metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ADVISORY COMMITTEE (TSMOAC) AGENDA

January 26, 2018 • 8:30 A.M.

Transportation Systems Management and Operations (TSMOAC)
Advisory Committee

MEETING NOTICE

DATE: Friday, January 26, 2018

TIME: 8:30 a.m.

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

AGENDA

Chairman Kelly Brock, Presiding

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

I. Call to Order – Chairman Kelly Brock

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 December 1, 2017 TSMOAC Meeting Minutes (Tab 1)

Approval is requested of the December 1, 2017 TSMOAC meeting minutes provided at **Tab 1.**

B. FDOT Amendment to FY 2017/18 - 2021/22 TIP (Tab 2)

Mr. Keith Caskey, MetroPlan Orlando staff, is requesting the TSMOAC to recommend that the FY 2017/18 - 2021/22 TIP be amended to include a change to the project limits for the access management improvements project on US 17/92 in Winter Park. 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 February 14th Board meeting.

C. Approval of TSMO Community Advocate (Tab 3)

The TSMO Community Advocate Selection Committee met on December 14, 2017, to review applications for the TSMO Community Advocate. Action is requested to approve the selection of Ms. Nicole Hugues to become the first TSMO Community Advocate. A copy of Ms. Hugues application is provided in **Tab 3**.

VI. Presentation and Status Reports

A. Presentation on Central Florida Expressway – Connected/Automated Vehicles

Mr. Mike Shannon, PE, Director of Transportation Development, will present an update on Connected and Autonomous Vehicle (CAV) initiatives at Florida's Turnpike Enterprise. Topics will include Driver Assistive Truck Platooning, SunTrax, and the incorporation of CAV technology into future Turnpike projects.

B. Request for UPWP Task Items

Mr. Gary Huttmann, MetroPlan Orlando staff, will be issuing a request for potential projects to be included in the new FY 2018/19 – 2019/20 Unified Planning Work Program (UPWP).

VII. Common Presentations/Status Reports (Presentations will be made at the TAC meeting)

A. Presentation on PPL Project Status

Mr. Nick Lepp, MetroPlan Orlando staff, will give a presentation on the current status of the projects in the FY 2022/23 – 2039/40 Prioritized Project List. An attachment will be provided at the meeting

VIII. General Information (Tab 4)

A. FDOT Monthly Construction Status Report

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

B. Variance Report on Currently Adopted and New Tentative Five Year Work Programs

The latest FDOT Quarterly Variance Report for the Orlando area is enclosed for information purposes

C. Legislative Session Update

A document providing an update of the 2018 session of the Florida Legislature is enclosed for information purposes.

D. PD&E Study Tracking Report

A report providing the latest status of the PD&E studies currently underway in the MetroPlan Orlando area is enclosed for information purposes.

E. MetroPlan Orlando Board Highlights

A copy of the December 13, 2017 Board Meeting Highlights is enclosed for information purposes.

F. Corrine Drive Complete Streets Study

An attachment describing MetroPlan Orlando's Corrine Drive Complete Streets Study is enclosed for information purposes.

IX. Upcoming Meetings of Interest to TSMOAC Members

A. Next MPO Board Meeting

The next MetroPlan Orlando Board meeting will be held on February 14, 2018, at 9:00 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801.

B. Next TSMOAC Meeting

The next TSMOAC meeting will be held on February 23, 2018 at 10 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801. As a reminder, the dates of the remaining TSMOAC meetings during 2018 will be:
4/27/18
5/25/18
6/22/18
8/24/18
10/26/18
11/30/18

X. Other Business

XI. Public Comments (General)

XII. Adjournment

In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodations to participate in this proceeding, he or she should contact Ms. Lisa Smith, MetroPlan Orlando, Park Building, 250 S. Orange Avenue, Suite 200, Orlando, Florida, 32801 or by telephone at (407) 481-5672 x307 at least three business days prior to the event.

Persons who require translation services, which are provided at no cost, should contact MetroPlan Orlando at (407) 481-5672 x307 or by email at lsmith@metroplanorlando.org at least three business days prior to the event.

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 1

Transportation Systems Management and Operations (TSMO)
Advisory Committee

MEETING MINUTES

DATE: Friday, December 1, 2017

TIME: 8:30 a.m.

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

Chairman Joedel Zaballero, 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. Harris Berns-Cadle, City of Maitland
Mr. Michael Cash, City of Sanford
Mr. Jay Davoll, City of Apopka
Mr. Hazem El-Assar, Orange County
Mr. Kevin Felblinger, City of St. Cloud
Mr. Bryant Smith for Brian Fields, City of Winter Springs
Mr. Bryan Homayouni, Central Florida Expressway Authority
Mr. Craig Bayard for Doug Jamison, LYNX
Mr. Jean Jreij, Seminole County
Mr. Steve Krug, City of Ocoee
Mr. Butch Margraf, City of Winter Park

Ms. Mary Moskowitz, Osceola County
Mr. Nabil Muhaisen, City of Kissimmee
Mrs. Krystal Clem for John Omana, City of Lake Mary
Ms. Lee Pulham, Reedy Creek Improvement District
Mr. Brian Sanders, Orange County
Mr. Ramon Senorans, Kissimmee Gateway Airport
Mr. Shad Smith, City of Longwood
Mr. Charlie Wetzel, Seminole County
Ms. Joedel Zaballero, Osceola County

Voting Members Absent:

Mr. Brad Friel, GOAA

Non-Voting Members/Advisors Present:

Mr. Jeremy Dilmore, FDOT
Ms. H. Walker for Eric Gordin, FTE
Mr. Glen Hammer, Osceola County Public Schools

Non-Voting Members/Advisors Absent:

Lt. Pete Brenenstuhl, Seminole County Sheriff's Office
Mayor Ray Bagshaw, City of Edgewood
Mr. Rick Morrow, FDOT
Ms. Susan Hutson, UCF
Councilman Robert McKinley, Town of Windermere
Vacant, Orange County CTST

Others in Attendance:

Mr. Brian Stenger, FDOT
Ms. Carol Scott, FTE
Mr. Eric Hill, MetroPlan Orlando
Mr. Keith Caskey, MetroPlan Orlando
Ms. Lisa Smith, MetroPlan Orlando

I. Call to Order

Chairman Joedel Zaballero 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. Hill introduced Harris Berns-Cadle, as the new City of Maitland appointee. Mr. Hill reported out on activities that he has participated in since the last meeting. He explained that he participated in a workshop that was held by ITS America and USDOT on developing university curriculums that will expose engineers and planner to ITS. He stated that he also participated in a workshop with the Association of MPOs on how to integrate connected and autonomous vehicles into the MPO planning process. Mr. Eric Hill reported that the agenda was ready to move forward.

IV. Public Comments on Action Items

None

V. Action Items

A. Approval of the October 27, 2017 TSMOAC Meeting Minutes

Approval is requested of the October 27, 2017 TSMOAC meeting minutes.

MOTION: Mr. Shad Smith moved to approve the October 27, 2017 meeting minutes. Mr. Jay Davoll seconded the motion, which passed unanimously.

B. FDOT Amendment to FY 2017/18 - 2021/22 TIP

Mr. Keith Caskey, MetroPlan Orlando staff, requested the TSMOAC recommend that the FY 2017/18 - 2021/22 TIP be amended to include new funding for three TSMO projects, five railroad crossing projects, and improvements to CR 427/Ronald Reagan Blvd. in Longwood. A letter from FDOT explaining the amendment request was provided along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution to be presented at the December 13th Board meeting. Ms. Moskowitz requested clarification on the process of how the railroad crossings are selected. Mr. Caskey agreed to email the process to committee members.

MOTION: Mr. Brian Sanders moved to approve the proposed FDOT Amendment to FY 2017/18-2021/22 TIP. Mr. Shad Smith seconded the motion, which passed unanimously.

C. Election of TSMO Officers

Action is requested to approve the Officer Selection Subcommittee's nominations for the TSMO Chairman and Vice-Chairman for 2018. Ms. Zaballero reported that The TSMOAC Officer Selection Committee met on November 17 and reviewed the slate of officers. She stated that the members of the subcommittee bring forward the following nominations to the members of TSMOAC for approval: Mr. Kelly Brock, City of Casselberry, for Chairman and Mr. Benton Bonney, City of Orlando, for Vice-Chairman. The floor was opened for additional nominees, and none were recommended.

MOTION: Mr. Nabil Muahisen moved approval of Mr. Kelly Brock for Chairman. Mr. Brian Sanders seconded the motion, which passed unanimously.

MOTION: Ms. Mary Moskowitz moved approval of Mr. Benton Bonney for Vice-Chairman. Mr. Bryan Homayouni seconded the motion, which passed unanimously.

D. Approval of TSMO Advocate

Action on this item was deferred until the January 26, 2018 TSMOAC meeting.

VI. Presentation and Status Reports

A. Presentation on Central Florida Expressway – Connected/Automated Vehicles

Mr. Bryan Homayouni, P.E., Manager of Traffic Operations, CFX gave a presentation to TSMOAC members regarding the Central Florida Expressway's efforts in preparing for connected and automated vehicles. He provided an overview of CFX's current readiness efforts for its roadways and intelligent transportation system efforts. He said that CFX will continue to maintain its relationship with the Central Florida AV Partnership. Mr. Homayouni stated that efforts are currently underway to develop the Connected Vehicle Vision and Plan, and complete the connected vehicle study. The anticipated complete date for the study is 2018.

VII. Common Presentations/Status Reports (Presentations will be made at the TAC meeting)

A. Presentation on Wekiva Parkway Project

Ms. Mary Brooks, Quest Corporation of America, Inc., will give a presentation on the current status of the Wekiva Parkway project.

B. Presentation on Safety & Technology Grant

Mr. Stephen Abel, Global 5, will give an overview of the $11.9 million Advanced Transportation & Congestion Management Technologies Deployment (ATCMTD) grant recently received by Central Florida to advance several intelligent transportation system technologies.

C. Presentation on Current LYNX Activities

Mr. Edward Johnson, LYNX, will give a presentation on the latest LYNX activities that are currently underway.

VIII. General Information

A. FDOT Monthly Construction Status Report

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

B. Variance Report on Currently Adopted and New Tentative Five Year Work Programs

A report from FDOT showing projects included in both the FY 2017/18 – 2021/22 Adopted Five Year Work Program and the FY 2018/19 – 2022/23 Tentative Five Year Work Program that were either advanced, deferred, deleted, or moved out during the four common years (FY 2018/19 – 2021/22) of the two Work Programs is enclosed for information purposes.

C. FY 2016/17 Federally Funded Projects

A list of the highway, transit and aviation projects in the Orlando Urban Area for which Federal funding was obligated during FY 2016/17 has been prepared in order to meet the federal requirement for MPO's. This document can be found on the MetroPlan Orlando web site at the following link: https://metroplanorlando.org/wp-content/uploads/Federally-Funded-ransportation-Projects-FY-2016-17.pdf

D. Comparison of 2016 & 2017 BEBR Population Estimates

A spreadsheet and cover memo comparing the 2016 and 2017 population estimates provided by the University of Florida Bureau of Economic and Business Research (BEBR) for the Central Florida region was provided for information purposes.

E. MetroPlan Orlando Board Highlights

A copy of the November 8, 2017 Board Meeting Highlights was provided for information purposes.

F. Approved 2018 Board/Committee Meeting Schedule

The approved 2018 MetroPlan Orlando Board and Committee Meeting Schedule was provided for information purposes.

G. 2018 Calendar

MetroPlan Orlando's 2018 appreciation calendars were provided at the meeting.

IX. Upcoming Meetings of Interest to TSMOAC Members

A. Next MPO Board Meeting

The next MetroPlan Orlando Board meeting will be held on December 13, 2017, at 9:00 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801.

B. Volunteer Appreciation Reception & Toy Drive

A flyer was provided detailing MetroPlan Orlando's Volunteer Appreciation Reception and toy drive for Board and committee members, aides and staff assistants in the MetroPlan Orlando Board Room on Thursday, December 14th from 2 p.m. to 4 p.m.

C. Next TSMOAC Meeting

The next TSMOAC meeting will be held on January 26, 2018 at 8:30 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801.

X. Other Business

None.

XI. Public Comments (General)

None.

XII. Adjournment

Due to time being available, committee members were asked to report on any news of interest to TSMO members in their local jurisdiction.

There being no further business, Chairman Zaballero 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 26th day of January 2018

_____

Mr. Kelly Brock, 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

Board Action Fact Sheet

Meeting Date: February 14, 2018

Agenda Item: IX.A (Tab 2)

Roll Call Vote: Yes

Action Requested: FDOT requests approval of an amendment to the FY 2017/18 - 2021/22 Transportation Improvement Program.

Reason: FDOT is requesting a change to the project limits for a project on US 17/92 in Winter Park that was included in a previously approved TIP amendment.

Summary/Key Information: Items of particular significance for our Committees and the Board are as follows:

- The addition of $1,980,000 in SU funds for the design of the access management improvements on US 17/92 in Winter Park *(#5 State Road priority in FY 2022/23 – 2039/40 PPL)* was originally approved as part of a TIP amendment by the MetroPlan Orlando Board on 11/8/17.
- The original project limits were from north of Orange Avenue to south of Monroe Avenue, a distance of approximately 1.5 miles.
- The new project limits will be from south of Nottingham Street to Monroe Avenue, a distance of approximately 2 miles.
- The $1,980,000 in funding programmed for the design of this project is <u>not</u> affected by the change in the project limits.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

CAC:	To be taken up on January 24, 2018
TSMO:	To be taken up on January 26, 2018
TAC:	To be taken up on January 26, 2018
MAC:	To be taken up on February 8, 2018

Staff Recommendation: Recommends approval

Supporting Information: These documents are provided at Tab 2:

FDOT letter dated January 12, 2018

Proposed Board Resolution No. 18-01

Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

MIKE DEW
SECRETARY

January 12, 2018

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

Dear Mr. Huttmann:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES

The Florida Department of Transportation requests the following changes to be made to MetroPlan Orlando's Transportation Planning Organization's Adopted Fiscal Years 2017/2018 – 2021/2022 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 TIP and the page of the TIP that the project is listed on.

ORANGE COUNTY

FM#408429-2 SR 15 (US 600/17-92) Orlando Avenue from South of Nottingham St. to Monroe Avenue – Access Management Improvements and Widen Sidewalks. Project Sponsor: FDOT

Current TIP Status:

Project is currently in the TIP for Fiscal Years 2017/2018 – 2021/2022.

Current TIP:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
PE (Design)	SU (Federal)	$1,980,000.00	2018
	TOTAL	**$1,980,000.00**	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
PE (Design)	SU (Federal)	$1,980,000.00	2018
	TOTAL	**$1,980,000.00**	

Difference: $0.00
Explanation: Amendment aligns concept plans milepost limits to match the technical scope limits. Original limits are US 17/92 (Orlando Avenue) from North of Orange Avenue to Monroe Avenue. Proposed limit change is State Road 15 (US 600/17-92) Orlando Avenue from South of Nottingham Street to Monroe Avenue.

Sincerely,

B.M.St

Brian Stanger, P.E.
District Planning & Environmental Management Administrator
District Five

cc: Harry Barley, Executive Director, MetroPlan Orlando
Keith Caskey, Managing of Planning Services, MetroPlan Orlando
Jennifer Horton, FDOT MPO Liaison

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RESOLUTION NO. 18-01

SUBJECT:

Amendment to the FY 2017/18 - 2021/22 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 2016/17-2020/21 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendment is described as follows:

Orange County

- **FM #4084292 - SR 15 (US 600/17-92) Orlando Avenue in Winter Park - Access Management Improvements and Widen Sidewalks – Change project limits**
  - ***Original project limits:*** **from north of Orange Avenue to south of Monroe Avenue**
  - ***New project limits:*** **from south of Nottingham Street to Monroe Avenue;** and

WHEREAS, the requested amendment described above is 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 amendment to the FY 2017/18 - 2021/22 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 14th day of February, 2018.

<u>Certificate</u>

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 Cheryl Grieb, Chairman

Attest:

_____
Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary

TAB 3

Eric Hill

From: Cynthia Lambert
Sent: Monday, November 6, 2017 7:41 AM
To: Eric Hill; Lisa Smith
Subject: FW: New submission from Transportation Systems Management & Operations Committee Advocate Application Form

This TSMOAC application came in over the weekend.

From: donotreply@metroplanorlando.org [mailto:donotreply@metroplanorlando.org]
Sent: Saturday, November 04, 2017 2:57 AM
To: PR Email <PR@metroplanorlando.org>
Subject: New submission from Transportation Systems Management & Operations Committee Advocate Application Form

Your Contact Information

Name

nicole hugues

Email

blindnikki@aol.com

Phone

(407) 490-8568

Home Address

3330 west colonial drive
apt 163
orlando, Florida 32808
United States
Map It

Employer

n/a

Work Address

United States
Map It

County

Orange County

Date

06/04/2015

Your Transportation Interests

How often do you use the LYNX bus system?

Occasionally

How often do you use SunRail?

Occasionally

How often do you drive a car?

Not at all

How often do you ride a bicycle?

Not at all

How often do you walk in increments of 10 minutes or more?

Not at all

Do you have a passion for advocacy in any of the following areas (choose all that apply):

- pedestrian safety
- bicyclist safety
- bus transit
- rail transit
- persons with disabilities
- students
- seniors (over age 65)

Demographics

Gender

Female

Race

White

Do you have a physical disability?

Yes

Your age range:

35-44

Is your household income at or below U.S. Department of Health and Human Services poverty guidelines?

Yes

Are you a student?

No

Your Ability to Serve

Transportation Systems Management & Operations Committee meetings are generally held up to eight times a year on the fourth Friday of the month at 8:30 a.m. Can you regularly attend meetings?

Yes

Can you serve a four-year term?

Yes

Are you willing to abide by Florida's Government-in-the-Sunshine laws and ethical guidelines?

Yes

Have you previously served on a MetroPlan Orlando board or committee?

No

Do you have any potential conflicts of interest that might occur if you are appointed?

No

Do you work in the transportation industry?

No

Are you an elected official?

No

Statement of Interest

I am physically disabled as well as totally blind and i have ben a victim of careless driving. I am a member of the orange county community traffic safety team. I am extremely intrested in pedestrian and bicycle safety since my accident in july 2001. I always want to help make it more accessible for people with disabilities and senior citizens.

TAB 4

Project Summary Tab - This Table Will Auto Populate From Tabs

Construction

Table 1 - Summary Tab

Tab	Contract	Lead Project Number	PA	Contractor	Description	Adjusted Estimated Completion	Performance Measure		Percent Complete as of Last Cutoff		
							Time	Money	Time	Money	Delta
9. E5Y53	E5Y53	240216-7-52-01	Long, Charles	HALIFAX PAVING, INC.	SR 46 from SR 415 to CR 426 - Safety Project - Bike lanes, turn lanes, lighting, etc	1/15/2018	103.48%	105.33%	60.37%	29.44%	-30.92%
10. E5Y71	E5Y71	437100-1-52-01	Sawaya, George	COLLAGE DESIGN & CONSTRUCTION GROUP, INC.	RTMC Building	1/16/2019	100.00%	101.38%	28.76%	25.86%	-2.90%
12. E5Y96	E5Y96	436434-1-52-01	Long, Charles	P&S Paving Inc	Spring to Spring Trail US 17/92	3/13/2018	100.00%	102.78%	34.76%	14.75%	-20.01%
13. E5Y99	E5Y99	439276-1-52-01	Eric Plantier	RAM CONSTRUCTION SERVICES OF MICHIGAN, INC.	SR 414 OVER US 17/92 - BRIDGE # 750295	5/17/2018	100.00%	100.00%	0.00%	0.00%	0.00%
15. T5548	T5548	240216-2-52-01	Long, Charles	SOUTHLAND CONSTRUCTION, INC.	SR 46 FROM MELLONVILLE AVE TO SR 415	1/5/2019	101.25%	105.12%	56.79%	56.85%	0.06%
16. T5557	T5557	240196-1-52-01	Davis, Chris	BERGERON LAND DEVELOPMENT, INC	SR 15/600 (US 17/92) FROM SHEPARD RD TO LAKE MARY BLVD	5/1/2019	101.77%	101.92%	49.72%	39.74%	-9.98%
17. T5576	T5576	415030-5-52-01	Simpson, Terry	MASCI GENERAL CONTRACTORS, INC	SR 434 FROM SMITH STREET TO FRANKLIN STREET	2/1/2018	101.93%	109.38%	79.29%	61.48%	-17.82%
18. T5579	T5579	432402-2-52-01	Plantier, Eric	GOSALIA CONCRETE CONSTRUCTORS, INC.	Slab Replacement - SR 500 and SR 441	2/18/2018	101.21%	100.00%	73.67%	90.49%	16.82%
19. T5581	T5581	433040-1-52-01	Plantier, Eric	ATLANTIC CIVIL CONSTRUCTORS CORP	Traffic Signals - SR 434 (Alafaya Trail) from Alexandria Blvd. to Mitchell Hammock Rd.	1/11/2018	100.00%	100.00%	75.60%	35.82%	-39.78%
20. T5582	T5582	238275-8-52-01	Navarro, Kim	HALIFAX PAVING, INC	Roadway Realignment - CR 46A from North of Arundel Way to SR 46	4/7/2019	101.23%	100.00%	23.47%	24.88%	1.41%
21. T5598	T5598	435661-1-52-01	Eric Plantier	HUBBARD CONSTRUCTION COMPANY	SR 436 FROM ORANGE CO LINE TO W OF AVERY LANE	6/7/1900	100.00%	100.00%	0.00%	0.00%	0.00%

Maintenance

Table 1 - Summary Tab

Tab	Contract	Lead Project Number	PA	Contractor	Description	Adjusted Estimated Completion	Performance Measure		Percent Complete as of Last Cutoff		
							Time	Money	Time	Money	Delta
1. E5U01	E5U01	412326-5-72-09	Eric Plantier	ALTAIR ENVIRONMENTAL GROUP, L.L.C.	Desilting on Various State Roads in Orange and Seminole Counties	3/14/2018	100%	100.00%	68.02%	79.82%	11.80%
2. E5U02	E5U02	427956-1-72-14	Crespi, Peter	ROGAR MANAGEMENT & CONSULTING OF FLORIDA LLC	Various Concrete Driveway Repairs	1/25/2018	114%	113.65%	60.87%	78.11%	17.24%
4. E5U37	E5U37	41232657213	Patrick White	Hinterland Group Inc	Drainage Repair	1/0/1900	100.00%	100.00%	0.00%	0.00%	0.00%
5. E5U38	E5U38	412326-5-72-14	Eric Plantier	ENVIROWASTE SERVICES GROUP, INC	MISC D/W Projects Drainage	1/0/1900	100.00%	100.00%	0.00%	0.00%	0.00%
11. E5Y80	E5Y80	439905-1-52-01	Crespi, Peter	ATLANTIC CIVIL CONSTRUCTORS CORP	DISTRICTWIDE PUSHBUTTON TRAFFIC IMPROVEMENTS ORANGE/SEMINOLE	4/2/2018	100.00%	100.00%	56.71%	27.85%	-28.86%

Completed

Tab	Contract	Lead Project Number	PA	Contractor	Description	Adjusted Estimated Completion	Time	Money	Time	Money	Delta
6. E5W31	E5W31	433607-1-52-01	Wilson, Joe	HUBBARD CONSTRUCTION COMPANY	SR 50 ECONLOCKHATCHEE RIVER BRIDGES 750013&750169	2/5/2017	97.97%	118.12%			0.00%
14. T5469	T5469	239203-4-52-01	Charles Crossman	PRINCE CONTRACTING, LLC.	SR 50 FROM E OF CR425 (DEAN RD) TO E OF OLD CHENEY HWY	3/4/2017	103.31%	104.21%			0.00%
3. E5U12	E5U12	412326-4-72-04	Baker, Blake	YD WEST COAST HOME, INC	RTMC Clearing and Grubbing	3/1/2017	100.00%	101.11%			0.00%
7. E5W91	E5W91	404418-2-52-01	Navarro, Kim	LAFLEUR NURSERIES AND GARDEN CENTER LLC	Landscaping - SR 15/600 (US 17/92) Interchange at SR 436	8/4/2018	101.62%	100.00%			0.00%
8. E5Y23	E5Y23	436858-1-52-01	Navarro, Kim	DYNAMICS GROUP, INC.	Landscaping - SR 46 From Upsala Rd to Airport Blvd	9/22/2018	104.40%	100.00%			0.00%

Oviedo Operations Construction project Emergency Contacts

Tab	Contract #	FN	Contract Location	Name	Phone Number	Email	Position	Company
1. E5U01	E5U01	412326-5-72-09	Desilting on Various State Roads in Orange and Seminole Counties	Eric Plantier	407-335-8124	eric.plantier@dot.state.fl.us	Project Administrator	FDOT
				Jonathan Duazo	386-279-5510	jonathan.duazo@dot.state.fl.us	t. Mgr. (contact while eric on v	FDOT
				Gabriel Serrano	407-924-9631	Gserrano@jmt.com	JMT Inspector Manager	JMT
				Chris Soto	863-440-3207	csoto@jmt.com	JMT Inspector Manager	JMT
				Jose Molina	321-274-7776	jmolina@altairenvironmental.com	Contractor PM	Altair
				Randy Miller	407-948-2518	rmiller@altairenvironmental.com	Superintendent	Altair
				Bill Kirk	407-948-2524	bkirk@altairenvironmental.com	Field Operations	Altair
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineer	FDOT
2. E5U02	E5U02	427956-1-72-14	Various Concrete Driveway Repairs	Javier Rodriguez	305-979-1991	rogarllc@gmail.com	Manager	Rogar Mgmt & Conslt llc
				Miguel Faraldo	786-486-1821	rogarllc@gmail.com	Superintendent	Rogar Mgmt & Conslt llc
				Jerome LaFond	954-445-3319	jlafond@corradino.com	Inspector	Corradino
				Peter Crespi	407-482-7823	peter.crespi@dot.state.fl.us	Project Administrator	FDOT
				Jeff Oakes	407-832-1354	jeff.oakes@dot.state.fl.us	Project Oversite	FDOT
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineer	FDOT
4. E5U37	E5U37	41232657213	Drainage Repair	Patrick White	352-383-0398	patrick.whiter@dot.state.fl.us	Project Administrator	FDOT
				Kim Navarro	407-335-3551	kim.navarro@dot.state.fl.us	PA/PM	FDOT
				Gabriel Serrano	407-924-9631	Gserrano@jmt.com	JMT Inspector Manager	JMT
				Chris Soto	863-440-3207	csoto@jmt.com	JMT Inspector Manager	JMT
				Curt Maring	561-762-1488	0	Project Manager	Hinterland Group
				Guillermo Falcone	7726261827	0	Superntendant	Hinterland Group
				Brett Konchak	954-648-7758	0	QC Representative	Hinterland Group
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineer	FDOT
5. E5U38	E5U38	412326-5-72-14	MISC D/W Projects Drainage	Eric Plantier	407-482-7847	eric.plantier@dot.state.fl.us	Project Administrator	FDOT
				Gabriel Serrano	407-924-9631	Gserrano@jmt.com	JMT Inspector Manager	JMT
				Jonathan Duazo	386-279-5510	jonathan.duazo@dot.state.fl.us	t. Mgr. (contact while eric on v	FDOT
				Joe Beckham	863-670-9217	ogilbert@3g-engineering.com	Lead Inspector	nail is Manger's email, Octavis Gilbert,
				Cathy Oliphant	407-276-0517	cathy.oliphantesg@gmail.com	Contractor PM	Envirowaste
				Womick, Todd	407-482-7833	0	Construction Engineer	FDOT

