Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
Gainesville Urbanized Area Transportation Study

Year 2045 Long-Range Transportation Plan Update

Technical Report 7: Year 2045 Cost Feasible Plan

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Metropolitan Transportation Planning Organization

For the Gainesville Urbanized Area

YEAR 2045 LONG-RANGE TRANSPORTATION PLAN UPDATE

Technical Report 7

Year 2045 Cost Feasible Plan

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INTRODUCTION

Following adoption of the Year 2045 Needs Plan by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in June 2020, the consultant team began work on the Year 2045 Cost Feasible Plan. Development of the Year 2045 Cost Feasible Plan required an evaluation of overall transportation system needs within the context of available financial resources for mobility projects. Priorities for needed mobility projects and the value the community places on investments in various modes of travel are reflected in the long-range transportation plan of the community. How an area chooses to spend its limited financial resources presents the clearest picture of its priorities for long-range mobility improvements as means to achieve community objectives, such as quality of life, economic development, and protecting the environment.

The Year 2045 Cost Feasible Plan was built based on input from the public, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, and its advisory committees. The Year 2045 Cost Feasible Plan reflects projected transportation revenues available and allocates those revenues to high priority projects identified in the Year 2045 Needs Plan. This report documents the process undertaken in the development and adoption of the Year 2045 Cost Feasible Plan.

7.0 Development and Adoption of Year 2045 Cost Feasible Plan

Development and adoption of the Year 2045 Cost Feasible Plan is the final step in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's Year 2045 Long-Range Transportation Plan Update. This report details the process and efforts conducted for the Year 2045 Cost Feasible Plan.

Development of Year 2045 Needs Plan Project Costs

The first step in developing the Year 2045 Cost Feasible Plan for the Gainesville Metropolitan Area was to estimate total costs to implement the projects and programs identified in the adopted Year 2045 Needs Plan. Working with the Florida Department of Transportation, Alachua County, and the City of Gainesville, the consultant staff developed costs for all phases of implementation. Costs for projects were developed using the Florida Department of Transportation's Cost per Mile Models for Long-Range Estimating (updated in July 2019). Costs for bridge infrastructure improvements were developed using Volume 1 of the Structures Design Guideline (updated in January 2020) which provides the 2017 Construction Cost Per Square Foot for Bridge Widening projects.

The total cost estimate includes all phases of implementation. The phases include Project Development and Environment studies, Design, Right-of-Way acquisition, Construction and Construction Engineering Inspection. The costs for Project Development and Environment Study, Design, Right-of-Way acquisition and Construction Engineering

Inspection were developed as a percentage of the Construction cost. Industry standard percentages were applied based on the individual project requirements and location.

The total cost estimate for each project, including all implementation phases, was projected for the year 2020 using a 2.6 percent inflation factor and 2045 using a 3.3 percent inflation factor as provided in the Florida Department of Transportation, Transportation Costs Report (updated in April 2019).

Additional cost information was provided by staff from Alachua County, the City of Gainesville, and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for several local projects. Cost estimates for the transit projects were developed using information provided by the City of Gainesville Regional Transit System regarding staffing costs, bus purchases, and construction of transit centers. Finally, the total costs for the various programs in the Year 2045 Needs Plan were developed using a recurring annual fund allocation. As shown on Table 1, the total estimated cost for projects in the Year 2045 Needs Plan is just under $450 Million in 2020 dollars.

Table 1: Year 2045 Needs Plan Projects and Cost Estimates (in Year 2020 Dollars)

Rank	Score	Facility	From	To	Proposed Modification	Project Length in Miles	Construction Cost	Project Development and Environment Cost (5-10%)	Design Cost (10-20%)	Construction Engineering Inspection Cost (15%)	Right of Way Cost (25-100%)	Total Cost ($ in Millions)	Cumulative Cost ($ in Millions)	Notes (from Florida Department of Transportation Long-Range Estimating or for clarification)
1*	21.3	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes/2 dedicated transit lanes	1.0	$5,497,096.70	$462,988.30	$925,976.65	$1,388,964.98	$2,314,941.62	$10.6	$10.6	For the purpose of this cost feasible plan the cost was based on Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20. The total cost of construction for widening and the transit lanes is $16.7 Million. This cost will also include New Construction Extra Cost for Additional Lane on Urban Arterial: U10 (two additional lanes for transit) + 50% of the right of way cost. The transit costs have been set aside as a separate item.
2	19.6	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lane Complete Street/replace 2 lane rural section	1.5	$7,194,315.13	$359,715.76	$719,431.51	$1,079,147.27	$1,798,578.78	$11.2	$21.7	New Construction 3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes: U02
3	17.6	SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with BRT lanes; median included	0.25	$7,382,224.54	$369,111.23	$738,222.45	$1,107,333.68	$7,382,224.54	$17.0	$38.7	Cost based on cost per mile as provided in HNTB cost estimate for roadway construction plus the bridge and structure construction cost
4	17.4	NW 98th Street	Newberry Road	NW 39th Avenue	New construction 4 lanes/replace a 2-lane rural section	2.0	$15,483,010.00	$1,548,301.00	$1,548,301.00	$2,322,451.50	$3,870,752.50	$24.8	$63.5	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05
5	16.6	NW 8th Avenue (State Road 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	0.4	$1,960,669.58	$98,033.48	$196,066.96	$294,100.44	N/A	$2.5	$66.0	Assume complete streets Implementation with parking. Remove 2 lanes from existing 4-lane undivided arterial with 4' protected bike lanes: U19
6*	14.6	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Widen to 4 lanes/2 dedicated transit lanes	1.0	$5,497,096.70	$462,988.30	$925,976.65	$1,388,964.98	$2,314,941.62	$10.6	$76.6	For the purpose of this cost feasible plan the cost was based on Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20. The total cost of construction for widening and the transit lanes is $16.7 Million. This cost will also include New Construction Extra Cost for Additional Lane on Urban Arterial: U10 (two additional lanes for transit) + 50% of the right of way cost. The transit costs have been set aside as a separate item.
7	14.3	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/replace a 2-lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace	1.75	$21,634,673.75	$2,163,467.37	$3,245,201.06	$3,245,201.06	$16,226,005.31	$46.5	$123.1	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05 + Bridge Replacement, approximate 39,000 sq ft (500' long with 4-12' lanes, 2-4' bike lanes and a 22' median (total of 78' widening)) at $192/sq ft (Reinforced concrete with phased construction)
8	14.2	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/replace a 2-lane rural section, including bridge over I-75 + Transit Pre-emption Provisions	0.4	$7,295,642.00	$729,564.20	$1,459,128.40	$1,094,346.30	$5,471,731.50	$16.1	$139.2	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05 + Bridge Widening, approximate 21,600 sq ft (400' long with 2-12' lanes, 2-4' bike lanes and a 22' median (total of 54' widening)) at $180/sq ft
9	14.2	SW 62nd Boulevard	Newberry Road	SW 20th Avenue	Widen to 4 lanes with BRT lanes; median included	1.50	$13,627,169.46	$681,358.47	$1,362,716.95	$2,044,075.42	$13,627,169.46	$31.3	$170.5	Cost based on cost per mile as provided in HNTB cost estimate for roadway construction

Rank	Score	Facility	From	To	Proposed Modification	Project Length in Miles	Construction Cost	Project Development and Environment Cost (5-10%)	Design Cost (10-20%)	Construction Engineering Inspection Cost (15%)	Right of Way Cost (25-100%)	Total Cost ($ in Millions)	Cumulative Cost ($ in Millions)	Notes (from Florida Department of Transportation Long-Range Estimating or for clarification)
10	14.1	Archer Road (State Road 24)	Parker Road	SW 75th Street (Tower Road)	New construction 4 lanes/replace a 2-lane rural section	4.0	$30,966,020.00	$3,096,602.00	$6,193,204.00	$4,644,903.00	$7,741,505.00	$52.6	$223.2	New Construction 4 Lane Urban Road with 22′ Median and 4′ Bike Lanes: U05
11	14.1	SW 8th Avenue	SW 91st Street	SW 20th Avenue	New construction 4 lanes/replace a 2-lane rural section	2.25	$17,418,386.25	$1,741,838.62	$1,741,838.62	$2,612,757.94	$8,709,193.12	$32.2	$255.4	New Construction 4 Lane Urban Road with 22′ Median and 4′ Bike Lanes: U05
12	11.3	NW 23rd Avenue	NW 98th Street	NW 55th Street	New construction 4 lanes/replace a 2-lane rural section	2.75	$21,289,138.75	$1,064,456.94	$2,128,913.87	$3,193,370.81	$5,322,284.69	$33.0	$288.4	New Construction 4 Lane Urban Road with 22′ Median and 4′ Bike Lanes: U05
13	11.3	NW 23rd Boulevard	NW 22nd Street	NW 13th Street	New construction 4 lanes/replace a 2-lane rural section, including the widening of bridge over Hog town Creek	1.0	$9,316,145.00	$465,807.25	$931,614.50	$1,397,421.75	$4,658,072.50	$16.8	$305.2	New Construction 4 Lane Urban Road with 22′ Median and 4′ Bike Lanes: U05 + Bridge Widening, approximate 8,100 sq ft (150′ long with 2-12′ lanes, 2-4′ bike lanes and a 22′ median (total of 54′ widening)) at $180/sq ft
14	11.3	NW 34th Street (State Road 121)	NW 31st Boulevard	NW 53rd Avenue	New construction 4 lanes/replace a 2-lane rural section	1.5	$11,612,257.50	$1,161,225.75	$2,322,451.50	$1,741,838.62	$5,806,128.75	$22.6	$327.8	New Construction 4 Lane Urban Road with 22′ Median and 4′ Bike Lanes: U05
15	11.2	NW 34th Boulevard (State Road 121)	NW 53rd Avenue	NW 77 Avenue	New construction 4 lanes/replace a 2-lane rural section	1.75	$13,547,633.75	$1,354,763.37	$2,709,526.75	$2,032,145.06	$6,773,816.87	$26.4	$354.2	New Construction 4 Lane Urban Road with 22′ Median and 4′ Bike Lanes: U05
16	11.1	SW 23rd Terrace	Williston Road	Hull Road	New construction 4 lanes/replace a 2-lane rural section	1.5	$11,612,257.50	$1,161,225.75	$1,741,838.62	$1,741,838.62	$2,903,064.37	$19.2	$373.4	New Construction 4 Lane Urban Road with 22′ Median and 4′ Bike Lanes: U05
17	11.1	SW 24th Avenue	SW 43rd Street	SW 34th Street	Widen to 4 lanes	1.0	$4,901,673.96	$490,167.40	$980,334.79	$735,251.09	$1,225,418.49	$8.3	$381.7	Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side),with 4′ Bike Lanes: U19
18	10.9	Hull Road	SW 20th Avenue	SW 43rd Street	Two- Lane Extension	0.3	$1,507,635.66	$150,763.57	$226,145.35	$226,145.35	$753,817.83	$2.9	$384.6	New Construction 2 Lane Undivided Urban Arterial with 4′ Bike Lanes: U02
19	10.5	Williston Road (State Road 331)	SW 40th Street	SW 35th Drive	New construction 4 lanes/replace a 2-lane rural section	0.5	$3,870,752.50	$193,537.62	$387,075.25	$580,612.87	$967,688.12	$6.0	$390.6	New Construction 4 Lane Urban Road with 22′ Median and 4′ Bike Lanes: U05
20	7.6	NW 34th Street (State Road 121)	W University Avenue	NW 31st Boulevard	New construction 4 lanes/replace a 2-lane rural section, including the widening of bridge over Hogtown Creek	2.5	$24,077,682.50	$2,407,768.25	$4,815,536.50	$3,611,652.37	$18,058,261.87	$53.0	$443.6	New Construction 4 Lane Urban Road with 22′ Median and 4′ Bike Lanes: U05 + Bridge Widening, approximate 24,300 sq ft (450′ long with 2-12′ lanes, 2-4′ bike lanes and a 22′ median (total of 54′ widening)) at $180/sq ft

Rank	Score	Facility	From	To	Proposed Modification	Project Length in Miles	Construction Cost	Project Development and Environment Cost (5-10%)	Design Cost (10-20%)	Construction Engineering Inspection Cost (15%)	Right of Way Cost (25-100%)	Total Cost ($ in Millions)	Cumulative Cost ($ in Millions)	Notes (from Florida Department of Transportation Long-Range Estimating or for clarification)
21	7.5	SW 35th Place	SW 34th Street	SW 27th Street	New construction 4 lanes/replace a 2-lane rural section	0.75	$5,806,128.75	$580,612.87	$580,612.87	$870,919.31	$2,903,064.37	$10.7	$454.3	New Construction 4 Lane Urban Road with 22′ Median and 4′ Bike Lanes: U05
22	7.5	NW 23rd Avenue	Ft. Clarke Boulevard	NW 98th Street	New construction 4 lanes/replace a 2-lane rural section	0.5	$3,870,752.50	$193,537.62	$387,075.25	$580,612.87	$967,688.12	$6.0	$460.3	New Construction 4 Lane Urban Road with 22′ Median and 4′ Bike Lanes: U05
23	7.4	NW 53rd Avenue	NW 52nd Terrace	NE 151st Street (not found) SR 24/Waldo Road (I think this is what you meant)	New construction 4 lanes/replace a 2-lane rural section	7.25	$56,125,911.24	$5,612,591.12	$8,418,886.69	$8,418,886.69	$14,031,477.81	$92.6	$552.9	New Construction 4 Lane Urban Road with 22′ Median and 4′ Bike Lanes: U05
24	7.4	SW 75th Street (Tower Road)	SW 75th Court	SW 8th Avenue	Widen to 4 lanes	3.25	$15,930,440.37	$1,593,044.04	$1,593,044.04	$2,389,566.06	$3,982,610.09	$25.5	$578.4	Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side),with 4′ Bike Lanes: U19
25	7.1	SW 20th Avenue I-75 Bridge	SW 62nd Avenue	SW 52nd Avenue	New construction 4 lanes/replace a 2-lane rural section, including the widening of bridge over I-75	0.5	$7,020,032.50	$702,003.25	$1,404,006.50	$1,053,004.87	$3,510,016.25	$13.7	$592.1	New Construction 4 Lane Urban Road with 22′ Median and 4′ Bike Lanes: U05 + Bridge Widening, approximate 16,200 sq ft (300′ long with 2-12′ lanes, 2-4′ bike lanes and a 22′ median (total of 54′ widening)) at $180/sq ft
26	3.8	NW 39th Avenue	SW 143rd Street	NW 105th Street	New construction 4 lanes/replace a 2-lane rural section	2.5	$19,353,762.50	$1,935,376.25	$1,935,376.25	$2,903,064.37	$4,838,440.62	$31.0	$623.1	New Construction 4 Lane Urban Road with 22′ Median and 4′ Bike Lanes: U05
		TOTAL Cost of 2045 Needs Plan Projects (in 2020 dollars, Millions)										$449.7		

Development of Financial Plan / Transportation Revenues for Capacity Projects and Programs

This section provides an overview of the financial resources and revenues available for consideration in developing the fiscally-constrained Year 2045 Long-Range Transportation Plan. The financial resources presented are those that are both committed and potential transportation revenues at the federal, state, and local level, including funding sources dedicated to existing maintenance and operations activities for various types of transportation facilities and services in the community. This serves as the basis for defining the revenues available for capital transportation projects to be included in the Year 2045 Cost Feasible Plan. Furthermore, the Fixing America's Surface Transportation Act requires that long-range transportation plans developed for urbanized areas be financially constrained and that cost feasible plans reflect the "year of expenditure" for each project.

This requirement also calls for revenue to be identified in year of expenditure dollars to reflect the expected rate of inflation. Revenues are provided in five-year and ten-year phased increments. As such, the Year 2045 Cost Feasible Plan for the Gainesville Metropolitan Area was developed in a way that creates five-year and ten-year funding stages. Project costs were then budgeted against forecasted revenues for each period while trying to match the mobility demands of the periods, accounting for the Florida Department of Transportation's project cost inflation factors as provided in the Florida Department of Transportation's Transportation Cost Reports, Inflation Factors, dated April 24, 2019.

State and Federal Revenues for Capacity Programs

The Year 2045 Long-Range Transportation Plan 25-year total for state and federal revenue sources is $395.4 million for roadways and right-of-way projects, in inflation-adjusted revenues, plus an additional $130.6 million for only transit, for a total of $526.1 million, as shown below in Table 2. These sources are those that have historically been considered by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area during preparation of the Long-Range Transportation Plan.

Table 2: State and Federal Funds Available for Capacity Programs

County Level Capacity Program Estimates

State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Estimates for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Capacity Programs*	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Other Roads Construction and Right-of-way	8.4	61.9	75.2	81.1	168.8	395.4
Transit	3.5	19.5	24.6	26.9	56.1	130.6
Total Main Programs	11.9	81.4	99.8	108.1	224.9	526.1

* Estimates for 2018 through 2022 are contained in the Florida Department of Transportation Adopted Work Program.

Other Roads estimates do not include any discretionary program funds.

^ Transit estimates do not include any discretionary program funds.

* Provided by the Florida Department of Transportation in inflated Year of Expenditure Dollars.

Within each revenue category presented in Table 2, there are limitations for the use of these funds. Based on information provided in the Florida Department of Transportation's *2045 Revenue Forecast Handbook*, the following guidance is provided:

* Strategic Intermodal System Highways Construction and Right-of-Way funds may be utilized for construction, improvements, and associated right of way on Strategic Intermodal System highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including Strategic Intermodal System Connectors).

* Other Arterial Construction/Right-of-Way funds may be utilized for construction, improvements, and associated right of way on State Highway System roadways not designated as part of the Strategic Intermodal System. Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.

* Transit funds may be used for technical and operating/capital assistance related directly to transit, paratransit, and ridesharing systems.

Transportation Alternatives Program

Additional federal funds are available to metropolitan planning organizations through the Transportation Alternatives Program. These funds are not included in the estimates for the State Highway System Construction and Right-of-Way shown in Table 2. Guidance regarding planning for these funds in the long-range transportation plan is included in the Florida Department of Transportation 2045 Revenue Forecast Handbook. Use of these funds in the long-range transportation plan must be consistent with federal and state policy, and is most commonly allocated to bicycle and pedestrian projects. The Fixing America's Surface Transportation Act continued funding for Transportation Alternatives projects. Categories impacting metropolitan planning organizations include funds for (1) Transportation Management Areas funds; (2) areas with populations greater than 5,000 up to 200,000 funds, and (3) any area of the state funds. Estimates of Transportation Alternatives Funds are shown further below in Table 3.

Table 3: Transportation Alternatives Funds Estimates

Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Alachua County	Time Periods (Fiscal Years)					26 Year Total [1]
	2020 [1]	2021-25	2026-30	2031-35	2036-45	2020-2045
(Urban); Funds for Transportation Management Areas	N/A	N/A	N/A	N/A	N/A	NA
(<200,000 population); Entire Florida Department of Transportation District 2	0.69	3.44	3.44	3.44	6.87	17.86
(Any Area); Entire Florida Department of Transportation District 2	2.78	13.89	13.89	13.89	27.77	72.20

[1] Rows sometimes do not equal the totals due to rounding.

Transportation Regional Incentive Program

The purpose of the discretionary Transportation Regional Incentive Program is to encourage regional planning by providing state matching funds for projects on regionally significant transportation facilities identified and prioritized by regional partners. These funds are to be used to match local or regional funds on a 50/50 basis or to match up to 50 percent of the total project costs for public transportation projects. Funding estimates for the Transportation Regional Incentive Program were provided by the Florida Department of Transportation only at the districtwide level. For the purposes of estimating, it was assumed that the Gainesville Metropolitan Area would likely receive

approximately 10 percent of the districtwide revenues. As shown in Table 4, it is expected that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area could receive $13.5 million in year of expenditure dollars through the year 2045, as that is 10 percent of the District 2 program estimates.

Table 4: 2045 Revenue Forecast (Millions of Dollars)

FDOT District	5-Year Period (Fiscal Years)					26-Year Total[2]
	2020[1]	2021-25	2026-30	2031-35	2036-2045	2020-2045
District 1	3.1	21.9	32.7	36.4	74.6	**168.8**
District 2	2.5	17.6	26.3	29.2	59.9	**135.5**
District 3	1.6	11.6	17.3	19.2	39.3	**89.0**
District 4	4.1	28.9	43.1	47.9	98.2	**222.3**
District 5	4.7	32.8	49.0	54.4	111.7	**252.6**
District 6	2.8	19.7	29.4	32.7	67.0	**151.6**
District 7	3.3	23.2	34.6	38.4	78.8	**178.2**
Statewide Total Forecast	**22.2**	**155.8**	**232.3**	**258.2**	**529.5**	**1,197.9**

[1] Estimates for 2018 through 2022 are contained in the Florida Department of Transportation Adopted Work Program.

[2] Columns and rows sometimes do not equal the totals due to rounding.

Table 5: Transit - Florida New Starts Program Estimates

State Funds from the 2045 Revenue Forecast (Millions of Dollars)

Statewide Program	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Statewide Total Forecast	41.8	226.3	259.2	282.4	593.4	1,403.1

Other projects for which funding is uncertain may also be included in the Long-Range Transportation Plan as "illustrative" projects.

Table 6: Estimated Revenues from the Transportation Regional Incentive Program

Transportation Regional Incentive Program	Revenue Forecast (Millions of Dollars)				
	2019-2020	2021-2025	2026-2030	2031-2045	Total
Gainesville Urbanized Area	$0.08	$0.62	$0.62	$1.24	$2.56

*Provided by the Florida Department of Transportation in inflated Year of Expenditure Dollars

It is important to note that the Florida Department of Transportation has not provided funding for the Transportation Regional Incentive Program in recent years. As such, it was decided that the Year 2045 Long-Range Transportation Cost Feasible Plan would not consider these revenues as available when allocating funds to projects.

Operations and Maintenance of the State Highway System

Forecasted revenues are not provided by the Florida Department of Transportation for non-capacity programs at the metropolitan planning organization level. These programs support and maintain the state transportation system like safety, resurfacing, bridge maintenance and replacement, engineering and design, operations and maintenance and administrative activities. Table 5 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between the Florida Department of Transportation and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in metropolitan planning organization long-range transportation plans.

Table 7: State Highway System Operations and Maintenance Estimates

State Highway System Operations & Maintenance	2045 Revenue Forecast (Millions)*				
	2016-2020	2021-2025	2026-2030	2031-2045	Total
Districtwide Funds	$1,982	$2,023	$2,216	$4,868	$11,089

*Provided by the Florida Department of Transportation in inflated Year of Expenditure Dollars

Operations and Maintenance of Local Facilities

The City of Gainesville operates the countywide SMARTRAFFIC Advanced Traffic Management System, which includes operations for most traffic signals in the city and county. Alachua County and the City of Gainesville program and budget facility maintenance funds on an annual basis, so these revenues could not be estimated.

Transit Operations and Maintenance

Throughout the long-range transportation plan process, staff from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as well as consultant staff, coordinated with the City of Gainesville Regional Transit System regarding their project priorities. During these discussions, it was learned that existing state and federal transit revenues are primarily used for operating and maintaining the existing system. When adjusted back to current year dollars, the projected revenues dedicated for transit shown in Table 2 slightly decreases in the long term.

Based on these projections, staff from the City of Gainesville Regional Transit System and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area indicated that projected federal and state revenues dedicated to transit are anticipated to be used to continue supporting operations and maintenance of the existing transit system. As such, transit revenues were not allocated to any new projects in the Year 2045 Cost Feasible Plan. All forecasted revenues will be used to maintain current transit services. Therefore, projected revenues available for transit capital projects to expand City of Gainesville Regional Transit System services or service area is limited to the implementation of rapid transit routes noted in the City of Gainesville Regional Transit System Ten-Year Transit Development Plan.

Summary of Projected Revenues Available for Year 2045 Cost Feasible Plan

As noted above, it was determined through the process of developing the Year 2045 Cost Feasible Plan not to allocate all projected revenues to projects and programs identified in the plan. Specifically, it is not known if there will be any available funds from the Transportation Regional Incentive Program, so none were allocated. In addition, projected transit revenues are expected to be used for maintenance and operations of the existing City of Gainesville Regional Transit System. Finally, revenues for the 2019-2020 period were removed, as projects implemented during those two years are covered in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's adopted Transportation Improvement Program. Table 8 provides a summary of the projected transportation revenues in year of expenditure dollars to be allocated for projects and programs in the Year 2045 Cost Feasible Plan. Table 8 provides for the summary of project revenues in 2020 dollars.

Table 8: Summary of Projected Revenues Available for Year 2045 Cost Feasible Plan

Year	Other Roads Construction & Right-Of-Way (2020 dollars, in Millions)	Transit (2020 dollars, in Millions)
2020	$ 8.4	$ 3.5
2021-2025	$ 54.4	$ 17.2
2026-2030	$ 58.2	$ 19.0
2031-2035	$ 55.2	$ 13.3
2036-2045	$ 88.9	$ 29.5
Total	$ 265.1	$ 82.5

Initial Project Ranking

Using the projected revenues by phase through 2045, the estimated projects costs, and the return on investment and evaluation criteria project scoring detailed in Technical Report 6, an initial project ranking list for the Year 2045 Cost Feasible Plan was developed. The list, developed by staff from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the consultant team, was organized by the State Highway System, Surface Transportation Program, and Transportation Alternatives Program funding categories. It was assumed for the ranking that State Highway System funds could only be spent on projects on the state highway system or adjacent to the state highway system. Furthermore, it was assumed that Transportation Alternatives Program funds could only be spent on bicycle and pedestrian projects. Surface Transportation Program funds are not restricted, and could be used to fund any project in the Year 2045 Needs Plan.

The top projects based on the Evaluation Criteria Project Rankings process noted in prior Technical Report 6 were assigned to the appropriate categories for review and discussion by the advisory committees of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Following input from the various committees, the ranking table was refined. It was determined that projects outside the Gainesville Metropolitan Area boundary and projects expected to be funded by non-state and federal sources (local funds, developer projects, University of Florida projects) would be excluded from the rankings.

July 2020 Public Workshop

The third scheduled community public workshop for the Year 2045 Long-Range Transportation Plan was held on July 7, 2020, from 6:00 p.m. to 8:00 p.m., virtually due to conditions imposed by the COVID-19 pandemic. The meeting was part of a series of three community public workshops and two public hearings scheduled to take place during the 2045 Long-Range Transportation Plan update. The workshop was designed to present the Adopted Year 2045 Needs Plan and estimated State Highway System, Transportation Alternatives Program, and Surface Transportation Program revenues through 2045. The Year 2045 Needs Plan includes roadway projects, transit projects, bicycle and pedestrian projects and aspirational projects expected to be completed after 2045.

Approximately 23 people attended the public workshop to learn more about the Year 2045 Long-Range Transportation Plan and to provide comments regarding potential projects to fund in the Year 2045 Cost Feasible Plan. Input provided at the three public workshops and through an online survey was used in developing the final Year 2045 Cost Feasible Plan project list. More information on this community public workshop is included in Technical Report 1.

7.1 Adoption of Year 2045 Cost Feasible Plan

Using the information gathered at the June 22, 2020 meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the correspondence with the Florida Department of Transportation regarding expenditure of State Highway System funds on local roads, and input received at the July 7, 2020 public workshop, a draft Year 2045 Cost Feasible Plan was developed. The draft plan was presented and discussed with the advisory committees of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

Table 9 presents the Year 2045 Cost Feasible Plan as recommended for approval by the Technical Advisory Committee, Citizens Advisory Committee, and Bicycle/ Pedestrian Advisory Board. The Technical Advisory Committee met on August 12, 2020 to discuss the plan. The Citizens Advisory Committee met on August 12, 2020 and the Bicycle/Pedestrian Advisory Board met on August 13, 2020 to discuss the Cost Feasible Plan.

Table 9: Recommended Year 2045 Cost Feasible Plan

Rank	Facility	From	To	Proposed Modification	Project Length in Miles	Construction Cost	Project Development and Environment Cost (5-10%)	Design Cost (10-20%)	Construction Engineering Inspection Cost (15%)	Right of Way Cost (25-100%)	Total Cost ($ in Millions)	Cumulative Cost ($ in Millions)	Notes (from Florida Department of Transportation Long-Range Estimates or for clarification)
1*	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes/2 dedicated transit lanes	1.0	$7,607,981.83	$462,988.30	$925,976.65	$1,388,964.98	$2,314,941.62	$12.7	$12.7	For the purpose of this cost feasible plan the cost was based on Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20. The total cost of construction for widening and the transit lanes is $16.7 Million. This cost will also include New Construction Extra Cost for Additional Lane on Urban Arterial: U10 (two additional lanes for transit) + 50% of the right of way cost. The transit costs have been set aside as a separate item.
2	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lane Complete Street/replace 2-lane rural section	1.5	$9,956,932.14	$497,846.61	$995,693.21	$1,493,539.82	$2,489,233.03	$15.4	$28.1	New Construction 3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes: U02
3	SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with BRT lanes; median included	0.25	$10,216,998.77	$510,849.94	$1,021,699.88	$1,532,549.82	$10,216,998.77	$23.5	$51.6	Cost based on cost per mile as provided in HNTB cost estimate for roadway construction plus the bridge and structure construction cost
4	NW 98th Street	Newberry Road	NW 39th Avenue	New construction 4 lanes/replace a 2-lane rural section	2.0	$25,190,857.27	$2,519,085.73	$2,519,085.73	$3,778,628.59	$6,297,714.32	$40.3	$91.9	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05
5	NW 8th Avenue (SR 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	0.4	$3,190,009.41	$159,500.47	$319,000.94	$478,501.41	N/A	$4.1	$96.1	Assume complete streets implementation with parking. Remove 2 lanes from existing 4 lane undivided arterial with 4' protected bike lanes: U19
6*	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Widen to 4 lanes/2 dedicated transit lanes	1.0	$8,943,776.32	$462,988.30	$925,976.65	$1,388,964.98	$2,314,941.62	$14.0	$110.1	For the purpose of this cost feasible plan the cost was based on Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20. The total cost of construction for widening and the transit lanes is $16.7 Million. This cost will also include New Construction Extra Cost for Additional Lane on Urban Arterial: U10 (two additional lanes for transit) + 50% of the right of way cost. The transit costs have been set aside as a separate item.

