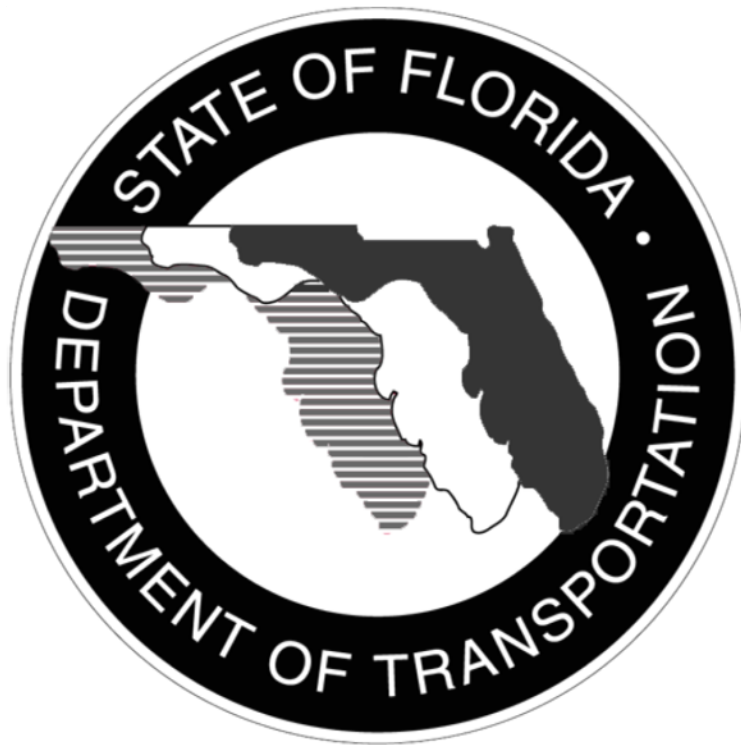


Florida Department of
Transportation
2010 Program Objectives and
Accomplishments



April 2011

Office of Financial Development



April 30, 2011

2010 PROGRAM OBJECTIVES AND ACCOMPLISHMENTS REPORT

In meeting the objectives contained in Section 334.046 and other pertinent Florida Statutes, I am pleased to provide you with this copy of the Department's *2010 Program Objectives and Accomplishments (PO&A) Report*. This *PO&A Report* describes the Department's performance for fiscal year 2010/11.

The performance standard against which the accomplished work program is evaluated is the Adopted Work Program plan of July 1, 2009. The report also provides a preview of anticipated Department performance during fiscal years 2011/12 and 2011/12.

Handwritten signature of Marsha Johnson in blue ink.

Marsha Johnson, C.P.A.
Director,
Office of Financial Development

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Introduction

The *Program Objectives and Accomplishments (PO&A) Report* is one indicator of the Department's overall performance. This *Report* evaluates the actual product accomplishments of the Department of Transportation against the plan set forth in the previous *Adopted Work Program*. Agency operating policies to achieve the statutory mandates are also addressed.

The *PO&A Report* rates the Department's performance for fiscal year (FY) 2009/10, which covers the period July 1, 2009 through June 30, 2010. The source of actual program accomplishments for FY 2009/10 is the *Adopted Work Program file of July 1, 2010*. The source of planned program accomplishments, against which the actual accomplishments are compared, is the *Adopted Work Program of July 1, 2009 less contingencies*. Additional information regarding program descriptions, goals and objectives and performance measures in force during FY 2009/10 can be found in the *Department's Program and Resource Plan* published in April 2010.

The report also includes planned commitment targets for FY 2010/11 less contingencies and FY 2011/12 based on the *Department's Tentative Work Program* as of April 7, 2011 (12Tent07b) and the September 2005 Federal Aid forecast.

Overview

Projects in the work program can be divided into a number of categories or program areas. This Report organizes projects by program area. This format matches that used in the Department's *Program and Resource Plan*.

A program area contains similar projects grouped by specific definitions. The *PO&A Report* includes program areas which provide tangible transportation products. Each program area is discussed in a separate chapter of the report. This *Report* does not include product support functions such as design and administration.

Each chapter lists the statutory objective and/or agency operating policy that applies to the related program area. The Right of Way program, although not specifically addressed in statute, is included because this major program is essential for the successful performance of the Department's highway construction program.

The following is a synopsis of each program area:

1. **SIS/Intrastate Highways:** *New construction and improvements to the Interstate, Turnpike, and other arterial highways selected to be upgraded to the SIS/Florida Intrastate Highway System access management standards.* This network of high speed, high traffic volume highways comprises 41% of the state highway system.

Funds for the construction of 95 new system lane miles were committed during FY 2009/10.

2. **Other Arterials:** *New construction and improvement of roads not on the Intrastate highway system, including traffic operations, lane additions, and major roadway reconstruction projects.* The arterial highway network comprises 59% of the state highway system. Funds for the construction of 82 new lane miles were committed during FY 2009/10.

3. **Right of Way:** *Land acquisition for highway transportation projects and advanced corridor acquisition.* 711 parcels of land were acquired during FY 2009/10.
4. **Aviation:** *Capital airport improvements and airport regulation.* The Aviation Program is comprehensive, providing financial and technical assistance to, and regulation of, public airports. Airport planning, land purchase, construction and economic development projects are eligible for financial assistance. The Airport Program regulates airports through airport inspection, licensing and registration, and tall structure construction permitting within ten nautical miles of a public airport.
5. **Transit:** *Capital improvements for bus systems, New Starts (rail and bus rapid transit systems), commuter assistance and transportation for the disadvantaged. Operating and technical assistance are also provided.* The transit program is comprehensive in scope, developing New Starts, providing financial and technical assistance to conventional, fixed-route bus systems, specialized services for the transportation disadvantaged, and commuter assistance/transportation demand management initiatives designed to enhance life-sustaining activities and worker mobility.
6. **Rail:** *Capital improvements for rail passenger and freight transportation facilities, fixed guideway systems, development of new intercity, commuter rail services, and rail safety inspections.*
7. **Intermodal Access:** *Provides for improved access to seaports, airports and other transportation terminals to facilitate the movement of people and goods.* During FY 2009/10, continued emphasis was placed on improving road and rail access to Florida's seaports and airports as well as continuing focus on land side access to seaports.
8. **Seaport Development:** *Grants to Florida's ports to enhance the efficiency and competitiveness of Florida's port transportation system.* During FY 2009/10, 22 port projects were funded for port facility construction, security and equipment purchases.
9. **Safety:** *Application of skid-resistant pavement overlays, correction of high-hazard locations, and construction of both intersection and rail crossing improvements.* The number of vehicle crashes resulting in fatalities and injuries decreased during 2009. The number of train-vehicle crashes decreased to 40 and the total fatal crashes decreased to 9.
10. **Resurfacing:** *Roadway resurfacing, minor reconstruction and projects designed to preserve pavement integrity.* There were 5,302 deficient lane miles reported April 2010. 2,780 lane miles of roadway were contracted for resurfacing during FY 2009/10.
11. **Bridge:** *Repair, rehabilitation and replacement of highway bridges.* In the April 2010 Bridge Work Plan, the number of bridges needing to be repaired increased while the number of bridges needing to be replaced decreased.

12. Routine Maintenance: *Repair and minor improvement of highway transportation facilities, roadside upkeep, and drainage management.* The Department continues to achieve the statewide composite maintenance rating program objective.

Sources of Data

The primary resource used to prepare this report is the Department's Work Program Administration (WPA) database.

Funding charts reflect commitment values as recorded in the WPA. However, budget appropriation and expenditure data were used for Routine Maintenance. Fund amounts have been rounded to the nearest 1/10th million dollars and therefore, the sum of the column figures does not always agree with the total shown due to rounding.

Facility condition and performance information was developed through analyses of physical surveys. The computer files and reports utilized to compile this data are:

- a) Roadway Characteristics Inventory from 2009 Annual State Highway System Mileage Report
- b) 2010 Pavement Condition Survey
- c) State Road Traffic Crash Data computer file for calendar year 2009
- d) 2010 Bridge Work Plan
- e) 2010 Annual Report of the Bridge Inventory

Some data were compiled from reports produced by other agencies. These included:

- a) Federal Aviation Administration Inspection Form 5010 and fiscal reports,
- b) US DOT Enplanements By State Report (V3P Report),
- c) Federal Transit Administration Section 15 reports,
- d) Federal Railroad Administration Track Inspection Reports (Form FRA F6180-58), and
- e) FRA Accident/Incident Bulletins, Office of Railroad Safety, US DOT.

Reference to Florida statutes obtained from: "<http://www.leg.state.fl.us/Statutes>".

For more information on the programs addressed in this report, contact Tammy Rackley at (850) 414-4642.

SIS/Intrastate Highways

“The mission of the Department of Transportation shall be to provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.”
 -- Section 334.046, Florida Statutes

The Department shall "...plan and develop a proposed Florida Intrastate Highway System Plan.... The plan shall provide a statewide transportation network that allows for high-speed and high-volume traffic movements within the state.”
 -- Section 338.001, Florida Statutes

Agency Operating Policies --

"Improve capacity of existing facilities to reduce cost and environmental impact."

"Identify appropriate arterial highways for improvement to higher controlled access standards."

"Develop, coordinate, and review FIHS projects with transportation partners to include expressway authorities and local governments."

"Maximize the use of limited access standards on new arterial highways."

"Identify new limited access highways for inclusion in the Turnpike System."

"Ensure FIHS projects are consistent with local plans to the maximum extent feasible."

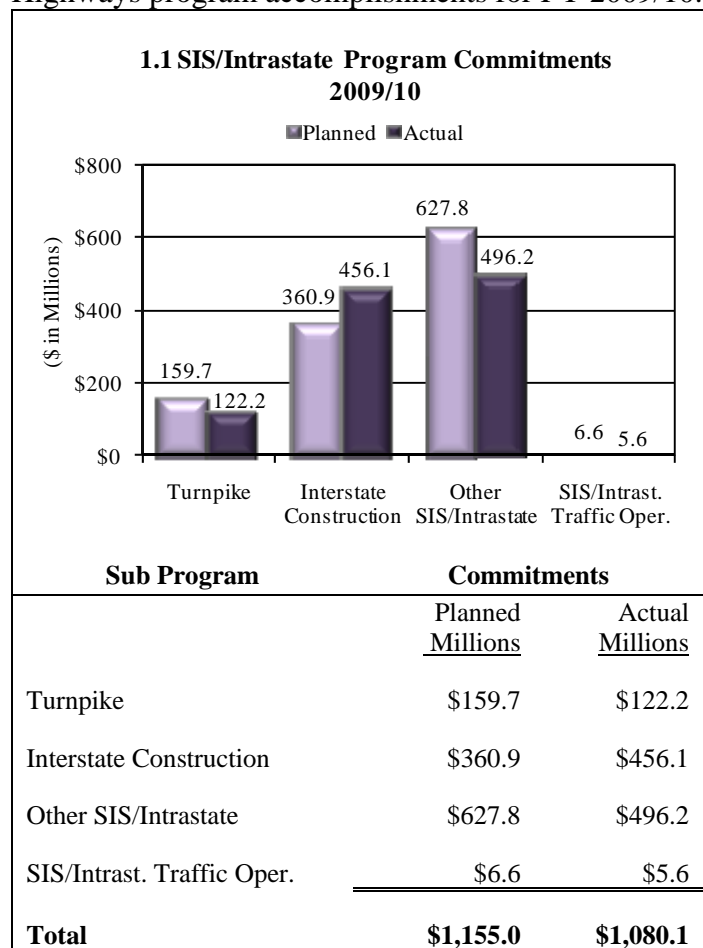
The SIS/Intrastate Highways program provides funds to: a) improve and maintain the Interstate highway system; b) improve, expand and maintain the Florida Turnpike system and, c) upgrade other identified arterials in major transportation corridors to limited and controlled access facility standards.

The Florida Intrastate Highway System (FIHS) Plan provides for a statewide transportation *network* that allows for *high-speed* and *high-volume* traffic movements within the state. The entire Interstate and Turnpike systems, and 7,564 arterial highway lane miles have been selected for inclusion in the FIHS. These other

FIHS arterials will eventually be upgraded to controlled access facility standards.

The FIHS comprises 17,306 lane miles, or about 41% of the 42,634 lane miles on the state highway system.

Figure 1.1 illustrates the Department's Intrastate Highways program accomplishments for FY 2009/10.