9. E5Y53	**E5Y53**	**240216-7-52-01**	**SR 46 from SR 415 to CR 426 - Safety Project - Bike lanes, turn lanes, lighting, etc**	0	0	0	0	0
				0	0	0	0	0
				0	0	0	0	0
				Long, Charles	407-482-7830	0	Project Administrator	FDOT
				0	0	0	Project Oversite	FDOT
				Womick, Todd	407-482-7833	0	Construction Engineer	FDOT
10. E5Y71	**E5Y71**	**437100-1-52-01**	**RTMC Building**	George Sawaya	407-509-6396	GeorgeSawaya@hillintl.com	CCEI Project Engineer	Hill International
				Dan Sokol	904-836-6752	DanielSokol@hillintl.com	CCEI Resident Engineer	Hill International
				Steve Mondisa	407-820-5517	StevenMondisa@hillintl.com	CCEI Building Inspector	Hill International
				Dustin Savage	386-569-5346	DustinSavage@hillintl.com	CCEI CSS	Hill International
				Mark Newman	407-448-1820	mnewman@collage-usa.com	SR Project Manager	Collage
				James Chappell	678-983-0205	jchappell@collage-usa.com	Superintendent	Collage
				Jonathan Duazo	386-279-5510	jonathan.duazo@dot.state.fl.us	Construction Manager	FDOT
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineer	FDOT
11. E5Y80	**E5Y80**	**439905-1-52-01**	**DISTRICTWIDE PUSHBUTTON TRAFFIC IMPROVEMENTS ORANGE/SEMINOLE**	Patrick White	407-482-7831	Patrick.White@dot.state.fl.us	Project Administrator	FDOT
				Peter Crespi	407-482-7839	peter.crespi@dot.state.fl.us	Project Administrator	FDOT
				Roosevelt Civil	407-203-5487	Rcivil@Atlantic-civil.com	Project Manager	Atlantic Civil
				Jason Bello	239-785-7418	Jbello@elipsisec.com	Inspector	Elipsis Engineering & Consulting
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineer	FDOT
				Jonathan Duazo	386-279-5510	jonathan.duazo@dot.state.fl.us	Construction Manager	FDOT
12. E5Y96	**E5Y96**	**436434-1-52-01**	**Spring to Spring Trail US 17/92**	0	0	0	0	0
				0	0	0	0	0
				Scott Sheridan	386-212-8555	0	Superintendent	P&S
				Long, Charles	407-482-7830	0	Project Administrator	FDOT
				Greg Schlaffer	386-316-9314	0	Project Manager	P&S
				Womick, Todd	407-482-7833	0	Construction Engineer	FDOT

13. E5Y99	**E5Y99**	**439276-1-52-01**	**SR 414 OVER US 17/92 - BRIDGE # 750295**	Eric Plantier	407-482-7847	eric.plantier@dot.state.fl.us	Project Administrator	FDOT
				Justin Fowler	904-451-7040	jfowler@drmp.com	Lead Inspector	DRMP
				Ryan Merchant	734-718-2769	rmerchant@ramservices.com	Contractor PM	RAM Services
				Scott McCaffrey	734-564-0804	smccaffrey@ramservices.com	Contractor Super	RAM Services
				John Miller	810-560-9964	jmiller@ramservices.com	Contractor Foreman	RAM Services
				Womick, Todd	407-482-7833	0	Construction Engineer	FDOT
15. T5548	**T5548**	**240216-2-52-01**	**SR 46 FROM MELLONVILLE AVE TO SR 415**	Charles Long	407-625-7591	charles.long@dot.state.fl.us	Project Administrator	FDOT
				Nicole Colon	407-754-6425	ncolon@mehtaeng.com	Contract Support Specialist	Mehta
				Mike Perez	321-377-6838	mperez@elipsisec.com	Senior Inspector	Elipsis
				George Jaude	321-230-2559	GeorgeJ@southlandconstruction.com	Project Manager	Southland
				Terry Davidson	321-230-2555	terryd@southlandconstruction.com	Superintendent	Southland
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineeer	FDOT
16. T5557	**T5557**	**240196-1-52-01**	**SR 15/600 (US 17/92) FROM SHEPARD RD TO LAKE MARY BLVD**	Daniel Veillette	954-654-2973	dveillette@bergeroninc.com	Project Superintendent	Bergeron
				Kevin Marshall	954-774-1720	kmarshall@bergeroninc.com	Foreman	Bergeron
				Romain Madho	954-654-3581	N/A	Foreman	Bergeron
				Lazaro Gato	386-315-3751	N/A	Foreman	Bergeron
				Mike Heim	95-2045 / 954-680	mheim@bergeroninc.com	Project Manager	Bergeron
				Chris Davis	407-466-4151	cdavis@metriceng.com	Project Administrator	Metric
				David Simmons	863-804-1390	david.simmons@metriceng.com	Roadway Senior Inspector	Metric
				Mike Sutter	407-448-2198	msutter@metriceng.com	Bridge Senior Inspector	Metric
				Bill Wages	#REF!	#REF!	#REF!	#REF!
				Jeff Oakes	#REF!	#REF!	#REF!	#REF!
17. T5576	**T5576**	**415030-5-52-01**	**SR 434 FROM SMITH STREET TO FRANKLIN STREET**	Terry Simpson	407-622-9476	simpsont@cdmsmith.com	Project Administrator	CDM Smith
				Frank Shaw	407-269-7404	shawfw@cdmsmith.com	Sr. Inspector	CDM Smith
				Ignacio Masci	407-948-3046	IgnacioMasci@mascigc.com	Superintendant	Masci
				Jeff Oakes	407-832-1354	Jeff.Oakes@dot.state.fl.us	Project Oversight	FDOT
				Lenny Witkowski	386-281-9801	lennywitkowski@mascigc.com	Project Manager	Masci
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineer	FDOT
18. T5579	**T5579**	**432402-2-52-01**	**Slab Replacement - SR 500 and SR 441**	Eric Plantier	407-335-8124 ©	eric.plantier@dot.state.fl.us	Project Administrator	FDOT
				Jonathan Duazo	386-279-5510	jonathan.duazo@dot.state.fl.us	t. Mgr. (contact while eric on v	FDOT
				Elton Fowler	8133-830-1475	efowler@gosaliaco.com	Contractor PM	Gosalia
				Jay Gosalia	813-997-0759	jay@gosaliaco.com	Manager	Gosalia
				Tony Litvinas	305-216-2685	tlitvinas@gosaliaco.com	Contractor PM - backup	Gosalia
				Jon Clary	386-748-2262	Jon.Clary@wsp.com	Lead Inspector	Parsons
				Rob 'Gus' Himmel	321-863-6197	Robert.Gus.Himmel@wsp.com	Inspector	Parsons
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineer	FDOT

19. T5581	**T5581**	**433040-1-52-01**	**Traffic Signals - SR 434 (Alafaya Trail) from Alexandria Blvd. to Mitchell Hammock Rd.**	Eric Plantier	407-335-8124 ©	eric.plantier@dot.state.fl.us	Project Administrator	FDOT
				Ralph Carter	407-720-0792	ralph.carter@dot.state.fl.us	Asphalt Specialist	Elipsis
				Jonathan Duazo	386-279-5510	jonathan.duazo@dot.state.fl.us	t. Mgr. (contact while eric on v	FDOT
				Chris Sousa	321-229-5074	chris.sousa@atlantic-civil.com	Senior PM	Atlantic
				Jason Millspaugh	407-473-7164	jason@atlantic-civil.com	Superintendent	Atlantic
				Phil Vaccaro	407-608-9525	fvaccaro@elipsisec.com	Lead Inspector	Elipsis
				Gerry Ang (backup)	407-276-1583	glang@elipsisec.com	Inspector while Phil is out	Elipsis
				John Graves	407-608-8840	jgraves@elipsisec.com	back-up contact for Elipsis	Elipsis
				Todd Womick	407-234-1322	Construction Engineer	Construction Engineer	FDOT
20. T5582	**T5582**	**238275-8-52-01**	**Roadway Realignment - CR 46A from North of Arundel Way to SR 46**	Kim Navarro	407-335-3551	Kim.Navarro@dot.state.fl.us	Project Oversite	FDOT
				Don Noel	352-547-0837	dnoel@elipsisec.com	Senior Inspector	Elipsis Engineering and Consulting
				Steve Blair	386-676-0200	hpi-steve@cfl.rr.com	Project Manager	Halifax Paving Inc.
				Joey Durrance	386-676-0200	jdauburn84@aol.com	Project Manager	Halifax Paving Inc.
				Josh Lloyd	386-937-7850	hpi-josh@cfl.rr.com	Superintendent	Halifax Paving Inc.
				Tad Durrance	386-547-0166	TAD1@MINDSPRING.COM	0	Halifax Paving Inc.
				Jonathan Duazo	386-279-5510	jonathan.duazo@dot.state.fl.us	Construction Manager	FDOT
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineer	FDOT
21. T5598	**T5598**	**435661-1-52-01**	**SR 436 FROM ORANGE CO LINE TO W OF AVERY LANE**	Eric Plantier	407-335-8124 ©	eric.plantier@dot.state.fl.us	Project Administrator	FDOT
				Jonathan Duazo	386-279-5510	jonathan.duazo@dot.state.fl.us	t. Mgr. (contact while eric on v	FDOT
				Javier Saldana	407-280-5357	javier.saldana@hubbard.com	Contractor PM	Hubbard
				Henry Washington	407-468-1919	henry.washington@hubbard.com	Contractor Super	Hubbard
				Mark Thomas	386-624-8378	mthomas@aeengineeringinc.com	Lead Inspector	AE Engineering
				Phil Vaccaro	407-608-9525	fvaccaro@elipsisec.com	Inspector	Elipsis
				John Graves	407-608-8840	jgraves@elipsisec.com	back-up contact for Elipsis	Elipsis
				Todd Womick	407-234-1322	todd.womick@dot.state.fl.us	Construction Engineer	FDOT

Tab Name: 1. E5U01 | **Contract Type and Cost Center:** Oviedo (593) Maintenance | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

1

Finproj Number	412326-5-72-09		
Contract Number	E5U01	**Federal Aid Number**	N/A
Contract Location	Desilting on Various State Roads in Orange and Seminole Counties		
Contractor Name	ALTAIR ENVIRONMENTAL GROUP, L.L.C.		
Letting	12/6/2016	**Work Begin**	2/15/2017
Awarded	12/27/2016	**Time Begin**	2/14/2017
Execution	1/11/2017	**Original Estimated Completion**	2/14/2018
Notice to Proceed	1/31/2017	**Adjusted Estimated Completion**	3/14/2018
Service Ending Date	8/27/2018		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	365	**Original Amount W/O IC**	$244,551.00
Days Used as of Last Cut Off	268	**Estimate Paid to Date**	$195,198.70
Present Days	394	**Present Amount**	$244,551.00
% Days Used to Present	68.02%	**% Amount Used to Present**	79.82%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	100.00%
Delta	**-11.80%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Eric Plantier	407-482-7847	eric.plantier@dot.state.fl.us
Contract Support Specialist (CSS)	Thorn, Jennifer	-	-

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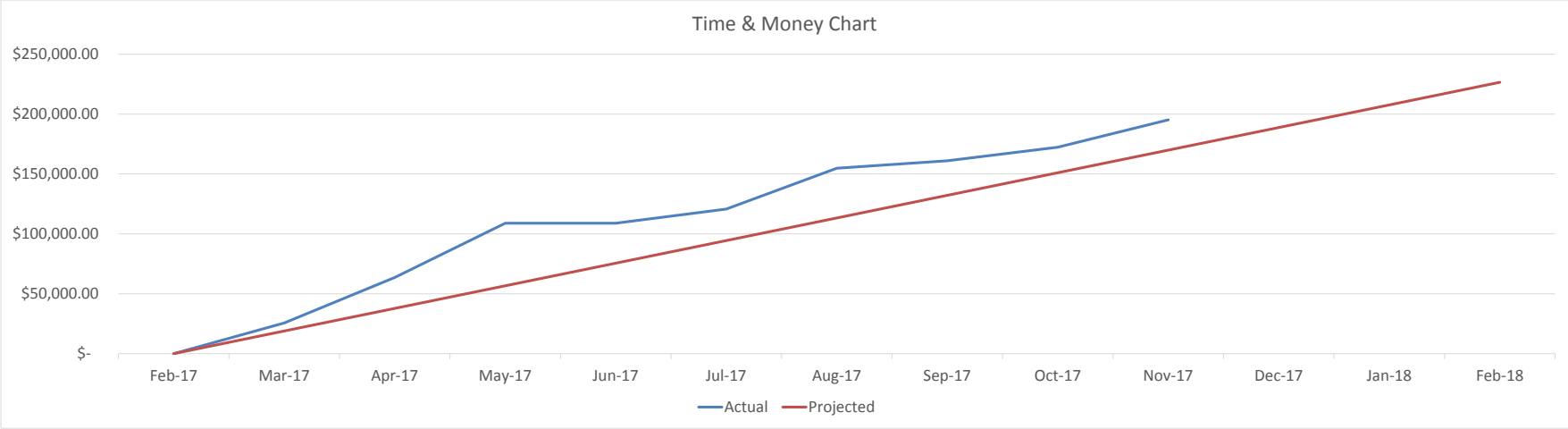
PA/PO Notes **UPDATED: 12/14/2017**

Sites 1, 3, 5, & 6 complete. Site 2 has 1-2 weeks max left, and will return beginning of January to finish Site 4 (SR434 Ronald Reagan to 17/92), will need to return to in dry season for one run - if pond dries up, and gave up on other small run due to Orlando Ops Work doc for structure repair not moving.

Table Below UPDATED:	**12/14/2017**
CPPR/CFPR GRADE:	100
DBE % (Com%/Pmt%):	9.91%/0 2%/0%
ACTUAL CONTRACT TIME:	285 of 387
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 2. E5U02 **Contract Type and Cost Center:** Oviedo Construction **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

2

Finproj Number	427956-1-72-14		
Contract Number	E5U02	**Federal Aid Number**	N/A
Contract Location	Various Concrete Driveway Repairs		
Contractor Name	ROGAR MANAGEMENT & CONSULTING OF FLORIDA LLC		
Letting	3/13/2017	**Work Begin**	7/3/2017
Awarded	3/27/2017	**Time Begin**	7/3/2017
Execution	5/1/2017	**Original Estimated Completion**	10/20/2017
Notice to Proceed	7/3/2017	**Adjusted Estimated Completion**	1/25/2018
Service Ending Date	1/26/2018		

PA/PO Notes **UPDATED: 9/12/2017**

- Inlet Tops Completed - (30 of 57)
- SA 01 Extra Concrete at Inlet Tops - $34,010.00 / 60 Days
- SA 02 Damaged Riser ~ $14,069.54

Contract Days Progress		**Contract Dollars Progress**	
Original Days	110	**Original Amount W/O IC**	$249,167.00
Days Used as of Last Cut Off	126	**Estimate Paid to Date**	$221,178.09
Present Days	207	**Present Amount**	$283,177.00
% Days Used to Present	60.87%	**% Amount Used to Present**	78.11%
Performance Measure % (Days)	0.00%	**Performance Measure % (Dollars)**	113.65%
Delta	**-17.24%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Crespi, Peter	407-482-7835	jeff.oakes@dot.state.fl.us
Project Adminsitrator	Crespi, Peter		
Contract Support Specialist (CSS)	Thorn, Jennifer		

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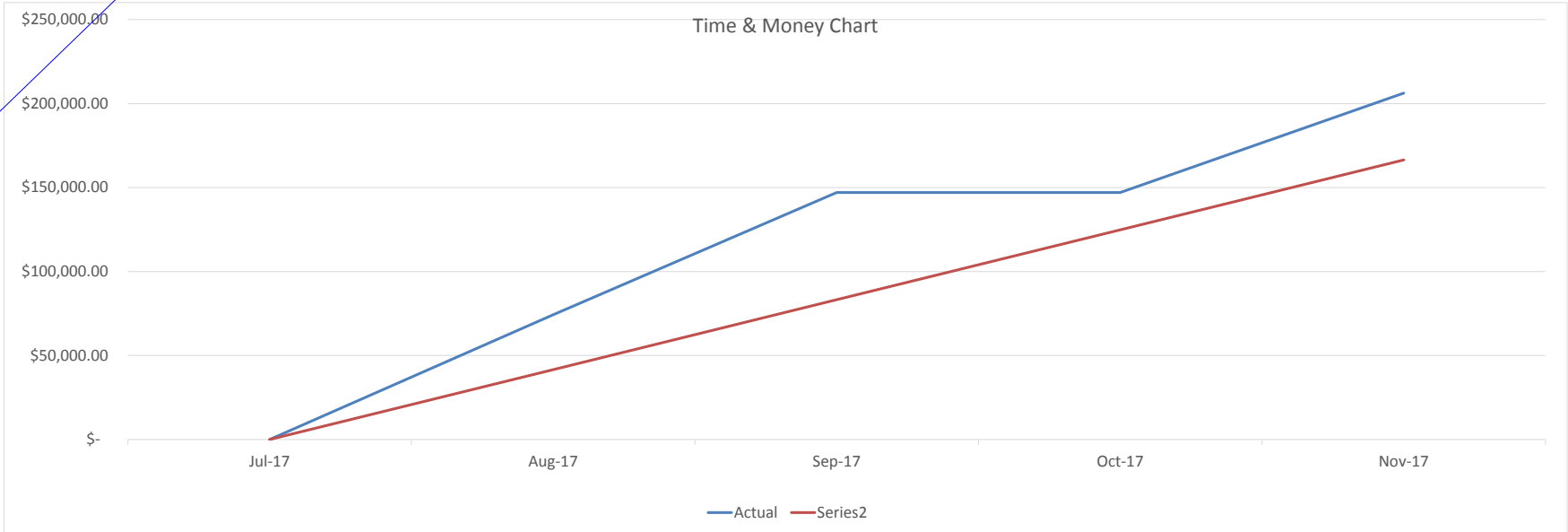
Table Below UPDATED:	**9/12/2017**
CPPR/CFPR GRADE:	89
DBE % (Com%/Pmt%):	100.00%
ACTUAL CONTRACT TIME:	72 of 122
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 3. E5U12 | **Contract Type and Cost Center:** Orlando (594) Maintenance | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

3

Finproj Number	412326-4-72-04		
Contract Number	E5U12	**Federal Aid Number**	N/A
Contract Location	RTMC Clearing and Grubbing		
Contractor Name	YD WEST COAST HOME, INC		
Letting	9/7/2016	**Work Begin**	11/11/2016
Awarded	9/26/2016	**Time Begin**	11/11/2016
Execution	10/17/2016	**Original Estimated Completion**	2/8/2017
Notice to Proceed	11/7/2016	**Adjusted Estimated Completion**	3/1/2017
Service Ending Date	2/18/2017		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	90	**Original Amount W/O IC**	$398,000.00
Days Used as of Last Cut Off	109	**Estimate Paid to Date**	$398,000.00
Present Days	111	**Present Amount**	$398,000.00
% Days Used to Present	98.20%	**% Amount Used to Present**	100.00%
Performance Measure % (Days)	101.11%	**Performance Measure % (Dollars)**	100.00%
Delta	**0.00%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Navarro, Kim	407-482-7829	kim.navarro@dot.state.fl.us
Project Adminsitrator	Baker, Blake	407-496-5705	Blake.Baker@dot.state.fl.us
Contract Support Specialist (CSS)	Baker, Blake	-	-

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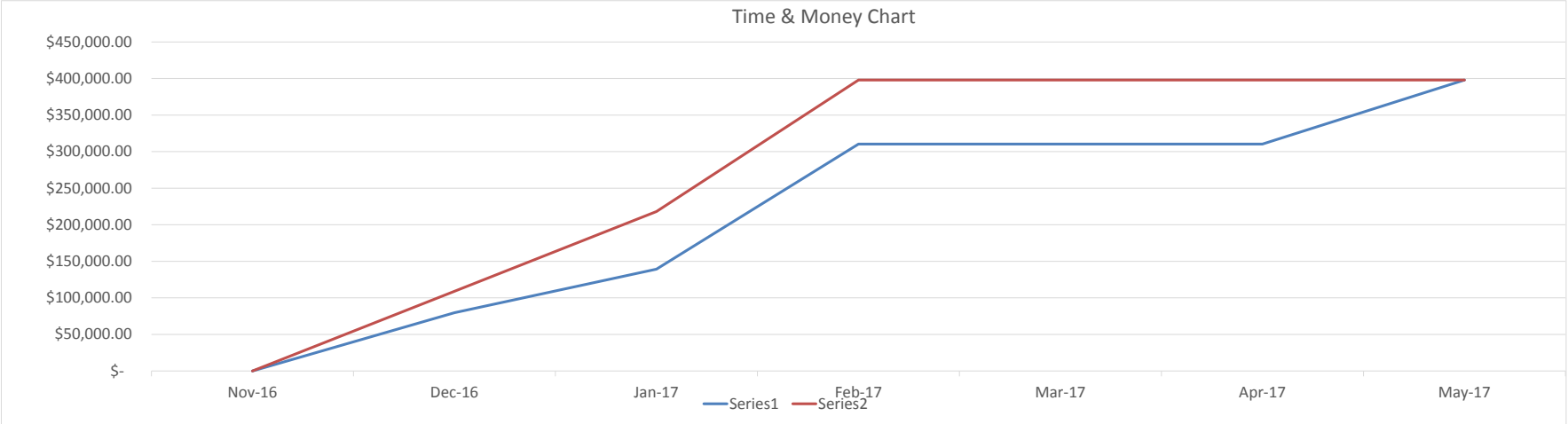
PA/PO Notes **UPDATED: 00/00/2017**

Pond 90% Complete.
Stump/Root Removal 90% Complete.
Needs final 'small' root removal, embankment delivered and spread to finished grade elevations, sod placed around perimeter and pond.
3 – 4 weeks before finished.

Service Ending Date: 2/18/17

Table Below UPDATED:	**XX/XX/XXXX**
CPPR/CFPR GRADE:	81
DBE % (Com%/Pmt%):	70.00%
ACTUAL CONTRACT TIME:	104/100
CURRENT CEI EFFICIENCY (%):	
NEGOTIATED CEI (%):	
CEI GRADE:	



Tab Name: 4. E5U37 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: XX-XX-XXXX

4				
Finproj Number	41232657213			
Contract Number	E5U37	**Federal Aid Number**	N/A	
Contract Location	Drainage Repair			
Contractor Name	Hinterland Group Inc			
Letting	9/6/2017	**Work Begin**		
Awarded	9/25/2017	**Time Begin**		
Execution	10/6/2017	**Original Estimated Completion**		
Notice to Proceed	10/26/2017	**Adjusted Estimated Completion**		
Service Ending Date				

PA/PO Notes **UPDATED: 12/7/2017**

Resume work Dec. 18
Sublet Certification approved sub for steel bands.

Contract Days Progress		**Contract Dollars Progress**	
Original Days	90	**Original Amount W/O IC**	$306,580.00
Days Used as of Last Cut Off	0	**Estimate Paid to Date**	$0.00
Present Days	90	**Present Amount**	$306,580.00
% Days Used to Present	0.00%	**% Amount Used to Present**	0.00%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	100.00%
Delta	0%		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Duazo, Jonathan	-	-
Project Adminsitrator	Patrick White	407-482-7831	patrick.white@dot.state.fl.us
Contract Support Specialist (CSS)		-	-

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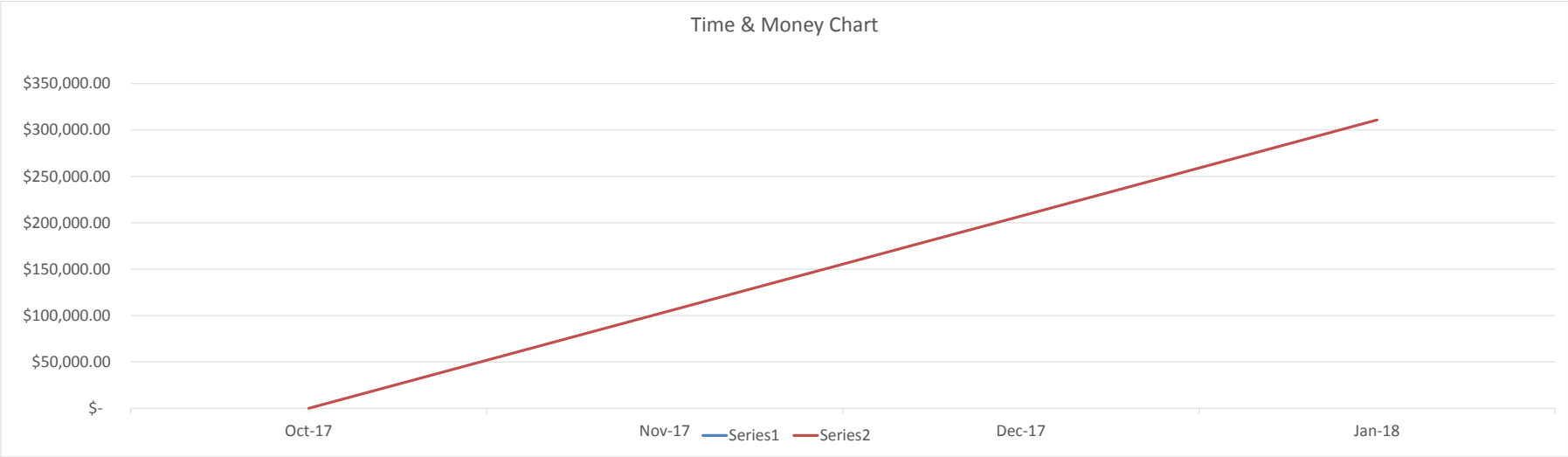
Table Below UPDATED:	**12/7/2017**
CPPR/CFPR GRADE:	pending
DBE % (Com%/Pmt%):	pending
ACTUAL CONTRACT TIME:	22 of 90 days
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 5. E5U38 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: XX-XX-XXXX

5				
Finproj Number	412326-5-72-14			
Contract Number	E5U38	**Federal Aid Number**	N/A	
Contract Location	MISC D/W Projects Drainage			
Contractor Name	ENVIROWASTE SERVICES GROUP, INC			
Letting	10/3/2017	**Work Begin**		
Awarded	10/23/2017	**Time Begin**		
Execution	11/6/2017	**Original Estimated Completion**		
Notice to Proceed		**Adjusted Estimated Completion**		
Service Ending Date				

PA/PO Notes **UPDATED: 12/14/2017**

Pre-con was 11/29, time starts 12/9. Contractor plans on starting after first of year (1/2/18), and will likely work straight through contract work

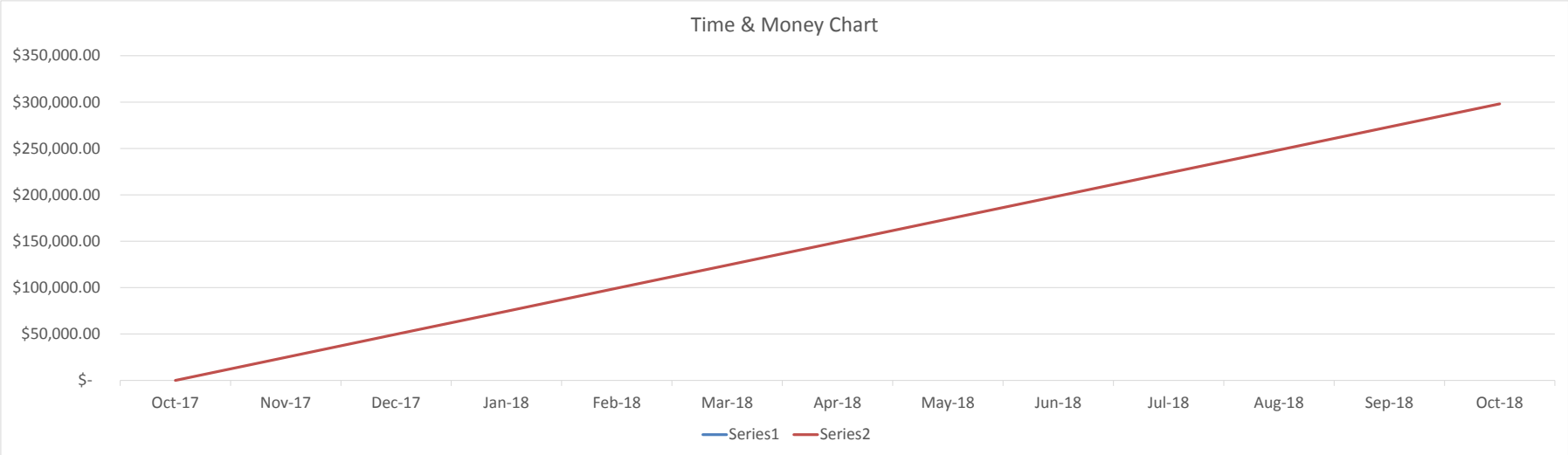
Contract Days Progress		**Contract Dollars Progress**	
Original Days	365	**Original Amount W/O IC**	$298,091.61
Days Used as of Last Cut Off	0	**Estimate Paid to Date**	$0.00
Present Days	365	**Present Amount**	$298,091.61
% Days Used to Present	0.00%	**% Amount Used to Present**	0.00%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	100.00%
Delta	**0.00%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Duazo, Jonathan	-	-
Project Adminsitrator	Eric Plantier	407-482-7847	eric.plantier@dot.state.fl.us
Contract Support Specialist (CSS)	Jennifer Thorn	408-482-7844	-

