

# TRANSPORTATION SYMPOSIUM

2019

Doing More with Less:  
Implementing Complete Streets  
through Resurfacing Projects


Stephen Benson and Kelli Bradley

# Presentation Outline

- Why Complete Streets?
- Screening resurfacing candidates
- Building “goes-with” scopes and identifying funding
- Work program best practices
- Lessons learned
- Recent projects

# What is Complete Streets?

- FDOT's **approach** to plan, design, construct, reconstruct, and operate the transportation system
- Serve the transportation needs of **users** of all ages, abilities, and modes
- **Context-Based**
- Provide a transportation **system** responsive to local land development patterns



**Florida Department of Transportation**

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.  
SECRETARY

**POLICY**

Effective: September 17, 2014  
Office: Design Director  
Topic No.: 000-625-017-a

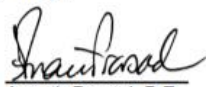
**COMPLETE STREETS**

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

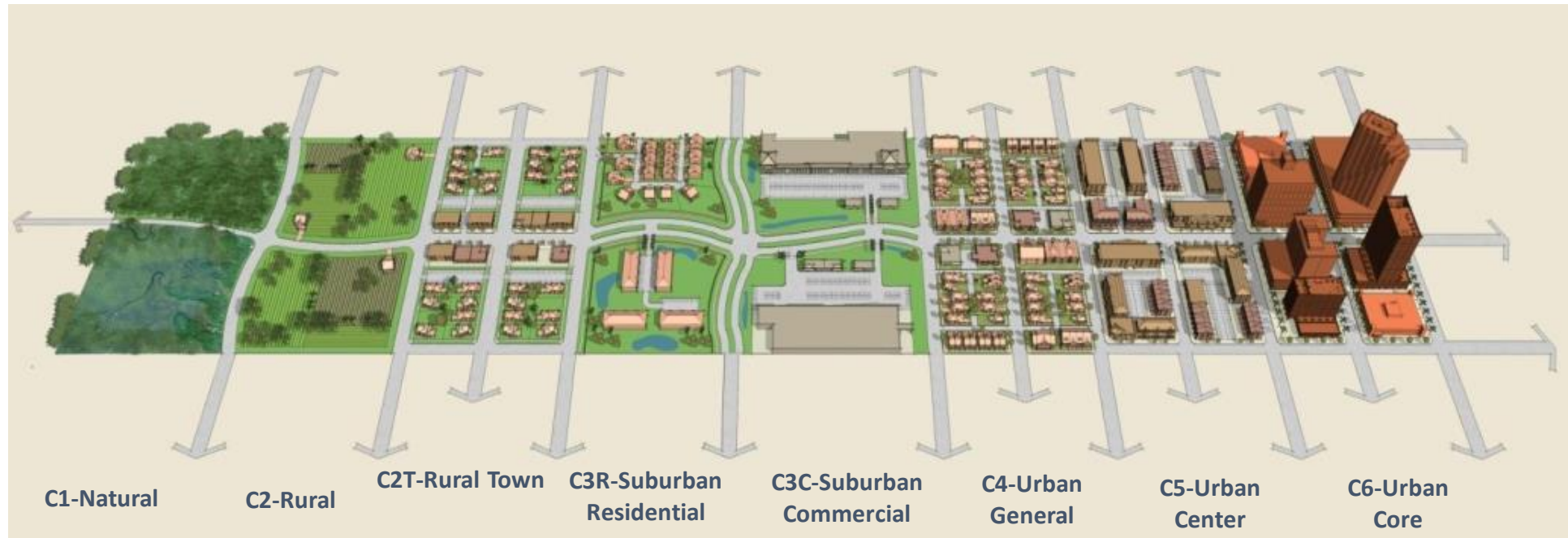
The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This **Complete Streets Policy** will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.



Ananth Prasad, P.E.  
Secretary

# What is Complete Streets?



FDOT Context Classifications



# Why Complete Streets?

**Improve Safety, Support Economic Development and Create Quality Places** through integrated land use and transportation



**FDOT's Mission...**

*"provide a **safe transportation system** that ensures the mobility of people and goods, **enhances economic prosperity** and preserves the quality of our environment and **communities**"*



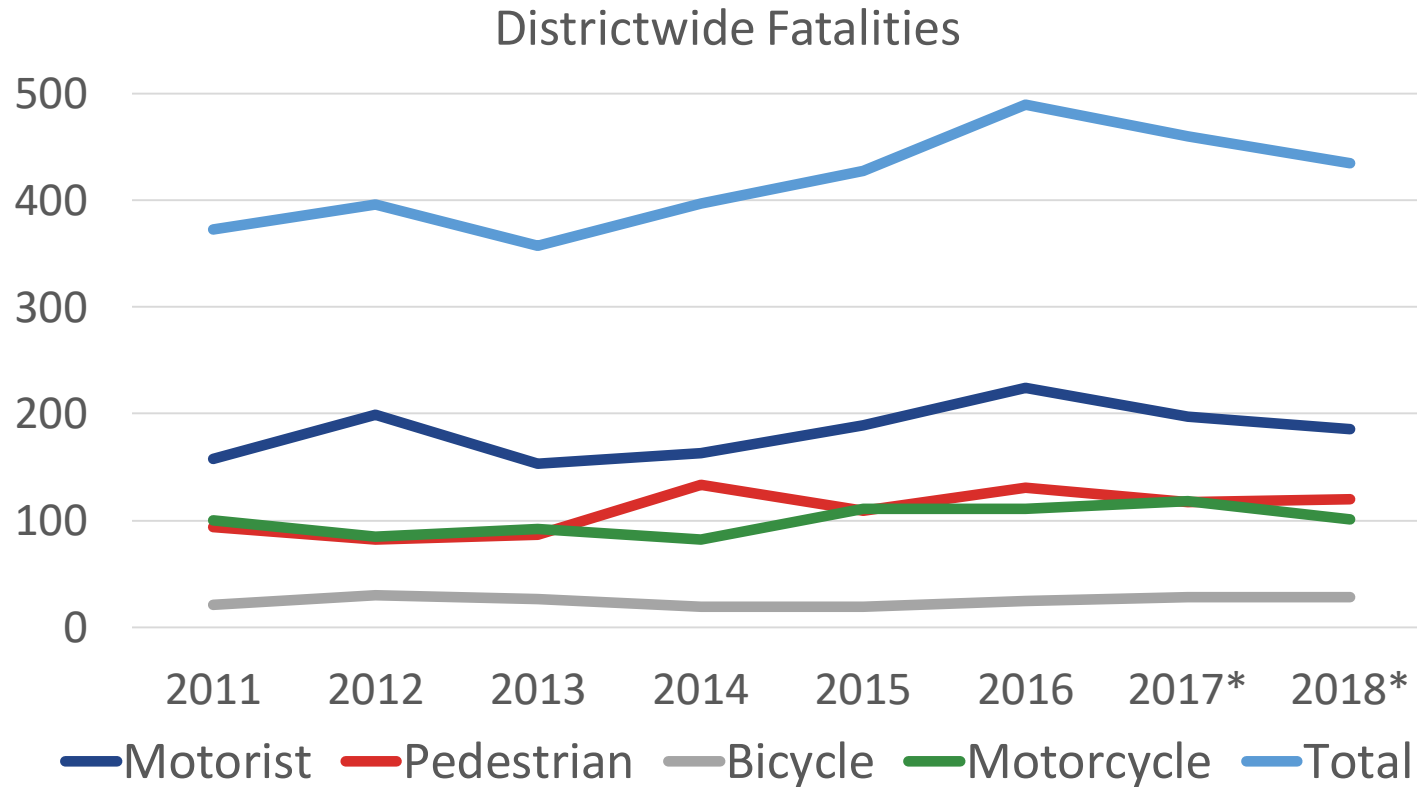
# Why Complete Streets?