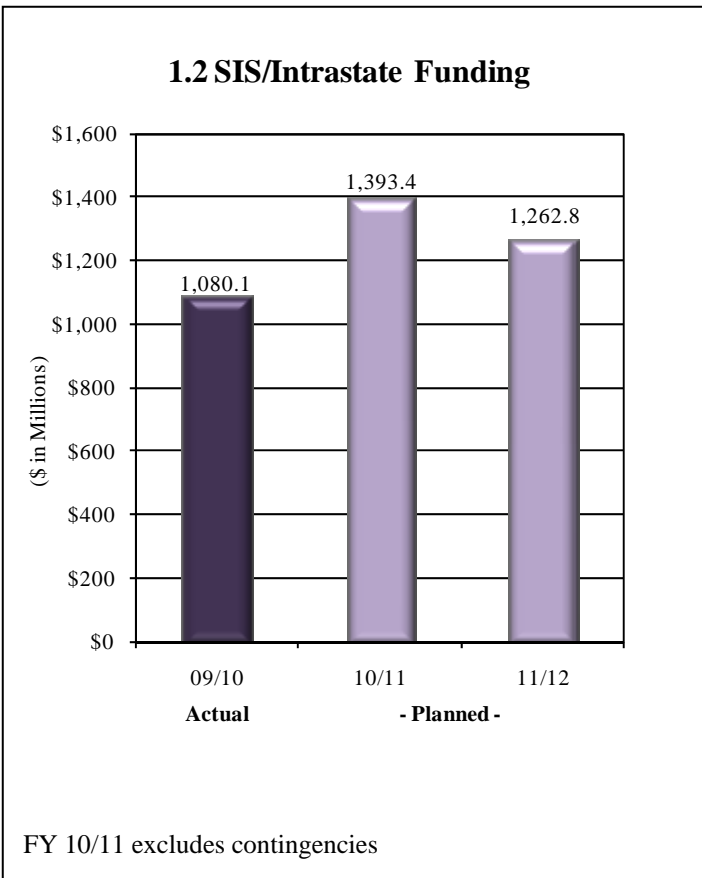
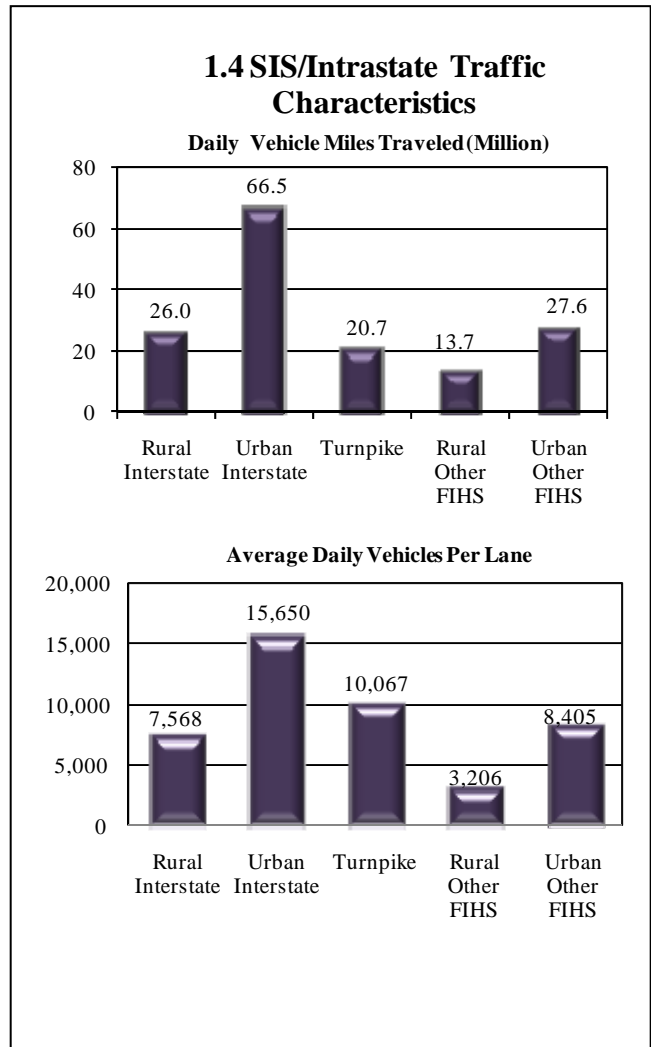
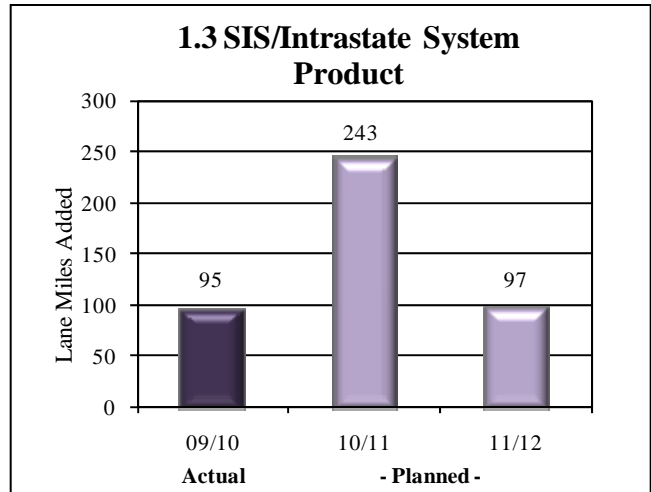


The Department committed \$1,080.1 million (or 94%) of its planned construction program funding during FY 2009/10. Achieved 84% of the plan by letting to contract 44.3 of 52.6 lane miles planned. In addition, the Department added or advanced 50.7 miles that were not in current or future plans.

Figure 1.2 shows SIS/Intrastate program funding for FY 2009/10 and the planned funding for FY 2010/11 and FY 2011/12.

Figure 1.3 displays the number of new SIS/Intrastate system lane miles committed to construction in FY 2009/10 and the lane mile products planned for commitment during FY 2010/11 and FY 2011/12.

Figure 1.4 shows traffic volumes for the various components of Florida's Intrastate highway system.



Other Arterials

"The mission of the Department of Transportation shall be to provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities."

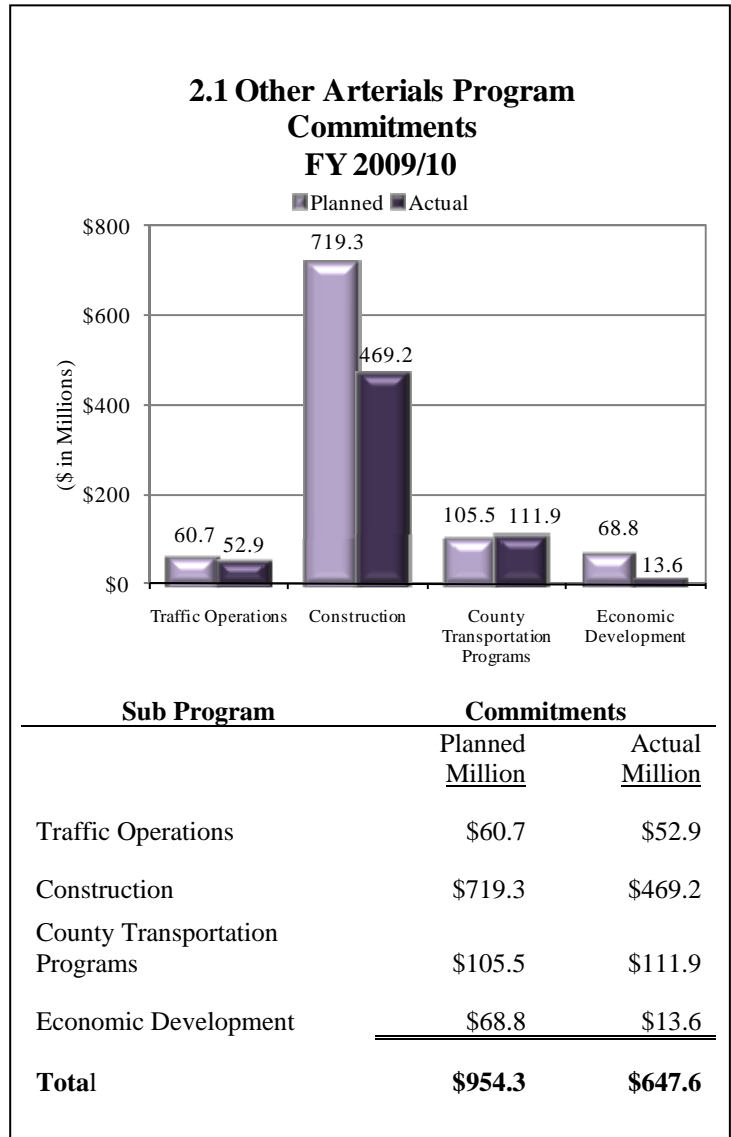
-- Section 334.046, Florida Statutes

Agency Operating Policy --

"Address operational deficiencies on the (Non-Intrastate) State Highway System through strict adherence to the assigned access management classification and standards, the use of transportation system management options including low cost traffic operations improvements and the provision of additional capacity to the extent possible consistent with other operating policies."

The Other Arterials program addresses improvement projects on state roadways that are not a part of the Intrastate highway system. Arterials which are not part of the Intrastate highway system account for 25,328 (or 59%) of the 42,634 lane miles on the state highway system.

Figure 2.1 illustrates the Department's Other Arterials program accomplishments for FY 2009/10. The Department committed \$647.6 million (or 68%) of its planned construction program during FY 2009/10. Achieved 93% of the plan by letting to contract 70.9 of 76.4 lane miles planned. In addition, the Department added or advanced 10.8 miles that were not in current or future plans.



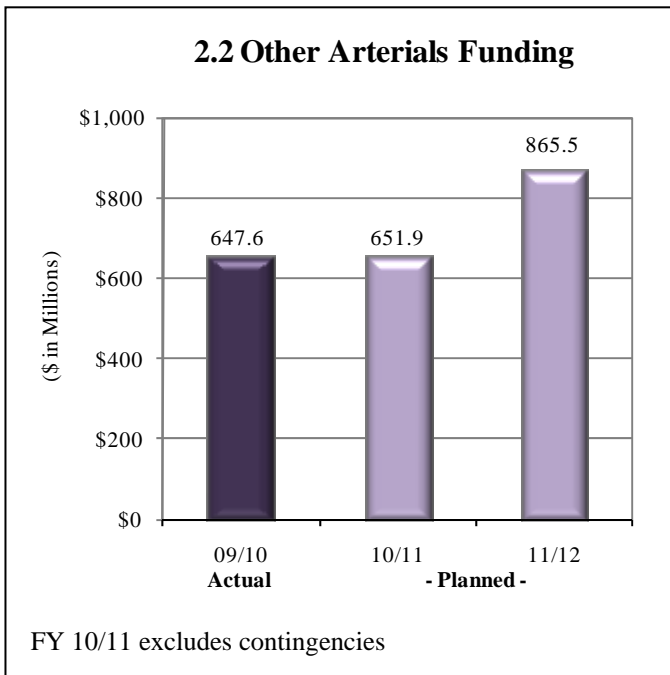


Figure 2.2 shows the Other Arterial program funding for FY 2009/10 and that planned for FY's 2010/11 and 2011/12.

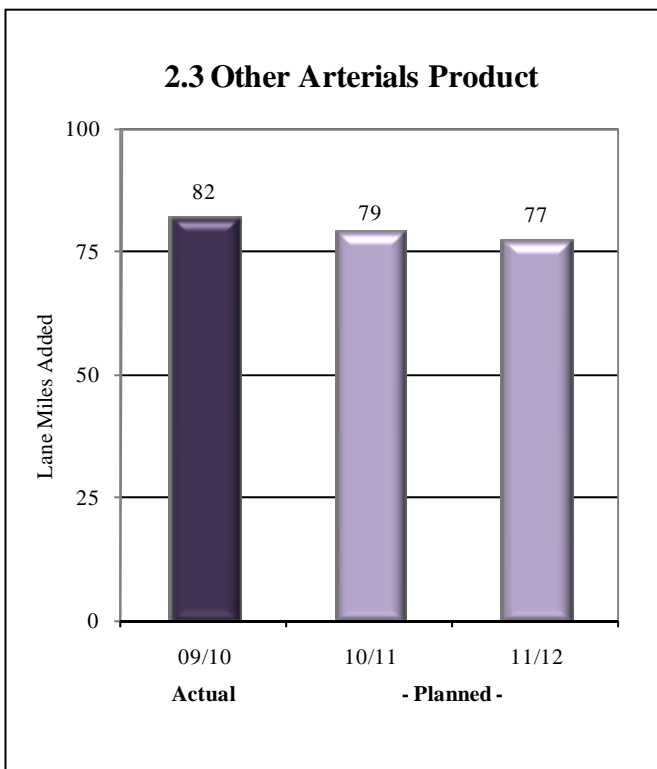
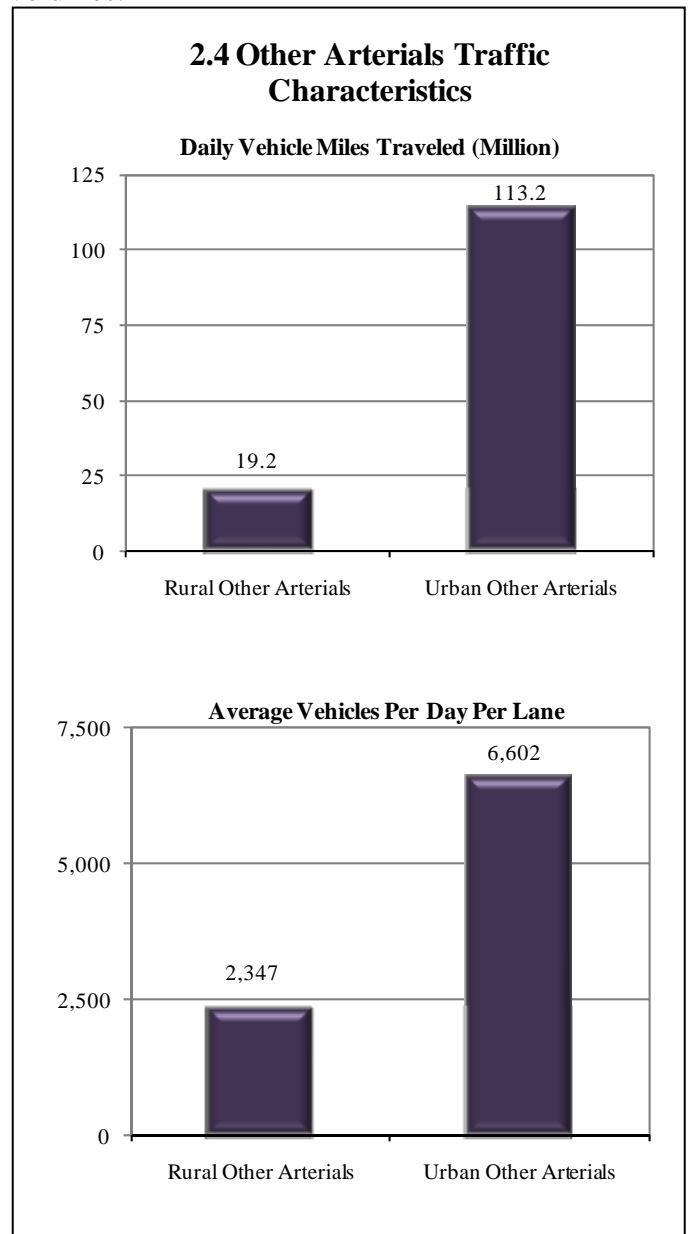


Figure 2.3 displays the number of new arterial highway lane miles committed to construction in FY 2009/10 and the product planned for commitment during FY 2010/11 and FY 2011/12.