Rank	Facility	From	To	Proposed Modification	Project Length in Miles	Construction Cost	Project Development and Environment Cost (5-10%)	Design Cost (10-20%)	Construction Engineering Inspection Cost (15%)	Right of Way Cost (25-100%)	Total Cost ($ in Millions)	Cumulative Cost ($ in Millions)	Notes (from Florida Department of Transportation Long-Range Estimates or for clarification)
7	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/replace a 2-lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace	1.75	$29,026,228.31	$2,902,622.83	$4,353,934.25	$4,353,934.25	$21,769,671.23	$62.4	$172.5	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05 + Bridge Replacement, approximate 39,000 sq ft (500' long with 4-12' lanes, 2-4' bike lanes and a 22' median (total of 78' widening)) at $192/sq ft (Reinforced concrete with phased construction)
8	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/replace a 2-lane rural section, including bridge over I-75 + Transit Pre-emption Provisions	0.4	$11,133,564.56	$1,113,356.46	$2,226,712.91	$1,670,034.68	$8,350,173.42	$24.5	$197.0	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05 + Bridge Widening, approximate 21,600 sq ft (400' long with 2-12' lanes, 2-4' bike lanes and a 22' median (total of 54' widening)) at $180/sq ft
9	SW 62nd Boulevard	Newberry Road	SW 20th Avenue	Widen to 4 lanes, with BRT lanes; median included	1.50	$26,082,402.34	$1,304,120.12	$2,608,240.23	$3,912,360.35	$26,082,402.34	$60.0	$257.0	Cost based on cost per mile as provided in HNTB cost estimate for roadway construction
	TOTAL (in 2020 dollars, millions)										**$244.3**		

Discretionary Fund Eligible Projects

The following table provides for the Discretionary Fund Eligible Projects, provided below in ranked priority order based on evaluation criteria as established in Technical Report 6 and adopted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

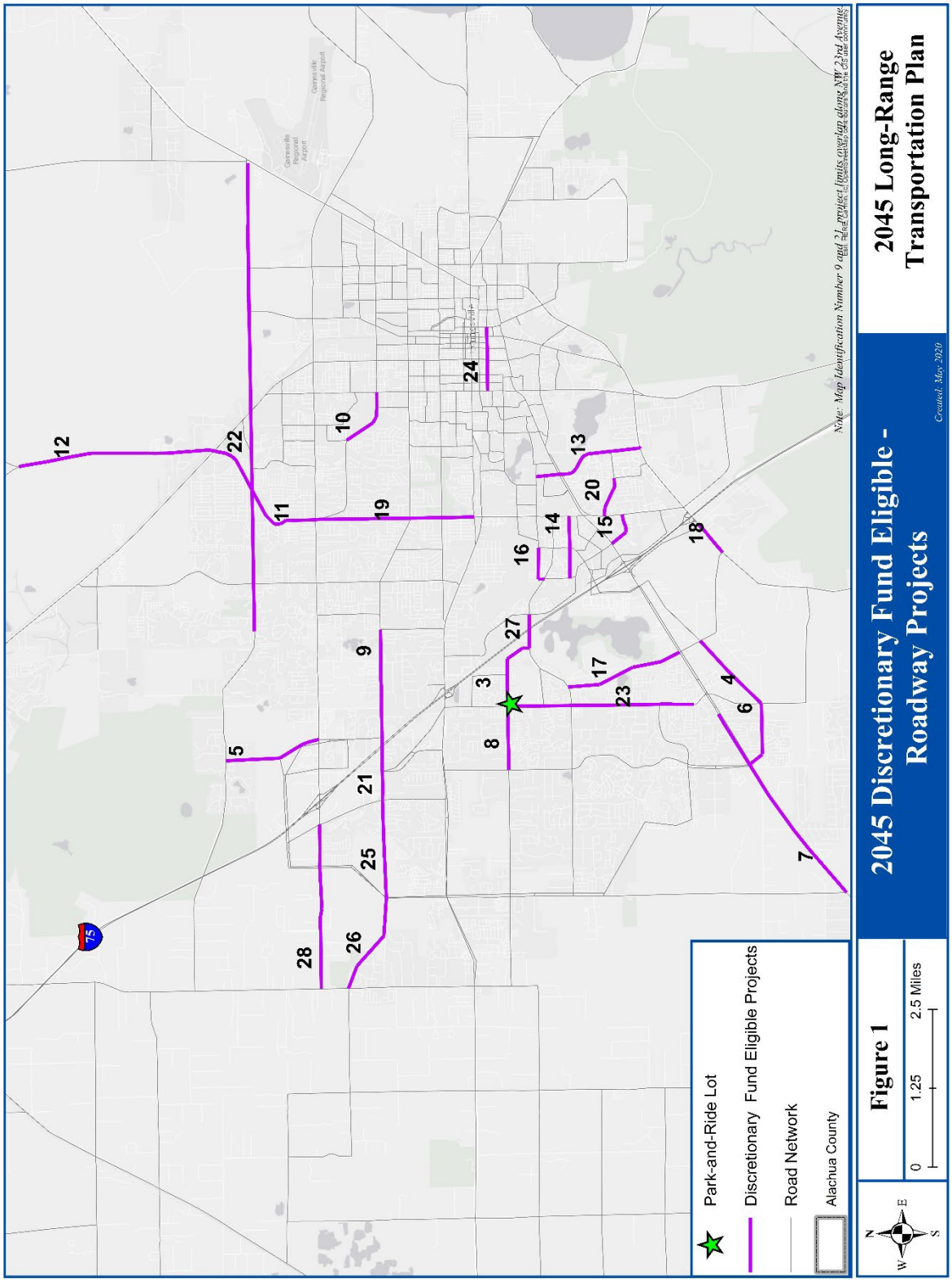
Table 10: Discretionary Fund Eligible Projects

Map Identification Number	Facility	From	To	Proposed Modification	Total
1	Transit Modifications*	Various	Various	Various	23.4
2	Bicycle and Pedestrian Modifications*	Various	Various	Various	23.4
3	Park-and-Ride	Tower Road at SW 8th Avenue	-	Construct Park-and-Ride	21.2
4	SW 57th Road	SW 75th Street	SW 63rd Boulevard	New construction, 2 lanes	17.8
5	NW 83rd Street Extension	Millhopper Road	Santa Fe Northern Boundary	New 2 lane roadway	14.6
6	SW 91st Street / SW 73rd Avenue Extension	Archer Road (State Road 24)	SW 88th Street	New construction, 2 lanes	14.5
7	Archer Road/ (State Road 24)	SW 122nd Street (Parker Road)	SW 75th Street (Tower Road)	New construction, 4 lanes/replaces a 2-lane rural section	14.1
8	SW 8th Avenue	SW 91st Street	SW 20th Avenue	New construction 4 lanes/replace a 2-lane rural section	14.1
9	NW 23rd Avenue	NW 98th Street	NW 55th Street	New construction 4 lanes/replace a 2-lane rural section	11.3
10	NW 23rd Boulevard	NW 22nd Street	NW 13th Street (U.S. 441/ State Road 25)	New construction 4 lanes/replace a 2-lane rural section, including the widening of bridge over Hogtown Creek	11.3
11	NW 34th Street (State Road 121)	NW 31st Boulevard	NW 53rd Avenue	New construction 4 lanes/replace a 2-lane rural section	11.3
12	NW 34th Boulevard (State Road 121)	NW 53rd Avenue	NW 77 Avenue	New construction 4 lanes/replace a 2-lane rural section	11.2
13	SW 23rd Terrace	Williston Road (State Road 331)	Hull Road	New construction 4 lanes/replace a 2-lane rural section	11.1
14	SW 24th Avenue	SW 43rd Street	SW 34th Street (State Road 121)	Widen to 4 lanes	11.1

Map Identification Number	Facility	From	To	Proposed Modification	Total
15	SW 39th Boulevard	Archer Road (State Road 24)	SW 34th Street (State Road 121)	Widen to 4 lanes	11.1
16	Hull Road	SW 20th Avenue	SW 43rd Street	Two- Lane Extension	10.9
17	SW 63rd Boulevard/ SW 67th Avenue	SW 24th Avenue	Archer Road (State Road 24)	New Construction, 2 lanes	10.8
18	Williston Road (State Road 331)	SW 40th Street	SW 35th Drive	New construction 4 lanes/replace a 2-lane rural section	10.5
19	NW 34th Street (State Road 121)	W University Avenue (State Road 26)	NW 31st Boulevard	New construction 4 lanes/replace a 2-lane rural section, including the widening of bridge over Hogtown Creek	7.9
20	SW 35th Place	SW 34th Street (State Road 121)	SW 27th Street	New construction 4 lanes/replace a 2-lane rural section	7.5
21	NW 23rd Avenue	Ft. Clarke Boulevard	NW 98th Street	New construction 4 lanes/replace a 2-lane rural section	7.5
22	NW 53rd Avenue	NW 52nd Terrace	Waldo Road (State Road 24)	New construction 4 lanes/ replace a 2-lane rural section	7.4
23	SW 75th Street (Tower Road)	SW 75th Court	SW 8th Avenue	Widen to 4 lanes	7.4
24	SW 4th Avenue	SW 13th Street	SE 3rd Street	Widen to 4 lanes	7.4
25	NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Construction, 2 lanes	7.2
26	NW 23rd Avenue Extension	NW 122nd Street	NW 143rd Street	New Construction, 2 lanes	7.2
27	SW 20th Avenue I-75 Bridge	SW 62nd Avenue	SW 52nd Avenue	New Construction 4 lanes/replace a 2-lane rural section, including the widening of bridge over I-75	7.1
28	NW 39th Avenue (State Road 222)	SW 143rd Street	NW 105th Street	New Construction 4 lanes/replace a 2-lane rural section	3.8

* This project is also listed in the adopted Year 2045 Cost Feasible Plan for Revenue-Forecasted funds.

Figure 1: Discretionary Fund Eligible Projects



Year 2045 Cost Feasible Plan Public Hearing

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area held an advertised public hearing on August 24, 2020 to discuss and vote on the recommended Year 2045 Cost Feasible Plan. The project team first outlined the development process of the Year 2045 Long-Range Transportation Plan, including socioeconomic data projections, deficiency analyses conducted on the Year 2045 Existing-plus-Committed and Year 2045 Needs Plan networks, revenue forecasts for state and federal funds, and project rankings of Year 2045 Needs Plan projects. The project team also highlighted the gap between Year 2045 Needs Plan projected costs and the project available revenues for implementation in state and federal funds available, not including resources dedicated to Strategic Intermodal System projects.

Following the presentation, members of the public were afforded an opportunity to comment on the recommended Year 2045 Cost Feasible Plan. The minutes from the public hearing can be found in the appendix of Technical Report 1.

Once the public hearing was closed, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed questions to ascertain details of the plan. The Year 2045 Cost Feasible Plan was then voted on and approved. The approval came with direction for staff from the Metropolitan Transportation Planning Organization for the Gainesville Organization to convert the projects in the adopted plan into project phases for the following fiscal year groupings: 2021-25, 2026-30, and 2036-45 using "year of expenditure dollars" in the adopted plan. The adoption language also came with direction to include the following:

- the Strategic Intermodal System information;
- Discretionary Fund Eligible Projects; and
- the list of aspirational projects.

Details on the adopted Year 2045 Cost Feasible Plan are described in the following section.

Transportation Improvement Program Projects

The first projects included in the Year 2045 Cost Feasible Plan are those that are funded in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's Transportation Improvement Program: Fiscal Years 2020-21 to 2021-22. Table 9 depicts these projects as well as the implementation phase or phases that are funded. There are other local projects expected to be completed by 2020, and they are presented in the section of Technical Report 5 describing the Existing- plus-Committed network.

Projects Using State and Federal Funds

The Year 2045 Cost Feasible Plan includes 13 projects and programs expected to be funded with State and Federal funds. The projects and funding sources are described below.

Strategic Intermodal System Projects

There are four Strategic Intermodal System projects in the Year 2045 Cost Feasible Plan. These include managed lanes on Interstate 75 from the Marion County line to State Road 331 (Williston Road), Interstate 75 (State Road 93) from State Road 331 (Williston Road) to State Road 222 (NW 39th Avenue), and Interstate 75 (State Road 93) from State Road 222 (NW 39th Avenue) to U.S. Highway 441 (State Road 25), and Interchange modifications at Interstate 75 (State Road 93) and State Road 331 (Williston Road).

State Highway System Projects

The majority of funding in the Year 2045 Cost Feasible Plan is in the State Highway System, and only projects on that system can use this funding source.

Surface Transportation Program Projects

Surface Transportation Program funds can be used for any transportation project, including operations and maintenance. The Year 2045 Cost Feasible Plan allocates $23.5 million (in 2020 dollars) to the widening and extension of Southwest 62nd Boulevard as a reliever corridor to Interstate 75 (State Road 93).

Transit Projects

Federal Transit Administration and Florida Department of Transportation transit funds are used for City of Gainesville Regional Transit System for capital equipment purchases and operating costs. The Year 2045 Cost Feasible Plan allocates all of the $66.7 million in (2020 dollars) available through these sources for City of Gainesville Regional Transit System capital equipment purchases, operating costs and proposed modifications identified in the City of Gainesville Regional Transit System Transit Development Plan 2020–2029.

Transportation Alternatives Program Projects

Transportation Alternatives Program funds are primarily used for bicycle and pedestrian projects. The Year 2045 Cost Feasible Plan allocates all of the $20.2 million (in 2020 dollars) available through this source to the Bicycle/Pedestrian Program. Funds for this program is intended to be split in half between the City of Gainesville and Alachua County. However, allocation of funding in sequencing will be based on availability of other source funds and completeness of funding for the individual project.

Summary of Projects Using State and Federal Funds

Table 10 provides for the adopted Year 2045 Cost Feasible Plan projects anticipated to use State and Federal funding, and their order of priority. Estimated costs are presented in Year 2020 dollars, except for the Interstate 75 project, which is shown in year of expenditure dollars. In total, the non-Strategic Intermodal System projects are projected to use all of the $182.1 million in State and Federal funds through the year 2045. Further, it should be noted that continued operations of the existing City of Gainesville Regional Transit System are included in the Year 2045 Cost Feasible Plan, at a cost of $82.5 million in Year 2020 dollars.

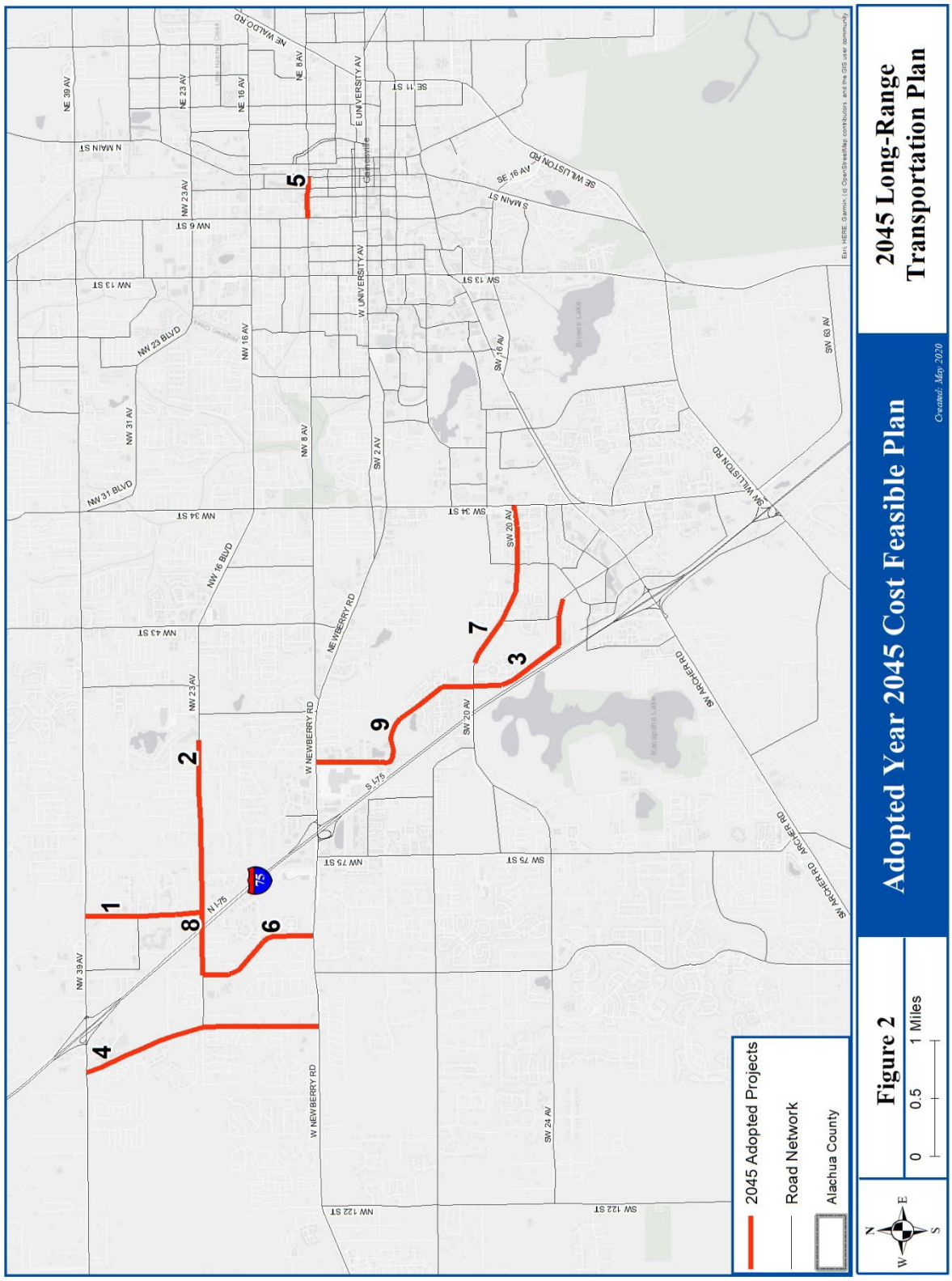
As noted earlier, the motion to adopt the Year 2045 Cost Feasible Plan included language directing staff to divide all projects anticipated to use State and Federal funds into implementation and time phases, and to inflate the project costs to year of expenditure. Following the August 24, 2020 public hearing, the project team broke out the projects by implementation and time phases. Estimated costs for each project were inflated to year of expenditure using inflation factors provided by the Florida Department of Transportation. These factors are:

- 2021 – 2025 = 1.026 annually;
- 2026 – 2030 = 1.033 annually; and
- 2031 – 2045 = 1.033 annually.

Table 11: Adopted Year 2045 Cost Feasible Plan Projects Using State and Federal Funds

Rank	Facility	From	To	Proposed Modification	Total Cost ($ in Millions)	Cumulative Cost ($ in Millions)
1	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes 2 dedicated transit lanes	$12.7	$12.7
2	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lanes Complete Street/replace 2 lane rural section	$15.4	$28.1
3	SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with Bus Rapid Transit lanes; median included	$23.5	$51.6
4	NW 98th Street	Newberry Road (State Road 26)	NW 39th Avenue	New construction 4 lanes/replace a 2-lane rural section	$40.3	$91.9
5	NW 8th Avenue (State Road 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	$4.1	$96.1
6	Ft. Clark Boulevard	Newberry Road (State Road 26)	NW 23rd Avenue	Widen to 4 lanes/ 2 dedicated transit lanes	$14.0	$110.1
7	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/replace a 2-lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace	$62.4	$172.5
8	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/replace a 2-lane rural section, including bridge over I-75 + Transit Pre-emption Provisions	$24.5	$197.0
9	SW 62nd Boulevard	Newberry Road (State Road 26)	SW 20th Avenue	Widen to 4 lanes with Bus Rapid Transit lanes; median included	$60.0	$257.0

Figure 2: Adopted Year 2045 Cost Feasible Plan Projects Using State and Federal Funds



Some of the projects are not expected to be fully funded by 2045. For those projects, remaining costs are assumed to occur beyond 2045. Since inflation factors were not provided beyond 2045, the 2031-2045 factor is applied. Table 11 depicts the phasing of the Year 2045 Cost Feasible Plan projects anticipated to use State and Federal funding. Implementation phases shown in the table include:

- Design;
- Right of Way Acquisition;
- Construction;
- Construction Engineering Inspection; and
- Transit Operations.

Regionally Significant Projects

There are several regionally significant projects in the Year 2045 Cost Feasible Plan. These include the widening and extension of Southwest 62nd Boulevard. Purpose and Need Statements have been developed for each and are included in the Florida Department of Transportation's Efficient Transportation Decision Making database. A brief description is provided here.

Southwest 62nd Boulevard

The purpose of this project is to develop a new north-south corridor between State Road 24 (Archer Road) and State Road 26 (Newberry Road) east of Interstate 75. This connector is intended to provide congestion relief to Interstate 75 (State Road 93) as well as several arterial roads in the western part of the City of Gainesville. Modifications to the SW 62nd Boulevard corridor will also provide enhanced interconnectivity. The project is being coordinated with significant land use changes in the area, including development of the Urban Village area and redevelopment / expansion of the Butler Plaza shopping centers.

Table 12: Adopted Year 2045 Cost Feasible Plan Phasing (in Year of Expenditure Dollars)

Rank	Facility	From	To	Proposed Modification	Year of Expenditure	$ in Millions
1	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes/ 2 dedicated transit lanes	2030	$12.7
2	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lane Complete Street/replace 2 lane rural section	2030	$28.1
3	SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with Bus Rapid Transit lanes; median included	2030	$51.6
4	NW 98th Street	Newberry Road	NW 39th Avenue	New construction 4 lanes/replace a 2-lane rural section	2035	40.3
5	NW 8th Avenue (State Road 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	2035	$44.4
6	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Widen to 4 lanes/ 2 dedicated transit lanes	2035	$58.5
7	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/replace a 2-lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace	2040	$62.4
8	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/replace a 2-lane rural section, including bridge over I-75 + Transit Pre-emption Provisions	2040	$86.9
9	SW 62nd Boulevard	Newberry Road	SW 20th Avenue	Widen to 4 lanes with Bus Rapid Transit lanes; median included	2040	$146.9

Projects Using Local and Other Funds

In addition to the projects anticipated to use State and Federal funds through the year 2045, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted eight projects that are expected to be funded locally. These projects are to be funded by developers or the University of Florida. The projects were not prioritized and not divided into implementation phases. Since they are not funded through State and Federal sources, all costs required to complete these projects are included. Furthermore, no time phases for implementation were assumed, so project costs were not inflated to year of expenditure. The total estimated cost for the locally funded projects in the adopted Year 2045 Cost Feasible Plan is $43.14 million.

Aspirational Projects

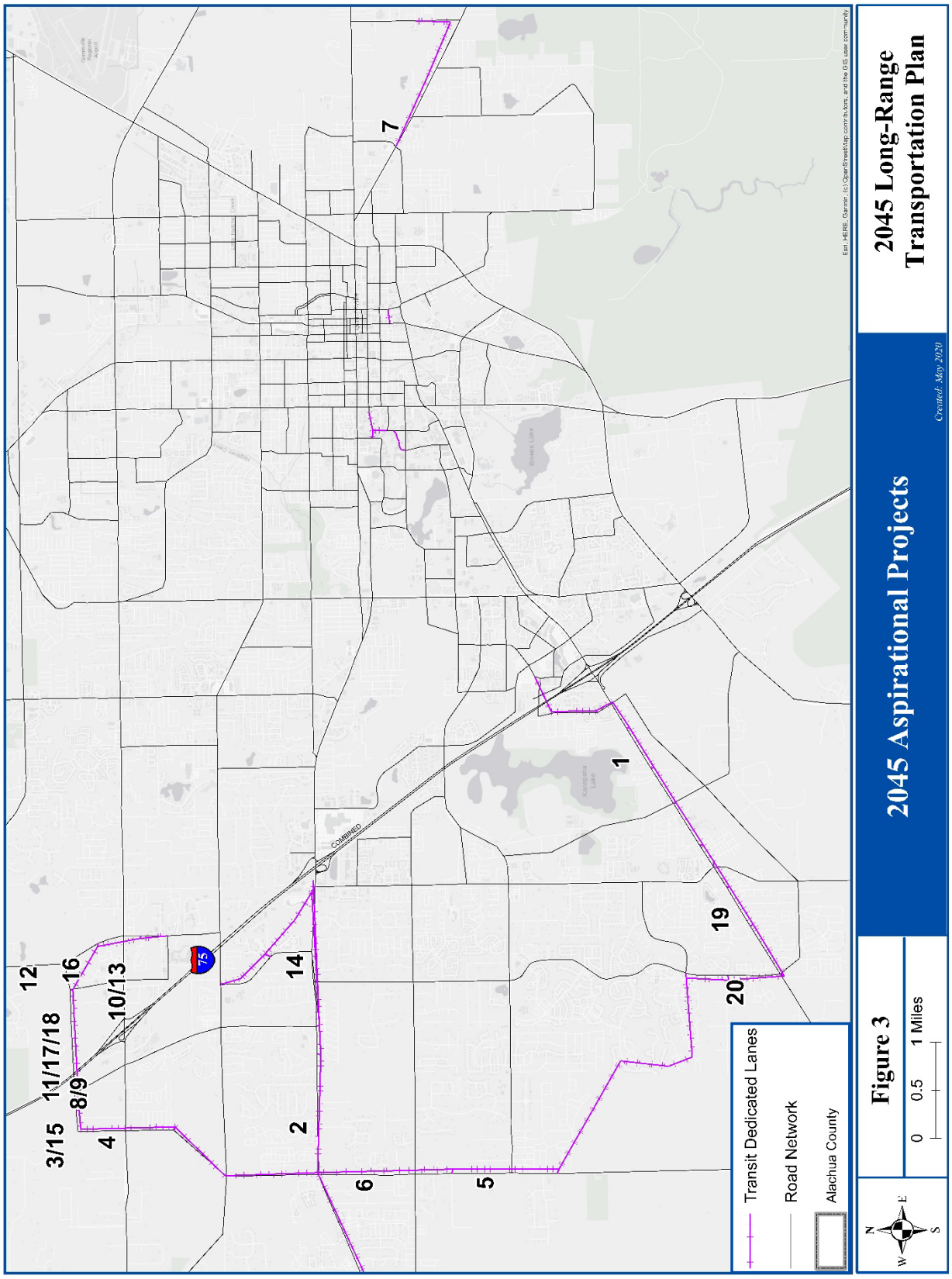
Finally, while not expected to be funded by the year 2045, the aspirational projects identified in the Year 2045 Needs Plan are included in the Year 2045 Cost Feasible Plan for illustrative purposes. These projects, described in Technical Report 6 include:

Table 13: Aspirational Projects

Map Identification Number	Facility	From	To	Proposed Modification
1	Archer Road (State Road 24)	SW 75th Street	SW 45th Street	Dedicated Transit Lane and signal upgrade
2	Newberry Road (State Road 26)	NW 109th Drive	NW 143rd Street	Dedicated Transit Lane in median and signal upgrade
3	NW 115th Street	NW 39th Avenue (State Road 222)	NW 46th Avenue	New construction, 2 lanes and dedicated transit lane
4	NW 122nd Street/NW 115th Street	Newberry Road (State Road 26)	NW 39th Avenue	New construction, 2 lanes and dedicated transit lane
5	SW 122nd Street	SW 37th Avenue	SW 8th Avenue	Dedicated Transit Lane
6	SW 122nd Street	Newberry Road (State Road 26)	SW 8th Avenue	Dedicated Transit Lane
7	Hawthorne Road (State Road 20)	SE 27th Street	SE 43rd Street	Dedicated Transit Lanes (Configure existing roadway, add multi-use path)
8	NW 98th Street	NW 39th Avenue (State Road 222)	SpringHills Boulevard	Two-Lane Extension

Map Identification Number	Facility	From	To	Proposed Modification
9	NW 91st Street	4100 Block	SpringHills Boulevard	Two-Lane Extension
10	SpringHills Boulevard	NW 122nd Street	NW 83rd Street	New Two-Lane Roadway
11	SpringHills Connector	SpringHills Boulevard	Millhopper Road	New Two-Lane Roadway
12	Newberry Road (State Road 26)	I-75	NW 109th Drive	Dedicated Transit Lane in median and signal upgrade
13	NW 83rd Street	NW 39th Avenue (State Road 222)	SpringHills Boulevard	Two- Lane Extension + 2 dedicated transit lanes
14	Archer Road (State Road 24)	SW 75th Terrace	SW 91st Street	Widen to 4 lanes and Dedicated Transit Lane
15	SW 91st Street	Archer Road/(State Road 24)	SW 46th Boulevard	Dedicated Transit Lane

Figure 3: Aspirational Projects Map



Florida's Future Corridors

In addition to the aspirational projects identified in the Year 2045 Needs Plan, the Florida Department of Transportation has been studying the potential for new transportation corridors throughout the state. The Future Corridors initiative is a statewide effort led by the Florida Department of Transportation to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. This initiative builds upon the 2060 Florida Transportation Plan which calls for planning a transportation system that maintains our economic competitiveness by meeting current and future transportation needs for moving people and freight. Five initial study areas were identified, including the Tampa Bay to Northeast Florida corridor, which may pass through Alachua County. In 2013, the Florida Department of Transportation completed a high-level concept study that assessed and identified long-term mobility and connectivity needs in the area extending from Tampa Bay to Northeast Florida.

One of the recommendations from the Concept Study was that a more detailed evaluation be conducted to assess the feasibility of developing a multimodal transportation corridor between the northern portion of the Tampa Bay region and I-75 between Wildwood and Lake City. In response to this recommendation, the Florida Department of Transportation initiated the I-75 Relief Study. A future study was to evaluate new and enhanced multi-modal transportation corridors beginning at I-75 and continuing to Northeast Florida.

Multi-use Corridors of Regional Economic Significance

The Multi-use Corridors of Regional Economic Significance program is intended to revitalize rural communities, encourage job creation and provide regional connectivity while leveraging technology, enhancing the quality of life and public safety, and protecting the environment and natural resources. The program was signed into law by the Governor on May 17, 2019. The intended benefits include, but are not limited to, addressing issues such as:

- Hurricane evacuation;
- Congestion mitigation;
- Trade and logistics;
- Broadband, water and sewer connectivity;
- Energy distribution;
- Autonomous, connected, shared and electric vehicle technology;
- Other transportation modes, such as shared-use nonmotorized trails, freight and passenger rail, and public transit;
- Mobility as a service;
- Availability of a trained workforce skilled in traditional and emerging technologies;

- Protection or enhancement of wildlife corridors or environmentally sensitive areas; and
- Protection or enhancement of primary springs protection zones and farmland preservation areas.

The Florida Department of Transportation was assigned with assembling task forces to study three specific corridors:

- The Suncoast Connector, extending from Citrus County to Jefferson County;
- The Northern Turnpike Connector, extending from the northern terminus of Florida's Turnpike northwest to the Suncoast Parkway; and
- The Southwest-Central Florida Connector, extending from Collier County to Polk County.

The Florida Legislature charged each Task Force with providing recommendations and evaluations in a final report by November 15, 2020, which will guide the Florida Department of Transportation in its subsequent study phases through the implementation of high-level needs, guiding principles, and instructions.

While not within the Gainesville Metropolitan Area, the Suncoast Connector and the Northern Turnpike Connector may have an economic and associated transportation impacts on the Gainesville Metropolitan Area. These plans will need to be continuously monitored, and as needed, their effects included into planning for future transportation in the Gainesville Metropolitan Area.

Safety Element

The Moving Ahead for Progress in the 21st Century Act required, metropolitan planning organizations to develop Safety Elements as part of their long-range transportation plans to provide planning guidance on ways to improve safety in all aspects of transportation mobility. This legislation recognizes safety as a separate planning factor, and it is indeed a crucial ongoing issue affecting all modes and users. The Florida Department of Transportation's Safety Office developed the 2015 State of Florida Highway Safety Plan to improve the safety of Florida's surface transportation system for residents and visitors through focusing funding and other resources strategically on those problem areas where the opportunity for improvement is greatest, as measured by reductions in fatalities and serious injuries. Subsequently, the Fixing America's Surface Transportation Act provides for safety to continue to be elements of long-range transportation plans.

The Safety Element of the Year 2045 Long-Range Transportation Plan begins with a discussion of the policy framework in the *2015 State of Florida Highway Safety Plan* followed by an assessment of how the Gainesville Metropolitan Area has fared in comparison with other areas of the state and country regarding safety. Results show that

crash rates in Alachua County are slightly lower than the majority of other counties nationwide, but safety (based on crash rates) is still a major concern, especially for vulnerable road users such as bicyclists, pedestrians, motorcyclists, and elderly users. The second section identifies the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area safety principles and strategies for guidance to address safety in future years. The third section identifies the strategies to monitor safety indicators, allocate resources most effectively to priority safety projects and programs, and coordinate with various agencies to improve overall safety on the Gainesville Metropolitan Area transportation network.

Safety Issues and Concerns

The 2015 State of Florida Highway Safety Plan provides a framework for addressing local safety issues and identifying funding sources for implementation. The Safety Office of the Florida Department of Transportation continually reviews statewide crash statistics. This office has identified several emphasis areas on which to focus efforts and resources, based on an analysis of safety problems and current resource allocation in Florida:

- Aggressive Driving;
- Intersection Crashes;
- Vulnerable Road Users/Bicycles and Pedestrians;
- Vulnerable Road Users/Motorcyclists;
- Lane Departure Crashes;
- Impaired Driving;
- At-Risk Drivers/Aging Road Users;
- At-Risk Drivers/Teen Drivers;
- Distracted Driving; and
- Traffic Records.

The 2015 State of Florida Highway Safety Plan can be accessed at the following website: http://www.dot.state.fl.us/safety/3-Grants/FDOT%20HIGHWAY%20SAFETY%20PLAN%202015.pdf

Data used for development of safety documents, such as crash data from Signal 4 Analytics, is accessed at the following website: http://s4.geoplan.ufl.edu/

Additional information on emergency relief and disaster preparedness can be found at these websites:

- Florida Comprehensive Emergency Plan - http://floridadisaster.org/cemp.htm
- Emergency Support Function 1: Transportation - http://floridadisaster.org/documents/CEMP/2014/2014%20Finalized%20ESFs/2014%20ESF%20_1%20Appendix_finalized.pdf

Finally, state and national incident management plans can be accessed at the following websites:

- http://www.fema.gov/national-incident-management-system
- http://www.dhs.gov/interweb/assetlibrary/NIMS-90-web.pdf
- http://floridadisaster.org/documents/nrf-core.pdf

Safety in Long-Range Transportation Planning

Of the ten emphasis areas identified in the *2015 State of Florida Highway Safety Plan*, several can be addressed in the transportation planning process. Safety issues can be addressed through engineering, enforcement, education, and emergency response. The transportation planning process, as utilized in long-range transportation plans, primarily focuses on engineering. The effectiveness of potential safety strategies can be measured through reductions in total crashes, serious injuries, and fatalities.

A key emphasis area in Florida is vulnerable road users. For many years, the state ranked as the worst in the nation for pedestrian safety according to the National Highway Transportation Safety Administration. States were scored by the number of pedestrian fatalities per 100,000 persons. Florida has been making some strides over the past few years with a concerted effort by the Florida Department of Transportation and other state agencies to address the issues. In 2014, Florida ranked as the fifth worst state, with 2.46 pedestrian fatalities per 100,000 people. In addition, the state has modified design standards in urban areas to provide safer streets for pedestrians and bicyclists.

In 2013, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area produced the Incorporating Safety into Transportation Planning report. The report offers guidance on methods to address safety in the planning process, and specifically, in long range transportation plans.

System Safety Principle and Strategies

As described in Technical Report 5, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted Principles and Strategies for the Year 2045 Long-Range Transportation Plan. Principle 2 is **Increase safety and security for motorized and non-motorized users**. There are five strategies supporting Principle 2, and they are:

Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.

Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.

Strategy 2.3: Support projects that increase safety and security for all users of the nonmotorized transportation system.

Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services.

Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.

These strategies will help to focus safety programming and funding priorities. Performance measures and targets for each safety strategy can be identified and tracked. Potential measures can be tracked to evaluate progress towards achieving the system safety objectives. To ensure consistency of measurements over time, coordination with the Alachua County Community Traffic Safety Team to set a current baseline data point for each measurement, update the measures, and track progress through development of its project priority lists as well as the Year 2045 Long-Range Transportation Plan.

System Safety Modifications

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area can influence how and where safety improvements are made in the Gainesville Metropolitan Area. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area works closely with the Alachua County Community Traffic Safety Team to identify specific safety improvement needs, projects and programs for inclusion in the Transportation Improvement Program.

Table 14: Potential Safety Performance Measures

Measures to address existing and potential safety issues

- Physical modifications (sidewalks, clearance zones, and narrowing roadways)
- Education programs to make travelers more aware of safety risks and rules (defensive driving, sharing the road, and "slow down/move over")
- Education and enforcement programs to reduce risky behaviors (drunk driving and seat belt use)
- Coordinate with Community Traffic Safety Team to identify projects for funding from various safety programs

Measures to increase safety, mobility, accessibility for vulnerable road users

- Construct new sidewalks, bicycle facilities, and trails
- Increase outreach and education with law enforcement, prosecutors, and judges for enforcing traffic laws relating to pedestrians, cyclists, and motorcyclists
- Adopt a Complete Streets policy to ensure the needs of all users are considered/met in roadway design

Measures to implement techniques to calm traffic and improve performance

- Implement access management strategies to encourage trucks to use alternate routes
- Review preferred truck routes through the region

Measures to improve pedestrian and bicyclist safety

- Implement a six E's (Engineering, Education, Enforcement, Encouragement, Evaluation and Planning, and Equity) approach to bicycle and pedestrian planning
- Provide education for both motorists and cyclists regarding rules of the road and reducing conflicts
- Support Safe Routes to Schools programs and projects to encourage children to walk to school

The Year 2045 Long-Range Transportation Plan reflects an increased emphasis on transforming the transportation network in the Gainesville Metropolitan Area to a multimodal system. Safety was a major consideration early on, when the Vision, Principles and Strategies were developed. Furthermore, safety was a key component in the evaluation and ranking of the Adopted Needs Plan projects.

The Year 2045 Cost Feasible Plan allocates funds for new roadway connectivity projects and bicycle/pedestrian projects. Additionally, all widened roadways in the Year 2045 Cost Feasible Plan will include pedestrian and bicycle facilities, and funds have been allocated for transit operations, and maintenance of the existing system through allocation of funds for resurfacing. Safety strategies are part and parcel of many complete street and multimodal projects, ranging from dedicated bicycle lanes and sidewalk/street buffers to access management strategies and enhanced pedestrian crossings. As part of the development of transportation projects, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its partners will collect baseline data regarding safety issues and other travel information. This will allow for before-and-after comparisons of the benefits of the implemented transportation projects.