## Florida Transportation Plan Goals

- **Safety** and security for residents, visitors, and businesses
- Agile, resilient, and quality infrastructure
- Efficient and reliable mobility for people and freight
- More **transportation choices** for people and freight
- Support Florida's global **economic competitiveness**
- Support **quality places to live, learn, work, and play**
- Enhance Florida's environment and conserve energy



# Why Complete Streets?



## Vision: Zero Deaths

\*2017 and 2018 data unofficial at time of presentation



## Florida Rated Most Dangerous State for Pedestrians

*The last two years on record (2016 and 2017) were the most deadly years for people killed by drivers while walking since 1990, according to the report, which ranks states and metropolitan areas around the country using Smart Growth America's "Pedestrian Danger Index."*

Jan 24, 2019

Nearly 50% of pedestrian crashes occurred while a pedestrian was trying to cross the road.

21% of bike/ped crashes in District 7 ended in serious injury or death

# Why Complete Streets?

D7 State Highway System – Context Zone and Crash Distribution by Centerline Miles

Context	Centerline Miles	% Centerline Miles by Context	Ped/Bike Crashes	% Ped/Bike Crashes by Context
C1 – Natural	18	2%	8	0.1%
C2 – Rural	187	22%	110	1.9%
C2T – Rural Town	16	2%	44	0.8%
C3C – Suburban Commercial	322	38%	2,486	42.7%
C3R – Suburban Residential	191	23%	1,167	20.1%
C4 – Urban General	87	10%	1,536	26.4%
C5 – Urban Center	17	2%	364	6.3%
C6 – Urban Core	7	1%	102	1.8%



# Leveraging RRR to Promote Complete Streets



## Challenge

- C4, C5, & C5 corridors are over-represented in crash data, especially for vulnerable road user crashes.
- Low hanging fruit have been picked.
- Opportunities to fully reconstruct C4, C5, C6 roads are rare.

# Leveraging RRR to Promote Complete Streets



- The RRR program eventually touches every lane mile in the district.
- Candidate RRR projects are developed annually.
- RRR Program performance measures incentivize cost-efficiency.

# Leveraging RRR to Promote Complete Streets



**Solution**

- Set aside district allocated funds, request MPO prioritization and pursue safety program funds when eligible.
- Screen RRR candidates annually and identify conceptual improvements.
- Identify programming strategy, potential funding sources and scenarios.

# District 7 RRR Process

## Existing Process

**Candidate RRR List**  
(based on prior year pavement condition)

August

**Pavement Condition Released**

September

**Programmed RRR List**

September -  
December

**Develop Draft Design Scope of  
Services**

# 2019 PAVEMENT CONDITION SURVEY RIDE RANKINGS FOR PAVEMENTS CONSTRUCTED IN 2018 (AT LEAST 1 MILE SEGMENTS)

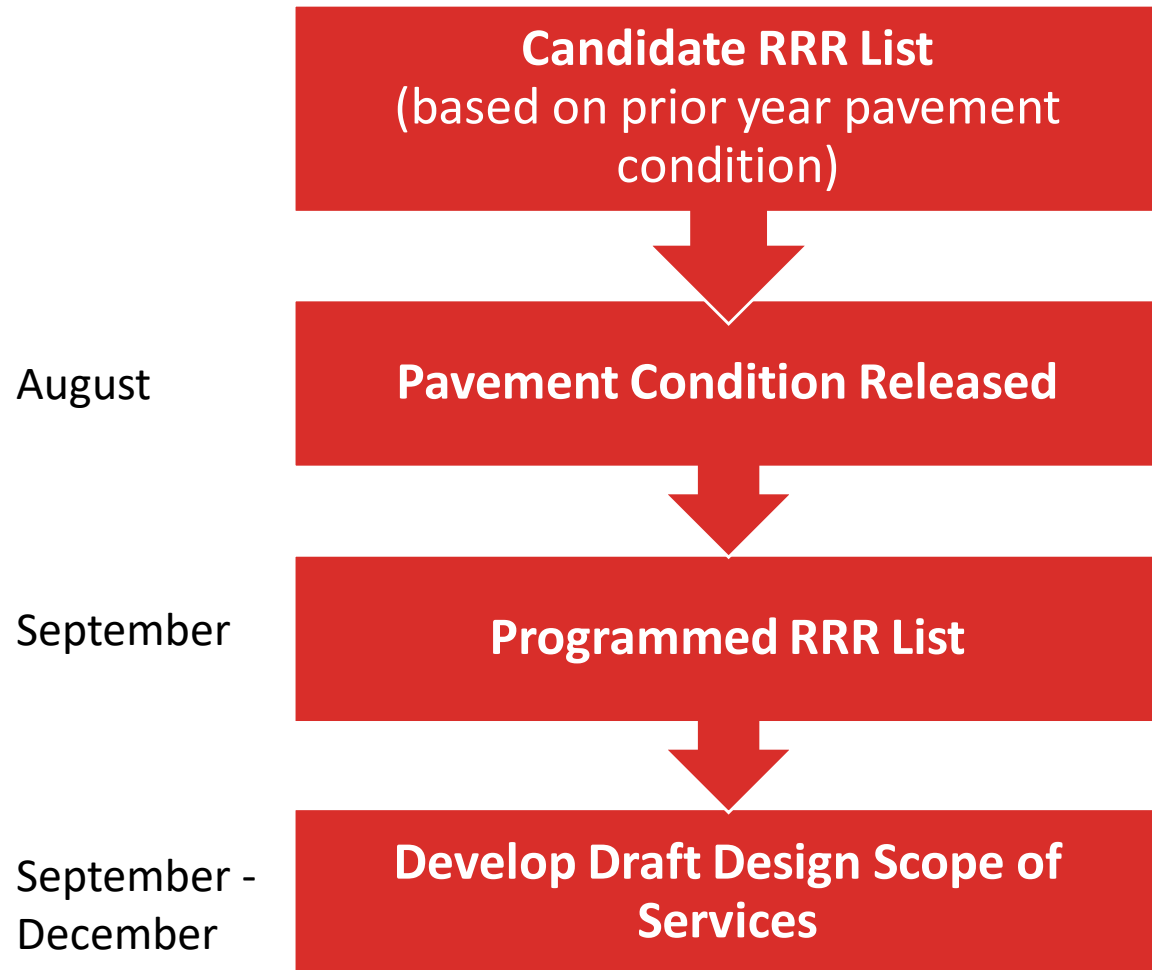
WITH SPEED LIMIT  $\geq 50$  MPH  
RIDE AVERAGE = 8.63