Figure 2.4 illustrates other arterial highway traffic volumes and lane utilization. Urban arterials continue to carry significantly high daily traffic volumes.



Right of Way

"To acquire, by the exercise of the power of eminent domain as provided by law, all property or property rights, whether public or private, which it may determine are necessary to the performance of its duties and the execution of its powers."

--Section 334.044, Florida Statutes

Agency Operating Policy —

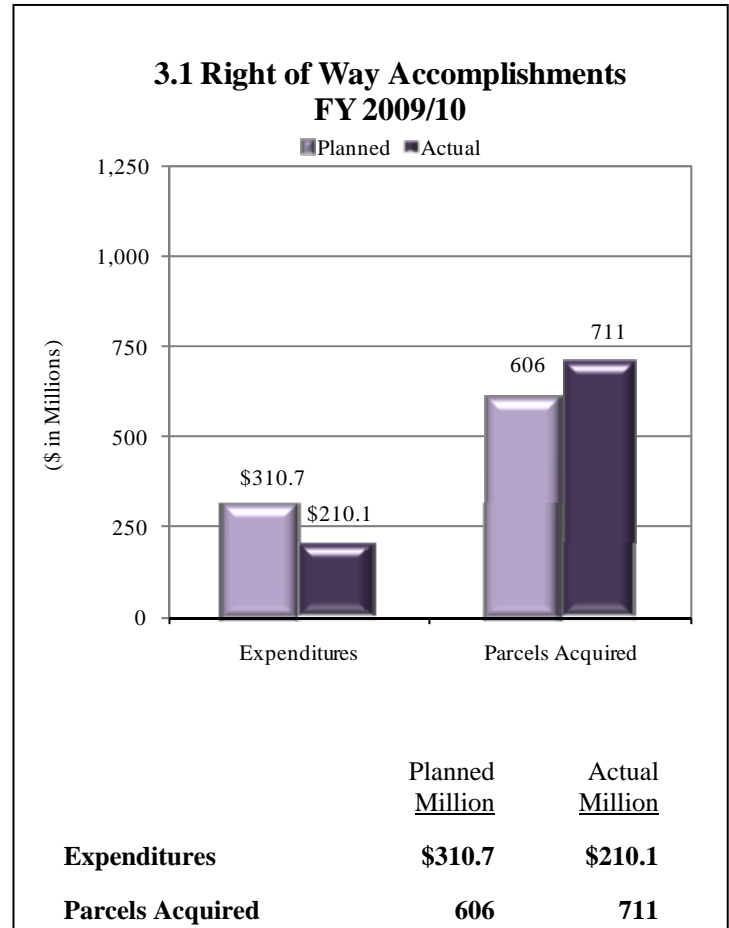
"Acquire rights of way necessary to support the department's work program in a cost efficient, quality manner while ensuring full compensation is paid for all property acquired."

The Right of Way program provides funds for the acquisition of land in support of construction projects accomplished under other highway programs. Right of way acquisition is a prerequisite for many other projects to be accomplished.

Right of way funds are authorized by the Department each year as work is begun on various right of way program phases. However, total expenditures on specific project phases in each year are usually less than the authorized amount. Funds not expended in the year they are authorized are "rolled forward" into succeeding years until they are fully spent.

Figure 3.1 illustrates the Department's Right of Way program accomplishments for FY 2009/10. FY 2009/10 expenditures totaled \$210.1 million out of a planned level of \$310.7 million (68%). The Department acquired 711 parcels during FY 2009/10 (117.3% of planned number).

The Department achieved 97% of plan by certifying as "clear" or ready for construction on 37 of 38 right of way acquisition projects planned for FY 2009/10. Twenty (20) projects were added and certified during FY 2009/10.

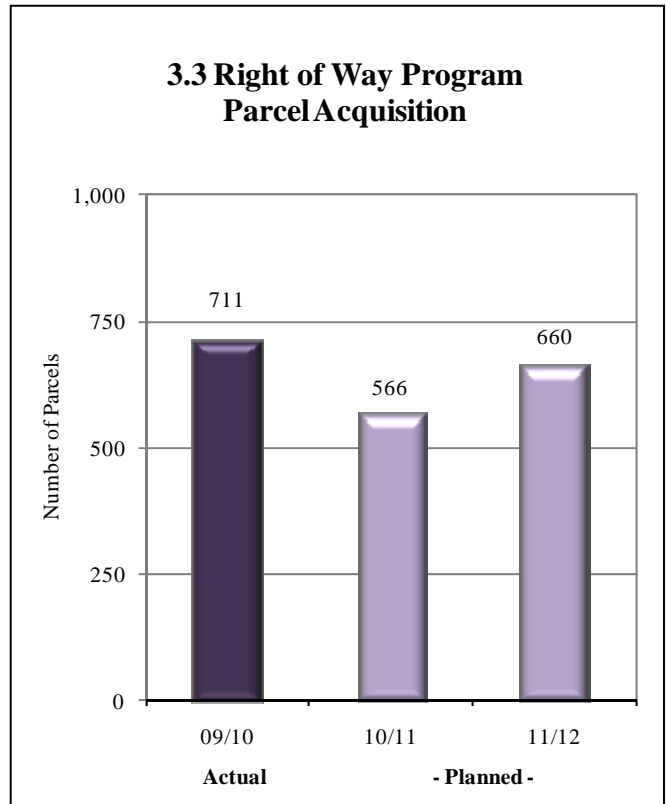
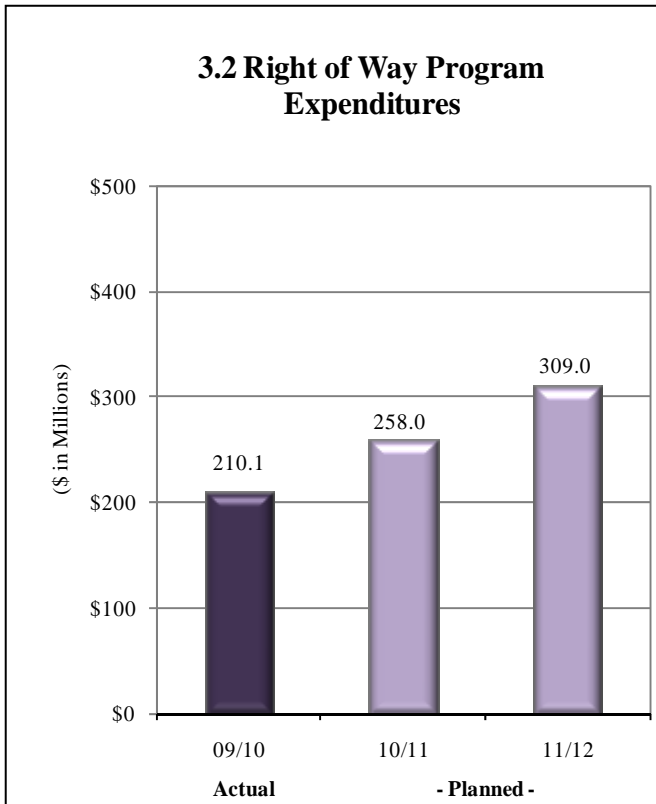


The Department's expenditure plan for the Right of Way program is displayed in Figure 3.2.

Figure 3.3 illustrates the number of parcels acquired during FY 2009/10 and the number of parcels planned for acquisition during FY 2010/11 and FY 2011/12.

The Department's expenditure plan for the Right of Way program is displayed in Figure 3.2.

Figure 3.3 illustrates the number of parcels acquired during FY 2009/10 and the number of parcels planned for acquisition during FY 2010/11 and FY 2011/12.



Aviation

“The mission of the Department of Transportation shall be to provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities”

--Section 334.046, Florida Statutes

The Department shall: “Provide coordination and assistance for the development of a viable aviation system in the state.”

--Section 332.006, Florida Statutes

Agency Operating Policy --

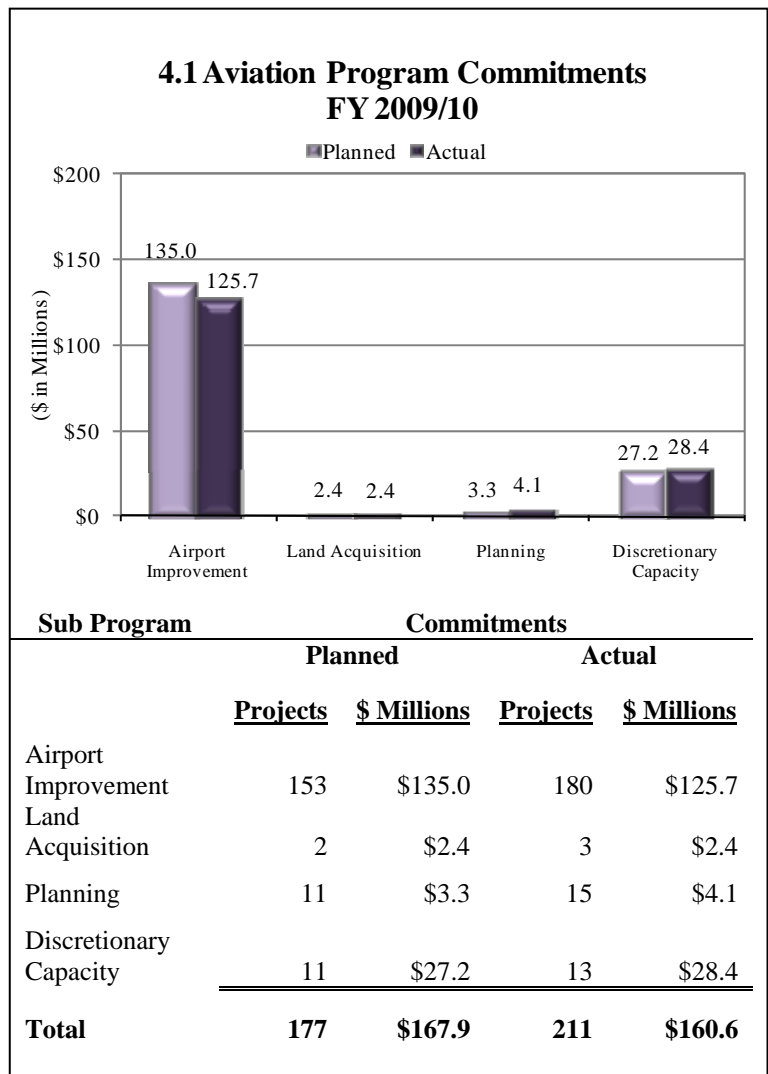
"Increase airport capacity and safety."

The Aviation program provides matching grant funds for planning and construction projects along with the acquisition of land associated with these projects for all publicly-owned, public use airports throughout the state. In addition, the Department is responsible for public airport inspection and licensing, and private airport registration.

Figure 4.1 compares actual commitments to the planned program level in FY 2009/10.

Figure 4.2 displays state aviation funding for FY 2009/10 and the proposed funding for FY 2010/11 and 2011/12.

