



FDOT Project Review Training

August 19, 2025



PALM BEACH
Transportation
Planning Agency



FDOT Project Review Training

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Presenters and Introductions

Cesar Martinez – Opening & Closing Remarks

Larry Hymowitz – Project Process Overview & Context Classification

Geysa Sosa – Scope Refinement Process

Thuha Nguyen – MMSC & Modal Viewer

Brad Salisbury – Target Speed, Design, and ERC


Thomas Miller – Roadway Safety Audits



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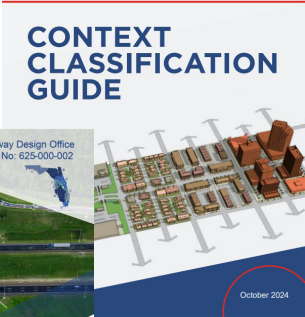


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Agenda

- Opening Remarks
- Project Process Overview
- Scoping Refinement
- Multimodal Scoping Checklist/Modal Viewer
- FDOT Context Classification Overview
- Break (10 Minutes)
- Context Classification and Target Speed Applications
- Target Speed Overview
- Design Process
- ERC Review
- Roadway Safety Audits
- Closing Remarks
- Questions & Answers

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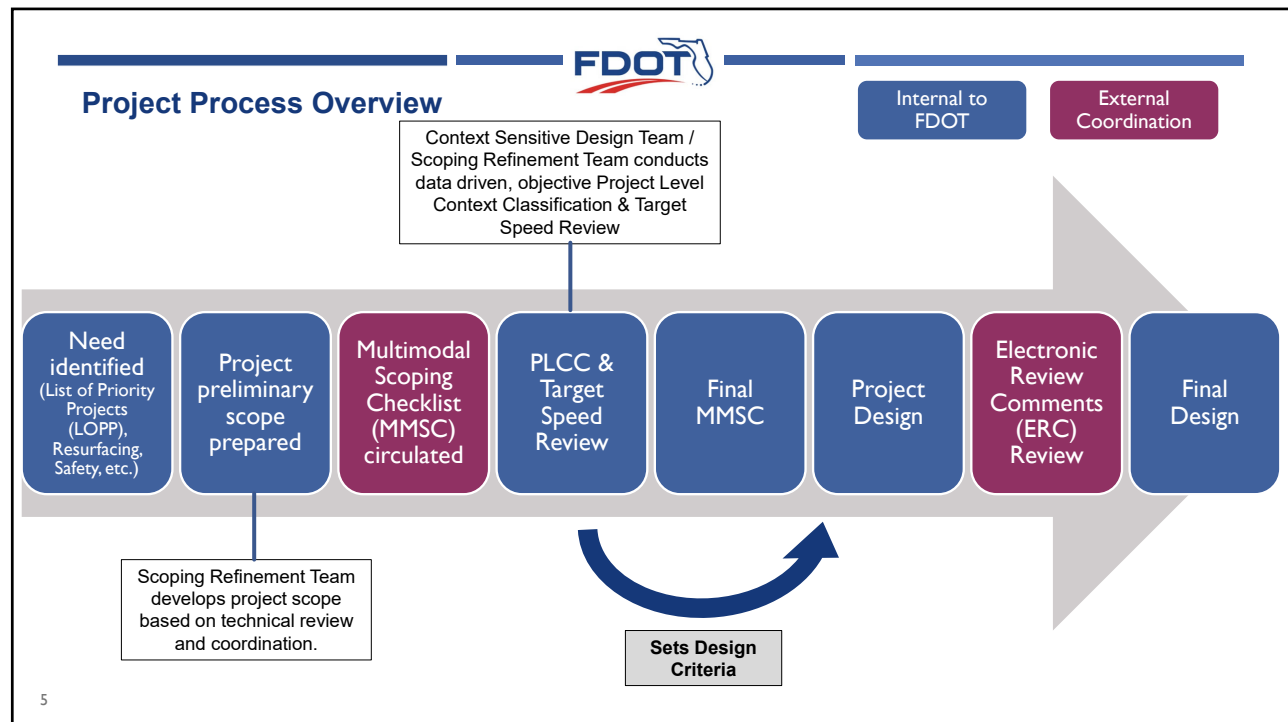
Context Sensitive Design Team and Scoping Refinement Team (CSD/SRT)

- **Multidisciplinary Group that includes:**
 - Planning and Environmental Management
 - Office of Modal Development
 - Scoping Refinement Team
 - Traffic Operations
 - Safety
 - Design
 - Design Project Managers
- Reviews Context Classification and Target Speed for each project
- Discusses additional opportunities to implement Context Sensitive Design into a project
- Evaluates requests for Context Classification and Target Speed Information and Training
- Oversees updates to Systemwide Preliminary Context Classification

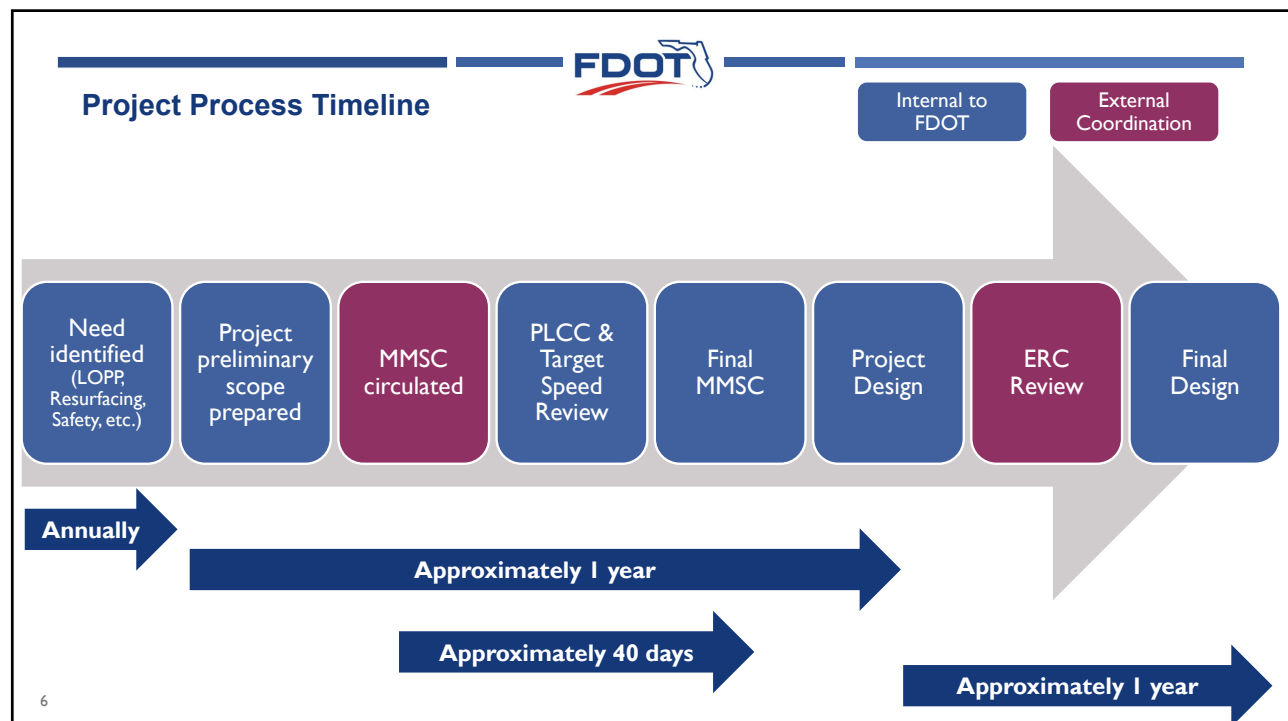


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Scope Refinement Team Overview

Presented by Geysa Sosa



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Project Process Overview

Internal to
FDOTExternal
Coordination

We are here



Need
identified
(LOPP,
Resurfacing,
Safety, etc.)