NUM	RANK	RIDE LOCAL RATING NAME	CONTRACTOR	ROADWAY ID	DISTRICT	COUNTY	ITEM SEG#	AVERAGE DAILY TRAFFIC	SPEED LIMIT	% SURFACE	STRUCT ASPHALT TYPE	STRUCT ASPHALT THICK INCHES	SURV LEN
1	1	9.10 I-75 (SR 93) FR S. O	PREFERRED MATERIALS, INC.	26260000	2	ALACHUA	4288041	78,500	70	28 FC5M	SP	3.00	9.165
2	2	9.00 SR 8 (I-10) FROM EAS MAINLI	ANDERSON COLUMBIA CO., INC	53002000	3	JACKSON	4327401	22,000	70	34 FC5M	SP	2.75	5.067
3	2	9.00 RESURFACE TPK	MIDDLESEX PAVING, LLC	92471000	5	OSCEOLA	4328271	65,400	70	15 FC5M	SP	2.75	4.370
4	2	9.00 SR 471 FROM S OF UNW	ANDERSON COLUMBIA CO., INC	18110000	3	SUMTER	4356621	11,500	60	32 FC125HP	SP	2.75	7.5
5	5	8.90 SR 87 FROM EGLIN AFB	ANDERSON COLUMBIA CO., INC	58040000	7	SANTA ROSA	2204424	64,000	55	12 FC5M	SP	2.75	9.60
6	5	8.90 SR200(US301) FROM NO	ASTALDI CONSTRUCTION CORP.	28010000	2	PASCO	2587362	20,500	70	23 FC5M	SP	3.00	5.067
7	5	8.90 SR 10 (US 90) FROM G	ANDERSON COLUMBIA CO., INC	55060000	3	BRADFORD	4323151	17,900	65	26 FC5	SP	2.75	4.370
8	9	8.80 I-75 (SR93) FROM CHA	PEAVY & SON CONSTRUCTION	17075000	1	LEON	4362571	51,000	55	9 FC5M	SP	2.75	11.466
9	9	8.80 SR15(US17) FROM SWEA	ANDERSON COLUMBIA CO., INC	71010000	2	SARASOTA	4322691	10,500	70	16 FC5M	SP	2.75	5.761
10	9	8.80 SR200(US301) FROM RA	PHOENIX CONSTRUCTION SERVI	26060000	2	ALACHUA	4323111	24,500	60	19 FC5	SP	3.25	9.165
11	9	8.80 SR 8 (I-10) FROM EAS	ANDERSON COLUMBIA CO., INC	57002000	3	OKALOOSA	4348371	28,283	65	21 FC5M	SP	3.00	7.044
12	9	8.70 SR 83 (US 331) FROM	HUBBARD CONSTRUCTION	60050000	3	WALTON	2206637	16,500	70	8 UNKW	SP	4.75	2.200
13	9	8.70 SR 8 (I-10) FROM SR	AXAX PAVING INDUSTRIES OF	48260000	3	ALACHUA	2224771	49,000	55	15 FC5M	SP	2.00	11.466
14	9	8.70 SR200(US301) FROM: N	P & S PAVING, INC.	26060000	2	ORANGE	4343181	13,600	70	11 FC5M	SP	5.00	5.761
15	13	8.70 SR 482 (SAND LAKE RD	ANDERSON COLUMBIA CO., INC	75002000	5	MANATEE	4344261	48,500	65	13 FC5M	SP	2.671	5.171
16	13	8.70 I-75 S OF MOCCASIN W	ANDERSON COLUMBIA CO., INC	13075000	1	VOLUSIA	4349291	71,500	70	5 FC5M	SP	7.179	3.179
17	13	8.70 SR 5 (US1) FROM SOUT	ANDERSON COLUMBIA CO., INC	79010000	5	CLAY	4306781	13,600	55	7 FC3	SP	1.293	4.87
18	13	8.70 SR 5A (NOVA RD) FROM	AXAX PAVING INDUSTRIES OF	79190000	2	CHARLOTTE	4324383	35,000	55	16 FC5	SP	5.00	4.87
19	13	8.70 SR16 FROM SR230 TO S	AXAX PAVING INDUSTRIES OF	71050000	2	MADISON	4343191	7,600	55	4 FC5M	SP	5.00	4.87
20	13	8.70 SR83 FROM S O	ANDERSON COLUMBIA CO., INC	01075000	1	LEE	4130432	55,000	70	7 FC3	SP	5.00	4.87
21	13	8.70 SR16 FROM THE	ANDERSON COLUMBIA CO., INC	35050000	2	POLK	4323121	1,100	60	13 FC125MR	SP	5.00	4.87
22	13	8.70 SR16 FROM THE	ANDERSON COLUMBIA CO., INC	12090000	2	CLAY	4366381	7,337	60	16 FC5	SP	5.00	4.87
23	13	8.70 SR16 FROM THE	ANDERSON COLUMBIA CO., INC	79002000	5	CLAY	4306781	13,600	55	7 FC3	SP	5.00	4.87
24	13	8.70 SR16 FROM THE	ANDERSON COLUMBIA CO., INC	79190000	2	CLAY	4324383	35,000	55	13 FC5M	SP	5.00	4.87
25	13	8.70 SR16 FROM THE	ANDERSON COLUMBIA CO., INC	01075000	1	CLAY	430432	55,000	70	7 FC3	SP	5.00	4.87
26	13	8.70 SR16 FROM THE	ANDERSON COLUMBIA CO., INC	35050000	2	CLAY	4323121	1,100	60	13 FC125MR	SP	5.00	4.87
27	13	8.70 SR16 FROM THE	ANDERSON COLUMBIA CO., INC	12090000	2	CLAY	4366381	7,337	60	16 FC5	SP	5.00	4.87
28	13	8.70 SR16 FROM THE	ANDERSON COLUMBIA CO., INC	79002000	5	CLAY	4306781	13,600	55	7 FC3	SP	5.00	4.87
29	13	8.70 SR16 FROM THE	ANDERSON COLUMBIA CO., INC	79190000	2	CLAY	4324383	35,000	55	13 FC5M	SP	5.00	4.87
30	13	8.70 SR16 FROM THE	ANDERSON COLUMBIA CO., INC	01075000	1	CLAY	430432	55,000	70	7 FC3	SP	5.00	4.87
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33	13	8.70 SR16 FROM THE	ANDERSON COLUMBIA CO., INC	79002000	5	CLAY	4306781	13,600	55	7 FC3	SP	5.00	4.87
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# How does Complete Street fit in?

## Existing Process



## New Steps

- Screen RRR Candidates for Complete Streets needs
- Begin coordination with Locals

- Detailed review (RSA)
- Develop programming & funding strategy/scenarios

# How does Complete Streets Fit in?

Ongoing  
Updates

**Candidate RRR List**

District Maintenance office develops candidate RRR projects

**Review Existing Conditions & Context Classification**

Review land use, crash data, bike/ped needs and confirm context classification

**Review Compliance with FDM standards & best practices**

Review existing typical section against FDM standards for context classification

Aug/Sept

**Pavement Conditions Released/Programmed RRR List**

Steps 2 and 3 are conducted for any projects not previously identified as candidates

**Finalize Input from Local Agencies**

Local agencies provide feedback on issues and opportunities. Request MPO Review & Prioritization.

**Field Review (Complete Street Road Safety Audit)**

Field visit with local stakeholders to identify project opportunities

Sept –  
Dec

**Develop strategy for programming and funding**

Develop a strategy for programming and identify funding scenarios.

**Leadership/SME Review & Concurrence**

**Additional Analysis and Coordination**

**Finalize Proposed Scope of Work and Add Funds**

Internal coordination, data collection, analysis, research, refinement of recommendations, etc.

December

**Finalize Proposed Scope of Work and Develop Draft Design Scope of Services**

# Building a RRR “Goes-With” Scope

Identify list of safety and other opportunities from:

- Road Safety Audit
- Planning screens
- Input from locals



# Building a RRR “Goes-With” Scope

## Complete Streets is About More Than Just Bike/Ped

Projects are screened for all disciplines

- Traffic operations
- Drainage
- Lighting
- Access management
- Turn lanes
- Signalization