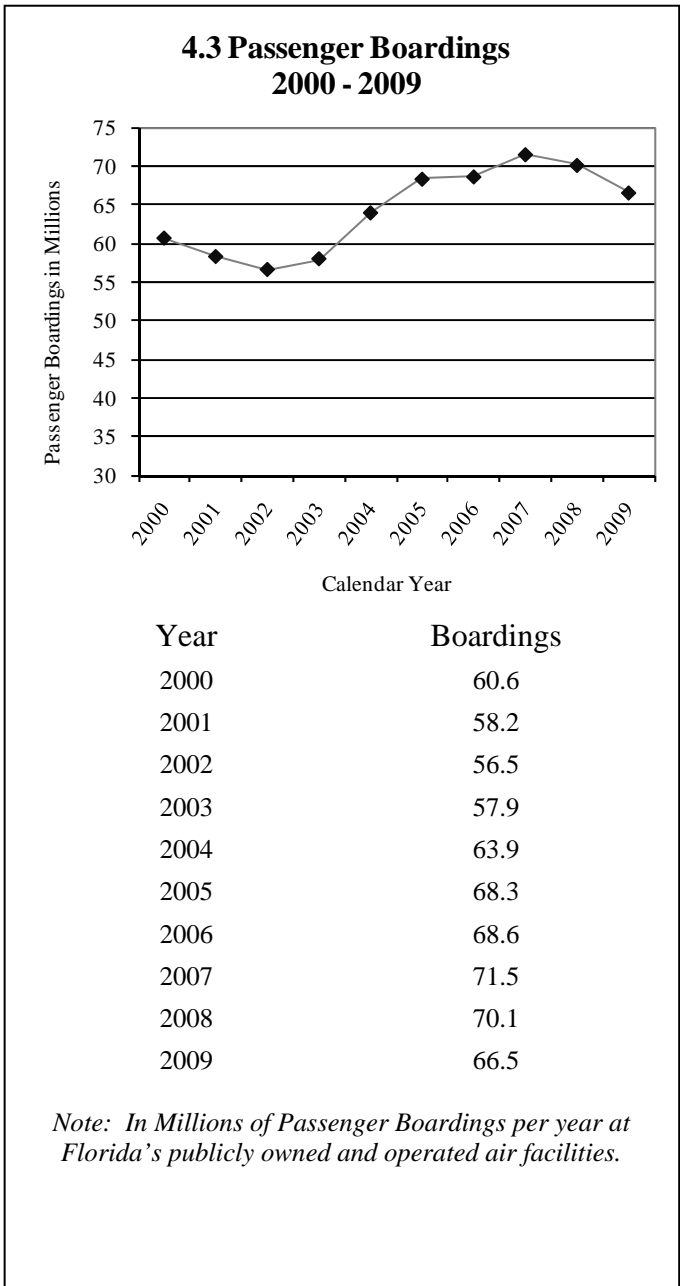
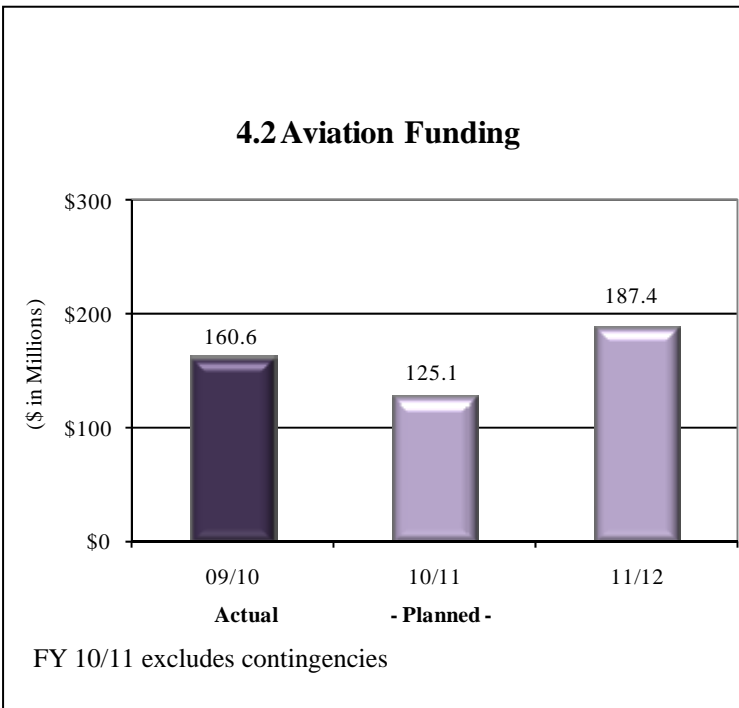
The dollar amounts shown in Figure 4.2 include only the Department's portion of project funding. Non-budgeted local and federal funds are not received or administered by the Department. Such funds are excluded from the commitment totals shown in this report.



There are 129 airports that are open to the public in Florida, including a public terminal at Eglin Air Force Base. There are 18 airports and Eglin Air Force base which offer scheduled commercial passenger service.

These public use airports are annually inspected and licensed by the Department. Florida also has 27 military airfields.

Federal entitlement funding for primary airports is a function of air travel volumes. Florida continues to have 4 of the top 50 airports in terms of annual passenger boardings.



Transit

“The mission of the Department of Transportation shall be to provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities”

--Section 334.046, Florida Statutes

The Department shall: “Formulate a specific program of projects and project financing to respond to identified needs as part of the work program.”

--Section 341.041, Florida Statutes

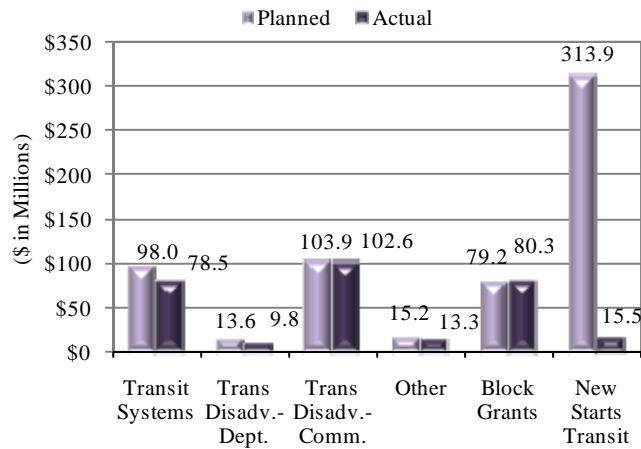
Agency Operating Policy --
“Promote all forms of public transit.”

The Transit program provides funds to public transit systems and transportation disadvantaged service providers. The funds are used for capital improvements, including vehicle acquisitions, and operating assistance. Funds also are provided to public agencies for commuter assistance activities such as ridesharing.

Figure 5.1 compares the actual commitments against the planned program levels for FY 2009/10.

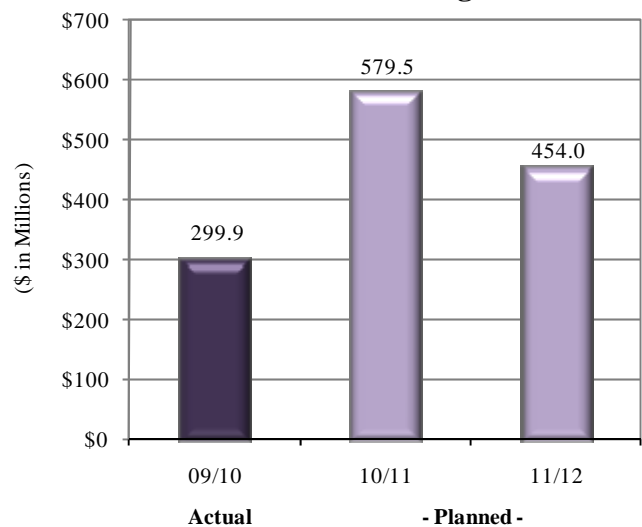
Figure 5.2 shows transit funding for FY 2009/10 and the proposed funding for FY 2010/11 and FY 2011/12.

**5.1 Transit Program Commitments
 FY 2009/10**



Sub Program	Commitments			
	Planned		Actual	
	Projects	\$ Millions	Projects	\$ Millions
Transit Systems	173	\$98.0	173	\$78.5
Trans Disadv.-Dept	8	\$13.6	13	\$9.8
Trans Disadv.-Comm	188	\$103.9	184	\$102.6
Other	60	\$15.2	63	\$13.3
Block Grants	36	\$79.2	51	\$80.3
New Starts	21	\$313.9	21	\$15.5
Total	486	\$623.8	505	\$299.9

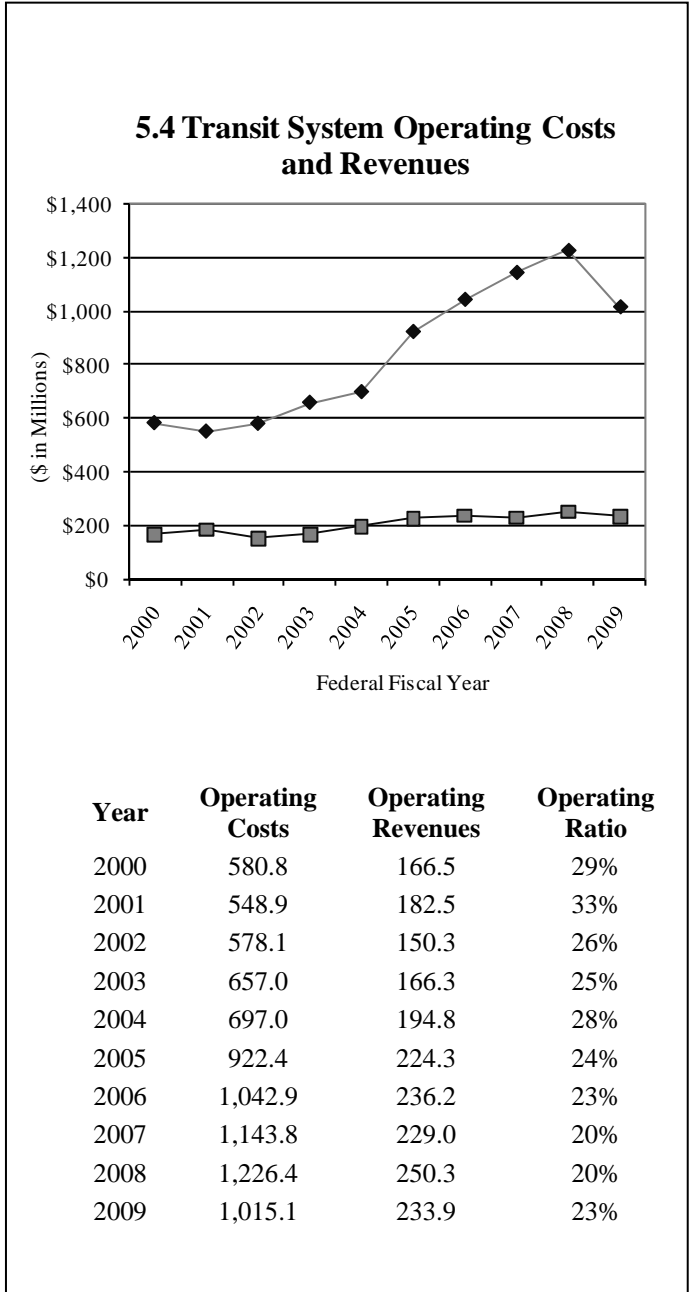
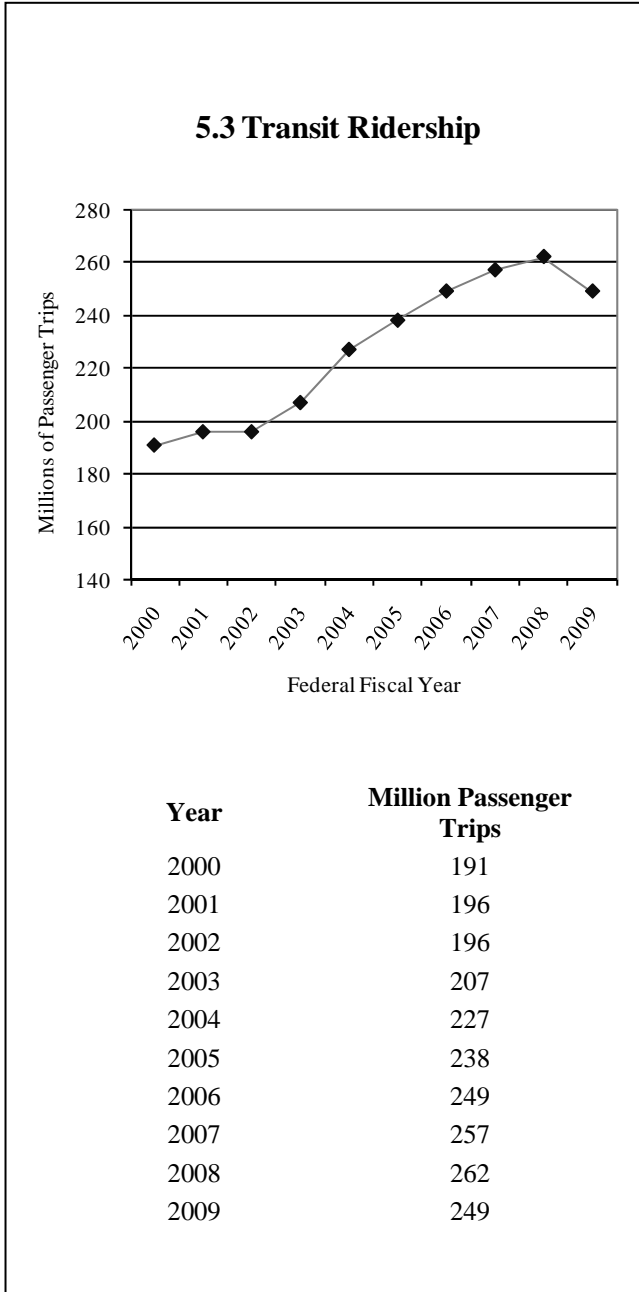
5.2 Transit Funding



FY 10/11 excludes contingencies

Figure 5.3 illustrates that transit ridership in Florida has increased 30% since 2000. During the 2000-2009 period the States population increased 17%.

Figure 5.4 shows the operating revenues and operating costs for Florida's transit properties. The revenue to cost (operating) ratio has averaged 25% since 2000.



Rail

“The mission of the Department of Transportation shall be to provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.”

-- Section 334.046, Florida Statutes

“The department, in conjunction with other governmental entities, including the rail enterprise and the private sector, shall develop and implement a rail program of statewide application designed to ensure the proper maintenance, safety, revitalization, and expansion of the rail system to assure its continued and increased availability to respond to statewide mobility needs.”

-- Section 341.302, Florida Statutes

Agency Operating Policies --

“Improve rail safety and service.”