Policy and Coordination Recommendations

Alachua County has an active Community Traffic Safety Team, which includes individuals representing law enforcement, emergency management, transportation planning and traffic engineering, medical services and others. The Alachua County Community Traffic Safety Team reviews safety concerns, promotes traffic safety programs, and reviews a list of safety concerns needing referral to the appropriate agency. The Alachua County Community Traffic Safety Team provides a forum for discussing safety issues and resolving them effectively through interagency coordination and/or funding resources from safety programs. The Alachua County Community Traffic Safety Team also participates in the Statewide Community Traffic Safety Team Coalition, which meets quarterly to share best practices among Safety Teams.

The Alachua County Community Traffic Safety Team is a Florida Department of Transportation-supported group of professionals working in agencies supporting a transportation system that is safe for people and goods. The Alachua County Community Traffic Safety Team includes representatives from:

State of Florida

- Florida Department of Transportation District 2 Traffic Operation;
- Florida Highway Patrol;
- University of Florida Facilities Planning & Construction;
- University of Florida Police Department; and
- University of Florida Transportation Institute.

Alachua County

- Fire Rescue;
- Sheriff's Office;
- Public Works Department;
- School Board; and

- Health Department.

City of Gainesville

- Bicycle/Pedestrian Advisory Board*;
- Fire Rescue;
- Police Department; and
- Public Works Department.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

- The Bicycle/Pedestrian Advisory Board, which is staffed by the City of Gainesville, advises Alachua County, the City of Gainesville and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on bicycle and pedestrian issues.

The Safety Team meets ten times a year to address safety issues within Alachua County. As appropriate, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area refers transportation safety issues to the Alachua County Community Traffic Safety Team.

Evaluation of the Year 2045 Cost Feasible Plan

The Year 2045 Cost Feasible Plan is a multimodal plan that balances the growing travel demand of the Gainesville Metropolitan Area with limited revenues identified for transportation projects through the year 2045. The projects identified for funding address the Long-Range Transportation Plan Planning Factors identified in the Fixing America's Surface Transportation Act and are consistent with Principles and Strategies adopted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

Long-Range Transportation Plan Planning Factors

As discussed in Technical Report 6, the Year 2045 Long-Range Transportation Plan is required by the Fixing America's Surface Transportation Act to reflect consideration of the following ten planning factors:

1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2) Increase the safety of the transportation system for motorized and nonmotorized users.
3) Increase the security of the transportation system for motorized and nonmotorized users.
4) Increase accessibility and mobility of people and freight.
5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation

improvements and State and local planned growth and economic development patterns.

6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7) Promote efficient system management and operation.
8) Emphasize the preservation of the existing transportation system.
9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10) Enhance travel and tourism.

These ten planning areas, along with an increased emphasis on safety and performance-based planning were used in developing the adopted Principles and Strategies for this plan update.

Principles and Strategies

The adopted Vision Statement, Principles and Strategies for the Year 2045 Long-Range Transportation Plan are the policy statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and helped guide the development of the plan update. As discussed in Technical Report 6, the Principles and Strategies were used to develop evaluation criteria used to rank the Year 2045 Needs Plan projects. These project ranking scores were used in the development of the Year 2045 Cost Feasible Plan, thereby tying those projects directly back to the Principles and Strategies.

System Performance of the Plan

As with the Year 2045 Needs Plan, the adopted Year 2045 Cost Feasible Plan was coded into the Gainesville Urban Area Transportation Study regional travel demand model. As shown on Table 14, performance measures from the model were summarized and compared against the Year 2015 base year network, the Year 2045 Existing-plus-Committed network, and the Year 2045 Needs Plan network. As expected, the model results were generally less positive than the results of the Year 2045 Needs Plan network, but better than the Year 2045 Existing-plus-Committed network. Figure 1 depicts projected congestion and roadway deficiencies in the year 2045 assuming all fully funded cost feasible projects are completed.

Gainesville Metropolitan Area Natural Features and Major Roadways

The Gainesville Metropolitan Area, located in north central Florida, features uplands and low-lying areas with significant foliage. Major natural features in the area include the Paynes Prairie State Preserve at its south edge, San Felasco Preserve in its northwest area and Newnan's Lake at its east edge. Within the Gainesville Metropolitan Area is the Hogtown Creek watershed. The major north-south roadways include Interstate 75 (State Road 93), U.S. Highway 441 (State Road 25) and State Road 121. Major east-west

roadways include State Road 20, State Road 24 and State Road 26. Minor east-west roadways include State Road 26A, State Road 120, State Road 222 and State Road 331.

Resiliency in the Gainesville Metropolitan Area

In addressing resiliency of the transportation system in the Gainesville Metropolitan Area, two primary maintenance areas are addressed:

- tree-trimming; and
- stormwater maintenance/mitigation.

Significant weather events, such as hurricanes, tropical storms and severe thunderstorms, have downed large trees which resulted in blocked roadways and have caused local flooding events.

Alachua County and the City of Gainesville perform stormwater facility maintenance on local roadways. The Florida Department of Transportation performs stormwater facility maintenance on the State Highway System. Major stormwater mitigation projects implemented by the Florida Department of Transportation include:

- Hogtown Creek Sediment Removal Program - This project mitigated flooding at intersections of State Road 121 with State Road 26 and State Road 26A.
- U.S. Highway 441 (State Road 25) Barrier Walls Across Paynes Prairie - This project shored-up the edge of the corridor and disrupted wildlife crossings.
- U.S. Highway 441 (State Road 25) Resurfacing Project - This project will feature raised pavement across Paynes Prairie to mitigate flooding that has resulted in limited access and/or complete road closure.
- U.S. Highway 441 (State Road 25) Safety Project - This project consists of the installation of guardrails on U.S. Highway 441 (State Road 25) across Paynes Prairie - This safety project is to mitigate fatalities for lane departure crashes in which many losses of life were due to drowning.
- Interstate 75 (State Road 93) Safety Project - This project consists of the installation of guardrails on Interstate 75 (State Road 93) across Paynes Prairie. - This safety project is to mitigate fatalities for lane departure crashes in which many losses of life were due to drowning.

Although Interstate 75 (State Road 93) and U.S. Highway 441 (State Road 25) safety projects are adjacent to the Gainesville Metropolitan Area, these facilities are included in the Gainesville Urbanized Area Transportation Study model.

Promotion of Economic Development and Tourism

In addressing promotion of economic development and tourism as related to modifications of the transportation system in the Gainesville Metropolitan Area, two primary maintenance areas are addressed:

- Transportation system corridor aesthetics, including landscaping policies; and
- Transportation system facility modifications and/or expansion to expand the multimodal corridor network, requirement of bicycle and pedestrian facilities for new construction and reconstruction projects.

Examples of promotion of economic development coincidental with transportation system modifications are the multijurisdictional Main Street lane reduction projects:

- Former State Road 329 from Depot Avenue to State Road 26 (University Avenue) - lane reduction to add onstreet parking and bicycle lanes (Florida Department of Transportation);
- State Road 20 from State Road 26 (University Avenue) to State Road 20 (North 8th Avenue) - lane reduction to add onstreet parking and bicycle lanes (Florida Department of Transportation);
- County Road 329 from State Road 20 (North 8th Avenue) to North 16th Avenue - lane reduction to add bicycle lanes (Alachua County); and
- Former County Road 329 from State Road 226/24T (South 16th Avenue) to Depot Avenue - lane reduction to add onstreet parking and bicycle lanes (City of Gainesville Community Redevelopment Agency).

Additional examples of promotion of economic development coincidental with transportation system modifications that increase network connectivity are the:

- Celebration Pointe Bridge over Interstate 75 (State Road 93);
- Southwest 40th Boulevard Extension Project; and
- Southwest 62nd Boulevard Connector Project.

The Year 2045 Cost Feasible Plan includes a lane reduction project add onstreet parking and protected bicycle lanes of State Road 20 (NW 8th Avenue) from State Road 20 (NW 6th Street) to State Road 20 (North Main Street).

An example of promotion of tourism coincidental with transportation system modifications is the coordination of Alachua County, Florida Department of Transportation and Florida Park Service to provide a linear park along the U.S. Highway 441 (State Road 25) corridor through Paynes Prairie in conjunction with the Florida Department of Transportation's U.S. Highway 441 (State Road 25) Resurfacing Project from the Marion Countyline to State Road 331 (Williston Road).

Figure 4: Adopted Year 2045 Cost Feasible Plan Network Congestion

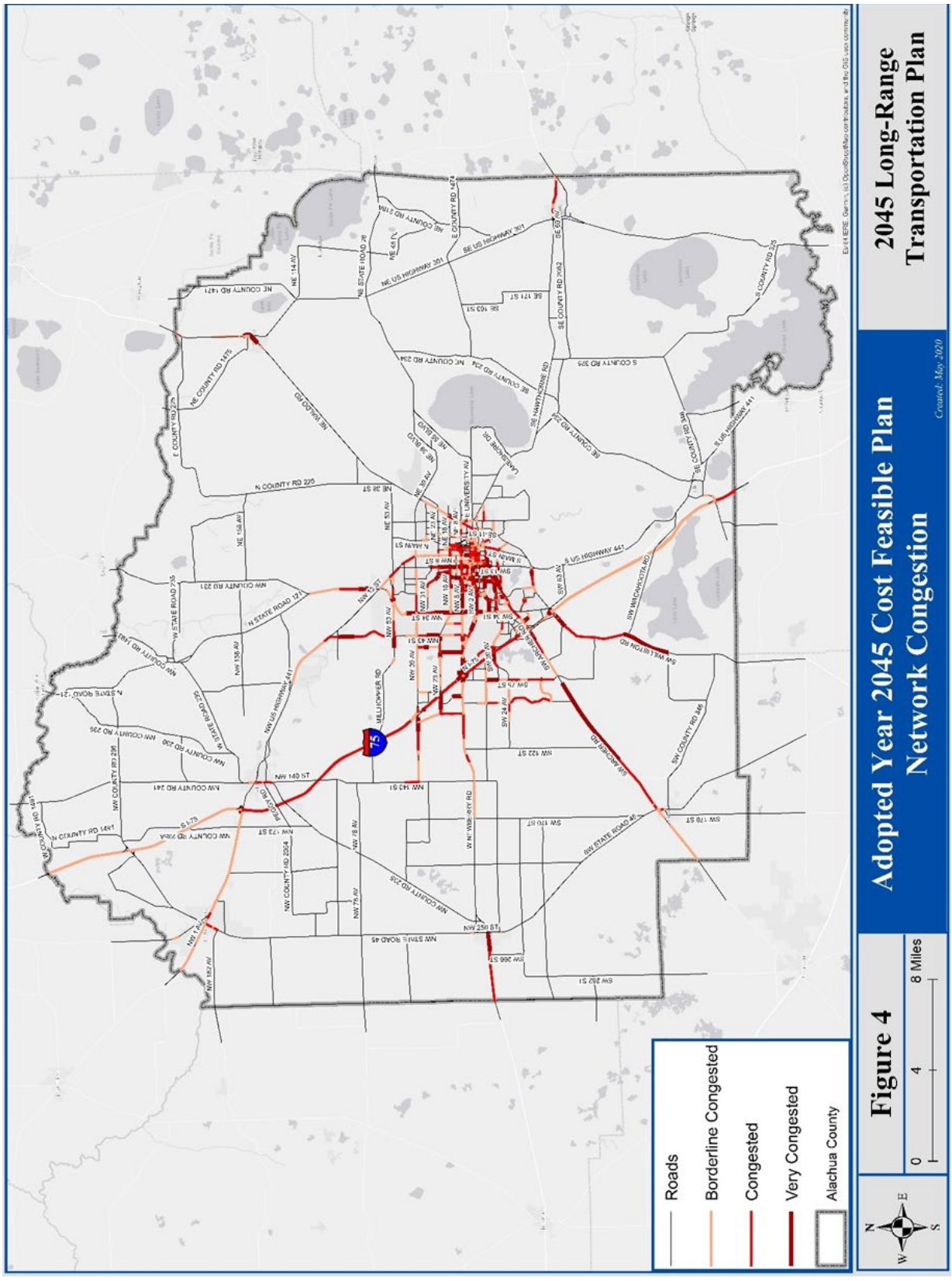


Table 15: Year 2045 Cost Feasible Plan Model Comparison

	Year 2015 Base Network	Year 2045 Existing-plus-Committed Network	Year 2045 Adopted Needs Plan	Year 2045 Adopted Cost Feasible	Hybrid Impact Adopted Needs Plan Minus Existing Plus Committed Network	Cost Feasible Impact Adopted Cost Feasible Minus Existing Plus Committed Network
Total Number of Links	4,974	5,019	5,227	5,019	208	0
Total Lane Miles	2,167.15	2,175.31	2,433.25	2,194.66	258	19
Total Directional Miles	1,664.88	1,675.35	1,758.55	1,675.35	83	0
Total Volumes All Links	25,865,834	35,993,540	35,220,266	35,871,318	-773,274	-122,222
Total Vehicle Miles Traveled All Links	7,741,868	10,932,634	10,876,006	10,919,606	-56,628	-13,028
Total Vehicle Hours Traveled All Links	191,192	313,992	281,316	308,378	-32,676	-5,614
Original Speed Miles Per Hour	40.03	40	39.54	40.00	-0.46	0.00
Congested Speed Miles Per Hour	38.76	36.79	37.62	36.95	0.83	0.16
Transit Boardings - Local bus	49,612	52,581	47,644	52,398	-4,937	-183
Transit Boardings - Express			1,041	1,525	1,041	1,525
Transit Boardings - Bus Rapid Transit			10,256	2,182	10,256	2,182
Total Boarding	49,612	52,581	58,941	56,105	6,360	3,524
Commute Mode Share - Drive Alone	537,596	778,494	776,433	776,829	-2,061	-1,665
Commute Mode Share - Car Pool	450,458	473,309	472,131	472,763	-1,178	-546
Commute Mode Share - Transit	31,019	32,515	36,728	35,476	4,213	2,961
Commute Mode Share - Non-Motorized	87,373	93,194	92,221	92,445	-973	-749

Implementation of the Year 2045 Long-Range Transportation Plan

Even though the Year 2045 Long-Range Transportation Plan for the Gainesville Urbanized Area is now adopted, there are many steps remaining before projects can be constructed. Projects must continue to be prioritized, funding identified, effects to the social and physical environment must be evaluated in more detail, engineering plans need to be prepared, and in some cases right-of-way will need to be acquired.

Prioritization of Projects

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area included a prioritization ranking of projects when they adopted the Year 2045 Cost Feasible Plan. This prioritization serves as a guide to the Florida Department of Transportation, the City of Gainesville, and Alachua County regarding the importance of each project in the plan. In order to move projects forward to implementation, they must be included in the annual List of Priority Projects adopted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Currently, the adopted Year 2040 Cost Feasible Plan projects and priorities are included in the Metropolitan Transportation Planning Organization's List of Priority Projects as an appendix. The adopted Year 2045 Cost Feasible Plan projects and priorities will be included in the update to the List of Priority Projects, expected to be adopted in the summer of 2021.

Phasing of Projects

As projects identified in long-range transportation plans move into implementation, funding and other constraints may require some projects to be phased. For the Year 2045 Long-Range Transportation Plan for the Gainesville Urbanized Area, phasing will be necessary to implement all of the projects identified on the multimodal emphasis corridors.

Environmental Mitigation

Transportation projects can significantly impact many aspects of the environment including wildlife and their habitats, wetlands, and groundwater resources. In situations where impacts cannot be completely avoided, mitigation or conservation efforts are required. Environmental mitigation is the process of addressing damage to the environment caused by transportation projects or programs. The process of mitigation is best accomplished through enhancement, restoration, creation and/or preservation projects that serve to offset unavoidable environmental impacts. The mitigation of environmental impacts is addressed in the Florida Department of Transportation's Project Development and Environment Manual, which implements the National Environmental Policy Act of 1969 and related legislation for projects that may use federal funds or require a federal action. These procedures also apply to major projects where state revenues are used.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is committed to minimizing and mitigating the negative impacts of transportation projects on the natural and built environment in order to preserve and enhance the quality of life. Environmental mitigation for transportation projects in Florida is completed through a partnership between metropolitan planning organizations, the Florida Department of Transportation, state and federal environmental resource and regulatory agencies, such as the water management districts, and the Florida Department of Environmental Protection. These activities are directed through Section 373 of Florida Statutes, which establishes the requirements for mitigation planning as well as the requirements for permitting, mitigation banking, and mitigation requirements for habitat impacts.

The Florida Department of Transportation maintains wetland mitigation plans with all of the water management districts. As outlined in Section 373.41337, Florida Statutes, each mitigation plan must focus on land acquisition and restoration or enhancement activities that offer the best mitigation opportunity for that specific region. The mitigation plans are required to be updated annually to reflect the most current work program of the respective Florida Department of Transportation districts, and project lists of any transportation authority in the region.

The Legislature recognized in the establishment of this program that *"environmental mitigation for the impact of transportation projects proposed by the Department of Transportation or a transportation authority can be more effectively achieved by regional, long-range mitigation planning rather than on a case-by-case basis."*

Planning for specific environmental mitigation strategies over the life of the long-range transportation plan can be challenging. As discussed in Technical Report 6, initial environmental analyses of the Year 2045 Needs Plan projects were conducted using the Florida Department of Transportation's Environmental Screening Tool. As projects in the Year 2045 Cost Feasible Plan are advanced, the Efficient Transportation Decision Making process should be used to seek input on potential effects to the social and physical environment. Coordination with local, regional, state, and federal resource and regulatory agencies is a major component of the process, and if impacts are identified as a result of a proposed project, mitigation may be required. Specific project level mitigation requirements are determined through the Environmental Resource Permit process administered by the St. Johns River Water Management District. The applicable mitigation banks for this region, which includes several water management districts, are shown on Figure 2.

Automated, Connected, Electric, and Shared-Use Vehicle Impacts

Automated, Connected, Electric, and Shared-Use Vehicle Impacts considerations were included in the planning process. It should be noted that the Gainesville Urbanized Area has one pilot autonomous shuttle program planned and is operating on a testing process.

The pilot started in early January 2020; however, the project was put on hold due to safety considerations from other pilot testing sites when a passenger was killed. Gainesville's autonomous shuttle project resumed testing in late August 2020. In late September, two autonomous shuttles began transporting passengers, but capacity is limited under social distancing protocols.

Based on the discussion of technology and its potential effects on the Gainesville Metropolitan Area, there are still too many unknowns to provide for highly effective incorporation of such projects into long-range transportation planning. However, as an emerging technology with the potential for high levels of impact on personal and freight travel, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will continue to monitor the development of this technology, and include Automated, Connected, Electric, and Shared-Use Vehicles in future planning. Appendix D includes the Florida Department of Transportation's policy guidance on addressing Automated, Connected, Electric, and Shared-Use Vehicle Impacts in Planning Documents.

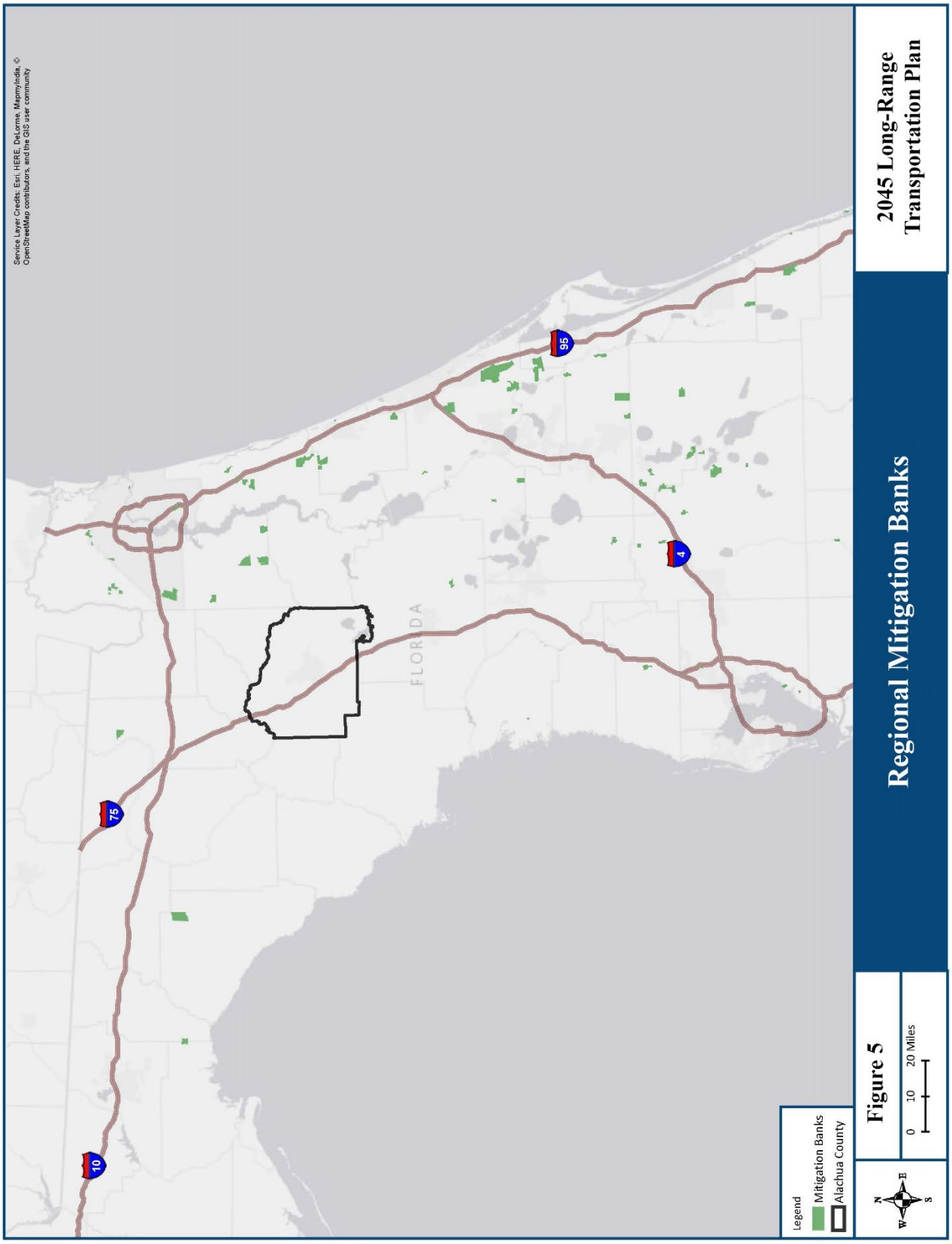
Assurances for the Year 2045 Long-Range Transportation Plan

This section details assurances made by the Metropolitan Transportations Planning Organization for the Gainesville Urbanized Area for the Year 2045 Long-Range Transportation Plan. Required elements in the development of the Year 2045 Cost Feasible Plan were addressed as follows:

- The proposed Year 2045 Cost Feasible Plan was compared with the Year 2045 Needs Plan using the evaluation criteria established and documented in Technical Report 6. This evaluation included an impact analysis and identification of transportation programs/projects included in the Year 2045 Needs Plan, but excluded from the Year 2045 Cost Feasible Plan due to revenue constraints.
- The Year 2045 Cost Feasible Plan includes projects to accomplish the Vision, Principles and Strategies identified in Technical Report 5.

Funding identified in the Financial Resources Technical Memorandum from possible funding source(s) were reviewed and considered for inclusion in the Year 2045 Cost Feasible Plan. Should additional funding resources become available, the Year 2045 Cost Feasible Plan will be amended accordingly.

Figure 5: Regional Mitigation Banks



- The Year 2045 Cost Feasible Plan includes the following items as required by Fixing America's Surface Transportation Act, 23 Code of Federal Regulations 450.322 and Section 339.175, Florida Statutes.

1. The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan were identified and considered (10.93 million vehicle miles travelled annually);
2. Existing and proposed transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan;
3. Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods were considered;
4. Capital investment and other strategies were assessed in order to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs;
5. All proposed modifications were described in sufficient detail to develop cost estimates;
6. Environmental mitigation activities that may have the greatest potential to restore and maintain the environmental functions affected by the proposed Year 2045 Cost Feasible Plan were addressed;
7. Pedestrian walkway and bicycle transportation facilities were included in the Year 2045 Cost Feasible Plan;
8. Strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse emissions were considered; and
9. The Year 2045 Cost Feasible Plan projects were evaluated with regard to the State conservation plans and maps or inventories of natural resources.

- The Year 2045 Cost Feasible Plan includes performance measures and targets. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is coordinating with the Florida Department of Transportation with regard to system performance reporting.
- The Year 2045 Cost Feasible Plan includes a matrix that shows the consistency between each project and the Vision, Principles and Strategies.
- The Year 2045 Cost Feasible Plan uses Fiscal Year 2019/2020 as the base fiscal year and Fiscal Year 2044/2045 as the horizon fiscal year. All projects and their funding, from the base year to the horizon year, are identified.
- The Year 2045 Cost Feasible Plan cost estimates are provided for the operations and maintenance activities are identified for the State Highway System. Local facilities are budgeted annually, so there are no local facility operations and maintenance forecasts. However, as discussed earlier in this report, transit revenues have been

allocated to operations and maintenance of the City of Gainesville Regional Transit System.

- The Year 2045 Cost Feasible Plan capacity and regionally significant projects address total project costs by implementation phase in year of expenditure dollars.
- The Year 2045 Cost Feasible Plan projects are listed in year band increments (based upon year of need). Estimates are summarized for the following fiscal year periods: 2020, 2021-2025, 2026-2030, 2031-2035 and 2036-2045.
- Revenues to support the costs associated with the work/phase are demonstrated in the Year 2045 Cost Feasible Plan. Each project includes an estimate of the cost and source of funding for each phase of the project being funded.
- Federal and state participation in the Year 2045 Cost Feasible Plan is shown on each project, as applicable. Projects within the first ten years are notated to identify which projects are planned to be implemented with federal funds.
- For highway projects, the Year 2045 Cost Feasible Plan addresses potential environmental mitigation activities and opportunities which are developed in consultation with federal and state wildlife, land management and regulatory agencies. Since there are no transit capital projects in the Year 2045 Cost Feasible Plan, transit environmental benefits would most likely occur by mode shift.
- Regionally significant projects are included in the Year 2045 Cost Feasible Plan to address and mitigate traffic congestion and provide for the safe mobility of people and goods.
- The Year 2045 Cost Feasible Plan document was prepared in a manner that balances length, clarity and graphics to be user-friendly.
- The Year 2045 Cost Feasible Plan includes procedures which document how modifications to the long-range transportation plan are addressed after adoption. The procedures specifically explain what qualifies as a modification as opposed to an amendment. These procedures are detailed later in this report.
- Several additional elements are required for the adoption of the Year 2045 Cost Feasible Plan. They were addressed as follows:
    - The proposed Year 2045 Cost Feasible Plan was reviewed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Citizens Advisory Committee, Technical Advisory Committee and Bicycle/Pedestrian Advisory Board. The proposed Year 2045 Cost Feasible Plan was presented to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area at a public hearing.
    - The proposed Year 2045 Cost Feasible Plan included a financial plan that demonstrates how the adopted transportation plan can be implemented.
    - The Year 2045 Cost Feasible Plan included an estimate of unfunded costs in base year dollars.
    - On August 24, 2020, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area received a presentation from its staff and

consultant on the proposed Year 2045 Cost Feasible Plan, including a discussion of the process by which the plan was developed. The presentation included graphics, and was conducted virtually owing to the public health emergency created by the COVID-19 pandemic. Also, on August 24, 2020, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area conducted a public hearing. A video recording of the public hearing is maintained by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

- On August 24, 2020, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted the Year 2045 Cost Feasible Plan. The adopted Year 2045 Cost Feasible Plan, including all supporting analyses and Geographic Information System materials are available at the following website:
- http://ncfrpc.org/mtpo/LRTP.html
- The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area provided copies of the adopted Year 2045 Cost Feasible Plan to the Governor, the Florida Department of Transportation, the Federal Highway Administration and the Federal Transit Administration.

Revisions to the Year 2045 Long-Range Transportation Plan

In addition to updating the long-range transportation plan every five years, there may be times when a metropolitan planning organization needs to revise their plan. The Code of Federal Regulations defines two different types of revisions: administrative modifications and amendments. Administrative modifications to long-range transportation plans include minor changes to project costs, phasing, and funding sources. An administrative modification does not require public review or public comment. Major revisions to long-range transportation plans are handled as amendments. They include adding or removing projects from the plan as well as major changes in scope to projects currently in the plan, project costs, and project phasing. Amendments require public review and comment, and a re-demonstration of fiscal constraint. Note that changes to illustrative / aspirational projects do not require an amendment.

Long-range transportation plans can be amended at any time and there are no restrictions on the number of amendments a metropolitan planning organization can make to an adopted plan. Furthermore, there is no requirement to extend the planning horizon as part of a long-range transportation plan amendment, as this is only required during the plan update process. Finally, Florida Statutes require that any amendments to long-range transportation plans be adopted through a recorded roll call or hand-counted vote of a majority of the members present.

Summary

The Year 2045 Long-Range Transportation Plan was developed through a shared vision of how transportation access and mobility can shape future development of the City of Gainesville and Alachua County. Potential Year 2045 Needs Plan projects were identified based on the Vision, Principles and Strategies adopted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The Vision Statement is: A transportation system that is safe and efficient, serves the mobility needs of people and freight, and fosters economic prosperity while minimizing transportation-related fuel consumption and air pollution. The Principles supporting the vision address economic vitality, safety and security of the transportation system, increased access and mobility, protection of the environment and improved quality of life, enhanced connectivity, efficient management and operation and preservation of the existing transportation system.

The Year 2045 Needs Plan was adopted on June 22, 2020, with the total cost of all projects estimated to be approximately $450 million in current (Year 2020) dollars. Following adoption, the project team began developed evaluation criteria, scored the Year 2045 Needs Plan projects, and produced rankings. The rankings were used by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to prioritize projects, approximately $182 million was identified in available transportation revenues through the year 2045. In selecting projects for inclusion in the Year 2045 Cost Feasible Plan, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area relied on technical analyses as well as input from the public and its advisory committees on how projects could support the Vision, Principles and Strategies.

The Year 2045 Cost Feasible Plan was adopted on August 24, 2020. The plan is fiscally constrained to not exceed projected revenues, and funds are allocated to maintaining the existing transportation system, enhancing connectivity, and ensuring a multimodal emphasis on key corridors in the Gainesville Metropolitan Area. Project costs were inflated to year of expenditure, reflecting the anticipated timing of future revenues from state and federal funding sources. Phasing for each of the Year 2045 Cost Feasible Plan projects was also identified to align with the revenue phases and availability of funds. Performance of the Year 2045 Cost Feasible Plan was compared with the Year 2010 Base, Year 2045 Existing-plus-Committed, and Year 2045 Needs Plan using the Gainesville Urbanized Area Transportation Study travel demand model.

Finally, the Year 2045 Long-Range Transportation Plan for the Gainesville Urbanized Area meets all state and federal requirements. It addresses the planning factors from the Fixing America's Surface transportation, includes a safety element, identifies performance measures and targets, addresses environmental mitigation, and includes procedures for amending the plan.

APPENDIX A: 2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

APPENDIX B: Florida's Future Corridors – Tampa Bay to Northeast Florida Study Area Concept Report

APPENDIX C: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Mobility Profile

APPENDIX D: Policy Guidance on Addressing Automated, Connected, Electric, and Shared-Use Vehicle Impacts in Planning Documents

APPENDIX E: : Gainesville Metropolitan Transportation Planning Organization Long-Range Transportation Plan System Performance

Appendix E: Gainesville Metropolitan Transportation Planning Organization Long-Range Transportation Plan
System Performance

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1 - PURPOSE

This document provides the system performance element for the Gainesville Metropolitan Transportation Planning Organization's Long-Range Transportation Plan (LRTP) to meet the federal transportation performance management rules. Updates or amendments to the LRTP must incorporate a System Performance Report that addresses these measures and related information no later than:

- May 27, 2018 for Highway Safety measures (PM1);
- October 1, 2018 for Transit Asset Management measures;
- May 20, 2019 for Pavement and Bridge Condition measures (PM2);
- May 20, 2019 for System Performance measures (PM3); and
- July 20, 2021 for Transit Safety measures.

2 - BACKGROUND

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and metropolitan planning organizations (MPO) must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).[1] This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions.

In accordance with the Planning Rule, the Gainesville Metropolitan Transportation Planning Organization must include a description of the performance measures and targets that apply to the MPO planning area and a System Performance Report as an element of its Long-Range Transportation Plan (LRTP). The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports. For MPOs that elect to develop multiple scenarios, the System Performance Report also must include an analysis of how the preferred scenario has improved the performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified targets.[2]

There are several milestones related to the required content of the System Performance Report:

- In any LRTP adopted on or after May 27, 2018, the System Performance Report must reflect Highway Safety (PM1) measures;
- In any LRTP adopted on or after October 1, 2018, the System Performance Report must reflect Transit Asset Management measures;
- In any LRTP adopted on or after May 20, 2019, the System Performance Report must reflect Pavement and Bridge Condition (PM2) and System Performance (PM3) measures; and
- In any LRTP adopted on or after July 20, 2021, the System Performance Report must reflect Transit Safety measures.

The Gainesville Metropolitan Transportation Planning Organization 2020-2045 Long-Range Transportation Plan was adopted on August 24, 2020. Per the Planning Rule, the System Performance Report for the Gainesville Metropolitan Transportation Planning Organization is included for the required Highway Safety

[1] The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.
[2] Guidance from FHWA/FTA for completing the preferred scenario analysis is expected in the future. As of June 2020, no guidance has been issued.

(PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

3 - HIGHWAY SAFETY MEASURES (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures[3] to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

The Florida Department of Transportation (FDOT) publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. Current safety targets address calendar year 2020. For the 2020 HSIP annual report, FDOT established statewide at "0" for each performance measure to reflect Florida's vision of zero deaths.

The Gainesville Metropolitan Transportation Planning Organization adopted/approved safety performance targets on August 24, 2020. Table 3.1 indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT, as well as those areas in which the MPO has adopted a target specific to the MPO planning area.