Project
preliminary
scope
prepared

MMSC
circulated

PLCC &
Target
Speed
Review

Final
MMSC

Project
Design

ERC
Review

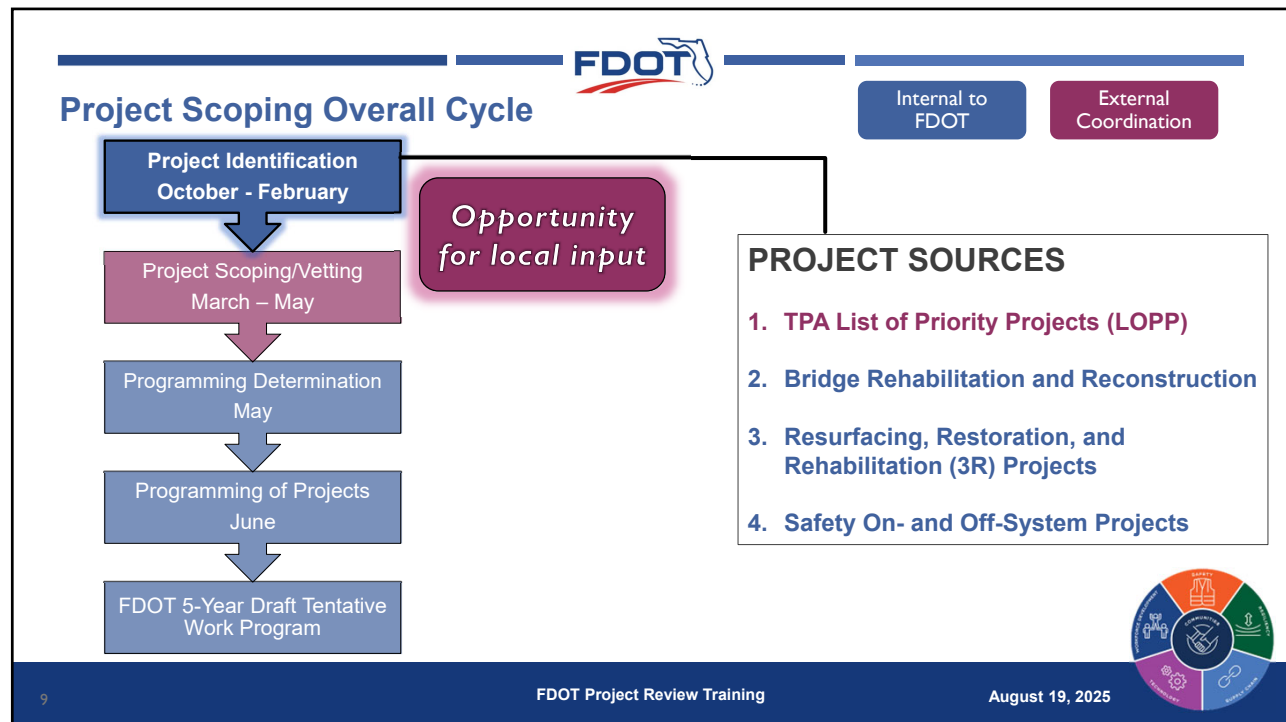
Final
Design

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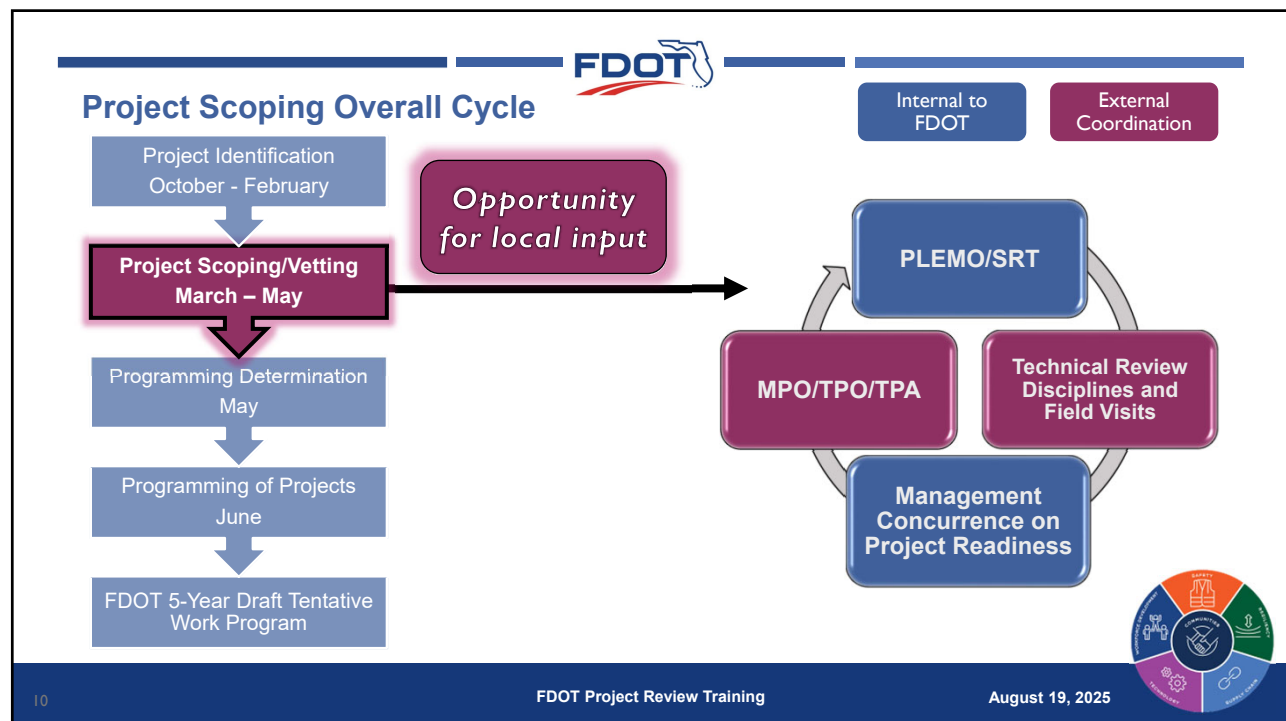
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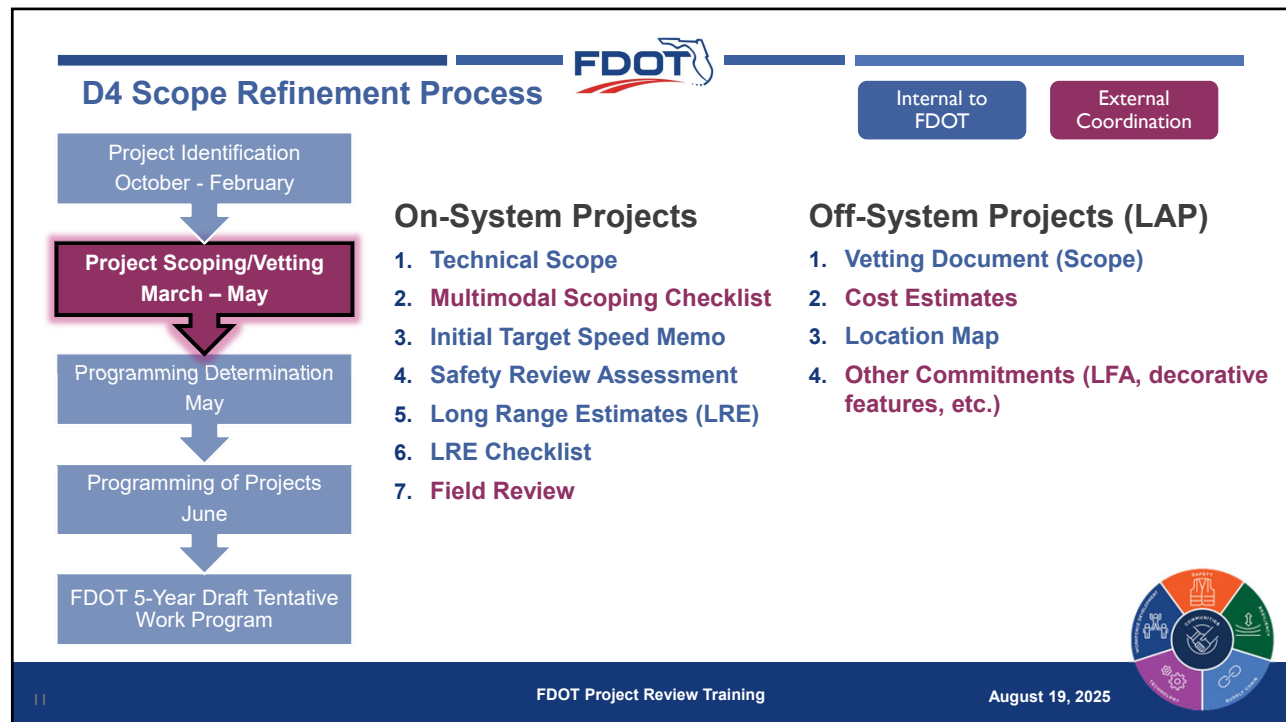
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D4 Scope Refinement Process – Project Documents

On-System Project Scope Refinement

1. [Technical Scope](#)
2. [Multimodal Scoping Checklist](#)
3. [Initial Target Speed Memo](#)
4. [Safety Review Assessment](#)
5. [Long Range Estimates \(LRE\)](#)
6. [LRE Checklist](#)
7. [Field Review Checklist](#)

To: Geyia Sosa, PE				
From: Scope Refinement Team				
RE: SR 882 (Forest Hill Boulevard) Resurfacing from Lake Clarke Drive to US 1 (Dixie Highway)				
State Road Number: 882				
Section Number: 93016000				
County: Palm Beach				
Project Limits: from East of Lake Clarke Drive (@ pavement seam) to US 1 (Dixie Highway)				
Begin MP/End MP: 8.156 to 9.233 (Length 1.077 MI)				
FM No.: 446373-1-52-01				
1. Posted/Design Speed Limits:	MP Range	Design Speed	Posted Speed	Target Speed
	8.156 to 9.233	40	35	35
2. Design Criteria and Highway System:	SHS, FDM (2022)			
	Milepost Range	Context Classification		
	8.156 to 9.233	C4 – Urban General		
3. AADT	MP 8.156 to MP 8.350: 48,000 AADT (2020); Truck = 6.2% (24 hour) MP 8.350 to MP 8.730: 25,500 AADT (2020); Truck = 2.4% (24 hour) MP 8.730 to MP 9.233: 18,100 AADT (2020); Truck = 3.4% (24 hour)			
4. Shoulder widening? (Y/N) / Reason	No			
5. New Sidewalk construction/gaps (Y/N)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>			
6. Old Construction Project Numbers:	229782-1-52-01 Forest Ct to S Dixie Hwy			
7. R/W Issues? (Y/N)	No			
8. Level of Community Awareness Plan:	Level 2, four lane urban divided resurfacing project (As per FDM 104-3.1)			
9. Local Agencies agreements required? Check if MOAs are required for lighting improvements	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> YES (including Local Funds) <input type="checkbox"/> No MOA with Towne of Lake Clarke Shores and the City of West Palm Beach – Possible revision, coordination required, possible local funds Lighting, Maintenance, and Compensation Agreement with Towne of Lake Clarke Shores and the City of West Palm Beach - Possible revision, coordination required			