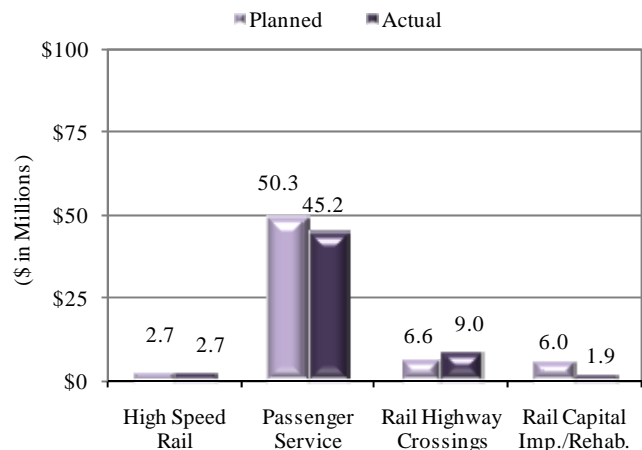
“Assist local governments by providing funds ... for construction of local fixed guideway systems.”

The Rail program supports railroad facility and service improvements and rail safety inspections. The program also includes the fixed guideway subprogram. The fixed guideway subprogram helps finance projects such as Miami's Metrorail and Metromover and Jacksonville's Automated Skyway Express. The Rail program provides funds for rail passenger service development projects, such as Tri-Rail in Southeast Florida and the upcoming SunRail system in the Orlando metropolitan area.

Figure 6.1 compares actual commitments to the planned program levels for FY 2009/10.

During FY 2009/10, the program focused on grade-crossing safety improvements, intercity rail planning, commuter rail system development, rail safety regulation enforcement, intermodal planning, and SIS implementation.

**6.1 Rail Program Commitments
FY 2009/10**



Sub Program	Planned		Actual	
	Projects	\$Millions	Projects	\$Millions
High Speed Rail	1	\$2.7	1	\$2.7
Passenger Service	15	\$50.3	22	\$45.2
Rail Hwy Crossing	47	\$6.6	77	\$9.0
Rail Capital Imp./Rehab.	4	\$6.0	3	\$1.9
Total	67	\$65.6	103	\$58.8

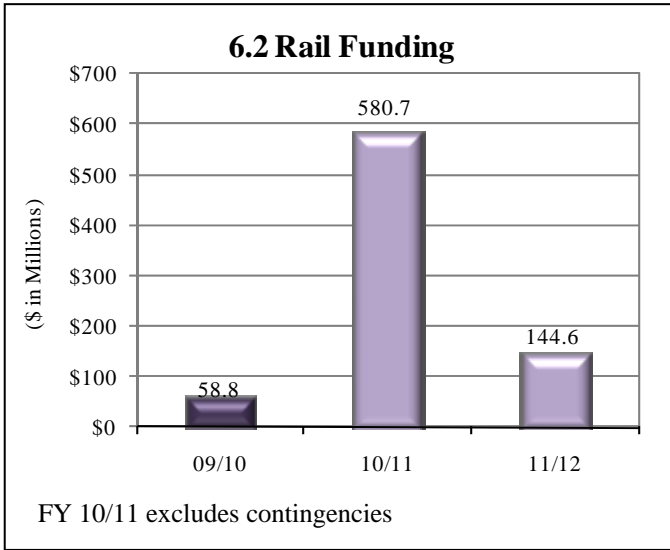
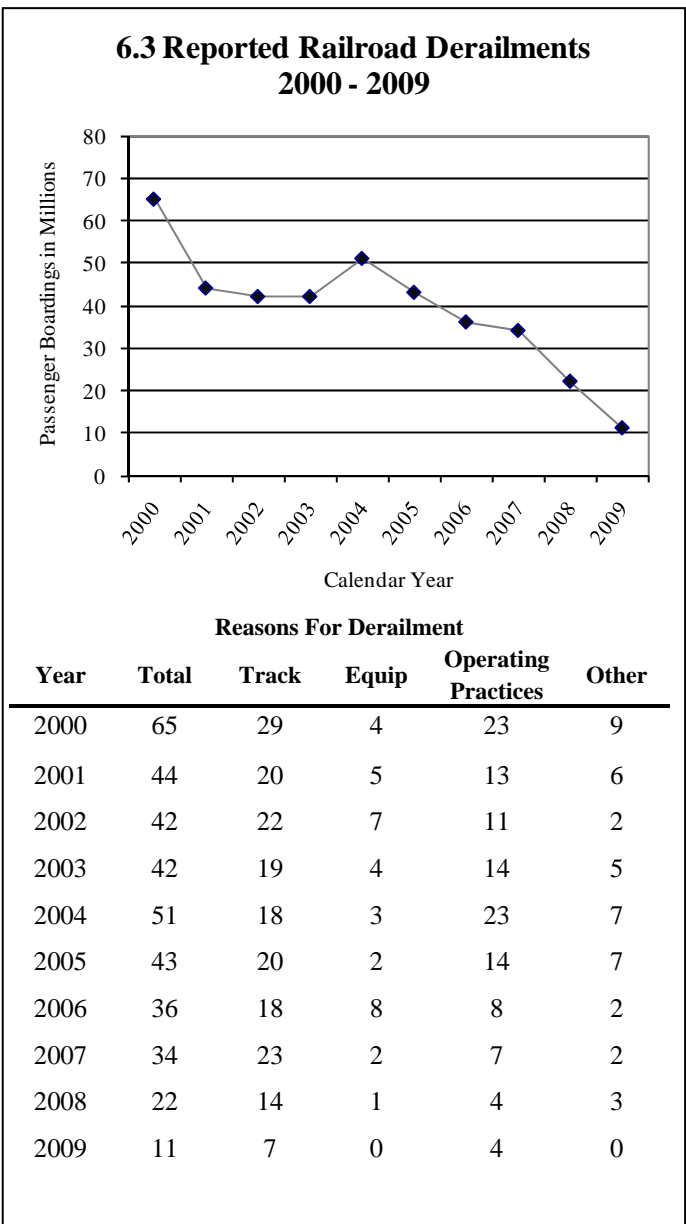


Figure 6.2 shows the funding for FY 2009/10 and the levels of funding planned for FY's 2010/11 and 2011/12 which will continue to support the expansion of rail passenger service.

Rail safety inspections are performed by Department personnel. In calendar year 2009, approximately 2,279 miles of track, 1,248 turnouts and 324 grade crossings signals were inspected.

Figure 6.3 illustrates the history of and the reasons for train derailments in Florida over the last decade. From 274 train derailments in 1977, the year before the Department began its railroad safety inspection program, the number of derailments in Florida has declined to an average of 39 per year over the last 10 years.



Intermodal Access

“The mission of the Department of Transportation shall be to provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.”

-- Section 334.046, Florida Statutes

“...There is created within the Department of Transportation an Intermodal Development Program to provide for major capital investments in fixed-guideway transportation systems, access to seaports, airports and other transportation terminals, providing for the construction of intermodal or multimodal terminals; and to otherwise facilitate the intermodal or multimodal movement of people and goods. “

-- Section 341.053, Florida Statutes

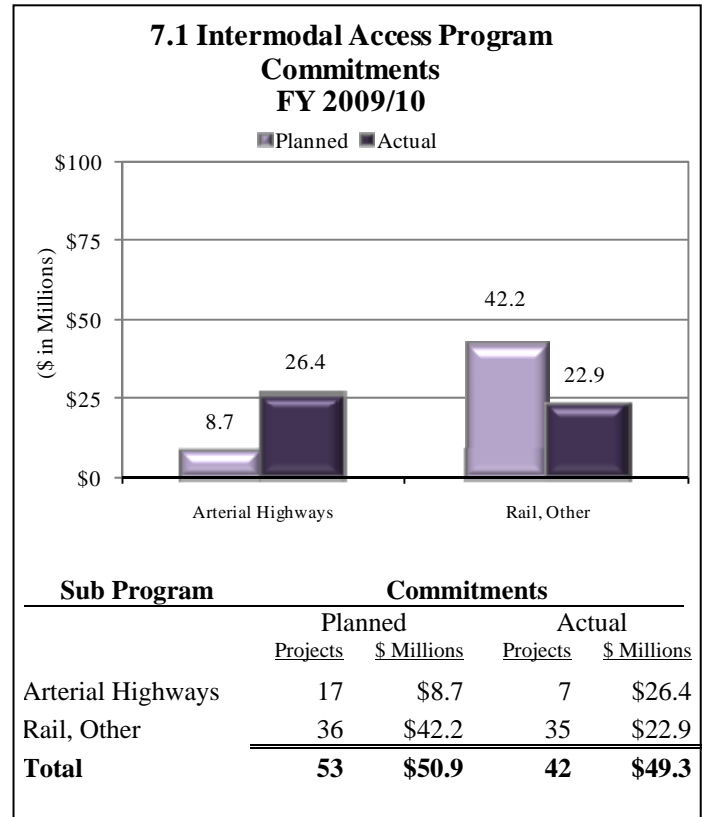
Agency Operating Policy --

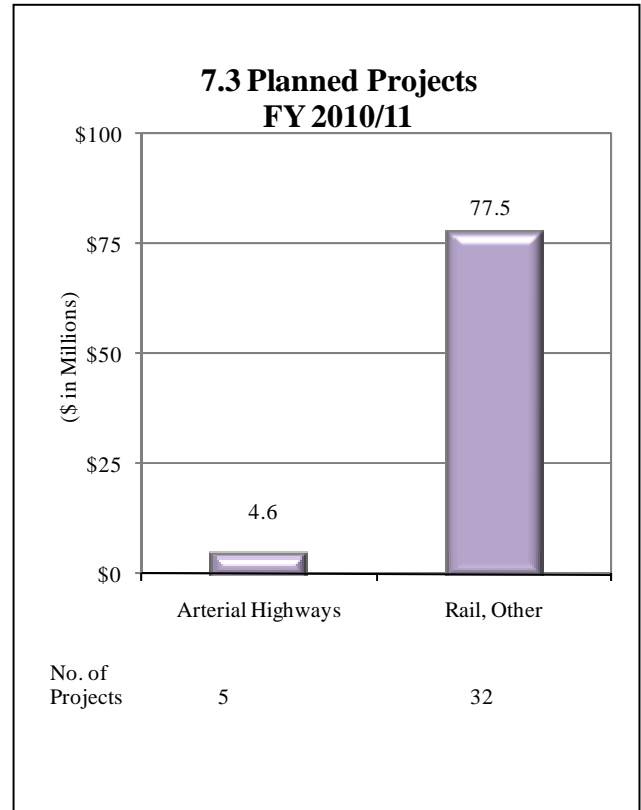
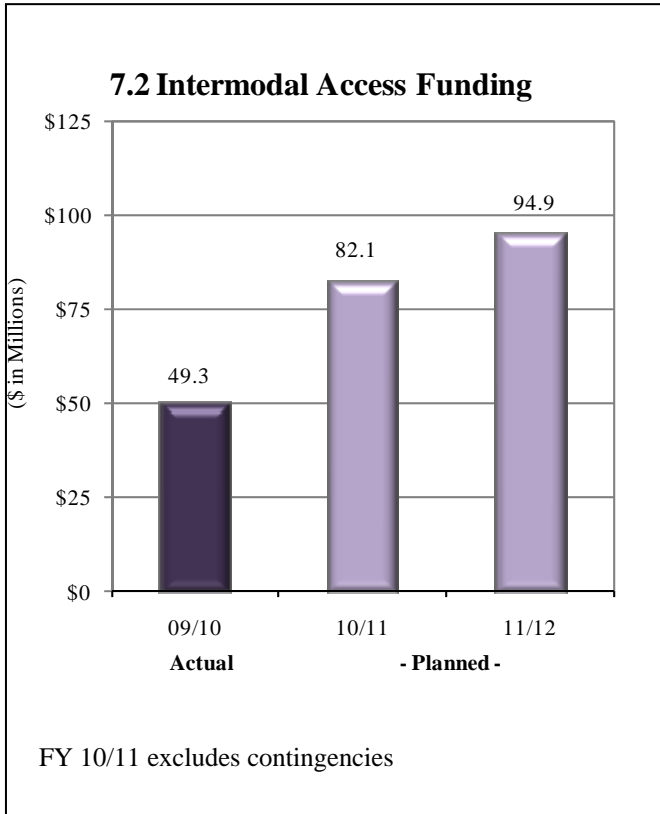
“Improve access to seaports, airports, and other transportation terminals.”

The Intermodal Access program supports projects which provide improved access to Intermodal or multimodal transportation facilities and terminals. Projects funded under this program include rail access to airports and seaports, interchanges and highways which provide access to airports, seaports and other multimodal facilities.

A portion of the program funds is distributed by statutory formula and a portion is distributed on demonstrated needs of a district. Figure 7.1 compares actual commitments to the planned program levels for FY 2009/10.

During FY 2009/10, continued emphasis was placed on improving road and rail access to Florida's seaports and airports.





Major statewide projects receiving Intermodal Access funding in FY 2009/10 include: South Florida Rail Corridor Double Tracking for Tri-Rail and CSX, Jacksonville Multimodal Terminal, Miami Intermodal Center, and the Ft Lauderdale Airport Interchange Access Improvement.

Figure 7.2 shows the funding for FY 2009/10 and the levels of funding planned for FY's 2010/11 and 2011/12 which will support additional intermodal or multimodal access improvements.

Figure 7.3 shows planned commitments for intermodal access improvements for FY 2009/10 by major improvement category.

Seaport Development

“The mission of the Department of Transportation shall be to provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.”