Table 3.1. Highway Safety (PM1) Targets

Performance Target	Gainesville Metropolitan Transportation Planning Organization **agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT safety target of zero**
Number of fatalities	✓
Rate of fatalities per 100 million VMT	✓
Number of serious injuries	✓
Rate of serious injuries per 100 million VMT	✓
Number of non-motorized fatalities and non-motorized serious injuries.	✓

[3] 23 CFR Part 490, Subpart B

Statewide system conditions for each safety performance measure are included in Table 3.2, along with system conditions in the Gainesville Metropolitan Transportation Planning Organization metropolitan planning area. System conditions reflect baseline performance (2013-2017). The latest safety conditions will be updated annually on a rolling five-year window and reflected within each subsequent system performance report, to track performance over time in relation to baseline conditions and established targets. [

Table 3.2. Highway Safety (PM1) Conditions and Performance

	Florida Statewide Baseline Performance (Five-Year Rolling Average)			Calendar Year 2020 Florida Performance Targets
Performance Measures	**2012-2016**	**2013-2017**	**2014-2018**	
Number of Fatalities	2,688.2	2,825.4	2,972.0	0
Rate of Fatalities per 100 Million VMT	1.33	1.36	1.39	0
Number of Serious Injuries	20,844.2	20,929.2	20,738.4	0
Rate of Serious Injuries per 100 Million VMT	10.36	10.13	9.77	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,294.4	3,304.2	3,339.6	0

Coordination with Statewide Safety Plans and Processes

The Gainesville Metropolitan Transportation Planning Organization recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Gainesville Metropolitan Transportation Planning Organization 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.
- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The goal of the HSIP process is to reduce the number of crashes, injuries, and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.

- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

LRTP Safety Priorities

The Gainesville Metropolitan Transportation Planning Organization 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Gainesville MTPO has developed a project selection process that includes identification of proposed safety fund-eligible projects in the List of Priority Projects document.

The Gainesville Metropolitan Transportation Planning Organization 2045 LRTP will provide information from the FDOT HSIP annual reports to track the progress made toward the statewide safety performance targets. The MPO will document the progress on any safety performance targets established by the MPO for its planning area.

4 - PAVEMENT AND BRIDGE CONDITION MEASURES (PM2)

Pavement and Bridge Condition Performance Measures and Targets Overview

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition.

The four pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good condition or poor condition. The PM2 rule defines NHS pavement types as asphalt, jointed concrete, or continuous concrete. Five metrics are used to assess pavement condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Using these metrics and thresholds, pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS. Asphalt pavement is assessed using the IRI, cracking, and rutting metrics, while jointed concrete is assessed using IRI, cracking, and faulting. For these two pavement types, a pavement section is rated good if the rating for all three metrics are good, and poor if the ratings for two or more metrics are poor.

Continuous concrete pavement is assessed using the IRI and cracking metrics. For this pavement type, a pavement section is rated good if both metrics are rated good, and poor if both metrics are rated poor.

If a state collects and reports PSR for any applicable segments, those segments are rated according to the PSR scale. For all three pavement types, sections that are not good or poor are rated fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year statewide targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021, respectively.

Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Gainesville Metropolitan Transportation Planning Organization 2045 LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 4.1 presents baseline performance for each PM2 measure for the State and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the State.

Table 4.1. Pavement and Bridge Condition (PM2) Performance and Targets

Performance Measures	Statewide (2017 Baseline)	Statewide 2019 Actual	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)	Gainesville MTPO (2017 Baseline)	Gainesville MTPO 2019 Actual	Gainesville MTPO 4-year Target (2021)
Percent of Interstate pavements in good condition	66.0%		n/a	≥60%	-	-	80%
Percent of Interstate pavements in poor condition	0.1%		n/a	<5%	-	-	-
Percent of non-Interstate NHS pavements in good condition	76.4%		≥40%	≥40%	-	-	80%
Percent of non-Interstate NHS pavements in poor condition	3.6%		<5%	<5%	-	-	-
Percent of NHS bridges (by deck area) in good condition	67.7%		≥50%	≥50%	-	-	90%
Percent of NHS bridges (by deck area) in poor condition	1.2%		<10%	<10%	-	-	-

FDOT established the statewide PM2 targets on May 18, 2018. In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's TAMP was updated to reflect MAP-21 requirements in 2018 and the final TAMP was approved on June 28, 2019.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

In consideration of these differences, as well as the unfamiliarity associated with the new required processes, FDOT took a conservative approach when setting its initial pavement and bridge condition targets.

The Gainesville Metropolitan Transportation Planning Organization agreed to support FDOT's pavement and bridge condition performance targets on August 24, 2020. By adopting FDOT's targets, the Gainesville Metropolitan Transportation Planning Organization agrees to plan and program projects that help FDOT achieve these targets.

On August 24, 2020, the Gainesville Metropolitan Transportation Planning Organization established the four-year pavement and bridge condition targets shown in Table 4.1 for the MPO's planning area. In setting the MPO's targets for the pavement and bridge condition performance measures, the Gainesville Metropolitan Transportation Planning Organization considered many factors.

The Gainesville Metropolitan Transportation Planning Organization recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Gainesville Metropolitan Transportation Planning Organization's 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.
- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Gainesville Metropolitan Transportation Planning Organization 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Key goals are addressed in Technical Reports 6 and 7 of this LRTP.

On or before October 1, 2020, FDOT will provide FHWA and the Gainesville Metropolitan Transportation Planning Organization a detailed report of pavement and bridge condition performance covering the period

of January 1, 2018 to December 31, 2019. FDOT and the Gainesville Metropolitan Transportation Planning Organization also will have the opportunity at that time to revisit the four-year PM2 targets.

5 - SYSTEM PERFORMANCE, FREIGHT, AND CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3)

System Performance/Freight/CMAQ Performance Measures and Targets Overview

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three measures listed measures above pertaining to the CMAQ Program do not currently apply in Florida.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 a.m. to 8 p.m. each day. The LOTTR ratio is calculated for each roadway segment, essentially comparing the segment with itself. Segments with LOTTR $\geq$ 1.50 during any of the above time periods are considered unreliable. The two LOTTR measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments. To obtain person miles traveled, the vehicle miles traveled (VMT) for each segment are multiplied by the average vehicle occupancy for each type of vehicle on the roadway. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divide by the sum of total person miles traveled.

TTTR is defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) over the Interstate during five time periods (AM peak, Mid-day, PM peak, weekend, and overnight)

that cover all hours of the day. TTTR is quantified by taking a weighted average of the maximum TTTR from the five time periods for each Interstate segment. The maximum TTTR is weighted by segment length, then the sum of the weighted values is divided by the total Interstate length to calculate the Travel Time Reliability Index.

The data used to calculate these PM3 measures are provided by FHWA via the National Performance Management Research Data Set (NPMRDS). This dataset contains travel times, segment lengths, and Annual Average Daily Travel (AADT) for Interstate and non-Interstate NHS roads.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable[4]; and
- Two-year and four-year targets for truck travel time reliability

MPOs must establish four-year performance targets for all three measures within 180 days of FDOT establishing statewide targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

PM3 Baseline Performance and Established Targets

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 5.1 presents baseline performance for each PM3 measure for the state and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the state.

[4] Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two-year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.

Table 5.1. System Performance and Freight (PM3) - Performance and Targets

Performance Measures	Statewide (2017 Baseline)	Statewide 2019 Actual	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)	Gainesville MTPO (2017 Baseline)	Gainesville MTPO 2019 Actual	Gainesville MTPO 4-year Target (2021)
Percent of person-miles on the Interstate system that are reliable	82.2%		≥75.0%	≥70.0%	-	-	70%
Percent of person-miles on the non-Interstate NHS that are reliable	84.0%		n/a	≥50.0%	-	-	50%
Truck travel time reliability index (TTTR)	1.43		≤1.75	≤2.00	-	-	2.00

FDOT established the statewide PM3 targets on May 18, 2018. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of uncertainty about future reliability performance. Accordingly, FDOT took a conservative approach when setting its initial PM3 targets.

The Gainesville Metropolitan Transportation Planning Organization agreed to support FDOT's PM3 targets on August 24, 2020. By adopting FDOT's targets, the Gainesville Metropolitan Transportation Planning Organization agrees to plan and program projects that help FDOT achieve these targets.

On August 24, 2020, the Gainesville Metropolitan Transportation Organization established the four-year targets shown in Table 5.1 for the MPO's planning area. In setting the MPO's PM3 target, Gainesville Metropolitan Transportation Organization considered many factors.

The Gainesville Metropolitan Transportation Planning Organization recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Gainesville Metropolitan Transportation Planning Organization 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals of the FTP is Efficient and Reliable Mobility for People and Freight.

- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal.

The Gainesville Metropolitan Transportation Planning Organization 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements, as detailed in Technical Reports 6 and 7 of the LRTP.

On or before October 1, 2020, FDOT will provide FHWA and the Gainesville Metropolitan Transportation Planning Organization a detailed report of performance for the PM3 measures covering the period of January 1, 2018 to December 31, 2019. FDOT and the Gainesville Metropolitan Transportation Planning Organization also will have the opportunity at that time to revisit the four-year PM3 targets.

6 - TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term "state of good repair," requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: equipment, rolling stock, infrastructure, and facilities. The rule became effective on October 1, 2018.

Table 6.1 below identifies performance measures outlined in the final rule for transit asset management.

Table 6.1. FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider's operating environment. ULB considers a provider's unique operating environment such as geography and service frequency.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each MPO in which the transit provider's projects and services are programmed in the MPO's TIP.

MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit asset management targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.

To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

A total of 20 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 6.2). The participants in the FDOT Group TAM Plan are comprised of the Section 5311 Rural Program and open-door Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities FDOT subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Updated targets were submitted to NTD in 2019.

Table 6.2. Florida Group TAM Plan Participants

District	Participating Transit Providers	
1	Good Wheels, Inc Central Florida Regional Planning Council	DeSoto County Transportation
2	Suwannee Valley Transit Big Bend Transit Baker County Transit Nassau County Transit	 Ride Solutions Levy County Transit Suwannee River Economic Council
3	Tri-County Community Council Big Bend Transit Gulf County ARC	Calhoun Transit Liberty County Transit JTRANS Wakulla Transit
4	*No participating providers*	
5	Sumter Transit Marion Transit	
6	Key West Transit	
7	*No participating providers*	

The MPO has the following Tier I and Tier II providers operating in the region:

City of Gainesville Regional Transit System.

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

Revenue Vehicle Targets

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

Equipment Target

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

Facilities Performance Target

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

7 - TRANSIT SAFETY PERFORMANCE

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTSAP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21st Century Act (MAP– 21). The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTSAPs is anticipated to help ensure that public transportation systems are safe nationwide.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

Transit Safety Performance Measures

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities.
2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.
6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.

Each provider of public transportation that is subject to the rule must certify it has a PTASP, including transit safety targets for the above measures, in place no later than July 20, 2020. However, on April 22, 2020, FTA issued a Notice of Enforcement Discretion that extends the PTASP deadline to December 31, 2020 due to the extraordinary operational challenges presented by the COVID-19 public health emergency.

Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. In addition, the Gainesville Metropolitan Transportation Organization must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

In Florida, each Section 5307 and 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

Transit Provider Coordination with States and MPOs

Key considerations for MPOs and transit agencies:

- Transit operators are required to review, update, and certify their PTASP annually.
- A transit agency must make its safety performance targets available to states and MPOs to aid in the planning process, along with its safety plans.
- To the maximum extent practicable, a transit agency must coordinate with states and MPOs in the selection of state and MPO safety performance targets.
- MPOs are required to establish initial transit safety targets within 180 days of the date that public transportation providers establish initial targets. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or LRTP. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own regional transit targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.
- MPOs and states must reference those targets in their long-range transportation plans. States and MPOs must each describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has coordinated with the City of Gainesville Regional Transit System and has set Transit Safety Targets in June 22, 2020.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Safety Performance Targets

Transit Safety Targets

Performance Measure	Performance Measure Rate	Target
Preventable Accidents	Per 100,000 Miles	Less Than One
Injuries	Per 100,000 Miles	Less Than Two
Fatalities	Per 100,000 Miles	Zero
Safety Events	Per 100,000 Miles	Less Than Eight
System Reliability	Mean Distance Between Mechanical Failure	Less than 9,000 Miles

Transportation Improvement Program
Fiscal Years 2020-21 to 2024-25
June 22, 2020
Performance Measures and Targets Excerpt

L. Performance Measures

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act required state departments of transportation and metropolitan planning organizations to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to the following seven national goals:

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads:
- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair;
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System;
- System Reliability - To improve the efficiency of the surface transportation system;
- Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment; and
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The Fixing America's Surface Transportation Act supplements the Moving Ahead for Progress in the 21st Century Act legislation by establishing timelines for state departments of transportation and metropolitan planning organizations to comply with the requirements of Moving Ahead for Progress in the 21st Century Act. State departments of transportation **are** required to establish statewide targets and metropolitan planning organizations have the option to support the statewide targets or adopt their own targets.

Performance measures and targets are applicable to the following transportation system components within the Gainesville Metropolitan Area:

- Safety - all public roads;
- Transit Asset Management - City of Gainesville Regional Transit System vehicle fleets and infrastructure;
- Transit Safety - City of Gainesville Regional Transit System;
- Bridge - National Highway System facilities;
- Pavement - National Highway System facilities; and
- System Performance - National Highway System facilities.

National Highway System facilities are described in the preceding Section K. Regionally Significant Projects.

This Performance Measures section is included in the Transportation Improvement Program to address the Moving Ahead for Progress in the 21st Century Act/Fixing America's Surface Transportation Act planning documentation requirements in compliance with the Metropolitan Transportation Planning Organization Resolution 2018-05 that was approved April 23, 2018. Project tables show performance measure categories to achieve targets. The Transportation Performance Measures Consensus Planning Document and Resolution 2018-05 are included in Appendix H.

1. Safety Performance Measures and Targets

Safety is the first national goal identified in the Fixing America's Surface Transportation Act. In March 2016, the federal Highway Safety Improvement Program and Safety Performance Management Measures Rule was finalized and published in the Federal Register. The rule requires metropolitan planning organizations to set targets for the following safety-related performance measures and report progress to their state department of transportation:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled; and
- Rate of Serious Injuries per 100 Million Vehicle Miles Traveled.

The 2016 Florida Strategic Highway Safety Plan is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The Strategic Highway Safety Plan was developed in coordination with the 27 metropolitan planning organizations in Florida through the Florida Metropolitan Planning Organization Advisory Council. The Strategic Highway Safety Plan development process included review of safety-related goals, objectives, and strategies in metropolitan planning organization plans. The Strategic Highway Safety Plan guides the Florida Department of Transportation, metropolitan planning organizations, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State of Florida.

The Florida Strategic Highway Safety Plan **and the** Florida Transportation Plan both highlight the commitment to a vision of zero deaths. The Florida Department of Transportation Florida Highway Safety Improvement Program annual report documents the statewide efforts toward achieving that zero deaths vision. **As such, the** Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is supporting the Florida Department of Transportation statewide Highway Safety Improvement Program safety performance measures and Florida Department of Transportation 2018 safety targets, which set the target at zero for each performance measure to reflect the goal of the Florida Department of Transportation of zero deaths. Data collected within the Gainesville Metropolitan Area by the Florida Department of Transportation for previous years related to safety performance measures was reviewed prior to setting the target.

In support of the Florida Safety Target of zero fatalities and serious injuries, **the** Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has set the following safety performance targets for fatalities and serious injuries:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Safety Targets

Safety Topic	Performance Measure	Target
1	Fatalities	Zero
2	Serious Injuries	Zero
3	Non-Motorized Fatalities and Serious Injuries	Zero
4	Fatalities Per 100 Million Vehicle Miles Travelled	Zero
5	Serious Injuries Per 100 Million Vehicle Miles Travelled	Zero

These targets will be documented in the Year 2045 Long-Range Transportation Plan **update.**

2. Transit Asset Management Performance Measures and Targets

Transit assets include transit infrastructure and vehicles for the provision of transit service. The City of Gainesville Regional Transit System provides transit service within the Gainesville Metropolitan Area. The Regional Transit System has a transit asset management plan that includes state-of-good-repair performance measures and targets. The transit state-of-good-repair targets support national goals for congestion reduction, system reliability and environmental sustainability. Data collected by the Regional Transit System concerning state-of-good-repair of its transit infrastructure and vehicle fleets was reviewed prior to setting the targets.

In support of the Regional Transit System targets, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has set its transit state-of-good-repair performance targets as follows:

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

Revenue Vehicle Targets

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

Equipment Target

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

Facilities Performance Target

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

These 2018 targets will be documented in the Year 2045 Long-Range Transportation Plan update.

3. Transit Safety Performance Measures and Targets

Transit safety addresses the safety risks and safety hazards that affect the public, public transportation agency personnel and property in the provision of transit service. The City of Gainesville Regional Transit System provides transit service within the Gainesville Metropolitan Area. The Regional Transit System is required to develop a public transportation agency safety plan that includes:

- strategies for minimizing the exposure of the public, Regional Transit System personnel and property to unsafe conditions; and
- safety performance targets.

The transit safety targets support national goals in managing safety risks and safety hazards within the public transportation systems nationwide. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will coordinate with the Florida Department of Transportation and regional Transit System in the development of the public transportation agency safety plan and setting of transit safety targets. Data collected by the Regional Transit System concerning transit safety was reviewed prior to setting the targets.

In support of the Regional Transit System targets, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area set its transit safety performance targets consistent with Regional Transit System transit safety targets.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Safety Performance Targets

Transit Safety Targets

Performance Measure	Performance Measure Rate	Target
Preventable Accidents	Per 100,000 Miles	Less Than One
Injuries	Per 100,000 Miles	Less Than Two
Fatalities	Per 100,000 Miles	Zero
Safety Events	Per 100,000 Miles	Less Than Eight
System Reliability	Mean Distance Between Mechanical Failure	Less than 9,000 Miles

Transit safety targets will be incorporated into the Year 2045 Long-Range Transportation Plan.

4. Bridge Performance Measures and Targets

The Florida Department of Transportation inspects all public highway bridges in the State. The bridge inventory in Florida ranks among the best in the nation, as a percentage of bridges that are considered "functionally obsolete," or "structurally deficient." National Bridge Inspection structural condition states are described within the FDOT Bridge Management System (BMS) Coding Guide (click link).

The term "**functionally obsolete**" only means that a bridge design is outdated and does not meet current road design standards. For example, narrow shoulders, narrow lanes, or older traffic barriers can induce the functionally obsolete classification. Some bridges are "functionally obsolete" because they were built at a time when lane widths were narrower than the current standard. Functionally obsolete bridges are scheduled for replacement or rehabilitation as budgets permit.

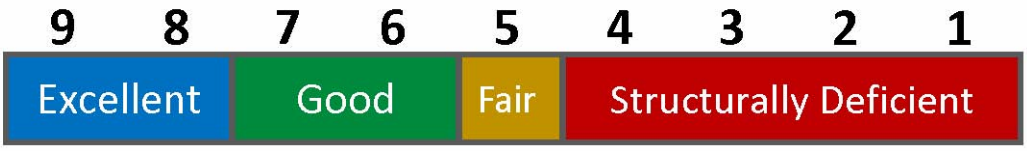
The term "**structurally deficient**" means that a National Bridge Inspection structural condition state is 4--Poor, or worse and that the Florida Department of Transportation believes a bridge should undergo a series of repairs or replacement within the next six years. Meanwhile, these bridges are posted as necessary for load, or closed. It is the policy of the Florida Department of Transportation to repair or replace all the structurally deficient state owned bridges during that time. The Florida Department of Transportation also recommends that local governments follow the same schedule for their structurally deficient bridges. Deficient bridges on the National Highway System are identified at the following link:

(Deficient Bridges by State Highway System, FHWA).

The "**health index**" is a tool that measures the overall condition of a bridge. The health index typically includes about 10 to 12 different elements that are evaluated by the Florida Department of Transportation. A lower health index means that more work would be required to improve the bridge to an ideal condition. A health index below 85 generally indicates that some repairs are needed, although it doesn't mean the bridge is unsafe. A low health index may also indicate that it would be more economical to replace the bridge than to repair it.

The "**sufficiency rating**" is a tool that is used to help determine whether a bridge that is structurally deficient or functionally obsolete should be repaired or just replaced. The sufficiency rating considers a number of factors, only about half of which relate to the condition of the bridge itself. The sufficiency ratings for bridges are part of a formula used by the Federal Highway Administration when it allocates federal funds to the states for bridge replacement.

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



In order to ensure that Florida Department of Transportation-maintained bridges meet or exceed their life expectancy, resulting in a lower frequency of replacements due to bridge condition, the Florida Department of Transportation takes a proactive approach to bridge maintenance emphasizing preventative maintenance and repairs being performed prior to bridges deteriorating to a level that would require much higher repair costs. Bridges are inspected at least once every two years, with more frequent inspections on structures following extreme weather events. The Florida Department of Transportation applies the following strategies:

- Include all Florida Department of Transportation -maintained bridge projects that need repair in the Bridge Work Plan within 12 months of deficiency identification as candidate projects for potential Work Program adoption;
- Replace or repair all structurally deficient Florida Department of Transportation -maintained bridges and those bridges posted for weight restriction within six (6) years of the deficiency identification;
- Replace all other Florida Department of Transportation -maintained bridges designated for replacement within nine (9) years of the deficiency identification;
- As with pavements, coordinate with the department's Motor Carrier Size and Weight Office and Florida Highway Patrol's Office of Commercial Vehicle Enforcement to reduce the illegal operation of commercial motor vehicles exceeding weight limits on Florida's public roads and bridges; and
- Continue to monitor bridges scheduled to be replaced and make interim repairs, as necessary, to safeguard the traveling public.

According to the Florida Department of Transportation 2018 Fourth Quarter Florida Bridge Information matrix dated October 1, 2018:

- There are no structurally deficient bridges on the National Highway System within the Gainesville Metropolitan Area; and
- There is one functionally obsolete bridge on the National Highway System within the Gainesville Metropolitan Area- Interstate 75 Northbound at state Road 26 (Newberry Road).

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Bridge Target

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

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

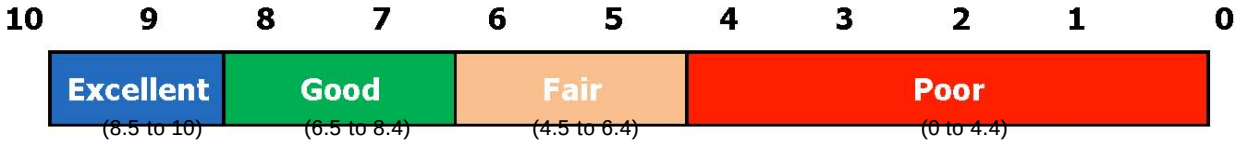
These 2018 targets will be documented in the Year 2045 Long-Range Transportation Plan update.

5. Pavement Performance Measures and Targets

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

- Rigid Pavement: The rigid pavement condition includes ride rating (measured using International Roughness Index) and several distresses, including surface deterioration, spalling, patching, transverse cracking, longitudinal cracking, corner cracking, shattered slab, faulting, pumping, and joint condition, with deductions taken against the Pavement Condition Rating depending on the severity of each distress; and
- Flexible Pavement: The flexible pavement condition includes ride rating (measured using International Roughness Index) and several distresses: crack rating (includes different size cracks, raveling, and patching) and rut rating, with deductions taken against the Pavement Condition Rating depending on the severity of each distress.

The Florida Department of Transportation pavement condition scale is below.



The Florida Department of Transportation consistently follows several steps to ensure it continues to meet its targets with respect to pavement condition. These steps include:

- Resurfacing 3 percent of the arterials on the State Highway System annually;
- Resurfacing 175 lane miles on the interstate system annually;
- Coordinating with the department's Motor Carrier Size and Weight Office and the Florida Highway Patrol's Office of Commercial Vehicle Enforcement to reduce the illegal operation of commercial motor vehicles exceeding weight limits;
- Facilitating training and technical assistance to assist local governments; and
- Maintaining current data systems for pavement condition surveys and ratings.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Pavement Target

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

These 2018 targets will be documented in the Year 2045 Long-Range Transportation Plan update.

6. System Performance Measures and Targets

In January 2017, the United States Department of Transportation published the System Performance/ Freight/Congestion Mitigation Air Quality Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System, and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards. The rule, which is referred to as the PM3 rule, requires metropolitan planning organizations to set targets for the following six performance measures:

- Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability;
- Percent of person-miles on the non-Interstate National Highway System that are reliable;
- Truck Travel Time Reliability index;
- Annual hours of peak hour excessive delay per capita;
- Percent of non-single occupant vehicle travel (Non-Single Occupant Vehicle); and
- Total emissions reduction of on-road mobile source emissions.

In Florida, only the two Level of Travel Time Reliability performance measures and the Truck Travel Time Reliability performance measure apply. Because all areas in Florida meet current National Ambient Air Quality Standards, the remaining three measures do not currently apply in Florida. A description of the applicable measures follows.

Level of Travel Time Reliability Measures - The Level of Travel Time Reliability performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate National Highway System that are reliable. Level of Travel Time Reliability is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50^{th} percentile) over of all applicable roads, between the hours of 6 a.m. and 8 p.m. each day. The measures are expressed as the percent of person-miles traveled on the Interstate or Non-Interstate National Highway System that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments.

Truck Travel Time Reliability Measure - The Truck Travel Time Reliability performance measure assesses the reliability index for trucks traveling on the interstate. A Truck Travel Time Reliability ratio is generated by dividing the 95^{th} percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or metropolitan planning organization planning area to determine the Truck Travel Time Reliability index.

System Performance and Freight Targets - Federal rules require metropolitan planning organizations to establish four-year performance targets for the Level of Travel Time Reliability and Truck Travel Time Reliability performance measures, within 180 days of Florida Department of Transportation setting statewide targets. Metropolitan planning organizations can either agree to program projects that will support the statewide targets, or set their own quantifiable targets for the metropolitan planning organization's planning area.

The Florida Department of Transportation set the following statewide targets on May 18, 2018:

Performance Measure	2-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2019)	4-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)
Percent of person-miles on the Interstate system that are reliable (Interstate Level of Travel Time Reliability)	75%	70%
Percent of person-miles on the non-Interstate National Highway System that are reliable (Non-Interstate National Highway System Level of Travel Time Reliability	Not Required	50%
Truck Travel Time Reliability	1.75	2.00

In setting the statewide targets, the Florida Department of Transportation considered several factors. The key considerations included:

- Florida Department of Transportation currently has the following conditions:
  - 82% of person-miles traveled on the Interstate that are reliable;
  - 84% of person-miles traveled on the non-Interstate that are reliable;
  - 1.43 truck travel time reliability index
- Florida Department of Transportation reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable. One key conclusion from this effort is that there is a degree of uncertainty with the future performance of reliability.
- Florida Department of Transportation sought to be conservative in its targets and closely monitor its PM3 performance in the coming years.

On October 22, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area set system performance targets consistent with the Florida Department of Transportation statewide system performance targets, thus agreeing to plan and program projects in the Transportation Improvement Program that will, once implemented, make progress toward achieving the statewide targets. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Improvement Program was developed and is managed in cooperation with the Florida Department of Transportation and City of Gainesville Regional Transit System. In accordance with the Public Involvement Plan, other public transportation providers, freight shippers and the general public have opportunity to participate in the development of the Transportation Improvement Program. The Transportation Improvement Program includes specific investment priorities established in the Year 2040 Long-Range Transportation Plan that address system performance and reliability on the National Highway System within the Gainesville Metropolitan Area, such as those in the following categories:

- Corridor improvements;
- Intersection improvements (on National Highway System roads);
- Intersection improvements;
- Projects evaluated in the Congestion Management Plan and selected for the Transportation Improvement Program;
- Investments in transit, bicycle, or pedestrian systems that are expected to promote mode shift;
- Managed lanes;
- Transportation system management and operations projects or programs; and
- Travel demand management programs.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Improvement Program has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the statewide Level of Travel Time Reliability and Truck Travel Time Reliability performance targets.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area System Performance Target

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

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

These performance measures and targets shall be in accordance with Florida Department of Transportation policies and procedures.

These 2018 targets will be documented in the Year 2045 Long-Range Transportation Plan update.

7. Specific Investment Priorities

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area provides project priorities to the Florida Department of Transportation. These priorities are considered for inclusion in the Florida Department of Transportation Office of Work Program Tentative Work Program. The Florida Department of Transportation provides the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area an opportunity to review and comment on the Tentative Work Program. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area forwards its comments on the Tentative Work Program to the Florida Department of Transportation. The Florida Department of Transportation responds to the comments.

The Transportation Improvement Program includes federal and state-funded projects as determined by the Florida Department of Transportation Office of Work Program. Progress towards achieving performance targets for the following performance measures is contingent on projects selected for implementation by the Florida Department of Transportation Office of Work Program:

- Safety Performance Measures;
- System Performance Measures;
- Bridge Performance Measures;
- Pavement Performance Measures;
- Transit Asset Management Performance Measures;
- Transit Safety Performance Measures;
- State Asset Management Plan; and
- Florida Freight Mobility and Trade Plan.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will continue to coordinate with the Florida Department of Transportation and transit providers to take action on the additional targets and other requirements of the federal performance management process.

Additional information on the project selection prioritization process is included in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area List of Priority Projects. Below is the website link to the List of Priority Projects.

http://ncfrpc.org/mtpo/publications/LOPP/2020/LOPP20a.pdf

a. Safety

The Transportation Improvement Program includes specific investment priorities that support all of the goals of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area including safety, using a prioritization and project selection process established in the Year 2040 Long-Range Transportation Plan. The Transportation Improvement Program prioritization process continues to use a data-driven method and stakeholder input that evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The goal of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements.

The Transportation Improvement Program considers potential projects within specific investment priorities established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Year 2040 Long-Range Transportation Plan. For the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, this includes safety programs and projects such as:

- Participation in the Alachua County Traffic Safety Team;
- Receiving Safety fund priority recommendations from the Alachua County Traffic Safety Team;

- Participation in Safe Routes to School grant applications;
- NE 18th Avenue Sidewalk [4394951];
- NW 42nd Avenue Bike Path/Trail Project
- State Road 24 (Waldo Road) Streetlighting Project [4394891];
- State Road 26 (University Avenue) Streetlighting Projects [4398021, 4398031, 4398081];
- U.S. Highway 441 (West 13th Street) Streetlighting Project [4398061];
- U.S. Highway 441 Resurfacing (Raised Pavement/Guardrail) Project [4361571];
- Downtown Gainesville/University of Florida area Pedestrian Aid Grant [4450611, 4450612, 4450613];
- Interstate 75/U.S. Highway 441 along Paynes Prairie Guardrail project [4434891];
- State Road 121 (NW 34th Street) Corridor Turnlane Project [4394901]; and
- State Road 121 (SW 34th Street) Turnlane Realignment Project [4394881].

b. Transit

The Transportation Improvement Program considers potential projects within specific investment priorities established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Year 2040 Long-Range Transportation Plan. For the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, this includes transit projects, in support of the Regional Transit System and Metropolitan Transportation Planning Organization state-of-good-repair targets, such as:

- Federal Transit Administration Capital Block Grants for replacement vehicle purchases - Section 5307 Capital and Operating Grant [4040261];
- Federal Transit Administration Capital Discretionary Grants for replacement vehicle purchases Small Urban Grant - Capital Purchase [4352108] Low or No-Emission Vehicle Purchase [4428971]; and
- Florida Department of Transportation Service Demonstration Project - Autonomous Bus Route Service Development Project [4330761].

c. Bridge

The Transportation Improvement Program considers potential projects within specific investment priorities established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Year 2040 Long-Range Transportation Plan. For the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, this includes bridges maintenance projects. Currently, there are no bridge maintenance projects scheduled for any National Highway System facility within the Gainesville Metropolitan Area.

d. Pavement

The Transportation Improvement Program considers potential projects within specific investment priorities established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Year 2040 Long-Range Transportation Plan. For the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, this includes recently completed or scheduled pavement management projects on National Highway System facilities such as:

- Interstate-75 - From Marion Countyline to south of State Road 121 [4288051]
- Interstate-75 - From south of State Road 121 to south of State Road 222 [4288041]
- Interstate-75 - From south of State Road 222 to north of U.S. Highway 441 [4288031]; and
- U.S. Highway 441 - Marion Countyline to south of State Road 331 [4361571]

e. System

The Transportation Improvement Program considers potential projects within specific investment priorities established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Year 2040 Long-Range Transportation Plan. For the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, this includes system performance projects in support of person and freight travel time reliability targets, such as:

- Interstate-75 - From Marion Countyline to south of State Road 24 Intelligent Transportation System Freeway Management [4335101];
- U.S. Highway 441 From SW 104th Avenue to SW 66th Place Intelligent Transportation System Surveillance System [4337651]; and
- U.S. Highway 441 Arterial Dynamic Message Sign just south of State Road 331 [4380851]

8. Target Monitoring/Reporting

To address Fixing America's Surface Transportation Act monitoring and reporting requirements, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area provides target monitoring in its transportation improvement program for the following performance measures.

- Safety Performance Measures;
- System Performance Measures;
- Bridge Performance Measures;
- Pavement Performance Measures;
- Transit Asset Management Performance Measures;
- Transit Safety Performance Measures;
- State Asset Management Plan; and
- Florida Freight Mobility and Trade Plan.

a. Safety

Progress toward achieving the Target Zero for fatalities and serious injuries is shown in the matrix below.

Safety Target Monitoring

	Year			
	2015	**2016**	**2017**	**2018**
Casualty Type - Nominal				
Fatalities	-	-	-	-
Serious Injuries	-	-	-	-
Non-Motorized Fatalities and Serious Injuries	-	-	-	-
Casualty Type - Rate [Per 100.000 Vehicle Miles Travelled]				
Fatalities	-	-	-	-
Serious Injuries	-	-	-	-

b. Transit

Progress toward achieving the Target Percent of Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark is shown in the matrix below.

Revenue Vehicle Target Monitoring

Performance Measure	Revenue Vehicle	Year			
		2015	2016	2017	2018
Age - Percent of Revenue Vehicles within a Particular Asset Class That Have Met or Exceeded Their Useful Life Benchmark	Bus	-	-	-	23.88
	Cutaway	-	-	-	5.26

Equipment Target Monitoring

Performance Measure	Equipment	Year			
		2015	2016	2017	2018
Age - Percent of Vehicles That Have Met or Exceeded Their Useful Life Benchmark	Non-Revenue/Service Automobile	-	-	-	36.11

Facilities Performance Target Monitoring

Performance Measure	Facilities	Year			
		2015	2016	2017	2018
Condition - Percent of Facilities with a Condition Rating Below 3.0 on the Federal Transit Administration Transit Economic Requirements Model Scale	Administration	-	-	-	0%
	Maintenance	-	-	-	0%
	Passenger Facilities	-	-	-	0%

Transit Safety Target Monitoring*

Performance Measure and Rate	Year			
	2015	2016	2017	2018
Preventable Accidents Per 100.000 Miles	-	-	-	-
Injuries Per 100.000 Miles	-	-	-	-
Fatalities Per 100.000 Miles	-	-	-	-
Safety Events Per 100.000 Miles	-	-	-	-
System Reliability - Less than 9,000 miles Between Mechanical Failures	-	-	-	-

* Transit Safety Targets were set in 2020.