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D4 Scope Refinement Process – Project Documents

On-System Project Scope Refinement

1. [Technical Scope](#)
2. [Multimodal Scoping Checklist](#)
3. [Initial Target Speed Memo](#)
4. [Safety Review Assessment](#)
5. [Long Range Estimates \(LRE\)](#)
6. [LRE Checklist](#)
7. [Field Review Checklist](#)

Florida Department of Transportation District Four Multimodal Scoping Checklist (MMSC) The Office of Modal Development (OMD) has coordinated internally with OMD staff in rail, freight, aviation, transit, complete street, and bike and pedestrian issues as well as with external agencies (transit, school board staff, local government staff and Metropolitan Planning Organizations (MPOs)). We are providing you the below list for you to review and respond. OMD staff is available to assist you as you develop and scope your project. The checklist does not replace design interaction with local agencies, as needed, throughout the design process.	
Project FMM:	449822.1
Facility name/limits:	SR-84/MARINA BLVD FROM E OF SW 18 TERRACE TO MIAMI ROAD
County:	Broward
Project type:	Resurfacing
Project Manager:	Sabrina Aubrey
Approved scope:	N/A
Highlight Page Completed Date: 4/8/2024 Updated Date: N/A	

Florida Department of Transportation, District 4 Multimodal Scoping Checklist (MMSC)	
FMM:	449822.1
County:	Broward
Facility Name:	SR-84/MARINA BLVD
Project Limits:	FROM E OF SW 18 TERRACE TO MIAMI ROAD
Project Type:	Resurfacing
Project Manager:	Sabrina Aubrey
Project Level Context Classification The determination of the project level context classification(s) (PLCC) to be used for this project is based on an assessment of the primary and secondary measures described in the Project Level Context Classification Guide. These measures address land use, building and parking characteristics, roadway connectivity and density along the project corridor. The project level context classification(s) for this project is:	
C4 – Urban General 	
PLCC Review Summary PLCC Justification: • SR-84/Marina Boulevard from E of SW 18 Terrace to west of SW 6th Avenue – C4-Urban General <ul style="list-style-type: none"> • The segment consists of a variety of land uses such as dining, retail, office, and multi-family residential that includes multiple large mixed-use complexes. • There is a mix of attached and detached structures. Most attached structures contain a variety of land uses and have parking garages built within the structure. Most detached structures are smaller commercial uses set within small blocks. • Many parcels contain more than one type of business or land use. • Residential communities are located directly behind the fronting uses throughout most of the corridor, allowing non-motorized users to easily access many uses along SR-84/Marina Boulevard. • Streetscapes of most uses throughout the project limits face the roadway and are located directly behind the sidewalk lining the corridor, providing direct access for motorized and non-motorized users. • Building footprints are small, contributing to a well-connected roadway network. • Many uses have driveways that connect directly to SR-84/Marina Boulevard. • SR-84/Marina Boulevard receives frequent activity given its proximity to I-95 and the many residential areas surrounding the corridor. 	

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D4 Scope Refinement Process – Project Documents

On-System Project Scope Refinement

1. Technical Scope
2. Multimodal Scoping Checklist
3. Initial Target Speed Memo
4. Safety Review Assessment
5. Long Range Estimates (LRE)
6. LRE Checklist
7. Field Review Checklist

Doc: 3/25/2022 1:27:02 PM

FDOT Long Range Estimating System - Production
R3: Project Details by Sequence Report

Project: 446373-1-02-01 Estimating Date: 01/20/2022

Description: SR 862 FOREST HILL BLVD FR E OF LAKE CLARK DRIVE TO US-1 (DND) HWY

Station: 0+00 County: 03 PALM BEACH Market Area: 12 Table: English

Contract Class: 7 Lump Sum Project: N Design/Build: N Project Length: 1.077 MI

Project Manager: ALBERTY

Version 5 Project Grand Total: \$2,589,348.82

Description: SR 862 Forest Hill Blvd from East of Lake Clark Drive (MP 8.150) to Forest Court (MP 8.120)

Special Conditions: SR 862 Forest Hill Blvd from East of Lake Clark Drive (MP 8.150) to Forest Court (MP 8.120) to remain unchanged. Missing detourable warnings at the channelizing islands of SR on and off ramps (4 locations). Provide pedestrian signal upgrades to comply with current ADA criteria and lighting controls at First Time Lane and at the on and off ramps at the DND interchange.

Sequence: 1 RSD - Resurfacing, Divided Net Length: 0.367 MI
1.077 MI

ROADWAY COMPONENT

Item Input Data	Value
Description	
Number of Lanes	4
Roadway Pavement Width L/R	33.00 / 33.00
Shoulder Spread Rate	100
Friction Course Spread Rate	100

Pay Items

Pay Item	Description	Quantity	Unit	Unit Price	Extended Amount
325-76-0	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	14,210.24	SY	\$5.50	\$48,730.84
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC 'C'	781.36	TSN	\$139.00	\$117,234.00
335-7-62	ASPH CONC FC TRAFFIC C-P-C, 9.5 IN, 19-22	781.36	TSN	\$108.00	\$140,488.80

S Items

Pay Item	Description	Quantity	Unit	Unit Price	Extended Amount
515-1-2	PIPE HANDRAIL - GUIDERAIL, ALUMINUM	20.00	LF	\$62.63	\$1,252.60
544-3-2	CRASH CUSHION, TLA WIDE	1.00	EA	\$35,487.91	\$35,487.91

FDOT

DESIGNING FOR "ZERO" FATALITIES & SERIOUS INJURIES

PLANS REVIEW QUICK REFERENCE

Name: Geyla Sosa

Title: FDOT D4 Project Development Scoping Manager

Office: Planning & Environmental Management

Date: 03 May 2022 Project#: 446373-1

Phase: ☒ Scoping ☐ Initial Engineering ☐ Constructability ☐ Bidability

This quick guide is provided as a reference tool and is not intended to be exhaustive of all possible safety concerns. It may also include more items than a specific project may encounter. Always check the current standard for the maximum criteria.

References:

- Florida Design Manual (TDM)
- Florida Department of Transportation Design Reference Guide
- Manual On Uniform Traffic Control Devices (MUTCD)
- Florida Department of Transportation Traffic Engineering Manual (TTEM)
- Speed Zoning for Highway, Road, and Streets in Florida
- Florida Strategic Highway Safety Plan (SSHSP)
- Florida Department of Transportation Standard Plans

Note: For any YES checked below, please ensure you provide comment(s) in the respective section(s) of the checklist, provide R/C comments as appropriate, AND send a copy of the completed checklist to the Project Manager (PM).

1. PROJECT ON ARTERIAL AND COLLECTOR ROADS

Yes/No: ☒ N/A (Not applicable for the project or reviewer expertise)

☐ ☐ Do you have any safety concerns on the set of plans that the PM needs to be aware of?

☐ ☐ Does the target speed meet criteria of the FDOT Context Classification Guide?

☐ ☐ Is there a history of bicycle or pedestrian crashes? What is the frequency, severity and pattern?

☐ ☐ From Safety Review there 9 possible crashes, with 1 fatality, over a 5 year period with no pattern.

☐ ☐ Is there opportunity to improve safety for multimodal users (pedestrians, bicyclists, transit)?

☐ ☒ Has design addressed any issues caused by existing median configurations?