Go to CIM

Table Below UPDATED:	**12/14/2017**
CPPR/CFPR GRADE:	
DBE % (Com%/Pmt%):	
ACTUAL CONTRACT TIME:	5 of 365
CURRENT CEI EFFICIENCY (%):	
NEGOTIATED CEI (%):	
CEI GRADE:	



Tab Name: 6. E5W31 | **Contract Type and Cost Center:** Oviedo Construction | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017 | **PA/PO Notes** **UPDATED: 4/6/2017**

6

Finproj Number	433607-1-52-01		
Contract Number	E5W31	**Federal Aid Number**	N/A
Contract Location	SR 50 ECONLOCKHATCHEE RIVER BRIDGES 750013&750169		
Contractor Name	HUBBARD CONSTRUCTION COMPANY		
Letting	8/4/2014	**Work Begin**	10/31/2014
Awarded	9/17/2014	**Time Begin**	10/31/2014
Execution	10/3/2014	**Original Estimated Completion**	7/20/2016
Notice to Proceed	10/31/2014	**Adjusted Estimated Completion**	2/5/2017
Service Ending Date	Paid by EED		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	629	**Original Amount W/O IC**	$11,670,000.00
Days Used as of Last Cut Off	828	**Estimate Paid to Date**	$10,396,542.70
Present Days	829	**Present Amount**	$11,432,846.44
% Days Used to Present	99.88%	**% Amount Used to Present**	90.94%
Performance Measure % (Days)	118.12%	**Performance Measure % (Dollars)**	97.97%
Delta	**8.94%**		

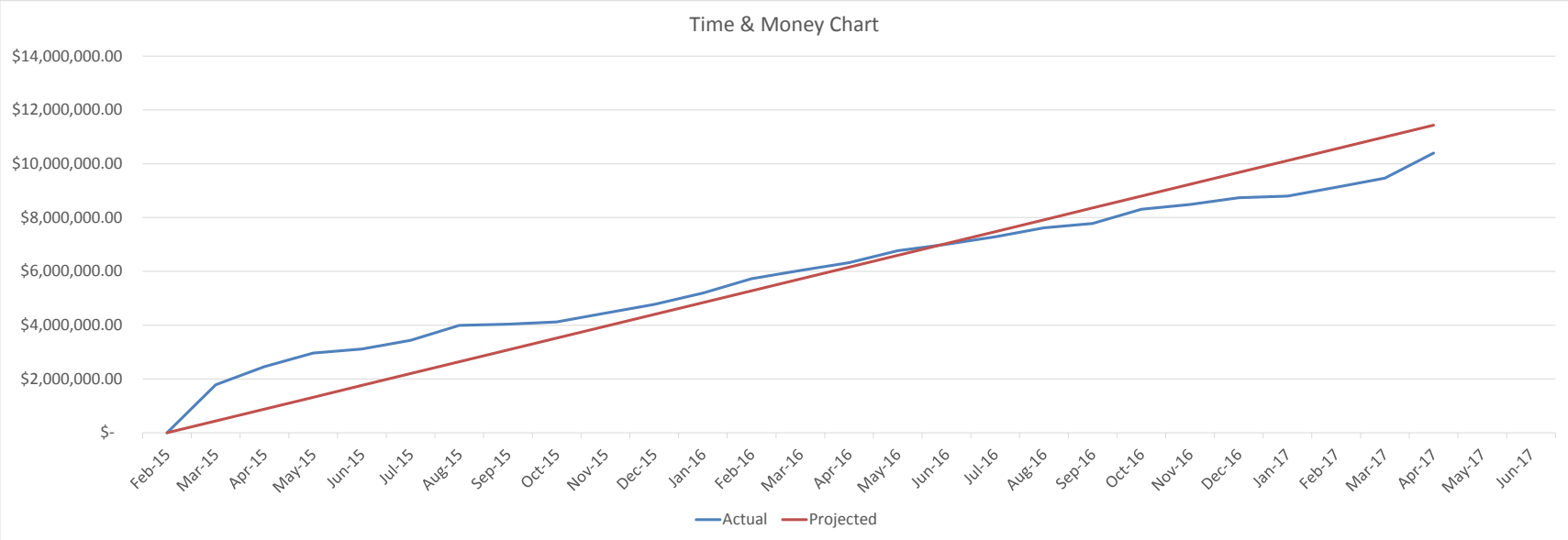
Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Oakes, Jeff	407-482-7835	jeff.oakes@dot.state.fl.us
Project Adminsitrator	Wilson, Joe	407-488-0864	wilsonj@etminc.com
Contract Support Specialist (CSS)	Brush, Toni	-	-

Go to CIM

0

Table Below UPDATED:	**3/14/2017**
CPPR/CFPR GRADE:	98
DBE % (Com%/Pmt%):	3.82%/0.55%
ACTUAL CONTRACT TIME:	859 of 717
CURRENT CEI EFFICIENCY (%):	15.0%
NEGOTIATED CEI (%):	15.0%
CEI GRADE:	3.2%



Tab Name: 7. E5W91 | **Contract Type and Cost Center:** Oviedo (507) Construction | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017 | **PA/PO Notes** **UPDATED: 12/7/2017**

7

Finproj Number	404418-2-52-01		
Contract Number	E5W91	**Federal Aid Number**	N/A
Contract Location	Landscaping - SR 15/600 (US 17/92) Interchange at SR 436		
Contractor Name	LAFLEUR NURSERIES AND GARDEN CENTER LLC		
Letting	8/4/2015	**Work Begin**	11/9/2015
Awarded	8/24/2015	**Time Begin**	11/9/2015
Execution	9/16/2015	**Original Estimated Completion**	7/15/2018
Notice to Proceed	10/14/2015	**Adjusted Estimated Completion**	8/4/2018
Service Ending Date	8/3/2018		

Establishment Period Start June 16, 2016

Service Ending Date: 8/3/18

SA #2 executed and will be paid with Dec. estimate

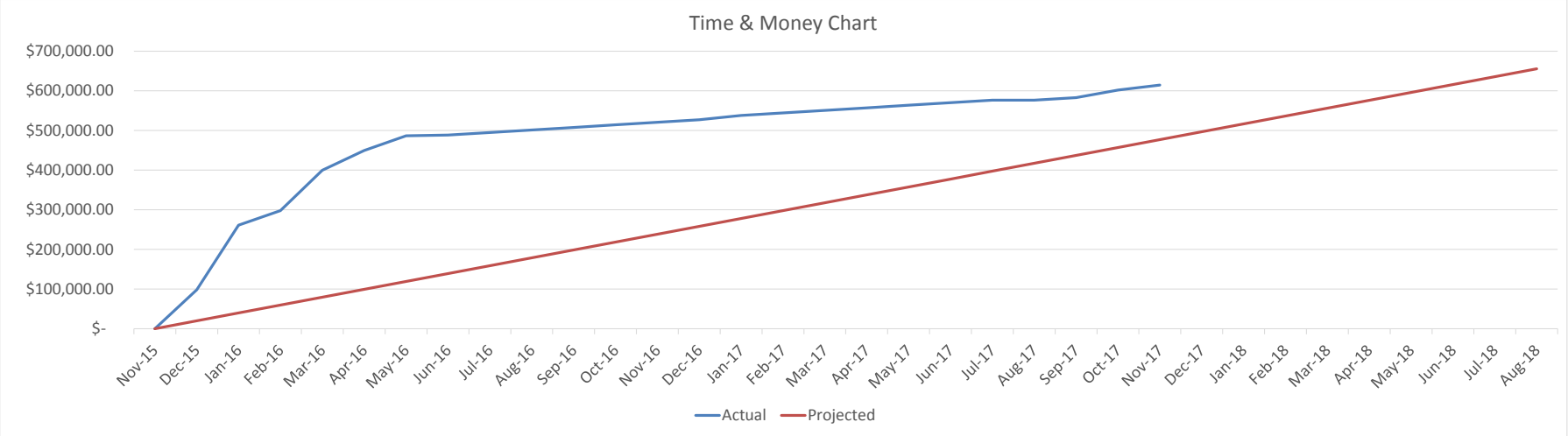
Contract Days Progress		**Contract Dollars Progress**	
Original Days	980	**Original Amount W/O IC**	$642,777.10
Days Used as of Last Cut Off	734	**Estimate Paid to Date**	$614,610.48
Present Days	1000	**Present Amount**	$653,177.10
% Days Used to Present	73.40%	**% Amount Used to Present**	94.10%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	101.62%
Delta	**-20.70%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Navarro, Kim	407-482-7829	kim.navarro@dot.state.fl.us
Project Adminsitrator	Navarro, Kim	407-482-7829	kim.navarro@dot.state.fl.us
Contract Support Specialist (CSS)	Thorn, Jennifer	-	-

Go to CIM

Table Below UPDATED:	**12/7/2017**
CPPR/CFPR GRADE:	93
DBE % (Com%/Pmt%):	0.78%/0.34% .77%/68.54%
ACTUAL CONTRACT TIME:	676/1000
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 8. E5Y23 | **Contract Type and Cost Center:** Oviedo (593) Maintenance | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

8

Finproj Number	436858-1-52-01		
Contract Number	E5Y23	**Federal Aid Number**	N/A
Contract Location	Landscaping - SR 46 From Upsala Rd to Airport Blvd		
Contractor Name	DYNAMICS GROUP, INC.		
Letting	4/5/2016	**Work Begin**	7/19/2016
Awarded	4/25/2016	**Time Begin**	7/18/2016
Execution	5/5/2016	**Original Estimated Completion**	9/16/2018
Notice to Proceed	6/3/2016	**Adjusted Estimated Completion**	9/22/2018
Service Ending Date	9/7/2018		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	790	**Original Amount W/O IC**	$394,500.00
Days Used as of Last Cut Off	482	**Estimate Paid to Date**	$363,481.86
Present Days	797	**Present Amount**	$411,876.86
% Days Used to Present	60.48%	**% Amount Used to Present**	88.25%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	104.40%
Delta	**-27.77%**		

Contact Information

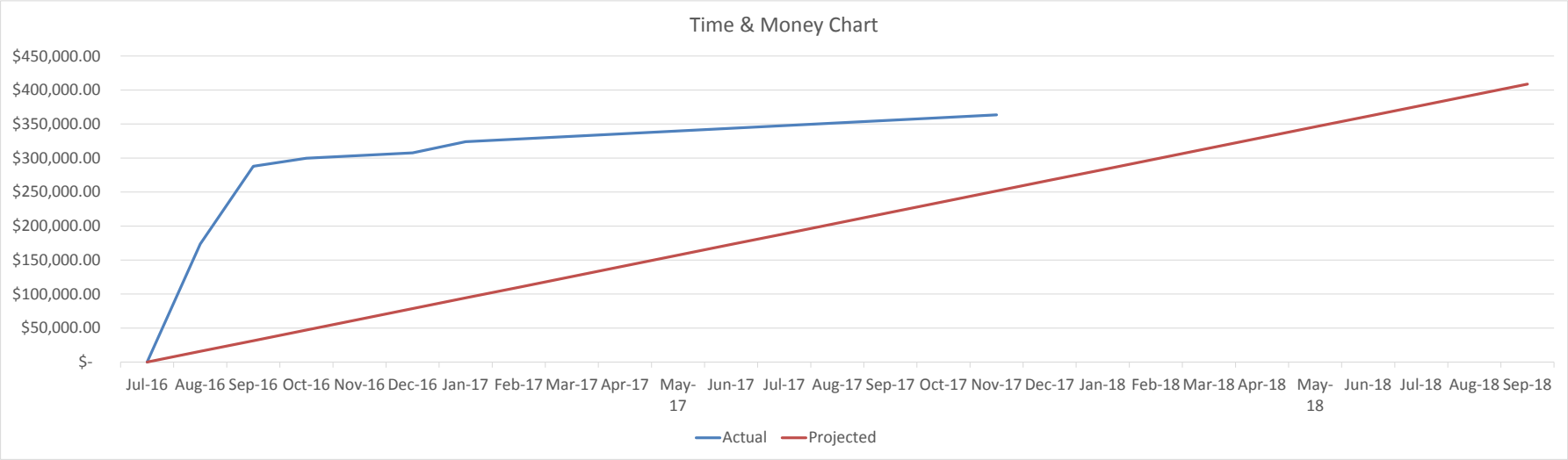
	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Navarro, Kim	407-482-7829	kim.navarro@dot.state.fl.us
Contract Support Specialist (CSS)	Thorn, Jennifer	-	-

Go to CIM

PA/PO Notes **UPDATED: 12/7/2017**

Establishment Period
SA #02 sent to District
Service Ending Date: 9/7/18

Table Below UPDATED:	**12/7/2017**
CPPR/CFPR GRADE:	98
DBE % (Com%/Pmt%):	100%/0%
ACTUAL CONTRACT TIME:	454/790
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/a



Tab Name: 9. E5Y53 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: XX-XX-XXXX

9				
Finproj Number	240216-7-52-01			
Contract Number	E5Y53	**Federal Aid Number**	N/A	
Contract Location	SR 46 from SR 415 to CR 426 - Safety Project - Bike lanes, turn lanes, lighting, etc			
Contractor Name	HALIFAX PAVING, INC.			
Letting	5/2/2017	**Work Begin**	8/5/2017	
Awarded	5/22/2017	**Time Begin**	8/5/2017	
Execution	6/7/2017	**Original Estimated Completion**	1/1/2018	
Notice to Proceed	7/6/2017	**Adjusted Estimated Completion**	1/15/2018	
Service Ending Date	12/3/2017			

PA/PO Notes **UPDATED: 12/8/2017**

Paving mainline 12/11 through 12/16, which would complete all paving on the project. Signal work within CR 426 intersection and rumble striping only work left to be completed after paving.

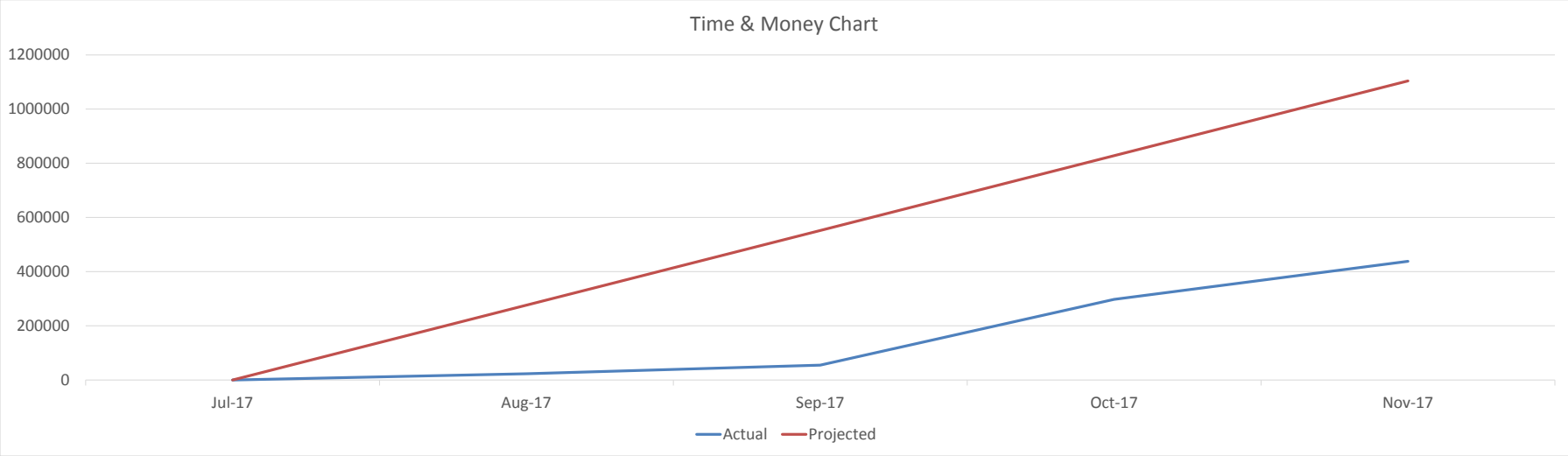
Contract Days Progress		**Contract Dollars Progress**	
Original Days	150	**Original Amount W/O IC**	$1,438,299.25
Days Used as of Last Cut Off	99	**Estimate Paid to Date**	$438,224.54
Present Days	164	**Present Amount**	$1,488,299.25
% Days Used to Present	60.37%	**% Amount Used to Present**	29.44%
Performance Measure % (Days)	105.33%	**Performance Measure % (Dollars)**	103.48%
Delta	**30.92%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Long, Charles	407-482-7830	charles.long@dot.state.fl.us
Contract Support Specialist (CSS)	Colon, Nicole	-	-

Go to CIM

Table Below UPDATED:	**12/8/2017**
CPPR/CFPR GRADE:	100
DBE % (Com%/Pmt%):	10.00%
ACTUAL CONTRACT TIME:	125 of 176
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 10. E5Y71 **Contract Type and Cost Center:** Oviedo (507) Construction?

Time and Money Updated: 9/20/2017

Note: Make Time and Money font 14 after copying

10	**11**	437100-1-52-01	
	Contract Number	E5Y71	**Federal Aid Number**
	Contract Location	RTMC Building	
	Contractor Name	COLLAGE DESIGN & CONSTRUCTION GROUP, INC.	

Letting	2/10/2017	**Work Begin**	5/22/2017
Awarded	3/9/2017	**Time Begin**	5/22/2017
Execution	4/10/2017	**Original Estimated Completion**	12/22/2018
Notice to Proceed	5/22/2017	**Adjusted Estimated Completion**	1/16/2019
Service Ending Date	12/1/2018		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	580	**Original Amount W/O IC**	$12,987,000.00
Days Used as of Last Cut Off	174	**Estimate Paid to Date**	$3,357,943.10
Present Days	605	**Present Amount**	$12,987,000.00
% Days Used to Present	28.76%	**% Amount Used to Present**	25.86%
Performance Measure % (Days)	101.38%	**Performance Measure % (Dollars)**	100.00%
Delta	**2.90%**		

Contact Information

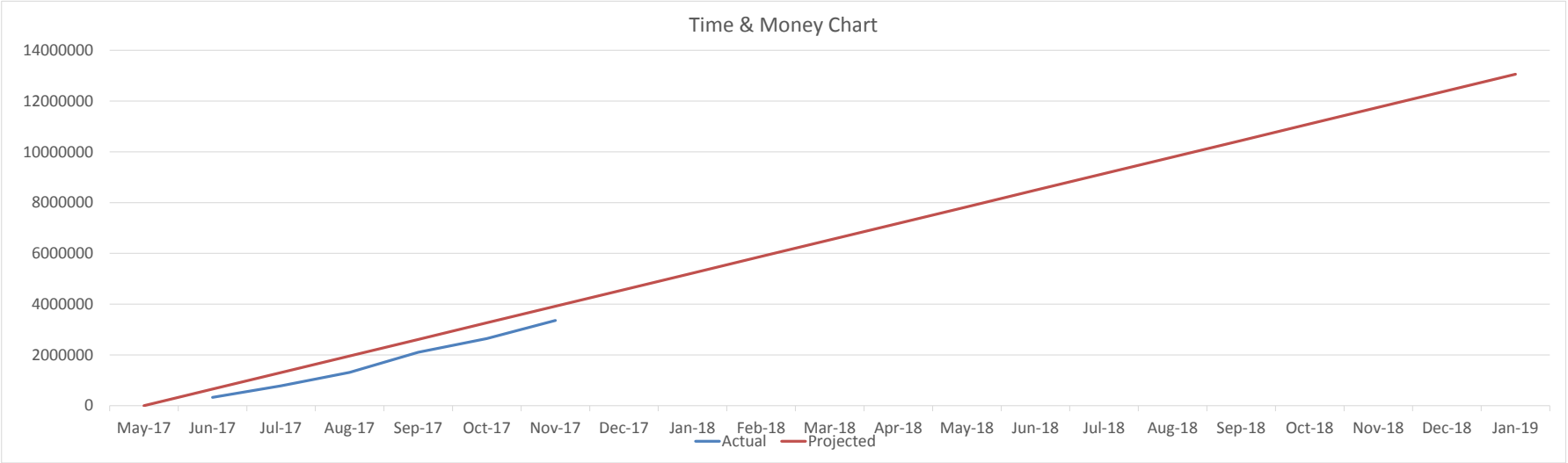
	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd		
Construction Project Manager	Duazo, Jonathan		
Project Adminsitrator	Sawaya, George		
Contract Support Specialist (CSS)	Savage, Dustin	-	-

Go to CIM

PA/PO Notes **UPDATED: 9/20/2017**

The Department accepted the Modular Block Wall in Lieu of Per Plan Gravity Wall with a credit of $1,521.00. Contractor Activities: Roof Deck Pours possibly by end of December. Critical Items are Concrete tie beams in Areas E and D, Civil Site work starting this week, Overhead Plumbing rough in, and Underground Sanitary to begin this week.

Table Below UPDATED:	**10/24/2017**
CPPR/CFPR GRADE:	98
DBE % (Com%/Pmt%):	12.81% / 0%
ACTUAL CONTRACT TIME:	
CURRENT CEI EFFICIENCY (%):	
NEGOTIATED CEI (%):	
CEI GRADE:	



Tab Name: 11. E5Y80 | **Contract Type and Cost Center:** | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

11				
Finproj Number	439905-1-52-01			
Contract Number	E5Y80	**Federal Aid Number**	N/A	
Contract Location	DISTRICTWIDE PUSHBUTTON TRAFFIC IMPROVEMENTS ORANGE/SEMINOLE			
Contractor Name	ATLANTIC CIVIL CONSTRUCTORS CORP			
Letting	2/7/2017	**Work Begin**	5/15/2017	
Awarded	2/27/2017	**Time Begin**	4/3/2017	
Execution	3/6/2017	**Original Estimated Completion**	5/14/2018	
Notice to Proceed	4/3/2017	**Adjusted Estimated Completion**	4/2/2018	
Contract Days Progress		**Contract Dollars Progress**		
Original Days	365	**Original Amount W/O IC**	$190,000.00	
Days Used as of Last Cut Off	207	**Estimate Paid to Date**	$52,920.70	
Present Days	365	**Present Amount**	$190,000.00	
% Days Used to Present	56.71%	**% Amount Used to Present**	27.85%	
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	100.00%	
Delta	**28.86%**			

Contact Information

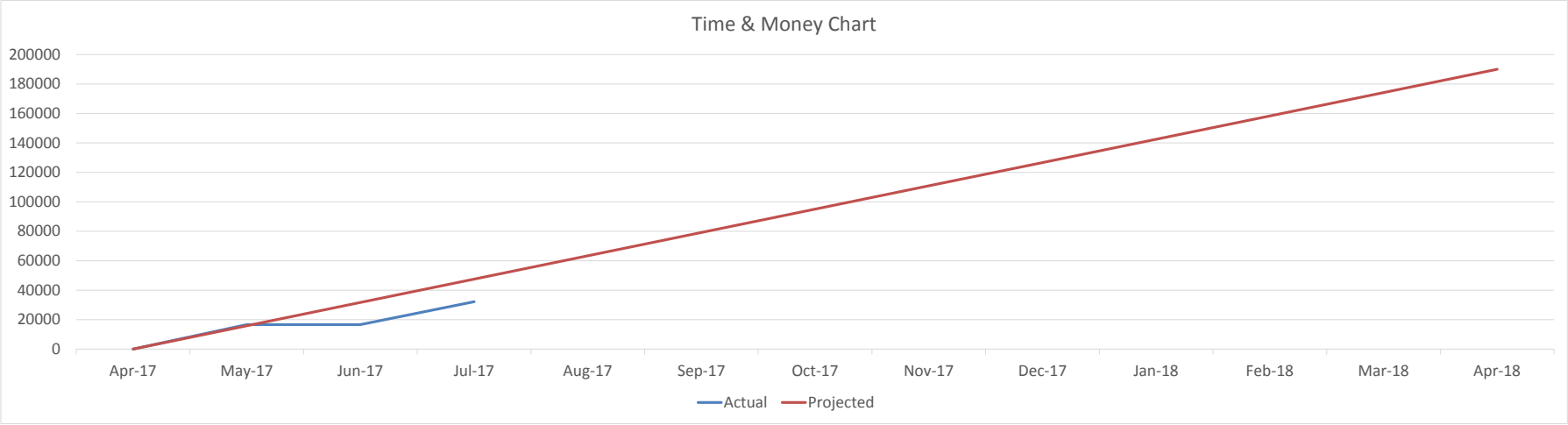
	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Project Adminsitrator	Patrick White	407-482-7831	Patrick.White@dot.state.fl.us
Project Adminsitrator	Crespi, Peter	407-482-7823	peter.crespi@dot.state.fl.us
Contract Support Specialist (CSS)	-	-	-

Go to CIM

PA/PO Notes **UPDATED: 8/30/2017**

- Work Order 4 ~ Contractor plans on beginning next year

Table Below UPDATED:	**N/A**
CPPR/CFPR GRADE:	N/A
DBE % (Com%/Pmt%):	N/A
ACTUAL CONTRACT TIME:	N/A
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 12. E5Y96 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: XX-XX-XXXX

12	**Finproj Number**	436434-1-52-01	
	Contract Number	E5Y96	**Federal Aid Number** Yes
	Contract Location	Spring to Spring Trail US 17/92	
	Contractor Name	P&S Paving Inc	

Letting	6/6/2017	**Work Begin**	9/8/2017
Awarded	6/26/2017	**Time Begin**	9/8/2017
Execution	7/13/2017	**Original Estimated Completion**	3/6/2018
Notice to Proceed	8/10/2017	**Adjusted Estimated Completion**	3/13/2018
Service Ending Date			

Contract Days Progress		**Contract Dollars Progress**	
Original Days	180	**Original Amount W/O IC**	$3,218,345.00
Days Used as of Last Cut Off	65	**Estimate Paid to Date**	$474,711.83
Present Days	187	**Present Amount**	$3,218,345.00
% Days Used to Present	34.76%	**% Amount Used to Present**	14.75%
Performance Measure % (Days)	102.78%	**Performance Measure % (Dollars)**	100.00%
Delta	**20.01%**		

Contact Information

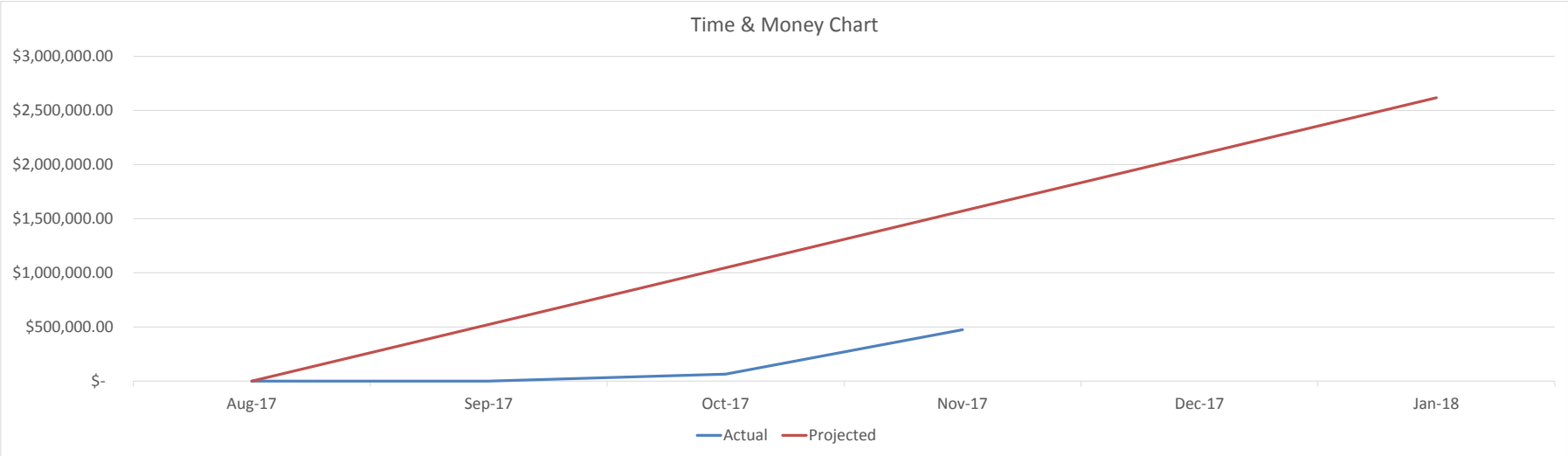
	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Duazo, Jonathan	-	-
Project Adminsitrator	Long, Charles	407-482-7830	charles.long@dot.state.fl.us
Contract Support Specialist (CSS)		-	-

Go to CIM

PA/PO Notes **UPDATED: 12/8/2017**

Tentatively scheduled to pour median seperator next Tuesday 12/12. All pipe is complete. Paving through structural course is complete on the -2 project.