Progress toward achieving the Target 90 percent of bridges on the National Highway System with condition rating of either Excellent or Good is shown in the matrix below.

Bridge Target Monitoring

Performance Measure	Year			
	2015	2016	2017	2018
Percent of bridges on the National Highway System with condition rating of either Excellent or Good	-	-	-	72%

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

c. Pavement

Progress toward achieving the Target 80 percent of lane miles on the National Highway System with condition rating of either Excellent or Good is shown in the matrix below.

Pavement Target Monitoring

Pavement Performance Measure	Year			
	2015	2016	2017	2018
Percent of lane miles on the National Highway System with condition rating of either Excellent or Good	-	-	-	-

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

d. System

Progress toward achieving the Target 70 percent of person-miles on the Interstate system that are reliable; Target 50 percent of person miles on the non-Interstate National Highway System that are reliable; and Target 2.00 Truck Travel Time Reliability rate is shown in the matrix below.

System Performance Target Monitoring

Performance Measure	Year			
	2016	2016	2017	2018
Percent of person-miles on the Interstate system that are reliable (Interstate Level of Travel Time Reliability)	97%	97%	94%	-
Percent of person-miles on the non-Interstate National Highway System that are reliable (Non-Interstate National Highway System Level of Travel Time Reliability	89%	87%	84%	-
Truck Travel Time Reliability	1.13	1.13	1.21	-

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

List of Priority Projects
Fiscal Years 2021-22 to 2025-26
June 22, 2020
Performance Measures and Targets Excerpt

3. Consideration of Performance Measures and Targets in the Project Selection Process

a. Project Selection Process

As established by the Moving Ahead for Progress in the 21st Century Act and maintained in the Fixing America's Surface Transportation Act, performance measure and target requirements for state departments of transportation, metropolitan planning organizations and transit agencies include:

Measure / Activity	Affected Facilities / Agency
Safety Measures (fatalities and serious injuries)	All public roads
Asset Management Plan	Florida Department of Transportation
Pavement Measures (state of good repair)	National Highway System
Bridge Measures (state of good repair)	National Highway System
Freight Mobility Measures	National Highway System
Planning Activities	All Agencies
System Performance Measures	National Highway System
Transit Measures (state of good repair)	Regional Transit System
Transit Safety Measures	Regional Transit System

All National Highway System facilities within the Gainesville Metropolitan Area are maintained by the Florida Department of Transportation. Therefore, the Florida Department of Transportation is the lead agency for meeting performance measure targets and setting and funding prioritized projects on the National Highway System. The following sections describe performance measure activity.

i. Safety Measures

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the safety performance measures requirements, including consideration of policies and criteria specified in the Florida Strategic Highway Safety Plan and the Florida Highway Safety Improvement Program for all public roads within the Gainesville Metropolitan Area. The Florida Department of Transportation Strategic Highway Safety Plan identifies a target of zero on all public roads for fatalities and serious injuries. At its December 4, 2017 and December 17, 2018 meetings, the Metropolitan Transportation Planning Organization set a safety target of zero on all public roads for fatalities and serious injuries. Appropriate data is reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

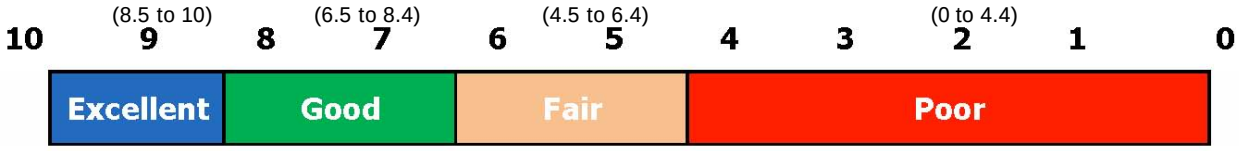
In addition, Metropolitan Transportation Planning Organization participates in the Alachua County Traffic Safety Team and Safe Routes to School grant application process.

ii. Asset Management Plan

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of its Asset Management Plan for National Highway System facilities within the Gainesville Metropolitan Area. Projects on the National Highway System in the Florida Department of Transportation Tentative Work Program are to be reviewed for consistency with the Florida Transportation Plan, Asset Management Plan and the Metropolitan Transportation Planning Organization Year 2040 Long-Range Transportation Plan. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

iii. Pavement Measures (State of Good Repair)

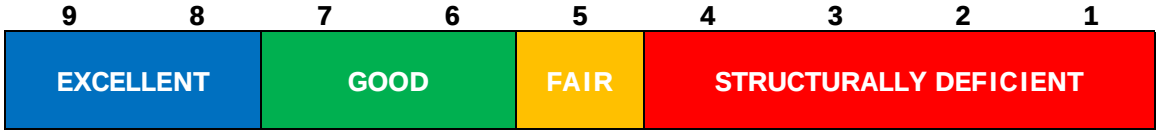
The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the pavement management performance measures requirements for National Highway System facilities within the Gainesville Metropolitan Area. The Florida Department of Transportation Asset Management Plan identifies a target of 80 percent of all lane-miles on the State Highway System have a Pavement Condition Rating of "excellent" or "good." The Florida Department of Transportation transmitted the 80 percent of all lane-miles on the State Highway System have a Pavement Condition Rating of "excellent" or "good" target to the Federal Highway Administration on May 18, 2018. Appropriate pavement condition data is reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program. The Florida Department of Transportation pavement condition scale is below.



iv. Bridge Measures (State of Good Repair)

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the bridge condition performance measures requirements for National Highway System facilities within the Gainesville Metropolitan Area. The Florida Department of Transportation Asset Management Plan identifies a target 90 percent of its primary bridges having a rating of 6 or higher on National Bridge Inventory Rating Scale. The Florida Department of Transportation transmitted the 90 percent of its primary bridges having a rating of 6 or higher on National Bridge Inventory Rating Scale target to the Federal Highway Administration on May 18, 2018. Appropriate data is reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

As shown in the Florida Department of Transportation Asset Management Plan, the National Bridge Inventory Rating Scale is as follows:



v. Freight Mobility Measures

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the freight mobility performance measures requirements, including consideration of policies and criteria specified in the Florida Freight Mobility and Trade Plan for National Highway System facilities within the Gainesville Metropolitan Area. Appropriate data is reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program. The Florida Department of Transportation transmitted a 1.75 Truck Travel Time Ratio two-year target and a 2.0 Truck Travel Time Ratio four-year target to the Federal Highway Administration on May 18, 2018. The Metropolitan Transportation Planning Organization also participates in the Florida Metropolitan Planning Organization Advisory Council Freight Committee meetings.

vi. Planning Activities

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the Planning Activity performance measures requirements. Resolution No. 2018-05 states that the Metropolitan Transportation Planning Organization shall conduct its transportation planning process and develop transportation planning documents that address federal transportation planning requirements regarding performance measures as established in the Moving Ahead For Progress In The 21st Century Act and in the Fixing America's Surface Transportation Act with regard to receiving Federal Highway Administration metropolitan planning funds and Federal Transit Administration planning funds. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

vii. System Performance Measures

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the system performance measures requirements for National Highway System facilities within the Gainesville Metropolitan Area. Appropriate data is reviewed relevant to the performance measures. The Florida Department of Transportation transmitted a 75 Percent Reliability for Interstate Person-Miles Travelled two-year target, a 70 Percent Reliability for Interstate Person-Miles Travelled four-year target and a 50 Percent Reliability for Non-Interstate National Highway System Person-Miles Travelled four-year target to the Federal Highway Administration on May 18, 2018. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

viii. Transit Asset Management Measures (State of Good Repair)

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation and the City of Gainesville Regional Transit System on the implementation of the transit state of good repair performance measures requirements. The Metropolitan Transportation Planning Organization set its transit state of good repair targets consistent with the Regional Transit System state of good repair targets on August 27, 2018. Appropriate data is to be reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

ix. Transit Safety Measures (Safety Risks and Safety Hazards)

The Metropolitan Transportation Planning Organization will coordinate with the Florida Department of Transportation and the City of Gainesville Regional Transit System on the development and implementation of the transit safety performance measures requirements. The Regional Transit System needs set its transit safety targets by July 20, 2020. The Metropolitan Transportation Planning Organization set its transit safety targets consistent with the Regional Transit System state of good repair targets on June 22, 2020. Appropriate data is to be reviewed relevant to the performance measures.

This information will contribute to the prioritization of projects for inclusion in the Transportation Improvement Program.

b. Targets

As established by the Moving Ahead for Progress in the 21st Century Act and maintained in the Fixing America's Surface Transportation Act, performance measure and target requirements for state departments of transportation and metropolitan planning organizations include:

- Safety Measures (fatalities and serious injuries) - All public roads;
- Asset Management Plan - National Highway System (Florida Department of Transportation only);
- Pavement Measures (state of good repair) - National Highway System;
- Bridge Measures (state of good repair) - National Highway System;
- Freight Plan - National Highway System (Florida Department of Transportation only);
- Planning Activities - National Highway System
- System Performance Measures - National Highway System;
- Transit Asset Management Measures (state of good repair) - Regional Transit System; and
- Transit Safety Measures (safety risks and safety hazards) - Regional Transit System.

The Metropolitan Transportation Planning Organization coordinated with the Florida Department of Transportation on the implementation of the performance measures requirements. Appropriate data was reviewed relevant to the performance measures. This information contributed to the prioritization of projects for inclusion in the Transportation Improvement Program.

All National Highway System facilities within the Gainesville Metropolitan Area are maintained by the Florida Department of Transportation. Therefore, the Florida Department of Transportation is the lead agency for meeting performance measure targets and setting and funding prioritized projects on the National Highway System. The performance measure and target status matrix below shows the due dates and target setting dates.

Performance Measure Compliance Action	Measure						
	Safety	Planning Requirements	System Performance	Bridge	Pavement	Transit Asset	Transit Safety
Florida Department of Transportation / Regional Transit System							
Target/Compliance Due Date	8/31/17	5/27/18	5/20/18	5/20/18	5/20/18	6/30/18	7/20/20
Target/Compliance Setting Date	8/31/17	4/30/18	5/18/18	5/18/18	5/18/18	TBD	TBD
Long-Range Transportation Plan	TBD	TBD	TBD	TBD	TBD	TBD	TBD
State Transportation Improvement Program - 10/1/18 and Beyond	8/31/17	4/30/18	5/18/18	5/18/18	5/18/18	N/A	N/A
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area							
Target/Compliance Due Date	2/27/18	5/27/18	11/14/18	11/14/18	11/14/18	10/1/18	TBD
Target/Compliance Setting Date	12/4/17	4/23/18	10/22/18	10/22/18	10/22/18	8/27/18	6/22/20
Long-Range Transportation Plan	10/5/20*	10/5/20*	10/5/20*	10/5/20*	10/5/20*	10/5/20*	10/5/20*
Transportation Improvement Program - 10/1/18 and Beyond	6/25/18	6/25/18	10/22/18	10/22/18	10/22/18	8/27/18	6/22/20

N/A - Not Applicable; TBD - To Be Determined; * Long-Range Transportation Plan Update Deadline

c. Monitoring/Coordination

The Metropolitan Transportation Planning Organization for the Gainesville Metropolitan Area implements the Fixing America's Surface Transportation Act performance measures requirements as follows:

i. Safety

Safety Targets of zero for fatalities, serious injuries and non-single occupant vehicles were initially set at the December 4, 2017 Metropolitan Transportation Planning Organization meeting. Safety Targets of zero for fatalities, serious injuries and non-single occupant vehicles were set again at the December 17, 2018 Metropolitan Transportation Planning Organization meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act System Performance Measures on all public roads. Projects included in the Transportation Improvement Program considered safety criteria addressed in the Florida Transportation Plan, 2018 Florida Strategic Highway Safety Plan and Florida Highway Safety Improvement Program.

ii. Planning Requirements

Resolution 2018-05 stating compliance with planning requirements was approved at the April 23, 2018 Metropolitan Transportation Planning Organization meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act Planning Requirements.

iii. System Performance

System Performance Targets consistent with the Florida Department of Transportation System Performance Targets were set by the Metropolitan Transportation Planning Organization at its October 22, 2018 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act System Performance Measures for projects on National Highway System facilities within the Gainesville Metropolitan Area.

iv. Bridge

Bridge Condition Targets consistent with the Florida Department of Transportation System Performance Targets were set by the Metropolitan Transportation Planning Organization at its October 22, 2018 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act Bridge Measures and the Florida Department of Transportation Bridge Management System for projects on National Highway System facilities within the Gainesville Metropolitan Area.

v. Pavement

Pavement Condition Targets consistent with the Florida Department of Transportation System Performance Targets were set by the Metropolitan Transportation Planning Organization at its October 22, 2018 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act Pavement Management Measures and the Florida Department of Transportation Pavement Management Program for projects on National Highway System facilities within the Gainesville Metropolitan Area.

vi. Transit

Transit State of Good Repair Targets consistent with the Regional Transit System Transit State of Good Repair Targets were set by the Metropolitan Transportation Planning Organization at its August 27, 2018 meeting. Transit Safety Targets consistent with the Regional Transit System Transit Safety Targets were set by the Metropolitan Transportation Planning Organization at its June 22, 2020 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation and the Regional Transit System concerning the application and implementation of Fixing America's Surface Transportation Act Transit State of Good Repair and Safety Measures.

National Hignway System Facilities - Gainesville, Florida
Performance Measure and Target Network
Bridge [PM-2]
Pavement [PM-2]
System Performance [PM-3]

Facility	From	To
Interstate 75 [State Road 93]	GMA South Boundary	GMA North Boundary
U.S. Highway 441 [State Road 25/Martin Luther King, Jr. Highway]	GMA South Boundary	GMA North Boundary
State Road 121 [Williston Road] - State Road 331 [Williston Road] - SE 11th Street	GMA South Boundary	State Road 26/State Road 20 [East University Avenue]
State Road 26 [Newberry Road/University Avenue]	GMA West Boundary	State Road 20 [Hawthorne Road]
State Road 20 [East University Avenue - Hawthorne Road]	State Road 20 [Main Street]	GMA East Boundary
State Road 222 [North 39th Avenue]	Interstate 75 [State Road 93]	State Road 24 [Waldo Road]
State Road 24 [Archer Road - SW 13th Street - University Avenue - Waldo Road]	Interstate 75 [State Road 93]	GMA North Boundary

GMA - Gainesville Metropolitan Area

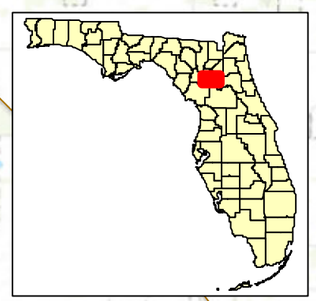
Notes - Safety performance measures and targets [PM-1] apply to all public roads.

Transit Asset Management performance measures and targets apply to City of Gainesville Regional Transit System infrastructure [facilities and equipment]

Transit Safety performance measures and targets apply to City of Gainesville Regional Transit System infrastructure [facilities and equipment]

Legend

- Interstate
- STRAHNET Route
- STRAHNET Connector
- Unbuilt
- Other Principal Arterials
- Intermodal Connector
- MAP-21 Principal Arterials
- Urban areas



ALACHUA

Gainesville

San Felasco State Preserve

Ironwood Golf Course

North Florida Evaluation And Treatment C

Loften

University of Florida

Oaks Mall

Newberry

NE State Road 26

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

FDOT

Florida Department of Transportation

Transportation Data & Analytics

Florida's National Highway System

Gainesville - 11/2/2020

N

0 0.425 0.85 1.7 2.55 3.4 Miles

Bridge Condition Performance Measure
Gainesville Metropolitan Area
National Highway System

Facility	Bridge Number	Facility/Feature Crossed	Sufficiency Rating	Health Index	NBI Rating
Interstate 75 - Northbound	260079	State Road 121	88.2	94.01	-
Interstate 75 - Southbound	260063	State Road 121	94.1	93.99	-
Interstate 75 - Northbound	260080	State Road 24	92.8	99.83	-
Interstate 75 - Southbound	260054	State Road 24	92.8	99.90	-
Interstate 75 - Northbound	260081	Hogtown Creek	89.8	86.55	-
Interstate 75 - Southbound	260055	Hogtown Creek	89.4	86.17	-
Interstate 75 - Northbound	260082	State Road 26	91.8	95.12	FO
Interstate 75 - Southbound	260057	State Road 26	84.1	95.94	FO
U.S. Highway 441	260018	Tumblin Creek	80.0	79.93	-
U.S. Highway 441	260092	NW 8th Avenue	75.7	96.03	-
U.S. Highway 441	260092	Hogtown Creek	68.6	65.51	-
State Road 24	260095	Hatchett Creek	77.1	60.75	-
State Road 24	260096	Hatchett Creek	77.1	34.60	-
State Road 222	260101	Interstate 75	86.9	98.90	-

FO - Functionally Obsolete
NBI - National Bridge Index

Source - Florida Department of Transportation Bridge Inventory 2020 Annual Report, July 2020

Traffic Safety Data - Rate
All Public Roads - Alachua County

100 Million Vehicle Miles Travelled Annually per Florida Department of Transportation Office of Transportation Data and Analytics												
2006	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**
29.56748732	30.87376417	29.26647959	28.58295142	28.57031364	28.3395882	27.8707700	28.4698751	29.5441027	30.1176460	31.1408361	31.1943177	32.4252701
Fatality Counts by Year												
43	57	42	30	26	27	37	32	30	37	46	56	52
Serious Injury Counts by Year												
308	306	249	346	336	326	271	236	211	285	318	269	284
Fatality Rates per Annual 100 Million Vehicle Miles Travelled												
1.454	1.846	1.435	1.050	0.910	0.953	1.328	1.124	1.015	1.229	1.477	1.795	1.604
Serious Injury Rates per Annual 100 Million Vehicle Miles Travelled												
10.417	9.911	8.508	12.105	11.760	11.503	9.723	8.289	7.142	9.463	10.212	8.623	8.759
Ped/Bike Combined Fatal and Serious Injuries by Year												
48	44	51	31	40	37	48	32	34	34	41	45	47

State Highway System - Alachua County

State Highway System (SHS) 100 Million Vehicle Miles Travelled Annually per Florida Department of Transportation Office of Transportation Data and Analytics												
2006	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**
20.19490615	20.96781920	19.72669362	19.22654290	19.12516782	18.88254500	18.19020000	18.72158000	19.53407000	20.12464000	20.81185800	20.68564500	21.82700000
State Highway System Fatality Counts by Year												
32	42	31	20	24	20	29	26	22	25	37	37	37
State Highway System Serious Injury Counts by Year												
212	208	159	247	239	226	188	173	151	197	208	202	179
State Highway System Fatality Rates per Annual 100 Million Vehicle Miles Travelled												
1.585	2.003	1.571	1.040	1.255	1.059	1.594	1.389	1.126	1.242	1.778	1.789	1.695
State Highway System Serious Injury Rates per Annual 100 Million Vehicle Miles Travelled												
10.498	9.920	8.060	12.847	12.497	11.969	10.335	9.241	7.730	9.789	9.994	9.765	8.201
State Highway System Ped/Bike Combined Fatal and Serious Injuries by Year												
31	33	33	19	30	23	30	22	17	25	29	31	31

Local Roads - Alachua County

Public Roads not on the State Highway System (Local Roads) 100 Million Vehicle Miles Travelled Annually per Florida Department of Transportation Office of Transportation Data and Analytics												
2006	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**
9.3725812	9.9059450	9.5397860	9.3564085	9.4451458	9.4570432	9.6805700	9.7482951	10.0100327	9.9930060	10.3289781	10.5086727	10.5982701
Local Roads Fatality Counts by Year												
11	14	11	9	2	6	8	6	8	12	9	18	15
Local Roads Serious Injury Counts by Year												
88	83	79	92	83	85	72	54	53	85	106	66	101
Local Roads Fatality Rates per Annual 100 Million Vehicle Miles Travelled												
1.174	1.413	1.153	0.962	0.212	0.634	0.826	0.615	0.799	1.201	0.871	1.713	1.415
Local Roads Serious Injury Rates per Annual 100 Million Vehicle Miles Travelled												
9.389	8.379	8.281	9.833	8.788	8.988	7.438	5.539	5.295	8.506	10.262	6.281	9.530
Local Roads Ped/Bike Combined Fatal and Serious Injuries by Year												
12	8	12	12	7	10	14	7	13	8	12	14	16
Parking Lot & Private Property Ped/Bike Combined Fatal and Serious Injuries by Year												
5	3	6	-	3	4	4	3	4	1	-	-	-

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2021 - 2026, EXTRACTED ON 10/11/2020

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

DISTRICT = 2 COUNTY = ALACHUA

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS / %T / FY-P / FY-F	TYP SPD / AADT / SURFTYPE / WKMX-P / ASTYPE / WKMX-F	DISTRESS RATINGS	SURVEYED YEAR 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	FUTURE 2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2025 (REG)
26003000	0.000	2.544	C	1	1 40	CRACKING	10.0	10.0	9.5	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.5	6.5															
120				4	3.6 14700	RIDE	8.9	7.7	7.6	8.3	7.8	7.4	7.3	7.2	7.5	7.2	7.0	6.8	6.3																	
SR 25(0.0C)					FC125R																													
						CRACKING	4.5*	4.5*	4.5*	4.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5														
				(2012)		RIDE	6.1	6.4	6.1	6.2	7.8	7.7	7.3	7.6	7.2	7.3	7.6	7.3	7.2	7.0														
26004000	0.000	1.712	R	1	1 35	CRACKING	9.0	9.0	9.0	9.5	9.0	9.0	6.5	6.5	6.5	6.5	6.5	10.0	10.0															
24A				2	3.6 20500	RIDE	7.9	8.0	8.0	8.1	7.5	7.4	6.8	7.1	7.0	6.1	6.4	8.0	7.7																	
SR 24(0.0C)					FC125																													
2075552	0.000	0.931	C	2005	0012	CRACKING	10.0	10.0	10.0	9.5	9.5	9.0	9.0	9.0	9.0	9.0	8.0	7.0	7.0	6.6*														
PREFERRED MATERIALS, INC.				(2006)		RIDE	6.7	7.4	7.3	7.3	7.2	7.1	7.0	7.3	6.6	6.8	6.9	6.8	6.7	6.3												
26004000	1.712	2.201	C	1	1 35	CRACKING	9.0	7.5	7.5	6.5	4.5*	4.5*	4.5*	4.5*	4.5*	2.0*	2.0*	10.0	10.0															
24A				2	3.6 9400	RIDE	7.7	7.3	7.4	7.6	6.8	6.5	6.0*	6.5	6.0	4.5*	4.5*	8.3	8.3																	
SR 331(2.2C)					FC125																													
2075552	1.651	2.201	C	2005	0012	CRACKING	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	8.5	7.5	7.5*														
PREFERRED MATERIALS, INC.				(2006)		RIDE	7.6	8.2	8.2	8.2	7.9	7.6	7.7	8.1	7.3	7.7	7.8	7.7	7.6	7.3												
26004000	0.000	1.712	L	1	1 35	CRACKING	10.0	10.0	10.0	9.5	9.0	9.0	6.5	6.5	6.5	6.5	5.5*	10.0	10.0															
24A				2	3.6 20500	RIDE	8.1	7.9	8.1	8.1	7.6	7.9	7.5	7.4	7.4	6.4	7.0	8.0	7.5																	
SR 24(0.0C)					FC125																													
2075552	0.000	0.931	C	2005	0012	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	9.5	6.5	6.5	6.5	6.5	6.5	6.5	4.5*														
PREFERRED MATERIALS, INC.				(2006)		RIDE	7.0	6.6	7.3	7.4	7.2	7.1	7.0	7.3	6.8	6.4	6.8	6.9	6.8	6.4												
26005000	0.000	0.469	R	1	6 45	CRACKING	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5			10.0	10.0	10.0															
222				2	2.5 31500	RIDE	7.6	7.7	7.9	8.0	7.4	7.2	7.0	6.7			7.7	7.4	7.4																	
					FC125M																															
						CRACKING	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0		10.0	10.0																	
				(2019)		RIDE	7.3	7.2	7.2	7.4	7.3	7.3	7.3	7.4	6.3	6.1																				
26005000	0.469	1.204	R	1	1 45	CRACKING	10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.0	9.0	7.5	7.5	7.5	10.0															
222				2	2.5 31500	RIDE	8.6	8.7	8.8	8.6	8.6	8.5	8.4	8.5	7.8	7.6	8.0	7.8	8.5																	
NW 92ND CT(0.5C)					FC125M																													
2075452	0.522	3.466	C	2006	0012	CRACKING	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	8.0	7.5	7.3*														
PREFERRED MATERIALS, INC.				(2007)	SPR	RIDE	8.3	8.0	8.2	8.1	7.9	7.9	7.9	7.9	7.6	7.4	7.8	7.7	7.6	7.2												
4470321	0.400	3.693	C	2024	0012																													
26005000	1.204	2.080	R	1	1 45	CRACKING	10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.0	9.0	7.5	7.5	7.5	10.0															
222				2	2.5 31500	RIDE	8.6	8.7	8.8	8.6	8.6	8.5	8.4	8.5	7.8	7.6	8.0	7.8	8.5																	
NW 76 ST(1.6R)					FC125M																													
2075452	0.522	3.466	C	2006	0012	CRACKING	10.0	10.0	10.0	10.0	9.0	9.0	9.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0														
PREFERRED MATERIALS, INC.				(2007)	SPR	RIDE	8.3	8.0	8.2	8.1	7.9	7.9	7.9	8.5	7.9	7.9	8.1	8.1	8.0	7.9												
4470321	0.400	3.693	C	2024	0012																													
26005000	2.080	3.631	R	1	1 45	CRACKING	10.0	10.0	10.0	9.5	7.0	7.0	7.0	7.0	5.5*	4.5*	4.5*	4.5*	10.0															
222				2	2.5 37000	RIDE	8.7	8.5	8.4	8.6	8.1	7.9	8.0	8.0	7.6	7.3	7.0	6.8	8.5																	
SIDE ROAD(2.3C)					FC125M																													
2075452	0.522	3.466	C	2006	0012	CRACKING	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0	9.0	9.0	8.0	7.0	6.5	6.2*														
PREFERRED MATERIALS, INC.				(2007)	SPR	RIDE	8.3	8.0	8.2	8.1	7.9	7.9	7.9	7.9	7.7	7.7	7.9	7.9	7.9	7.5												
4470321	0.400	3.693	C	2024	0012																													
26005000	3.631	5.570	R	1	1 45	CRACKING	10.0	10.0	10.0	9.5	7.0	7.0	8.0	8.0	8.0	8.0	7.5	10.0	10.0															
222				2	2.5 34500	RIDE	8.7	8.5	8.4	8.6	8.1	7.9	8.7	8.6	8.3	7.8	7.4	8.0	8.1																	
CR 2053(3.7C)					FC125																													
2076112	3.638	4.733	C	2004	0012	CRACKING	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0	9.0	9.0	8.0	7.0	7.0	6.6*														
V. E. WHITEHURST & SONS, I				(2006)		RIDE	7.8	8.0	8.2	8.1	7.9	7.9	7.9	7.9	7.7	7.7	7.9	7.9	7.9	7.7												
26005000	5.570	10.691	R	1	1 45	CRACKING	10.0	10.0	10.0	8.0	8.0	8.0	8.0	7.5	7.5	7.5	7.5	6.5	6.0*															
222				2	2.5 16800	RIDE	8.7	8.4	8.4	8.2	8.2	7.9	8.0	8.0	7.9	7.4	6.9	6.3	6.0																	
NW 23RD TER(5.6R)					FC125M																													
2076113	5.546	10.587	R	2009	0012	CRACKING	4.0*	4.0*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	8.0	8.0														
PREFERRED MATERIALS, INC.				(2010)	SPR	RIDE	6.1	5.8	8.3	8.1	8.0	7.9	7.9	7.9	7.8	7.7	7.9	7.9	7.9	7.6												
26005000	10.691	14.290	C	1	1 55	CRACKING	9.5	7.5	7.5	7.5	5.5*	4.5*	4.5*	4.5*	4.5*	4.5*		10.0	10.0															
222				2	2.5 7900	RIDE	8.3	7.9	8.1	8.1	8.4	8.3	8.2	8.2	7.9	6.7		8.8	8.7																	
SIDE ROAD(10.8C)					FC95																													
2077962	10.663	14.236	C	2004	0012	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	8.5	8.5														
PREFERRED MATERIALS, INC.				(2006)		RIDE	8.5	8.4	8.4	8.4	8.3	8.3	8.3	8.3	7.9	8.0	8.2	8.2	8.1	7.8												

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2025 FORECASTED BY SIMPLE LINEAR REGRESSION (REG).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2021 - 2026, EXTRACTED ON 10/11/2020

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 2 COUNTY = ALACHUA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / CONTRACTOR (AGE_ONE YEAR)	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	AADT / SURFTYPE / ASTYPE / WKMX-P / WKMX-F	DISTRESS RATINGS	SURVEYED YEAR 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	FUTURE 2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2025 (REG)
26005000	5.570	10.691	L	1	1	45	CRACKING	10.0	10.0	10.0	9.5	8.0	8.0	8.0	7.5	7.5	6.5	6.5	4.5*	4.5*															
222			2	2.5	16800		RIDE	8.5	8.3	8.4	8.1	8.2	8.2	7.8	8.1	7.8	7.2	7.3	6.7	6.2															
HANCOCK SQUARE ENT R(5.7C)							FC125M																												
2076113	5.546	10.587	L	2009		0012	CRACKING	3.5*	1.0*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	9.0														
PREFERRED MATERIALS, INC. (2010)							SPRIDE	6.2	5.9	8.3	8.0	8.0	7.9	7.9	7.9	8.0	7.5	7.9	7.8	7.7	7.5														
26005000	3.631	5.570	L	1	1	45	CRACKING	10.0	9.5	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	10.0	10.0															
222			2	2.5	34500		RIDE	8.5	8.2	8.3	7.9	7.7	7.3	7.6	7.6	7.5	7.0	7.0	7.8	7.1															
CR 2053(3.7C)							FC125																												
2076112	3.638	4.733	C	2004		0012	CRACKING	10.0	10.0	10.0	10.0	9.5	9.0	8.0	8.0	8.0	8.0	8.0	7.0	7.0	5.9*														
V. E. WHITEHURST & SONS, I(2006)							RIDE	7.9	7.8	8.1	8.0	8.0	7.9	7.7	7.8	8.1	7.6	8.0	8.0	8.0	8.0														
26005000	2.080	3.631	L	1	1	45	CRACKING	10.0	9.5	8.0	8.0	8.0	8.0	8.0	8.0	7.5	6.5	6.5	4.5*	10.0															
222			2	2.5	37000		RIDE	8.5	8.2	8.3	7.9	7.7	7.3	8.2	8.0	7.9	7.4	6.9	6.8	8.4															
SIDE ROAD(2.3C)							FC125M																												
2075452	0.522	3.466	C	2006		0012	CRACKING	10.0	10.0	10.0	10.0	9.5	9.0	8.0	8.0	8.0	8.0	8.0	7.0	4.5*	4.5*														
PREFERRED MATERIALS, INC. (2007)							SPRIDE	8.3	7.8	8.1	8.0	8.0	7.9	7.7	7.8	8.1	7.6	8.0	8.0	8.0	7.7														
4470321	0.400	3.693	C	2024		0012																													
26005000	1.204	2.080	L	1	1	45	CRACKING	10.0	9.5	9.5	9.5	8.0	8.0	8.0	8.0	7.5	6.5	6.5	4.5*	10.0															
222			2	2.5	31500		RIDE	8.6	8.6	8.8	8.5	8.7	8.0	8.2	8.0	7.9	7.4	6.9	6.8	8.4															
NW 78 TER(1.5L)							FC125M																												
							CRACKING	10.0	10.0	10.0	10.0	9.5	9.0	8.0	10.0	10.0	10.0	10.0	10.0	7.5	6.9														
				(2015)			RIDE	8.3	7.8	8.1	8.0	8.0	7.9	7.7	8.3	7.9	7.4	7.8	7.8	7.5	7.0														
4470321	0.400	3.693	C	2024		0012																													
26005000	0.469	1.204	L	1	1	45	CRACKING	10.0	9.5	9.5	9.5	8.0	8.0	8.0	8.0	7.5	6.5	6.5	4.5*	10.0															
222			2	2.5	31500		RIDE	8.6	8.6	8.8	8.5	8.7	8.0	8.2	8.0	7.9	7.4	6.9	6.8	8.4															
NW 92ND CT(0.5C)							FC125M																												
2075452	0.522	3.466	C	2006		0012	CRACKING	10.0	10.0	10.0	10.0	9.5	9.0	8.0	9.0	9.0	9.0	9.0	8.0	6.5	6.5*														
PREFERRED MATERIALS, INC. (2007)							SPRIDE	8.3	7.8	8.1	8.0	8.0	7.9	7.7	7.9	7.9	7.7	7.7	7.8	7.9	7.5														
4470321	0.400	3.693	C	2024		0012																													
26005000	0.000	0.469	L	1	6	45	CRACKING	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5			10.0	10.0	10.0															
222			2	2.5	31500		RIDE	7.6	7.7	7.9	8.0	7.4	7.2	7.0	6.7			7.7	7.5	7.6															
FRONTAGE RD(0.4L)							FC125M																												
							CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0														
				(2019)			RIDE	7.2	7.4	7.2	7.3	7.4	7.4	7.2	7.5	6.7	6.4																		
26010000	0.000	11.639	R	1	2	65	CRACKING	10.0	10.0	10.0	10.0	8.0	7.5	7.5	7.5	4.5*	4.5*	4.5*	3.5*	1.0*															
25 441			2	4.1	14400		RIDE	8.2	7.9	8.1	8.0	8.7	8.6	8.5	8.5	8.0	7.4	7.0	6.7	6.1*															
SE 183 PL(0.2R)							FC5M																												
2078498	0.000	11.462	C	2007		0012	CRACKING	10.0	10.0	10.0	10.0	10.0	9.5	9.5	8.0	8.0	6.5	4.5*	4.5*	0.0*	0.0*														
V. E. WHITEHURST & SONS, I(2008)							RIDE	8.1	8.1	8.2	8.2	8.1	7.9	7.8	7.5	8.1	7.9	7.7	7.8	8.1	7.7														
4361571	0.000	11.616	C	2021		0012																													
26010000	11.639	13.180	R	1	1	45	CRACKING	10.0	10.0	10.0	8.5	8.5	7.0	4.5*	4.5*	4.5*	4.5*	4.5*	3.5*	10.0															
25 441			2	4.4	17300		RIDE	8.7	8.5	8.5	8.6	8.3	8.2	8.0	8.0	7.8	7.0	6.7	6.4	8.0															
APT ENT(12.3R)							FC125M																												
2078497	11.500	12.539	C	2005		0012	CRACKING	10.0	10.0	10.0	10.0	9.5	9.0	9.0	9.0	9.0	7.5	7.5	6.5	4.5*	4.5*														
PREFERRED MATERIALS, INC. (2007)							RIDE	7.8	7.8	7.9	7.7	7.6	7.7	7.6	7.3	7.4	7.6	7.4	7.3	7.3	7.0														
4470331	11.467	13.499	C	2023		0012																													
26010000	13.180	13.444	C	1	6	35	CRACKING	9.0	6.5	6.5	6.5	6.5	6.5	4.5*	4.5*	4.5*	4.5*	4.5*	4.5*	10.0															
25 441			4	4.4	20500		RIDE	6.7	6.8	6.7	6.9	6.9	7.0	6.7	6.7	6.5	5.7	5.6	5.5	7.9															
TOWER DR(13.2L)							FC125M																												
2078497	12.539	13.534	C	2005		0012	CRACKING	10.0	10.0	10.0	9.5	9.5	9.0	9.0	9.0	9.0	9.0	9.0	8.0	8.0	7.5														
PREFERRED MATERIALS, INC. (2007)							RIDE	7.3	7.2	7.3	7.2	7.1	6.9	7.0	6.9	7.0	6.6																		
4470331	11.467	13.499	C	2023		0012																													
26010000	13.444	17.471	R	1	1	45	CRACKING	9.5	9.5	9.5	9.5	9.5	8.5	7.0	7.0	7.0	7.0	7.0	7.0	7.0															
25 441			2	4.4	18000		RIDE	7.8	7.6	7.7	7.8	7.5	7.3	7.4	7.1	6.9	6.6	6.5	6.3	5.9															
ARCHER RD(13.5R)							FC125M																												
2078499	13.444	17.471	R	2009		0012	CRACKING	7.0	6.5		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	8.5	8.3													
V. E. WHITEHURST & SONS, I(2011)							SPRIDE	5.9	5.7		8.0	7.8	7.5	7.5	7.0	7.0	7.3	7.1	7.1	7.1	6.4													
26010000	13.444	17.471	L	1	1	45	CRACKING	9.5	9.5	8.0	7.0	7.0	7.0	7.5	7.5	7.5	7.5	7.5	6.5	6.5													
25 441			2	4.4	18000		RIDE	8.2	8.1	8.2	8.2	7.7	7.6	7.5	7.5	7.3	6.9	6.9	6.6	6.1													
SR-24(13.5L)							FC125M																												
2078499	13.444	17.471	L	2009		0012	CRACKING	6.5	6.5		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5													
V. E. WHITEHURST & SONS, I(2011)							SPRIDE	5.8	6.2		7.9	7.8	7.6	7.6	7.3	6.8	7.4	7.4	7.3	7.3	6.8											