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Multimodal Scoping Checklist Overview

Presented by Thuha Nguyen

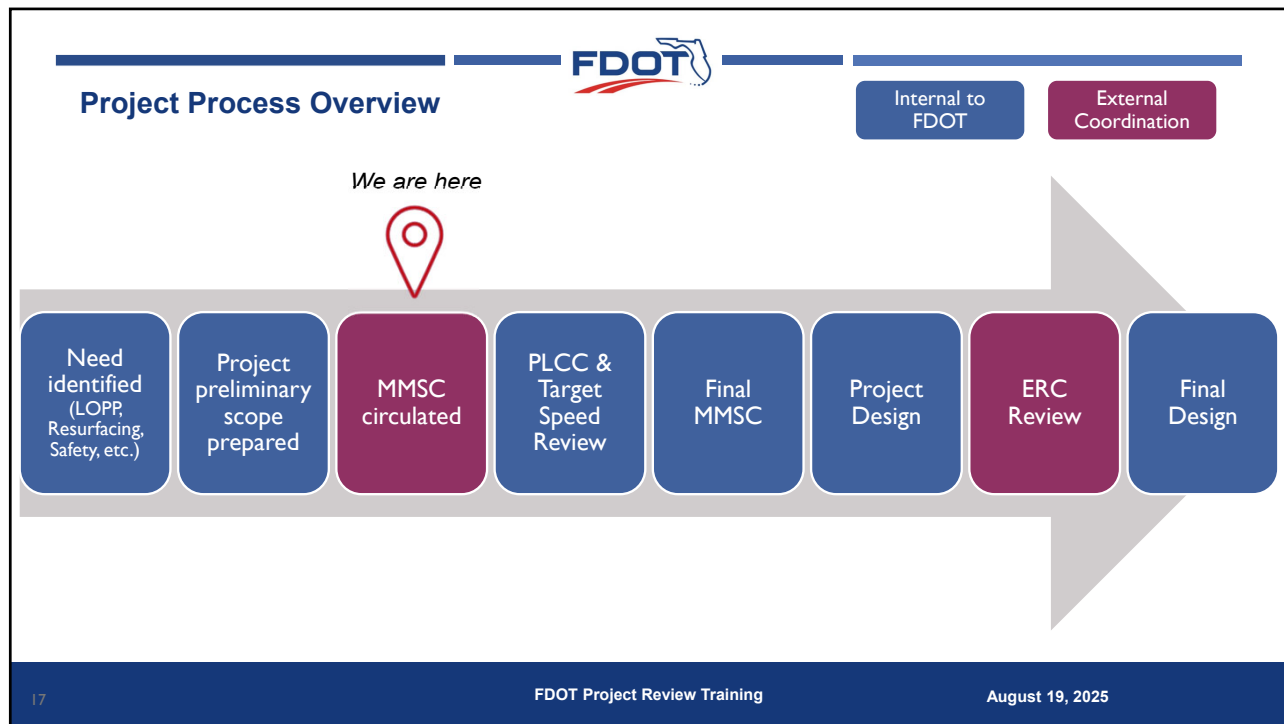


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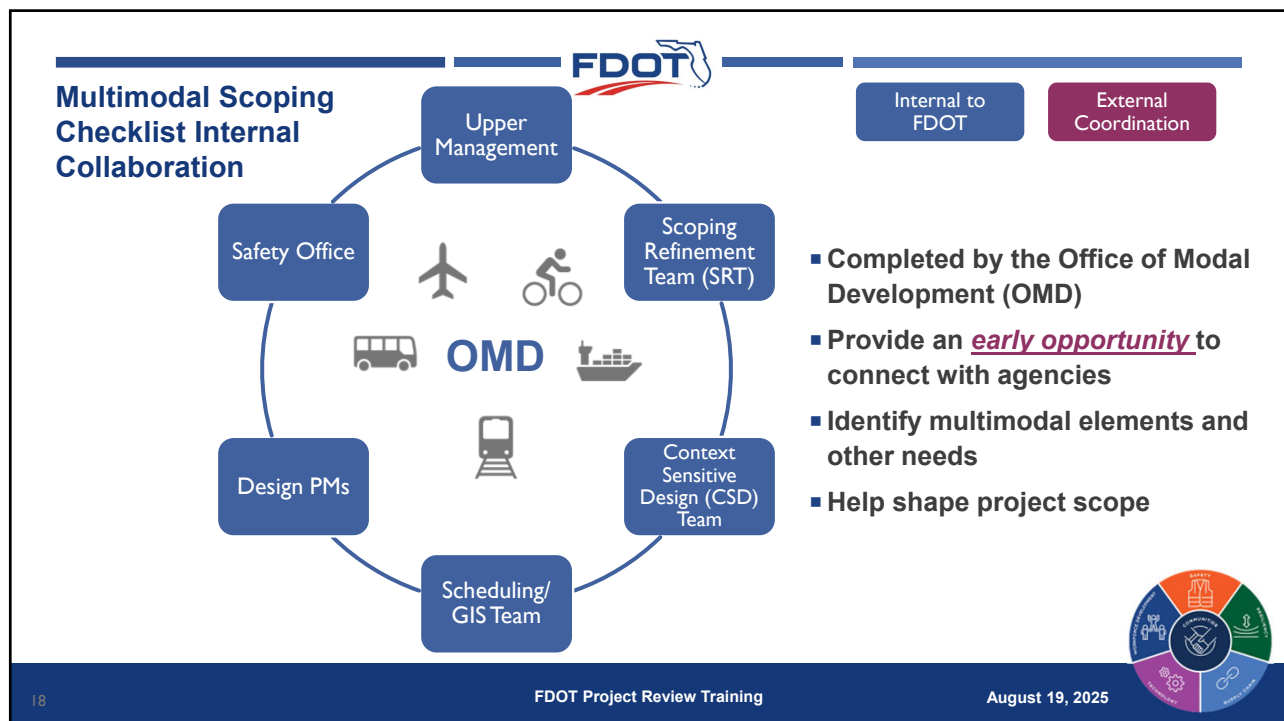
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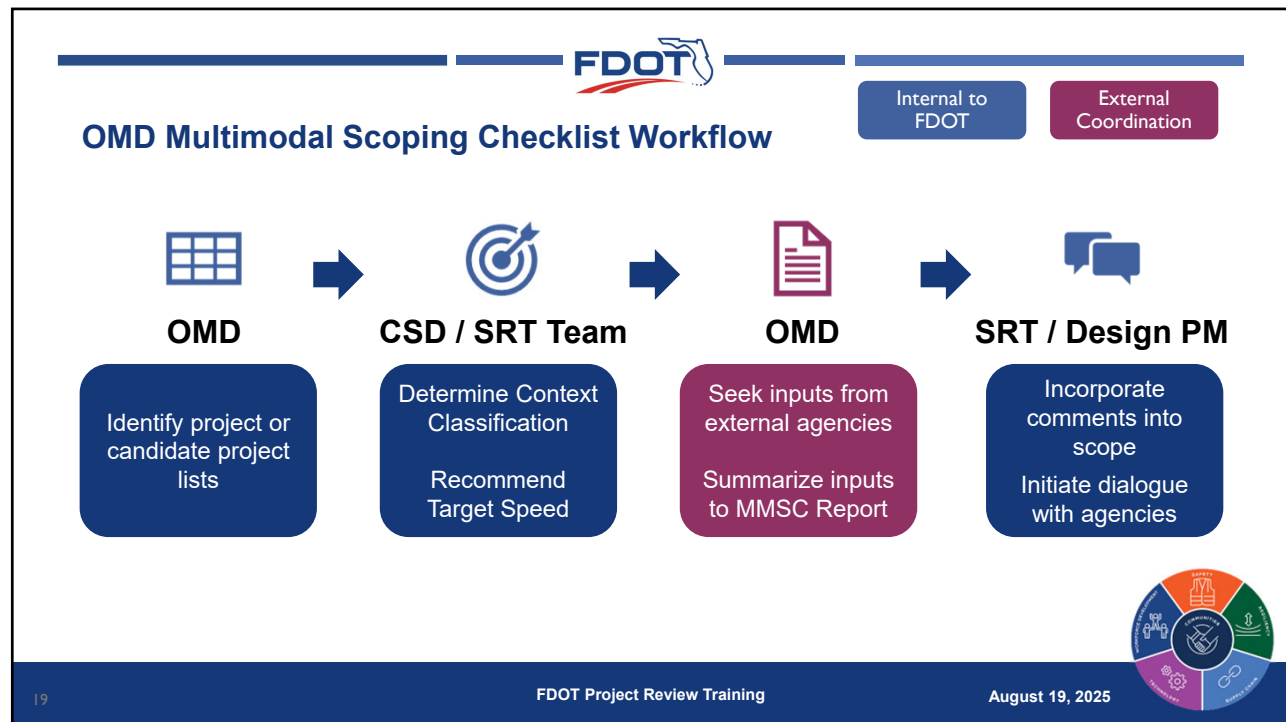
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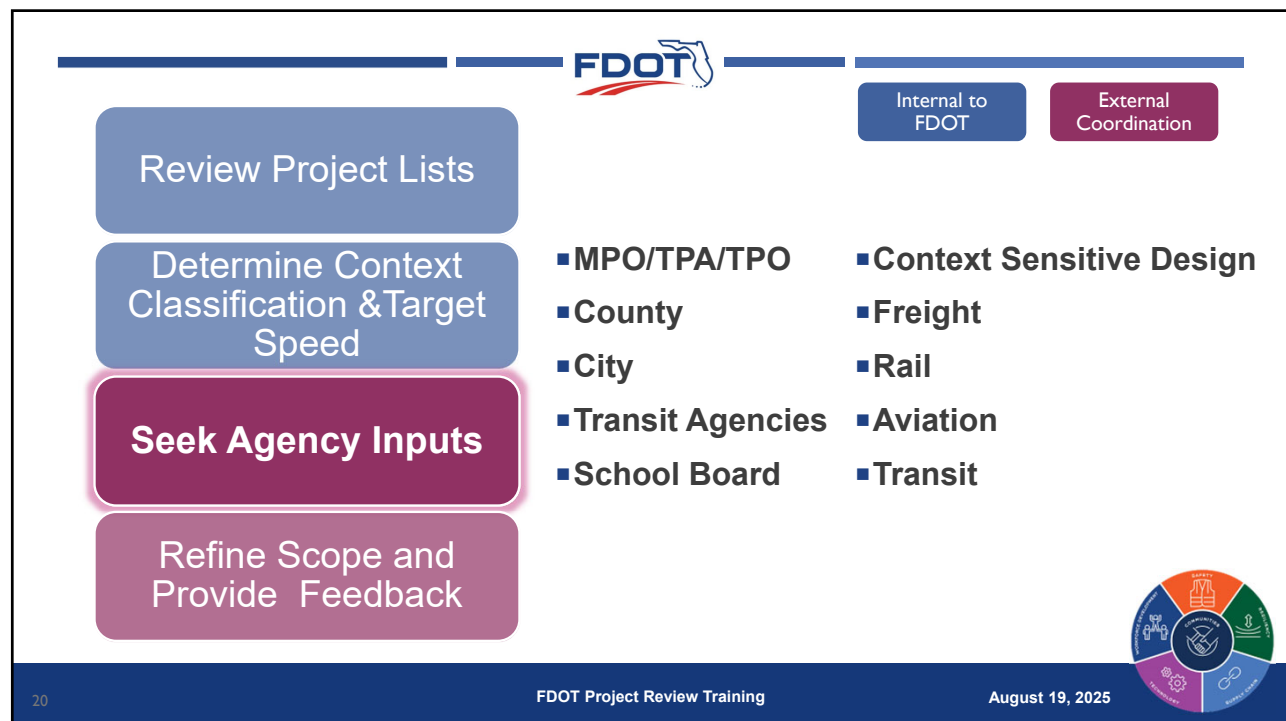
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Internal to FDOT
External Coordination


