Appeals
- 10.0 Evaluation and Performance Standards

1.0 Purpose

MetroPlan Orlando shall fund and support the planning, design, and construction of Complete Streets that consider the needs of everyone within the MetroPlan Orlando planning area and authority. The Complete Streets Policy will require special care is taken when evaluating the impacts of proposed projects on traditionally underserved communities in a manner that fosters equity across the region. Additionally, this policy seeks to ensure all projects are sensitive to the context and characteristics of the corridor in coordination with our local government partners. This policy aligns MetroPlan Orlando with local, regional, and state efforts to ensure that officials, planners, and engineers consistently plan, design, and fund streets for all people.

2.0 Background

Today's changing environmental, social, and economic realities are requiring regions throughout the country to rethink previous approaches to transportation planning and decision-making. Increasingly, communities want solutions that grow the local economy, improve mobility, and promote health in equitable and sustainable ways. These goals can be achieved through policies that foster change in the surrounding environment. MetroPlan Orlando recognizes this new challenge and seeks to incorporate a "Complete Streets" way of thinking throughout the region's transportation investments.

Complete Streets play an important role in implementing MetroPlan Orlando's long range vision for a safe and accessible multimodal transportation system. Complete Streets support vibrant, healthy, and sustainable communities. The intent of the Complete Streets policy is to enhance safety and improve how people walk, bike, drive, use transit, use micromobility vehicles, use rideshare, and get items from point A to point B.

Improved safety is a motivating factor as the Central Florida region has consistently ranked in the top five for most dangerous places to walk in the nation according to Smart Growth America's Dangerous By Design Reports. Our area continues to attract millions of tourists annually, with 75 million visitors in 2018, more than anywhere else in the country. Our region is also one of the fastest growing in the nation in terms of population growth. With this in mind, all those who come to Central Florida should know that they will be safe and secure, regardless of how they travel throughout our area.

Complete Streets offer shaded and safe access to local recreational opportunities and essential services, which can also improve mental health and encourage increased economic and physical activity. As a tourism-based economy, the Central Florida region has a high concentration of low or minimum wage jobs, which pushes median income below national averages. At the same time, our region is facing a housing affordability crisis. Complete Streets will improve safety for vulnerable users, including those who cannot afford a vehicle, and will allow for greater economic opportunities through improved connectivity to the region's activity centers.

This Complete Streets policy will help MetroPlan Orlando achieve the following overarching goals of the existing 2040 Long Range Transportation Plan and the forthcoming 2045 Metropolitan Transportation Plan:

- Safety
- Balanced Multi-Modal System
- Integrated Regional System
- Quality of Life
- Efficient and Cost Effective
- Energy and Environmental Stewardship
- Economic Vitality

MetroPlan Orlando's Complete Streets policy implements part of its Strategic Business Plan calling for more context sensitive and multi-modal solutions.

3.0 Definition

Complete Streets are planned, designed, constructed, operated, and maintained to safely and comfortably accommodate people of all ages and abilities. This includes but is not limited to pedestrians, bicyclists, transit users, motorists, micromobility users, rideshare users and freight and service operators. The Complete Streets program recognizes that depending on context, streets may serve diverse activities, functions, and intensity of uses.

4.0 Vision

MetroPlan Orlando's overarching transportation vision is adopted as the Complete Streets program's vision: "A regional transportation system that safely and efficiently moves people and goods through a variety of options that support the region's vitality."

5.0 Goals

The goals of this Complete Street Policy are:

- 1) Create a complete, connected network of streets, roads, and trails that safely and comfortably serves every type of system user,
- 2) Provide safe and comfortable transportation options for vulnerable users of all ages and abilities,
- 3) Support redevelopment of and connectivity to activity centers, and
- 4) Provide safe, comfortable, and effective access to transit through walking and bicycling.

6.0 Applicability

This policy applies to the programming of MetroPlan Orlando's Transportation Management Area (TMA) funds on roadway improvements. The policy is recommended for any new construction and the reconstruction of local and state roads. Improvements that fall within Complete Streets include but not are limited to intersection projects, capacity projects, safety projects, bridges, and other facilities that receive federal and state funding. All phases of implementation will be governed by this policy including planning, design, right-of-way acquisition, and construction. MetroPlan Orlando recognizes the need for interdisciplinary and cross-jurisdictional coordination to effectively develop, operate, and maintain the region's transportation system. Local partners include the Florida Department of Transportation (FDOT), the Central Florida Expressway Authority, Orange County, Osceola County, Seminole County, the

City of Altamonte Springs, the City of Apopka, the City of Kissimmee, the City of Orlando, the City of Sanford, other municipal governments, LYNX, and others.

This policy furthers MetroPlan Orlando's role as a leader in transportation planning in the region and the state. As a regional transportation partnership, the organization plans for the development of interdisciplinary and regionally significant bicycle, pedestrian, transit, freight, and roadway facilities. These mobility options are critical for ensuring safe, comfortable, and reliable transportation to schools, parks, medical facilities, grocery stores, and other necessary community services.

MetroPlan Orlando is not directly responsible for maintenance and operations of roads and transportation systems, but encourages local and state government partners to consider maintenance and operations activities as opportunities for providing safer, more comfortable, and accessible transportation options for everyone. While not taking a direct role in its implementation, MetroPlan Orlando also supports land use design that encourages walking, bicycling, and use of public transportation.

MetroPlan Orlando encourages all local government partners to adopt Complete Streets policies. MetroPlan Orlando shall assist participating jurisdictions through an implementation program that aids in the development and adoption of local Complete Streets policies.

7.0 Design

Designs shall include accommodations for everyone and be sensitive to the project's context. Complete Streets may incorporate different elements for every project and road type.

Facilities will be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance from a variety of organizations absent conflict with the Complete Streets policy. The best practices and guidance can include, but are not limited to the following:

- FDOT guidelines and manuals,
- American Association of State Highway and Transportation Officials (AASHTO) publications,
- Manual on Uniform Traffic Control Devices (MUTCD),
- Americans with Disabilities Act Accessibility Guidelines (ADAAG),
- FHWA Bikeway Selection Guide
- Public Rights-of-Way Accessibility Guidelines (PROWAG),
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice, and
- Transit Street Design Guide, Urban Bikeway Design Guide, and the Urban Streets Design Guide by the National Association of City Transportation Officials (NACTO).

The agency or government with ownership or maintenance responsibility for the road shall retain the design decision authority over its projects.

Context Sensitivity

MetroPlan Orlando recognizes that Complete Streets solutions vary according to each street's land use context. Appropriate design standards and input from community members should be considered within each context, providing for a flexible, innovative, and balanced approach resulting in safe, comfortable environments for everyone.

MetroPlan Orlando seeks to put additional emphasis on safety with consideration for appropriate facilities based on mode of travel and speed. Internal research has shown that bicyclist and micromobility accommodation is especially context sensitive. In order to prioritize safety of all users, the choice of roadway improvements should take into account land use, numbers of intersections and driveways, motorist speeds, and visibility.

Impacts

During the design phase of the Complete Street project, it is vital for planners and engineers to consider the impacts to the community during each phase. Community engagement is necessary and encouraged during this phase. It is the goal of the Complete Streets policy to mitigate any unintended consequence such as involuntary displacement. The design must also take into consideration traffic flows during the construction of the Complete Street, specifically for the safety for all users. The project must also address maintenance of traffic during construction, especially for bicyclists, pedestrians and other vulnerable users.

8.0 Implementation

MetroPlan Orlando will implement its Complete Streets policy through a multi-faceted approach that considers local context, existing programming, and community outreach. This process will be revisited every five years during the Metropolitan Transportation Plan (MTP). Implementation of this policy will be done through a menu of options, including but not limited to:

Education and Training

MetroPlan Orlando will develop educational materials for local agencies; assist in training workshops for elected officials, community leaders, and private development partners on the benefits of Complete Streets; and distribute best practice information on Complete Streets design.

These materials will include, but are not limited to:

- Communications Guide
- Training Workshops
- Informational Handouts
- Manuals

Programming

MetroPlan Orlando will incorporate the Complete Streets policy into its existing and forthcoming planning and policy documents. This includes, but is not limited to:

- Project Application Tool: MetroPlan Orlando will develop guidance documents, such as a checklist, that assist local municipalities with incorporating Complete Streets elements into planning and design. The documents will guide a project's submission in MetroPlan Orlando's Project Application Tool and resulting Project Profile. Complete Streets best practices, governing design standards, and a series of local case studies will inform this guidance.
- Planning Documents and Activities: The Complete Streets policy will be integrated into MetroPlan Orlando's planning documents and activities, including but not limited to:
 - Bicycle and Pedestrian Plan
 - Metropolitan Transportation Plan
 - Transportation Improvement Program
 - Congestion Management Process
 - Public Participation Plan
 - Transportation Systems Management and Operations Activities, including Intelligent Transportation Systems and emerging technologies
 - Freight Planning Activities
 - Health Planning Activities

Prioritization

MetroPlan Orlando shall prioritize Complete Streets projects using a variety of goals, federal planning factors, and performance measures and targets that will be outlined in the 2045 Metropolitan Transportation Plan. Where applicable, these measures shall place emphasis on addressing traditionally underserved communities (such as Environmental Justice areas, defined in our Title VI Plan), ensuring the residents of these communities are able to make multimodal connections to vital activity centers.

Under FDOT's Resurfacing, Restoration and Rehabilitation (RRR) process as well as the roadway maintenance programs of other local government partners, MetroPlan Orlando will prioritize Complete Street elements within roadway projects to ensure projects are as cost effective as possible.