Example: SR 44 Citrus County



# Building a RRR “Goes-With” Scope

## Input from Locals & Stakeholders

### What do you know?

Bike/Ped Issues

Planned Trails

Safety/Operational Issues

Types of User

Future Land Use

Nearby Projects

### What would you like to see?

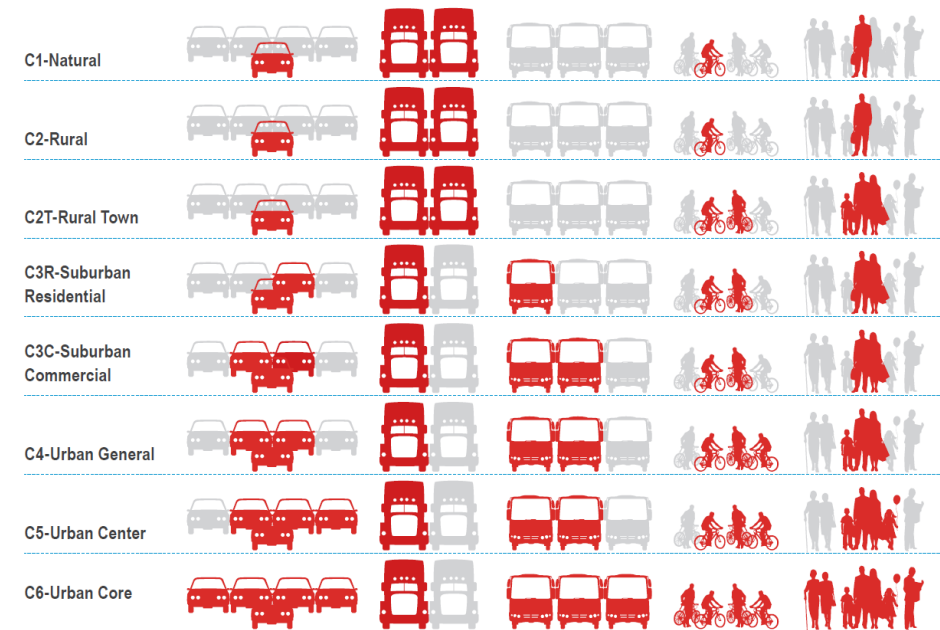
Changes to Typical Section

Pedestrian Crossings

Safety Improvements

Operational Improvements

Additional Features

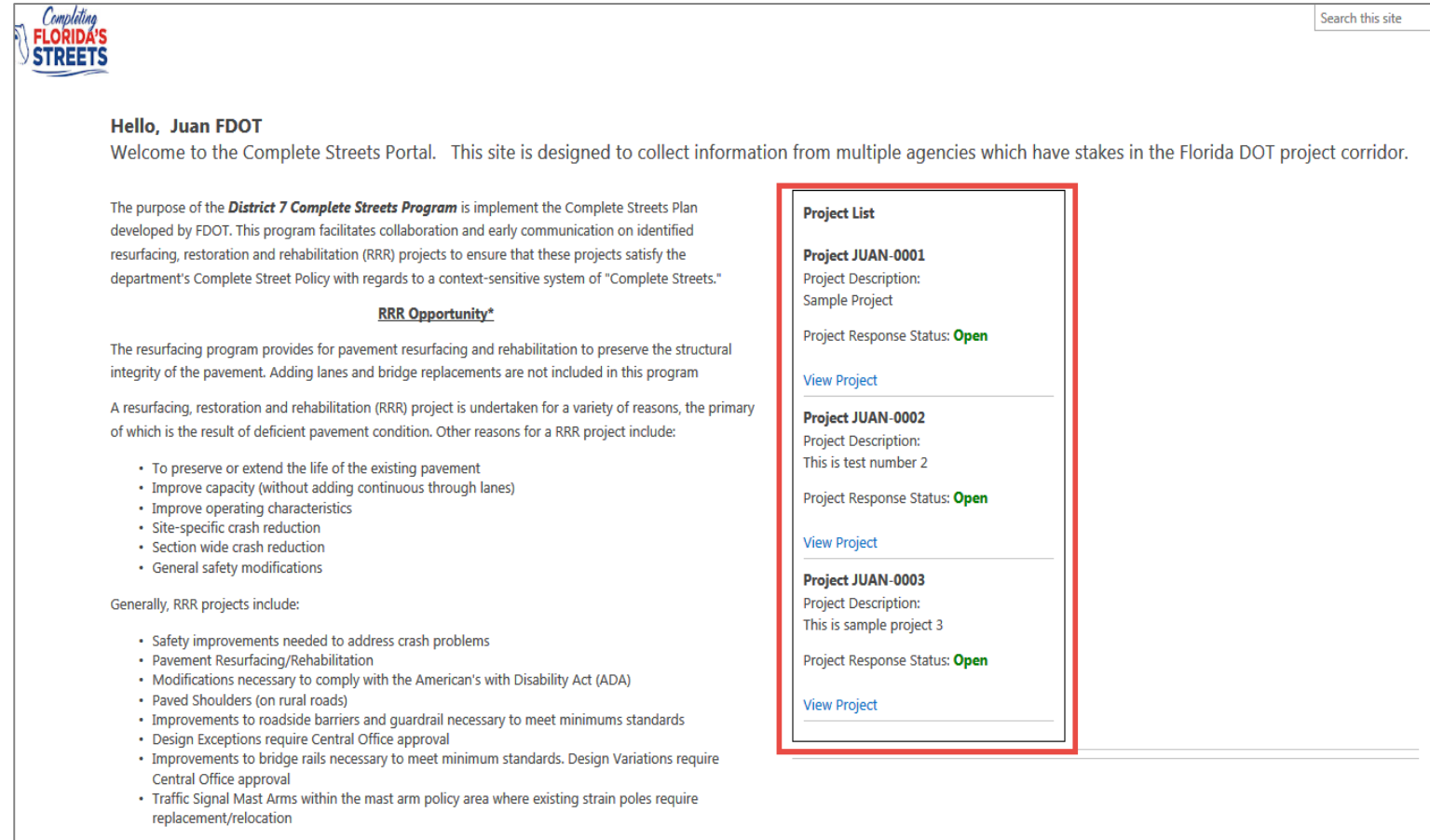


# Building a RRR “Goes-With” Scope

## Input from Locals & Stakeholders

### SHAREPOINT SITE

- View upcoming RRR projects in your jurisdiction
- Get notified when new projects are created



**Completing FLORIDA'S STREETS**

Search this site

**Hello, Juan FDOT**  
Welcome to the Complete Streets Portal. This site is designed to collect information from multiple agencies which have stakes in the Florida DOT project corridor.

The purpose of the **District 7 Complete Streets Program** is implement the Complete Streets Plan developed by FDOT. This program facilitates collaboration and early communication on identified resurfacing, restoration and rehabilitation (RRR) projects to ensure that these projects satisfy the department's Complete Street Policy with regards to a context-sensitive system of "Complete Streets."

**RRR Opportunity\***

The resurfacing program provides for pavement resurfacing and rehabilitation to preserve the structural integrity of the pavement. Adding lanes and bridge replacements are not included in this program

A resurfacing, restoration and rehabilitation (RRR) project is undertaken for a variety of reasons, the primary of which is the result of deficient pavement condition. Other reasons for a RRR project include:

- To preserve or extend the life of the existing pavement
- Improve capacity (without adding continuous through lanes)
- Improve operating characteristics
- Site-specific crash reduction
- Section wide crash reduction
- General safety modifications

Generally, RRR projects include:

- Safety improvements needed to address crash problems
- Pavement Resurfacing/Rehabilitation
- Modifications necessary to comply with the American's with Disability Act (ADA)
- Paved Shoulders (on rural roads)
- Improvements to roadside barriers and guardrail necessary to meet minimums standards
- Design Exceptions require Central Office approval
- Improvements to bridge rails necessary to meet minimum standards. Design Variations require Central Office approval
- Traffic Signal Mast Arms within the mast arm policy area where existing strain poles require replacement/relocation

**Project List**

**Project JUAN-0001**  
Project Description:  
Sample Project  
Project Response Status: **Open**  
[View Project](#)

**Project JUAN-0002**  
Project Description:  
This is test number 2  
Project Response Status: **Open**  
[View Project](#)

**Project JUAN-0003**  
Project Description:  
This is sample project 3  
Project Response Status: **Open**  
[View Project](#)

# Building a RRR “Goes-With” Scope

## Input from Locals & Stakeholders

### SHAREPOINT SITE

- View upcoming RRR projects in your jurisdiction
- Get notified when new projects are created
- Provide project feedback

1) List any issues with existing bicycle/pedestrian facilities and network connections in this area. This includes gaps in sidewalk or trail networks as well as roadway crossings.

**Agency Responses:**

**Agency:** Pinellas County, **Responder:** Joan Rice

**Response:** There are no bicycle lanes as the speed is high. The sidewalks could be wider to accommodate passing people.

3) Are you aware of any safety issues that should be analyzed addressed?. If so, please describe.

**Note:** For preliminary crash data summary, see Context Classification Report in Project Documents section above.

**Agency Responses:**

**Agency:** Pinellas County, **Responder:** Joan Rice

**Response:** Sight visibility with overgrown medians. The north 5 or 6 medians are part of a landscape project that will clean out some of the growth. Michael Kidde, D7 Landscape Architect knows about this project.

# Building a RRR “Goes-With” Scope

Input from Locals & Stakeholders

## PARTICIPATE IN FIELD REVIEWS

- Understand challenges first hand
- Hear from stakeholders with other interests and priorities





# Building a RRR “Goes-With” Scope

## Leverage Flexibility in the FDM

Florida Design Manual Chapter 114 Resurfacing, Restoration and Rehabilitation (RRR)

### 114.1.1 Proposed Improvements (Type of Work)

The following items must be included in each RRR project unless written authorization to deviate from this policy is obtained at a Director level position in the District:

- (1) Safety improvements needed to address crash problems.
- (2) Pavement Resurfacing/Rehabilitation.
- (3) Modifications necessary to Comply with the Americans with Disabilities Act (ADA).
- (4) Paved Shoulders.