-- Section 334.046, Florida Statutes

“There is created the Florida Seaport Transportation and Economic Development Program within the Department of Transportation to finance port transportation or port facilities projects that will improve the movement and intermodal transportation of cargo or passengers in commerce and trade and that will support the interests, purposes, and requirements of ports located in this state.”

-- Section 311.07(1), Florida Statutes

Agency Operating Policy --

“Support rehabilitation and development of Florida's deep water ports.”

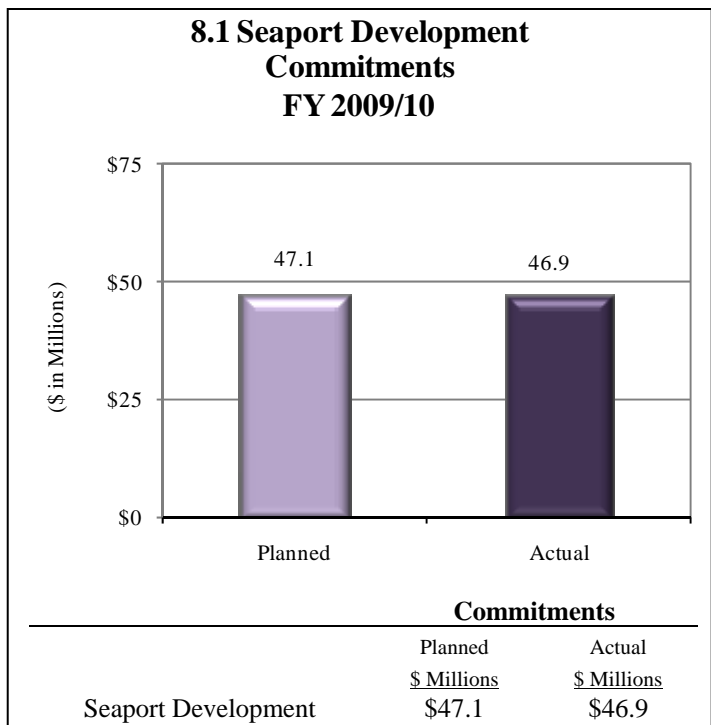
The Seaport Development Program provides funding for the development of public deep-water ports including such projects as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers. The Department also provides payment of \$25 million per year to the debt service of bond programs that allows the Florida Ports Financing Commission to finance improvements at the ports. Seven seaports on the Strategic Intermodal System (SIS) and three seaports on the Emerging SIS are among the facilities eligible for funding under this program.

The Seaport Development Program as described in F.S. 320 and 311 is administered jointly by the Department and the Florida Seaport Transportation and Economic Development Council. The Council is comprised of representatives of 14 deep water ports and 3 state agencies.

In addition to statutorily mandated programs as described above, seaport projects are also eligible for funding from other Department managed funding sources.

The Department committed 19 of the 22 planned capital improvement projects during fiscal year 2009/10 to enhance the efficiency and competitiveness of Florida's port transportation system. In addition, 3 other projects were added and let.

Figure 8.1 compares actual commitments to the planned commitments for FY 2009/10.



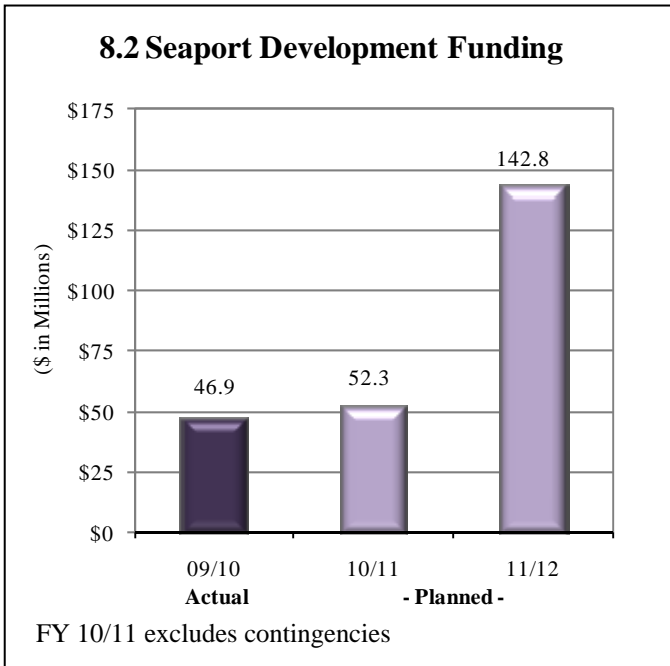


Figure 8.2 displays the Seaport Development program funding for FY 2009/10 and the planned funding for FY 2010/11 and 2011/12.

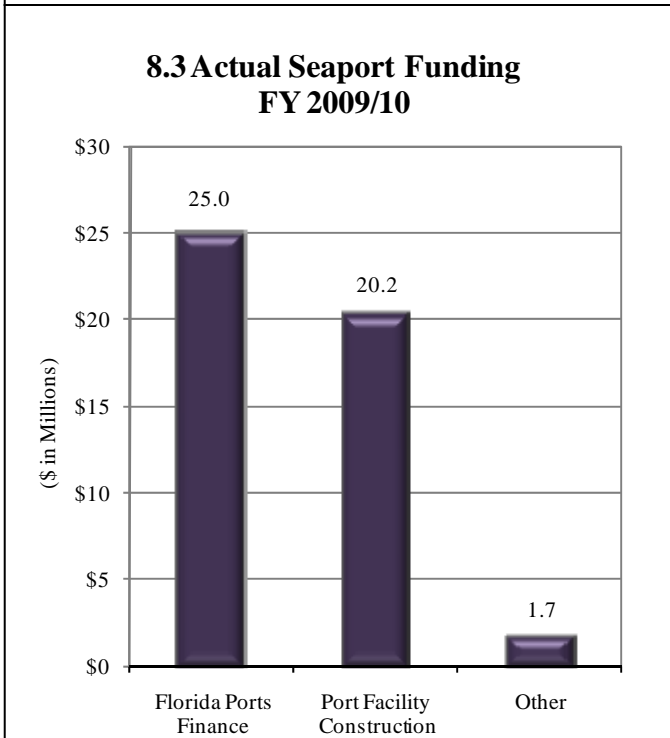


Figure 8.3 shows FY 2009/10 commitments for new and the continuation of phased port projects by major project categories.

Safety

"The mission of the Department of Transportation shall be to provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities."

— Section 334.046, Florida Statutes

Agency Operating Policy --

"Improve safety on the State Highway System."

The Safety program includes projects designed to improve vehicle and pedestrian safety on the city, county, and state highway systems. The Safety program is divided into three subprograms - rail/highway grade crossings, highway safety, and traffic safety grants.

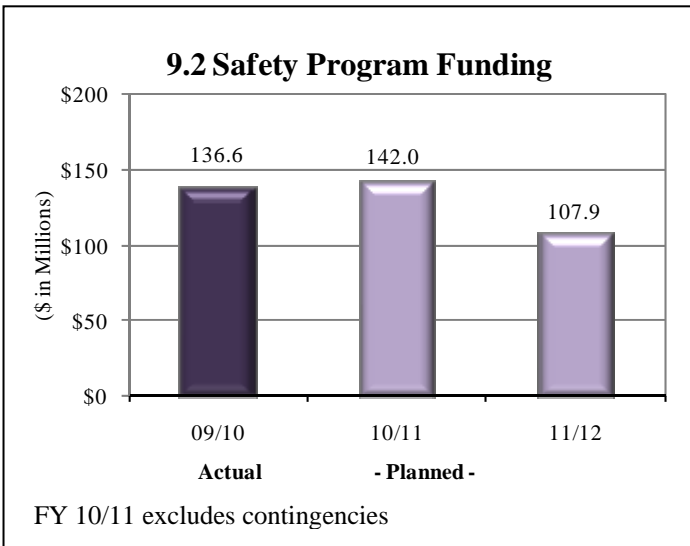
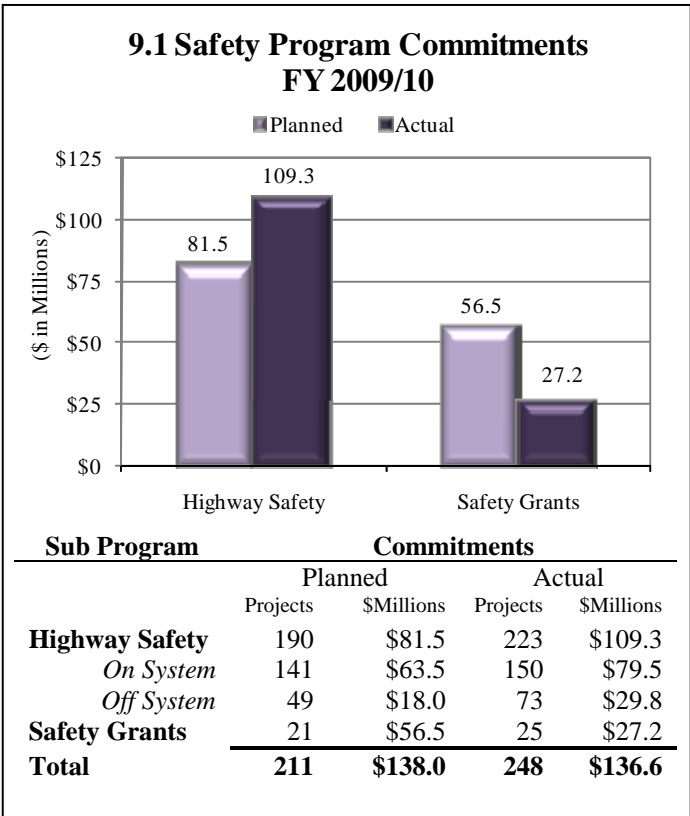
Projects included in the Safety program address high accident locations, pavements that present a skid hazard, rail/highway grade crossings with accident history, roadside obstacles, and substandard guardrails or bridge railings. Improvements at rail/highway grade crossings include the installation of active warning devices and other low cost improvements.

Agency Operating Policy --

"Utilize all Federal-aid highway safety funds made available to Florida."

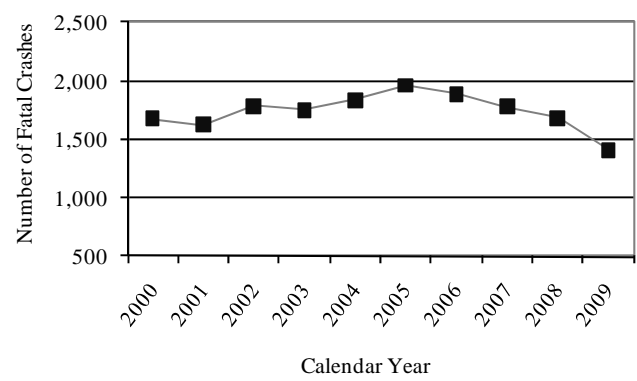
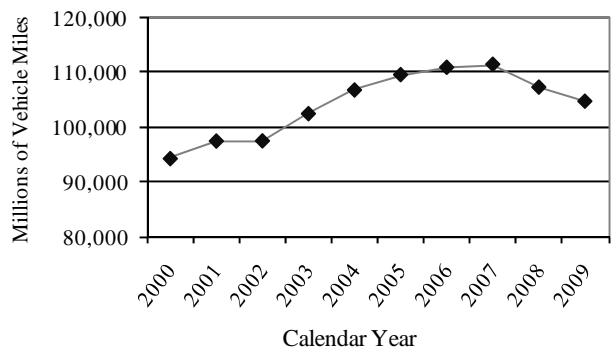
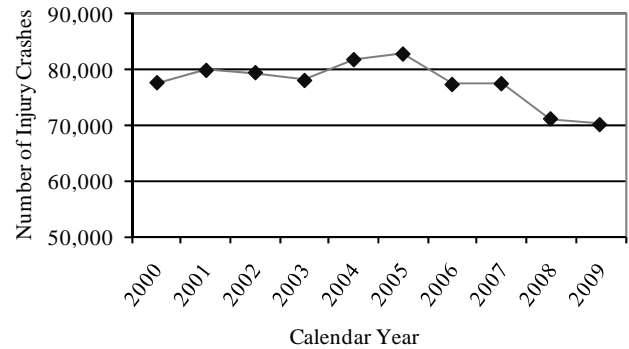
Figure 9.1 compares actual commitments to the planned program levels for FY 2009/10.

Figure 9.2 displays the funding for FY 2009/10 and that planned for FY 2010/11 and 2011/12.



9.3 Vehicle Travel and Crash Statistics (State Highway System)

Calendar Year	Million Vehicle Miles	Injuries		Fatalities	
		Crashes	Rate ¹	Crashes	Rate ²
2000	94,363	77,725	0.824	1,677	1.777
2001	97,538	79,931	0.819	1,623	1.664
2002	97,564	79,516	0.815	1,783	1.828
2003	102,475	78,119	0.760	1,749	1.710
2004	106,725	81,849	0.767	1,834	1.718
2005	109,504	82,851	0.757	1,960	1.790
2006	110,815	77,398	0.698	1,890	1.705
2007	111,372	77,540	0.696	1,778	1.599
2008	107,258	71,243	0.664	1,680	1.566
2009	104,714	70,211	0.671	1,406	1.343

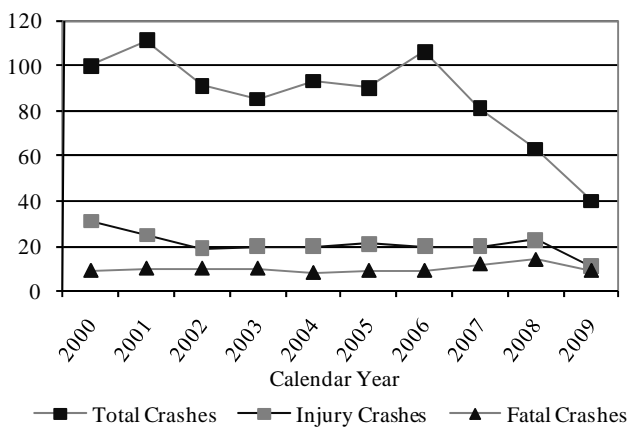


¹ Injury crash rate per million miles.
² Fatal crash rate per 100 million miles.