MetroPlan Orlando's Congestion Management Process (CMP) follows an objective-driven, performance based approach to planning for congestion management. Using an established set of goals and objectives that were informed by the Metropolitan Transportation Plan (MTP), the CMP provides a mechanism for ensuring that investment decisions are made with a clear focus on desired outcomes. As Complete Streets projects are identified and/or developed, the CMP will help qualify potential projects for inclusion into the regional transportation program and will prioritize the projects using the same rubric for all submitted projects. The CMP establishes a baseline condition for future comparison of conditions and allows for project prioritization based on the potential to meet the goals and objectives established as part of the CMP.

Funding

MetroPlan Orlando will explore and identify funding sources to implement high quality Complete Streets projects in priority multi-modal areas, based on existing and future land use contexts. These funding sources could include, but not be limited to:

- Resurface, Restoration, and Rehabilitation projects
- Federal and state discretionary grant programs
- Philanthropic programs
- Public-Private Partnerships

MetroPlan Orlando allocates its urbanized area funds into four different categories: Complete Streets; Bike, Pedestrian, and Regional Trails; TSMO; and Transit. Of those funds, 23% is dedicated to Complete Streets, however 100% of the TMA funds go towards elements that are found in Complete Streets. The prioritization of funding for these projects is ranked by MetroPlan Orlando's performance-based prioritization process.

9.0 Exceptions and Appeals

During the planning and design process, conditions may arise where it may be inappropriate to provide bicycle, pedestrian, or transit facilities. These exceptions include:

1. Limited access facilities where bicyclists and pedestrians are prohibited by law from using the road. In this instance, it is necessary to accommodate bicyclists and pedestrians elsewhere within the same transportation corridor and to provide safe, comfortable crossings for bicyclists and pedestrians at interchanges and connecting neighborhoods, activity centers, or the regional trail network.
2. Transit accommodations are not required where there is no existing or planned transit service.
3. An equivalent alternative already exists, or is programmed in the Transportation Improvement Program (TIP) as a separate project, for the specific use being exempted.
4. The cost of providing bicycle or pedestrian facilities would be excessively disproportionate to the need or probable use.
5. Emergency repairs (such as a water main leak) that require immediate, rapid response; however, temporary accommodations for all modes should still be made. Depending on the severity of the repairs, opportunities to improve multimodal access should still be considered where possible.

6. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
7. A demonstrated absence of current and future need.

For projects funded by MetroPlan Orlando, exceptions for not accommodating active transportation, micromobility and transit users in accordance with this policy will require approval of the MetroPlan Orlando Board. These exceptions will be submitted and proceed through the established MPO transportation planning process. While under review by the MetroPlan Orlando, the public is able to comment on any exception prior to its approval or rejection.

10.0 Evaluation and Performance Standards

MetroPlan Orlando shall continually evaluate this policy on inputs, outputs, and outcomes, as determined by a five-year evaluation plan. These measures, where applicable, will be disaggregated by income, race, vehicle access, language, and others. MetroPlan Orlando will report to the Board the performance of the Complete Streets policy based on the evaluation plan and performance standards listed below.

Performance Measures

- Existing miles of Complete Streets
- Miles of sidewalk and gaps
- Miles of bike lanes and bike lane gaps
- Population within a quarter mile of a transit stop
- Percentage of network that can facilitate 3 or more modes of travel
- Ratio of shelters to bus stops

Indicators

- Bicycle connectivity to activity centers
- Pedestrian connectivity to activity centers
- Safety elements on existing corridors (plans/programs)
- Rate of crashes, injuries, and fatalities by mode
- SunRail and LYNX ridership
- Pedestrian counts
- Bicyclist counts
- Micromobility user counts (if available)
- Public engagement in traditionally underserved communities measure

MetroPlan Orlando will update and strengthen its evaluation criteria and performance standards as new plans and policies are adopted.

TAB 5





FDOT District Five - Orlando and Oviedo Operations
420 West Landstreet Road, Orlando, 32824
2400 Camp Road, Oviedo, 32765
Orlando: 321-319-8100 Oviedo: 407-278-2800

Outside Consultant
In-House Construction
Maintenance

Project Status Report as of January 24, 2020

| ORANGE | | | | | | |
|---|--|------------------|---------------------------------|-------------|--|-----------------|
| SR 423 (John Young Parkway) from SR 50 to Shader Road | | | | | | |
| FIN # | 239496-3-52-01 | | | | | |
| CONTRACT # | T5538 | | | | | |
| Conventional Pay Item | | | | | | |
| PROJECT DESCRIPTION: Widen SR 423 (John Young Parkway) from four to six lanes from SR 50 to Shader Road. | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | Southland Construction Inc. | LET DATE: | 8/30/2017 | ORIGINAL: | 765 | \$27,752,000.00 |
| FED. AID #: | 8785019U | NTP: | 11/07/2017 | CURRENT: | 909 | \$27,755,577.80 |
| FUND TYPE | Construction | TIME BEGAN: | 1/7/2017 | ELAPSED: | 721 | \$18,938,053.73 |
| | | WORK BEGAN: | 1/7/2017 | % ORIGINAL: | 94.25% | 68.24% |
| | | EST. COMPLETION: | Spring 2020 | % TO DATE: | 79.32% | 68.23% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| PROJECT ADMINISTRATOR | | John Bailey | C: 407-466-4387 | | john.bailey@kisingercampo.com | |
| FDOT PROJECT MANAGER | | Carlton Daley | O: 321-319-8129 C: 407-832-1694 | | carlton.daley@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | Jomo K. Forbes | O: 407-889-9844 C: 407-496-4274 | | JomoF@southlandconstruction.com | |
| | | | | | | |
| ORANGE | | | | | | |
| SR 482 (Sand Lake Road) from West of International Drive to East of Florida's Turnpike | | | | | | |
| FIN # | 407143-4-52-01, 407143-5-52-01, 407143-6-62-01 | | | | | |
| CONTRACT # | T5552 | | | | | |
| Conventional Pay Item | | | | | | |
| PROJECT DESCRIPTION: Widen and reconstruct Sand Lake Boulevard from west of International Drive to east of Florida's Turnpike, including International Drive from Jamaican Court to North of Sand Lake Road | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | Prince Contracting LLC | LET DATE: | 6/08/2016 | ORIGINAL: | 1,050 | \$75,824,482.00 |
| FED. AID #: | MULT009R | NTP: | 8/18/2016 | CURRENT: | 1,328 | \$79,716,571.87 |
| FUND TYPE | Construction | TIME BEGAN: | 10/14/2016 | ELAPSED: | 1,193 | \$68,245,799.76 |
| | | WORK BEGAN: | 10/14/2016 | % ORIGINAL: | 113.62% | 90.00% |
| | | EST. COMPLETION: | Spring 2020 | % TO DATE: | 89.83% | 85.61% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| PROJECT ADMINISTRATOR | | Robert Murphy | O: 407-875-8900 C: 813-918-6390 | | rpmurphy@transystems.com | |
| FDOT PROJECT MANAGER | | Trevor Williams | O: 321-319-8138 C: 407-625-4360 | | trevor.williams@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | Neil Parekh | O: 407-737-6741 C: 305-753-8621 | | nparekh@princecontracting.com | |
| | | | | | | |
| ORANGE | | | | | | |
| SR 414 (Maitland Blvd) from SR 400 (I-4) to CR 427 (Maitland Ave) | | | | | | |
| FIN # | 424217-1-52-01 | | | | | |
| CONTRACT # | T5625 | | | | | |
| Conventional Pay Item | | | | | | |
| PROJECT DESCRIPTION: Widen of State Road (S.R.) 414 / Maitland Boulevard from east of Interstate 4 (I-4) (Hope Road) to east of County Road (C.R.) 427 (Maitland Avenue) from a suburban 4-lane facility to an urban 6-lane facility. | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | Masci Construction | LET DATE: | 10/31/2018 | ORIGINAL: | 480 | \$7,136,709.34 |
| FED. AID #: | D517056B | NTP: | 1/07/2019 | CURRENT: | 529 | \$7,172,704.39 |
| FUND TYPE | Construction | TIME BEGAN: | 2/6/2019 | ELAPSED: | 347 | \$3,938,631.59 |
| | | WORK BEGAN: | 2/6/2019 | % ORIGINAL: | 72.29% | 55.19% |
| | | EST. COMPLETION: | Fall 2020 | % TO DATE: | 65.60% | 54.91% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| PROJECT ADMINISTRATOR | | Peter Crespi | O: 407-278-2723 C: 407-325-9728 | | peter.crespi@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | David Jewett | O: 386-322-4500 C: 386-281-9042 | | david.jewett@mascicg.com | |