Table Below UPDATED:	**12/8/2017**
CPPR/CFPR GRADE:	98%
DBE % (Com%/Pmt%):	
ACTUAL CONTRACT TIME:	90 of 193
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 13. E5Y99 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: XX-XX-XXXX

13				
Finproj Number	439276-1-52-01			
Contract Number	E5Y99	**Federal Aid Number**	N/A	
Contract Location	SR 414 OVER US 17/92 - BRIDGE # 750295			
Contractor Name	RAM CONSTRUCTION SERVICES OF MICHIGAN, INC.			
Letting	10/3/2017	**Work Begin**		
Awarded	10/23/2017	**Time Begin**	11/29/2017	
Execution	10/27/2017	**Original Estimated Completion**		
Notice to Proceed	10/30/2017	**Adjusted Estimated Completion**	5/17/2018	
Service Ending Date	**2/1/2018**			

PA/PO Notes **UPDATED: 12/14/2017**

pre-con was 12/5, time starts 12/29. Contractor plans on starting approximately 1/8/18, or shortly thereafter. Contractor would like to combine work/MOT phases to expedite work (proposal was EOR's original plan), will submit RFI shortly to review.

Contract Days Progress		**Contract Dollars Progress**	
Original Days	170	**Original Amount W/O IC**	$596,732.71
Days Used as of Last Cut Off	0	**Estimate Paid to Date**	$0.00
Present Days	170	**Present Amount**	$596,732.71
% Days Used to Present	0.00%	**% Amount Used to Present**	0.00%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	100.00%
Delta	**0.00%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Duazo, Jonathan	-	-
Project Adminsitrator	Eric Plantier	407-482-7847	eric.plantier@dot.state.fl.us
Contract Support Specialist (CSS)	Sandy	-	-

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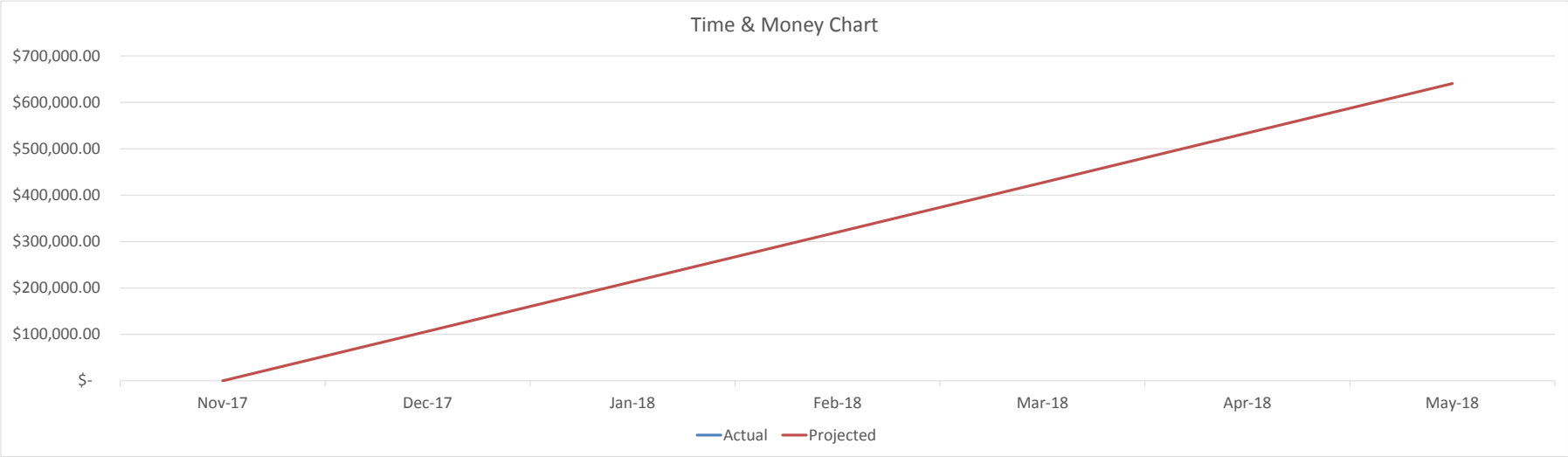
Table Below UPDATED:	**12/14/2017**
CPPR/CFPR GRADE:	pend
DBE % (Com%/Pmt%):	pend
ACTUAL CONTRACT TIME:	0/170
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 14. T5469 **Contract Type and Cost Center:** Oviedo (507) Construction **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

14

Finproj Number	239203-4-52-01		
Contract Number	T5469	**Federal Aid Number**	N/A
Contract Location	SR 50 FROM E OF CR425 (DEAN RD) TO E OF OLD CHENEY HWY		
Contractor Name	PRINCE CONTRACTING, LLC.		
Letting	10/30/2013	**Work Begin**	1/21/2014
Awarded	11/19/2013	**Time Begin**	1/21/2014
Execution	12/9/2013	**Original Estimated Completion**	8/27/2016
Notice to Proceed	1/7/2014	**Adjusted Estimated Completion**	3/4/2017
Service Ending Date	NA		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	950	**Original Amount W/O IC**	$67,731,735.00
Days Used as of Last Cut Off	1137	**Estimate Paid to Date**	$67,215,870.59
Present Days	1139	**Present Amount**	$69,973,538.20
% Days Used to Present	99.82%	**% Amount Used to Present**	96.06%
Performance Measure % (Days)	104.21%	**Performance Measure % (Dollars)**	103.31%
Delta	**3.77%**		

Contact Information

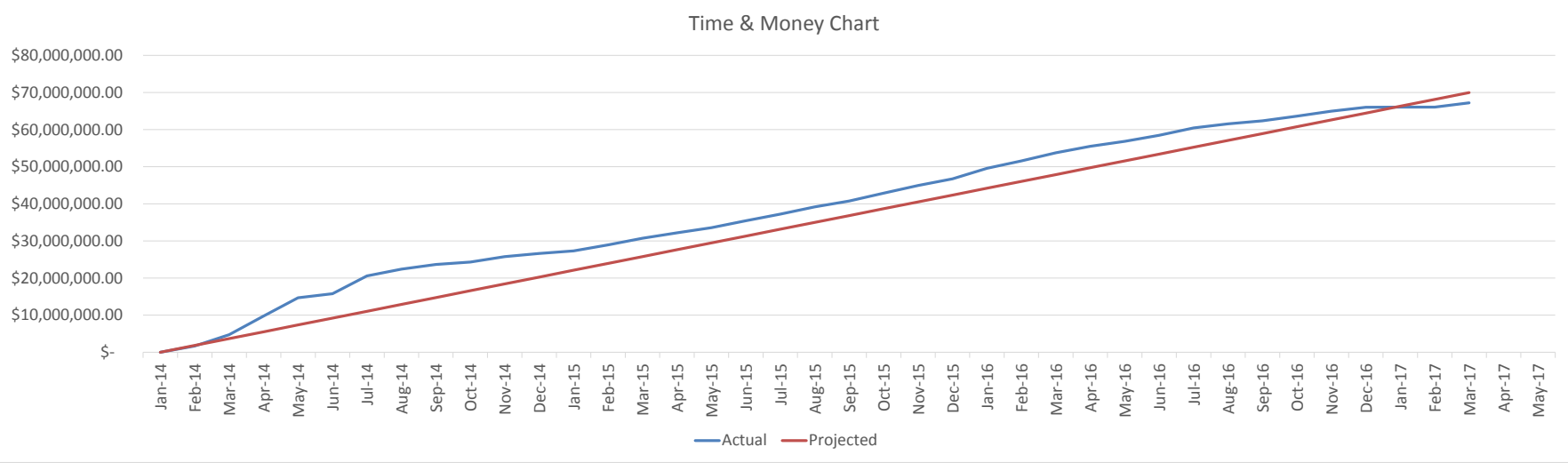
	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Coleman, Christopher	407-482-7839	christopher.coleman@dot.state.fl.us
Project Adminsitrator	Charles Crossman	407-427-8027	Charles.Crossman@cardno.com
Contract Support Specialist (CSS)	Shaw, Nimishia	-	-

Go to CIM

PA/PO Notes **UPDATED: XX/XX/2017**

1) WO for additional ITS work at Alafaya, Rouse
2) SA 26 for Plan Rev 18, 19
3) SA for AT&T extra work NOIs (1 EA 52-01, 1 EA 56-01)
4) SA - credit for damaged FOC)
NOI #4 for ATT delay, remains open, and under discussion at State level.
Prince says they will go to DRB NOI #20, NOI 43 and NOI #44 - SAs written, #20 rescinded NOI #48 filed alleging demo milling qty discrepancies - Summarily denied Prince says they will go to DRB
NOI 50 for ITS repair at Alafaya
NOI 51 for valve repair work
Misc other open NOIs not expected to proceed.
PIC Issues -

Table Below UPDATED:	**XX/XX/XXXX**
CPPR/CFPR GRADE:	79 of 104
DBE % (Com%/Pmt%):	19.34%/14.07% 20.32%/83.10%
ACTUAL CONTRACT TIME:	823 of 717
CURRENT CEI EFFICIENCY (%):	7.0%
NEGOTIATED CEI (%):	7.5%
CEI GRADE:	3.6



Tab Name: 15. T5548 | **Contract Type and Cost Center:** Oviedo (507) Construction | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

15

Finproj Number	240216-2-52-01		
Contract Number	T5548	**Federal Aid Number**	3141040P
Contract Location	SR 46 FROM MELLONVILLE AVE TO SR 415		
Contractor Name	SOUTHLAND CONSTRUCTION, INC.		
Letting	2/24/2016	**Work Begin**	5/9/2016
Awarded	3/15/2016	**Time Begin**	5/9/2016
Execution	3/23/2016	**Original Estimated Completion**	9/15/2018
Notice to Proceed	4/20/2016	**Adjusted Estimated Completion**	1/5/2019
Service Ending Date	NA		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	860	**Original Amount W/O IC**	$26,325,089.42
Days Used as of Last Cut Off	552	**Estimate Paid to Date**	$15,152,227.49
Present Days	972	**Present Amount**	$26,653,625.50
% Days Used to Present	56.79%	**% Amount Used to Present**	56.85%
Performance Measure % (Days)	105.12%	**Performance Measure % (Dollars)**	101.25%
Delta	**-0.06%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Long, Charles	407-482-7830	charles.long@dot.state.fl.us
Contract Support Specialist (CSS)	Colon, Nicole	-	-

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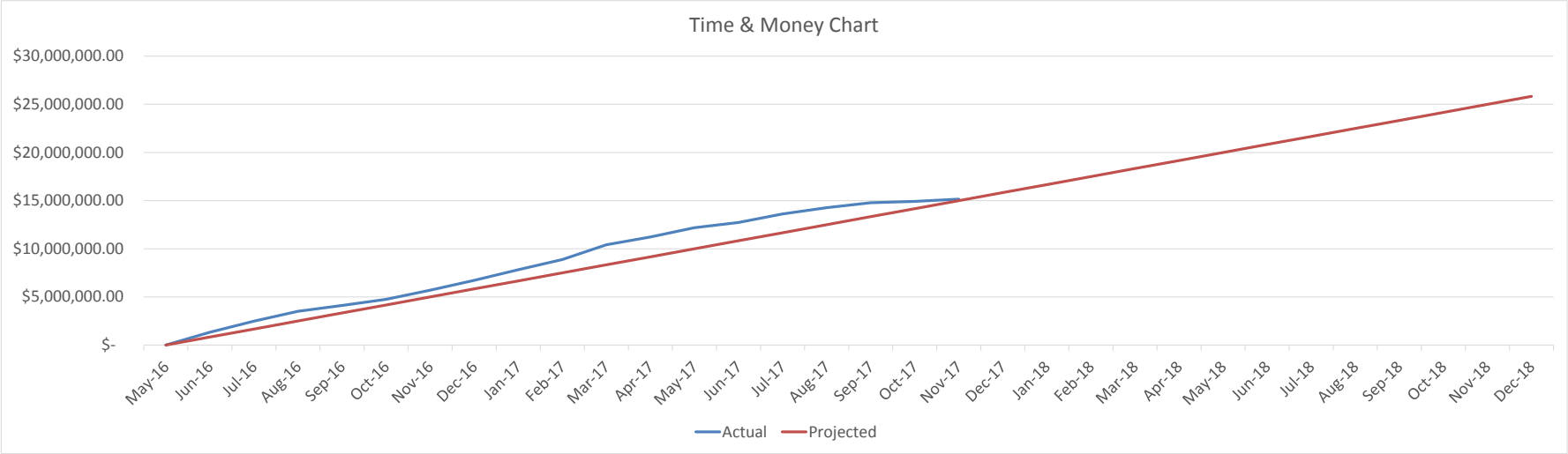
PA/PO Notes **UPDATED: 12/8/2017**

Midway 6" tap to 10" service completed. 6" midway line no longre in service or conflict. 10" Midway line conflicts being navigated on a case by case basis. Paving asphalt base from hellcat to Beardall scheduled for 12/11.

Table Below UPDATED:	**12/8/2017**
CPPR/CFPR GRADE:	100
DBE % (Com%/Pmt%):	7.97/%/48.82% 8.19%/54.41%
ACTUAL CONTRACT TIME:	578 of 979
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 16. T5557 **Contract Type and Cost Center:** Oviedo (507) Construction **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

16

Finproj Number	240196-1-52-01		
Contract Number	T5557	**Federal Aid Number**	N/A
Contract Location	SR 15/600 (US 17/92) FROM SHEPARD RD TO LAKE MARY BLVD		
Contractor Name	BERGERON LAND DEVELOPMENT, INC		
Letting	12/9/2015	**Work Begin**	5/31/2016
Awarded	12/22/2015	**Time Begin**	5/31/2016
Execution	1/11/2016	**Original Estimated Completion**	2/14/2019
Notice to Proceed	2/9/2016	**Adjusted Estimated Completion**	5/1/2019
Service Ending Date	NA		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	990	**Original Amount W/O IC**	$53,176,000.00
Days Used as of Last Cut Off	530	**Estimate Paid to Date**	$21,506,594.54
Present Days	1066	**Present Amount**	$54,118,935.82
% Days Used to Present	49.72%	**% Amount Used to Present**	39.74%
Performance Measure % (Days)	101.92%	**Performance Measure % (Dollars)**	101.77%
Delta	**9.98%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Oakes, Jeff	407-482-7835	jeff.oakes@dot.state.fl.us
Project Adminsitrator	Davis, Chris	407-466-4151	cdavis@metriceng.com
Contract Support Specialist (CSS)	Mike Atkins	-	matkins@metriceng.com

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PA/PO Notes **UPDATED: 5/5/2017**

●CSI No. 3 - Sheet Pile with concrete capping in lieu of Soldier Pile System. Final plans submitted for review. Returned to Contractor to address comments by EOR. Waiting on Submission of CSI. Bergeron has indicated they will be submitting the CSI in January 2018.

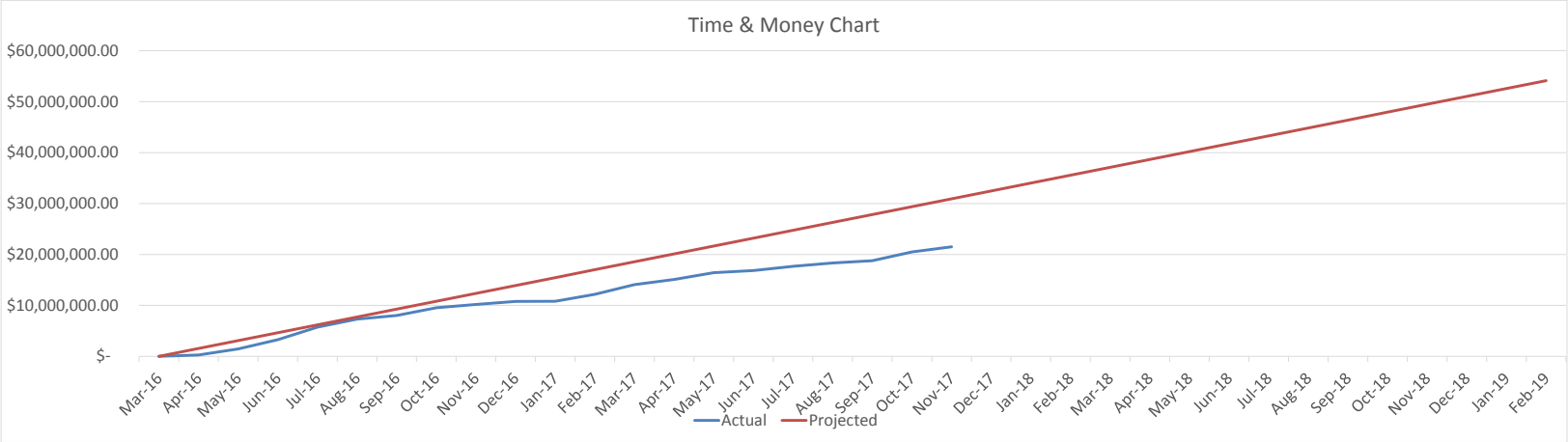
●City of Sanford has requested extra work to be performed for work associated with UWHC. Work detailed in Plan Revision No. 4 & Plan Revision No. 7. A credit is expected from Plan Revision No. 4 & Plan Revision No.7. Still waiting on response from Contractor on confirmation of no cost impacts with Plan Revision No. 7.

●SA 6 - Hurricane Irma. Metric and Bergeron have agreed to the costs. Waiting on Bergeron to submit cost proposal. SA sent to District Office for final processing. After D5 review a few corrections are necessary. Waiting on Contractor to resubmit Certified Cost Proposal.

● SA 7 or 8 - UWHC Extra Work for Semnole County. County requested extra water main work the Seminole County Jail House. Estimated Cost is $50,549.00 utilizing existing contract pay items. Waiting on cost agreement from Bergeron.

● SA 7 or 8 - Addition of concrete Shoulder Barrier Wall tieing into the Soldier Creek Bridge traffic railing, NB & SB US 17/92. In the final design stages by EOR. Rough Estimated cost is around $75,000.00.

	9/1/2017
CPPR/CFPR GRADE:	93%
DBE % (Com%/Pmt%):	10.40%/25.01%
ACTUAL CONTRACT TIME:	460 of 1046
CURRENT CEI EFFICIENCY (%):	9.0%
NEGOTIATED CEI (%):	7.0%



Tab Name: 17. T5576 | **Type and Office Listed for Project:** Oviedo (507) Construction | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

17				
Finproj Number	415030-5-52-01			
Contract Number	T5576	**Federal Aid Number**	N/A	
Contract Location	SR 434 FROM SMITH STREET TO FRANKLIN STREET			
Contractor Name	MASCI GENERAL CONTRACTORS, INC			
Letting	6/15/2016	**Work Begin**	1/3/2017	
Awarded	7/6/2016	**Time Begin**	1/2/2017	
Execution	7/14/2016	**Original Estimated Completion**	11/18/2017	
Notice to Proceed	8/11/2016	**Adjusted Estimated Completion**	2/1/2018	
Service Ending Date	NA			
Contract Days Progress		**Contract Dollars Progress**		
Original Days	320	**Original Amount W/O IC**	$5,311,632.25	
Days Used as of Last Cut Off	314	**Estimate Paid to Date**	$3,328,396.78	
Present Days	396	**Present Amount**	$5,414,132.25	
% Days Used to Present	79.29%	**% Amount Used to Present**	61.48%	
Performance Measure % (Days)	109.38%	**Performance Measure % (Dollars)**	101.93%	
Delta	**17.82%**			

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	Oakes, Jeff	407-482-7835	jeff.oakes@dot.state.fl.us
Project Adminsitrator	Simpson, Terry	407-622-9476	simpsont@cdmsmith.com
Contract Support Specialist (CSS)	Carpenter, Sandy	-	-

Go to CIM

PA/PO Notes **UPDATED: 9/1/2017**

Began storm sewer installation along left roadway

Traffic switch to put NB SR 434 on new SR 434 alignment south of Broadway scheduled for today

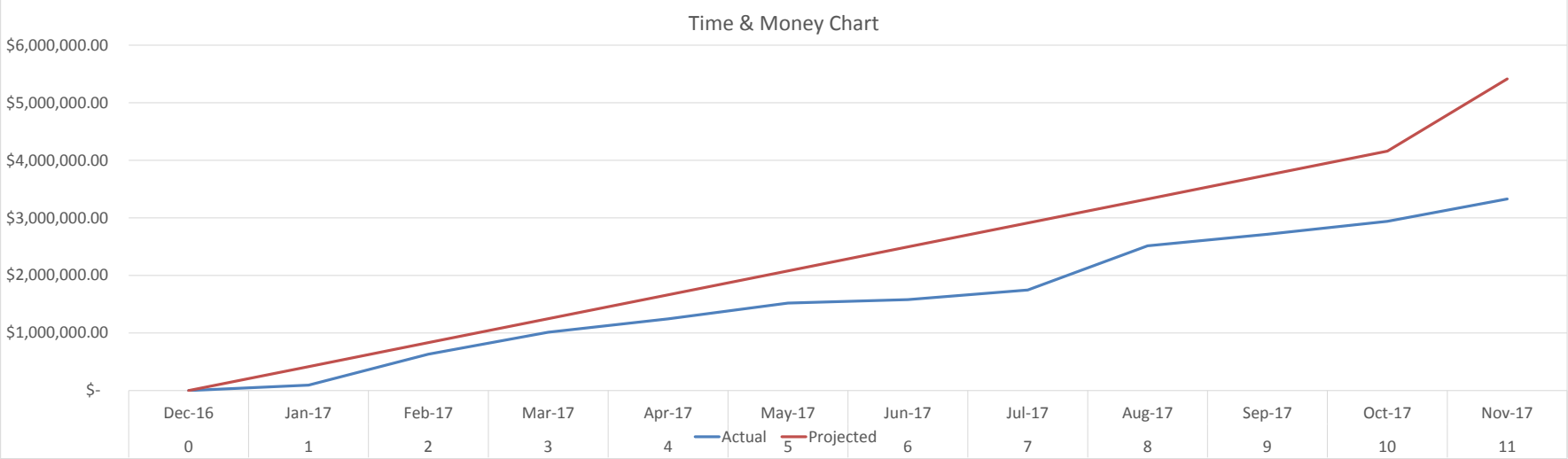
Costs for Hurricane Irma negotiated. Total cost $38,526.55. SA being drafted, will be sent for review next week.

City of Oviedo utility work complete. Extra work costs negotiated. Request sent 12/11/2017 to City of Oviedo to transfer $53,148.59 to cover added work and pay item overruns.

Hardscape / irrigation work progressing on right roadway, begun on left roadway

Time 89.3% Dollars 73.8%

Table Below UPDATED:	**9/1/2017**
CPPR/CFPR GRADE:	96
DBE % (Com%/Pmt%):	14%/??%
ACTUAL CONTRACT TIME:	314 of 356
CURRENT CEI EFFICIENCY (%):	N/A (areawide)
NEGOTIATED CEI (%):	N/A (areawide)
CEI GRADE:	N/A (areawide)



Tab Name: 18. T5579 | **Type and Office Listed for Project:** Orlando (509) Construction | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

18				
Finproj Number	432402-2-52-01			
Contract Number	T5579	**Federal Aid Number**	8886935A	
Contract Location	Slab Replacement - SR 500 and SR 441			
Contractor Name	GOSALIA CONCRETE CONSTRUCTORS, INC.			
Letting	10/26/2016	**Work Begin**	3/21/2017	
Awarded	11/16/2016	**Time Begin**	2/8/2017	
Execution	12/8/2016	**Original Estimated Completion**	2/23/2018	
Notice to Proceed	1/9/2017	**Adjusted Estimated Completion**	2/18/2018	
Service Ending Date	NA			
Contract Days Progress		**Contract Dollars Progress**		
Original Days	340	**Original Amount W/O IC**	$4,141,438.70	
Days Used as of Last Cut Off	277	**Estimate Paid to Date**	$3,792,686.64	
Present Days	376	**Present Amount**	$4,191,438.70	
% Days Used to Present	73.67%	**% Amount Used to Present**	90.49%	
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	101.21%	
Delta	**-16.82%**			

Contact Information

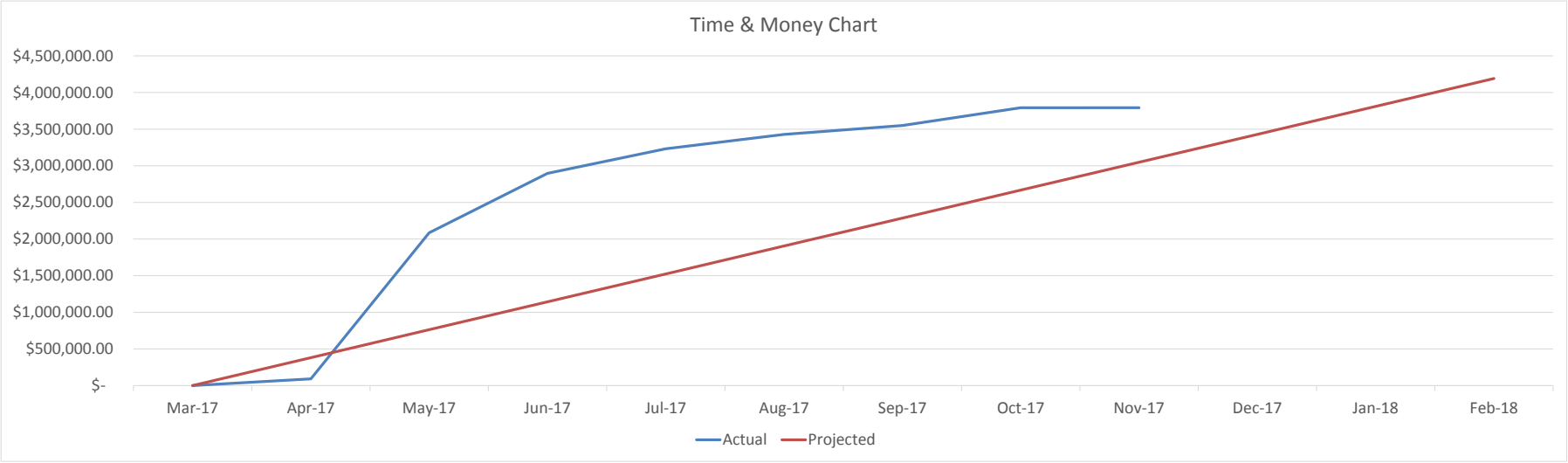
	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Plantier, Eric	407-482-7847	eric.plantier@dot.state.fl.us
Contract Support Specialist (CSS)	Thorn, Jennifer	-	-

Go to CIM

PA/PO Notes **UPDATED: 12/14/2016**

Contractor to finish saw and seal and slab button-up week of 12/10 - Asphalt repairs done. Signal punchlist 12/13+. Plan on finishing all work for second week of January. Will have some 'quantity resolution' to address, have some solid tracking. Plan revision (#1) for SR429 ped issue returned and sent to Contractor 12/6, Engineers Estimate done, Contractor estimate being prepared.