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2025 FORECASTED BY SIMPLE LINEAR REGRESSION (REG).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2021 - 2026, EXTRACTED ON 10/11/2020

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

DISTRICT = 2 COUNTY = ALACHUA

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	LN	%T	AADT	SURFTYPE / ASTYPE	DISTRESS	SURVEYED YEAR 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	FUTURE 2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2025 (REG)
26010000	11.639	13.180	L	1	1	45					CRACKING	10.0	10.0	10.0	10.0	10.0	9.5	4.5*	4.5*	4.5*	4.5*	4.5*	4.5*	10.0													
25 441			2	4.4	17300					RIDE		8.7	8.4	8.7	8.8	8.5	8.2	8.3	8.4	8.0	7.6	7.2	7.0	7.9													
SW 36 PL(11.9L)						FC125M																															
2078497	11.500	12.539	C	2005		0012					CRACKING	10.0	10.0	10.0	10.0	9.5	8.0	8.0	8.0	8.0	7.0	7.0	6.5	4.5*	4.0*												
PREFERRED MATERIALS, INC. (2007)											RIDE		6.8	6.8	7.7	7.7	7.6	7.6	7.6	7.0	7.4	7.4	7.3	7.3	7.2	7.2											
4470331	11.467	13.499	C	2023		0012																															
26010000	0.000	11.639	L	1	2	65					CRACKING	10.0	10.0	10.0	9.0	7.5	7.5	7.5	7.5	6.5	6.5	3.5*	0.0*	0.0*													
25 441			2	4.1	14400					RIDE		8.0	7.7	7.9	8.0	8.5	8.5	8.4	8.4	8.1	7.4	6.9	6.6	6.2*													
VETERANS WAY(0.7L)						FC5M																															
2078498	0.000	11.462	C	2007		0012					CRACKING	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.0	8.0	6.5	6.5	4.5*	0.0*	0.0*												
V. E. WHITEHURST & SONS, I(2008)											RIDE		7.0	7.6	8.2	8.2	8.2	8.0	8.0	7.8	8.2	8.2	8.1	8.2	8.3	8.3											
4361571	0.000	11.616	C	2021		0012																															
26020000	2.404	2.910	R	1	6	30					CRACKING	9.0	7.5	7.5	7.5	7.5	7.5	4.5*	3.5*	3.5*	7.5	7.5	7.5	7.5													
20			2	2.9	17000					RIDE		6.9	7.0	6.9	6.4*	6.5	6.1*	3.2*	3.3*	3.1*		4.9*	4.3*	4.1*													
CR 329(2.4C)						FC95MR																															
											CRACKING	7.5	1.0*	1.0*		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0											
				(2012)							RIDE	3.6*	3.8*	3.2*		7.9	7.8	7.4	7.5	7.0																	
26020000	2.910	6.180	C	1	1	35					CRACKING	10.0	10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.5	9.5	9.0	9.0	9.0													
20 441			4	2.9	10400					RIDE		7.8	7.7	7.8	7.3	7.1	6.9	6.7	6.8	6.7	6.5	6.7	6.6	6.5													
FIRST ST NW(2.9L)						FC125M																															
											CRACKING	7.5	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	8.5	8.5	8.0											
				(2009)							RIDE	5.8	7.5	7.6	7.3	7.4	7.3	7.1	7.3	6.8	7.0	6.8	6.7	6.7	6.3											
26020000	6.180	16.884	R	1	1	60					CRACKING	9.0	5.5*	5.5*	4.5*	4.5*	3.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0													
20 441			2	4.9	22000					RIDE		8.7	8.0	8.0	9.0	8.5	8.2	8.9	8.9	8.7	8.3	8.4	8.4	8.3													
NW 50TH AVE(6.2R)						FC5M																															
4286901	6.172	13.517	R	2014		0012					CRACKING	10.0	10.0	8.0	7.0	7.0	7.0	7.0		10.0	10.0	10.0	10.0	10.0	10.0												
PREFERRED MATERIALS, INC. (2016)											SPRIDE		6.6	8.1	8.1	8.1	8.0	8.1	8.0		8.6	8.7	8.7	8.9	8.9	8.9											
26020000	16.884	19.140	R	1	1	45					CRACKING	10.0	10.0	9.5	9.5	8.0	8.0	8.0	8.0	7.0	7.0	6.0*	6.0*	6.0*													
20 441			2	4.9	24000					RIDE		8.5	8.6	8.7	8.6	8.3	8.3	8.2	8.2	7.9	7.4	7.3	7.2	7.0													
NW 125 ST(17.0R)						FC125																															
2076483	16.802	19.743	C	2008		0012					CRACKING	4.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0	6.0*	6.0*											
ANDERSON COLUMBIA CO., INC(2009)											SPRIDE	6.1	8.4	8.3	8.3	8.3	8.3	8.2	8.3	7.3	7.1	7.9	8.0	7.9	7.3											
26020000	19.140	19.471	R	1	6	45					CRACKING	10.0	10.0	9.5	9.5	8.0	8.0	8.0	8.0	7.0	7.0	6.0*	6.0*	6.0*													
20 441			2	4.9	28000					RIDE		8.5	8.6	8.7	8.6	8.3	8.3	8.2	8.2	7.9	7.4	7.3	7.2	7.0													
						FC125																															
											CRACKING	4.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0	10.0											
				(2018)							RIDE	6.1	8.4	8.3	8.3	8.3	8.3	8.2	8.3	7.3																	
26020000	19.471	19.685	R	1	1	45					CRACKING	10.0	10.0	9.5	9.5	8.0	8.0	8.0	8.0	7.0	7.0	6.0*	6.0*	6.0*													
20 441			2	4.9	28000					RIDE		8.5	8.6	8.7	8.6	8.3	8.3	8.2	8.2	7.9	7.4	7.3	7.2	7.0													
NW 167TH BLVD(19.7R)						FC125																															
2076483	16.802	19.743	C	2008		0012					CRACKING	4.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		4.5*	4.5*	4.5*	2.4*											
ANDERSON COLUMBIA CO., INC(2009)											SPRIDE	6.1	8.4	8.3	8.3	8.3	8.3	8.2	8.3	7.3		7.3	7.6	7.7	7.0											
26020000	19.685	20.172	R	1	7	45					CRACKING	10.0	10.0	10.0	9.5	8.0	8.0	4.5*	4.5*	4.5*	4.5*	3.5*	10.0	10.0													
20 441			2	4.9	28000					RIDE		8.7	7.9	8.1	8.4	8.8	8.7	8.6	8.5	8.3	7.2	7.1	8.3	8.1													
SANTA FE HIGH SCHOOL ENT(19.8R)						FC125M																															
4361731	19.685	25.123	R	2018		0012					CRACKING	10.0	10.0	10.0	10.0	9.5	7.5	7.5	7.5	6.5	4.5*	4.5*	4.5*	10.0													
PREFERRED MATERIALS, INC. (2020)											SPRIDE	6.4	8.2	8.3	8.2	8.1	7.9	7.6	7.3	7.8	7.6	7.3	7.6	8.7													
26020000	20.172	23.874	R	1	7	65					CRACKING	10.0	10.0	10.0	9.5	8.0	8.0	4.5*	4.5*	4.5*	4.5*	3.5*	10.0	10.0													
20 441			2	4.9	22000					RIDE		8.7	7.9	8.1	8.4	8.8	8.7	8.6	8.5	8.3	7.2	7.1	8.3	8.1													
ALACHUA CITY LIMITS(20.2R)						FC5M																															
4361731	19.685	25.123	R	2018		0012					CRACKING	10.0	10.0	10.0	10.0	9.5	7.5	7.5	7.5	6.5	4.5*	4.5*	4.5*	10.0													
PREFERRED MATERIALS, INC. (2020)											SPRIDE	6.4*	8.2	8.3	8.2	8.1	7.9	7.6	7.3	7.8	7.6	7.3	7.6	9.1													
26020000	23.874	25.272	R	1	7	45					CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	10.0	10.0													
25 441			2	4.9	9600					RIDE		8.5	7.8	8.1	7.8	7.6	8.3	8.3	8.4	8.3	7.6	7.7	8.5	8.5													
NE 6 ST(24.2C)						FC125M																															
4361731	19.685	25.123	R	2018		0012					CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	8.5	10.0													
PREFERRED MATERIALS, INC. (2020)											SPRIDE	7.6	8.1	8.3	8.3	8.2	8.1	8.0	8.2	7.8	7.9	7.8	7.9	8.7													

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"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2025 FORECASTED BY SIMPLE LINEAR REGRESSION (REG).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2021 - 2026, EXTRACTED ON 10/11/2020

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 2 COUNTY = ALACHUA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	LN	%T	AADT	SURFTYPE	ASTYPE	RW FY-P	WKMX-P	WKMX-F	DISTRESS / RATINGS	SURVEYED YEAR 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	FUTURE 2025 (REG)
26020000	25.272	26.493	C	1	7	55									CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	9.0	10.0	10.0													
25 41			2	4.9	7300										RIDE	8.0	7.7	8.2	7.9	8.5	8.3	8.1	7.8	8.4	7.9	7.8	8.5	8.6													
NW 244 ST(25.4L)													FC125M																											
4361731	25.752	26.424	C	2018					0012						CRACKING	9.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	10.0													
PREFERRED MATERIALS, INC. (2020)															SPRIDE	8.4	8.0	8.2	8.2	8.1	8.1	8.1	8.1	7.7	7.6	7.8	7.8	8.7													
26020000	23.874	25.272	L	1	7	45									CRACKING	10.0	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.0	10.0	10.0													
25 441			2	4.9	9600										RIDE	8.3	8.0	8.0	7.7	7.2	8.0	8.0	7.9	7.5	7.1	6.9	8.4	8.4													
SR 20(24.0L)													FC125M																											
4361731	19.685	25.264	L	2018					0012						CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	9.0	10.0													
PREFERRED MATERIALS, INC. (2020)															SPRIDE	8.2	8.1	8.0	8.0	7.8	7.7	7.6	7.7	7.5	7.6	7.8	7.8	8.6													
26020000	20.172	23.874	L	1	7	65									CRACKING	10.0	9.0	7.5	7.5	5.5*	5.5*	4.5*	4.5*	4.5*	4.5*	1.0*	10.0	10.0													
20 441			2	4.9	22000										RIDE	8.9	8.1	8.5	8.1	8.8	8.7	8.6	8.4	8.4	6.9	6.9	8.3	8.2													
ALACHUA CITY LIMITS(21.1C)													FC5M																											
4361731	19.685	25.264	L	2018					0012						CRACKING	10.0	10.0	10.0	9.5	9.0	7.5	7.5	7.5	6.5	4.5*	4.5*	4.5*	10.0													
PREFERRED MATERIALS, INC. (2020)															SPRIDE	8.2	7.9	8.3	8.2	8.1	8.0	7.8	7.6	7.9	7.7	7.6	7.8	9.1													
26020000	19.685	20.172	L	1	7	45									CRACKING	10.0	9.0	7.5	7.5	5.5*	5.5*	4.5*	4.5*	4.5*	4.5*	1.0*	10.0	10.0													
20 441			2	4.9	28000										RIDE	8.9	8.1	8.5	8.1	8.8	8.7	8.6	8.4	8.4	6.9	6.9	8.3	8.2													
CR 235A(20.1L)													FC125M																											
4361731	19.685	25.264	L	2018					0012						CRACKING	10.0	10.0	10.0	9.5	9.0	7.5	7.5	7.5	6.5	4.5*	4.5*	4.5*	10.0													
PREFERRED MATERIALS, INC. (2020)															SPRIDE	8.2	7.9	8.3	8.2	8.1	8.0	7.8	7.6	7.9	7.7	7.6	7.8	8.5													
26020000	19.471	19.685	L	1	2	45									CRACKING	10.0	10.0	9.5	8.0	8.0	8.0	8.0	8.0	8.0	7.5	6.5	5.5*	5.5*													
20 441			2	4.9	28000										RIDE	8.7	8.6	8.6	8.7	8.2	8.2	8.0	8.1	7.9	7.5	7.0	7.2	6.9													
													FC125																											
2076483	16.802	19.743	C	2008					0012						CRACKING	3.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		4.5*	4.5*	4.5*	2.4*												
ANDERSON COLUMBIA CO., INC(2009)															SPRIDE	6.7	8.0	8.4	8.3	8.3	8.2	8.1	8.3	7.6		7.6	7.8	7.6	7.3												
26020000	19.140	19.471	L	1	6	45									CRACKING	10.0	10.0	9.5	8.0	8.0	8.0	8.0	8.0	8.0	7.5	6.5	5.5*	5.5*													
20 441			2	4.9	28000										RIDE	8.7	8.6	8.6	8.7	8.2	8.2	8.0	8.1	7.9	7.5	7.0	7.2	6.9													
													FC125																											
															CRACKING	3.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0	10.0												
										(2018)					RIDE	6.7	8.0	8.4	8.3	8.3	8.2	8.1	8.3	7.6																	
26020000	16.884	19.140	L	1	1	45									CRACKING	10.0	10.0	9.5	8.0	8.0	8.0	8.0	8.0	8.0	7.5	6.5	5.5*	5.5*													
20 441			2	4.9	24000										RIDE	8.7	8.6	8.6	8.7	8.2	8.2	8.0	8.1	7.9	7.5	7.0	7.2	6.9													
NW 128 TER(17.2L)													FC125																											
2076483	16.802	19.743	C	2008					0012						CRACKING	3.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	8.0	8.0												
ANDERSON COLUMBIA CO., INC(2009)															SPRIDE	6.7	8.0	8.4	8.3	8.3	8.2	8.1	8.3	7.6	7.7	8.0	8.0	7.9	7.7												
26020000	6.180	16.884	L	1	1	60									CRACKING	7.5	4.5*	4.5*	4.5*	1.0*	1.0*	10.0	10.0	10.0	10.0	10.0	10.0	9.5													
20 441			2	4.9	22000										RIDE	8.7	8.1	8.0	8.0	8.5	8.4	8.8	8.9	8.8	8.3	8.4	8.3	8.2													
CR 232(6.5C)													FC5M																											
4286901	6.172	13.517	L	2014					0012						CRACKING	8.0	8.0	6.5	5.5*	5.5*	5.5*	5.5*		10.0	10.0	10.0	10.0	10.0	10.0												
PREFERRED MATERIALS, INC. (2016)															SPRIDE	7.6	7.9	8.0	7.9	7.7	7.7	7.4		8.5	8.5	8.6	8.8	8.7	8.7												
26020000	2.404	2.910	L	1	6	30									CRACKING	9.0	7.5	7.5	7.5	7.5	7.5	3.5*	3.5*	3.5*	7.5	7.5	7.5	7.5													
20			2	2.9	17000										RIDE	6.9	7.0	6.9	6.4*	6.5	6.1*	4.1*	4.0*	3.9*		4.9*	4.3*	4.1*													
CR 329(2.4C)													FC95MR																											
															CRACKING	7.5	1.0*	1.0*		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0												
										(2012)					RIDE	3.6*	3.8*	3.2*		8.1	8.3	8.0	8.0	7.4																	
26020064	0.000	1.188	C	1	1	35									CRACKING	10.0	10.0	9.5	9.5	9.5	9.0	9.0	9.0	9.0	9.0	10.0	10.0	9.0													
20 27			2	6.0	10100										RIDE	8.6	8.5	8.5	8.5	7.6	7.7	8.0	7.9	8.0	7.6	8.0	7.7	6.7													
NINTH ST NW(0.0C)													FC125R																											
4343211	0.000	1.188	C	2017					0012						CRACKING	9.0	9.0	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	10.0	10.0	10.0	10.0												
ANDERSON COLUMBIA CO., INC(2018)															SPRIDE	6.6	7.5	7.4	7.3	7.3	7.3	7.2	7.2	6.8	7.2	8.0	7.8	7.9	7.6												
26030000	0.000	13.080	C	1	1	60									CRACKING	7.0	6.5	5.5*	3.5*	5.5*	5.5*	3.5*	3.5*	3.5*	1.0*		10.0	10.0													
45 27			2	13.9	3985										RIDE	8.3	8.5	8.5	8.3	7.5	7.1	7.6	7.5	6.9	6.5		7.9	7.2													
SW 175 AVE(0.0L)													FC125																											
2077982	0.000	13.515	C	2004					0012						CRACKING	10.0	10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.5	9.5	8.0	7.5	7.5	7.3*												
V. E. WHITEHURST & SONS, I(2006)															RIDE	7.6	7.7	7.9	7.8	7.7	7.8	7.7	7.6	7.4	7.3	7.6	7.6	7.5	7.5												

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2025 FORECASTED BY SIMPLE LINEAR REGRESSION (REG).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2021 - 2026, EXTRACTED ON 10/11/2020

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 2 COUNTY = ALACHUA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	LN	%T	AADT	SURFTYPE / ASTYPE	DISTRESS / RATINGS	SURVEYED YEAR 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	FUTURE 2025 (REG)
26030000	13.080	13.530	C	1	1	40					CRACKING	8.5	7.0	7.0	5.5*	5.0*	10.0	10.0	5.5*	5.5*	10.0	10.0	10.0	9.5	
45 27			1	13.9		3985					RIDE	8.1	8.3	8.2	7.9	5.8*	8.6	8.8	7.4	6.8	7.8	8.1	7.5	6.6	
SW 15 AVE(13.1C)										FC3															
2077982	0.000	13.515	C	2004		0012					CRACKING	9.0	8.5	9.0	9.0	9.0	9.0	9.0	9.0	9.0	8.5	8.5	8.5	8.5	7.9
V. E. WHITEHURST & SONS, I(2004)											RIDE	7.3	7.5	8.0	8.0	8.1	7.8	7.7	7.0	7.4	7.4	7.6	7.5	7.4	7.4
26030000	13.530	14.206	R	1	1	40					CRACKING	5.5*	5.5*	5.5*	5.5*	5.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
45 27			2	7.6		6600					RIDE	7.6	7.7	7.7	7.6	7.0	8.7	8.7	8.6	8.5	8.1	8.1	8.0	8.0	
NEWBERRY RD W(13.6C)										FC3															
2077791	13.103	26.418	C	1998		0221					CRACKING	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.5	9.5	8.5	7.5	7.5*
WHITEHURST, VE AND SON INC(2000)										S	RIDE	7.8	7.8	7.6	7.6	7.3	7.4	6.9	6.3	6.5	6.5	7.2	7.0	7.0	6.0
26030000	14.206	14.718	C	1	1	60					CRACKING	4.5*	4.5*	4.5*	2.5*	2.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
45 27			1	7.6		6600					RIDE	7.8	7.7	7.7	7.9	7.6	9.1	8.9	9.0	8.9	8.6	8.7	7.7	6.6	
NW 9 PL(14.4R)										DGFC															
2077791	13.103	26.418	C	1998		0221					CRACKING	10.0	10.0	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	8.5	8.5
WHITEHURST, VE AND SON INC(2000)										S	RIDE	7.7	7.7	7.7	7.7	7.7	7.8	7.5	6.9	7.1	6.9	7.3	7.3	7.3	6.4
26030000	14.718	24.995	C	1	1	60					CRACKING	4.5*	4.5*	4.5*	2.5*	2.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
45 27			2	10.7		5400					RIDE	7.8	7.7	7.7	7.9	7.6	9.1	8.9	9.0	8.9	8.6	8.7	8.6	8.0	
NW 16 AVE(15.2R)										FC3															
2077791	13.103	26.418	C	1998		0221					CRACKING	10.0	10.0	9.0	8.5	7.5	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.5*
WHITEHURST, VE AND SON INC(2000)										S	RIDE	8.2	8.0	8.2	7.9	7.8	8.0	7.9	7.4	8.0	7.9	8.3	8.1	8.2	7.4
26030000	24.995	25.798	C	1	1	40					CRACKING	8.0	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	
45 27			2	10.7		5400					RIDE	7.0	7.9	8.0	7.8	7.1	9.0	8.9	9.0	8.9	8.7	8.7	8.6	7.6	
HOLLY AVE(25.1R)										FC3															
2077791	13.103	26.418	C	1998		0221					CRACKING	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	7.6
WHITEHURST, VE AND SON INC(2000)										S	RIDE	8.6	8.6	8.5	8.1	8.2	7.9	7.8	7.5	7.9	7.8	8.4	8.2	8.3	7.6
26030000	25.798	26.418	C	1	6	30					CRACKING	6.5	6.5	6.5	4.5*	4.5*	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0	
45 27			2	10.7		9600					RIDE	6.2*	5.8*	5.9*	6.0*	4.8*	8.0	8.2	7.8	7.1	7.6	7.3	7.0	6.0	
FIFTH AVE(25.8L)										FC125M															
4343201	25.798	26.372	C	2017		0012					CRACKING	8.0	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	10.0	10.0	10.0	10.0
ANDERSON COLUMBIA CO., INC(2018)											SPRIDE	6.7	6.4	7.0	6.8	6.5	6.3	6.3	6.0	5.6	5.3*				
26030000	13.530	14.206	L	1	1	40					CRACKING	5.5*	5.5*	5.5*	3.5*	3.5*	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0	
45 27			2	7.6		6600					RIDE	7.8	7.9	7.8	7.7	6.8	8.1	8.3	8.0	8.3	7.5	7.8	7.8	6.9	
FIRST AVE SW(13.5L)										FC3															
2077791	13.103	26.418	C	1998		0221					CRACKING	9.0	9.0	9.0	9.0	9.0	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	7.8
WHITEHURST, VE AND SON INC(2000)										S	RIDE	7.7	7.8	7.9	7.6	7.6	7.7	7.5	6.8	7.3	7.5	7.2	7.6	7.6	7.1
26040000	0.000	1.707	C	1	1	60					CRACKING	8.5	8.0	6.5	5.5*	5.5*	5.5*	5.5*	10.0	10.0	10.0	10.0	10.0	10.0	
20 27			2	5.1		9300					RIDE	8.9	8.8	8.8	8.8	8.4	8.4	8.3	8.4	8.4	8.2	8.3	8.3	7.2	
NW 203 PL(0.1R)										FC125R															
4343221	0.000	1.646	C	2017		0012					CRACKING	10.0	10.0	10.0	10.0	9.5	9.5	9.5	9.5	8.0	7.0	10.0	10.0	10.0	10.0
ANDERSON COLUMBIA CO., INC(2018)											SPRIDE	7.1	8.0	8.2	8.0	8.0	8.1	8.0	8.1	7.4	7.4	8.2	8.1	8.1	7.8
26050000	0.000	3.370	R	1	1	45					CRACKING	10.0	10.0	10.0	9.0	9.0	9.0	7.5	7.5	7.5	7.5	7.5	10.0	10.0	
24A			2	9.0		24500					RIDE	8.5	8.4	8.5	8.5	7.6	7.3	7.8	7.8	7.6	7.3	7.2	8.2	8.5	
SR 25(0.0C)										FC125															
2078013	0.000	3.385	C	2005		0012					CRACKING	10.0	10.0	10.0	10.0	9.5	9.5	9.5	9.5	8.5	7.0	7.0	7.0	5.5*	5.4*
PREFERRED MATERIALS, INC. (2006)											RIDE	8.4	8.3	8.2	8.2	8.1	8.1	8.0	8.1	8.0	8.0	7.7	7.7	7.8	7.5
26050000	3.370	6.095	R	1	1	45					CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	7.5	9.0	9.0	9.0	
24			2	9.0		24000					RIDE	9.1	8.8	8.9	9.0	8.5	8.5	8.5	8.4	8.1	7.6	8.2	8.3	8.1	
RAMP FROM SR 26(3.4R)										FC125M															
2076142	3.964	7.662	C	2006		0012					CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0
PREFERRED MATERIALS, INC. (2008)											RIDE	8.3	8.2	8.3	8.2	8.1	8.1	8.1	8.1	7.6	7.9	7.7	7.7	7.8	7.4
26050000	6.095	7.670	R	1	1	55					CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	7.5	7.5	3.5*	3.5*	
24			2	9.0		17500					RIDE	9.1	8.8	8.9	9.0	8.5	8.5	8.5	8.4	8.1	7.6	7.3	6.5	6.6	
SIDE ROAD(6.3C)										FC5M															
2076142	3.964	7.662	C	2006		0012					CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	6.5	6.5	4.5*	4.5*	3.1*
PREFERRED MATERIALS, INC. (2008)											RIDE	8.3	8.2	8.3	8.2	8.1	8.1	8.1	8.0	8.0	7.9	7.5	7.6	7.4	7.2
4479641	6.100	16.806	C	2024		0012																			

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"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2025 FORECASTED BY SIMPLE LINEAR REGRESSION (REG).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2021 - 2026, EXTRACTED ON 10/11/2020

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 2 COUNTY = ALACHUA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	%T / SURFTYPE / FY-P / ASTYPE / FY-F	AADT / WKMX-P / WKMX-F	DISTRESS / RATINGS	SURVEYED YEAR 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	FUTURE 2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2025 (REG)
26050000	7.670	15.950	R	1	1	65			CRACKING	10.0	10.0	10.0	8.5	8.5	8.5	8.5	8.5	10.0	10.0	10.0	10.0	10.0													
24			2	9.0				17600	RIDE	8.9	8.9	8.8	9.0	8.9	8.7	8.7	8.6	8.9	8.4	8.5	8.5	8.4													
NE 63 AVE(8.2R)																																			
2078431	7.642	16.765	C	2002				0012	CRACKING	9.0	9.0	9.0	9.0	9.0	7.5	7.5	7.5	7.5	6.5	6.5	4.5*	4.5*	3.9*												
V E WHITEHURST & SONS INC (2003)									SPRIDE	8.3	8.3	8.3	8.2	8.3	8.2	8.1	8.0	8.2	8.3	8.1	8.3	8.3	8.0												
4479641	6.100	16.806	C	2024				0012																											
26050000	15.950	16.806	C	1	1	35			CRACKING	9.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	10.0	10.0	10.0	10.0	10.0													
24			2	9.0				7200	RIDE	8.3	7.8	8.1	8.2	8.2	8.2	8.2	8.2	8.6	7.6	7.2	7.4	7.5													
NE 141 DR(16.0R)									FC125																										
2078431	7.642	16.765	C	2002				0012	CRACKING	9.0	9.0	9.0	9.0	9.0	9.0	7.5	7.5	7.5	7.5	7.5	6.0*	5.5*	5.2*												
V E WHITEHURST & SONS INC (2003)									SPRIDE	7.2	7.3	7.2	7.2	7.1	7.1	7.1	6.9	7.9	8.0	8.2	8.2	8.1	7.8												
4479641	6.100	16.806	C	2024				0012																											
26050000	7.670	15.950	L	1	1	65			CRACKING	10.0	10.0	9.0	8.0	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0	9.5													
24			2	9.0				17600	RIDE	8.9	8.7	8.8	8.8	8.5	8.4	8.2	8.3	8.9	8.4	8.5	8.5	8.3													
NE 55 PL(7.7L)									FC5																										
2078431	7.642	16.765	C	2002				0012	CRACKING	9.5	9.5	9.5	9.5	9.0	8.5	8.5	8.5	7.0	7.0	7.0	7.0	7.0	5.9*												
V E WHITEHURST & SONS INC (2003)									SPRIDE	8.4	8.4	8.4	8.4	8.4	8.4	8.3	8.3	8.5	8.4	8.4	8.6	8.6	8.4												
4479641	6.100	16.806	C	2024				0012																											
26050000	6.095	7.670	L	1	1	55			CRACKING	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	8.0	8.0	7.5	4.5*	4.5*													
24			2	9.0				17500	RIDE	8.8	8.7	8.8	8.9	8.7	8.3	8.3	8.3	8.1	8.0	8.2	7.9	7.5													
SIDE ROAD(6.3C)									FC5M																										
2076142	3.964	7.662	C	2006				0012	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0	6.5	6.5	4.5*	4.5*	3.1*												
PREFERRED MATERIALS, INC. (2008)									RIDE	8.3	8.2	8.3	8.2	8.2	8.1	8.1	8.1	8.4	8.2	8.1	8.1	7.8	7.8												
4479641	6.100	16.806	C	2024				0012																											
26050000	3.370	6.095	L	1	1	45			CRACKING	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	8.0	8.0	9.0	7.5	7.5													
24			2	9.0				24000	RIDE	8.8	8.7	8.8	8.9	8.7	8.3	8.3	8.3	8.1	8.0	7.9	7.6	6.9													
SR 26(3.4L)									FC125M																										
2076142	3.964	7.662	C	2006				0012	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	6.5	6.5	6.5	6.5	5.1*												
PREFERRED MATERIALS, INC. (2008)									RIDE	8.3	8.2	8.3	8.2	8.2	8.1	8.1	7.8	7.6	7.3	7.5	7.4	7.4	6.9												
26050000	0.000	3.370	L	1	1	45			CRACKING	10.0	10.0	10.0	10.0	9.5	9.5	8.0	8.0	8.0	6.5	7.5	10.0	10.0													
24A			2	9.0				24500	RIDE	8.4	8.3	8.4	8.4	7.8	7.7	7.7	7.6	7.5	7.2	7.1	8.5	7.3													
SR 25(0.0C)									FC125																										
2078013	0.000	3.385	C	2005				0012	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.0	7.5	7.5	7.0	5.5*	5.5*												
PREFERRED MATERIALS, INC. (2006)									RIDE	7.1	8.1	8.1	8.0	7.9	7.9	7.9	8.0	7.6	7.6	7.8	7.8	7.7	7.7												
26050065	0.000	0.091	C	1	6	35			CRACKING	10.0	9.0	9.0	9.0	9.0	9.0	9.0	10.0	10.0	10.0	10.0	10.0	10.0													
24			1	10.1				7100	RIDE																										
SR 200(0.0C)									LGD																										
									CRACKING	10.0	10.0	10.0	9.5	8.0	8.0	8.0	8.0	8.0	8.0		10.0	10.0												
							(2019)		RIDE																										
26050065	0.091	0.411	C	1	4	35			CRACKING	0.0*	0.0*	0.0*	0.0*	0.0*	0.0*	0.0*	0.0*	0.0*	0.0*	0.0*	0.0*	0.0*													
24			2	10.1				7100	RIDE	6.6	6.9	6.3*	6.6	5.6*	5.6*	5.4*	5.6	5.4*	4.0*	4.2*	4.0*	3.9*													
ORMOND ST(0.1C)									LGD																										
									CRACKING	0.0*	0.0*	0.0*	0.0*	0.0*	0.0*	0.0*	7.6	4.5*	0.0*	0.0*	0.0*	0.0*												
									RIDE	3.6*	4.1*	3.9*	4.0*	3.7*	3.7*	3.5*	6.5	6.5	6.2	5.9	5.4*	5.1*												
26050065	0.411	0.645	C	1	1	45			CRACKING	10.0	10.0		10.0	10.0	9.0	9.0	9.0	10.0	10.0	10.0	10.0	10.0													
24			2	10.1				7100	RIDE				8.4	7.4	7.3	7.9	7.5	8.1	7.7	8.2	8.2	8.3													
FLORIDA AVE(0.5R)									FC5																										
									CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	7.0	7.0	5.5*	5.5*	5.5*	5.1*												
							(2003)		RIDE	7.3	8.1	8.3	8.1	8.2	8.1	8.2	8.2	8.0	7.9	7.9	7.9	7.8	7.8												
26060000	0.000	1.321	R	1	1	55			CRACKING	7.5		10.0	10.0	10.0	9.5	1.0*	1.0*	10.0	10.0	10.0	10.0	10.0													
200 301			2	34.6				13000	RIDE	8.1		8.0	8.0	8.7	8.5	7.7	8.1	8.7	8.2	8.3	8.2	8.0													
CR 200A(0.8R)									FC5M																										
4305541	0.000	1.321	C	2015				0012	CRACKING	10.0	10.0	10.0	9.0	6.5	6.5	6.5	6.5	10.0	10.0	10.0	9.0	9.0	7.5												
V. E. WHITEHURST & SONS, I(2016)									SPRIDE	7.8	7.6	7.9	7.5	7.3	7.4	7.2	6.7	8.8	8.6	8.5	8.7	8.6	8.4												
26060000	1.321	2.966	R	1	1	65			CRACKING	7.5		10.0	10.0	10.0	9.5	7.0	7.0	7.0	7.0	7.0	6.0*	5.5*													
200 301			2	34.6				13000	RIDE	8.1		8.0	8.0	8.7	8.5	8.5	8.3	8.4	7.9	7.9	7.6	7.3													
SE 203 ST(2.4R)									FC5M																										
2077563	1.220	2.861	C	2008				0012	CRACKING	3.5*	3.5*	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	7.5	6.5	6.5*												
PREFERRED MATERIALS, INC. (2010)									SPRIDE	7.2	7.0	8.3	8.0	7.9	7.9	7.8	7.9	7.9	7.5	7.4	7.6	7.5	7.1												