Project Status Report as of January 24, 2020

| ORANGE | | | | | | |
|---|----------------------------------|------------------|---------------------------------|-------------|--|----------------|
| SR 500/US 441 (Orange Blossom Trail) from East of Lake Doe Cove to East of SR 429 | | | | | | |
| FIN # | 437338-1-52-01 | | | | | |
| CONTRACT # | E5Z27 | | | | | |
| Conventional Pay Item | | | | | | |
| PROJECT DESCRIPTION: Milling and resurfacing U.S. 441 from east of Lake Doe Cove to east of SR 429 | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | Masci General Contractor, Inc. | LET DATE: | 6/05/2018 | ORIGINAL: | 420 | \$4,978,322.92 |
| FED. AID #: | N/A | NTP: | 7/31/2018 | CURRENT: | 517 | \$5,054,371.95 |
| FUND TYPE | Construction | TIME BEGAN: | 8/30/2018 | ELAPSED: | 508 | \$4,659,261.49 |
| | | WORK BEGAN: | 9/4/2018 | % ORIGINAL: | 120.95% | 93.59% |
| | | EST. COMPLETION: | 2/06/2020 | % TO DATE: | 98.26% | 92.18% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| PROJECT ADMINISTRATOR | | Scott Stagg | O:407-319-7460 C: 407-362-1309 | | ssagg@drmp.com | |
| FDOT PROJECT MANAGER | | Tammie Andrews | O: 407-278-2741 C: 407-687-6234 | | tammie.andrews@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | David Jewett | C: 386-281-9042 | | davidjewett@mascigc.com | |
| | | | | | | |
| ORANGE | | | | | | |
| SR 527/SR 426 (Orange Avenue) from South of Lake Conway Drive to North of Grant Street | | | | | | |
| FIN # | 437330-1-52-01 | | | | | |
| CONTRACT # | T5635 | | | | | |
| Lump Sum | | | | | | |
| PROJECT DESCRIPTION: Milling and resurfacing Orange Avenue from south of Lake Conway Drive to north of Grant Street | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | The Lane Construction Corp | LET DATE: | 10/31/2018 | ORIGINAL: | 290 | \$2,923,010.00 |
| FED. AID #: | D518006B | NTP: | 1/07/2019 | CURRENT: | 361 | \$2,923,010.00 |
| FUND TYPE | Construction | TIME BEGAN: | 2/6/2019 | ELAPSED: | 342 | \$2,835,750.00 |
| | | WORK BEGAN: | 2/6/2019 | % ORIGINAL: | 117.93% | 97.01% |
| | | EST. COMPLETION: | Fall 2019 | % TO DATE: | 94.74% | 97.01% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| PROJECT ADMINISTRATOR | | Ryan Flipse | O: 321-319-8134 C: 407-625-0342 | | ryan.flipse@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | Terry Carmichael | O: 407-891-9613 C: 321-303-9784 | | TLCarmichael@laneconstruct.com | |
| | | | | | | |
| ORANGE | | | | | | |
| SR 600/SR 500/US 441/US 17-92 (Orange Blossom Trail) from South of SR 482 (Sand Lake Road) to North of SR 482 | | | | | | |
| FIN # | 437592-1-52-01 | | | | | |
| CONTRACT # | T5629 | | | | | |
| Conventional Pay Item | | | | | | |
| PROJECT DESCRIPTION: Milling and resurfacing U.S. 441 from south of Sand Lake Road to north of Sand Lake Road | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | Florida Safety Contractors, Inc. | LET DATE: | 9/26/2019 | ORIGINAL: | 200 | \$1,369,368.97 |
| FED. AID #: | D518002B | NTP: | 2/07/2019 | CURRENT: | 310 | \$1,369,368.97 |
| FUND TYPE | Construction | TIME BEGAN: | 2/05/2019 | ELAPSED: | 308 | \$1,112,921.23 |
| | | WORK BEGAN: | 2/6/2019 | % ORIGINAL: | 154.00% | 81.27% |
| | | EST. COMPLETION: | Fall 2019 | % TO DATE: | 99.35% | 81.27% |
| | | | | | | |
| | | | Final Accepted 12/12/2019 | | | |
| CONTACT | | | PHONE | | EMAIL | |
| PROJECT ADMINISTRATOR | | Carlton Daley | O: 321-319-8129 C: 407-832-1694 | | carlton.daley@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | Tom Jacobson | O: 813-982-9172 C:727-207-7252 | | T.Jacobson@floridasafetycontractors.com | |



Outside Consultant

In-House Construction

Maintenance

Project Status Report as of January 24, 2020

| ORANGE | | | | | | |
|---|---|---------------------------------|-------------|--|---------|-----------------|
| US 441 Resurfacing from Jones Avenue to Wadsworth Road | | | | | | |
| FIN # | 437331-1-52-01 | | | | | |
| CONTRACT # | E5Z34 | | | | | |
| Conventional Pay Item | | | | | | |
| PROJECT DESCRIPTION: Milling and resurfacing U.S. 441 from Jones Avenue to south of Wadsworth Road, widening right turn lanes, bicycle facilities, and drainage improvements. | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | D.A.B. Constructors | LET DATE: | 8/07/2018 | ORIGINAL: | 320 | \$3,424,444.44 |
| FED. AID #: | N/A | NTP: | 10/08/2018 | CURRENT: | 375 | \$3,474,444.44 |
| FUND TYPE | Construction | TIME BEGAN: | 10/29/2018 | ELAPSED: | 377 | \$3,269,304.96 |
| | | WORK BEGAN: | 10/29/2018 | % ORIGINAL: | 117.81% | 95.47% |
| | | EST. COMPLETION: | Fall 2019 | % TO DATE: | 100.53% | 94.10% |
| Waiting on completion of additional SA | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| PROJECT ADMINISTRATOR | Scott Stagg | O:407-319-7460 C: 407-362-1309 | | ssagg@drmp.com | | |
| FDOT PROJECT MANAGER | Tammie Andrews | O: 407-278-2741 C: 407-687-6234 | | tammie.andrews@dot.state.fl.us | | |
| CONTRACTOR'S PROJECT MANAGER: | Mike Lemke | C: 352-601-8043 | | mikel@dabcon.com | | |
| | | | | | | |
| ORANGE | | | | | | |
| SR 435 (Kirkman Road) from north of SR 482 (Sand Lake Road) to south of SR 408 (excluding north of International Drive to Major Boulevard) | | | | | | |
| FIN # | 437341-1-52-01 | | | | | |
| CONTRACT # | T5628 | | | | | |
| Construction | | | | | | |
| PROJECT DESCRIPTION: Milling and resurfacing Kirkman Road (State Road (S.R.) 435) from north of Sand Lake Road (S.R. 482) to south of S.R. 408 | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | Southland Construction Inc. | LET DATE: | 5/22/2019 | ORIGINAL: | 650 | \$16,216,216.21 |
| FED. AID #: | D517084B | NTP: | 7/16/2019 | CURRENT: | 679 | \$16,216,216.21 |
| FUND TYPE | Construction | TIME BEGAN: | 8/15/2019 | ELAPSED: | 158 | \$5,098,419.51 |
| | | WORK BEGAN: | 8/15/2019 | % ORIGINAL: | 24.31% | 31.44% |
| | | EST. COMPLETION: | Summer 2021 | % TO DATE: | 23.27% | 31.44% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| PROJECT ADMINISTRATOR | Dan Barbato | C: 561-719-9885 | | dbarbato@consoreng.com | | |
| FDOT PROJECT MANAGER | Joel Castillo | O: 321-319-8133 C: 407-625-4855 | | joel.castillo@dot.state.fl.us | | |
| CONTRACTOR'S PROJECT MANAGER: | Ed Devincenzo | C: 321-604-1767 | | Ed.Devincenzo@sciff.com | | |
| | | | | | | |
| ORANGE | | | | | | |
| SR 482 (Sand Lake Road) from Lake Gloria Boulevard to SR 527 (Orange Avenue) | | | | | | |
| FIN # | 441066-1-52-01 | | | | | |
| CONTRACT # | T5647 | | | | | |
| Construction | | | | | | |
| PROJECT DESCRIPTION: Adding a new sidewalk on the north side of State Road (S.R.) 482 (Sand Lake Road) from Lake Gloria Boulevard/Sunport Drive to S.R. 527 (Orange Avenue / | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | Atlantic Civil Constructors Corporation | LET DATE: | 3/27/2019 | ORIGINAL: | 150 | \$2,009,089.64 |
| FED. AID #: | D518037B | NTP: | 5/28/2019 | CURRENT: | 216 | \$2,022,098.66 |
| FUND TYPE | Construction | TIME BEGAN: | 6/23/2019 | ELAPSED: | 196 | \$2,247,391.97 |
| | | WORK BEGAN: | 6/23/2019 | % ORIGINAL: | 130.67% | 111.86% |
| | | EST. COMPLETION: | Fall 2019 | % TO DATE: | 90.74% | 111.14% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| PROJECT ADMINISTRATOR | Carlton Daley | O: 321-319-8129 C: 407-832-1694 | | carlton.daley@dot.state.fl.us | | |
| CONTRACTOR'S PROJECT MANAGER: | Chris Sousa | C: 407-277-8410 | | chris.sousa@atlantic-civil.com | | |