Review Project Lists

Determine Context Classification & Target Speed

Seek Agency Inputs

Refine Scope and Provide Feedback

- Collaboration and sharing of information
- Monthly meetings for coordination
- External partnership with local stakeholders
- Feedback helps define project scope




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MMSC Example Email

MMSC FM# 447945.1 (SR-715 from Hatcher Road to Paul Rardin




Killion, Saige


To: npolanco@cityofpahokee.com; mjackson@cityofpahokee.com; [Bruce Guyto](#)
vfacuse@palmbeachtpa.org; [Yash Nagal](#); [Amandra Chornoby](#); [Ana Quero](#)
Cc: [Crane, Amber](#); [Austein, Alex](#); [Robertson, Stewart](#); [Peter Haliburton](#)

Retention Policy: KH - Mailbox - 12years1day (12 years)

[You forwarded this message on 5/28/2025 11:56 AM.](#)



Project Location_447945.1.png
674 KB



PLCC_Agency_447945.1.docx
2 MB

MMSC Reviewers,

On behalf of Carlos Castro from FDOT's Office of Modal Development, below you will find information for the project, the funding may have certain limitations. However, your responses will be evaluated for pote

To start your review, please access the online D4 Modal Viewer Application (link below) and complete the


D4 Modal Viewer Application

<https://fdot.maps.arcgis.com/apps/webappviewer/index.html?id=a94fa6c617da4da98bf3e91fc1b1cdcc>

Note: The individual MMSC can be found by clicking the 'About' icon in the top right corner of the screen.

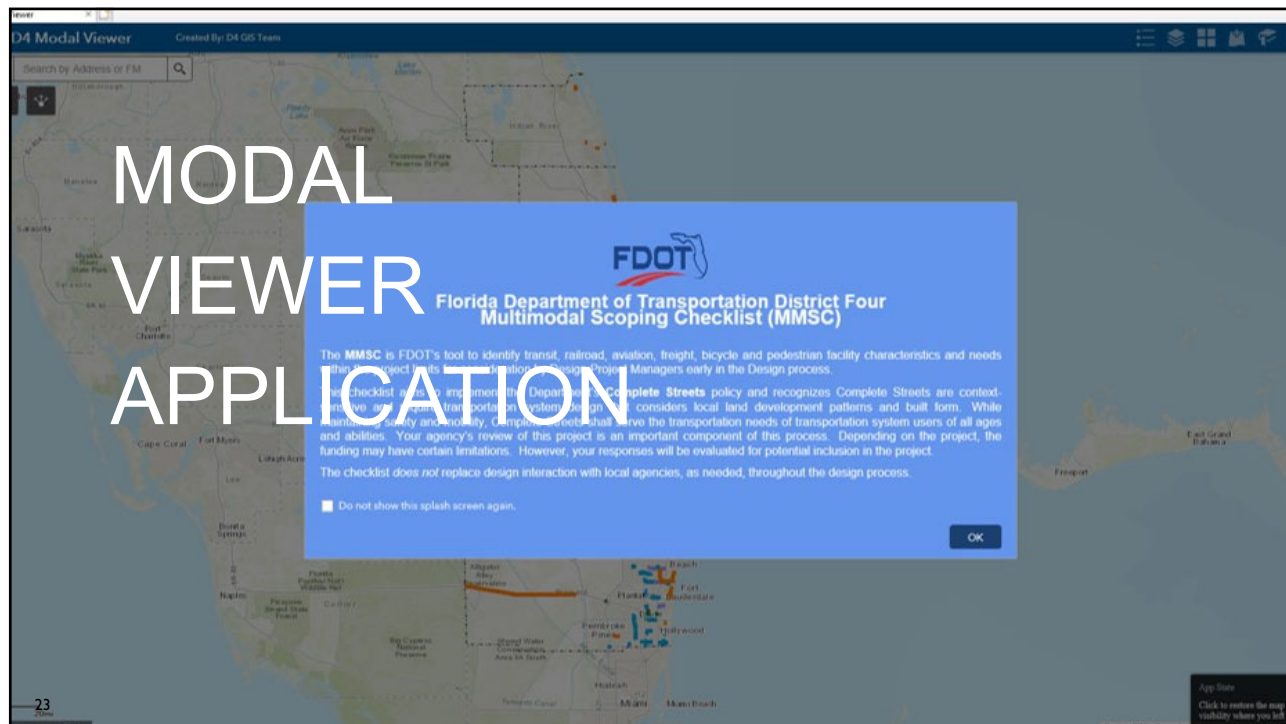
The following project information will be needed to complete your review of this project.

Project FM#	447945.1
Facility name/limits	SR-715 from Hatcher Road to Paul Rardin Park, and Airport Road to SW 14th Street
County	Palm Beach
Project type	Sidewalks Improvements
Project Manager	Lance Jones
Approved scope	<ul style="list-style-type: none"> 6-foot concrete sidewalk along the west side Curb ramps Detectable warning surfaces and crosswalks will be provided where needed to meet ADA requirements