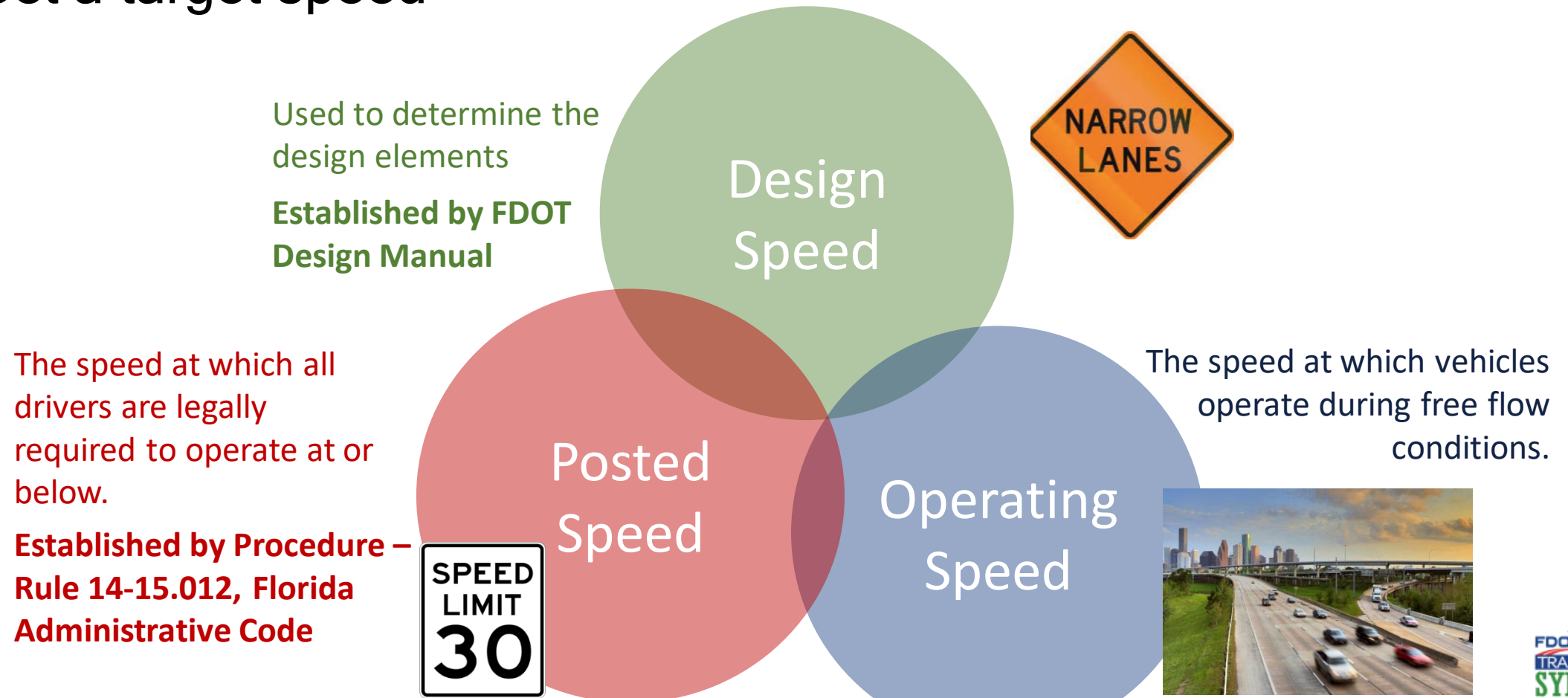
*Many safety items can be absorbed as part of a typical RRR scope of work*

# Building a RRR “Goes-With” Scope

## Leverage Flexibility in the FDM - Retrofit

Document design speed, posted speed, and allowable range

➤ Set a target speed



# Building a RRR “Goes-With” Scope

## Leverage Flexibility in the FDM

Built-in flexibility to do more on resurfacing projects

- When posted speed exceeds the allowable range, roadway elements that encourage lower operating speeds should be included with the project
- Width of the bicycle lane depends on the width of the available roadway pavement
- Sections of raised or restrictive medians are recommended on RRR projects

# Estimate Early, Update Often

Date: 9/21/2018 9:46:54 AM

## Project: 441685-2-52-01

Letting Date: 01/2099

**Description:** SR 44/Gulf to Lake Highway from US 19 to E of NE 10 Ave Corridor Improvements.

District: 07	County: 02 CITRUS	Market Area: 07	Units: English
Contract Class:	Lump Sum Project: N	Design/Build: N	Project Length: 4.298 MI

**Project Manager:** Alex Henry

**Version 1-P Project Grand Total** **\$681,517.18**

**Description:** SR 44/Gulf to Lake Highway from US 19 to E of NE 10 Ave Corridor Improvements.

**Sequence:** 1NDU - New Construction, Divided, Urban **Net Length:** 0.380 MI  
2,006 LF

**Description:** Construct midblock crossings with refuge islands and overhead RRFBs at SR 44 and 8th Ave and 9th Ave.

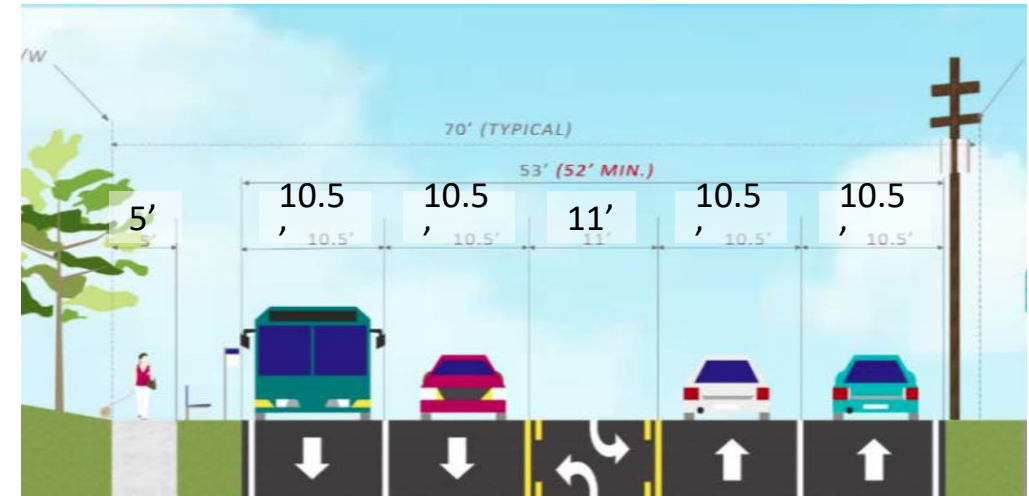


# RRR Goes-With Something Is Better Than Nothing

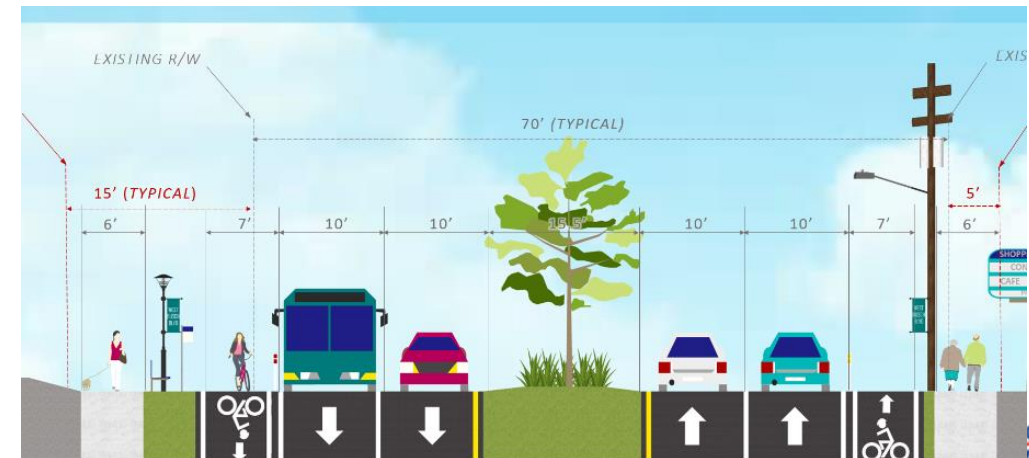
## Busch Blvd

- 3.3 miles corridor
- City of Tampa and unincorporated Hillsborough County
- Corridor Planning Study recommended reconstruction to add median and bike lanes and fill sidewalk gaps