Outside Consultant

In-House Construction

Maintenance

Project Status Report as of January 24, 2020

| ORANGE | | | | | | |
|--|--------------------------|------------------|---------------------------------|-------------|-----------------------------|-----------------|
| SR500 /US441 (South Orange Blossom Trail) from north of Holden Avenue to 36th Street | | | | | | |
| FIN # | 439679-1-52-01 | | | | | |
| CONTRACT # | T5653 | | | | | |
| Construction | | | | | | |
| PROJECT DESCRIPTION: Enhancing pedestrian safety along South Orange Blossom Trail from north of Holden Avenue to 36th Avenue in Orlando by installing six pedestrian hybrid | | | | | | |
| | | | | TIME | COST | |
| CONTRACTOR: | PowerCore, Inc. | LET DATE: | 3/27/2019 | ORIGINAL: | 140 | \$782,050.00 |
| FED. AID #: | D518038B | NTP: | 5/28/2019 | CURRENT: | 154 | \$782,050.00 |
| FUND TYPE | Construction | TIME BEGAN: | 9/25/2019 | ELAPSED: | 116 | \$345,136.76 |
| | | WORK BEGAN: | 9/30/2019 | % ORIGINAL: | 82.86% | 44.13% |
| | | EST. COMPLETION: | Spring 2020 | % TO DATE: | 75.32% | 44.13% |
| CONTACT | | | | | | |
| PROJECT ADMINISTRATOR | | Ryan Flipse | PHONE | | EMAIL | |
| CONTRACTOR'S PROJECT MANAGER: | | Bill Ross | C: 217-766-1278 | | bross@powercore.us | |
| ORANGE | | | | | | |
| SR 50 (West Colonial Drive) from Tampa Ave/Country Lane to SR 500/US 441 (North Orange Blossom Trail) | | | | | | |
| FIN # | 439236-1-52-01 | | | | | |
| CONTRACT # | E5Z85 | | | | | |
| Construction | | | | | | |
| PROJECT DESCRIPTION: Resurfacing State Road (S.R.) 50 (West Colonial Drive) from Tampa Avenue/Country Lane to S.R. 500/U.S. 441 (Orange Blossom Trail). | | | | | | |
| | | | | TIME | COST | |
| CONTRACTOR: | D.A.B Constructors, Inc. | LET DATE: | 8/06/2019 | ORIGINAL: | 130 | \$1,444,444.44 |
| FED. AID #: | | NTP: | 10/09/2019 | CURRENT: | 145 | \$1,444,444.44 |
| FUND TYPE | Construction | TIME BEGAN: | 11/8/2019 | ELAPSED: | 30 | \$141,088.97 |
| | | WORK BEGAN: | N/A | % ORIGINAL: | 23.08% | 9.77% |
| | | EST. COMPLETION: | Spring 2020 | % TO DATE: | 20.69% | 9.77% |
| CONTACT | | | | | | |
| PROJECT ADMINISTRATOR | | Joel Castillo | PHONE | | EMAIL | |
| CONTRACTOR'S ASSISTANT PROJECT MANAGER: | | Brandon Burke | O: 352-447-5488 C: 352-279-3479 | | BrandonB@dabcon.com | |
| OSCEOLA | | | | | | |
| SR 500 (US 192) from Aeronautical Drive to Budinger Avenue | | | | | | |
| FIN # | 239682-1-52-01 | | | | | |
| CONTRACT # | T5530 | | | | | |
| Conventional Pay Item | | | | | | |
| PROJECT DESCRIPTION: Widening U.S. 192 from four to six lanes. Additional improvements include milling and resurfacing, drainage improvements, removal and replacement of an existing bridge on S.R. 500 over the St. Cloud canal. | | | | | | |
| | | | | TIME | COST | |
| CONTRACTOR: | JR Davis Construction | LET DATE: | 6/24/2015 | ORIGINAL: | 1,100 | \$37,673,820.99 |
| FED. AID #: | N/A | NTP: | 8/31/2015 | CURRENT: | 1,476 | \$39,965,014.61 |
| FUND TYPE | Construction | TIME BEGAN: | 3/31/2016 | ELAPSED: | 1,355 | \$40,480,057.81 |
| | | WORK BEGAN: | 3/31/2016 | % ORIGINAL: | 123.18% | 107.45% |
| | | EST. COMPLETION: | Late 2019 | % TO DATE: | 91.80% | 101.29% |
| CONTACT | | | | | | |
| PROJECT ADMINISTRATOR | | Jignesh Vyas | PHONE | | EMAIL | |
| FDOT PROJECT MANAGER | | Ryan Flipse | C: 407-406-0300 | | jvyas@saiengr.com | |
| CONTRACTOR'S PROJECT MANAGER: | | Bruce Baker | O: 321-319-8134 C: 407-625-0342 | | ryan.flipse@dot.state.fl.us | |
| | | | C: 407-572-3881 | | bruce.baker@jr-davis.com | |

Final Accepted 12/31/2019



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of January 24, 2020

| OSCEOLA | | | | | | |
|--|------------------------------|------------------|---------------------------------|-------------|--|-----------------|
| SR 600/US 17-92 from West of Poinciana Boulevard to CR 535 | | | | | | |
| FIN # | 239714-1-52-01 | | | | | |
| CONTRACT # | E5Z33 | | | | | |
| Conventional Pay Item | | | | | | |
| PROJECT DESCRIPTION: Widening U.S. 17-92 from two to four lanes. | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | Southland Construction, Inc. | LET DATE: | 10/02/2018 | ORIGINAL: | 1,000 | \$23,467,500.98 |
| FED. AID #: | N/A | NTP: | 12/07/2018 | CURRENT: | 1,046 | \$23,497,539.01 |
| FUND TYPE | Construction | TIME BEGAN: | 2/5/2019 | ELAPSED: | 349 | \$6,748,059.02 |
| | | WORK BEGAN: | 2/5/2019 | % ORIGINAL: | 34.90% | 28.75% |
| | | EST. COMPLETION: | Early 2022 | % TO DATE: | 33.37% | 28.72% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| PROJECT ADMINISTRATOR | | George Sawaya | C: 407-509-6396 | | georgesawaya@hillintl.com | |
| FDOT PROJECT MANAGER | | Trevor Williams | O: 321-319-8138 C: 407-625-4360 | | Trevor.Williams@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | George Jaoude | C: 321-230-2559 | | GeorgeJ@southlandconstruction.com | |

| OSCEOLA | | | | | | |
|--|---------------------------|------------------|---------------------------------|-------------|--|----------------|
| SR 500/US 192 from West of Arthur J Gallagher Boulevard to East of Harmony Square Drive | | | | | | |
| FIN # | 439122-1-52-01 | | | | | |
| CONTRACT # | E5Z91 | | | | | |
| Construction | | | | | | |
| PROJECT DESCRIPTION: Resurfacing State Road 500/U.S. 192/U.S. 441 from west of Arthur J Gallagher Boulevard to east of Harmony Square Drive. | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | Preferred Materials, Inc. | LET DATE: | 10/01/2019 | ORIGINAL: | 115 | \$1,447,000.00 |
| FED. AID #: | N/A | NTP: | 12/03/2019 | CURRENT: | 115 | \$1,447,000.00 |
| FUND TYPE | Construction | TIME BEGAN: | 1/20/2020 | ELAPSED: | 4 | \$0.00 |
| | | WORK BEGAN: | 1/20/2020 | % ORIGINAL: | 3.48% | 0.00% |
| | | EST. COMPLETION: | Summer 2020 | % TO DATE: | 3.48% | 0.00% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| PROJECT ADMINISTRATOR | | Ryan Flipse | O: 321-319-8134 C: 407-625-0342 | | ryan.flipse@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | Logan Miller | C: 407-494-7009 | | logan.miller@preferredmaterials.com | |

| SEMINOLE | | | | | | |
|--|---------------------------|------------------|---------------------------------|-------------|--|-----------------|
| Widening US 17/92 from Shepard Road to Lake Mary Boulevard | | | | | | |
| FIN # | 240196-1-52-01 | | | | | |
| CONTRACT # | T5557 | | | | | |
| Conventional Pay Item | | | | | | |
| PROJECT DESCRIPTION: Reconstruct US 17/92 from Shepard Road to Lake Mary Boulevard from a rural four-lane roadway to an urban six-lane roadway. This contract includes construction of a new bridge to replace the existing box culvert at Soldiers Creek. | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | Bergeron Land Development | LET DATE: | 12/09/2015 | ORIGINAL: | 990 | \$53,326,000.00 |
| FED. AID #: | N/A | NTP: | 2/09/2016 | CURRENT: | 1,365 | \$55,460,028.14 |
| FUND TYPE | Construction | TIME BEGAN: | 5/31/2016 | ELAPSED: | 1,332 | \$48,159,019.44 |
| | | WORK BEGAN: | 5/31/2016 | % ORIGINAL: | 134.55% | 90.31% |
| | | EST. COMPLETION: | Spring 2020 | % TO DATE: | 97.58% | 86.84% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| PROJECT ADMINISTRATOR | | Chris Davis | O: 321-972-8616 C: 407-466-4151 | | cdavis@metriceng.com | |
| FDOT PROJECT MANAGER | | Jeff Oakes | O: 407-482-7835 C: 407-832-1354 | | jeff.oakes@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | Lauren Cowan | C: 954-594-0396 | | lcowan@bergeroninc.com | |



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of January 24, 2020

| LAKE AND SEMINOLE COUNTIES | | | | | | |
|--|-------------------------------------|--------------------|---------------------------------|-------------|--|------------------|
| SR 429/46 from west of Old McDonald Road to east of Wekiva Park Road (Wekiva Parkway Section 6) | | | | | | |
| FIN # | 238275-7-52-01 | | | | | |
| CONTRACT # | E5Y47 | | | | | |
| Design Build | | | | | | |
| PROJECT DESCRIPTION: Design 5.5 miles of limited access toll road largely along the existing State Road 46 corridor from west of Old MacDonald Road to east of Wekiva Park Road. The project will include designing: an additional non-tolled, service road for local travel; a new, higher-profile bridge that is aesthetically pleasing over the Wekiva River; and, three wildlife bridges to allow animals to pass safely between the Seminole State Forest, Rock Springs Run State Reserve and Lower Wekiva River Preserve. | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | Superior Construction Co. Southeast | LET DATE: | 3/22/2017 | ORIGINAL: | 1,270 | \$234,544,468.00 |
| FED. AID #: | 3141036P | NTP: | 6/27/2017 | CURRENT: | 1,415 | \$232,395,485.09 |
| FUND TYPE | Design Build | TIME BEGAN: | 10/18/2017 | ELAPSED: | 937 | \$162,891,828.32 |
| | | WORK BEGAN: | 10/18/2017 | % ORIGINAL: | 73.78% | 69.45% |
| | | EST. COMPLETION: | Early 2021 | % TO DATE: | 66.22% | 70.09% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| CEI PROJECT ADMINISTRATOR | | Arnaldo Larrazabal | C: 786-205-2699 | | arnaldo.larrazabal@rsandh.com | |
| FDOT PROJECT MANAGER: | | Rick Vallier | O: 386-943-5283 C: 386-846-4149 | | rick.vallier@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | Jeremy Andrews | C: 904-509-0868 | | jandrews@superiorfla.com | |