Table Below UPDATED:	**12/14/2016**
CPPR/CFPR GRADE:	100
DBE % (Com%/Pmt%):	**72%/75% and rising BOOM!!**
ACTUAL CONTRACT TIME:	310 of 376
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 19. T5581 | **Type and Office Listed for Project:** Orlando (509) Construction | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 4/21/2017

19

Finproj Number	433040-1-52-01		
Contract Number	T5581	**Federal Aid Number**	8791013U
Contract Location	Traffic Signals - SR 434 (Alafaya Trail) from Alexandria Blvd. to Mitchell Hammock Rd.		
Contractor Name	ATLANTIC CIVIL CONSTRUCTORS CORP		
Letting	12/7/2016	**Work Begin**	5/8/2017
Awarded	12/28/2016	**Time Begin**	5/7/2017
Execution	1/6/2017	**Original Estimated Completion**	12/23/2017
Notice to Proceed	2/6/2017	**Adjusted Estimated Completion**	1/11/2018
Service Ending Date	NA		

Contract Days Progress		**Contract Dollars Progress**	
Original Days	230	**Original Amount W/O IC**	$1,118,456.37
Days Used as of Last Cut Off	189	**Estimate Paid to Date**	$400,665.29
Present Days	250	**Present Amount**	$1,118,456.37
% Days Used to Present	75.60%	**% Amount Used to Present**	35.82%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	100.00%
Delta	**39.78%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Plantier, Eric	407-482-7847	eric.plantier@dot.state.fl.us
Contract Support Specialist (CSS)	Carpenter, Sandy	-	-

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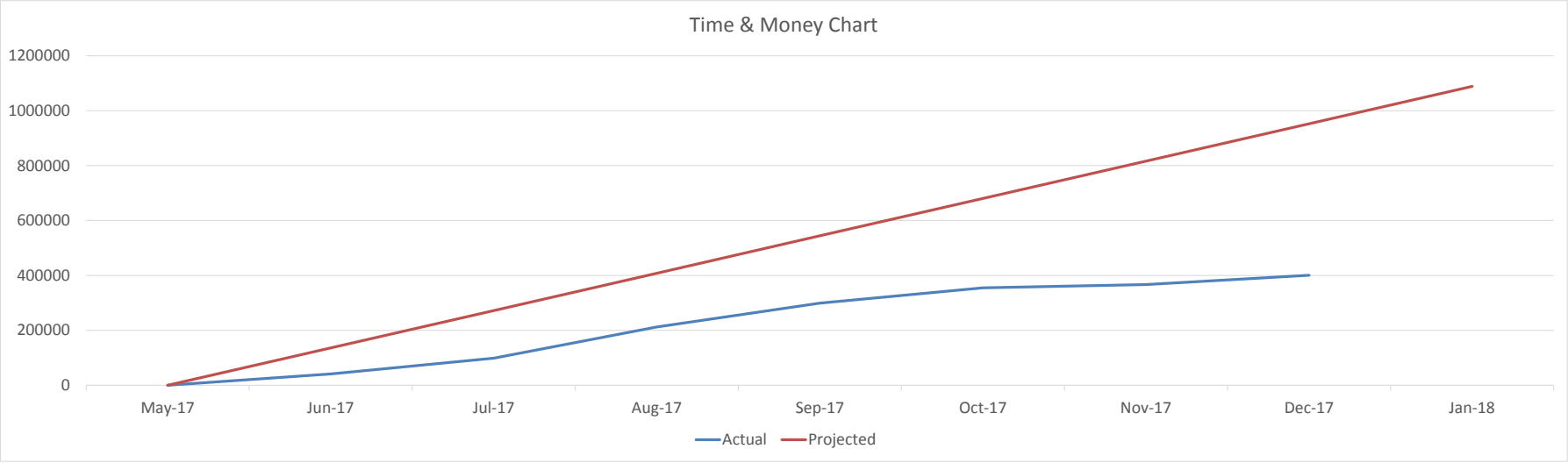
PA/PO Notes **UPDATED: 12/14/2017**

Still pressuring Duke on Shaft C conduit conflict resulting $18,819.47 claim for delays and extra work. Last drilled Shaft is in and has preliminary acceptance. Paving done. WO #2 for F-curb and sidewalk executed, work complete. Last update shows finishing on 1/17/18, w/Christmas holiday time until 1/26/18 - Atlantic is confident is achievable

Table Below UPDATED:	**12/14/2017**
CPPR/CFPR GRADE:	98
DBE % (Com%/Pmt%):	0.96/10% will not get higher .96%/0%
ACTUAL CONTRACT TIME:	222/256
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 20. T5582 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated: 11/1/2017

20				
Finproj Number	238275-8-52-01			
Contract Number	T5582	**Federal Aid Number**	Yes	
Contract Location	Roadway Realignment - CR 46A from North of Arundel Way to SR 46			
Contractor Name	HALIFAX PAVING, INC			
Letting		**Work Begin**	6/13/2017	
Awarded	3/28/2017	**Time Begin**	6/8/2017	
Execution	4/11/2017	**Original Estimated Completion**	3/24/2019	
Notice to Proceed	5/9/2017	**Adjusted Estimated Completion**	4/7/2019	
Service Ending Date	NA			
Contract Days Progress		**Contract Dollars Progress**		
Original Days	650	**Original Amount W/O IC**	$9,763,549.93	
Days Used as of Last Cut Off	157	**Estimate Paid to Date**	$2,458,781.55	
Present Days	669	**Present Amount**	$9,883,549.93	
% Days Used to Present	23.47%	**% Amount Used to Present**	24.88%	
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	101.23%	
Delta	**-1.41%**			

Contact Information

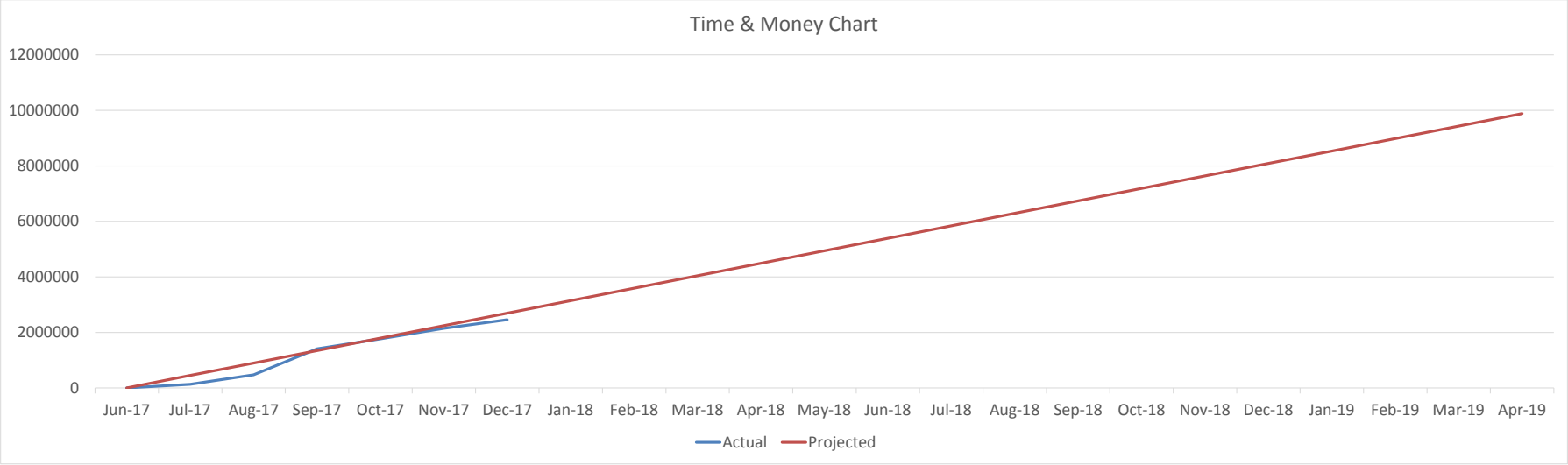
	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Navarro, Kim	407-482-7829	kim.navarro@dot.state.fl.us
Contract Support Specialist (CSS)	White, Patrick	-	-

Go to CIM

PA/PO Notes **UPDATED: 12/7/2017**

Subsoil SR 46
'Pond Grading - Superior
Drainage Installation
Subgrade

Table Below UPDATED:	**12/7/2017**
CPPR/CFPR GRADE:	100
DBE % (Com%/Pmt%):	1.18%/.70%
ACTUAL CONTRACT TIME:	157/653
CURRENT CEI EFFICIENCY (%):	N/A
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Tab Name: 21. T5598 | **Type and Office Listed for Project:** Oviedo (507) Construction? | **Note: Make Time and Money font 14 after copying**

Time and Money Updated:

21				
Finproj Number	435661-1-52-01			
Contract Number	T5598	**Federal Aid Number**	D517038B	
Contract Location	SR 436 FROM ORANGE CO LINE TO W OF AVERY LANE			
Contractor Name	HUBBARD CONSTRUCTION COMPANY			
Letting	10/25/2017	**Work Begin**		
Awarded	11/15/2017	**Time Begin**		
Execution	11/28/2017	**Original Estimated Completion**	6/7/1900	
Notice to Proceed		**Adjusted Estimated Completion**	6/7/1900	
Service Ending Date				

Contract Days Progress		**Contract Dollars Progress**	
Original Days	160	**Original Amount W/O IC**	$1,337,780.91
Days Used as of Last Cut Off	0	**Estimate Paid to Date**	$0.00
Present Days	160	**Present Amount**	$1,337,780.91
% Days Used to Present	0.00%	**% Amount Used to Present**	0.00%
Performance Measure % (Days)	100.00%	**Performance Measure % (Dollars)**	100.00%
Delta	**0.00%**		

Contact Information

	Name	**Phone**	**Email**
Resident Engineer (FDOT)	Womick, Todd	407-482-7833	todd.womick@dot.state.fl.us
Construction Project Manager	-	-	-
Project Adminsitrator	Eric Plantier	407-482-7847	eric.plantier@dot.state.fl.us
Contract Support Specialist (CSS)	Jennifer Thon	-	-

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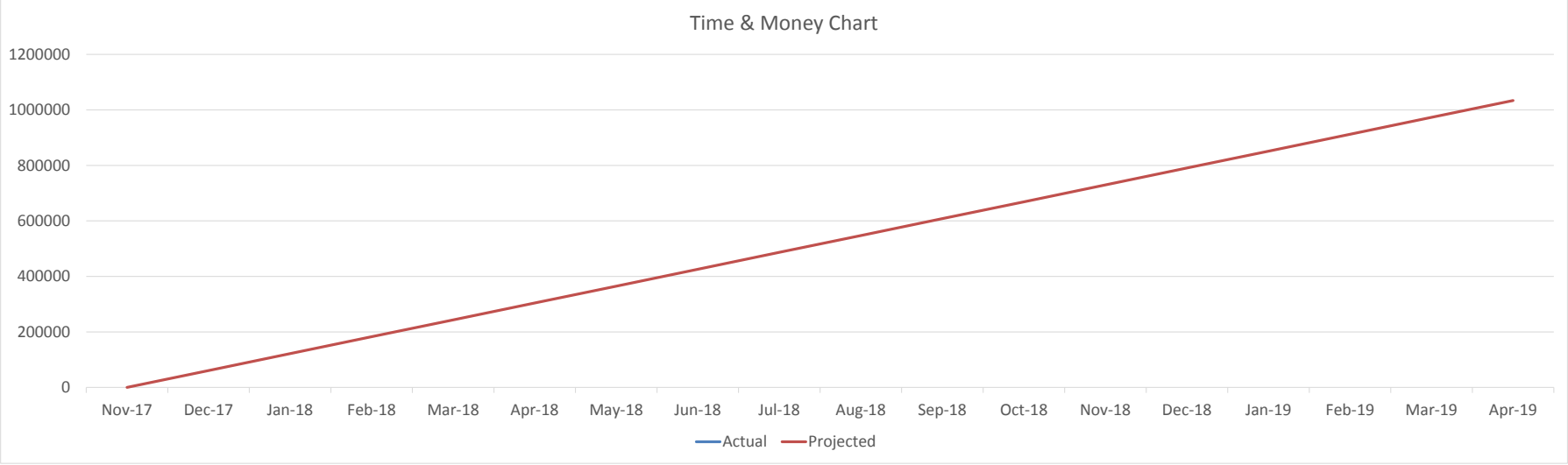
PA/PO Notes **UPDATED: 12/7/2017**

Precon 12/19/17, Contractor's intended start date 1/16/18

Table Below UPDATED:	
CPPR/CFPR GRADE:	
DBE % (Com%/Pmt%):	
ACTUAL CONTRACT TIME:	
CURRENT CEI EFFICIENCY (%):	
NEGOTIATED CEI (%):	N/A
CEI GRADE:	N/A



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

MIKE DEW
SECRETARY

January 16, 2018

Mr. Harold W. Barley
Executive Director
MetroPlan Orlando MPO
250 South Orange Avenue
Suite 200
Orlando, Florida 32801

RE: Second Quarter Variance Report (October 2017 – December 2017)

Dear Mr. Barley:

This letter is in reference to a request made by MetroPlan Orlando Metropolitan Planning Organization (MPO) regarding the second quarter variance report for the period of October 2017 through December 2017. This quarter's variance report compares the July 1, 2017 adopted work program with changes made to the adopted work program in the second quarter of Fiscal Year 2017/2018.

There are no projects with a cost increase that is equal to or greater than the minimum parameters set by MetroPlan Orlando.

As always, we appreciate all the opportunities that we get to work with MetroPlan Orlando staff and if you should have any additional questions or concerns please do not hesitate to contact me at 386-943-5791.

Sincerely,

Jennifer Horton
FDOT Liaison.

cc: Gary Huttmann, Deputy Executive Director, MetroPlan Orlando
Keith Caskey, Manager of Planning Services, MetroPlan Orlando
Brian Stanger, District Planning and Environmental Manager, Florida Department of Transportation
David Cooke, Transportation Planning Manager, Florida Department of Transportation
Kellie Smith, Government Liaison Administrator, Florida Department of Transportation

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2018 Legislative Session Update

1/12/2018

Sorted by Bill Number

Bill	Title	Sponsor	Summary	Committee of Referenc	Actions	Related Bills
HB 33	Texting while Driving	Toledo	Texting while Driving: Revises legislative intent; requires law enforcement officer to inform motor vehicle operator of certain rights; prohibits certain actions by such officer; removes requirement that enforcement be accomplished as secondary action. Effective Date: July 1, 2018	Judiciary Committee	1/5/2018 HOUSE On Committee agenda - Transportation & Infrastructure Subcommittee, 01/09/18, 1:00 pm, 102 H 1/9/2018 HOUSE Favorable by Transportation & Infrastructure Subcommittee; 14 Yeas, 0 Nays 1/9/2018 HOUSE Now in Judiciary Committee	Compare SB 72 Use of Wireless Communications Devices While Driving (Garcia) SB 90 Use of Wireless Communications Devices While Driving (Perry) HB 121 Texting While Driving (Slosberg)
SB 116	Operation of Vehicles	Baxley	Operation of Vehicles; Requiring drivers to vacate lanes closest to, or reduce speed and pass, vulnerable road users, authorized emergency, sanitation, and utility service vehicles or workers, and wrecker operators under certain circumstances, subject to certain requirements, etc. Effective Date: 7/1/2018	Transportation	8/9/2017 SENATE Filed 8/28/2017 SENATE Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations	
HB 117	Bicycle and Pedestrian Safety	Stone	Bicycle and Pedestrian Safety: Revises & provides requirements for driver of motor vehicle overtaking bicycle, pedestrian, or nonmotorized vehicle; requires DHSMV to provide awareness campaign & include information in certain educational materials regarding certain safety precautions; revises requirements for turning at intersections; revises & provides requirements for persons riding bicycles in groups; requires Class E driver license examination to address bicycle & pedestrian safety; provides penalties. Effective Date: July 1, 2018	Transportation & Infrastructure Subcommittee	1/5/2018 HOUSE On Committee agenda - Transportation & Infrastructure Subcommittee, 01/09/18, 1:00 pm, 102 H 1/9/2018 HOUSE Favorable with CS by Transportation & Infrastructure Subcommittee; 11 Yeas, 0 Nays 1/12/2018 HOUSE Committee Substitute Text (C1) Filed	

HB 215	Autocycles	Payne	Autocycles: Defines "autocycle" & revises definition of "motorcycle"; requires safety belt usage by autocycle operator/passenger; authorizes autocycle operation without motorcycle endorsement; provides applicability. Effective Date: July 1, 2018	No Current Committee	1/9/2018 HOUSE On Committee agenda - Government Accountability Committee, 01/11/18, 10:30 am, 17 H 1/11/2018 HOUSE Favorable by Government Accountability Committee; 19 Yeas, 2 Nays 1/11/2018 HOUSE Placed on Calendar, on 2nd reading	Similar SB 504 Autocycles (Perry)
HB 243	Charter County and Regional Transportation System Surtax	Avila	Charter County and Regional Transportation System Surtax: Requires certain counties to use surtax proceeds for specified purposes related to fixed guideway rapid transit systems & bus systems; authorizes use of surtax proceeds for certain purposes; prohibits use of such proceeds for certain purposes. Effective Date: July 1, 2018	Government Accountability Committee	1/5/2018 HOUSE On Committee agenda - Ways & Means Committee, 01/09/18, 4:30 pm, 17 H 1/9/2018 HOUSE Favorable by Ways & Means Committee; 14 Yeas, 6 Nays 1/9/2018 HOUSE Now in Government Accountability Committee	Similar SB 688 Charter County and Regional Transportation System Surtax (Garcia)
SB 272	Local Tax Referenda	Brandes	Local Tax Referenda; Revising the voter approval threshold required to pass a referendum to adopt or amend local government discretionary sales surtaxes when the referendum is held at any date other than a general election, etc. Effective Date: 7/1/2018	Appropriations Subcommittee on Finance and Tax	10/30/2017 SENATE Now in Appropriations Subcommittee on Finance and Tax 12/7/2017 Bill to be Discussed During the Office of EDR's Revenue Estimating Impact Conference, 12/08/17, 9:30 am, 117 K (No Votes Will Be Taken) 1/11/2018 HOUSE On Committee agenda - Appropriations Subcommittee on Finance and Tax, 01/16/18, 10:00 am, 401 S	Similar HB 317 Local Tax Referenda (Ingoglia)

HB 317	Local Tax Referenda	Ingoglia	Local Tax Referenda: Requires local government discretionary sales surtax referenda to be held on specified dates & approved by specified percentage of voters. Effective Date: July 1, 2018	Government Accountability Committee	11/29/2017 Bill to be Discussed During the Office of EDR's Revenue Estimating Impact Conference, 11/30/17, 8:30 am, 117 K (No Votes Will Be Taken) 12/5/2017 HOUSE Favorable by Ways & Means Committee; 18 Yeas, 0 Nays 12/5/2017 HOUSE Now in Government Accountability Committee	Similar SB 272 Local Tax Referenda (Brandes)
SB 346	Motorcycle and Moped Riders	Perry	Motorcycle and Moped Riders; Increasing the age at which persons who are operating or riding upon a certain motorcycle are exempt from protective headgear requirements, etc. Effective Date: 7/1/2018	Appropriations Subcommittee on Transportation, Tourism, and Economic Development	11/14/2017 SENATE Favorable with CS by Transportation; 6 Yeas, 0 Nays 11/15/2017 SENATE Committee Substitute Text (C1) Filed 11/17/2017 SENATE Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development	Similar HB 583 Motorcycle and Moped Riders (Clemons)
HB 353	Autonomous Vehicles	Fischer	Autonomous Vehicles: Authorizes person to operate, or engage autonomous technology to operate, autonomous vehicle in autonomous mode; provides that autonomous technology is deemed operator of autonomous vehicle operating in autonomous mode; provides construction & applicability; defines "human operator." Effective Date: July 1, 2018	Appropriations Committee	11/1/2017 HOUSE On Committee agenda - Transportation & Infrastructure Subcommittee, 11/08/17, 4:00 pm, 102 11/8/2017 HOUSE Favorable by Transportation & Infrastructure Subcommittee; 13 Yeas, 0 Nays 11/8/2017 HOUSE Now in Appropriations Committee	Compare SB 712 Autonomous Vehicles (Brandes)

SB 384	Electric Vehicles	Brandes	Electric Vehicles; Requiring the Florida Transportation Commission to review all sources of revenue for transportation infrastructure and maintenance projects and prepare a report to the Governor and the Legislature when the commission determines that electric vehicles make up a certain percentage or more of the total number of vehicles registered in this state; requiring a long-range transportation plan to consider infrastructure and technological improvements necessary to accommodate the increased use of autonomous technology and electric vehicles, etc. Effective Date: 7/1/2018	Appropriations Subcommittee on Transportation, Tourism, and Economic Development	12/5/2017 SENATE Favorable with CS by Transportation; 7 Yeas, 0 Nays 12/6/2017 SENATE Committee Substitute Text (C1) Filed 12/13/2017 SENATE Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development	Identical HB 981 Electric and Hybrid Vehicles (Olszewski)
SB 504	Autocycles	Perry	Autocycles; Defining the term ‘autocycle’; requiring safety belt or, if applicable, child restraint usage by an operator or passenger of an autocycle; including an autocycle in the definition of the term ‘motorcycle’; authorizing a person to operate an autocycle without a motorcycle endorsement, etc. Effective Date: 7/1/2018	Appropriations Subcommittee on Transportation, Tourism, and Economic Development	11/6/2017 SENATE On Committee agenda - Transportation, 11/14/17, 2:00 pm, 401 S 11/14/2017 SENATE Favorable by Transportation; 6 Yeas, 0 Nays 11/15/2017 SENATE Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development	Similar HB 215 Autocycles (Payne)
HB 525	High-Speed Passenger Rail	Grall	High-Speed Passenger Rail: Requires railroad company operating high-speed passenger rail system to be responsible for certain maintenance, improvement, & upgrade costs; specifies that governmental entity is not responsible for such costs unless it consents in writing. Effective Date: July 1, 2018	Transportation & Infrastructure Subcommittee	11/3/2017 HOUSE Filed 11/15/2017 HOUSE Referred to Transportation & Infrastructure Subcommittee; Transportation & Tourism Appropriations Subcommittee; Government Accountability Committee 11/15/2017 HOUSE Now in Transportation & Infrastructure Subcommittee	Similar SB 572 High-speed Passenger Rail (Mayfield)

HB 535	Statewide Alternative Transportation Authority	Avila	Statewide Alternative Transportation Authority: Adds alternative transportation authority as part of operations of DOT; provides requirements for operation & fund expenditure; exempts authority from certain departmental policies; revises State Transportation Trust Fund allocations for Transportation Regional Incentive Program; specifies annual allocations to TBARTA & Statewide Alternative Transportation Authority for certain purposes; requires matching funds for TBARTA; removes provision authorizing department, through Florida Rail Enterprise, to use specified funds for certain purposes; creates Statewide Alternative Transportation Authority; provides requirements for use of specified funds; provides requirements for county funding requests; requires matching funds for certain distributions; prohibits use of funds to subsidize certain projects. Effective Date: July 1, 2018	Transportation & Tourism Appropriations Subcommittee	12/6/2017 HOUSE Favorable with CS by Transportation & Infrastructure Subcommittee; 13 Yeas, 0 Nays 12/8/2017 HOUSE Committee Substitute Text (C1) Filed 12/11/2017 HOUSE Now in Transportation & Tourism Appropriations Subcommittee	Similar SB 1200 Statewide Alternative Transportation Authority (Young)
SB 548	Traffic Infraction Detectors	Campbell	Traffic Infraction Detectors; Repealing provisions relating to the definitions of local hearing officer and traffic infraction detector, respectively and relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors and that cap fines and provide for the deposit and use of fines, and the distribution of specified penalties, respectively, etc. Effective Date: 7/1/2021	Transportation	10/18/2017 SENATE Filed 11/2/2017 SENATE Referred to Transportation; Community Affairs; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations	Similar SB 176 Traffic Infraction Detectors (Hutson) Identical HB 6001 Traffic Infraction Detectors (Avila)

SB 572	High-speed Passenger Rail	Mayfield	High-speed Passenger Rail; Designating the "Florida High-Speed Passenger Rail Safety Act"; providing powers and duties of the Florida Department of Transportation; requiring the Florida Division of Emergency Management to offer, under certain circumstances, the local communities and local emergency services located along the rail corridor training specifically designed to help them respond to an accident involving rail passengers or hazardous materials; requiring a railroad company operating a high-speed passenger rail system to be solely responsible for certain maintenance, improvement, and upgrade costs, etc. Effective Date: 7/1/2018	Community Affairs	11/14/2017 SENATE Favorable with CS by Transportation; 6 Yeas, 0 Nays 11/15/2017 SENATE Committee Substitute Text (C1) Filed 11/27/2017 SENATE Now in Community Affairs	Similar HB 525 High-Speed Passenger Rail (Grall)
HB 575	Metropolitan Planning Organizations	Beshears	Metropolitan Planning Organizations: Revises M.P.O. voting membership requirements according to population; prohibits entire county commission from being members of governing board; revises percentage of membership which may be composed of county commissioners; requires adoption of certain bylaws; revises member reappointment provisions; requires compliance with certain provisions by specified date. Effective Date: July 1, 2018	Government Accountability Committee	1/8/2018 HOUSE On Committee agenda - Local, Federal & Veterans Affairs Subcommittee, 01/10/18, 3:30 pm, 12 H 1/10/2018 HOUSE Favorable by Local, Federal & Veterans Affairs Subcommittee; 13 Yeas, 1 Nay 1/10/2018 HOUSE Now in Government Accountability Committee	Compare HB 807 Metropolitan Planning Organizations (Diamond) SB 984 Metropolitan Planning Organizations (Brandes) Identical SB 1516 Metropolitan Planning Organizations (Perry)
SB 688	Charter County and Regional Transportation System Surtax	Garcia	Charter County and Regional Transportation System Surtax; Requiring counties, except under certain circumstances, to use surtax proceeds only for specified purposes; prohibiting the use of such proceeds for nontransit purposes, etc. Effective Date: 7/1/2018	Appropriations Subcommittee on Finance and Tax	11/27/2017 SENATE On Committee agenda - Community Affairs, 12/05/17, 10:00 am, 301 S 12/5/2017 SENATE Favorable by Community Affairs; 5 Yeas, 0 Nays 12/5/2017 SENATE Now in Appropriations Subcommittee on Finance and Tax	Similar HB 243 Charter County and Regional Transportation System Surtax (Avila)

SB 712	Autonomous Vehicles	Brandes	Autonomous Vehicles; Exempting an autonomous vehicle being operated in autonomous mode from a certain prohibition on the operation of a motor vehicle if the vehicle is actively displaying certain content that is visible from the drivers seat while the vehicle is in motion; authorizing a fully autonomous vehicle to operate in this state regardless of whether a licensed human operator is physically present in the vehicle; authorizing the Secretary of Transportation to enroll the state in any federal pilot program or project for the collection and study of data for the review of automated driving systems, etc.Effective Date: 7/1/2018	Transportation	11/1/2017 SENATE Filed 11/15/2017 SENATE Referred to Transportation; Banking and Insurance; Rules	Compare HB 353 Autonomous Vehicles (Fischer)
SB 770	Transportation Disadvantaged	Garcia	Transportation Disadvantaged; Authorizing community transportation coordinators, in cooperation with the coordinating board, to plan for and use regional fare payment systems under certain circumstances which enhance cross-county mobility for specified purposes for certain persons who are unable to transport themselves or to purchase transportation, etc. Effective Date: 7/1/2018	Transportation	11/6/2017 SENATE Filed 11/17/2017 SENATE Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations	
HB 807	Metropolitan Planning Organizations	Diamond	Metropolitan Planning Organizations: Provides voting membership requirements for certain metropolitan planning organizations designated on or after specified date. Effective Date: July 1, 2018	Transportation & Infrastructure Subcommittee	11/22/2017 HOUSE Filed 12/8/2017 HOUSE Referred to Transportation & Infrastructure Subcommittee; Local, Federal & Veterans Affairs Subcommittee; Government Accountability Committee 12/8/2017 HOUSE Now in Transportation & Infrastructure Subcommittee	Compare HB 575 Metropolitan Planning Organizations (Beshears) SB 1516 Metropolitan Planning Organizations (Perry) Similar SB 984 Metropolitan Planning Organizations (Brandes)