Existing Typical Section



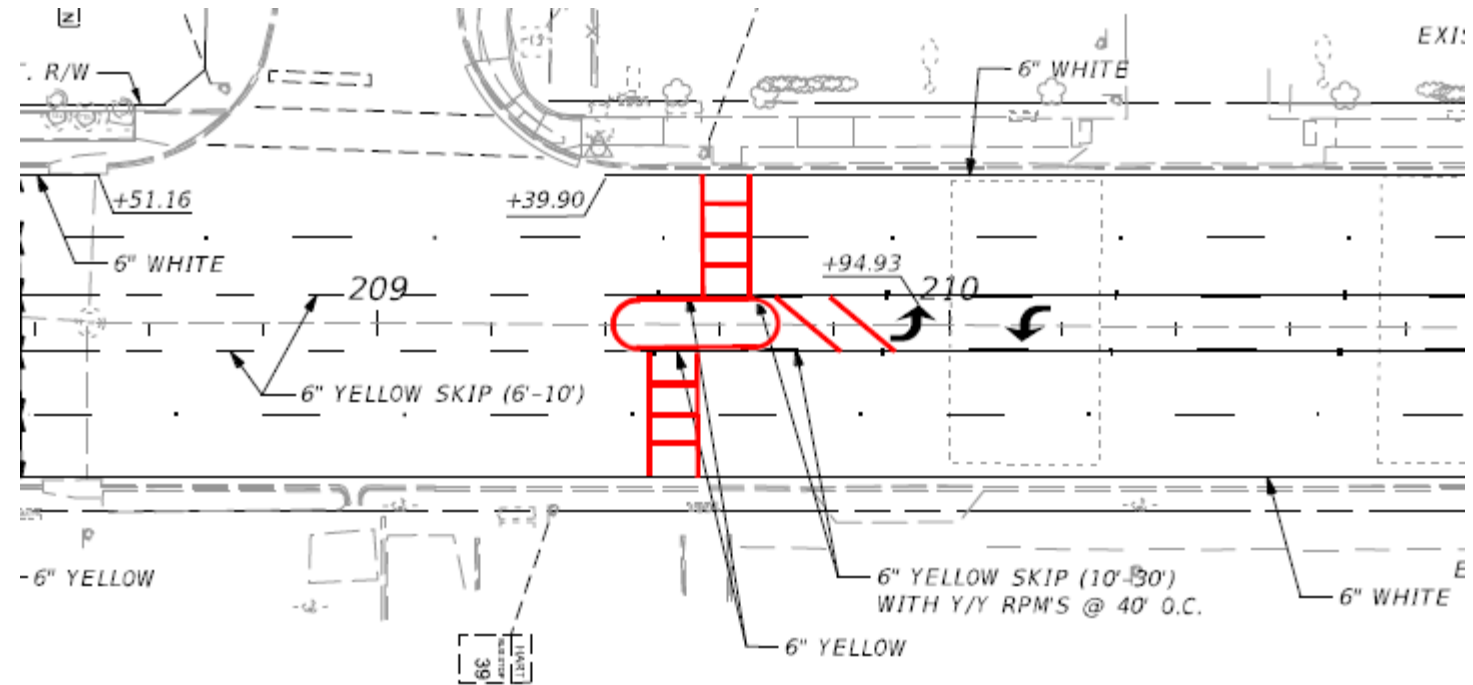
Long Term Vision



# RRR Goes-With Something Is Better Than Nothing

## Busch Blvd

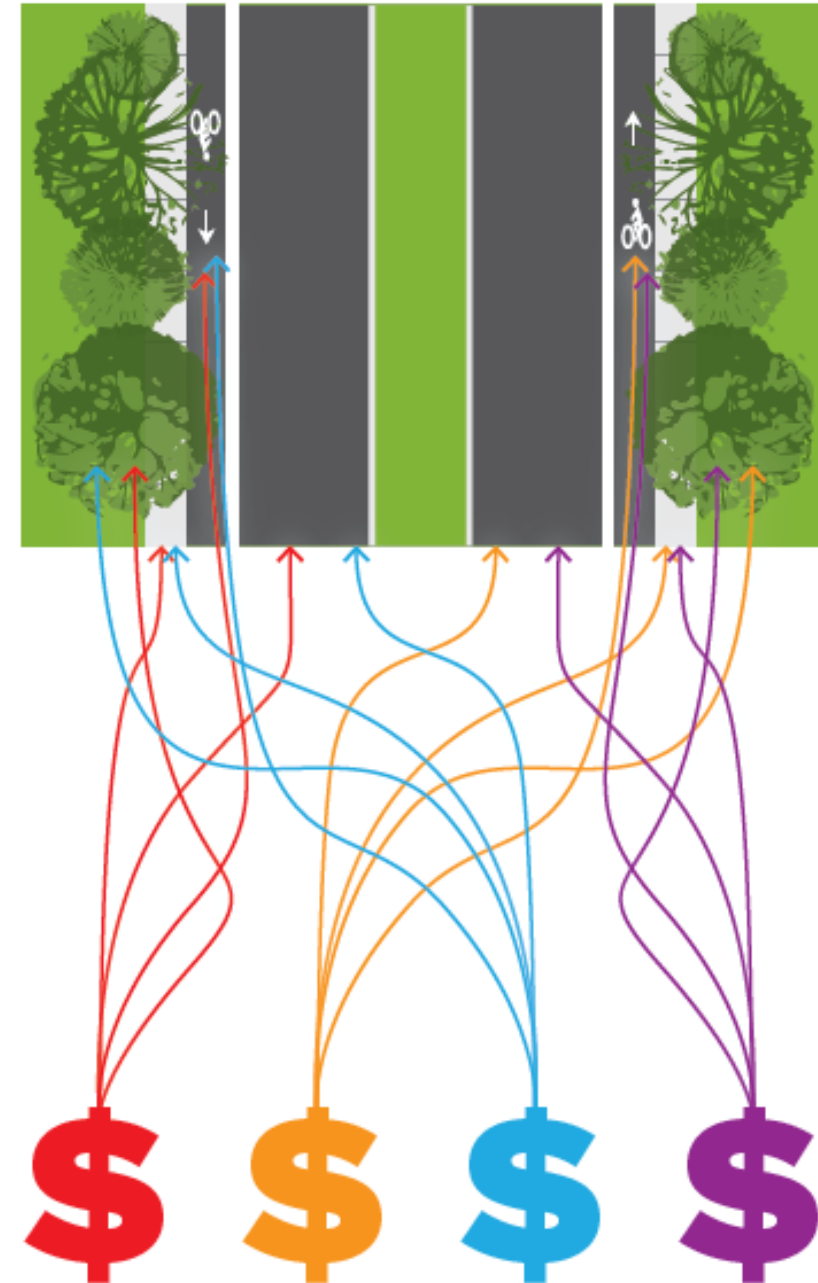
- Resurfacing project with construction to begin late Spring 2019
- Includes spot safety enhancements including spot medians and pedestrian crossings
- Continue to advance long-term vision through production process



# What About Funding?

## MPO Opportunities

- Funding allocated for RRR can typically not be used for additional elements
- Federal, state, and local sources can be added



# What About Funding?

## MPO Opportunities

If projects are on the MPO priority lists, it opens additional funding opportunities and local awareness

**2019 Hillsborough MPO List of Priority Projects**

2018 Priority	FPN	2040 LRTP Reference	Project Limits	Project Description	F
10		Reduce Crashes	Busch Blvd (Dale Mabry to 56th)	Safety Enhancements	
11	436419 2	Reduce Crashes	MLK Urban Corridor Improvements	Safety Enhancements	
12	436489 1 437645 1 437645 2	Reduce Crashes	Kennedy Blvd (Westshore to Brevard)	Walk/Bike Safety	

# What About Funding?

## State Funds Reserved for Complete Streets

- Lane mile allocations for RRR projects to be used per FDM
  - Additional items of work to be funded with District Funds
- District 7 made a commitment in 2017 to implement Complete Streets



# What About Funding?

## State Funds Reserved for Complete Streets

- District created a Complete Streets Reserve Box in outer years
  - \$5 million of district allocated funds originally approved
  - Future amount will be adjusted based on anticipated need
- Utilize reserved funds to add Complete Streets elements of work to RRR projects.
  - Must keep separate from RRR using separate sequence  
FPID XXXXXXXX-X-52-02