| SEMINOLE | | | | | | |
|--|---|------------------|---------------------------------|-------------|--|----------------|
| Pedestrian Safety Improvements - Ronald Reagan Blvd. from SR 434 to north of Palmetto Avenue | | | | | | |
| FIN # | 437931-1-52-01 | | | | | |
| CONTRACT # | T5615 | | | | | |
| Conventional Pay Item | | | | | | |
| PROJECT DESCRIPTION: Pedestrian safety improvements along Ronald Reagan Blvd., including construction of buffered bike lanes, on-street parallel parking, brick pavers and signal modifications. | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | American Lighting and Signalization LLC | LET DATE: | 3/28/2018 | ORIGINAL: | 200 | \$1,435,272.80 |
| FED. AID #: | D517088B | NTP: | 5/23/2018 | CURRENT: | 262 | \$1,435,272.80 |
| FUND TYPE | Construction | TIME BEGAN: | 6/27/2018 | ELAPSED: | 544 | \$628,063.67 |
| | | WORK BEGAN: | 6/27/2018 | % ORIGINAL: | 272.00% | 43.76% |
| | | EST. COMPLETION: | Spring 2020 | % TO DATE: | 207.63% | 43.76% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| PROJECT ADMINISTRATOR | | Eric Plantier | O: 407-482-7847 | | eric.plantier@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | Travis Church | O: 904-886-4300 C: 904-334-7083 | | tchurch1@asplundh.com | |

| LAKE AND SEMINOLE COUNTIES | | | | | | |
|--|--------------------------|------------------|---------------------------------|-------------|--|------------------|
| SR 429/46 from Wekiva Park Road to Orange Boulevard (Wekiva Parkway Section 7A) | | | | | | |
| FIN # | 240200-2 | | | | | |
| CONTRACT # | T5626 | | | | | |
| Design Build | | | | | | |
| PROJECT DESCRIPTION: This project includes 3.53 miles of limited access toll road largely along the existing State Road 46 corridor from a half mile east of Wekiva Park Road to Orange Boulevard. The project also includes design of a non-tolled road for local travel. | | | | | | |
| | | | | TIME | COST | |
| CONTRACTOR: | Liberty Mutual Insurance | LET DATE: | 12/06/2017 | ORIGINAL: | 1,454 | \$108,299,973.17 |
| FED. AID #: | 3141042P | NTP: | 3/02/2017 | CURRENT: | 1,554 | \$108,374,973.17 |
| FUND TYPE | Design Build | TIME BEGAN: | 4/2/2018 | ELAPSED: | 659 | \$48,028,586.66 |
| | | WORK BEGAN: | 4/2/2018 | % ORIGINAL: | 45.32% | 44.35% |
| | | EST. COMPLETION: | Summer 2022 | % TO DATE: | 42.41% | 44.32% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| CEI PROJECT ADMINISTRATOR | | David Bowden | O: 386-333-9537 C: 407-873-1905 | | dbowden@go-IEI.com | |
| FDOT PROJECT MANAGER: | | Jeff Oakes | O: 407-482-7835 C: 407-832-1354 | | jeff.oakes@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | Allan Fadullon | C: 954-594-5848 | | afadullon@semaconstruction.com | |



Outside Consultant

In-House Construction

Maintenance

Project Status Report as of January 24, 2020

| SEMINOLE COUNTY | | | | | | |
|---|-------------------------------|--------------------|---------------------------------|-------------|--|------------------|
| SR 429/46 from Orange Boulevard to Rinehart Road (Wekiva Parkway Section 8) | | | | | | |
| FIN # | 240200-4 | | | | | |
| CONTRACT # | E5Z18 | | | | | |
| Design Build | | | | | | |
| PROJECT DESCRIPTION: Construct 2.63 miles of limited access toll road from Orange Boulevard to east of Rinehart Road. The project will include the new Wekiva Parkway interchange at I-4 that will connect with State Road 417. | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | Lane Construction Corporation | LET DATE: | 8/22/2018 | ORIGINAL: | 1,400 | \$253,332,000.00 |
| FED. AID #: | D517015B | NTP: | 10/26/2018 | CURRENT: | 1,597 | \$254,755,311.12 |
| FUND TYPE | Design Build | TIME BEGAN: | 10/26/2018 | ELAPSED: | 451 | \$67,679,111.12 |
| | | WORK BEGAN: | 10/26/2018 | % ORIGINAL: | 32.21% | 26.72% |
| | | EST. COMPLETION: | Late 2022 | % TO DATE: | 28.24% | 26.57% |
| CONTACT | | | PHONE | | EMAIL | |
| CEI SENIOR PROJECT ENGINEER | | Bill Wages | O: 407-644-1898 C: 407-948-8281 | | bwages@metriceng.com | |
| FDOT PROJECT MANAGER: | | Kevin Hayden | O: 386-943-5284 | | kevin.hayden@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | Kurt Matthiasmeier | C: 407-908-3229 | | kwmathiasmeier@laneconstruct.com | |

| SEMINOLE COUNTY | | | | | | |
|---|---------------------------------|------------------|---------------------------------|-------------|--|----------------|
| Eastbound I-4 Resurfacing from West of Lake Mary Boulevard to east of US 17/92 | | | | | | |
| FIN # | 439682-2-52-01 & 439682-5-52-01 | | | | | |
| CONTRACT # | T5661 | | | | | |
| Conventiona Pay Item | | | | | | |
| PROJECT DESCRIPTION: Mill and resurface the eastbound lanes of I-4 from west of Lake Mary Boulevard to east of U.S. 17/92 | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | Ranger Construction Industries | LET DATE: | 4/24/2019 | ORIGINAL: | 210 | \$5,973,653.10 |
| FED. AID #: | D518112B | NTP: | 6/24/2019 | CURRENT: | 271 | \$5,973,653.10 |
| FUND TYPE | Construction | TIME BEGAN: | 7/24/2019 | ELAPSED: | 177 | \$4,291,992.13 |
| | | WORK BEGAN: | 9/1/2019 | % ORIGINAL: | 84.29% | 71.85% |
| | | EST. COMPLETION: | Summer 2020 | % TO DATE: | 65.31% | 71.85% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| CEI PROJECT ADMINISTRATOR | | Barry Johnson | C: 407-947-7426 | | barry.johnson@wsp.com | |
| FDOT PROJECT MANAGER: | | Rick Vallier | O: 386-943-5283 C: 386-846-4149 | | rick.vallier@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | Steve Wigle | 407-509-8541 | | steve.wigle@rangerconstruction.com | |

| SEMINOLE | | | | | | |
|--|----------------|------------------|-----------------|-------------|--|--------------|
| Connected Vehicle Pilot on SR 434 | | | | | | |
| FIN # | 440413-1-52-01 | | | | | |
| CONTRACT # | E5Z41 | | | | | |
| Conventional Pay Item | | | | | | |
| PROJECT DESCRIPTION: Installation of roadside units that included Dedicated Short Range Communication radios at six signalized intersections along S.R. 434. | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | Sice Inc. | LET DATE: | 4/02/2019 | ORIGINAL: | 220 | \$143,385.30 |
| FED. AID #: | N/A | NTP: | 6/03/2019 | CURRENT: | 220 | \$143,385.30 |
| FUND TYPE | Construction | TIME BEGAN: | 10/11/2019 | ELAPSED: | 66 | \$69,083.94 |
| | | WORK BEGAN: | Fall 2019 | % ORIGINAL: | 30.00% | 48.18% |
| | | EST. COMPLETION: | Summer 2020 | % TO DATE: | 30.00% | 48.18% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| PROJECT ADMINISTRATOR | | Patrick White | O: 407-278-2731 | | patrick.white@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | Pablo Lorient | C: 305-772-8082 | | plorient@sice.com | |



Outside Consultant

In-House Construction

Maintenance

Project Status Report as of January 24, 2020

| SEMINOLE | | | | | | |
|--|-----------------------|------------------|---------------------------------|-------------|--|----------------|
| PedSafe Greenway Deployment | | | | | | |
| FIN # | 440821-1-52-01 | | | | | |
| CONTRACT # | T5639 | | | | | |
| Conventional Pay Item | | | | | | |
| PROJECT DESCRIPTION: The improvements under this contract consist of an innovative pedestrian and bicycle collision avoidance system that utilizes connected vehicle (CV) technologies to reduce the occurrence of pedestrian and bicycle crashes at high crash rate locations as well as a program designed to increase throughput capacity and reduce congestion by optimizing traffic signal operations with the implementation of new technologies. | | | | | | |
| | | | | | TIME | COST |
| CONTRACTOR: | Chinchor Electric Inc | LET DATE: | 5/22/2019 | ORIGINAL: | 500 | \$9,972,132.34 |
| FED. AID #: | N/A | NTP: | 8/05/2019 | CURRENT: | 507 | \$9,972,132.34 |
| FUND TYPE | Construction | TIME BEGAN: | 9/4/2019 | ELAPSED: | 102 | \$4,200,827.61 |
| | | WORK BEGAN: | 9/4/2019 | % ORIGINAL: | 20.40% | 42.13% |
| | | EST. COMPLETION: | 1/01/2021 | % TO DATE: | 20.12% | 42.13% |
| | | | | | | |
| CONTACT | | | PHONE | | EMAIL | |
| PROJECT ADMINISTRATOR | | Jeff Oakes | O: 407-482-7835 C: 407-832-1354 | | jeff.oakes@dot.state.fl.us | |
| CONTRACTOR'S PROJECT MANAGER: | | Brian Silva | 407-509-2209 | | bsilva@chinchorelectric.com | |