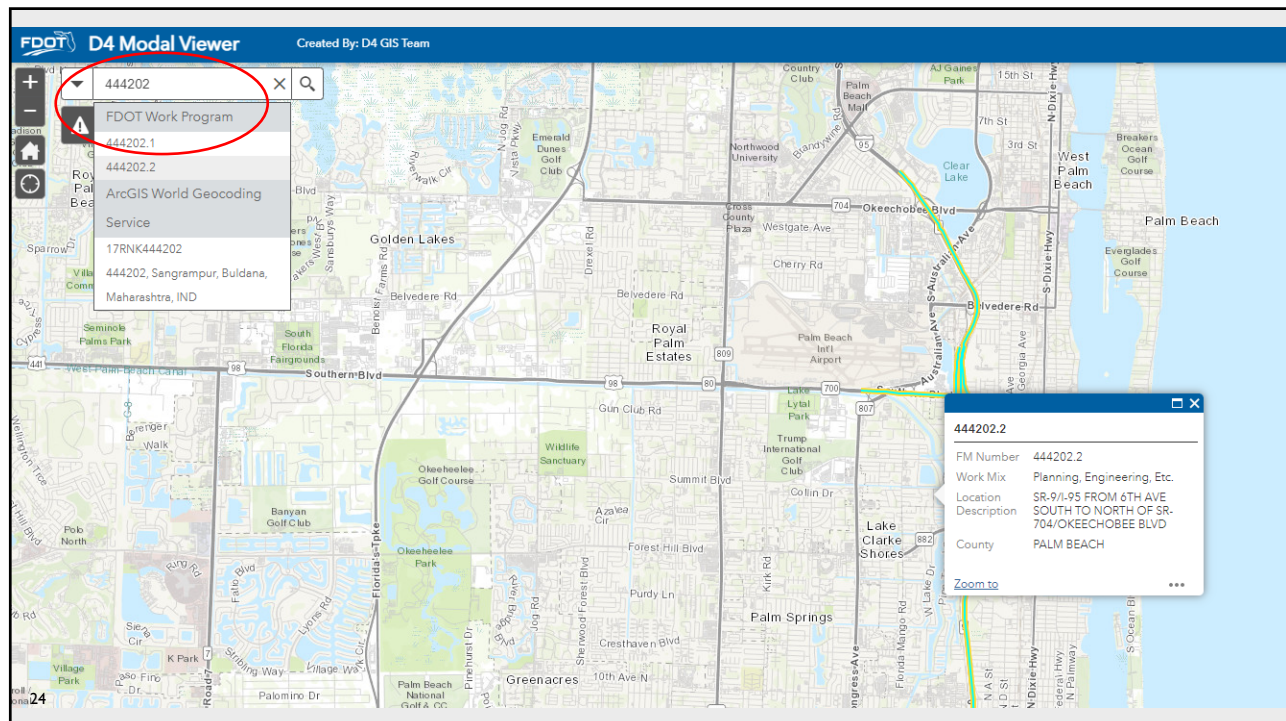


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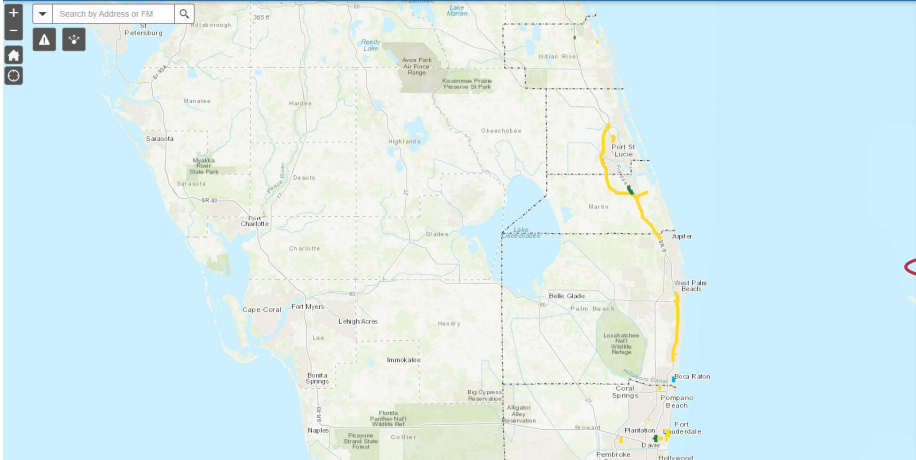


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FDOT D4 Modal Viewer Created By: DA GS Team

Search by Address or FM



About



Application Help Documents:


- [MMSC Modal Viewer User Guide](#)
- [List of Tool Layers](#)

Links to MMSC Surveys:

- [County School Board](#)
- [County Transit](#)
- [Local Planning and Government Agency](#)
- [MPO/TPO/TPA](#)


OMD

- [Aviation](#)
- [Complete Streets](#)
- [Freight](#)
- [Railroad](#)



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MMSC Online Form

MPO/TPO/TPA Multimodal Scoping Checklist

The **Multimodal Scoping Checklist (MMSC)** is an FDOT District 4 tool used to identify transit, railroad, aviation, freight, bicycle and pedestrian facility characteristics and needs within the project limits for consideration by Design Project Managers early in the Design process.

Your agency's review of this project is an important component of this process. Depending on the project funding and scope, certain limitations may prevent some comments from being implemented. **All comments will be reviewed and evaluated pending feasibility of inclusion within the project.**

The checklist does not replace design interaction with local agencies, as needed, throughout the design process.

Project Details

The following questions are related to the project details provided by FDOT:

Financial Management Number (FM)*
Please enter the FM number for the project you are reviewing. (i.e. 440143.1)

Facilities Name/Limits*
Please enter the project description or limits provided.

Reviewer's Information

The following questions are to confirm who is submitting the review for this project. Reviews can be submitted by multiple departments from the same agency.

Reviewer's First Name*
Please provide your first name.

Reviewer's Last Name*
Please provide your last name.

Reviewer's Email*
Please provide your email so that a copy of your response can be sent to you.

Reviewer's Phone Number*
Please provide the best number you can be reached at regarding submitted information.

Agency Submitting

The following questions are to understand which agency and department is providing this review.

Agency Type*
Please confirm the type of agency you work for.

If 'Other' as selected
If you selected Other for agency type, please indicate the type of agency you work for.

Your Title/Position
Please describe your title or position within the agency.

Provide the specific department you work in.
Provide the department name for your agency (i.e. Public Works, Planning, Community Development, etc.)

Project Review

The following questions are designed to gather the information, actions, and specific multimodal requests associated with the identified project.


Known planning or transportation/traffic studies
Are there any planning or transportation/traffic studies being conducted or that have been completed along or near the project corridor? If so, please list the study below and provide information on what recommendations may have been provided in the study that should be considered for inclusion into this project. Please provide a link to where the study can be found on your agency's website with referenced section noted, if available.

Planned or Funded Projects
What projects are planned or committed to be funded within your agency's Capital Improvements Program (CIP) that are along or near the project corridor. Please describe the project and provided estimated construction date.

Development/Redevelopment Activities
What development/redevelopment plans are you aware of that may affect the project corridor?

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MMSC Online Form

Project Review

The following questions are designed to gather the information, actions, and specific multimodal requests associated with the identified project.

Known planning or transportation/traffic studies

Are there any planning or transportation/traffic studies being conducted or that have been completed along or near the project corridor? If so, please list the study below and provide information on what recommendations may have been provided in the study that should be considered for inclusion into this project. Please provide a link to where the study can be found on your agency's website with referenced section noted, if available.

Access Management Improvements

Please describe the access management improvements that you believe FDOT should consider within the project design.

Please select all that apply.

☐ New median (landscaped)
 ☐ New median (traffic control)

Americans with Disabilities Act (ADA)

What are the accessibility needs of the project corridor in terms of the Americans with Disabilities Act (ADA)? Are there any documented ADA needs? Please describe below and provide the specific locations along the corridor. Types or issues may include, but are not limited to:

- Cross and/or running slope issues
- Curb ramps missing or damaged
- Tactile detectable warning pads
- Bus stop boarding and alighting improvements

Use the location and measuring tools in the Modal Viewer to assist in defining the project location.

Upload any documents or attachments under the Support Documentation section below.

Planned or Funded Projects

What projects are planned or committed to be funded within Improvements Program (GIP) that are along or near the project and provided estimated construction date.

Development/Redevelopment Activities

What development/redevelopment plans are you aware of the corridor?

Support Documentation


Additional Information

What additional information does your agency have that should be considered by FDOT?

Date of Completion


7/16/2025

Submit




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MMSC Submission Confirmation

Submission Confirmation - MMSC County Transit - FM-436903.1


Lombardo, Andrew

Crane, Amber
Lombardo, Andrew
Austin, Alex
Killion, Saige

County Transit FM-436903.1, DanielCohen.pdf

Expires: 7/9/2037

County Transit Multimodal Scoping Checklist

Florida Department of Transportation, District 4
Office of Modal Development (OMD) - Multimodal Scoping Checklist (MMSC)

The following checklist responses were submitted on: 7/11/2025

Thank you for your providing the requested feedback for FDOT District 4 County Transit Multimodal Scoping Checklist. Your agency's review of this project is an important component of this process. Depending on the project funding and scope, certain limitations may prevent some comments from being implemented. All comments will be reviewed and evaluated pending feasibility of inclusion within the project.

Financial Management Number: 436903.1
Reviewer Name: Daniel Cohen
Reviewer Email: dcohen@broward.org
Reviewers Phone: 9543575481

Attached you will find a copy of your responses in a PDF format for your record. The submitted responses are currently under review and will be evaluated by the Design PM for inclusion within the project pending scope and funding.

Thank you!

Florida Department of Transportation, District 4
Office of Modal Development (OMD) - Multimodal Scoping Checklist (MMSC)

Submitting Agency: Broward County
Reviewer Name: Daniel Cohen
Reviewer Email: dcohen@broward.org
Reviewer Phone: 9543575481

FDOT Project Details: 436903.1 (SR-81-85 FROM MIAMI-DADE/BROWARD LINE TO N OF SR-420/HOLLYWOOD BOULEVARD)

County Transit Multimodal Scoping Checklist

The Multimodal Scoping Checklist (MMSC) is an FDOT District 4 tool used to identify transit, senior, wheelchair, freight, bicycle and pedestrian facility characteristics and needs within the project limits for consideration by Design Project Managers early in the Design process.

Your agency's review of this project is an important component of this process. Depending on the project funding and scope, certain limitations may prevent some comments from being implemented. All comments will be reviewed and evaluated pending feasibility of inclusion within the project.

The following checklist responses were submitted by the agency noted above on July 11, 2025

Project Review

The following is a summary of information, actions, and specific multimodal requests associated with the identified project submitted by the project reviewer.

Are there any new changes to existing service, or plans for new service within the area?
No

Are there any opportunities for bus stop consolidation/relocation?
No

Are there any transit plans available?
No

High Ridership Stops
The following high ridership stops are identified to be kept open or relocated within the project limits.
BCT request that reasonable efforts be made to keep BCT stops accessible and operational. In the event that a stop must be temporarily closed or relocated, please contact Kurt Fongreue or Jason Mickey prior to closure or relocation.

Are shelter pads (8'x20') needed within the project corridor?
No

Are there specific infrastructure needs (bench, etc.)?
No

Are boarding and alighting pads (8'x8') needed within the project corridor?
No

Are there lighting and/or aesthetics needs within the project area?
No


Are there needed ADA improvements identified within the project area?
No

Are new crosswalks needed within the project area?
No

Are there gaps in the pedestrian and/or bicycle network?
No

Are there drainage issues within the project area?
No

Landscaping Needs
The following is a summary of landscaping needs along the project corridor.
No



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Context Classification Overview

Presented by Larry Hymowitz



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Project Process Overview

Internal to
FDOTExternal
Coordination

We are here



Need
identified
(LOPP,
Resurfacing,
Safety, etc.)