# Construction Costs

- District completes “worst case” LRE using Complete Streets study (separate from RRR LRE)
- Prioritize recommendations if not enough \$\$ to do everything



# Construction Costs

- Programming as a -52-02 allows
  - One set of plans - quantities separated in quantity boxes
  - 2 LREs
  - 2 projects in AASHTOWare
  - One specs package
  - -02 can be easily “turned off”
  - Allows District to track and report on multiple work types

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

FINANCIAL PROJECT ID 434841-1-52-02  
FINANCIAL PROJECT ID 434841-1-52-03      LOCA  
(FEDERAL FUNDS)

FINANCIAL PROJECT ID 434841-1-52-01

HILLSBOROUGH COUNTY (10080)

STATE ROAD NO. 60/W KENNEDY BLVD

FROM W OF BREVARD AVE TO W OF MERIDIAN AVE

(US BUS 41/SR60/685/45/W KENNEDY/JACKSON/NEBRASKA/ASHLEY)

# Design Costs

District decision and is subjective

- If only minor work being added, absorb under the -32-01 (RRR PE)
- If a larger effort, utilize reserve Box and add -32-02 (CPST PE)

If all else fails...

- Include as optional services in design scope of services

# Program Management Rules of Thumb & Work Program Instructions

- RRR allocations are to preserve our pavement system
- Different program numbers utilized in FM to track work type
- Each project sequence is limited to one program number:
  - 02 - Roadway
  - 03 - Bridge
  - 04 - Bridge Repair
  - 05 - Roadway Resurfacing
  - 06 - Safety
  - 07 - Traffic Operations



# Programming

- RRR project example
- Utilized 3 sequences
  - RRR
  - Safety
  - Complete Streets

Item/Segment: 434841 1 Status: 096 CONST  
 Desc: SR 60/W KENNEDY BLVD FROM W OF BREY  
 Trans System: 03 INTRASTATE STATE HIGHWAY  
 Begin Search At Phase: 5 2 FP Seq: \_\_\_\_

Ver	Phase	FP Seq	Year	Fund	Pgm	PDC Amount
AD	5 2	01	2017	DDR_	05	___2,904,196
			2017	DS__	05	___152,536
			2018	DS__	05	___17,461
			2019	DDR_	05	___39,819
		02	2017	DS__	06	___20,000
			2017	HSP_	06	___1,517,832
			2018	DS__	06	___451
			2018	HSP_	06	___1,846
			2019	DS__	06	___64,460
		03	2017	DDR_	02	___21,900
			2017	LF__	02	___31,469
Ver	Phase	Seq	Year	Fund	Pgm	Amount
AD	5 2	03	2017	SA__	02	___207,353
			2017	SU__	02	___600,605
			2018	DDR_	02	___193
			2019	LF__	02	___148,531
			2019	SU__	02	___254,644

# Pre-Planning

- Continuing to use existing District RRR process
- Adding new steps to process to address Complete Streets Policy
- Requires continuous coordination among multiple offices and external partners
- This coordination must be done quickly and efficiently, or will miss opportunity!

# Cost Increases After Design Begins

- Design cost increases
  - Utilize contingencies
- Construction cost increases
  - Try to leave some funds in the reserve Box for future increases
  - Communicate with Work Program - use contingencies
- It never hurts to ask for additional funds
- If additional fund are not available, may need to reduce scope
  - Something is better than nothing

# Lessons Learned

- Each district operates a little differently but generally follow the **same rules** (Work Program Instructions, FDOT manuals, Targets)
- **Funding is a challenge** that requires multiple offices in the District, but it is **not a barrier**.
- New funding isn't always needed - but most funds have strings. Its a matter of getting the **right type of funds plugged into the right project**.
- **Consolidated project scoping** process helps
- Get the **locals & MPOs** on board with the goals
- Early and often **communication**

# Jackson Street (Downtown Tampa)

## PROJECT BACKGROUND

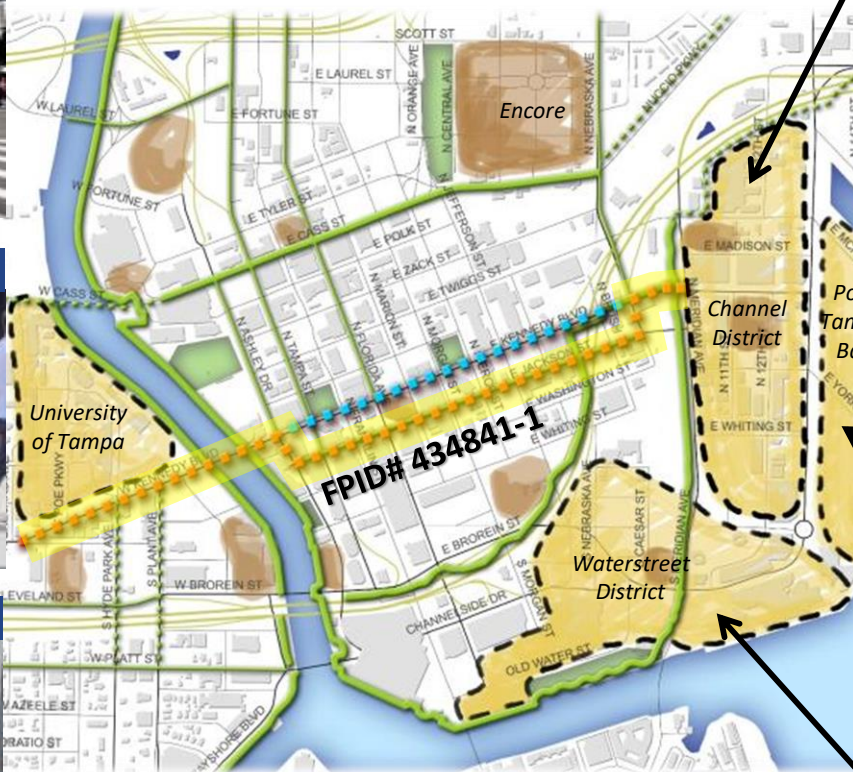
## Transit



## Walking



## Bicycling



## Channel District



## Port Tampa Bay Channel District Redevelopment



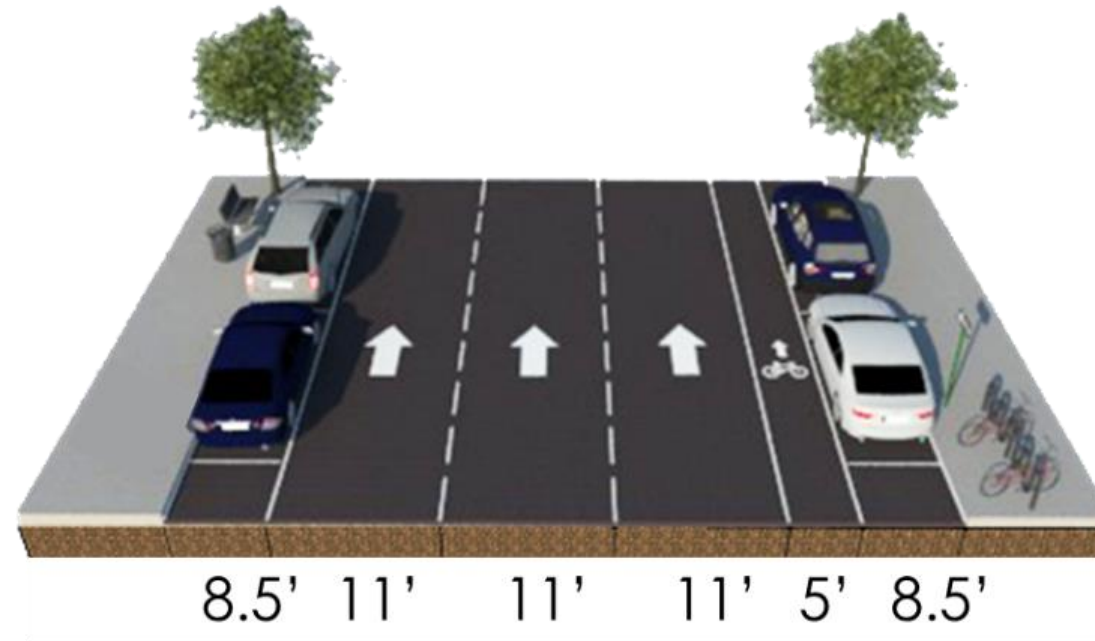
## Channelside Waterfront Redevelopment





# PRIOR CONDITION

- 3 travel lanes with parking on both sides and an eastbound bike lane



- There is **no bike lane on Kennedy Blvd** (parallel westbound roadway)
- Identified need for two-way bicycle facility during resurfacing