HB 981	Electric and Hybrid Vehicles	Olszewski	Electric and Hybrid Vehicles: Requires FTC to review sources of revenue for transportation infrastructure & maintenance projects & prepare report to Governor & Legislature, for submission by specified date, when FTC determines electric & hybrid vehicles make up certain percentage of registered vehicles; authorizes FTC, in consultation with DHSMV, to use certain data; requires FTC, in consultation with DEM, to assess transportation infrastructure with respect to emergency evacuations & electric vehicles; requires long-range transportation plan to consider infrastructure & improvements necessary to accommodate increased use of autonomous technology & electric vehicles. Effective Date: July 1, 2018	Transportation & Tourism Appropriations Subcommittee	1/5/2018 HOUSE On Committee agenda - Transportation & Infrastructure Subcommittee, 01/09/18, 1:00 pm, 102 H 1/9/2018 HOUSE Favorable by Transportation & Infrastructure Subcommittee; 13 Yeas, 0 Nays 1/9/2018 HOUSE Now in Transportation & Tourism Appropriations Subcommittee	Identical SB 384 Electric Vehicles (Brandes)
SB 984	Metropolitan Planning Organizations	Brandes	Metropolitan Planning Organizations; Requiring the voting membership of a metropolitan planning organization (M.P.O.) that is designated before a specified date to consist of a certain number of apportioned members, subject to certain requirements; requiring the voting membership of an M.P.O. designated on or after a specified date as a result of a combination or merger of previously separate M.P.O.'s to consist of a certain number of members, subject to certain requirements, etc. Effective Date: 7/1/2018	Transportation	11/21/2017 SENATE Filed 12/13/2017 SENATE Referred to Transportation; Community Affairs; Rules	Compare HB 575 Metropolitan Planning Organizations (Beshears) SB 1516 Metropolitan Planning Organizations (Perry) Similar HB 807 Metropolitan Planning Organizations (Diamond)
SB 1066	Transportation Facility Designations/Nelle W. Needham Memorial Highway	Baxley	Transportation Facility Designations/Nelle W. Needham Memorial Highway; Providing an honorary designation of a certain transportation facility in a specified county, etc. Effective Date: 7/1/2018	Transportation	12/4/2017 SENATE Filed 12/13/2017 SENATE Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations	

SB 1082	Electric Vehicle Charging Stations	Simmons	Electric Vehicle Charging Stations; Specifying a noncriminal fine for the unlawful parking of a vehicle in an electric vehicle charging station; revising the penalties for the unlawful parking of a vehicle in an electric vehicle charging station, etc. Effective Date: 7/1/2018	Transportation	12/5/2017 SENATE Filed 12/13/2017 SENATE Referred to Transportation; Appropriations Subcommittee on Criminal and Civil Justice; Appropriations	
SB 1188	The Strategic Intermodal System	Rouson	Strategic Intermodal System; Specifying that the Strategic Intermodal System and the Emerging Strategic Intermodal System include existing or planned corridors that are managed lanes of transit, etc. Effective Date: 7/1/2018	Transportation	12/7/2017 SENATE Filed 12/18/2017 SENATE Referred to Transportation; Community Affairs; Rules	Identical HB 1277 Strategic Intermodal System (Willhite)
SB 1200	Statewide Alternative Transportation Authority	Young	Statewide Alternative Transportation Authority; Adding an alternative transportation authority as part of the operations of the Department of Transportation; requiring the responsibility for expending certain funds to be delegated by the department secretary to the executive director of the authority, subject to certain requirements; beginning in a specified timeframe, revising annual allocations in the State Transportation Trust Fund for the Transportation Regional Incentive Program; repealing provisions relating to fund participation and the Florida Rail Enterprise, etc. Effective Date: 7/1/2018	Transportation	12/8/2017 SENATE Filed 12/18/2017 SENATE Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations	Similar HB 535 Statewide Alternative Transportation Authority (Avila)
HB 1277	Strategic Intermodal System	Willhite	Strategic Intermodal System: Specifies that Strategic Intermodal System & Emerging Strategic Intermodal System include existing or planned corridors that are managed lanes of transit. Effective Date: July 1, 2018	No Current Committee	1/7/2018 HOUSE Filed	Identical SB 1188 The Strategic Intermodal System (Rouson)
SB 1516	Metropolitan Planning Organizations	Perry	Metropolitan Planning Organizations; Revising voting membership requirements for metropolitan planning organizations according to population; requiring metropolitan planning organizations to comply with certain provisions by a specified date, etc. Effective Date: 7/1/2018	No Current Committee	1/4/2018 SENATE Filed	Compare HB 807 Metropolitan Planning Organizations (Diamond) SB 984 Metropolitan Planning Organizations (Brandes) Identical HB 575 Metropolitan Planning Organizations (Beshears)

HB 2103	Motorcycle Safety and Education	McClain	Motorcycle Safety and Education: Provides an appropriation for the Motorcycle Safety and Education. APPROPRIATION: $300,000.00 Effective Date: July 1, 2018	Appropriations Committee	11/8/2017 HOUSE On Committee agenda - Transportation & Tourism Appropriations Subcommittee, 11/15/17, 8:30 am, 116 K 11/15/2017 HOUSE Favorable by Transportation & Tourism Appropriations Subcommittee; 14 Yeas, 0 Nays 11/15/2017 HOUSE Now in Appropriations Committee	
HB 2509	Integrated Transit Smartphone Application Development and Implementation	Ahern	Integrated Transit Smartphone Application Development and Implementation: Provides an appropriation for the Integrated Transit Smartphone Application Development and Implementation. APPROPRIATION: $475,000.00 Effective Date: July 1, 2018	Transportation & Tourism Appropriations Subcommittee	11/13/2017 HOUSE Filed 11/27/2017 HOUSE Referred to Transportation & Tourism Appropriations Subcommittee; Appropriations Committee 11/27/2017 HOUSE Now in Transportation & Tourism Appropriations Subcommittee	
HB 2953	Miami Beach Intelligent Transportation and Smart Parking Systems	Richardson	Miami Beach Intelligent Transportation and Smart Parking Systems: Provides an appropriation for the Miami Beach Intelligent Transportation and Smart Parking Systems. APPROPRIATION: $2,000,000.00 Effective Date: July 1, 2018	Transportation & Tourism Appropriations Subcommittee	11/17/2017 HOUSE Filed 11/29/2017 HOUSE Referred to Transportation & Tourism Appropriations Subcommittee; Appropriations Committee 11/29/2017 HOUSE Now in Transportation & Tourism Appropriations Subcommittee	
HB 3181	Real Time Monitoring and Prediction of Reduced Visibility Events on Florida's Highways	Olszewski	Real Time Monitoring and Prediction of Reduced Visibility Events on Florida's Highways: Provides an appropriation for the Real Time Monitoring and Prediction of Reduced Visibility Events on Florida's Highways. APPROPRIATION: $2,000,000.00 Effective Date: July 1, 2018	Transportation & Tourism Appropriations Subcommittee	11/20/2017 HOUSE Filed 11/29/2017 HOUSE Referred to Transportation & Tourism Appropriations Subcommittee; Appropriations Committee 11/29/2017 HOUSE Now in Transportation & Tourism Appropriations Subcommittee	

HB 3303	Interconnecting Pinellas - Connected Vehicle Test Corridor	Grant (J)	Interconnecting Pinellas - Connected Vehicle Test Corridor: Provides an appropriation for the Interconnecting Pinellas - Connected Vehicle Test Corridor. APPROPRIATION: $6,000,000.00 Effective Date: July 1, 2018	Transportation & Tourism Appropriations Subcommittee	11/21/2017 HOUSE Filed 11/29/2017 HOUSE Referred to Transportation & Tourism Appropriations Subcommittee; Appropriations Committee 11/29/2017 HOUSE Now in Transportation & Tourism Appropriations Subcommittee	

Current PD&E Projects in MetroPlan Orlando Area

FM#	Project Name	County	Agency PM	Consultant	Class of Action	LDCA Anticipated	Design Funded FY	Design Funded Amount	Design Status	ROW Funded FY	ROW Funded Amount	Construction Funded FY	Construction Funded Amount
433693-1	Poinciana Parkway Southport Connector	Osceola	Amy Sirmans	Inwood	TBD	Waiting on CFX study to determine next steps	Not funded	NA		Not funded	NA	Not funded	NA
433693-2	Poinciana Parkway (I-4 Connector)	Osceola	Amy Sirmans	CH2MHill	TBD	Waiting on CFX study to determine next steps	Not funded	NA		Not funded	NA	Not funded	NA
432100-1	I-4 Beyond the Ultimate	Osceola/ Orange/Seminole/Volusia	Beata Stys-Palasz	HNTB	EA / FONSI Reeval & EIS	**6/12/2017 8/24/2017 completed**	*FY 2014 FY 2015 FY 2016 FY 2017 FY 2018*	*$9,037,463*	NA	NA	NA	NA	NA
Design: 431456-1	*Part of PD&E Segment 1 - West of CR 532 to East of SR 522 (Osceola Pkwy)*	*Osceola*	*Kevin Moss*	AECOM	*EA / FONSI Reeval*	**12-Jun-17**	*FY 2015 FY 2016 FY 2017 FY 2018*	*$13,919,573*	**Working toward 60%**	***FY 2018 FY 2019 FY 2020 FY 2021 FY2022***	***$0.5M $1.4M $11.9M $12.9M $9.7M***	Not funded	*NA*
Design: 242484-8	*Part of PD&E Segment 1 - E of SR 522 (Osceola Pkwy) to West of SR 528*	*Orange*	*Kevin Moss*	AECOM	*EA / FONSI Reeval*	**12-Jun-17**	*FY 2015 FY 2016 FY 2017 FY 2018*	*$17,090,246*	**Working toward 60%**	***FY 2018 FY 2019 FY 2020 FY 2021 FY 2022 FY 2023 FY 2024***	***$142.2 $0.0M $4.6M $37.3M $46.8M $31.8M $4.7M***	Not funded	*NA*
Design: 242484-7	*PD&E Segment 2 - West of SR 528 to West of SR 435 (Kirkman Rd)*	*Orange*	*Kevin Moss*	SCH2	*EIS*	**24-Aug-17**	*FY 2015 FY 2016 FY 2017 FY 2018*	*$15,786,686*	**Working toward 60%**	***FY 2018 FY 2019 FY 2020 FY 2021 FY 2022***	*$2.6M $18.4M $19.0M $5.2M $1.3M*	*FY 20*	*$520,325,428*
Design: 441113-1	*I-4 (SR 400) AT DARYL CARTER PARKWAY INTERCHANGE NEW INTERCHANGE DESIGN UNDER SEGMENT 1 242484-8 DISTRICT PRIORITY #02 I-4 BTU*	*Orange*	*Kevin Moss*	AECOM	*EA / FONSI Reeval*	**12-Jun-17**	*Funded under 242484-8*		**Working toward 60%**	***FY 2019 FY 2020 FY 2021 FY 2022 FY 2023***	*$2.8M $17.1M $20.5M $9.5M $5.0M*	*Not funded*	*NA*
Design: 441362-1	*I-4 BTU CONNECTION FROM 150' WEST OF CENTRAL FLORIDA PARKWAY TO SR 528 I-4 BTU SEGMENT 2 CONNECTION TO SEGMENT 1B DESIGN & RIGHT OF WAY UNDER 242484-7 I-4 SEGMENT 1C*	*Orange*	*Kevin Moss*	SCH2	*EIS*	**24-Aug-17**	*Funded under 242484-7*		**Working toward 60%**	*Funded under 242484-7*		*FY 20*	*$281,587,481*
Design: 242592-4	*PD&E Segment 3 - East of SR 434 to east of US 17-92*	*Seminole*	*Todd Helton*	WSP	*EIS*	**24-Aug-17**	*FY 2015 FY 2016 FY 2017 FY 2018*	*$12,430,279*	**Working toward 60%**	***FY 2022 FY2023 FY2024 FY2025 FY2026***	***$9.1M $13.0M $12.6M $4.1M $2.0M***	FY 27	*$603,209,163*
240216-4	SR 46 from SR 415 to CR 426 (LAP - Oversight)	Seminole	Mary McGehee	**AECOM**	Type II CE	**Mar-18**	**FY 2023**	$5,175,240	Not started	Not funded	NA	Not funded	NA
433204-1	Carroll Street (JPA - Oversight) from John Young Parkway to Michigan Avenue	Osceola	Colleen Jarrell (in house consultant)	Kimley Horn	Type II CE	**LDCA received 11/30/2016**	FY 2016	$2,250,000	**Working toward 60%**	**FY 2019 FY 2020 FY 2022* *Funds split ROW/CST**	**$.9M $.9M $12M***	**Partially funded in 2022**	**$12M *Funds split ROW/CST**
408429-2	US 17-92 (Orange Avenue - Winter Park)	Orange	Amir Asgaranik/ Collen Jarrell	VHB/HNTB	Type II CE	**Jul-04**	**FY 2018 FY 2019**	**$1,980,000**	**??? - funding programed for CY for FDOT to design in-house**	**Not funded**	**Not funded**	**Not funded**	**Not funded**
438030-1	PD&E - Widen Beachline East (SR 528) from SR 520 to East of Industry Road	Orange & Brevard	Rax Jung	CH2M Hill	SEIR	Jul-18	Not funded	Not funded		Not funded	NA	Not funded	NA
438547-1	PD&E - Orlando South Ultimate Interchange @ SR 528 (MP 4) and SR 91 (MP 254)	Orange	Rax Jung	Hardesty and Hanover	SEIR	Mar-19	FY 2019	$14.7M		FY 2022	$11.8M	Not funded	NA
440314-1	Colonial Parkway from Woodbury Rd. to SR 520 (New Facility)	Orange	Henry Pinzon	CH2	SEIR	Apr-19	FY 2020	$20.0M		Not funded	NA	Not funded	NA
	PD&E for Eastern Extension of SR 408 to SR 520	**Orange**	Glenn Pressimone	Metric Engineering	SEIR	May-18	FY 2020 (15% Line & Grade) Full Design not funded	$3.2M (15% Line & Grade); Full Design Not Funded		Not funded	NA	Not funded	NA

Upcoming PD&E Projects in MetroPlan Orlando Area

FM#	Project Name	County	PD&E Funded FY	PD&E Funded Amount	Anticipated Class of Action
437200-1	US 17/92 from Polk County Line to 1,900' West of Poinciana Blvd	Osceola	2020	$1,500,000	SEIR
	Orange Lake Connector	Lake & Orange	2018	$1,200,000	SEIR
440315-1	**Colonial Parkway from SR 520 to SR 528 (New Facility)**	**Orange**	**2022**	**$2,000,000**	**SEIR**

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Date Printed: 1/17/2018

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Board Meeting Highlights – December 13, 2017

- **Chairman's Announcements:** Commissioner Bob Dallari opened the meeting at 9:00 a.m. and welcomed everyone. Commissioner Samuel Ings led the Pledge of Allegiance. Commissioner Dallari called on Commissioner Pete Clarke to provide a report on the November 9th TDLCB meeting which included the annual TD Public Hearing. Commissioner Dallari provided a report on the December 1st Commuter Rail Commission meeting. He noted that SunRail was not scheduled to run Christmas Day and New Year's Day, however, work was being done to try and schedule service on New Year's Day to accommodate downtown events. Mayor Dyer confirmed that there will be service, but the schedule was not available at this time. Commissioner Dallari recognized outgoing CAC chairman, Mr. Tom O'Hanlon, outgoing TAC Chair, Ms. Mary Moskowitz, and outgoing TSMO Chair, Ms. Joedel Zaballero. He reported that the Personnel Committee would be meeting immediately following the board meeting.

- **MetroPlan Orlando Executive Director's Announcements:** Mr. Harry Barley reported that Commissioner Fisher would be in attendance for Mayor Jose Alvarez. He introduced guests Mr. Jim Hartmann, Orlando Economic Partnership and Mr. Essam Radwan, retired UCF Professor, who both spoke briefly. He also recognized outgoing committee chairs and reported the new Chairs would be Mr. Atlee Mercer, CAC, Mr. Kelly Brock, TSMO, and Mr. Hazem El-Assar, TAC. Mr. Barley called attention to the 2018 MPOAC Institute scheduled for April in Orlando and June in Tampa and encouraged board members who had not attended to attend. He called upon Ms. Virginia Whittington who provided a brief legislative update. Mr. Barley added that the annual Holiday Reception was being held December 14th from 2:00 to 4:00 p.m. and included a toy drive to benefit Help Now, Osceola. He noted that Mr. Adam Lovejoy, FDOT staff, had accepted a position with the St. Johns Water Management District.

- **Agenda Review**: Mr. Barley reported that they were ready to move forward with the agenda.

- **Public Comments:** None.

- Unanimously **Approved** Consent Items: A-I.

- Unanimously **Approved** (Roll Call Conducted) **Amendments to the FY 2017/18-2021/22 TIP**

- Unanimously **Approved 2018 Slate of Officers.** Chair Commissioner Cheryl Grieb, Vice-Chair Commissioner Pete Clarke and Secretary/Treasurer Commissioner Bob Dallari.

- **Other Business**: **Wekiva Parkway Update** (Ms. Mary Brooks) **LYNX Update** (Mr. Edward Johnson) **Overview of the USDOT Grant under the Advanced Transportation and Congestion Management Technologies Deployment Initiative awarded to FDOT, MetroPlan Orlando and the University of Central Florida** (Mr. Jeremy Dilmore).

- **Public Comments:** None

- **Next Board Meeting** – February 14, 2018 at MetroPlan Orlando

A copy of the full minutes will be available seven days prior to the next meeting at: www.metroplanorlando.org
For more information please contact: cgoldfarb@metroplanorlando.org

CORRINE DRIVE

COMPLETE STREETS STUDY

Help Shape the Design for Corrine Drive!

SEE CONCEPT DESIGNS & PROVIDE FEEDBACK AT:

Neighborland.com/CorrineDrive

Design concepts will be available for review and comment until

March 16

1. Go to the website above.
2. Log in with your email, Facebook, Twitter or Google accounts.
3. Rate each design concept and then choose your favorite.
4. Rate the proposed safety solutions.

Possible Paths to Corrine's Future

People who know the Corrine Drive area describe it as energetic and friendly. But the major street through this vibrant neighborhood reflects another place altogether. Those who use the road say it needs maintenance; offers haphazard accommodation for cyclists, pedestrians or those with special needs; and is plagued by speeding vehicles and a lack of safe parking.

The Corrine Drive Complete Streets Study aims to help Corrine -- between Mills Avenue and Bennett Road – live up to its potential, by examining and ultimately recommending ways to improve transportation options along the 2-mile corridor. During the past year, the study completed a period of gathering data and listening to those who use Corrine to learn about its challenges and opportunities. Most recently, the study has focused on developing conceptual designs for Corrine Drive. This report describes the study's second phase and provides details about six ideas or possible design concepts that could be refined into a plan for making Corrine Drive friendlier for everyone -- a Complete Street.

The design concepts presented here include a **5-Lane** (4 travel lanes plus center turn lane), a **3-Lane** (2 travel lanes plus center turn lane) and a **Hybrid** (5-Lane design on weekdays, switching to the 3-Lane on weekends when traffic is lighter). Each of these has a variation that reconfigures parking and sidewalks to create a shared-use path.

The concepts and their variations are only preliminary ideas, and all would still need refining to become viable plans. No concept has been selected for Corrine Drive, and it's possible that elements from more than one concept might be combined in the final phase of the study as the best way to improve Corrine.

Technical data, public feedback, and planning best practices were used in determining which areas of concern to address along the corridor and in developing the concepts that offer solutions to some of the biggest problems. As with most challenges, **no perfect solution** presented itself. The result is, rather, a series of comparisons and trade-offs. In addition to concepts, this report offers possible improvements and safety solutions that could be made, regardless of the final plan for the road.

As the region's transportation planning agency, MetroPlan Orlando – in coordination with Orange County, the City of Orlando, and City of Winter Park – is conducting this independent analysis.

Recap of Existing Conditions

The Corrine Drive Complete Streets Study has three phases. The first phase, which gathered data and opinions on existing conditions, ended in late summer 2017. MetroPlan Orlando collected data about what is currently on Corrine Drive, what is within a mile of the street, and how the area is likely to evolve in the next couple of decades. The team analyzed data related to traffic, air quality, public health, economic conditions, demographics, utilities, and much more.

MetroPlan Orlando employed a robust public outreach strategy, alongside the data gathering, to identify the community's wishes and learn what improvements people want on Corrine Drive. The main tool for getting public opinion was an 11-question survey, which received 1,705 responses.

Documents from Phase 1 of the study – including the Community Survey Report and the Existing Conditions Report -- can be found at CorrineDriveStudy.org under *Phase 1: Corrine Drive's Transportation Story in Data, Images & Video*.

The following table shows how the community's desires for improving the corridor align with the original study objectives and the data from the Existing Conditions Report.

STUDY OBJECTIVES (Survey Rankings)	**RELATED SURVEY RESPONSES**	**EXISTING CONDITIONS RESULTS**
Creating a safe and supportive environment for walking and cycling	85% wanted pedestrian improvements, and 61% asked for bicycle improvements; 80% said Corrine is somewhat unsafe or very unsafe for cyclists; 68% said it is somewhat or very unsafe for pedestrians	Road design encourages speeds higher than posted; 75% of vehicles speed in the area, making walking and cycling less comfortable; Sidewalks are inconsistent, narrow, and often obstructed with utility poles; sidewalks don't comply with Americans with Disabilities Act; no bike lanes or amenities, little bike parking and inadequate signage; poor lighting; no Safe Routes to School strategies in place, despite K-8 school opening in 2018
Improving the appearance of the corridor	47% asked for beautification along the corridor	Battered pavement (most sections scoring in 20s and 30s on 100-point scale), lack of street trees or landscaping, uneven sidewalks, no public art or gateway features
Ensuring accessibility to destinations and neighborhoods surrounding the corridor	22% mentioned access issues among pedestrian and road design desires, saying access good only for vehicles	Although 35% of households are within 10-minute walk of Corrine commercial hub, many say they do not walk or cycle there because they don't feel safe
Maintaining minimal traffic in residential neighborhoods	27% mentioned minimizing neighborhood traffic impact as a desire to protect the area's character	About 50% of the weekday vehicles on Corrine travel through the area without stopping, so they don't travel on residential streets. 35% start or stop a trip within the area; 15% start and stop a trip within the area
Assessing the parking needs in the area	33% desired more and safer parking; lack of space for parking most often cited (18%) as an obstacle to achieving vision for area	342 on-street parking spots on Corrine, many of them narrower than 7 feet – the City of Orlando code width and a nationally recognized standard width
Connecting trails in the surrounding area	4% specifically noted a desire for trail connections; 16% desired bike facilities that could make connections	Cady Way Trail and Orlando Urban Trail have access points nearby, but do not connect because of a lack of bike lanes or markings
Improving transit service	9% listed improved transit as the #1 or #2 desire for the area	Transit options are limited, with 2 LYNX routes serving the area; bus stop amenities are inadequate; boardings average less than 1 person a day on the corridor

Developing Design Concepts

By aligning community perceptions and desires with objective data, the Phase 1 analysis gave focus to the Phase 2 process — developing Complete Street conceptual designs. MetroPlan Orlando

followed the series of steps below to turn identified priorities and ideas into the concepts presented in this report.

Established Ground Rules: At the start of Phase 2, these guidelines were set out before starting the design process:

- Each concept presented to the public would offer **a simplified, consistent look** for the 2-mile corridor. Currently, there are 10 looks on Corrine between Mills Avenue and Bennett Road.
- Corrine Drive would be **repaved**, improving the appearance and safety of the area.
- **On-street parking** would be incorporated in some way into every concept.
- All concepts would **fit within the existing 80 feet of public right-of-way**. MetroPlan Orlando would not present any concepts that required the acquisition of property.

Reviewed Industry Best Practices to Identify Possible Improvements: MetroPlan Orlando combined the community's ideas with best practices for addressing technical concerns. The transportation industry standards used are outlined in the next section of this report. Taken together, MetroPlan Orlando and the local government partners had a long list of design ideas, which were used to form the concepts.

Develop Concepts: MetroPlan Orlando and its local government partners turned the long list of design ideas into several concepts and potential location-specific solutions to address safety concerns. Then details in each concept were examined to determine how they addressed Corrine Drive's issues. Specifically, the concepts were analyzed through a Complete Streets lens – addressing the experience, regardless of how someone travels, their age, or possible mobility issues.

Finalize Concepts: In order to prepare the basic design concepts for public feedback, MetroPlan Orlando analyzed each one against a set of criteria and how each contributed to a person's experience walking, biking, or driving. This included calculating vehicle drive times for all the concepts, along with sidewalk widths and bike facilities. Safety was a particular consideration as well as the ability of each concept to reduce speeding.

Gather Feedback: Public outreach in this second phase of the study uses a digital platform and a series of pop-up meetings to hear from the community. The public is being asked to provide input on the different road designs through Neighborland, an online forum that presents the design concepts and possible safety solutions so people can compare their attributes.

In Neighborland, users can see concept and improvement sketches and provide detailed feedback. We'll also have in-person opportunities to learn more. Versions of the design concepts and safety solutions are also on MetroPlanOrlando.org and available in printed copies. MetroPlan Orlando will use public reactions to the preliminary design concepts to help shape the draft plan that will be presented in the next phase of the study, which will be the third and final phase.

Criteria for the Concepts

In addition to technical data and community priorities, MetroPlan Orlando reviewed best practices resources and research reports related to Complete Streets, health, and Safe Routes to Schools in preparation for developing the Corrine Concepts.

Among the criteria for the concepts is making Corrine comply with the Americans with Disabilities Act (ADA), which mandates that public spaces accommodate people with disabilities. Federal law requires any public right-of-way to be ADA-accessible once it is repaved. The ADA standards can differ, depending on what's around the area and where obstacles might be located. Generally, planners try to identify characteristics that support universal design – the idea that you can create an environment usable for anyone, no matter their ability. The Federal Highway Administration (FHWA) says that a minimum of 4 feet of space must be available in the pedestrian travel zone, but 6-8 feet is preferred in areas with a high amount of pedestrians.[i]

Corrine Drive is an urban minor arterial with 23,000 cars on the average weekday and a 35 mph posted speed limit in most sections. This means that Corrine requires different design elements and safety improvements than local streets in surrounding neighborhoods, which have fewer cars and lower speeds. MetroPlan Orlando wanted to know what elements would create a safe and supportive environment for walking and biking. Design strategies to help children walk or bike to the Audubon Park K-8 School, opening in 2018, were of particular interest.

MetroPlan Orlando relied heavily on the resources from the National Association of City Transportation Officials (NACTO). The ITE Context-Sensitive Guide and the World Resources Institute's Cities Safer by Design report also informed the design elements featured within the Corrine Concepts. These sources pointed toward the design elements needed to create the safest and most supportive environment possible for cycling and walking on Corrine Drive.

Recent studies have linked dedicated bicycle facilities to positive health behaviors, such as increased physical activity. In 2016, the Community Preventive Services Task Force published its review of 90 research studies. Its main finding confirmed the vital connection between health and our built environment. Transportation improvements, like sidewalks and bike lanes, combined with a mix of land uses and parks can help the public lose weight, reduce their risk of chronic disease, and improve mental health.[ii]

KEY TERMS

Here are some terms used in the design concept descriptions:

Shared-Use Path: Paved path that supports multiple forms of non-motorized transportation, such as walking and biking

Cycle Tracks: Bike lanes that provide a horizontal or vertical separation between cars and bikes. They are the recommended bicycle facility for streets with more than 6,000 cars and speeds greater than 25 mph.

Sharrows: Shared lane markings that offer directional and wayfinding support for cyclists and are best suited for streets with less than 3,000 cars per day and a speed limit of 25 mph or less

Bulbouts: Extension of the sidewalk or corner of an intersection, that often include trees, located in spaces with higher numbers of pedestrians, and considered a traffic calming measure

Bicycle Boulevard: Street with low traffic and freight volumes, marked with signs and pavement markings

Quality of Service: Traveler-based perception of how well a service or facility is operating

One of the biggest safety needs for Corrine Drive is to slow down vehicles to the posted speed of 35 mph, since 75% of vehicles in some areas are traveling above the speed limit. Several road design improvements could encourage cars to travel the existing speed limit, such as:

- **Narrowing Lanes**: Width of travel lanes has an effect on vehicle speed, according to NACTO. Wider lanes – 11 to 13 feet – often encourage vehicles to travel at higher speeds. Lanes 10 or 10.5 feet promote slower speeds without impacting traffic operations.
- **Reducing the Number of Lanes:** This narrows the travel path for vehicles and is considered a design feature to reduce speeding. Studies show streets with fewer lanes tend to be slower.
- **Raising Pavement:** This slows cars at certain locations, and is used for speed humps, raised crosswalks, and raised intersections. The raised pavement also increases a driver's awareness of someone crossing the street and can give the appearance of a pedestrian-friendly zone, according to the World Resources Institute's Cities Safer by Design report.
- **Adding Trees**: This can make a street appear narrower, and the visual technique can help reduce vehicle speeds and crashes, according to NACTO. Additionally, street trees improve air quality, reduce storm water runoff, and enhance mental well-being.
- **Creating an Inviting Pedestrian Environment:** The space beyond the travel lane can have an effect on how fast cars drive. Such features as plazas, wide sidewalks, benches, and tables, are evidence of a vibrant street with economic activity. An inviting pedestrian realm can decrease the number of cars traveling above the posted speed and reduce injuries from crashes, according to the Cities Safer by Design report.