Project
preliminary
scope
prepared

MMSC
circulated

PLCC &
Target
Speed
Review

Final
MMSC

Project
Design

ERC
Review

Final
Design

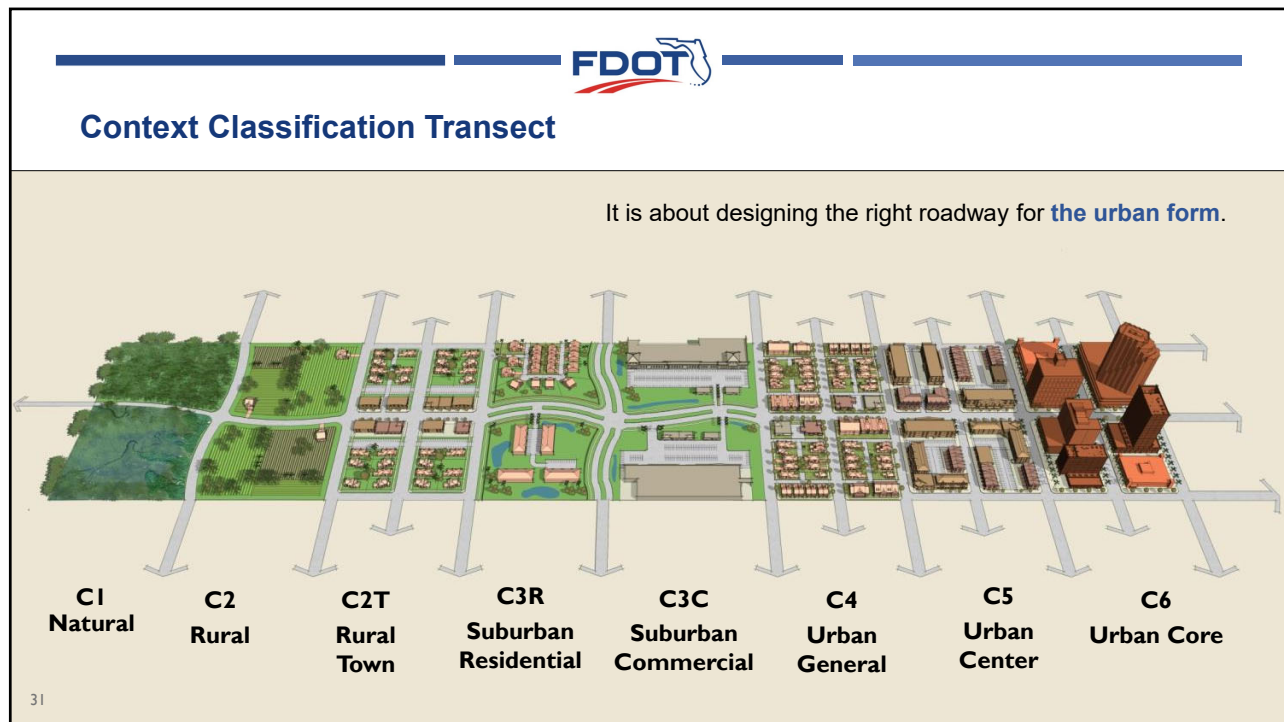


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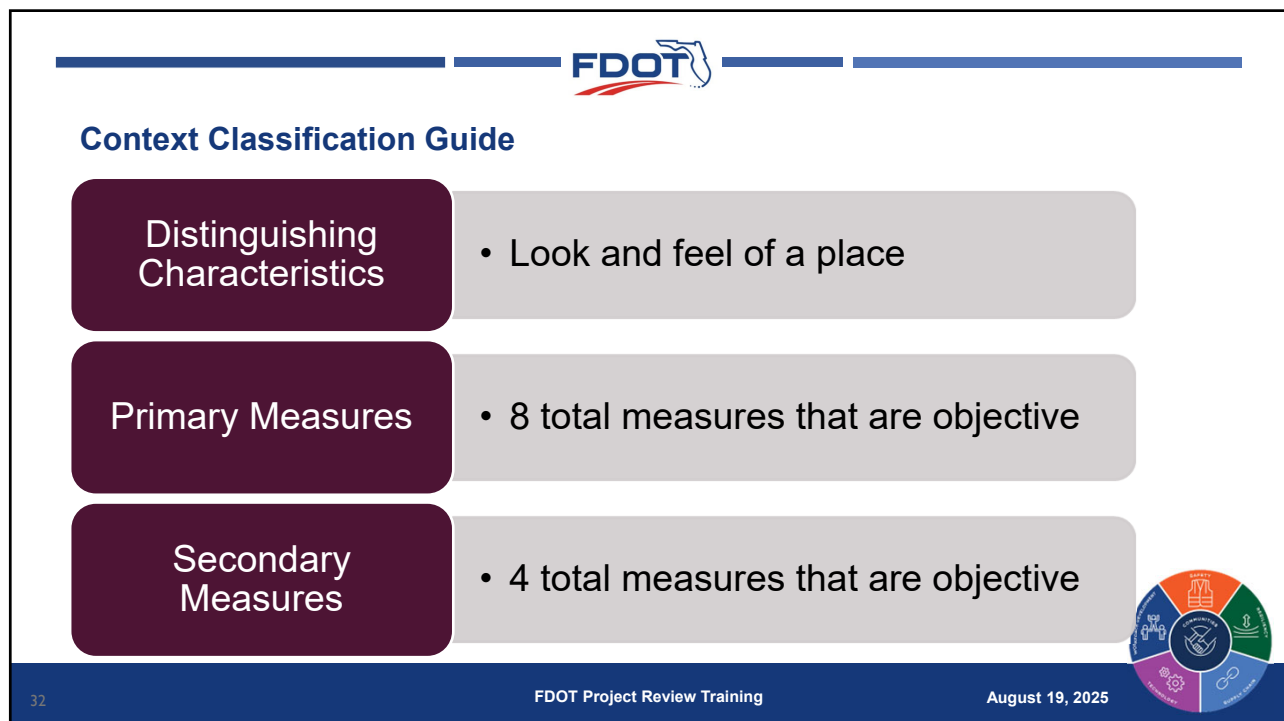
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Context Classification Matrix – Distinguishing Characteristics and Primary Measures

Context Classification	(1) Distinguishing Characteristics	(2 A/B) Primary Measures							
		Roadway Connectivity							
		Intersection Density Square Mile	Block Perimeters Feet	Block Length Feet	Land Use Description	Building Height Floor Levels	Building Placement Description	Fronting Uses Yes/No	Location of Off-street Parking Description
C1-Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	N/A	N/A	N/A	Conservation Land, Open Space, and/or Park	N/A	N/A	N/A	N/A
C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	<20	N/A	N/A	Agricultural and/or Single-Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks	No	N/A
C2T-Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	>100	<3,000	<500	Retail, Office, Single-Family Residential, Multi-Family Residential, Institutional, and/or Industrial	1 to 2	Both detached and attached buildings with no or shallow (<20') front setbacks	Yes	Mostly on side or rear; occasionally in front
C3R-Suburban Residential	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	<100	N/A	N/A	Single-Family and/or Multi-Family Residential	1 to 2, with some 3	Detached buildings with medium (20' to 75') front setbacks	No	Mostly in front; occasionally in rear or side
C3C-Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	<100	>3,000	>660	Retail, Office, Multi-Family Residential, Institutional, and/or Industrial	1 (retail uses) and 1 to 4 (office uses)	Detached buildings with large (>75') setbacks on all sides	No	Mostly in front; occasionally in rear or side
C4-Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	>100	<3,000	<500	Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, and/or Office	1 to 3, with some taller buildings	Both detached and attached buildings with no setbacks or up to medium (<75') front setbacks	Yes	Mostly on side or rear; occasionally in front
C5-Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.	>100	<2,500	<500	Retail, Office, Single-Family or Multi-Family Residential, Institutional, and/or Light Industrial	1 to 5, with some taller buildings	Both detached and attached buildings with no or shallow (<20') front setbacks	Yes	Mostly on side or rear; occasionally in front, or in shared off-site parking facilities
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population > one million). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	>100	<2,500	<660	Retail, Office, Institutional, and/or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or minimal (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking

Primary Measures

- Intersection Density
- Block Perimeters
- Block Length
- Land Use
- Building Height
- Building Placement
- Fronting Uses
- Location of Off-Street Parking



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Context Classification Matrix – Secondary Measures

Context Classification	(2 C) Secondary Measures			
	Allowed Residential Density Dwelling Units/Acre	Allowed Office/Retail Density Floor-Area Ratio (FAR)	Population Density Persons/Acre	Employment Density Jobs/Acre
C1-Natural	N/A	N/A	N/A	N/A
C2-Rural	<1	N/A	<2	N/A
C2T-Rural Town	>4	>0.25	N/A	>2
C3R-Suburban Residential	1 to 8	N/A	N/A	N/A
C3C-Suburban Commercial	N/A	<0.75	N/A	N/A
C4-Urban General	>4	N/A	>5	>5
C5-Urban Center	>8	>0.75	>10	>20
C6-Urban Core	>16	>2	>20	>45

Secondary Measures

- Allowed Residential Density
- Allowed Office/Retail Density
- Population Density
- Employment Density



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Secondary Measure Importance

Categories / Context Classification		C1	C2	C2T	C3R	C3C	C4	C5	C6
Primary Measures	Land Use								
	Building Height								
	Building Placement								
	Fronting Uses								
	Intersection Density								
	Block Perimeters								
	Block Length								
Secondary Measures	Allowed Residential Density								
	Allowed Retail Density								
	Population Density								
	Employment Density								

- Meets criteria
- Somewhat meets criteria
- Criteria not applicable
- Does not meet criteria



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FDOT District 4 Context Classification Process

■ Systemwide Preliminary Context Classification (SPCC)

- Data driven, land use based, Districtwide analysis
- Computer-based analysis using the primary and secondary measures from the Context Classification Guide
- Applied to all roadways on State Highway System (SHS) and off-system federally aid eligible roads

■ Project Level Context Classification (PLCC)

- Consistent with the FDM, District 4 reviews each context classification for each project
- Uses the SPCC as a starting point
- Multidisciplinary team conducts detailed review and considers additional information (upcoming developments, masterplans, etc.)