Figure 9.3 shows various vehicle travel and crash statistics for the 10-year period ending calendar year 2008.

The Department continues to report a low incidence of train-vehicle crashes (Figure 9.4) in spite of ever increasing motor vehicle traffic.

9.4 Number and Severity of Train – Vehicle Crashes



Calendar Year	Total Crashes	Injury Crashes	Fatal Crashes
2000	100	31	9
2001	111	25	10
2002	91	19	10
2003	85	20	10
2004	93	20	8
2005	90	21	9
2006	106	20	9
2007	81	20	12
2008	63	23	14
2009	40	11	9

Resurfacing

“At a minimum, the department’s goals shall address the following prevailing principles....”

“Ensuring that 80 percent of the pavement on the State Highway System meets department standards.”

-- Section 334.046, Florida Statutes

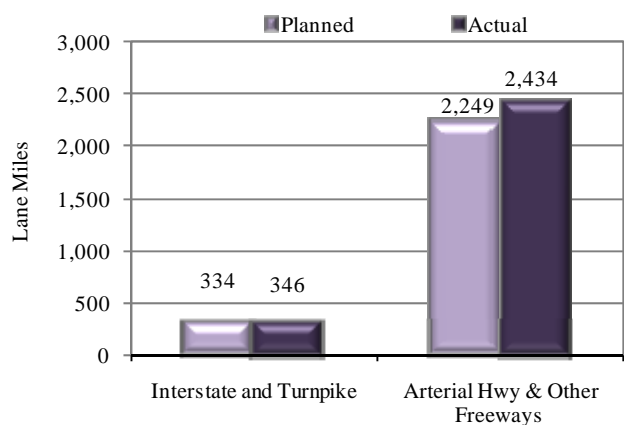
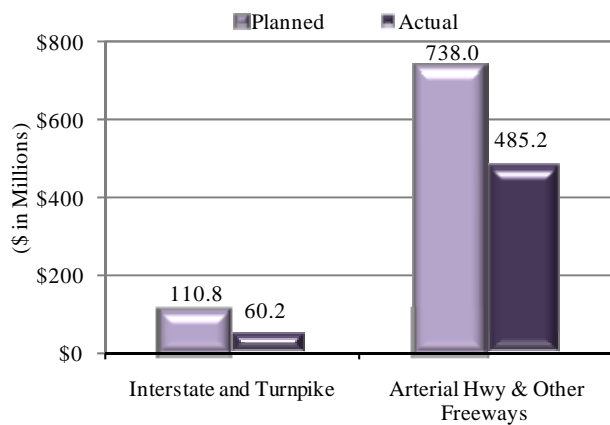
Short Range Objective --

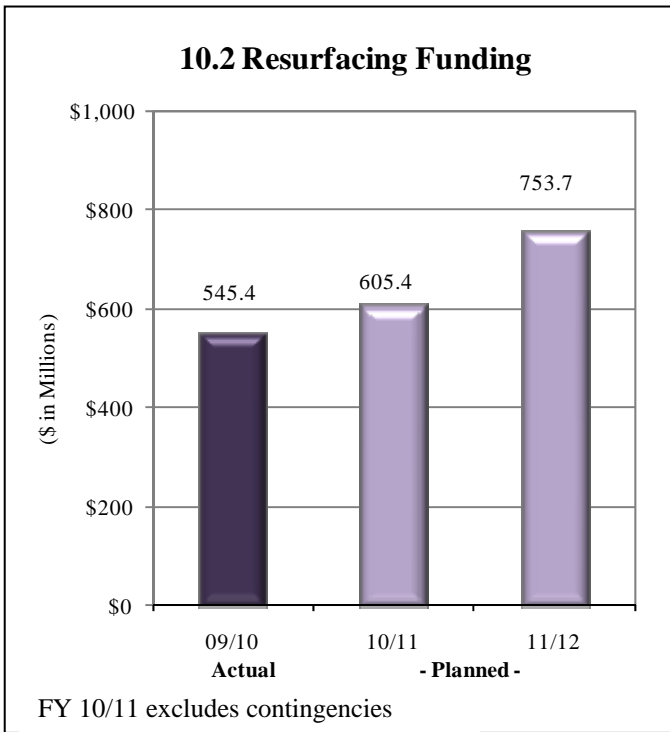
“Ensure that 80 percent of the pavement on the State Highway System meets Department Standards.”

The Resurfacing program provides for pavement resurfacing, rehabilitation, minor reconstruction, and pavement milling and recycling. Such projects are intended to preserve the structural integrity of highway pavements. Figure 10.1 compares the resurfacing commitments planned in FY 2009/10 with actual end of year accomplishments. Achieved 96% of the plan by letting to contract 2,488 of 2,583 lane miles planned. In addition, the Department advanced or added 292 miles that were not in current or future plans.

10.1 Resurfacing Program FY 2009/10 Commitments

	Planned		Actual	
	\$ Million	Lane Miles	\$ Million	Lane Miles
Interstate	\$105.9	302	\$55.4	314
Turnpike	\$4.9	32	\$4.8	32
Arterials and Freeways	\$616.4	1,531	\$361.8	1,521
Off-System	\$121.6	718	\$123.5	913
Total	\$848.8	2,583	\$545.4	2,780



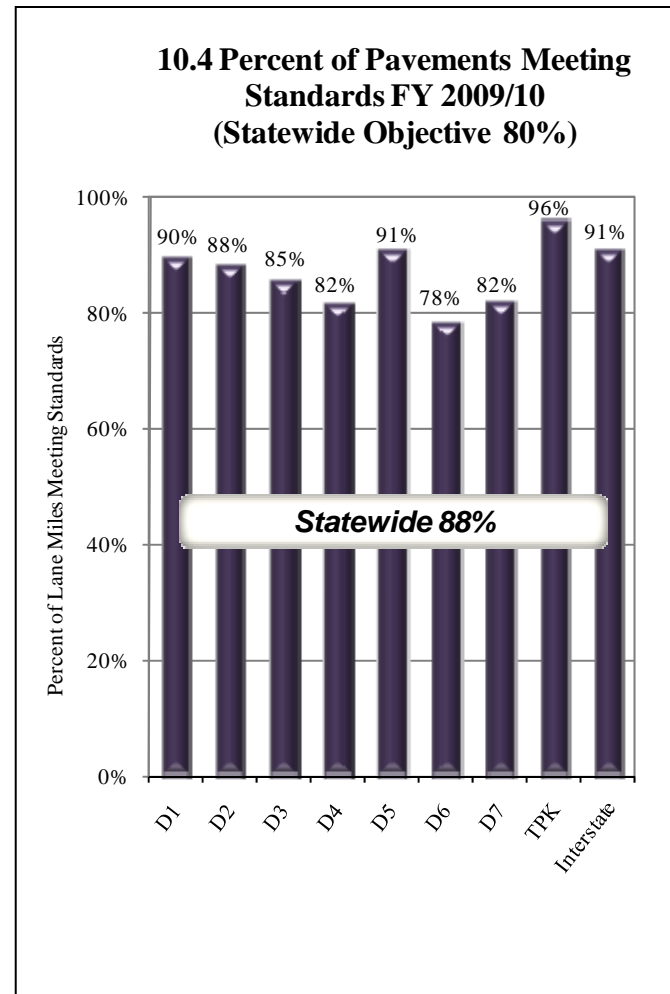
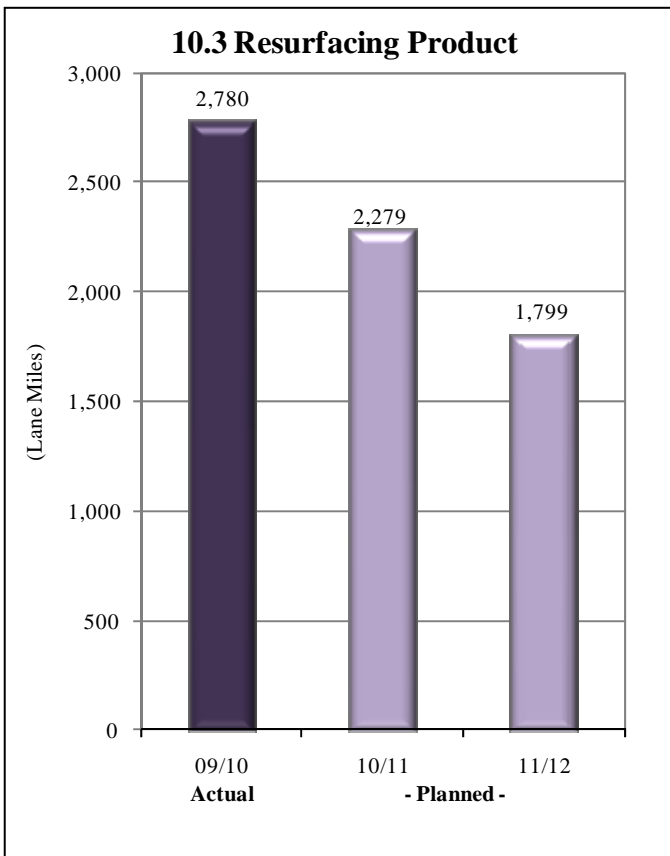


Pavement integrity is measured by an annual highway pavement condition survey. During FY 2009/10, 5,302 lane miles failed to perform at predefined standards for ride, rut and crack and were classified as deficient.

Figure 10.2 displays the funding for FY 2009/10 and that proposed for FY 2010/11 and 2011/12.

Total lane miles committed to be resurfaced during FY 2009/10 and those planned for FY's 2010/11 and 2011/12 are shown in Figure 10.3.

The condition of pavements for FY 2009/10 in each district is illustrated in Figure 10.4.



Bridge

"At a minimum, the department's goals shall address the following prevailing principles...."

"Ensuring that 90 percent of department-maintained bridges meet department standards."

— Section 334.046, Florida Statutes

Agency Operating Policies --

"Program for construction all structurally deficient bridges and bridges posted for weight restriction within 6 years of deficiency identification."

"Program for construction all other bridges which require structural repair but which are more cost effective to replace within 9 years of deficiency identification."

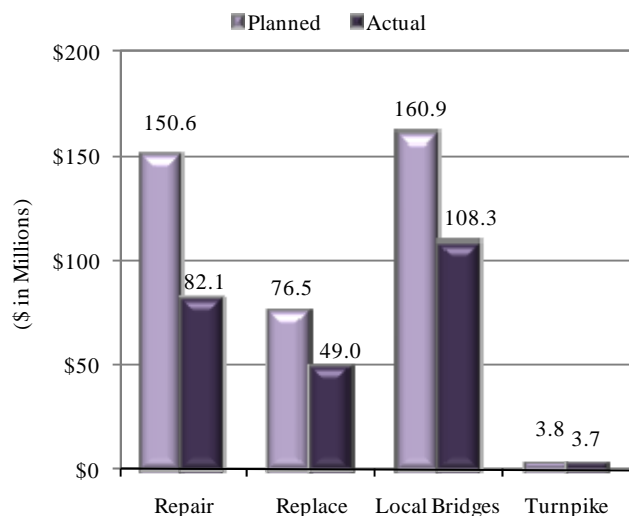
Short Range Objective --

"Ensure that 90 percent of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe."

The Bridge program policies direct the Department's resources to the repair or replacement of bridges with some degree of structural deterioration. Functionally obsolete bridges needing widening to meet standards or for capacity improvements within a transportation corridor are programmed as part of the Intrastate or Other Arterial construction programs. A small percentage of the federal bridge replacement funds must be used for the inspection and replacement of local bridges off the federal-aid highway system.

Figure 11.1 compares Bridge program actual commitments to planned levels for FY 2009/10.

**11.1 Bridge Program Commitments
FY 2009/10**



Sub Program	Commitments	
	Planned \$ Million	Actual \$ Million
Repair/ On System	\$150.6	\$82.1
Replace/ On System	\$76.5	\$49.0
Local Bridges	\$160.9	\$108.3
Turnpike	\$3.8	\$3.7
Total	\$391.8	\$243.1

Figure 11.2 illustrates Department funding levels and numbers of bridges undergoing repair under the bridge repair subprogram.