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2025 FORECASTED BY SIMPLE LINEAR REGRESSION (REG).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2021 - 2026, EXTRACTED ON 10/11/2020

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 2 COUNTY = ALACHUA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	DISTRESS / %T / SURFTYPE / ASTYPE / WKMX-P / WKMX-F	AADT	SURVEYED YEAR 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	FUTURE 2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2025 (REG)
26060000	2.966	9.927	R	1	1	65	CRACKING		5.5*	2.0*	2.0*	2.0*	1.0*		10.0	9.0	9.0	8.0	8.0	8.0	8.0													
200 301				2	34.6		13000	RIDE		8.0	7.9	7.9	7.9	8.3		9.0	9.0	8.9	8.4	8.5	8.5	8.4													
CEMETARY ENT(4.1R)							FC5M																												
4343181	2.966	9.927	C	2017			0012	CRACKING		8.0	8.0	8.0	8.0	7.0	7.0	7.0	6.5	6.5	6.5		10.0	10.0												
ANDERSON COLUMBIA CO., INC(2019)							SPRIDE			8.1	7.9	8.4	8.2	8.2	8.2	8.1	8.3	8.5	8.3		8.7	8.8												
26060000	9.927	11.853	R	1	1	45	CRACKING		7.5	7.5	7.5	7.5	7.5		10.0	10.0	10.0	9.0	9.0	9.0	9.0													
200 301				2	34.6		13300	RIDE		8.5	8.4	8.3	8.2	8.3		7.7	8.4	8.3	8.1	8.1	7.9	8.1													
BOUNDARY ST(10.6C)							FC125M																												
4305551	9.891	11.853	C	2015			0012	CRACKING		9.0	7.0	7.0	7.0	7.0	6.5	5.5*	5.5*	10.0	10.0	10.0	10.0	10.0	10.0												
ANDERSON COLUMBIA CO., INC(2016)							SPRIDE			7.5	7.8	7.8	7.6	7.4	7.3	6.8	6.3	8.4	8.2	8.1	8.1	8.0	7.5												
26060000	11.853	20.242	R	1	1	65	CRACKING		5.5*	3.0*	2.0*	2.0*	1.0*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5													
200 301				2	34.6		13900	RIDE		7.9	7.9	7.8	8.0	8.4	8.4	8.9	8.9	8.8	8.4	8.6	8.5	8.2													
FRONTAGE RD(12.1R)							FC5																												
2077941	2.860	20.816	C	1999			0221	CRACKING		8.5	8.5	8.0	8.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.0*	4.6*												
ANDERSON COLUMBIA CO., INC(2000)							SPRIDE			7.9	7.9	8.4	8.3	8.3	8.2	8.2	8.3	8.2	8.4	8.4	8.5	8.6	8.2												
26060000	20.242	26.115	R	1	1	65	CRACKING		10.0	10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.5	8.0	8.0	7.0	6.0*													
200 301				2	34.6		11400	RIDE		8.4	8.3	8.5	8.9	8.9	9.0	8.9	8.9	8.8	8.3	8.4	8.2	8.0													
SR 26(20.3C)							FC5MW																												
2077564	20.242	26.115	R	2010			0012	CRACKING		4.5*	4.5*	4.5*	4.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	8.7												
PREFERRED MATERIALS, INC. (2012)							SPRIDE			7.5	7.5	7.7	7.4	8.4	8.4	8.4	8.5	8.1	8.4	8.3	8.5	8.5	8.5												
26060000	26.115	26.875	R	1	1	45	CRACKING		10.0	9.0	9.0	9.0	9.0	9.0	9.0		10.0	10.0	10.0	10.0	10.0													
200 301				2	26.3		25000	RIDE		8.5	8.5	8.5	8.5	8.0	8.1	8.0		8.0	7.7	8.1	7.8	7.9													
CR 1475(26.3C)							FC125M																												
4323111	26.115	29.546	C	2017			0012	CRACKING		10.0	10.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	8.1	7.4	7.5	8.6	8.5	8.5	8.2										
V. E. WHITEHURST & SONS, I(2018)							SPRIDE			6.8	6.9	7.9	8.0	7.8	7.7	7.8	8.1	7.4	7.5	8.6	8.5	8.5	8.2										
26060000	26.875	29.546	R	1	1	65	CRACKING		10.0	9.0	9.0	9.0	9.0	9.0	9.0		10.0	10.0	10.0	10.0	10.0													
200 301				2	26.3		25000	RIDE		8.5	8.5	8.5	8.5	8.0	8.1	8.0		8.5	8.0	8.1	8.1	7.7													
FLEA MARKET ENT(28.0R)							FC5																												
4323111	26.115	29.546	C	2017			0012	CRACKING		10.0	10.0	10.0	10.0	9.5	9.5	9.5	8.5	8.5	8.5		10.0	10.0												
V. E. WHITEHURST & SONS, I(2019)							SPRIDE			7.5	7.4	8.0	7.9	8.0	7.2	7.6	8.0	7.7	7.7		8.7	8.9												
26060000	26.875	29.546	L	1	1	65	CRACKING		9.0	9.0	9.0	9.0	9.0	9.0	9.0		10.0	10.0	10.0	10.0	9.0													
200 301				2	26.3		25000	RIDE		8.8	8.7	8.8	8.7	8.3	8.0	8.0		8.4	7.8	7.9	7.9	7.4													
NE 160 AVE(26.9L)							FC5																												
4323111	26.115	29.546	C	2017			0012	CRACKING		8.0	7.5	7.5	7.5	7.5	7.5	7.5	6.5	4.5*	3.5*		10.0	10.0												
V. E. WHITEHURST & SONS, I(2019)							SPRIDE			7.6	7.3	7.7	7.6	7.5	7.4	7.3	7.1	7.3	7.6		8.8	8.9												
26060000	26.115	26.875	L	1	1	45	CRACKING		9.0	9.0	9.0	9.0	9.0	9.0	9.0		10.0	10.0	10.0	10.0	10.0													
200 301				2	26.3		25000	RIDE		8.8	8.7	8.8	8.7	8.3	8.0	8.0		8.2	7.7	7.6	7.9	6.6													
KENNARD ST(26.2L)							FC125M																												
4323111	26.115	29.546	C	2017			0012	CRACKING		10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.5	10.0	10.0	10.0	10.0												
V. E. WHITEHURST & SONS, I(2018)							SPRIDE			7.6	8.0	7.9	7.8	7.9	7.8	7.9	7.6	7.2	7.4	8.6	8.6	8.5	8.3										
26060000	20.242	26.115	L	1	1	65	CRACKING		10.0	10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.5	8.0	8.0	8.0	7.0													
200 301				2	34.6		11400	RIDE		8.6	8.8	8.7	9.0	9.0	9.0	8.9	8.9	8.8	8.4	8.4	8.3	7.8													
SR 26(20.3C)							FC5MW																												
2077564	20.242	26.207	L	2010			0012	CRACKING		6.5	4.5*	4.5*	4.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	8.0	8.0*												
PREFERRED MATERIALS, INC. (2012)							SPRIDE			7.8	7.4	7.8	7.3	8.4	8.4	8.3	8.2	8.4	8.4	8.4	8.5	8.5	8.5												
26060000	11.853	20.242	L	1	1	65	CRACKING		5.5*	2.0*	2.0*	2.0*	2.0*	10.0	10.0	10.0	10.0	9.0	9.0	9.0	8.5													
200 301				2	34.6		13900	RIDE		8.3	7.9	8.0	8.0	8.4	8.5	9.0	9.0	8.9	8.5	8.5	8.5	8.3													
SE 24 AVE(13.8L)							FC5																												
2077941	2.860	20.816	C	1999			0221	CRACKING		7.5	7.5	7.5	7.5	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.5	6.5	5.1*												
ANDERSON COLUMBIA CO., INC(2000)							SPRIDE			7.9	7.9	8.4	8.3	8.3	8.3	8.2	8.1	8.3	8.4	8.4	8.6	8.6	8.2												
26060000	9.927	11.853	L	1	1	45	CRACKING		7.5	5.5*	5.5*	4.5*	4.5*		10.0	10.0	10.0	9.0	9.0	9.0	9.0													
200 301				2	34.6		13300	RIDE		8.5	8.0	8.1	8.0	8.1		8.2	8.1	7.9	7.9	7.9	7.6	6.8													
JOHNSON RD(10.0L)							FC125M																												
4305551	9.891	11.853	C	2015			0012	CRACKING		8.0	8.0	7.0	7.0	6.5	6.5	6.5	6.5	10.0	10.0	10.0	10.0	10.0	10.0										
ANDERSON COLUMBIA CO., INC(2016)							SPRIDE			6.5	6.4	7.5	7.0	6.9	6.9	6.8	6.6	8.0	8.1	8.1	8.0	8.0	8.0										

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"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2025 FORECASTED BY SIMPLE LINEAR REGRESSION (REG).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2021 - 2026, EXTRACTED ON 10/11/2020

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 2 COUNTY = ALACHUA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	%T	AADT	SURFTYPE	DISTRESS RATINGS	SURVEYED YEAR 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	FUTURE 2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2025 (REG)
26060000	2.966	9.927	L	1	1	65			CRACKING	5.5*	4.5*	4.5*	4.5*	3.5*		10.0	10.0	10.0	10.0	10.0	8.0	8.0														
200 301			2	34.6		13000			RIDE	8.3	7.9	8.0	8.0	8.4		8.9	8.9	8.8	8.4	8.5	8.4	8.3														
SE 177 PL(4.4L)									FC5M																											
4343181	2.966	9.927	C	2017		0012			CRACKING	7.0	7.0	8.0	8.0	7.5	7.5	7.5	6.5	6.5	6.5		10.0	10.0														
ANDERSON COLUMBIA CO., INC(2019)									SPRIDE	8.0	7.8	8.3	8.2	8.2	8.1	8.0	7.8	8.2	8.2		8.7	8.8														
26060000	1.321	2.966	L	1	1	65			CRACKING	4.5*		10.0	10.0	10.0	9.5	7.0	7.0	7.0	6.5	6.5	4.5*	4.5*														
200 301			2	34.6		13000			RIDE	8.1		8.1	8.1	8.6	8.6	8.1	8.5	8.4	7.7	7.4	7.3	6.4*														
SIDE ROAD(2.8L)									FC5M																											
2077563	1.220	2.861	C	2008		0012			CRACKING	3.5*	1.0*	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	9.0	7.5	6.5	6.1*													
PREFERRED MATERIALS, INC. (2010)									SPRIDE	6.9	6.5	8.1	7.9	8.0	7.9	7.8	7.6	7.7	7.7	7.6	7.7	7.7	7.4													
26060000	0.000	1.321	L	1	1	55			CRACKING	4.5*		10.0	10.0	10.0	9.5	1.0*	1.0*	10.0	10.0	10.0	10.0	10.0														
200 301			2	34.6		13000			RIDE	8.1		8.1	8.1	8.6	8.6	7.5	8.1	8.6	8.1	7.9	8.0	7.8														
S CR-325(1.2L)									FC5M																											
4305541	0.000	1.321	C	2015		0012			CRACKING	10.0	10.0	7.5	6.5	6.5	6.5	6.5	6.5	10.0	10.0	10.0	9.0	9.0	7.5													
V. E. WHITEHURST & SONS, I(2016)									SPRIDE	7.6	7.4	7.4	7.2	6.8	7.4	7.3	6.9	8.6	8.6	8.5	8.5	8.6	8.5													
26070000	0.000	3.030	C	1	1	60			CRACKING	10.0	9.5	9.5	7.0	7.0	7.0	7.0	7.0	6.5	4.5*	4.5*	4.5*	3.5*														
26			2	5.4		11000			RIDE	8.6	8.4	8.6	8.5	8.3	8.3	8.2	8.1	7.6	7.4	7.3	7.0	6.6														
SIDE ROAD(1.6L)									FC125																											
2078503	0.000	1.877	C	2007		0012			CRACKING	10.0	10.0	10.0	9.5	9.0	9.0	9.0	9.0	9.0	9.0	9.0	8.5	8.5	7.9													
ANDERSON COLUMBIA CO., INC(2008)									RIDE	8.2	8.2	7.9	8.0	8.0	7.9	7.8	7.6	7.6	7.3	7.6	7.6	7.5	7.1													
26070000	3.030	4.190	R	1	1	50			CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0	10.0														
26			2	5.4		17600			RIDE	8.6	8.9	9.1	9.0	8.9	8.6	8.5	8.5		8.2	8.4	8.4	8.3														
SR 45(3.0C)									FC125																											
2077591	3.032	8.068	C	2002		0213			CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	9.0													
V E WHITEHURST & SONS INC (2004)									SPRIDE	8.3	8.3	8.3	8.2	8.2	8.0	8.0	8.2	7.8	7.4	7.7	7.8	7.6	7.4													
4412621	2.962	7.832	C	2021		0012																														
26070000	4.190	7.827	R	1	1	60			CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	10.0	10.0	10.0	10.0														
26			2	5.4		18500			RIDE	8.6	8.9	9.1	9.0	8.9	8.6	8.5	8.5	8.4	8.2	8.4	8.4	8.3														
SIDE ROAD(4.2C)									FC5																											
2077591	3.032	8.068	C	2002		0213			CRACKING	10.0	10.0	10.0	10.0	10.0	8.0	8.0	6.5	6.5	6.5	6.5	4.5*	3.5*	3.2*													
V E WHITEHURST & SONS INC (2004)									SPRIDE	8.3	8.3	8.3	8.2	8.2	8.1	8.1	7.9	8.2	8.2	8.1	8.2	8.3	8.1													
4412621	2.962	7.832	C	2021		0012																														
26070000	7.827	9.830	R	1	1	50			CRACKING	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0														
26			2	5.4		18500			RIDE	8.6	8.7	9.0	9.0	8.8	8.6		8.6	8.5	8.3	8.3	8.2	8.2														
SW 174 ST(8.0R)									FC125																											
2077581	8.068	9.705	C	2000		0213			CRACKING	10.0	10.0	10.0	9.5	9.5	9.5	8.0	8.0	8.0	7.0	7.0	6.0*	6.0*	5.6*													
HUBBARD CONSTRUCTION COMPA(2002)									SPRIDE	8.2	8.1	8.1	8.0	7.9	7.8	7.8	7.7	7.3	7.3	7.3	7.3	7.2	6.8													
26070000	9.830	12.140	R	1	1	50			CRACKING	10.0	10.0	10.0			10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0														
26			2	5.4		26000			RIDE	8.7	8.6	8.8			8.7	8.8	8.8	8.6	8.5	8.6	8.3	8.5														
CR 241(9.9R)									DGFC																											
2076681	9.602	12.164	C	1997		0213			CRACKING	10.0	10.0	9.5	9.5	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	7.0*													
WHITE CONSTRUCTION CO INC (2000)									S RIDE	8.4	8.4	8.4	8.4	8.3	8.3	8.3	8.2	7.8	7.9	7.8	8.1	8.1	7.7													
26070000	12.140	14.048	R	1	1	45			CRACKING	9.0	8.0	6.5	6.5	6.5	6.5	6.5	4.5*	2.0*	2.0*	2.0*	2.0*	10.0														
26			2	5.4		28500			RIDE	8.1	8.0	8.0	8.1	7.3	7.3	7.2	6.9	6.7	6.6	6.8	6.3	8.7														
NW 98TH ST(12.9C)									FC95M																											
2075943	12.317	14.048	C	2005		0012			CRACKING	10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.5	9.5	8.0	8.0	8.0	8.0	7.2													
V. E. WHITEHURST & SONS, I(2007)									RIDE	8.4	8.5	8.4	8.4	8.2	8.2	8.2	8.3	7.7	7.4	7.7	7.9	7.9	7.3													
26070000	14.048	15.800	R	1	1	35			CRACKING	7.5	6.5	6.5	4.5*	10.0	10.0	10.0	10.0	10.0	9.0	10.0	10.0	9.0														
26			3	2.0		52500			RIDE	7.9	7.4	7.4	7.7	7.7	8.3	8.6	8.7	8.2	7.7	7.5	6.8	6.9														
NW 80 BLVD(14.1R)									FC125M																											
4305421	14.589	15.649	R	2015		0012			CRACKING	9.0	9.0	7.5	7.5	6.5	6.5	4.5*	4.5*	4.5*		10.0	10.0	10.0	10.0													
PREFERRED MATERIALS, INC. (2018)									SPRIDE	7.1	7.0	6.9	6.8	6.7	6.8	6.6	6.3	6.3		8.2	8.0	8.1	7.8													
26070000	15.800	16.973	R	1	1	45			CRACKING	3.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	8.5	8.5														
26			2	2.0		28000			RIDE	7.8	8.9	9.0	9.0	8.4	8.1	7.7	7.6	7.3	7.6	7.4	7.6	6.8														
NW 52ND TER(15.8R)									FC125M																											
4305421	15.800	16.973	R	2015		0012			CRACKING	8.5	8.5	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	10.0	10.0	10.0	10.0													
PREFERRED MATERIALS, INC. (2018)									SPRIDE	7.2	7.5	7.9	7.9	7.7	7.6	7.3	6.8	7.2	7.0	8.0	8.2	8.0	8.0													

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2025 FORECASTED BY SIMPLE LINEAR REGRESSION (REG).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2021 - 2026, EXTRACTED ON 10/11/2020

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

DISTRICT = 2 COUNTY = ALACHUA

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	LN	%T	AADT	SURFTYPE / ASTYPE	WKMX-P / WKMX-F	DISTRESS RATINGS	SURVEYED YEAR 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	FUTURE 2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2025 (REG)
26070000	16.973	17.601	R	1	1	35						CRACKING	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	8.0		10.0	10.0													
26			2	2.0	2	0600				RIDE		7.7	7.6	7.6	7.7	7.0	7.1	7.7	6.6	5.9	6.4		7.2	7.1													
W 38TH ST(17.0R)						FC125																																
2078171	17.139	17.597	C	2004		0012				CRACKING		10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	9.5	8.0	8.0	8.0	8.0	7.3												
PREFERRED MATERIALS, INC.			(2006)							SPRIDE		7.0	6.7	6.6	6.7	6.5	6.5	6.6	6.3	5.7	5.3*	5.5	5.9	5.9	5.0												
26070000	17.601	18.520	C	1	1	35				CRACKING		6.5	6.5	6.5	4.5*	4.5*	4.5*	2.0*	2.0*	2.0*	2.0*	2.0*	10.0	10.0													
26			3	2.0	2	0900				RIDE		7.7	7.5	7.5	7.7	6.7	6.2*	6.5	6.2	5.5	4.8*		8.0	7.6													
SW 32ND ST(17.7R)						FC125																																
2078171	17.597	18.453	C	2004		0012				CRACKING		10.0	10.0	10.0	10.0	9.5	9.5	8.0	8.0	8.0	8.0	8.0	8.0	8.0	6.6												
			(2006)							RIDE		7.5	7.4	7.6	7.6	7.5	7.4	7.3	6.8	6.8	7.0	6.9	7.0	6.8	6.4												
26070000	18.520	18.885	R	1	1	35				CRACKING		6.5	6.5	6.5	4.5*	4.5*	4.5*	2.0*	2.0*	9.0	8.0	8.0	8.0														
26			1	2.0	2	2000				RIDE		7.7	7.5	7.5	7.7	6.7	6.2*	6.5	6.2	7.3	7.1	6.6	6.5														
SR-26A/NW 21ST TER(18.7R)						FC125																																
2077901	18.462	18.890	C	2005		0005				CRACKING		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	8.5	8.5	8.5	7.9												
ANDERSON COLUMBIA CO., INC			(2008)							SPRIDE		6.5	6.7	6.7	6.7	6.8	6.8	6.9	6.3	6.8	7.0	6.4	6.5	6.7	6.6												
26070000	18.885	21.167	R	1	1	30				CRACKING		10.0	10.0	10.0	9.5	9.5	9.5	9.5	10.0	9.0	8.0	8.0	8.0	8.0													
24			2	2.0	2	7500				RIDE		7.8	7.6	7.8	7.8	7.7	7.5	7.6	7.7	7.3	7.1	6.6	6.5	5.9													
FLETCHER DR(19.1R)						FC125M																																
2076652	18.890	20.012	R	2010		0012				CRACKING		7.0	6.5	5.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0												
PREFERRED MATERIALS, INC.			(2011)							RIDE		5.9	6.2	5.8	7.1	6.9	6.7	6.7	6.4	6.3	6.2	6.1	6.2	6.0	5.3												
26070000	18.885	21.167	L	1	1	30				CRACKING		10.0	10.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	7.5	6.5	6.5													
24			2	2.0	2	7500				RIDE		7.7	7.5	7.7	7.7	7.2	7.0	7.3	7.0	6.6	6.2	6.4	5.9	5.8													
NW 20 ST(18.9L)						FC125M																																
2076652	18.890	20.012	L	2010		0012				CRACKING		4.5*	4.5*	4.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	8.5	8.3												
PREFERRED MATERIALS, INC.			(2011)							RIDE		5.9	5.8	6.0	7.0	7.2	7.0	7.0	7.1	6.0	5.7	5.9	5.8	5.8	4.7												
26070000	18.520	18.885	L	1	1	35				CRACKING		6.5	6.5	6.5	4.5*	4.5*	4.5*	2.0*	2.0*	10.0	10.0	9.5	8.0														
26			2	2.0	2	2000				RIDE		7.7	7.5	7.5	7.7	6.7	6.2*	6.5	6.2	8.0	7.8	7.8	7.3														
NW 22ND ST(18.6L)						FC125																																
										CRACKING		10.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	8.5	8.5	8.5	7.6												
			(2010)							RIDE		7.1	7.0	7.1	6.5	6.5	6.2	6.2	6.3	6.1	5.8	5.9	6.0	6.0	5.3												
26070000	16.973	17.601	L	1	1	35				CRACKING		9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.0	9.0	9.0	9.0	10.0	10.0													
26			2	2.0	2	0600				RIDE		8.1	7.9	8.0	8.0	7.1	7.3	6.9	6.9	6.5	6.4	6.3	7.5	7.4													
MOVIE THEATER ENT(17.0L)						FC125																																
2078171	17.139	17.597	C	2004		0012				CRACKING		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	8.0	8.0	8.0												
PREFERRED MATERIALS, INC.			(2006)							SPRIDE		7.3	7.2	7.1	7.0	6.9	6.9	7.1	6.9	6.6	6.9	6.6	6.5	6.5	6.2												
26070000	15.800	16.973	L	1	1	45				CRACKING		1.0*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0													
26			2	2.0	2	8000				RIDE		8.0	9.2	9.1	9.1	8.6	8.7	8.8	8.7	8.5	8.1	7.9	8.0	7.5													
CR 2053(16.4L)						FC125M																																
4305421	15.800	16.973	L	2015		0012				CRACKING		10.0	10.0	9.0	8.5	8.5	8.5	7.5	7.5	7.5	7.5	10.0	10.0	10.0	10.0												
PREFERRED MATERIALS, INC.			(2018)							SPRIDE		8.0	7.6	8.0	7.6	7.8	7.6	7.4	7.7	7.8	7.8	8.4	8.3	8.4	8.4												
26070000	14.048	15.800	L	1	1	35				CRACKING		7.5	7.5	7.5	2.0*	10.0	10.0	10.0	10.0	9.0	9.0	10.0	10.0	10.0													
26			3	2.0	5	2500				RIDE		8.1	7.5	7.2	7.4	6.4*	8.8	8.2	8.0	7.8	7.6	7.6	7.2	6.8													
NEWBERRY CROSSING SHOPPI(14.3L)						FC125M																																
4305421	14.589	15.649	L	2015		0012				CRACKING		10.0	9.0	9.0	6.5	6.5	6.5	6.5	6.5	6.5		10.0	10.0	10.0	10.0												
PREFERRED MATERIALS, INC.			(2018)							SPRIDE		7.1	7.1	7.0	7.2	6.9	6.7	6.6	6.7	6.3		8.4	8.5	8.3	8.1												
26070000	12.140	14.048	L	1	1	45				CRACKING		10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	6.5	10.0													
26			2	5.4	2	8500				RIDE		8.6	8.5	8.6	8.7	8.3	8.3	8.2	8.3	8.1	7.5	7.4	7.3	8.7													
NW 109 DR(12.2L)						FC95M																																
2075943	12.317	14.048	C	2005		0012				CRACKING		10.0	10.0	9.5	9.5	9.5	9.0	9.0	9.0	9.0	8.0	8.0	8.0	8.0	7.0												
V. E. WHITEHURST & SONS, I			(2007)							RIDE		7.5	8.5	8.5	8.4	8.2	8.0	8.1	8.1	7.8	7.8	7.7	7.7	7.8	7.4												
26070000	9.830	12.140	L	1	1	50				CRACKING		10.0	10.0	10.0			10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5													
26			2	5.4	2	6000				RIDE		8.7	8.6	8.8			9.0	9.0	9.0	8.9	8.6	8.5	8.5	7.6													
NW CR-241(9.9L)						DGFC																																
2076681	9.602	12.164	C	1997		0213				CRACKING		9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	8.5	8.5	8.5	8.5	8.5	8.2												
WHITE CONSTRUCTION CO INC			(2000)							S RIDE		8.4	8.4	8.4	8.4	7.9	8.0	7.9	8.2	8.2	8.1	8.2	8.1	8.1	7.7												

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"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2025 FORECASTED BY SIMPLE LINEAR REGRESSION (REG).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2021 - 2026, EXTRACTED ON 10/11/2020

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 2 COUNTY = ALACHUA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	DISTRESS / SURFTYPE / ASTYPE / WKMX-P / WKMX-F	SURVEYED YEAR 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	FUTURE 2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2025 (REG)
26070000	7.827	9.830	L	1	1	50	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0	10.0	10.0	9.5															
26			2	5.4	18500		RIDE	8.6	8.7	9.0	9.0	8.8	8.6		8.7	8.6	8.3	8.3	8.3	8.3															
NW 175 ST(7.9L)							FC125																											
2077581	8.068	9.705	C	2000		0213	CRACKING	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	7.5	7.5	7.5	7.5	6.6*														
HUBBARD CONSTRUCTION COMPA(2002)							SPRIDE	8.2	8.2	8.2	8.1	8.1	8.0	8.0	8.1	7.4	7.7	7.7	7.6	7.6	7.3													
26070000	4.190	7.827	L	1	1	60	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	10.0	10.0	10.0	10.0														
26			2	5.4	18500		RIDE	8.6	8.9	9.1	9.0	8.9	8.6	8.5	8.5	8.4	8.3	8.3	8.2	8.0														
SIDE ROAD(4.2C)							FC5																											
2077591	3.032	8.068	C	2002		0213	CRACKING	10.0	10.0	10.0	9.5	9.5	9.0	7.5	7.5	7.5	6.5	6.5	4.5*	3.5*	3.5*													
V E WHITEHURST & SONS INC (2004)							SPRIDE	8.2	8.1	8.3	8.1	8.1	8.0	8.0	7.9	8.0	8.0	7.9	8.0	8.1	7.9													
4412621	2.962	7.832	C	2021		0012																												
26070000	3.030	4.190	L	1	1	50	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0	10.0														
26			2	5.4	17600		RIDE	8.6	8.9	9.1	9.0	8.9	8.6	8.5	8.5		8.3	8.3	8.2	8.0														
SR 45(3.0C)							FC125																											
2077591	3.032	8.068	C	2002		0213	CRACKING	10.0	10.0	10.0	9.5	9.5	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0													
V E WHITEHURST & SONS INC (2004)							SPRIDE	8.2	8.1	8.3	8.1	8.1	8.1	8.2	8.2	7.7	7.8	7.8	7.7	7.7	7.6													
4412621	2.962	7.832	C	2021		0012																												
26070068	0.000	0.548	R	1	1	35	CRACKING	9.0	9.0	9.0	9.0	9.0	9.0	7.5	3.5*	3.5*	3.5*	1.0*	0.0*															
26A			1	2.1	16000		RIDE												4.4*															
SR 26(0.0C)							FC125																											
2077901	0.000	1.813	C	2005		0005	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5													
ANDERSON COLUMBIA CO., INC(2008)							SPRIDE	6.1	6.2	6.2	6.0	6.0	6.2	6.2	6.3	5.1*	5.5	5.6	5.3*	5.4*	5.0													
26070068	0.548	1.691	C	1	1	35	CRACKING	9.5	9.0	9.0	9.0	9.0	7.5	7.5	7.5	6.5	6.5	6.5	6.5															
26A			2	2.1	14100		RIDE	8.7	8.6	8.6	8.4	7.8	7.3	7.3	7.4	7.4	6.6	6.4	6.2															
SW 32ND ST(0.6L)							FC125																											
2077901	0.000	1.813	C	2005		0005	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5													
ANDERSON COLUMBIA CO., INC(2008)							SPRIDE	7.5	7.3	7.4	7.2	7.1	7.0	7.1	7.2	6.9	6.9	7.1	7.1	7.0	6.8													
26070068	0.000	0.548	L	1	1	35	CRACKING	9.0	9.0	9.0	9.0	9.0	9.0	7.5	3.5*	3.5*	3.5*	1.0*	0.0*															
26A			1	2.1	16000		RIDE												4.4*															
SR-26(0.0L)							FC125																											
2077901	0.000	1.813	C	2005		0005	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0													
ANDERSON COLUMBIA CO., INC(2008)							SPRIDE	6.4	6.3	6.3	6.2	6.2	6.3	6.2	6.3	5.3*	5.3*	5.0*	5.3*	5.4*	4.6													
26070168	0.000	0.043	C	1	6	35	CRACKING																											
26A			1	2.1	11500		RIDE																											
SR 26(0.0C)																																		
							CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0													
					(2008)		RIDE																												
26080000	0.000	0.256	R	1	1	35	CRACKING	9.5	9.5	9.5	9.5	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.5	6.5														
20			3	2.7	25000		RIDE	8.6	8.5	8.6	8.3	7.7	7.4	7.6	7.4	5.6	4.7*	4.8*	4.9*	4.8*														
SR-331/WALDO RD(0.0R)							DGFC																											
2073552	0.000	0.182	R	2010		0012	CRACKING	5.5*	5.5*	5.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0													
PREFERRED MATERIALS, INC. (2011)							SPRIDE	4.9*	4.4*	4.4*	7.4	6.8	6.5	6.5	6.3	5.5	5.1*	5.1*	4.9*	5.1*	3.3													
26080000	0.256	3.438	R	1	1	45	CRACKING	9.5	9.5	9.5	9.5	7.0	7.0	7.0	7.0	10.0	10.0	10.0	10.0	10.0														
20			2	2.7	15000		RIDE	8.6	8.5	8.6	8.3	7.7	7.4	7.6	7.4	8.3	7.9	8.0	7.9	7.9														
CR-2043/SE 15TH ST(0.3R)							FC125																											
2078161	0.276	3.666	C	2001		0012	CRACKING	10.0	10.0	9.5	9.5	8.0	8.0	8.0	8.0	8.0	7.0	7.0	6.0*	5.5*	5.0*													
JOHN C. HIPP CONSTRUCTION (2003)							SPRIDE	7.9	7.9	7.9	7.8	7.7	7.8	7.6	7.6	7.1	7.5	7.4	7.6	7.5	7.2													
4361761	0.257	4.219	C	2020		0012																												
26080000	3.438	8.790	R	1	1	65	CRACKING	7.5	7.5	7.5	7.5	5.5*		10.0	10.0	10.0	9.0	9.0	9.0	9.0														
20			2	2.7	8900		RIDE	8.0	8.2	8.3	7.9	8.6		8.7	8.7	8.5	8.1	8.2	8.1	7.9														
55TH DR SE(3.7C)							FC5																											
4244731	3.438	8.790	R	2012		0012	CRACKING	9.0	6.5	5.5*	5.5*	5.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0													
V. E. WHITEHURST & SONS, I(2013)							SPRIDE	7.7	7.7	7.9	7.9	7.6	8.5	8.4	8.7	8.6	8.6	8.8	8.7	8.9	8.9													
26080000	8.790	14.130	R	1	1	65	CRACKING	7.5	7.5	7.5	7.5	5.5*	5.5*	5.5*	5.5*	4.5*	4.5*			10.0														
20			2	2.7	8100		RIDE	8.0	8.2	8.3	7.9	8.6	8.5	8.4	8.3	8.2	7.4			8.1														
SE 152 ST(10.5R)							FC5																											
2077141	9.114	15.547	C	2002		0213	CRACKING	10.0	10.0	10.0	10.0	10.0	9.0	9.0	9.0	8.0	6.5	4.5*	4.5*	4.5*	2.7*													
RUSSELL ENGINEERING, INC (2007)							SPRIDE	7.9	7.9	8.0	7.9	7.6	7.7	7.4	7.5	7.7	7.7	7.7	7.7	7.7	7.4													
4432581	8.790	14.130	C	2022		0012																												

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2025 FORECASTED BY SIMPLE LINEAR REGRESSION (REG).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2021 - 2026, EXTRACTED ON 10/11/2020