# Public and Stakeholder Engagement

- Develop Graphics
- 17 Stakeholder Meetings
- 4 MPO Committee Meetings + MPO Board
- 1 Public Meeting
- Significant Coordination With:
  - City of Tampa Economic Development and Transportation
  - Tampa-Hillsborough Expressway Authority



EXISTING



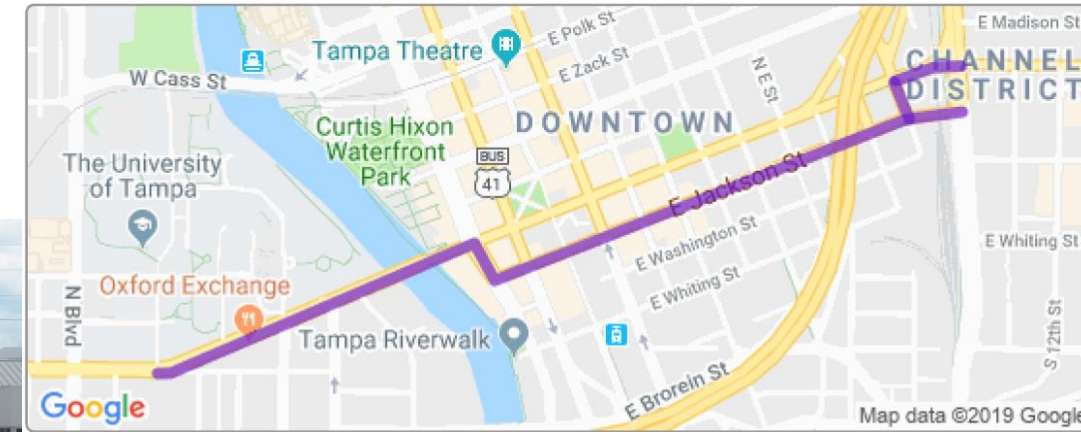
PROPOSED

Jackson Street (Downtown Tampa)

# Proposed Changes



Before



Resurfacing

Minor drainage improvements

Upgraded signing and paving markings

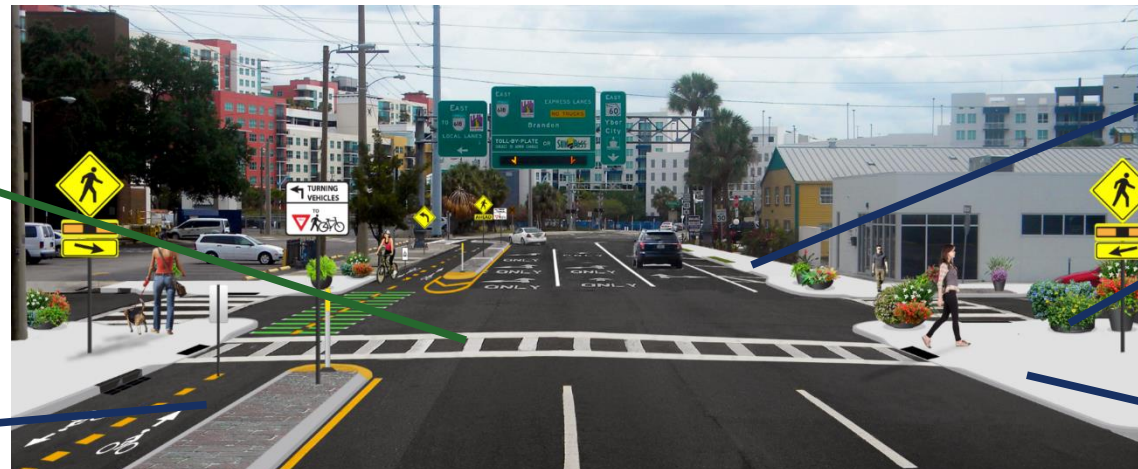
Lane reduction and two-way protected bike lane

New traffic signal with pedestrian crossing at Governor St.

Upgraded sidewalks and curb ramps

Landscape pots/ planters (movable)

Curb extensions



After

Jackson Street (Downtown Tampa)



# Cost Considerations

- In-house design
- Total CST cost (phases 52 & 57) = approx. \$5.7M
- Majority of the additional cost was associated with:
  - curb extensions/bulb outs at nearly every intersection
  - associated drainage impacts
  - traffic separator and supplemental signal heads associated with the two-way bike lane (cycle track)
- Project was broken into three sequence numbers to separate the resurfacing costs from the “complete streets” costs.

# Funding Solutions

- FDOT used state and federal funds to cover 100% of the cost; no local funds were used
- District Safety Office secured HSP funds to cover some of the additional costs
- Hillsborough MPO supported the project and allowed SU/STP funds to be applied to the complete street features and cover balance of project cost



# Project Status

- Construction complete October 2018
- Contact information for persons familiar with the project
  - Stephen Benson
  - Tana Johnston-Schultz (Design PM)



Jackson Street (Downtown Tampa)

# US 41/ N. 40<sup>th</sup> Street (East Tampa)

## PROJECT BACKGROUND



- 6-lane divided with no on-street bike facility
- Restriped during 2017 resurfacing project
- Converted to 4-lane divided with 7' buffered bike-lane

# Additional Improvements



- Reconstructed four existing span wire signals with mast arms
- Upgraded sidewalks and curb ramps, replaced broken sidewalks, and closed abandoned driveways
- Minor drainage improvements
- Added median landscaping
- Subsequent Landscape project currently underway

# Funding Considerations

- In-house design
- Total CST cost (phases 52 & 57) = approx. \$5.9M
- All improvements were absorbed into the overall resurfacing project cost

# Questions?

# PPRs: Setting Up the Project in Work Program

List below the current LRE\* costs by functional component as follows. All amounts are unrounded pre-PS&E Present Day Costs (PDC).

Phase 52-01				Phase 52-02			
ROADWAY: \$			\$	2,649,431.43	ROADWAY: \$		\$
SIDEWALKS: \$			\$	-	SIDEWALKS: \$		\$ 491,069.64
BRIDGE: \$			\$	-	BRIDGE: \$		\$ -
TRAFFIC:			\$	-	TRAFFIC:		\$ -
SIGNALS: \$			\$	37,677.03	SIGNALS: \$		\$ -
LIGHTING: \$			\$	-	LIGHTING: \$		\$ -
SIGNING: \$			\$	113,447.45	SIGNING: \$		\$ 1,906.98
PAVEMENT MARKINGS: \$			\$	90,390.46	PAVEMENT MARKINGS: \$		\$ -
ITS: \$			\$	-	ITS: \$		\$ -
DRAINAGE: \$			\$	139,770.80	DRAINAGE: \$		\$ -
LANDSCAPE & HARDSCAPE: \$			\$	-	LANDSCAPE & HARDSCAPE: \$		\$ -
WALLS: \$			\$	-	WALLS: \$		\$ -
UTILITIES: \$			\$	-	UTILITIES: \$		\$ -
TURN LANES & MEDIANS: \$			\$	-	TURN LANES & MEDIANS: \$		\$ -
M.O.T.: \$			\$	242,457.37	M.O.T.: \$		\$ 39,438.13
MOBILIZATION: \$			\$	261,853.96	MOBILIZATION: \$		\$ 42,593.18
PROJECT UNKNOWNNS: \$	Pre-Design	15%	\$	530,254.28	PROJECT UNKNOWNNS: \$	Pre-Design	\$ 86,251.19
INITIAL CONTINGENCY: \$			\$	50,000.00	INITIAL CONTINGENCY: \$		\$ 33,062.96
TOTAL: \$			\$	4,115,282.78	TOTAL: \$		\$ 694,322.08