Outside Consultant

In-House Construction

Maintenance

Board Meeting Highlights –February 12, 2020

- **Chairman's Announcements:** Commissioner Bob Dallari opened the meeting at 9:00 a.m. and welcomed everyone. Commissioner Betsy VanderLey led the Pledge of Allegiance. Commissioner Dallari noted that Mayor Bates was in Tallahassee and he called attention to the recent passing of her mother. He reported that Mr. Steve Bechtel, MetroPlan Orlando Counsel, would be retiring this year and Mr. Jay Small would be transitioning into that role. Commissioner Dallari added that as part of the emphasis on safety, he and Mr. Gary Huttman met with representatives from Advent Health to discuss the value of data for first responders and Emergency Room personnel. He noted that work on this initiative will continue. Commissioner Zembower provided a report on the January 10, 2020 CFMPOA meeting. Commissioner Uribe provided a report on the January 30, 2020 MPOAC meeting. Commissioner Dallari provided a report on the January 30, 2020 Commuter Rail Commission meeting. Commissioner Betsy VanderLey was recognized for her service as board Chairwoman for 2019. Mayor Alvarez commented on the recent tragic loss of a FHP trooper. Commissioner Dallari called attention to two new board members Commissioner Brandon Arrington representing Central Florida Expressway Authority and Commissioner Tony Ortiz representing the City of Orlando.
- **MetroPlan Orlando Executive Director's Announcements:** Mr. Gary Huttman reviewed recent events. He recognized alternates in attendance Vice Mayor Doug Bankson for Mayor Nelson and Commissioner Maribel Gomez Cordero for Commissioner Bonilla. Mr. Huttman announced that through the efforts of FDOT, Osceola County and MetroPlan Orlando the US 17-92 PD&E has been reinstated to the FDOT Work Program in the current fiscal year. He reported MetroPlan Orlando had their joint certification February 4th with a partnering meeting afterwards. Mr. Huttman announced a Transplex event scheduled for April 20-22 in Orlando. He called attention to the upcoming expiration of the FAST Act and information on a draft bill in the supplemental folders. Also in the supplemental folders, was a letter from FDOT confirming there would be no express/managed lanes included in the SR 417 widening project.
- **Agenda Review:** Mr. Huttman reported that there were no changes to the agenda and they were ready to move forward.
- **Public Comments:** None.
- Unanimously **Approved** Consent Items: A-G.
- Unanimously **Approved** the MetroPlan Board Emphasis Areas.
- Unanimously **Approved** the Safety Performance Measures & Targets.
- **Other Business:** Presentations included: **2045 Metropolitan Transportation Plan Status Update** (Mr. Alex Trauger, MetroPlan Orlando Staff); **Complete Streets Policy Preview** (Ms. Sarah Larsen, MetroPlan Orlando Staff); **Legislative Update** (Ms. Virginia Whittington, MetroPlan Orlando Staff); **Neptune Road PD&E** (Mr. Clif Tate, Kimley Horn) and **Simpson Road PD&E** (Mr. Howard Newman, HDR).
- **Board Member Comments:** None.
- **Public Comments:** None.
- **Next Board Meeting – March 11, 2020 at MetroPlan Orlando**



LYNX to Hold Public Hearings and Workshops for April 2020 Service Proposal

[Home](#) | [News and Events](#) | LYNX to Hold Public Hearings and Workshops for April 2020 Service Proposal

Posted: February 10, 2020

The Central Florida Regional Transportation Authority (LYNX) has proposed making system-wide efficiencies effective April 26.

The LYNX Board of Directors will vote on the service proposal at their March 26 meeting in the LYNX Central Station (LCS) 2nd Floor Board Room.

Route adjustments will include Links 36, 40, 104, 300, 301, 302, 303 and 304.

Schedule adjustments to improve efficiency and on-time performance will include time changes on Links 7, 8, 11, 13, 18, 23, 26, 37, 40, 44, 50, 51, 300, 301, 302, 303, 304, 313, 443, and NeighborLinks 631 and 632.

Bay changes at LYNX Central Station will include Links 3, 38, 50, 63 and 104.

Public Workshops/Hearings

DATE/TIME: Feb. 19
4:30-5:30 p.m. (Workshop)
5:30-6:30 p.m. (Hearing)

LOCATION: LYNX Central Station
Main Terminal (Workshop)
2nd Floor Open Space (Hearing)
455 North Garland Ave.
Orlando, FL 32801

DATE/TIME: Feb. 20
5:15-6:15 p.m. (Workshop)
6:15-7:15 p.m. (Hearing)

LOCATION: Kissimmee City Hall
101 Church St.
Kissimmee, FL 34741

Passengers should use Links 10, 18, 26, 55, 56, 57, 108, 407, 441, 709 or SunRail.

DATE/TIME: Feb. 24
5-6 p.m. (Workshop), 6-7 p.m. (Hearing)

LOCATION: Altamonte City Hall
225 Newburyport Ave.
Altamonte Springs, FL 32701

Passengers should use Link 436N or SunRail.

The public comment period will begin Feb. 11 Comments will be accepted at public workshops and hearings. Public comments also will be accepted through 5 p.m. March 12 at golynx.com on the "contact us" page, by mail or delivered to:

LYNX Central Station
455 N. Garland Ave.
Orlando, FL 32801
Attention: Service Change

Interested parties may view the proposed service change information at the LYNX Central Station 1st Floor Security Guard Post 8 a.m.-5 p.m. Monday-Friday. For additional information contact Bruce Detweiler, Manager of Service Planning, at (407) 254-6136.

Maps and schedules are being drafted and once complete will be posted on golynx.com.

April 26 Service Proposal*

ROUTE ADJUSTMENTS

- Link 36 – Lake Richmond (Orange County) – Outbound buses will operate via Central Avenue instead of Washington Street between Hughey Avenue and Division Avenue.
- Link 104 – West Colonial Drive (Orange County) – Inbound buses will operate via Rosalind Avenue, Amelia Street to LYNX Central Station. Outbound buses will operate via Livingston Street, Magnolia Avenue to Robinson Street.

ROUTE AND SCHEDULE ADJUSTMENTS

- Link 40 – Americana Boulevard/Universal Orlando (Orange County) – Outbound buses will operate via Central Avenue instead of Washington Street between Hughey Avenue and Division Avenue. Minor schedule adjustments.

- Link 302 – Rosemont/Magic Kingdom (Orange County) – Eliminate morning service into Disney's Grand Floridian Resort & Spa and Disney's Polynesian Village Resort. Minor schedule adjustments.
- Link 303 – Washington Shores/Hollywood Studios (Orange County) – Evening outbound trip from Washington Shores will no longer serve Disney's Coronado Springs Resort. Minor schedule adjustments.
- Link 304 – Rio Grande/Vistana Resort (Orange County) – Eliminate service to Holiday Inn Resort and Lake Buena Vista Resort. Minor schedule adjustments.

SCHEDULE ADJUSTMENTS

- Link 7 – S. Orange Avenue/Florida Mall (Orange County) – Minor schedule adjustments.
- Link 8 – W. Oak Ridge Road/International Drive (Orange County) – Minor schedule adjustments.
- Link 11 – S. Orange Avenue/Orlando International Airport (Orange County) – Minor schedule adjustments.
- Link 13 – University Boulevard/UCF (Orange County) – Minor schedule adjustments.
- Link 18 – S. Orange Avenue/Kissimmee (Orange County/Osceola County) – Minor schedule adjustments.
- Link 23 – Winter Park/Springs Village (Orange County/Seminole County) – Minor schedule adjustments.
- Link 26 – Pleasant Hill Road/Poinciana (Osceola County) – Minor schedule adjustments.
- Link 37 – Pine Hills/Florida Mall (Orange County) – Minor schedule adjustments.
- Link 40 – Americana Boulevard/Universal Orlando (Orange County) – Minor schedule adjustments.
- Link 44 – Hiawasse Road/Zellwood (Orange County) – Minor schedule adjustments.
- Link 50 – Downtown Orlando/Magic Kingdom (Orange County) – Minor schedule adjustments.
- Link 51 – Conway Road/Orlando International Airport (Orange County) – Minor schedule adjustments.
- Link 313 – Bumby Avenue/Winter Park (Orange County) – Minor schedule adjustments.
- Link 443 – Winter Park/Pine Hills (Orange County) – Minor schedule adjustments.
- NeighborLink 631 – Buena Ventura Lakes (Osceola County) – Minor schedule adjustments.
- NeighborLink 632 – North Kissimmee (Osceola County) – Minor schedule adjustments.

LYNX CENTRAL STATION (LCS) BAY CHANGES

- Link 3 – Lake Margaret Drive (Orange County) – From Bay Y to Bay Z.
- Link 38 – Downtown Orlando/SeaWorld (Orange County) – From Bay B to Bay D.
- Link 50 – Downtown Orlando/Magic Kingdom (Orange County) – From Bay D to Bay C.
- Link 63 – LYMMO Orange/N. Quarter (City of Orlando) – From Bay R to Bay N.
- Link 104 – West Colonial Drive (Orange County) – From Bay Z to Bay R.

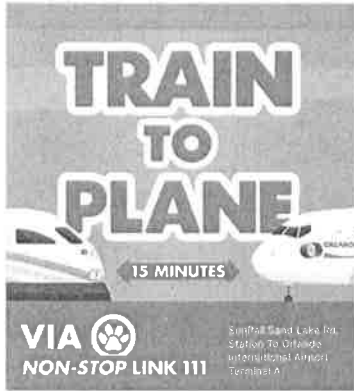
** Subject to change.*

For more information please contact Matt Friedman, Director of Marketing Communications, at 407-254-6206 or mfriedman@golynx.com.

Select navigation option

Contact Information

455 N. Garland Ave.
Orlando, FL 32801
P: (407) 841-LYNX (5969)
inquiry@golynx.com



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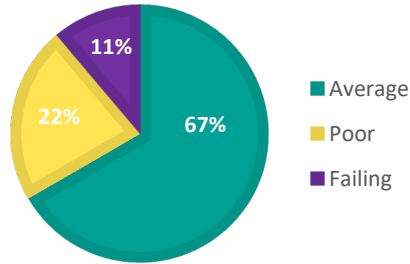
ORANGE COUNTY DISABILITY ADVISORY BOARD

January 13, 2020



Surveys Completed: 9 / Event Attendance: 10
Email Addresses Added to Mailing List: 3
Location: **ORANGE** / 2045 Plan Outreach Event

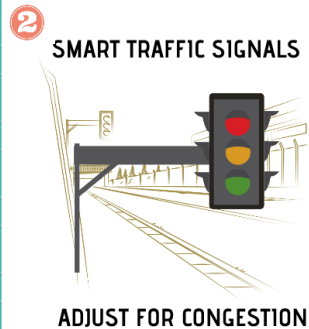
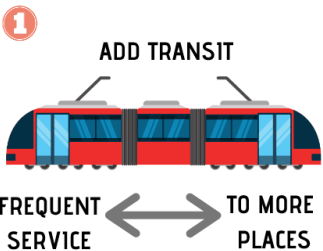
How well do you think the transportation system serves the needs of residents and visitors?