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 2 COUNTY = ALACHUA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	DISTRESS / SURFTYPE / ASTYPE	SURVEYED YEAR 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	FUTURE 2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2025 (REG)
26080000	14.130	15.522	R	1	1	35	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0			10.0													
20		2.7		8100			RIDE	8.5	8.3	8.2	8.3	8.3	8.1	8.2	8.1	8.0	7.6			8.1													
SE 211TH ST(14.2C)							FC125																										
2077141	9.114	15.547	C	2002			0213 CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0													
RUSSELL ENGINEERING, INC		(2007)					SPRIDE	7.9	7.9	8.0	7.9	7.6	7.4	7.4	7.5	6.9	6.7	7.1	7.0	6.8	6.2												
26080000	15.522	16.810	C	1	8	55	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	8.0	7.0	7.0													
20		2.7		8100			RIDE	8.7	8.9	9.1	8.9	8.8	8.8	8.7	8.7	8.4	8.3	8.3	8.2	8.0													
SIDE ROAD(15.5C)							FC125M																										
4244732	15.529	16.810	C	2013			0012 CRACKING	7.0	7.0	4.5*	4.5*	4.5*	4.5*	10.0	10.0	10.0	10.0	10.0															
V. E. WHITEHURST & SONS, I		(2014)					SPRIDE	7.8	7.9	7.4	7.7	7.4	7.5	8.6	8.6	8.1	8.3	8.4															
2078182	15.350	16.801	C	2017			0213																										
26080000	14.130	15.522	L	1	1	35	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0			10.0													
20		2.7		8100			RIDE	8.5	8.3	8.2	8.3	8.3	8.1	8.2	8.1	8.0	7.6			7.9													
SE 211TH ST(14.2C)							FC125																										
2077141	9.114	15.547	C	2002			0213 CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0													
RUSSELL ENGINEERING, INC		(2007)					SPRIDE	7.8	7.8	8.0	7.9	7.8	7.5	7.5	7.7	6.3	6.7	7.0	6.5	6.6	6.0												
26080000	8.864	14.130	L	1	1	65	CRACKING	7.5	7.5	7.5	7.5	5.5*	5.5*	5.5*	5.5*	4.5*	4.5*			10.0													
20		2.7		8100			RIDE	8.0	8.2	8.3	7.9	8.6	8.5	8.4	8.3	8.2	7.4			7.9													
CR 20A(10.5L)							FC5																										
2077141	9.114	15.547	C	2002			0213 CRACKING	10.0	10.0	10.0	10.0	10.0	9.0	9.0	6.5	6.5	6.5	4.5*	3.5*	3.5*	1.3*													
RUSSELL ENGINEERING, INC		(2007)					SPRIDE	7.8	7.8	8.0	7.9	7.8	7.9	7.7	7.6	7.8	7.8	7.7	7.6	7.4	7.4												
4432581	8.790	14.130	C	2022			0012																										
26080000	3.438	8.864	L	1	1	65	CRACKING	7.5	7.5	7.5	7.5	5.5*		10.0	10.0	10.0	10.0	10.0	10.0	9.5													
20		2.7		8900			RIDE	8.0	8.2	8.3	7.9	8.6		8.6	8.6	8.3	7.9	8.0	8.0	7.8													
CR 329B(3.6L)							FC5																										
4244731	3.429	8.864	L	2012			0012 CRACKING	6.5	6.5	4.5*	4.5*	4.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0												
V. E. WHITEHURST & SONS, I		(2013)					SPRIDE	7.7	7.6	7.4	7.3	7.0	8.5	8.4	8.5	8.5	8.6	8.7	8.6	8.7	8.7												
26080000	0.256	3.438	L	1	1	45	CRACKING	9.5	9.5	9.5	8.0	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0	9.5													
20		2.7		15000			RIDE	8.4	8.4	8.4	8.3	7.6	7.6	7.6	7.6	8.4	8.0	8.1	7.9	7.9													
CR 2043(0.3L)							FC125																										
2078161	0.276	3.666	C	2001			0012 CRACKING	9.5	9.5	9.5	9.0	7.5	7.5	6.5	6.5	6.5	6.5	6.5	6.0*	6.0*	4.2*													
JOHN C. HIPP CONSTRUCTION		(2003)					SPRIDE	7.4	7.0	7.7	7.6	7.4	7.5	7.2	7.2	7.4	7.5	7.4	7.6	7.5	7.0												
4361761	0.257	4.219	C	2020			0012																										
26080000	0.000	0.256	L	1	1	35	CRACKING	9.5	9.5	9.5	8.0	8.0	8.0	8.0	8.0	7.0	4.5*	4.5*	4.5*	4.5*													
20		3	2.7	25000			RIDE	8.4	8.4	8.4	8.3	7.6	7.6	7.6	7.6	4.7*	4.9*	4.9*	4.5*	4.6*													
SR-24/WALDO RD(0.0L)							DGFC																										
2073552	0.000	0.182	L	2010			0012 CRACKING	3.5*	3.5*	3.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0												
PREFERRED MATERIALS, INC.		(2011)					SPRIDE	5.3*	4.3*	5.9	8.1	7.8	7.9	7.7	7.8	7.1	7.1	7.0	6.8	7.1	6.1												
26090000	0.000	2.762	C	1	1	55	CRACKING		10.0	9.5	9.5	9.5	9.5	9.5	9.5	9.5	8.0	8.0	7.0	6.0*													
24		2	11.0	7900			RIDE		8.8	9.1	9.1	8.9	8.8	8.7	8.7	8.5	8.1	8.2	7.6	7.7													
HAUL RD(0.1R)							FC125M																										
4233961	0.816	2.762	C	2012			0012 CRACKING	6.0*	4.5*	4.5*	4.0*	4.0*		10.0	10.0	10.0	10.0	10.0	8.5	8.5	7.4												
V. E. WHITEHURST & SONS, I		(2014)					RIDE	7.6	7.1	7.3	7.0	6.6		8.6	8.6	8.0	8.2	8.4	8.2	8.3	8.0												
26090000	2.762	8.776	C	1	1	60	CRACKING	9.5	10.0	8.0	7.0	5.5*	5.5*	5.5*	5.5*	4.5*	4.5*	10.0	10.0	9.0													
24		2	11.0	20400			RIDE	8.2	8.1	8.4	8.4	7.4	6.9	6.3*	6.3*	6.1*	5.1*	8.3	8.3	8.2													
SR 45(2.8C)							FC125																										
2077972	2.960	9.832	C	2003			0012 CRACKING	9.0	9.0	9.0	9.0	7.5	7.5	7.5	7.5	7.5	7.5	7.5	6.0*	6.0*	5.1*													
V. E. WHITEHURST & SONS, I		(2005)					RIDE	8.1	6.9	8.1	8.0	7.9	7.9	7.9	8.0	7.7	7.4	7.8	7.7	7.6	7.4												
4393441	2.764	9.632	C	2020			0012																										
26090000	8.776	9.600	C	1	1	50	CRACKING	9.5	10.0	8.0	7.0	5.5*	5.5*	5.5*	5.5*	9.5		10.0	10.0	10.0													
24		1	11.0	20400			RIDE	8.2	8.1	8.4	8.4	7.4	6.9	8.0	8.6	8.7		8.3	8.2	8.2													
SW 91 TERR(8.8L)							FC125																										
2077972	2.960	9.832	C	2003			0012 CRACKING	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	8.5	7.5	7.5*													
V. E. WHITEHURST & SONS, I		(2005)					RIDE	8.0	8.1	8.1	8.0	8.0	8.0	8.0	8.0	7.7	7.2	7.3	7.7	7.6	7.2												
4393441	2.764	9.632	C	2020			0012																										
26090000	9.600	12.290	R	1	1	45	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	8.0	8.0	8.0	7.0	6.0*													
24		2	11.0	28000			RIDE	8.9	8.8	8.9	8.8	8.3	8.4	8.3	8.2	8.2	7.9	7.9	7.6	7.0													
SW 78 ST(9.7R)							FC125																										
2076693	9.953	12.422	R	2012			0012 CRACKING	4.5*	4.5*	2.0*	1.5*	1.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0												
PREFERRED MATERIALS, INC.		(2013)					SPRIDE	7.5	7.2	6.7	6.8	6.8	8.4	8.3	8.3	7.8	8.0	8.1	8.0	7.9	7.6												

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"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2025 FORECASTED BY SIMPLE LINEAR REGRESSION (REG).

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ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2021 - 2026, EXTRACTED ON 10/11/2020

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 2 COUNTY = ALACHUA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	LN	%T	AADT	SURFTYPE	DISTRESS RATINGS	SURVEYED YEAR 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	FUTURE 2025 (REG)
26090000	12.290	14.848	R	1	7	45					CRACKING	7.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	8.0	8.0	
24				3	4.1		47500			FC125M	RIDE	7.5	9.0	8.9	8.9	8.6	8.2	8.3	8.3	8.2	7.9	7.9	7.7	7.0	
FRED BEAR DR/SW41 BV(12.4R)																									
4343231	12.769	14.848	R	2017			0012				CRACKING	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0*	6.0*		10.0	
V. E. WHITEHURST & SONS, I	(2020)									SPRIDE	RIDE	7.6	7.5	7.6	7.6	7.5	7.5	7.5	7.5	7.1	7.4	7.2		8.2	
26090000	14.848	15.767	R	1	8	35					CRACKING	9.5	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.0	
24				2	4.1		28000			FC3	RIDE	7.1	8.9	8.9	8.9	8.7	8.7	8.6	8.7	8.5	8.2	8.2	8.1	8.0	
ARCHER RD(14.9R)																									
2077671	12.816	15.818	C	1995			0224				CRACKING	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.0	7.0	7.0	7.0		*
JOHN C. HIPP CONSTRUCTION	(1996)									S	RIDE	7.9	7.3	7.8	7.8	7.8	7.8	7.8	7.8	7.3	7.6	7.9	7.6		
26090000	15.767	15.916	R	1	8	35					CRACKING	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	
24				2	4.1		23500			UNKW	RIDE	7.1	6.5	6.2*	7.1	6.2*									
SPUR TO SR 25(15.9R)																									
											CRACKING	9.5	9.5	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		
	(2010)										RIDE														
26090000	15.767	15.916	L	1	8	35					CRACKING	9.0	9.0	9.0	9.0	9.0	9.0	9.0	6.5	6.5	6.5	6.5	6.5	6.5	
24				2	4.1		23500			UNKW	RIDE	6.6	5.2*	5.7*	5.8*	5.5*							4.0*		
FROM MLK JR HWY(15.9L)																									
											CRACKING	6.5	6.5	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5		
	(2010)										RIDE														
26090000	14.848	15.767	L	1	8	35					CRACKING	9.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0	
24				2	4.1		28000			FC3	RIDE	6.6	8.9	8.8	9.0	8.8	8.6	8.3	8.3	7.8	7.8	8.1	7.9	7.9	
FIRE DEPT ENT(14.9L)																									
2077671	12.816	15.818	C	1995			0224				CRACKING	9.0	9.0	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0*		*
JOHN C. HIPP CONSTRUCTION	(1996)									S	RIDE	7.1	7.4	7.3	7.2	7.2	7.0	7.0	7.1	6.6	6.6	7.3	7.1		
26090000	12.290	14.848	L	1	7	45					CRACKING	7.5	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	8.5	
24				3	4.1		47500			FC125M	RIDE	7.3	9.1	9.0	9.1	8.7	8.6	8.4	8.5	8.4	8.1	8.2	8.0	8.0	
FRED BEAR DR(12.4L)																									
4343231	12.769	14.848	L	2017			0012				CRACKING	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0*	6.0*	6.0*		10.0	
V. E. WHITEHURST & SONS, I	(2020)									SPRIDE	RIDE	7.9	7.9	7.8	7.8	7.6	7.7	7.7	7.5	7.3	6.9	7.8		8.2	
26090000	9.600	12.290	L	1	1	45					CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	8.0	7.0	7.0	
24				2	11.0		28000			FC125	RIDE	8.9	9.0	9.0	9.0	8.6	8.6	8.5	8.4	8.2	8.0	8.0	7.7	7.6	
SW 75 TER(9.9C)																									
2076693	9.953	12.422	L	2012			0012				CRACKING	7.0	7.0	6.0*	5.5*	5.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
PREFERRED MATERIALS, INC.	(2013)									SPRIDE	RIDE	7.6	7.5	7.3	7.2	6.8	8.3	8.3	8.3	8.0	7.9	8.1	8.0	8.0	7.7
26100000	0.000	15.882	C	1	1	60					CRACKING	9.0	9.0	9.0	9.0	7.5	7.5	9.0	9.0	10.0	10.0	10.0	10.0	10.0	
121				2	13.5		2800			FC125M	RIDE	8.0	7.8	8.2	8.5	8.5	8.5	8.5	8.5	8.8	8.6	8.5	8.4	8.0	
GAINESVILLE CITY LIMITS(0.0C)																									
4322631	0.110	9.804	C	2016			0012				CRACKING	10.0	10.0	10.0	10.0	8.0	7.0	7.0	7.0	7.0		10.0	10.0	10.0	10.0
V. E. WHITEHURST & SONS, I	(2018)										RIDE	8.3	8.3	8.2	8.2	8.1	8.0	8.0	8.1	7.6		8.8	8.6	8.4	7.4
26110000	0.000	1.040	C	1	1	30					CRACKING	9.5	9.0	9.0	9.0	7.5	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0	
235				2	11.7		9600			FC125	RIDE	7.8	7.9	7.9	7.8	6.6	7.9	8.1	8.3	7.1	7.3	6.7	6.9	6.4	
CR-2054(0.0R)																									
2078241	0.007	1.042	C	1999			0216				CRACKING	9.0	9.0	9.0	9.0	9.0	9.0	9.0	8.0	8.0	7.0	7.0	7.0	7.0	6.5*
WHITEHURST, VE AND SON INC	(2000)									SPRIDE	RIDE	7.0	7.1	7.0	7.0	7.0	6.9	6.9	6.9	7.4	7.1	7.3	6.9	7.0	6.7
26110000	1.040	7.179	C	1	1	55					CRACKING	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0	9.0	9.0	7.5	6.0*	5.5*	
235				2	11.7		2900			FC125M	RIDE	8.7	8.8	8.9	8.8	8.8	8.8	8.7	8.5	8.6	8.0	7.8	8.0	7.4	
NW 134 DR(1.4L)																									
4233971	2.638	13.739	C	2012			0012				CRACKING	5.5*	5.5*	3.5*	3.5*	3.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
PREFERRED MATERIALS, INC.	(2013)									SPRIDE	RIDE	7.5	7.1	6.9	6.8	6.4*	8.8	8.7	8.7	8.5	7.9	8.4	8.3	8.2	7.7
26110000	7.433	13.757	C	1	1	55					CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	7.5	7.0	7.0	
235				2	11.7		1300			FC125M	RIDE	8.7	8.9	8.8	8.8	8.8	8.8	8.9	8.8	8.7	8.2	8.0	7.9	7.3	
NW 53 TER(7.5L)																									
4233971	2.638	13.739	C	2012			0012				CRACKING	7.0	7.0	5.5*	5.5*	5.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
PREFERRED MATERIALS, INC.	(2013)									SPRIDE	RIDE	7.5	7.3	7.3	7.1	7.1	8.8	8.7	8.8	8.3	8.1	8.2	7.8	7.9	7.0

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2025 FORECASTED BY SIMPLE LINEAR REGRESSION (REG).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2021 - 2026, EXTRACTED ON 10/11/2020

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 2 COUNTY = ALACHUA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	LN	%T	AADT	DISTRESS / RATINGS / SURFTYPE / WKMX-P / ASTYPE / WKMX-F	SURVEYED YEAR 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	FUTURE 2025 (REG)
26130000	0.000	2.969	R	1	1	45				CRACKING	10.0	10.0	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	8.0	6.0*	
26				2	4.9				9000	RIDE	8.4	8.2	8.2	8.4	7.9	7.3	7.7	7.8	7.4	7.3	7.3	7.2	6.6	
SR-20(0.0R)							FC125M																	
2075802	0.079	2.430	R	2008					0012	CRACKING	4.5*	4.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	9.0
V. E. WHITEHURST & SONS,			I(2010)							SPRIDE	6.9	6.8	8.3	8.1	7.8	7.8	7.6	7.6	7.0	7.2	7.5	7.3	7.4	6.7
26130000	2.969	6.045	C	1	1	60				CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	9.5	8.0	6.5	6.5	8.0	6.0*	6.0*	
26				2	4.9				4900	RIDE	9.1	8.9	8.9	9.1	8.7	8.6	8.6	8.6	8.4	8.0	8.0	7.8	6.9	
NFETC(3.5L)							FC125M																	
2075802	2.818	6.045	C	2008					0012	CRACKING	6.0*	4.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	8.0	8.0
V. E. WHITEHURST & SONS,			I(2010)							SPRIDE	7.5	7.2	8.3	8.2	8.1	8.1	8.0	7.9	7.7	7.5	7.8	7.7	7.8	7.3
26130000	6.224	11.045	C	1	1	60				CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	9.5	8.0	6.5	6.5	8.0	6.0*	6.0*	
26				2	4.9				11200	RIDE	9.1	8.9	8.9	9.1	8.7	8.6	8.6	8.6	8.4	8.0	8.0	7.8	6.9	
HATCHETT CREEK LODGE RD(			8.1L)				FC125M																	
2075802	6.224	8.868	C	2008					0012	CRACKING	6.0*	4.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	8.5	8.5
V. E. WHITEHURST & SONS,			I(2010)							SPRIDE	7.5	7.2	8.3	8.2	8.2	8.3	8.3	8.3	7.9	7.7	8.0	8.0	8.0	7.7
26130000	12.397	17.271	C	1	1	60				CRACKING	7.0	6.0*	6.0*	6.0*	6.0*	6.0*	10.0	10.0	10.0	10.0	10.0	10.0	9.5	
26				2	4.9				10000	RIDE	7.8	7.8	7.9	8.1	8.3	7.9	8.2	8.2	8.0	7.6	8.0	7.9	7.8	
CR 1469 NE(13.7C)							FC125																	
2078231	11.757	17.256	C	1999					0216	CRACKING	9.5	9.5	8.5	7.5	7.5	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0*	5.0*
ANDERSON COLUMBIA CO.,			INC(2001)							SPRIDE	7.7	6.7	7.8	7.7	7.8	7.8	7.8	7.8	7.1	7.2	7.5	7.4	7.4	7.1
26130000	0.000	2.969	L	1	1	45				CRACKING	10.0	10.0	9.5	9.5	9.0	7.5	7.5	7.5	7.5	7.5	7.5	6.5	6.5	
26				2	4.9				9000	RIDE	8.0	7.9	8.0	8.2	7.3	7.1	7.4	7.3	6.9	6.7	6.7	6.3	6.2	
E 14TH ST(0.0C)							FC125M																	
2075802	0.079	2.430	L	2008					0012	CRACKING	4.5*	4.5*	10.0	10.0	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	7.6
V. E. WHITEHURST & SONS,			I(2010)							SPRIDE	5.9	6.0	8.2	7.9	7.3	7.0	6.6	6.8	6.5	6.3	6.6	6.4	6.5	5.3
26130001	0.000	1.347	C	1	1	60				CRACKING														
26				2	4.9				11200	RIDE														
GORE AT SR 26 REALIG(			0.0C)				FC125M																	
										CRACKING						10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
			(2013)							RIDE						8.5	8.5	8.3	7.7	7.7	8.0	7.9	7.9	7.2
26130100	0.000	0.084	C	1	6	50				CRACKING														
26				2	4.9				3700	RIDE														
BEG OF REALIGNMENT(			0.0C)																					
2075802	0.000	0.084	C	2008					0012	CRACKING			10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
V. E. WHITEHURST & SONS,			I(2010)							SPRIDE														
26220000	0.000	8.625	C	1	1	60				CRACKING		10.0	10.0	10.0	10.0	9.5	9.5	9.5	6.5	6.5	6.5	4.5*	1.0*	
121				2	6.0				10000	RIDE		8.2	8.2	8.6	8.4	8.2	8.3	8.2	7.9	7.4	7.4	7.0	6.7	
CR 346 SW(1.1L)							FC125																	
2077344	0.000	5.155	C	2009					0012	CRACKING	0.0*	0.0*	10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.5	9.5	8.5	8.5	8.1
PREFERRED MATERIALS, INC.			(2010)							SPRIDE	6.4*	5.8*	8.7	8.6	8.5	8.5	8.5	8.5	7.9	8.1	8.1	8.0	8.0	7.5
26220000	8.625	8.956	R	1	6	45				CRACKING		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0	
121				2	6.0				11500	RIDE		7.7	8.6	8.7	8.3	8.3	8.2	8.1	7.9	7.8	7.8	7.3	7.4	
SW 35 DR(8.7R)							FC125M																	
										CRACKING	9.0	9.0	6.5	6.5	6.5	6.5	6.5	6.5	4.5*	4.5*	10.0	10.0	10.0	10.0
			(2018)							RIDE	7.0	6.1	5.6	5.7	5.6	5.6	5.8	5.9	6.0	6.2				
26220000	8.956	11.101	R	1	7	45				CRACKING	9.0	9.0	9.0	9.0	7.5	7.5	6.5	6.5	6.5	6.5	6.5	4.5*	10.0	
331				2	6.0				29500	RIDE	8.2	7.9	8.2	8.3	6.7	6.6	7.0	6.5	5.9*	6.0*	5.8*	5.7	7.8	
SW 34TH ST(9.0R)							FC125M																	
4361661	8.956	11.101	C	2018					0012	CRACKING	10.0	10.0	10.0	10.0	9.5	9.0	8.0	8.0	8.0	6.5	6.5		10.0	
ANDERSON COLUMBIA CO.,			INC(2020)							SPRIDE	6.8	7.5	7.6	7.5	7.3	7.3	7.3	6.9	6.5	6.4	6.4		8.4	
26220000	8.956	11.101	L	1	7	45				CRACKING	9.0	9.0	9.0	9.0	7.5	6.5	6.5	6.5	6.5	6.5	6.5	4.5*	10.0	
331				2	6.0				29500	RIDE	8.4	8.5	8.6	8.5	7.7	7.7	7.3	7.3	7.1	6.7	6.7	6.6	7.7	
CR 23(9.0L)							FC125M																	
4361661	8.956	11.101	C	2018					0012	CRACKING	10.0	10.0	10.0	10.0	9.5	9.0	9.0	7.5	6.5	6.5	6.5		10.0	
ANDERSON COLUMBIA CO.,			INC(2020)							SPRIDE	7.6	7.5	7.7	7.5	7.4	7.3	7.2	6.9	6.4	6.6	6.5		8.3	

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2025 FORECASTED BY SIMPLE LINEAR REGRESSION (REG).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2021 - 2026, EXTRACTED ON 10/11/2020

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 2 COUNTY = ALACHUA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	%T	AADT	SURFTYPE	DISTRESS RATINGS	SURVEYED YEAR 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	FUTURE 2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2025 (REG)
26220000	8.625	8.956	L	1	6	45			CRACKING		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	8.0	8.0														
121			2	6.0	11500				RIDE		8.0	8.6	8.5	8.4	8.3	8.3	8.3	8.2	7.8	7.6	7.5	7.5														
BEAR DR(8.7L)						FC125M																														
									CRACKING		8.0	8.0	7.5	7.5	7.5	6.5	6.5	6.5	6.5	6.5	10.0	10.0	10.0	10.0
							(2018)		RIDE		7.6	7.3	7.5	7.4	7.6	7.3	7.4	7.1	6.8	6.9				
26250000	0.000	1.623	R	1	1	45			CRACKING	10.0				10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0														
121			3	2.4	29495				RIDE	8.3				8.8	8.4	8.4	8.1	8.4	8.4	7.9	8.0	7.9	7.7													
SR-331/WILLISTON RD(0.0R)						FC3																														
2076631	0.000	1.591	C	1994		0213			CRACKING	10.0	9.0	9.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	7.0	7.0	6.6*														
JOHN C. HIPP CONSTRUCTION (1998)					S				RIDE	7.8	7.6	7.6	7.6	7.4	7.5	7.5	7.5	7.3	7.5	7.4	7.4	7.6	6.9														
26250000	1.623	3.551	R	1	1	45			CRACKING	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	6.5	10.0	10.0	10.0	10.0															
121			3	2.7	45000				RIDE	8.2	8.1	8.1	8.3	7.4	7.2	7.0	7.4	7.3	8.0	7.8	7.4	7.0															
REGENCY OAKS APTS(1.8R)						FC125M																														
4305471	1.623	3.285	R	2015		0012			CRACKING	10.0	10.0	9.0	8.0	8.0	8.0	8.0	7.0		10.0	10.0	10.0	10.0	10.0														
PREFERRED MATERIALS, INC. (2017)						SPRIDE			RIDE	7.4	7.5	7.2	7.2	7.1	7.0	6.8	6.9		8.6	8.4	8.4	8.4	8.1														
26250000	3.551	3.847	C	1	1	35			CRACKING	9.5	9.5	9.0	9.0	9.0	7.5	7.5	7.5	7.5	7.5	7.5	6.5	6.5															
121			2	2.7	20500				RIDE	8.2	7.7	7.4	7.7	7.1	7.5	6.9	7.1	7.1	6.6	6.4	6.6	6.6															
NW 7TH AVE(3.7L)						FC125M																														
2077123	3.540	4.406	L	2008		0012			CRACKING	6.5	6.5	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5														
PREFERRED MATERIALS, INC. (2010)									RIDE	5.9	5.8	8.1	7.7	7.6	7.7	7.9	7.8	7.0	7.4	7.6	7.4	7.5	7.1														
26250000	3.847	4.345	C	1	6	35			CRACKING	9.5	9.5	9.0	9.0	9.0	7.5	7.5	7.5	7.5	7.5	7.5	6.5	6.5															
121			2	2.7	18000				RIDE	8.2	7.7	7.4	7.7	7.1	7.5	6.9	7.1	7.1	6.6	6.4	6.6	6.6															
CR 338(3.8C)						FC125M																														
2077123	3.540	4.406	L	2008		0012			CRACKING	6.5	6.5	10.0	10.0	10.0	10.0	7.5	7.5	7.5	7.5	7.5	7.0	7.0	4.7*														
PREFERRED MATERIALS, INC. (2010)									RIDE	5.9	5.8	8.1	7.7	7.6	7.7	6.8	7.0	6.2																		
26250000	4.345	8.043	C	1	1	40			CRACKING	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0															
121			2	3.2	16800				RIDE	8.5	8.3	8.4	8.5	7.6	7.5	7.5	7.9	7.7	7.3	7.2	7.1	6.6															
CR 172(4.3C)						FC125M																														
									CRACKING	9.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	8.0	8.0
							(2010)		RIDE	6.9		8.1	7.7	7.6	7.7	7.6	7.8	6.7	7.4	7.3	7.2	7.2	6.7
26250000	1.623	3.551	L	1	1	45			CRACKING	9.0	9.0	7.5	7.5	7.5	7.5	7.5	7.5	7.5	10.0	10.0	10.0	10.0															
121			3	2.7	45000				RIDE	7.6	7.5	7.5	7.6	6.6	6.1*	6.4*	6.1*	6.3*	7.6	7.6	7.1	7.2															
SIDE ROAD L(1.7L)						FC125M																														
4305471	1.623	3.285	L	2015		0012			CRACKING	10.0	10.0	10.0	9.0	8.0	8.0	8.0	7.0		10.0	10.0	10.0	9.5	8.9														
PREFERRED MATERIALS, INC. (2017)						SPRIDE			RIDE	6.8	6.8	6.7	6.9	6.4	6.6	6.6	6.7		8.3	8.4	8.0	8.0	7.3														
26250000	0.000	1.623	L	1	1	45			CRACKING	10.0				10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5															
121			3	2.4	29495				RIDE	8.3				8.7	8.4	8.3	8.2	8.4	8.3	7.9	8.0	7.9	7.7														
SR-121/WILLISTON RD(0.0L)						FC3																														
2076631	0.000	1.591	C	1994		0213			CRACKING	9.5	9.5	9.0	9.0	9.0	8.0	8.0	8.0	8.0	8.0	8.0	6.5	6.5	6.5*														
JOHN C. HIPP CONSTRUCTION (1998)					S				RIDE	7.0	7.7	7.6	7.4	7.5	7.5	7.5	7.3	7.3	7.6	7.6	7.5	7.6	7.0														
26260000	0.000	9.270	R	4	1	70			CRACKING		10.0	10.0	10.0	10.0	9.5	9.5	9.5	10.0	10.0	10.0	10.0	10.0															
93 I75	372.9	382.2	3	20.7	64500				RIDE		8.4	8.4	9.1	8.7	8.7	8.6	8.6	8.7	8.4	8.4	8.3	8.2															
						FC5M																														
4288051	0.000	9.271	C	2016		0012			CRACKING	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0		10.0	10.0	10.0	10.0														
PREFERRED MATERIALS, INC. (2018)						SPRIDE			RIDE	8.1	8.0	8.2	7.6	7.5	7.4	7.3	7.4	7.8		9.1	9.1	9.1	9.1														
26260000	9.270	16.195	R	4	1	70			CRACKING		10.0	10.0	10.0	10.0	9.5	9.5	9.5	10.0	10.0	10.0	10.0	10.0															
93 I75	382.2	389.1	3	28.1	90500				RIDE		8.4	8.4	9.1	8.7	8.7	8.6	8.6	8.7	8.4	8.4	8.3	8.2															
						FC5M																														
4288041	9.270	15.813	C	2016		0012			CRACKING	9.0	9.0	9.0	9.0	9.0	9.0	8.5	8.5	8.5	7.5	7.0	10.0	10.0															
PREFERRED MATERIALS, INC. (2019)						SPRIDE			RIDE	8.1	8.0	8.2	7.6	7.3	7.3	7.1	7.4	7.7	7.8	8.5	9.0	8.9															
26260000	16.195	27.233	R	4	1	70			CRACKING		10.0	10.0	10.0	9.5	9.5	9.5	9.5	10.0	10.0	10.0	10.0	10.0															
93 I75	389.1	400.1	3	28.1	70000				RIDE		8.9	8.9	9.1	9.0	8.9	8.8	8.3	8.6	8.2	8.3	8.2	8.0															
						FC5M																														
4288031	15.811	27.232	C	2015		0012			CRACKING	10.0	10.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0		10.0	10.0	10.0	10.0														
PREFERRED MATERIALS, INC. (2018)						SPRIDE			RIDE	7.9	7.9	8.0	7.8	7.6	7.6	7.5	7.6	7.9		9.1	9.1	9.1	9.1														

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"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
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ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2021 - 2026, EXTRACTED ON 10/11/2020

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 2 COUNTY = ALACHUA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	DISTRESS / RATINGS / SURFTYPE / ASTYPE / WKMX-P / WKMX-F	SURVEYED YEAR 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	FUTURE 2025 (REG)
26260000	27.233	35.190	R	4	1	70	CRACKING		10.0	10.0	10.0	9.5	9.5	9.5	8.0	10.0	10.0	10.0	10.0	10.0	
93 I75	400.1	408.1	3	28.1	45500		RIDE		8.4	8.3	8.8	8.8	8.7	8.6	8.6	8.6	8.2	8.3	8.2	8.0	
						FC5M															
4288021	27.233	35.190	C	2015	0012		CRACKING	10.0	10.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	10.0	10.0	10.0	10.0	10.0
ANDERSON COLUMBIA CO., INC				(2017)			SPRIDE	7.9	7.9	8.0	7.3	7.0	7.2	7.1	7.1	7.6	8.6	9.0	8.9	8.9	8.9
26260000	27.233	35.190	L	4	1	70	CRACKING		10.0	10.0	10.0	9.5	9.5	9.5	8.0	10.0	10.0	10.0	10.0	9.5	
93 I75	400.1	408.1	3	28.1	45500		RIDE		8.5	8.6	8.9	8.8	8.6	8.5	8.4	8.6	8.2	8.3	8.2	8.0	
						FC5M															
4288021	27.233	35.190	C	2015	0012		CRACKING	9.5	9.5	8.5	8.0	8.0	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0
ANDERSON COLUMBIA CO., INC				(2017)			SPRIDE	7.8	7.8	7.8	7.2	6.9	7.0	6.7	7.1	7.4	8.6	8.9	8.8	8.8	8.8
26260000	15.813	27.233	L	4	1	70	CRACKING		10.0	10.0	10.0	10.0	10.0	10.0	9.5	10.0	10.0	10.0	10.0	9.5	
93 I75	388.7	400.1	3	28.1	70000		RIDE		8.8	8.9	9.1	9.0	8.8	8.7	8.8	8.6	8.2	8.3	8.2	8.0	
						FC5M															
4288031	15.811	27.232	C	2015	0012		CRACKING	9.5	9.5	8.5	8.0	8.0	8.0	8.0	8.0	8.0		10.0	10.0	10.0	10.0
PREFERRED MATERIALS, INC.				(2018)			SPRIDE	7.8	7.8	7.8	7.8	7.7	7.6	7.4	7.6	7.8		9.1	9.1	9.1	9.1
26260000	9.270	15.813	L	4	1	70	CRACKING		10.0	10.0	10.0	10.0	9.5	9.5	9.5	10.0	10.0	10.0	10.0	9.5	
93 I75	382.2	388.7	3	28.1	90500		RIDE		8.3	8.6	8.7	8.7	8.6	8.6	8.6	8.7	8.4	8.4	8.3	8.2	
						FC5M															
4288041	9.270	15.813	C	2016	0012		CRACKING	8.5	8.5	8.5	9.0	8.5	8.5	8.5	8.5	8.0	6.5	6.5	10.0	10.0	
PREFERRED MATERIALS, INC.				(2019)			SPRIDE	8.0	7.9	8.1	7.8	7.6	7.6	7.3	7.6	7.9	8.0	8.4	9.1	8.9	
26260000	0.000	9.270	L	4	1	70	CRACKING		10.0	10.0	10.0	10.0	9.5	9.5	9.5	10.0	10.0	10.0	10.0	9.5	
93 I75	372.9	382.2	3	20.7	64500		RIDE		8.3	8.6	8.7	8.7	8.6	8.6	8.6	8.7	8.4	8.4	8.3	8.2	
						FC5M															
4288051	0.000	9.271	C	2016	0012		CRACKING	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5		10.0	10.0	10.0	10.0
PREFERRED MATERIALS, INC.				(2018)			SPRIDE	8.0	7.9	8.1	7.6	7.4	7.3	7.2	7.5	7.8		9.1	9.1	9.1	9.1
76050000	0.000	10.775	C	1	1	55	CRACKING	10.0	9.5	9.5	9.0	9.0	9.0	9.0	9.0	9.0	6.5	6.5	6.5	6.5	
20			2	6.7	8200		RIDE	8.4	8.1	7.9	8.2	8.0	7.9	7.7	7.5	7.4	7.1	6.9	6.7	6.6	
SE 65 LN(0.0R)						FC125R															
							CRACKING	6.0*	5.5*	5.5*	5.5*	5.5*	3.5*	10.0	10.0	10.0	10.0	10.0	9.0	7.5	6.8
				(2014)			RIDE	6.4*	6.4*	5.9*	6.0*	5.8*	5.7*	8.7	7.9	8.0	7.7	8.1	8.0	8.0	7.5
2100244	0.323	7.325@	C	2020	0213																

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2025 FORECASTED BY SIMPLE LINEAR REGRESSION (REG).