After reviewing this information, MetroPlan Orlando established a set of objective criteria for evaluating each concept. Three criteria were selected to make it easier to present the concepts simply and objectively. Once a single concept is advanced to the next phase of the study, more complexity and evaluation will be included related to the community's priorities and key technical issues.

Concepts were evaluated individually, not against each other. The criteria focus on quality of service, which is defined by performance from a specific perspective. More information about this technique is in the Florida Department of Transportation Quality/Level of Service Handbook. For the Corrine Drive study, quality of service was examined from three points of view: the pedestrian, the bicyclist, and the driver. Safety is embedded within each perspective.

For pedestrians, these elements were analyzed:

- **Separation Between Travel Lane and Sidewalk:** The presence of a vertical barrier protects pedestrians on the sidewalk from cars in the travel lane. For a Complete Street, these barriers can be trees, planters, or another type of aesthetically-pleasing feature.
- **Width of Sidewalk:** Minimum sidewalk width to meet ADA standards is 5 feet. The City of Orlando and Orange County have varying required sidewalk widths, based on what surrounds the street. MetroPlan Orlando considered how many people can walk side by side or if someone in a wheelchair can travel unimpeded in determining sidewalk width.
- **Speed of Vehicles:** This can influence someone's decision to walk to a destination, so designs were evaluated on whether they encouraged slower vehicle speeds.
- **Crossing Distance at Intersections:** The distance and time it takes for someone to cross the street can affect their desire to walk. The shorter the crossing distance, the less time a pedestrian is exposed to vehicle traffic.
- **Shade and Lighting:** These are important for creating a safe and supportive environment for walking. Shade can come from street trees or bus shelters. Lighting helps make pedestrians more visible at night.

For bicyclists, these were the considerations:

- **Separation Between Travel Lane and Dedicated Bicycle Facilities**: A barrier enhances the comfort of riding a bicycle on a dedicated facility. The type of barrier depends on the type of

street. For Corrine Drive, the recommended barrier is a vertical buffer, such as a bollard, between a travel lane and dedicated bicycle facility.

- **Type of Bicycle Facility**: The type of facility often affects whether someone chooses to ride a bike. Bicycle facilities include sharrows (see Key Terms box for definition), bike lanes, cycle tracks, shared-use paths, or multi-use trails. The facility that provides a bicyclist a safe and comfortable riding environment depends on the number and speed of cars on the street.
- **Potential for Cyclists to Ride in the "Door Zone":** When bicycle lanes are next to parking spots, there's a chance that someone getting out of a vehicle will create a hazard by opening the door into the path of someone riding a bike.
- **Vehicle Speed:** The speed of vehicles can influence someone's decision to ride a bike on that street. The designs were evaluated based on if they encouraged slower vehicle speeds.
- **Lighting:** Proper lighting should illuminate the bicyclist, providing them light to ride but also to increase driver awareness.

For drivers, quality of service includes:

- **Capacity & Vehicle Drive Times:** The ability of the travel lanes and intersections to handle current and projected vehicle volumes is a key factor in traffic operations.
- **Traffic diversion:** The potential for cars to divert from traveling on Corrine Drive to using a neighborhood street and the number that would do so per hour during rush hour was measured.
- **Parking:** The presence of parking spots wide enough to meet current requirements helps avoid sideswiping and crashes with parked vehicles.
- **Queuing at intersections:** The length of the line of cars stopped at a traffic signal during the red light phase affects how much time it takes to get through the intersection. This is associated with rear-end collisions.

Safe Routes to School Strategies

The opening of the Audubon Park K-8 School in August 2018 put a priority on making it safe for a young student to walk or bike to school. A Safe Routes to School program includes a variety of policies, design interventions, and educational efforts. For the Corrine Drive Complete Streets Study, MetroPlan Orlando focused on design features that would make it easier and safer to walk or bike around the new school. These design features include signage, pavement markings, sidewalks at least 5 feet wide, a buffer between the sidewalk and vehicle travel lane, lighting, elements that reduce the distance to cross the street, and more.[iii]

What If We Do Nothing?

Doing nothing and keeping Corrine Drive as it currently is would be what we call the No-Build option. If selected, this option would require MetroPlan Orlando to stop the study. The key issues identified in the first phase -- speeding, lack of pedestrian facilities, and poor pavement conditions – will worsen. Additionally, the corridor would not comply with the Americans with Disabilities Act.

Some current conditions on Corrine are shown below, including the width of sidewalks, average time it takes a pedestrian to cross, landscaping features, special bike facilities, regional trail connections, the vehicle drive time at morning and evening rush hours, and availability of on-street parking.

Sidewalk Width	Intersection Crossing Time	Landscaping & Shade	Bike Facilities	Connect to Trails	Rush Hour Drive Time	On-Street Parking
0-4 feet, intermittent	19 seconds	None	None	No	6.3-7.5 minutes	Only on some sections

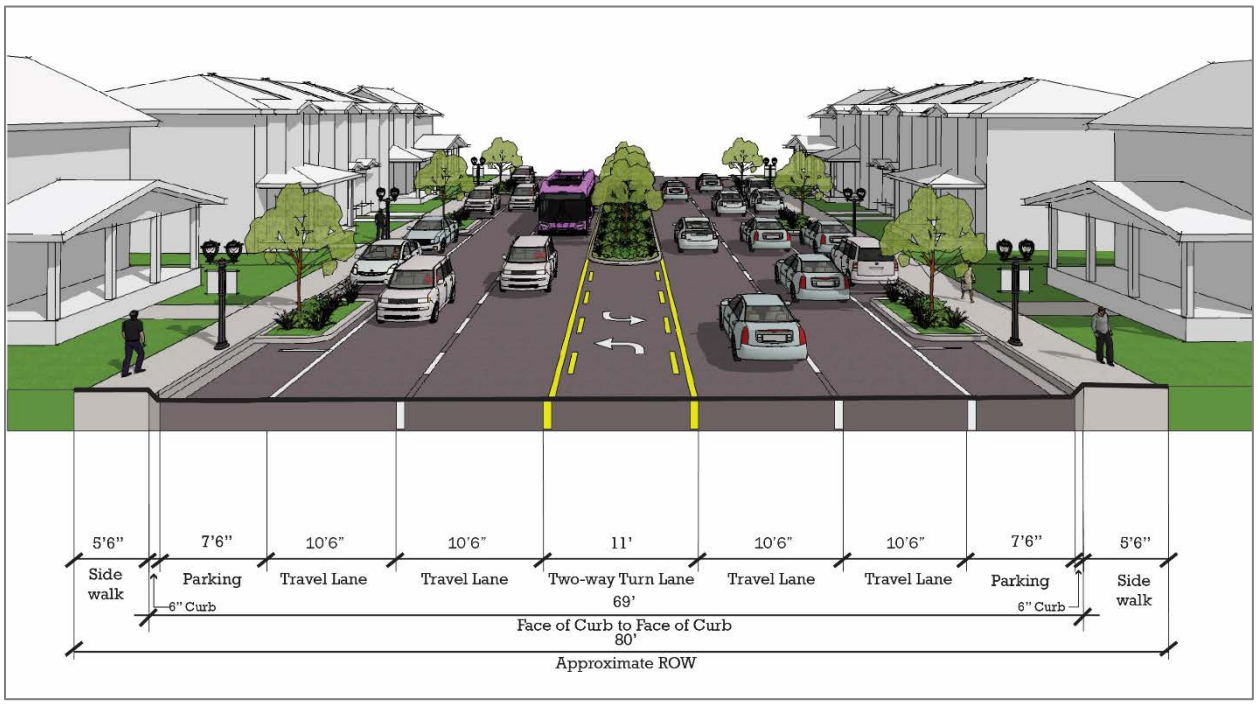
Preliminary Design Concepts

A Complete Street safely and comfortably accommodates people of all ages and abilities. Each of the three concepts presented in this report contains design elements that address speeding, pedestrian safety, and other key issues identified in the first phase of the study.

MetroPlan Orlando is presenting a 5-Lane Concept, 3-Lane Concept, and Hybrid Concept (5 lanes on weekdays, 3 lanes on weekend). Each concept has a variation.

Each of the concepts and variations is accompanied by a table showing: width of sidewalks, average time it takes for a pedestrian to cross at intersections, what landscape features would be added, dedicated bicycle facilities, connections to regional trails, vehicle drive times at rush hour, and availability of on-street parking. This information is compared to the conditions on Corrine today.

5-Lane Concept



This concept provides 4 travel lanes plus a center turn lane, with periodic landscaped medians. It offers parallel parking, a sidewalk, and trees on each side of the road.

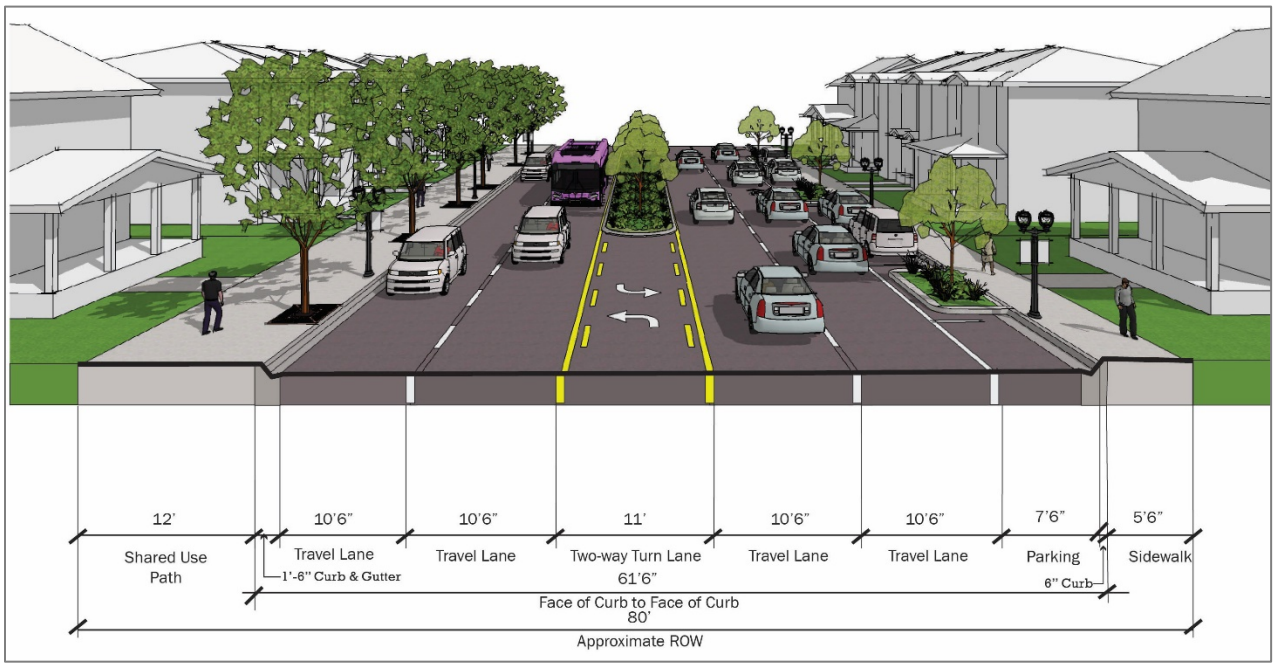
Sidewalk Width	Intersection Crossing Time	Landscaping & Shade	Bike Facilities	Connect to Trails	Rush Hour Drive Time	On-Street Parking
5.5 feet, both sides	19 seconds	Tree grates in parking lanes, both sides	None	No	6.3-7.5 minutes	Both sides
Compared to Corrine Today						
0-4 feet, intermittent	19 seconds	None	None	No	6.3-7.5 minutes	Only on some sections

The two travel lanes in each direction support the existing and projected traffic volume — roughly 23,000 cars each day Monday through Friday. If implemented, rush-hour drive time stays about the same as it is right now — 6 to 8 minutes to travel the two miles. The narrow lanes, 10.5 feet wide, are designed to enforce the existing speed limit.

The 11-foot center turn lane allows for comfortable left turns into driveways and businesses throughout the two miles. Two people can walk side by side on the 5.5-foot-wide sidewalk. The 7.5-foot-wide parking lane separates the sidewalk from the travel lanes. The width of the parking lane complies with the City code for Corrine, which requires a minimum of 7 feet for on-street parking.

Trees would be in the bulbouts, interspersed throughout the parking lane. With five lanes of pavement (68 feet) to cross, it will take about 19 seconds for an able-bodied adult to cross the street. The 5-Lane Concept has no space for dedicated bike facilities within the public right of way.

5-Lane Concept Variation

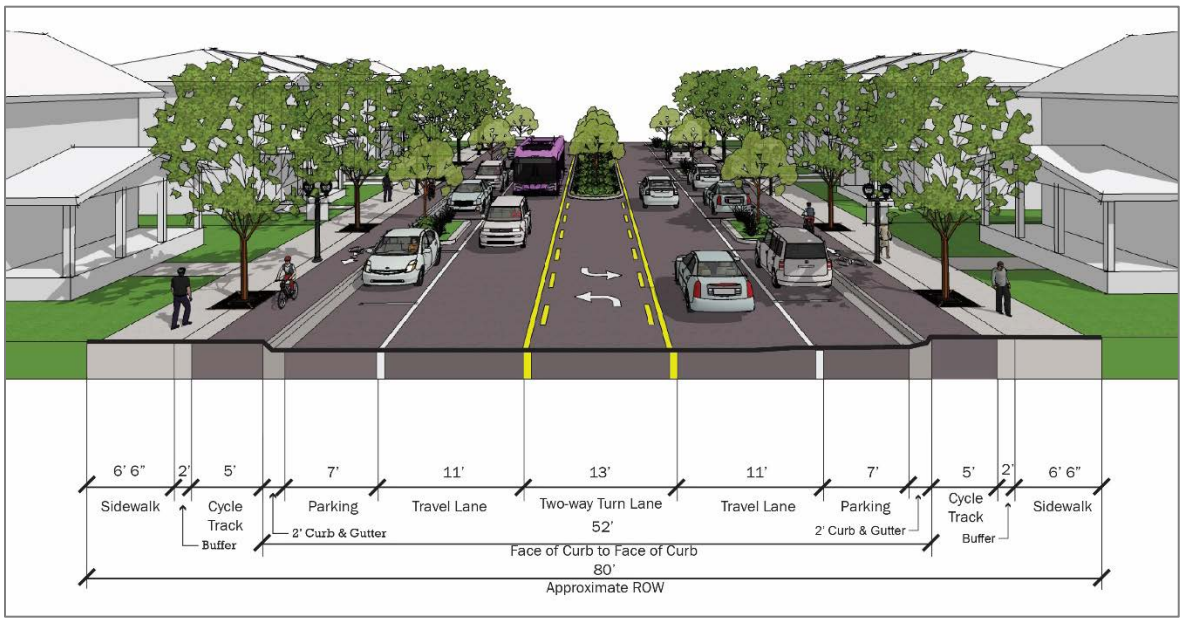


The 5-Lane Concept Variation turns the sidewalk and on-street parking on the north side of the street into a 12-foot shared-use path. The path offers space for people to walk side by side or for families

to ride their bikes — while separated from cars. The changes result in no on-street parking in front of all the businesses and homes on the north side of Corrine Drive. Street parking would be available on the south side of the road. With a shared-use path, the crossing distance at intersections is 17 seconds for the average person. Rush-hour drive times would remain roughly the same as today.

Sidewalk Width	Intersection Crossing Time	Landscaping & Shade	Bike Facilities	Connect to Trails	Rush Hour Drive Time	On-Street Parking
5.5 feet, south side; 12-foot shared-use path, north side	17 seconds	Tree grates in parking lanes, both sides	12-foot shared-use path, north side	Via shared-use path	6.3-7.5 minutes	South side only
Compared to Corrine Today						
0-4 feet, intermittent	19 seconds	None	None	No	6.3-7.5 minutes	Only on some sections

3-Lane Concept



This concept provides 2 travel lanes plus a center turn lane, with periodic landscaped medians. It offers a sidewalk with trees and a cycle track on each side of the road that is separated from moving vehicles by a barrier and parked cars. The cycle track is separated from pedestrians by tree grates along the sidewalk.

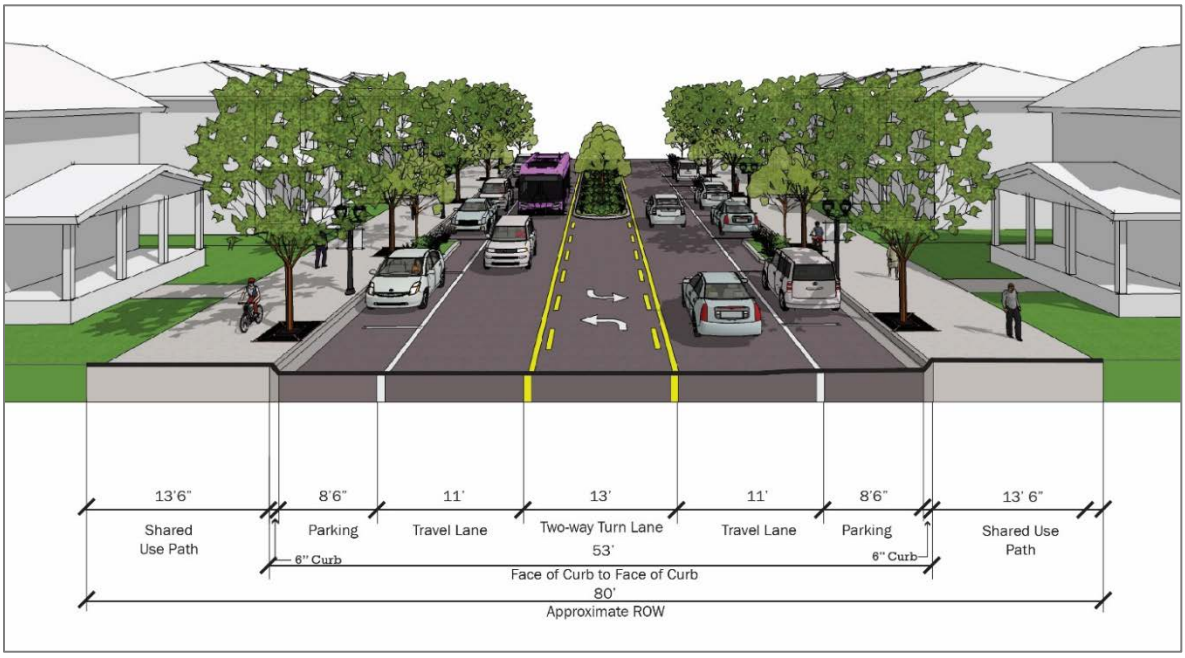
Sidewalk Width	Intersection Crossing Time	Landscaping & Shade	Bike Facilities	Connect to Trails	Rush Hour Drive Time	On-Street Parking
6.5 feet, both sides	14 seconds	Tree grates between sidewalk and cycle track	5-foot separated cycle track, both sides	Via separated cycle track	23.8-27.3 minutes	Both sides
Compared to Corrine Today						
0-4 feet, intermittent	19 seconds	None	None	No	6.3-7.5 minutes	Only on some sections

The 3-Lane Concept offers the biggest change from the Corrine Drive of today. Removing 2 travel lanes affects current rush hour drive times significantly, adding almost 20 minutes to the travel time for the corridor. The projected time it would take for someone to drive the entire two miles goes up to 27 minutes westbound in the morning and 24 minutes eastbound in the evening. It is possible drivers would use local neighborhood streets to avoid driving on Corrine Drive. To travel the corridor at today's rush hour drive time, 300-400 cars per hour would need to divert to local streets during the peak driving times in the morning and evening.

The drive times have the potential to affect an emergency vehicles' ability to get where it needs to go. Additionally, the potential is high for a lengthy line of cars waiting to move through the intersections, which could increase the likelihood of rear end crashes.

This concept offers the most accommodations for pedestrians and cyclists. Six and a half feet of sidewalk on each side allow for three or more people to walk side by side. For an able-bodied adult to walk from one side of the street to the other, the time is approximately 14 seconds —a crossing distance of 49 feet. A cycle track – 5 feet wide – is located on both sides, offering cyclists space to ride separated from the travel lane. Trees would be planted in grates between the sidewalk and the cycle track. Seven feet on each side is dedicated to street parking.

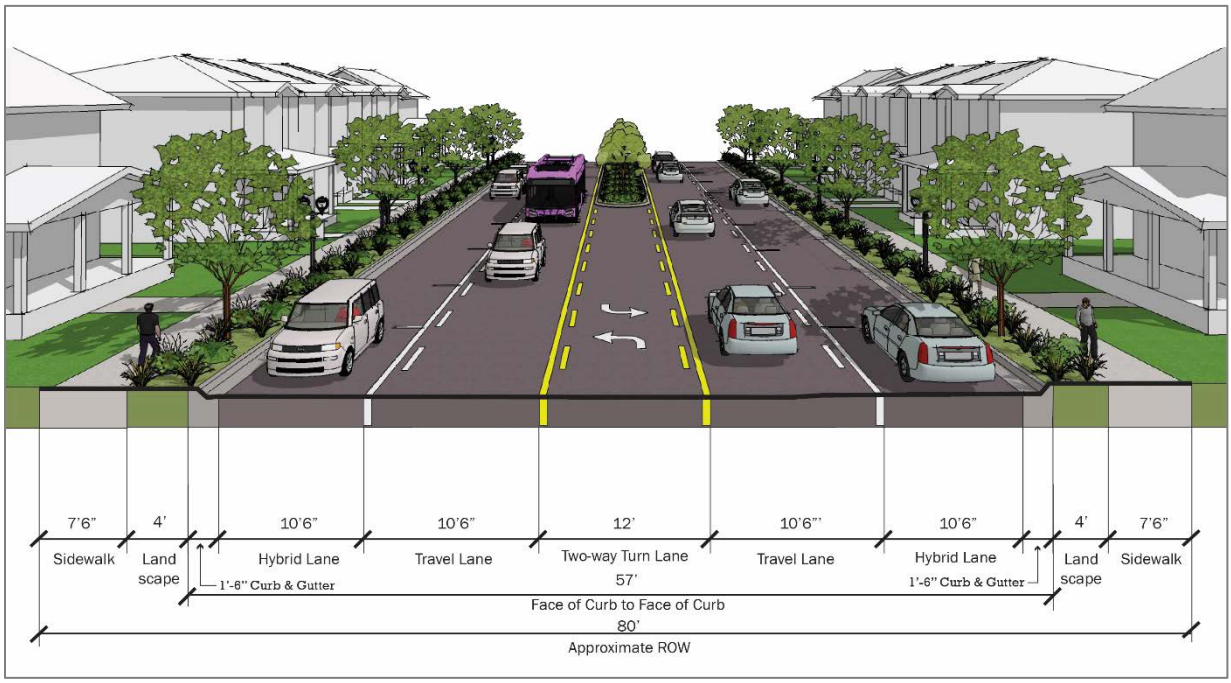
3-Lane Concept Variation



With the 3-Lane Concept Variation, the separated cycle track and sidewalk on each side of the road are replaced with a 13.5-foot shared-use path. This change decreases the crossing distance to 43.5 feet, meaning an able-bodied adult should be able to cross the intersection in 12 seconds. Everything else stays the same as with the 3-Lane Concept.

Sidewalk Width	Intersection Crossing Time	Landscaping &Shade	Bike Facilities	Connect to Trails	Rush Hour Drive Time	On-Street Parking
13.5-foot shared use path, both sides	12 seconds	Tree grates as part of shared-use path	13.5-foot shared-use path, both sides	Via shared-use path	23.8-27.3 minutes	Both sides
Compared to Corrine Today						
0-4 feet, intermittent	19 seconds	None	None	No	6.3-7.5 minutes	Only on some sections

Hybrid Concept



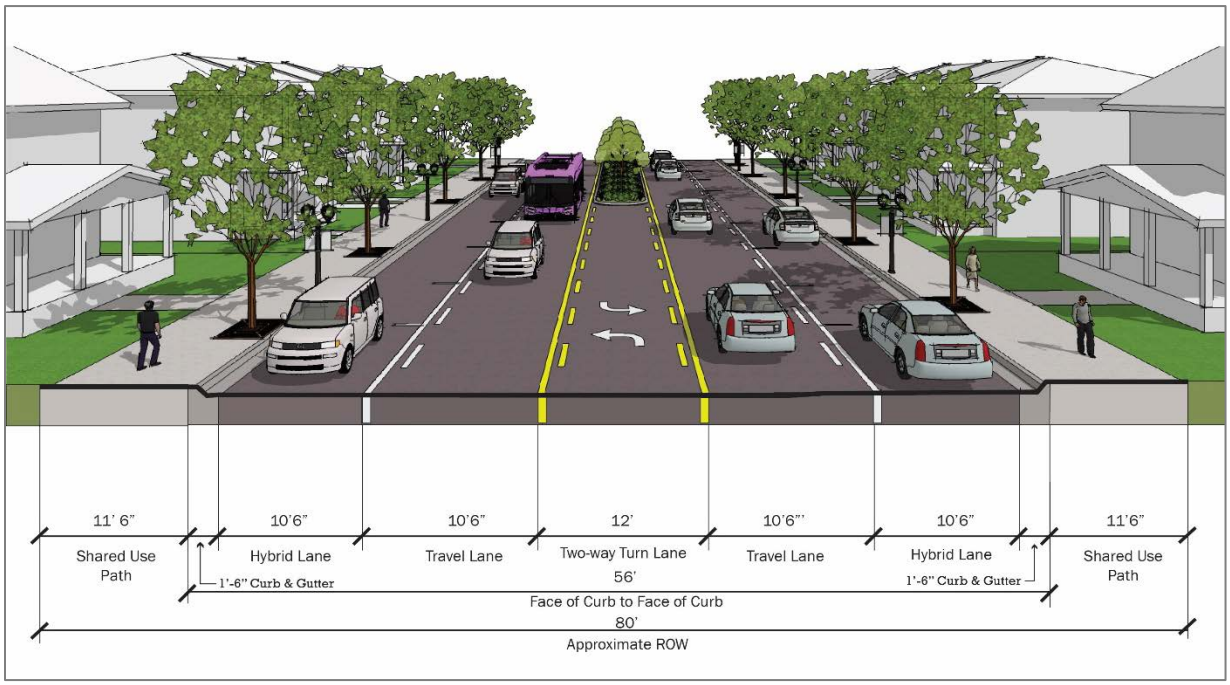
On weekdays, this concept provides 5 lanes (4 travel lanes plus a center turn lane). On weekends, when traffic is lighter, the 2 outside travel lanes are converted to parallel parking. This is currently done in other places in Orlando – including downtown on Orange Avenue and in the Milk District on Robinson Street. The concept offers a sidewalk on each side of the road, with landscaping.

Sidewalk Width	Intersection Crossing Time	Landscaping & Shade	Bicycle Facilities	Connect to Trails	Rush Hour Drive Time	On-Street Parking
7.5 feet, both sides	15 seconds	4-foot planting strip, both sides	None	No	6.3-7.5 minutes	Both sides, weekends only
Compared to Corrine Today						
0-4 feet, intermittent	19 seconds	None	None	No	6.3-7.5 minutes	Only on some sections

Called the Hybrid Concept because it combines features of the 5-Lane and 3-Lane concepts, it changes the function of the outside lanes on weekends. This configuration supports current and future traffic volume – 23,000 cars Monday to Friday and fewer than 18,000 on the weekend. The reduction in the number of lanes on the weekend would support existing traffic volume, while making it harder to travel above the posted speed limit. Rush hour drive times stay about the same as today – 6-8 minutes to travel the 2 miles.

The Hybrid Concept is possible through a policy tool informally known as Cinderella Parking. This is a parking regulation that enforces a no-parking rule during certain hours of the day or week, while allowing parking at other times. No on-street parking is available during the week, however there is a wide parking strip (10.5 feet) on the weekends. The 7.5-foot sidewalk allows for three people to walk side by side. An able-bodied person could walk across the street in 15 seconds. A 4-foot buffer with trees and other landscaping separates the sidewalk from the outside travel lane/parking strip. There is no change in existing travel times – 6-8 minutes for the 2 miles every day of the week. There is no room within the public right-of-way for dedicated bicycle facilities with the Hybrid Concept.