Respondents envisioned their ideal transportation system and ranked these 2045 Plan objectives in order of importance. (1-most important, 5-least important)

1. Allow me to get from point A to point B conveniently.
2. Have fewer traffic injuries and deaths than exist today.
3. Include well-maintained, high quality infrastructure that supports the economy.
4. Be environmentally-friendly and provide opportunities for me to be physically active.
5. Allow me to have the same travel time on every trip to work.

Top 3 Desired Changes to Transportation



Demographics

ETHNICITIES:

- 33% Multiple Ethnicities
- 22% Black
- 22% Hispanic/Latinx
- 22% White

GENERATIONS:

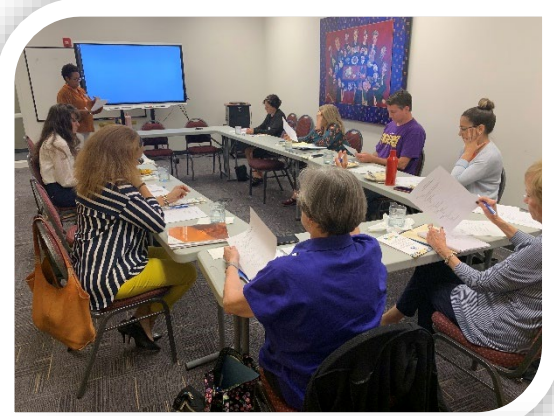
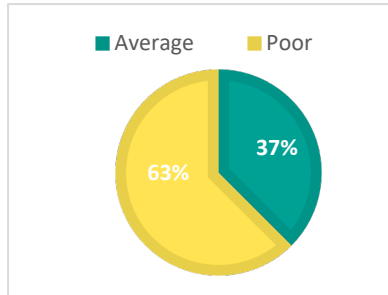
- 44% Born 1946-1964
- 44% Born 1965-1980
- 11% Born 1981-1996

CENTRAL FLORIDA ALLIANCE TO END HUNGER WORKING GROUP

January 13, 2020

Surveys Completed: 8 / Event Attendance: 10
Email Addresses Added to Mailing List: 4
Location: **REGIONAL** / 2045 Plan Outreach Event

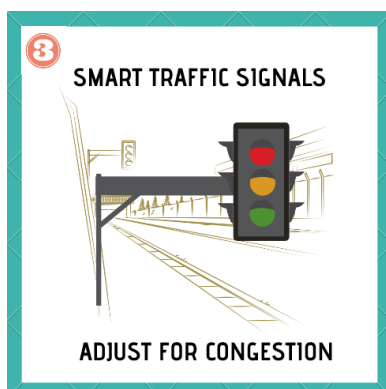
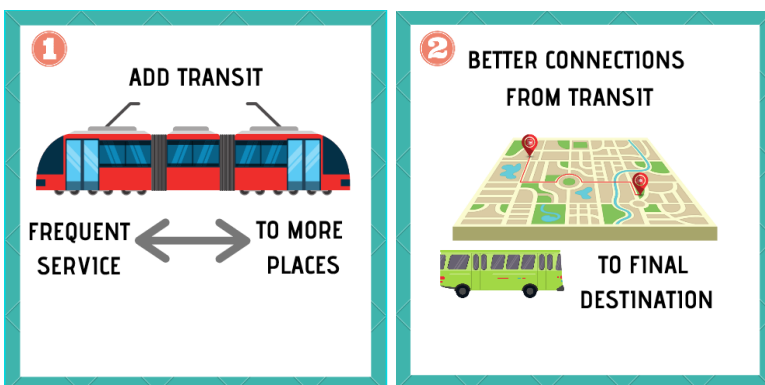
How well do you think the transportation system serves the needs of residents and visitors?



Respondents envisioned their ideal transportation system and ranked these 2045 Plan objectives in order of importance. (1-most important, 5-least important)

1. Have fewer traffic injuries and deaths than exist today.
2. Allow me to get from point A to point B conveniently.
3. Include well-maintained, high quality infrastructure that supports the economy.
4. Be environmentally-friendly and provide opportunities for me to be physically active.
5. Allow me to have the same travel time on every trip to work.

Top 3 Desired Changes to Transportation



Demographics

ETHNICITIES:

- 50% White
- 25% Black
- 25% Hispanic/Latinx

GENERATIONS:

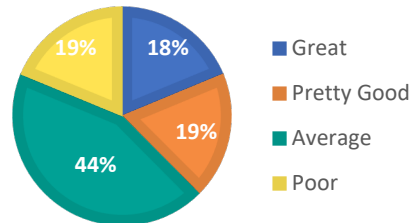
- 38% Born 1946-1964
- 38% Born 1965-1980
- 13% Born 1945 and before
- 13% Born 1981-1996

SCIENCE & ENGINEERING GARDEN OPENING at CHESTNUT ELEMENTARY SCHOOL

January 18, 2020

Surveys Completed: 16 / Youth Activity Books Distributed: 100
Event Attendance: 75 / Email Addresses Added to Mailing List: 6
Location: [OSCEOLA](#) / 2045 Plan Outreach Event

How well do you think the transportation system serves the needs of residents and visitors?

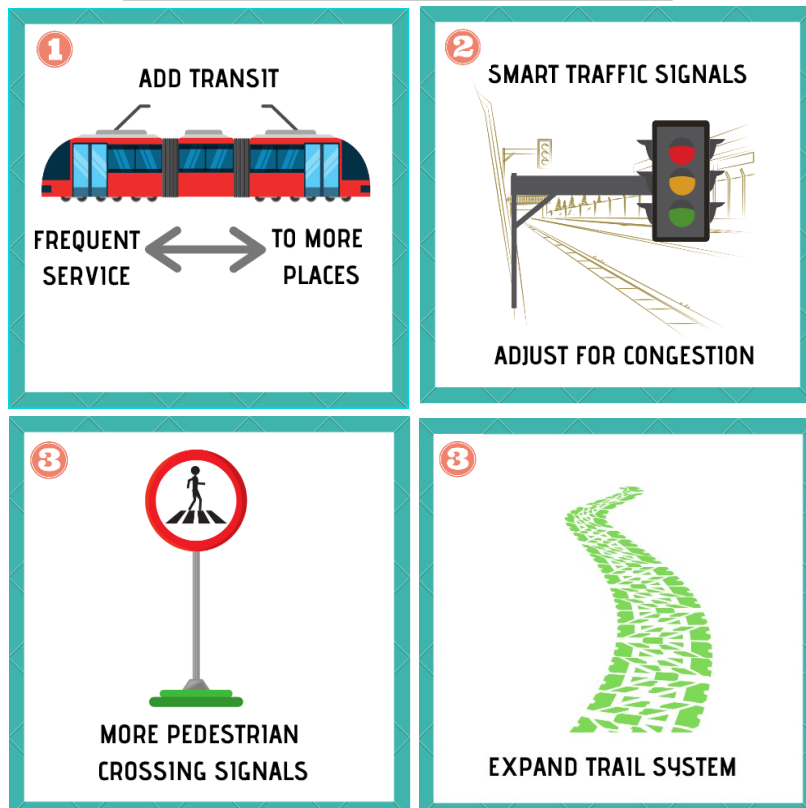


Adult respondents envisioned their ideal transportation system and ranked these 2045 Plan objectives in order of importance. (1-most important, 5-least important)

1. Include well-maintained, high quality infrastructure that supports the economy.
2. Be environmentally-friendly and provide opportunities for me to be physically active.
3. Allow me to have the same travel time on every trip to work.
4. Have fewer traffic injuries and deaths than exist today.
5. Allow me to get from point A to point B conveniently.



Top 3 Desired Changes to Transportation



'More pedestrian crossings' and 'expand trail' tied



Demographics

ETHNICITIES:

- 50% Hispanic/ Latinx
- 13% Black
- 13% Multiple Ethnicities
- 13% White
- 6% Native American
- 6% Prefer Not to Answer

GENERATIONS:

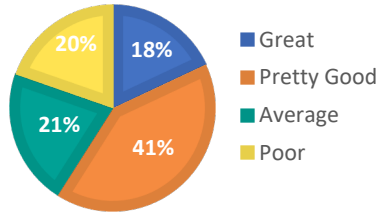
- 50% Born 1981-1996
- 25% Born 1946-1964
- 25% Born 1965-1980

ORLANDO SANFORD INTERNATIONAL AIRPORT AEROSPACE & AVIATION DAY January 25, 2020



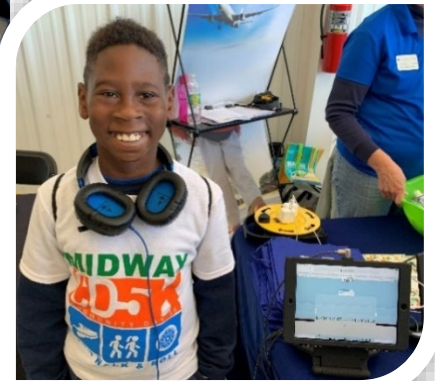
Surveys Completed: 61 / Youth Activity Books Distributed: 375
Event Attendance: 6,000 / Email Addresses Added to Mailing List: 18
Location: SEMINOLE / 2045 Plan Outreach Event

How well do you think the transportation system serves the needs of residents and visitors?