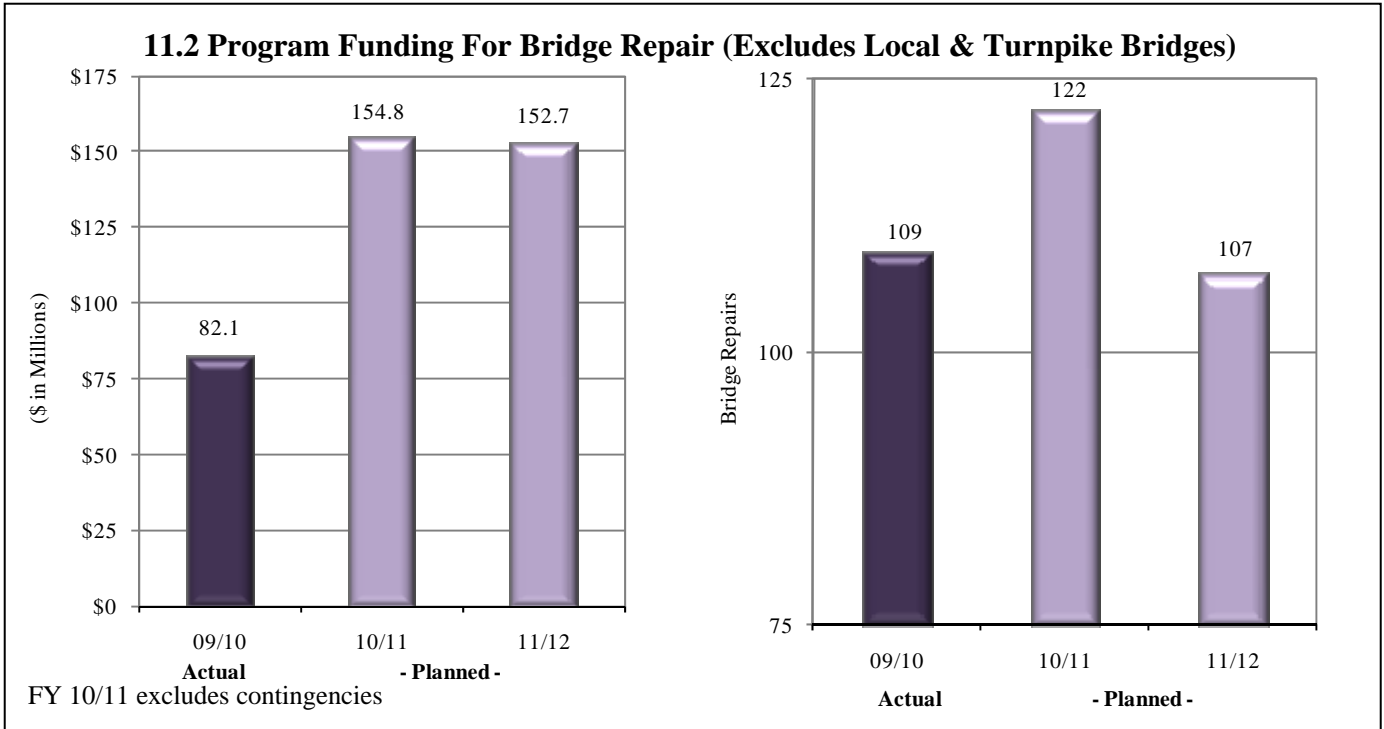
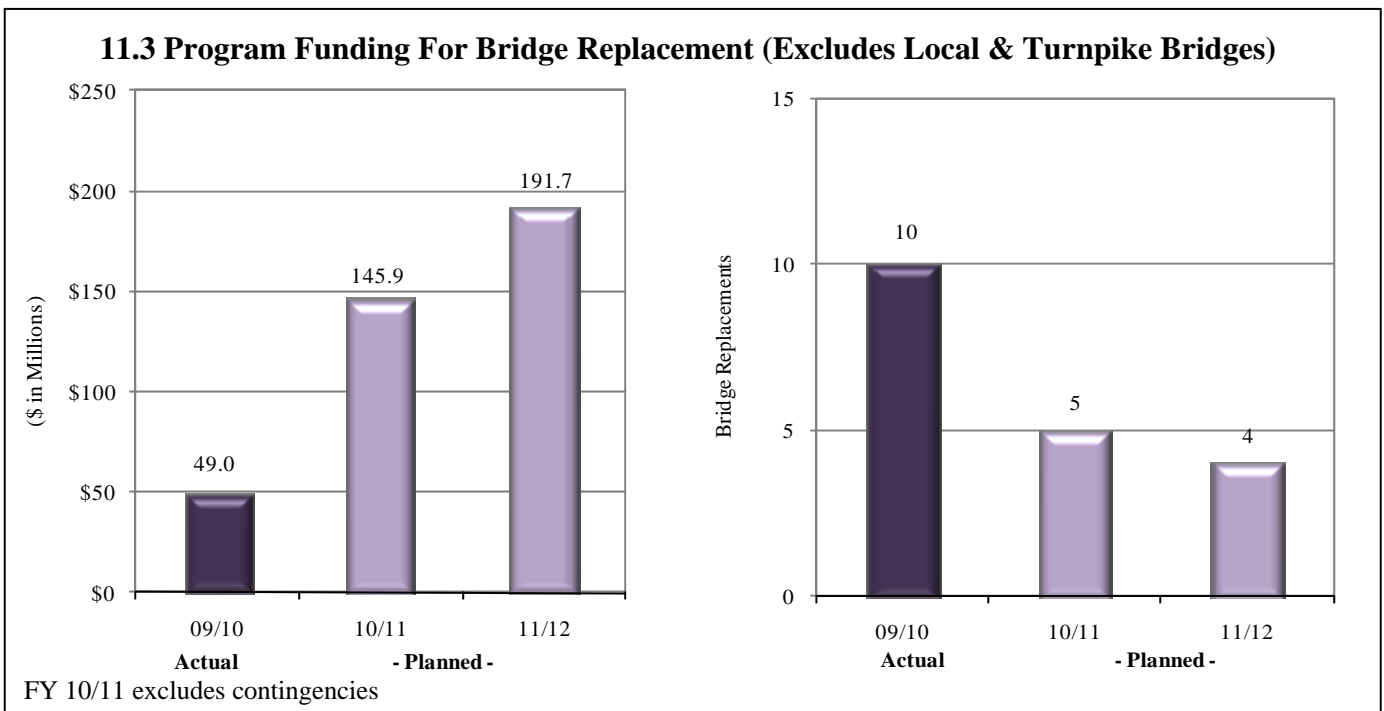


Figure 11.3 similarly shows funding levels and the related number of bridge replacements for the bridge replacement subprogram.



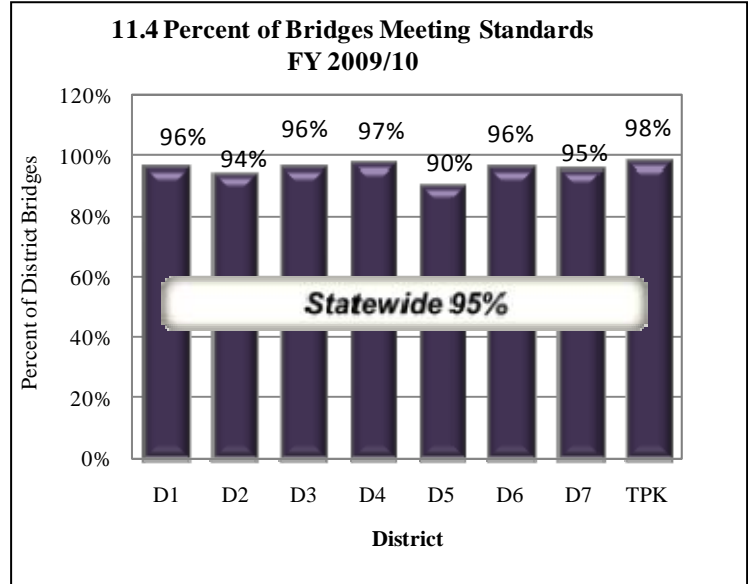
Bridge Condition

Based on the 2010 Bridge Inventory Annual Report there are 6,617 bridges on the State Highway System. Of that, 6,221 bridges are maintained by the Department, 126 bridges are maintained by Miami Dade Expressway Authority and 270 are maintained by Orange-Orlando Expressway Authority. As of the end of FY 2009/10, of the 6,221 bridges for which the Department has maintenance responsibility, 375 bridges need to be repaired and 49 bridges need to be replaced. One bridge needing replacement will undergo repair work first to extend its useful life and to protect the traveling public.

A bridge may have been cited for more than one repair action needed in the Bridge Work Plan. There are 415 bridge repair actions identified on 375 individual bridges.

There are currently 60 bridges of the 6,617 bridges on the State Highway System that are considered structurally deficient and in need of repair. In addition, 3 of those are also posted for weight restriction. Fifty-eight of the 60 structurally deficient bridges are programmed in the Five Year Work Program. One of the bridges not in compliance has been closed and the other bridge is in the process of being transferred to a private owner.

Figure 11.4 shows the percent of bridges in each District that were reported to meet standards for FY 2009/10.



Routine Maintenance

“At a minimum, the department’s goals shall address the following prevailing principles....”

“Ensuring that the department achieves 100 percent of the acceptable maintenance standard on the State Highway System.”

-- Section 334.046 Florida Statutes

Agency Operating Policy --

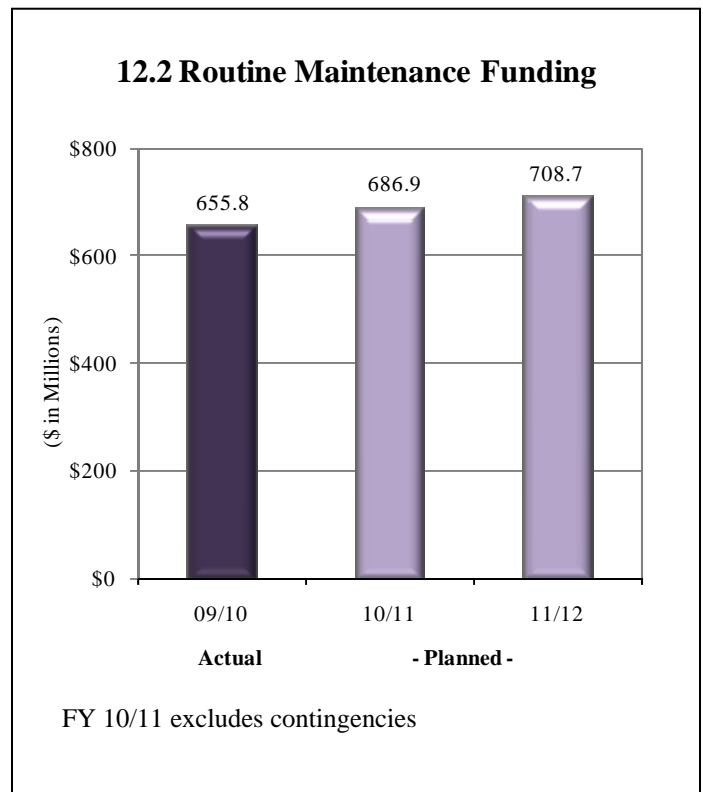
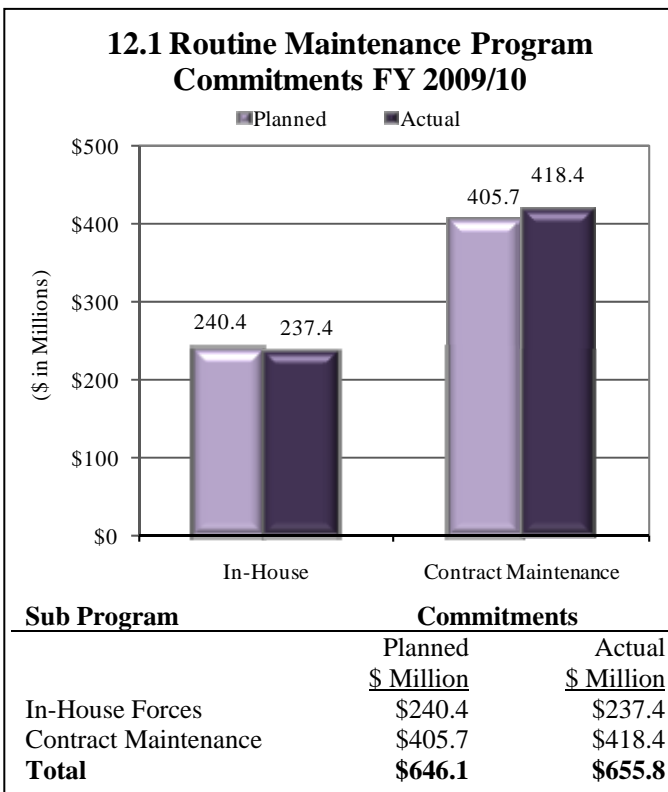
“Achieve a maintenance rating of 80 on the State Highway System.”

The Routine Maintenance program provides for highway repairs, roadside upkeep, drainage management, and traffic services. Budget appropriations and appropriation authority commitments are used to report the Routine Maintenance program.

A comparative analysis of program accomplishments for FY 2009/10 is illustrated in Figure 12.1.

Figure 12.2 compares Routine Maintenance funding for FY 2009/10 along with the planned funding for FY 2010/11 and FY 2011/12.

The quality of Department performance of maintenance activities is evaluated by the Maintenance Rating Program (MRP). This system grades 5 maintenance elements on a scale of 1 to 100.



The following table summarizes the FY 2009/10 Maintenance Rating report by element and type of road:

FY 2009/10 Maintenance Rating Summary					
Category	Expressways		Arterial Hwy		All Facilities
	Rural	Urban	Rural	Urban	
Roadway	97	97	97	93	96
Roadside	85	85	81	84	84
Traffic Services	86	85	80	76	81
Drainage	91	92	89	82	87
Vegetation	87	86	85	78	83
Statewide	89	89	86	82	86

Figure 12.3 shows maintenance ratings expressed as a percent of objective for each district for FY 2009/10.

Figure 12.4 depicts the composite maintenance rating reported for FY 2007/08 and the projected ratings for FY 2010/11 and FY 2011/12.