Hybrid Concept Variation



The Hybrid Concept Variation provides for a separated bicycle and pedestrian facility via an 11.5-foot shared-use path on both sides of the road. This is accomplished by replacing the sidewalk and landscape buffer from the Hybrid Concept. Landscaping is still a vital element, though. It is incorporated into the Hybrid Concept Variation through tree grates within the shared-use path. Rush hour drive times would remain roughly the same as today. Like the Hybrid Concept, this variation has 5 lanes on the weekdays and 3 lanes on weekends.

Sidewalk Width	Intersection Crossing Time	Landscaping & Shade	Bike Facilities	Connect to Trails	Rush Hour Drive Time	On-Street Parking
11.5-foot shared-use path, both sides	15 seconds	Tree grates as part of shared-use path	11.5-foot shared-use path, both sides	Via shared-use path	6.3-7.5 minutes	Both sides, weekends only
Compared to Corrine Today						
0-4 feet, intermittent	19 seconds	None	None	No	6.3-7.5 minutes	Only on some sections

Matrix

Corrine Drive today has a variety of issues -- from speeding vehicles to lack of facilities for cyclists and pedestrians. The concepts presented here address the issues and the community's ideas to varying degrees. None perfectly addresses everything, and each would require trade-offs if advanced to the next phase of the study. This matrix offers a side-by-side comparison of all the concepts and their variations. This makes it easier to see the trade-offs associated with implementing each concept.

What the concepts offer:	**No-Build**	**5-Lane**	**5-Lane Variation**	**3-Lane**	**3-Lane Variation**	**Hybrid**	**Hybrid Variation**
FOR THE WALKING EXPERIENCE							
Sidewalk Width	From 0-4 ft. (a 6-ft. section, Forest Ave.)	5.5 ft. on both sides	5.5 ft. on south side; 12-ft. shared-use path on north side	6.5 ft. on both sides	13.5-ft. shared-use path on both sides	7.5 ft. on both sides	11.5-ft. shared-use paths on both sides
Intersection Crossing Time	19 seconds (68 ft.)	19 seconds (68 ft.)	17 seconds (60 ft.)	14 seconds (49 ft.)	12 seconds (43.5 ft.)	15 seconds (54 ft.)	15 seconds (54 ft.)
Landscaping & Shade	None	Tree grates on both sides	Tree grates on both sides	Tree grates between sidewalk, cycle track	Tree grates on both sides	4-foot planting strip on each side	Tree grates on both sides

FOR THE CYCLING EXPERIENCE							
Designated Bike Facilities	None	None	12-ft. shared-use path on north side	5-ft. separated cycle track on both sides	13.5-ft. shared-use paths on both sides	None	11.5-ft. shared-use paths on both sides
Connection to Regional Trails	No	No	Yes, via shared-use path	Yes, via separated cycle tracks	Yes, via shared-use paths	No	Yes, via shared-use paths
FOR THE MOTOR VEHICLE DRIVER							
Rush Hour Drive Times (Time to drive 2 miles using current traffic numbers in direction of most traffic)	6.3 min. AM 7.5 min. PM	6.3 min. AM 7.5 min. PM	6.3 min. AM 7.5 min. PM	27.3 min. AM 23.8 min. PM	27.3 min. AM 23.8 min. PM	6.3 min. AM 7.5 min. PM	6.3 min. AM 7.5 min. PM
On-Street parking	Some portions of the road	Yes, on both sides	Yes, only on south side	Yes, on both sides	Yes, on both sides	**Weekdays**, No; **Weekends**, Yes, on both sides	**Weekdays**, No; **Weekends,** Yes, on both sides
Parking Space Width	6-7 ft.	7.5 ft.	7.5 ft.	7 ft.	7 ft.	10.5 ft., on weekends only	10.5 ft. on weekends only
Travel Lanes (number and width)	4 travel lanes, 10-15 ft.; Center lane, 11-18 ft.	4 travel lanes, 10.5 ft.; Center lane, 11 ft. with medians	4 travel lanes, 10.5 ft.; Center lane, 11 ft. with medians	2 travel lanes, 11 ft.; plus center lane, 13 ft. with medians	2 travel lanes, 11 ft.; plus center lane, 13 ft. with medians	4 travel lanes on **weekdays**, 10.5 ft.; 2 travel lanes on **weekends**, 10.5 ft.; plus center turn lane, 12 ft. with medians	4 travel lanes on **weekdays**, 10.5 ft.; 2 travel lanes on **weekends**, 10.5 ft.; plus center turn lane, 12 ft. with medians

Ideas That Were Eliminated

The Phase 2 process yielded more ideas than the ones presented to the public. As the concepts and possible safety solutions were refined, several designs were discarded because they did not conform to the ground rules established at the beginning of Phase 2. A popular idea – roundabouts – is discussed below.

4-Lane Concept

This concept had four travel lanes with no center lane to accommodate turns. Sidewalks and dedicated bicycle facilities would be included. A 4-to-6-foot concrete barrier would separate vehicles traveling in opposite directions. The barrier would limit left turns and U-turns between Bumby and General Rees avenues. Trucks making deliveries to local businesses would not be able to turn left.

MetroPlan Orlando made the decision to not advance this option as a public concept. The concept would create an inconsistent look between sections of the corridor, because it couldn't be implemented on the entire two-mile road. It would be impossible to implement the 4-Lane Concept in the business district, since left turns are a necessity to access each parking lot or alley. The 4-Lane Concept could not be objectively analyzed in the Synchro traffic analysis software, and it did not demonstrate an ability to slow speeding vehicles.

5-Lane Concept without Parking

A 5-Lane Concept with slightly wider travel lanes – at 11 feet -- was considered. The concept offered a 6-foot wide sidewalk on both sides and a 4-foot landscape buffer between the travel lane and sidewalk, but it did not include on-street parking at any time. This was eliminated because it did not meet the ground rules established at the beginning of Phase 2.

Roundabouts

Roundabouts were suggested at several intersections as part of the public feedback. Intersections along Corrine Drive were examined to see if roundabouts could be installed without purchasing additional right-of-way. MetroPlan Orlando concluded that additional land would have to be purchased at every intersection. This is true for every concept proposed (5-Lane, 3-Lane, and Hybrid). The best candidate for a roundabout is the intersection at the Leu Gardens curve from Forest to Corrine. According to NCHRP Report 672 – Roundabouts: An Informational Guide, Second Edition, the minimum amount of land needed for a roundabout at the Leu Gardens curve is 120 feet. Obtaining the extra space would require using the City of Orlando-owned greenspace parcel currently designated for recreational use across the street from the Leu Gardens entrance.

Reversible Lanes

Reversible lanes are used in some areas of the country where vehicle traffic is heavier in one direction than the other. One or two lanes of the road switch directions at different times of day to accommodate the traffic flow. Some prime locations for reversible lanes are streets near large event venues, such as football stadiums, or bridges, such as the Golden Gate Bridge. Corrine Drive is not a viable candidate for reversible lanes, because they would hamper left turns and cut off access to homes and businesses on Corrine Drive during peak hours. This idea was eliminated because reversible lanes are typically intended to keep vehicles moving fast, which is the opposite of the study objectives for Corrine.

Traffic Operations

The Synchro studio suite is a type of computer software that enabled MetroPlan Orlando to analyze traffic operations currently on Corrine Drive and for each proposed concept.

Synchro is the base program that determines intersection level of service, or how well an intersection functions. It rates performance on a scale of A-F, with E being the lowest letter deemed acceptable per both Orange County and the City of Orlando's comprehensive plans. SimTraffic is a traffic simulation program that is part of the Synchro studio suite. It acts as an extension on the Synchro program to determine drive times. MetroPlan Orlando used the software to determine drive times in the morning rush hour (7:30-8:30 a.m.), at mid-day (11:45 a.m.-12:45 p.m.), and in the evening rush hour (5-6 p.m.) The specific steps used in the Synchro and SimTraffic analyses are below.

Synchro/SimTraffic Steps

Steps 1-8 were conducted during the first phase of the study.

1) Obtained Orange County's existing Synchro files, which are the approved base for analyzing traffic operations.
2) Performed quality assurance to ensure signal timings and speed limits were correct.
3) Analyzed data from the Orange County historical traffic count program, counts collected by MetroPlan Orlando in May 2017, and the turning movement count numbers from May 2017. The traffic counts and turning movement counts enable Synchro to determine how many cars can pass through each of the traffic signals.
4) Input traffic count data into the existing Synchro files.
5) Ran Synchro and its SimTraffic extension to determine the intersection level of service and travel times for Corrine Drive today. This analysis can be found at CorrineDriveStudy.org under Phase 1: Corrine Drive's Transportation Story in Data, Images & Video.
6) Input growth rate for each segment of Corrine Drive between Mills Avenue and Bennett Road. The approved growth rate between Mills and Winter Park Road is 1.5%. It is 1% between Winter Park Road and Bennett. See section below for how MetroPlan Orlando determined the growth rate.
7) Ran Synchro and its SimTraffic extension to determine the intersection level of service and travel times in the year 2040 if no changes are made. This analysis can be found at CorrineDriveStudy.org.
8) Sent analysis to Orange County and the City of Orlando for review and validation of results. Each government independently reviewed and supported the analysis.

Steps 9-11 were conducted during the second phase of the study:

9) Once the potential concepts were identified, MetroPlan Orlando determined the variables within each concept that affect traffic operations.
10) Changed the identified variables, and ran Synchro and its SimTraffic extension for each concept.
11) Sent analysis to Orange County and the City of Orlando for review and validation of results. Each government independently reviewed and supported the analysis.

The 5-Lane Concept and its variation did not have any changes that affect traffic operations. This means that no variables were changed within the Synchro/SimTraffic analysis. The Hybrid Concept and the 3-Lane Concept required changes. For the hybrid, the variable was the removal of the outside travel lane on the weekend. In the 3-Lane concept, permanently having 3 lanes was the change. Nothing else was changed.

Corrine Drive's Growth Rate

The growth rate determines how many cars could be using Corrine Drive in the year 2040. Here is how it was determined:

1) Reviewed Orange County historical traffic counts, the May 2017 counts, the region's travel demand model, and traffic studies from recent developments including Baldwin Park, the Yards, and the Audubon Park K-8 School. This is the same step as Step 3 in the Synchro/SimTraffic Analysis.
2) Identified the growth rates in the recent traffic studies.
3) Developed a trend line from all the traffic counts and the region's travel demand model.
4) Averaged the growth rates from recent traffic studies and the trend line.
5) Reviewed the averaged growth rate with Orange County, the City of Orlando, and the City of Winter Park. Each local government approved the growth rate: 1.5% between Mills Avenue and Winter Park Road; 1% between Winter Park Road and Bennett Road.

Potential Safety Solutions for the Area

The Corrine Drive Complete Streets Study is about more than the two miles between the lights at Mills Avenue and Bennett Road. It also considers the streets in surrounding neighborhoods and how they interact with the main corridor. We are considering a person's entire trip and the transportation options that could support a healthy and safe journey. That's why, as part of the Phase 2 process, several additional safety solutions are proposed. MetroPlan Orlando has identified a potential bicycle network and lighting suggestions. Additionally, changes to specific locations in the study area are proposed. These changes could be implemented, regardless of which concept is advanced to the next phase.

Raised Intersection at Winter Park Road

A raised intersection at Winter Park Road and Corrine Drive would be a significant pedestrian safety design element. In a raised intersection, the pavement increases in height to be level with the sidewalks and curbs at each corner. The slight increase in pavement elevation at the intersection is designed to slow a car's speed, and it draws attention to someone crossing the street.

The raised intersection addresses these community concerns:

- Slowing speeding vehicles
- Pedestrian safety
- Safety of children walking or biking to new Audubon Park K-8 School

The design of the intersection would help by:

- Adding a physical design feature that reduces a car's ability to drive fast
- Drawing attention to someone crossing the street and helping make them more visible to drivers who are farther away
- Making crosswalks level with the sidewalks and curbs, so it's easier to cross the street -- particularly for children, older adults, families with strollers, or people who use wheelchairs
- Placing bollards at corners to protect pedestrians from vehicles that may take the turn too sharply
- Incorporating an approved Safe Routes to School infrastructure improvement, which is particularly relevant as the new K-8 school opens nearby

Signalized Crosswalk at East End Market

Through both the community survey and the feedback at the July 2017 workshop, more than 100 people suggested a crosswalk near East End Market. MetroPlan Orlando proposes adding a signalized crosswalk on Corrine between East End Avenue and Northwood Terrace Drive.

The signalized crossing addresses these community concerns:

- Safe street crossing for pedestrians
- A design feature to slow vehicles between General Rees Avenue and Winter Park Road, the part of Corrine with the most speeding
- Opportunity to enhance surrounding aesthetics

The design of the crossing would help by:

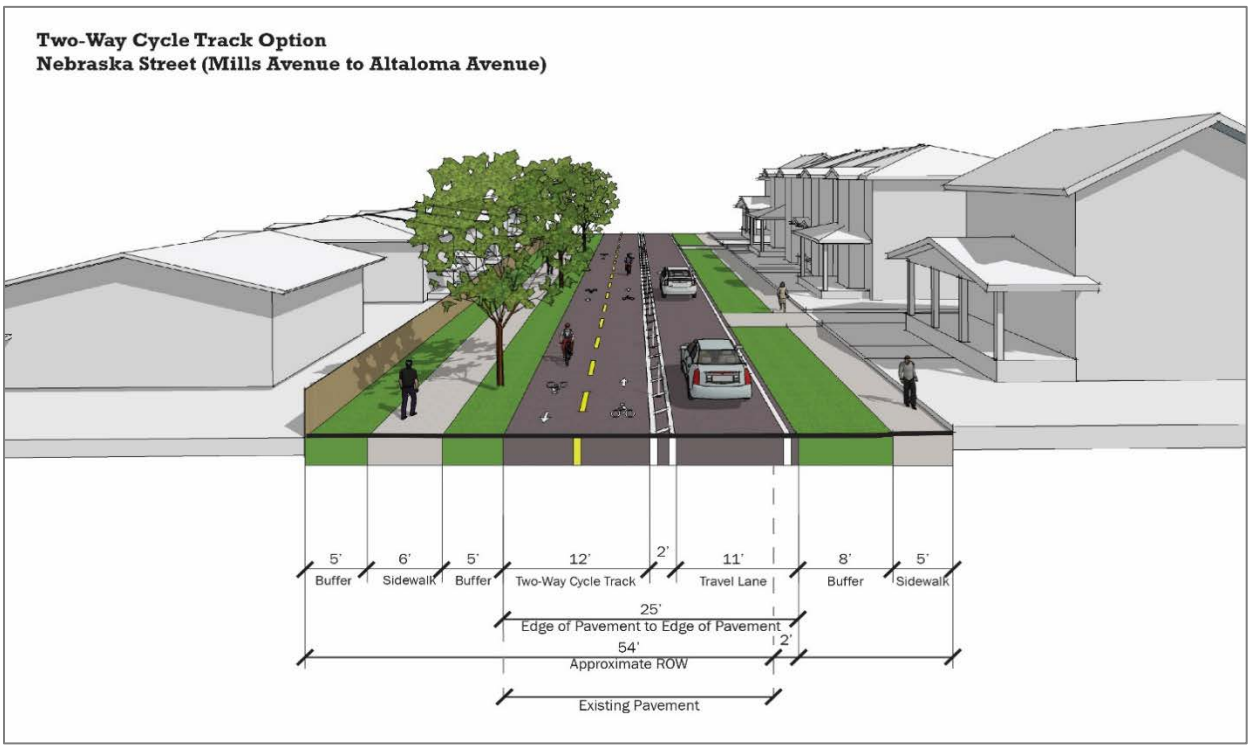
- Providing either a push-activated traffic light (HAWK) or pedestrian signal, which would give vehicles a red light – similar to the one on Robinson Street in front of Howard Middle School
- Creating pavement markings to clearly show the pedestrian crossing area
- Including possible opportunities for public art
- Shortening the distance to cross Corrine Drive through sidewalk extensions
- Placing bollards at the extensions to protect people waiting to cross

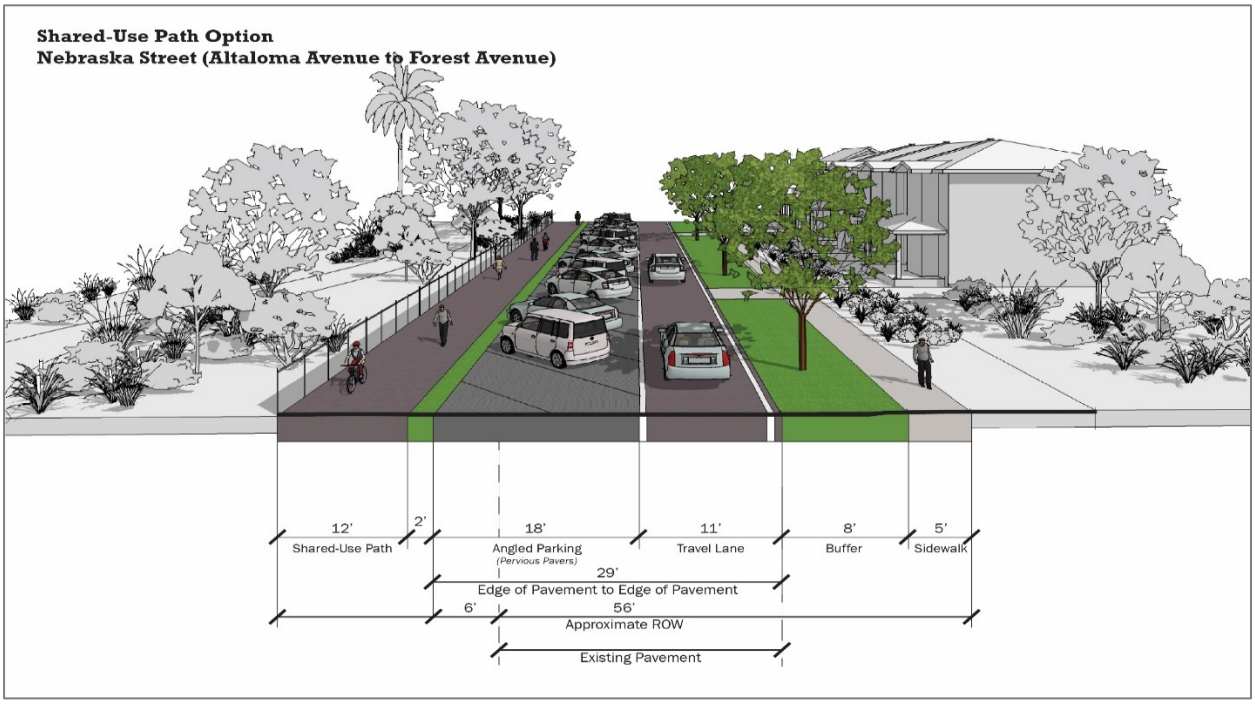
Nebraska Street Redesign

The Nebraska Street proposal would make a more significant change. The map identifies a shared-use path proposed for Nebraska between Mills Avenue and Forest Avenue. This is approximately a half-mile of a combined separated cycle track and shared-use path. A separated two-way cycle track is proposed from Mills Avenue to Altaloma Avenue, on the north side of the road. At Altaloma – the start of the Leu Gardens property – the cycle track turns into a shared-use path along the Leu Gardens property line. Angled parking spaces would be located between the shared-use path and the vehicle travel lane.

Adding a cycle track requires Nebraska Street to be one-lane for east-bound vehicle traffic only. The cycle track would replace the existing westbound travel lane. All westbound traffic would be able to use Virginia Drive. This has the potential to add a minute or two to travel times from Mills to the Leu Gardens curve.

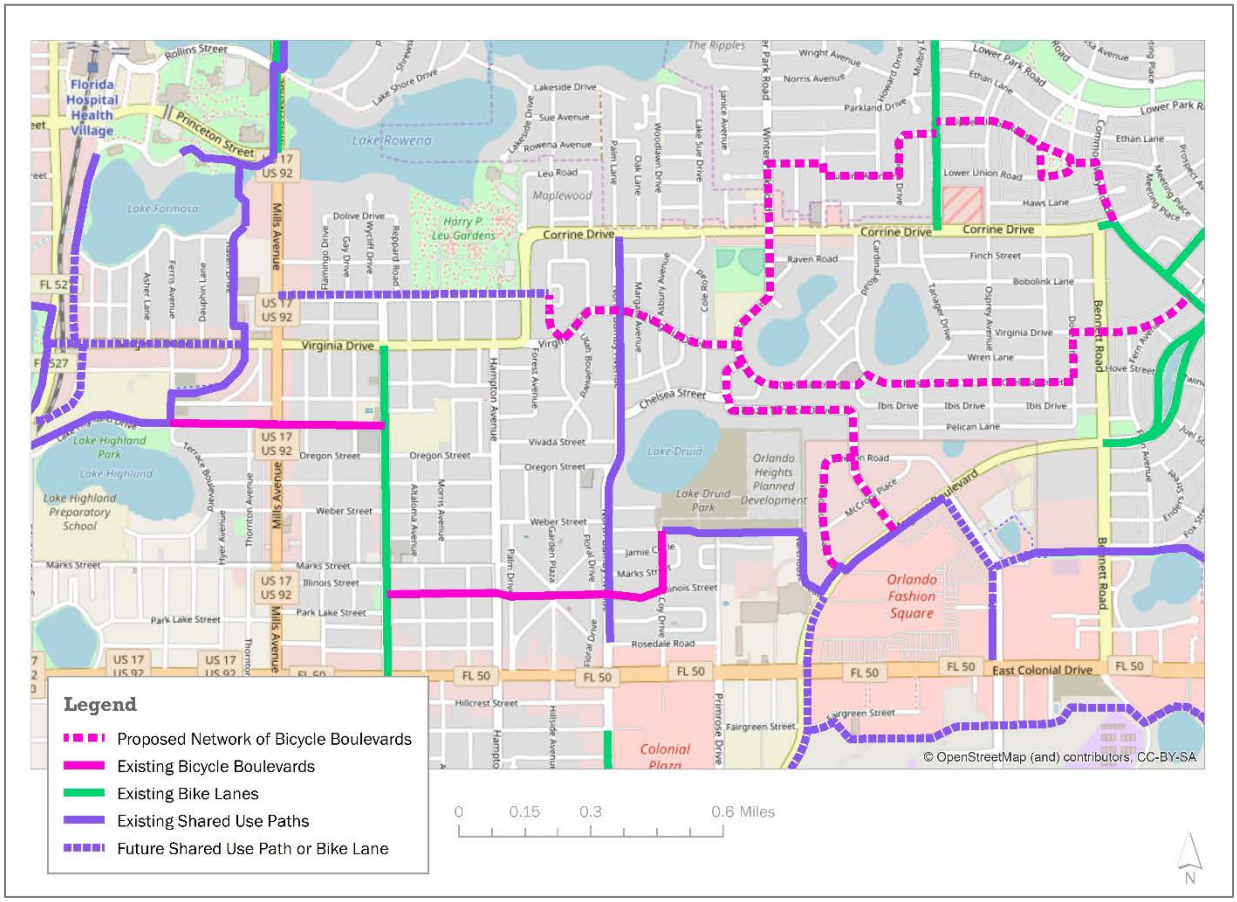
The change would provide 50-80 permanent parking spots. The spots will formally be used for Leu Gardens events, but they will be available to the public as well. Additionally, a bicycle-specific traffic light could be added to the traffic signal at the Forest and Nebraska intersection. If this idea were to go forward, it would require more public input and coordination with the neighborhood.


Two-Way Cycle Track Option
Nebraska Street (Mills Avenue to Altaloma Avenue)
5'
Buffer
6'
Sidewalk
5'
Buffer
12'
Two-Way Cycle Track
2'
11'
Travel Lane
8'
Buffer
5'
Sidewalk
25'
Edge of Pavement to Edge of Pavement
2'
54'
Approximate ROW
Existing Pavement


Shared-Use Path Option
Nebraska Street (Altaloma Avenue to Forest Avenue)
12'
Shared-Use Path
2'
18'
Angled Parking
(Pervious Pavers)
11'
Travel Lane
8'
Buffer
5'
Sidewalk
29'
Edge of Pavement to Edge of Pavement
6'
56'
Approximate ROW
Existing Pavement

Network of Neighborhood Bicycle Boulevards

As mentioned earlier, bicycle infrastructure that fosters a safe and supportive environment differs by the type of street. The local streets that intersect or parallel Corrine Drive are prime candidates for sharrows**.** MetroPlan Orlando is proposing a network of neighborhood bicycle boulevards to help cyclists ride from points west to points east and vice versa without using Corrine Drive. The bicycle boulevards would feature a robust wayfinding system and sharrows. (See Key Terms box, page 4.)



The proposed sharrows and wayfinding system would connect Leu Gardens and Colonialtown North to points east, such as the Cady Way Trail or downtown Baldwin Park. One sharrow route would be north of Corrine Drive connecting to the bike lane on General Rees. Another would use Chelsea Lane to connect Audubon Park to downtown Baldwin Park. The southern sharrow route would connect the study area to the Orlando Bike Beltway and the Cady Way Trail.

Leu Gardens Connection

This design proposes building a 125-foot-long road connection between the Leu Gardens driveway and North Forest Avenue, creating a signalized exit for Merritt Park residents. If implemented, this design would relocate the Leu Gardens gate to a spot further back toward the Garden House and restripe the driveway leading to the light. To implement, this road connection requires significant coordination between all the departments in the city of Orlando and residents of N. Forest Avenue.

The new road addresses these community concerns:

- Difficulty accessing Corrine Drive from Merritt Park

The design of the crossing would help by:

- Allowing residents in Merritt Park to access Corrine Drive via the Leu Gardens traffic signal
- Improving residents' ability to turn left onto Corrine, particularly during rush hour

Better Lighting

Lighting is necessary to create the safe, walkable areas the community desires. Further details regarding lighting for the future Corrine Drive will be determined in Phase 3. The lighting recommendations will stay the same no matter which concept is advanced. A good lighting plan will illuminate both the road and the sidewalks, improving safety for walkers, bicyclists, and drivers. Pedestrian-scale lighting is closer to the ground and evenly lights spaces where people walk, improving visibility and safety for pedestrians. LED lights will minimize light pollution while brightening sidewalks and travel lanes.

Future Consideration: Transit Stops

The neighborhoods surrounding Corrine Drive are ill-served by public transit. The LYNX routes pass through the area to connect downtown Orlando with north and east Orange County. However, the transit agency is in the process of changing all its routes and service options. MetroPlan Orlando is working with the LYNX team to identify a potential route that better serves residents in the Corrine area. If feasible, the new routes will be incorporated into Phase 3 of the Corrine Drive Complete Streets Study.

The new routes could help make transit a more important part of life along Corrine Drive. Bulbouts would make good locations for bus stops. Amenities, such as a shelter, also could be added.

Next Steps

MetroPlan Orlando is presenting three concepts—and three variations—in this phase of the Corrine Drive study. Next, gathering public feedback is the focus. MetroPlan Orlando will engage members of the community through a digital platform — learning what they like, do not like, and suggest as options. We will also host informal pop-up meetings in the area and meet with local government officials.

The feedback from the public on the possible design concepts will help narrow the selection of elements to include in the final design. That design, which will bring together technical data, industry best practices and public desires, will be presented to the public in summer 2018. No design concept is selected at this time. The final design plan may draw from two or more of the concepts presented here.

The plan will include details on how a design can be implemented in the short-term (2 years), medium horizon (5 years) and long-term (10-15 years). The design plan will then be presented to local governments, so that possible funding sources can be identified. The first step toward constructing any project is approval of a final plan.

To this end, the Corrine Drive Complete Streets Study is the foundation upon which comprehensive changes to Corrine Drive can begin.

Endnotes

[i] Accessible Sidewalks and Street Crossings – an informational guide. Federal Highway Administration. Available at: http://www.bikewalk.org/pdfs/sopada_fhwa.pdf

[ii] Physical Activity: Built Environment Approaches Combining Transportation System Interventions with Land Use and Environmental Design. The Community Preventive Services Task Force. Available at: https://www.thecommunityguide.org/sites/default/files/assets/PA-Built-Environments.pdf

[iii] Safe Routes to School Guide. National Center for Safe Routes to School. Available at: http://guide.saferoutesinfo.org/pdf/SRTS-Guide_full.pdf