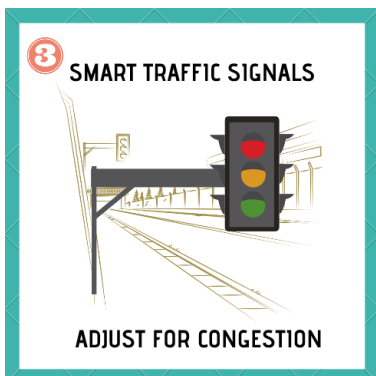
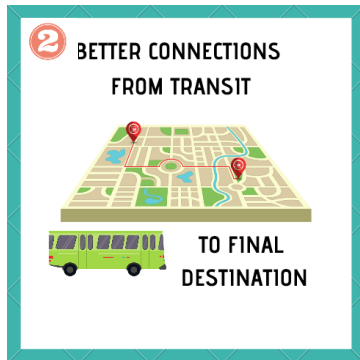
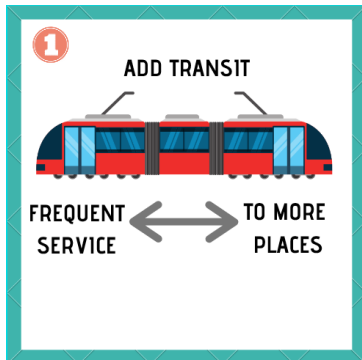


Adult respondents envisioned their ideal transportation system and ranked these 2045 Plan objectives in order of importance. (1-most important, 5-least important)

1. Allow me to get from point A to point B conveniently.
2. Be environmentally-friendly and provide opportunities for me to be physically active.
3. Allow me to have the same travel time on every trip to work.
4. Include well-maintained, high quality infrastructure that supports the economy.
5. Have fewer traffic injuries and deaths than exist today.



Top 3 Desired Changes to Transportation



Demographics

ETHNICITIES:

- 38% White
- 18% Asian
- 15% Hispanic/ Latinx
- 13% Black
- 10% Prefer Not to Answer
- 5% Multiple Ethnicities

GENERATIONS:

- 46% Born 1981-1996
- 31% Born 1946-1964
- 10 % Born 1965-1980
- 7% Born 1946-1964
- 5% Prefer Not to Answer
- 2% Born 1945 and Before

SOLIVITA CIVIC ENGAGEMENT FORUM

January 28, 2020



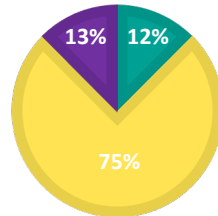
Surveys Completed: 32 / Event Attendance: 35-40

Email Addresses Added to Mailing List: 6

Location: REGIONAL / 2045 Plan Outreach Event

How well do you think the Central Florida transportation system serves the needs of residents and visitors?

■ Average ■ Poor ■ Failing



Respondents envisioned their ideal transportation system and ranked these 2045 Plan objectives in order of importance.

(1-most important, 5-least important)

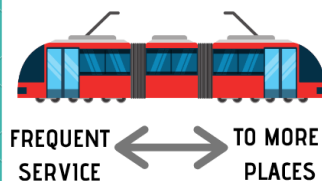
1. Allow me to get from point A to point B conveniently.
2. Include well-maintained, high quality infrastructure that supports the economy.
3. Have fewer traffic injuries and deaths than exist today.
4. Allow me to have the same travel time on every trip to work.
5. Be environmentally-friendly and provide opportunities for me to be physically active.

Top 3 Desired Changes to Transportation

1 BETTER CONNECTIONS FROM TRANSIT TO FINAL DESTINATION



2 ADD TRANSIT



3 SMART TRAFFIC SIGNALS



Demographics

ETHNICITIES:

- 47% Black
- 19% White
- 19% Prefer Not to Answer
- 13% Hispanic/ Latinx
- 3% Multiple Ethnicities

GENERATIONS:

- 66% Born 1946-1964
- 19% Prefer Not to Answer
- 16% Born 1945 and Before



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

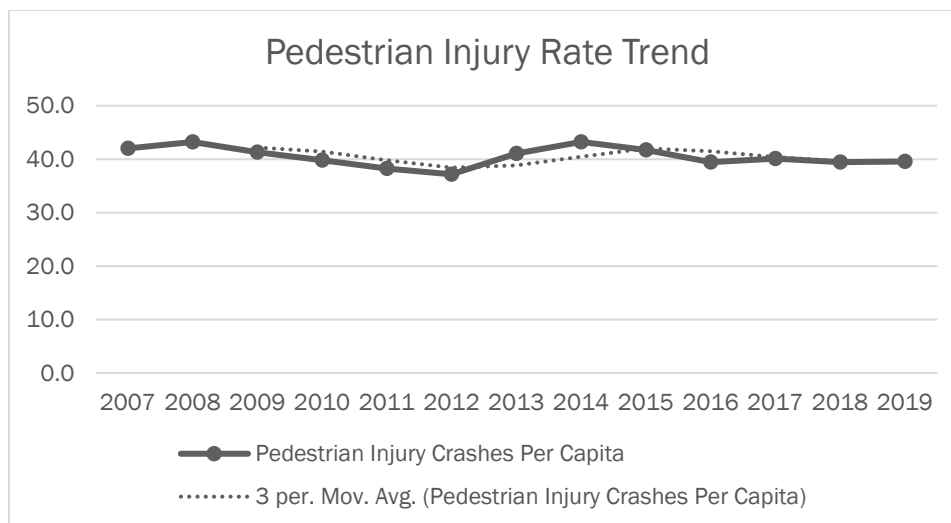
Memorandum

February 19, 2020

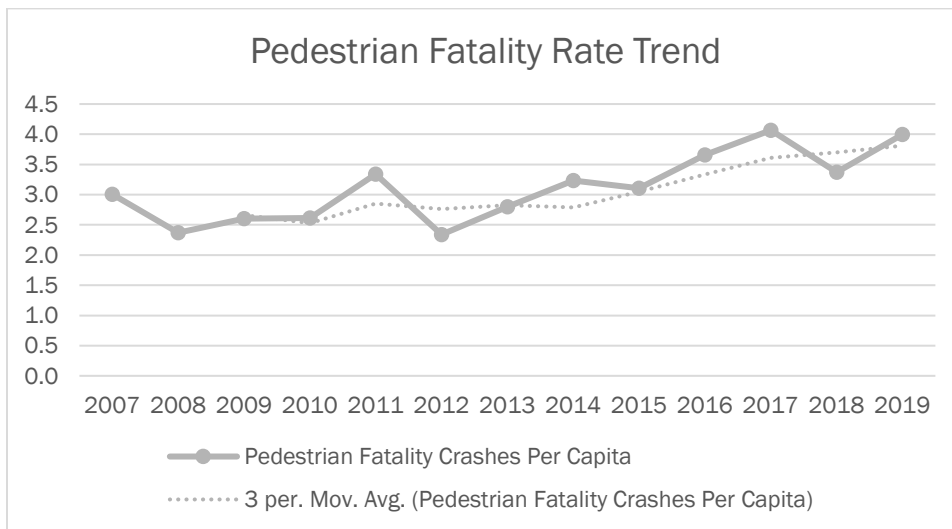
To: MetroPlan Orlando Committees
From: Mighk Wilson, Bicycle & Pedestrian Planner
Subject: Pedestrian and Bicyclist Trend Data

While the number of pedestrian fatalities in our metropolitan area has received extensive (and well warranted) attention, a deeper exploration of the data shows some positive trends as well. A per capita rate is a fairer measure of our region's safety situation. The following four tables show per capita injury and fatality rates for pedestrians and bicyclists. The solid lines are the rates (crashes per 100,000 population), and the dotted lines are 3-year moving averages.

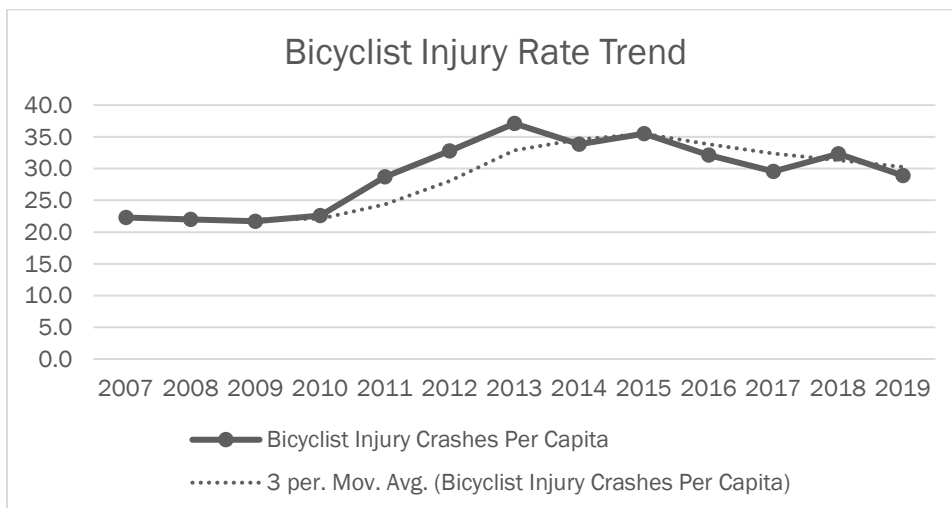
Injury rates for both pedestrians and bicyclists peaked around 2014/2015. For pedestrians, the injury rate trend has been downward since then, with a 9% decline from 2014 to 2019. Comparing averaged years of 2014 through 2016 with 2017 through 2019, the decline is 4%.



Pedestrian fatalities on the other hand continue their mostly upward trend, increasing 24% from 2014 to 2019. Comparing averaged years of 2014 through 2016 with 2017 through 2019, the increase is 14%.



The bicyclist injury trend is also downward, dropping 13% from 2014 to 2019. Comparing averaged years of 2014 through 2016 with 2017 through 2019, the decline is 12%.



As is the bicyclist fatality trend, dropping by 24% from 2014 to 2019. Comparing averaged years of 2014 through 2016 with 2017 through 2019, the decline is 17%.