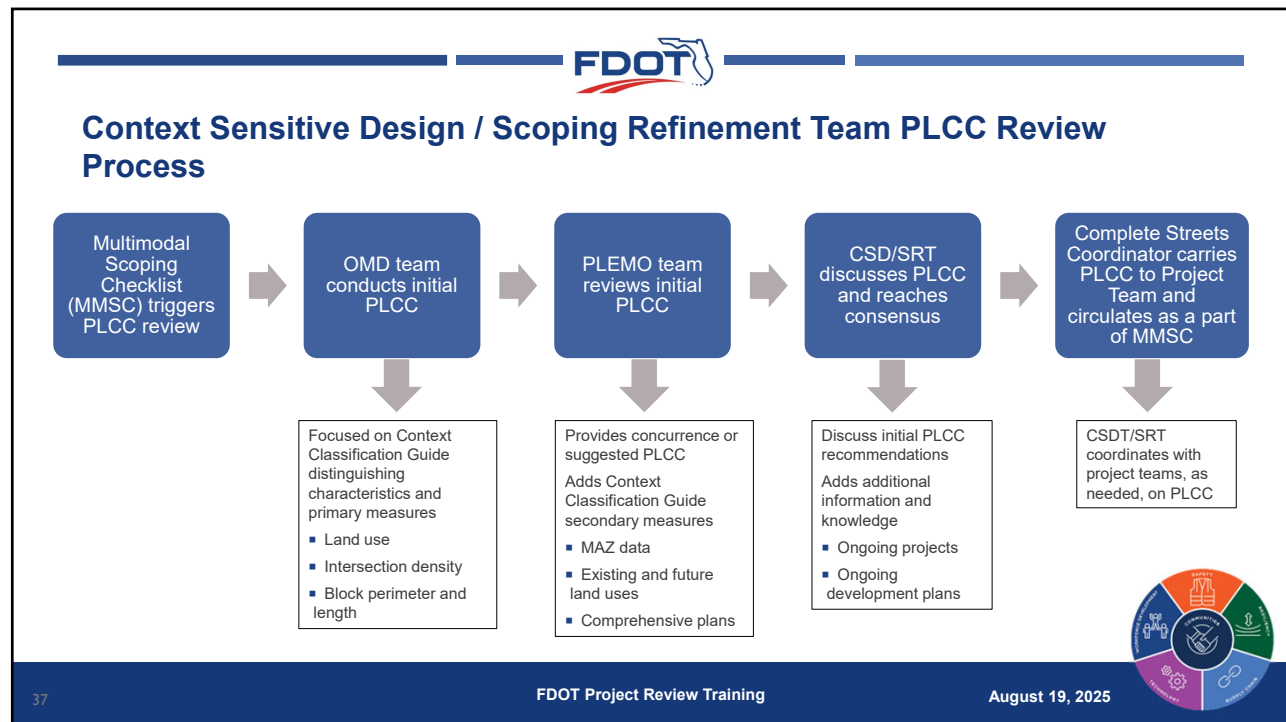


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Project Level Context Classification Example

- SR 710 / Warfield Blvd SW Dr. Martin Luther King Jr. Drive to Indianwood Drive
- SPCC: C3C – Suburban Commercial
- PLCC: C3C – Suburban Commercial

	Categories	C2	C2T	C3R	C3C	C4
Primary Measures	Land Use	Meets criteria	Meets criteria	Meets criteria	Meets criteria	Meets criteria
	Building Height	Meets criteria	Meets criteria	Meets criteria	Meets criteria	Meets criteria
	Building Placement	Meets criteria	Meets criteria	Meets criteria	Meets criteria	Meets criteria
	Fronting Uses	Meets criteria	Somewhat meets criteria	Somewhat meets criteria	Somewhat meets criteria	Somewhat meets criteria
	Intersection Density	Meets criteria	Meets criteria	Meets criteria	Meets criteria	Meets criteria
	Block Perimeters	Meets criteria	Meets criteria	Meets criteria	Meets criteria	Meets criteria
Secondary Measures	Block Length	Meets criteria	Meets criteria	Meets criteria	Meets criteria	Meets criteria
	Allowed Residential Density	Meets criteria	Meets criteria	Meets criteria	Meets criteria	Meets criteria
	Allowed Retail Density	Meets criteria	Meets criteria	Meets criteria	Meets criteria	Meets criteria
	Population Density	Meets criteria	Meets criteria	Meets criteria	Meets criteria	Meets criteria
	Employment Density	Meets criteria	Meets criteria	Meets criteria	Meets criteria	Meets criteria

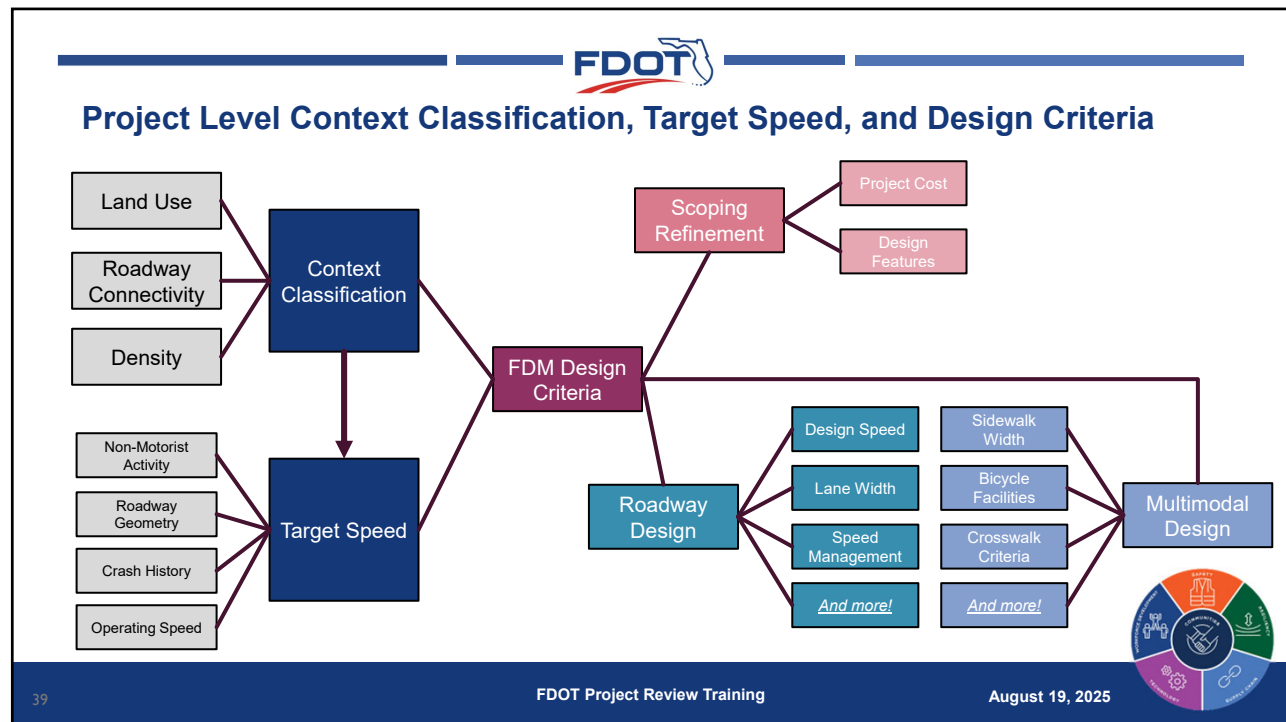
Meets criteria
 Somewhat meets criteria
 Criteria not applicable
 Does not meet criteria

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D4 Modal Viewer

<https://tinyurl.com/2r47ehhx>

FEATURED APPLICATIONS

Explore some of the many ways that FDOT is serving Florida citizens.

MyFlorida Base Map

This official guide is a great resource to maximize your...

SUN Trail Network

The Shared-Use Nonmotorized (SUN) Trail dataset represents t...

District Four Maintenance Features

Public facing application for the FDOT District 4 Maintenance...

Rail System Map

This product is a layer created by using event mapping of Rail...

5 Year Work Program

This application contains information regarding the 5-year...

D4 Studies and Design Projects

This Application Displays D4 Studies & Design Projects...

Memorial Roadway Designations

Designated roadways set by the Florida Legislature from...

[Click here to explore more featured applications.](#)

☒ Context Class - Context Classification

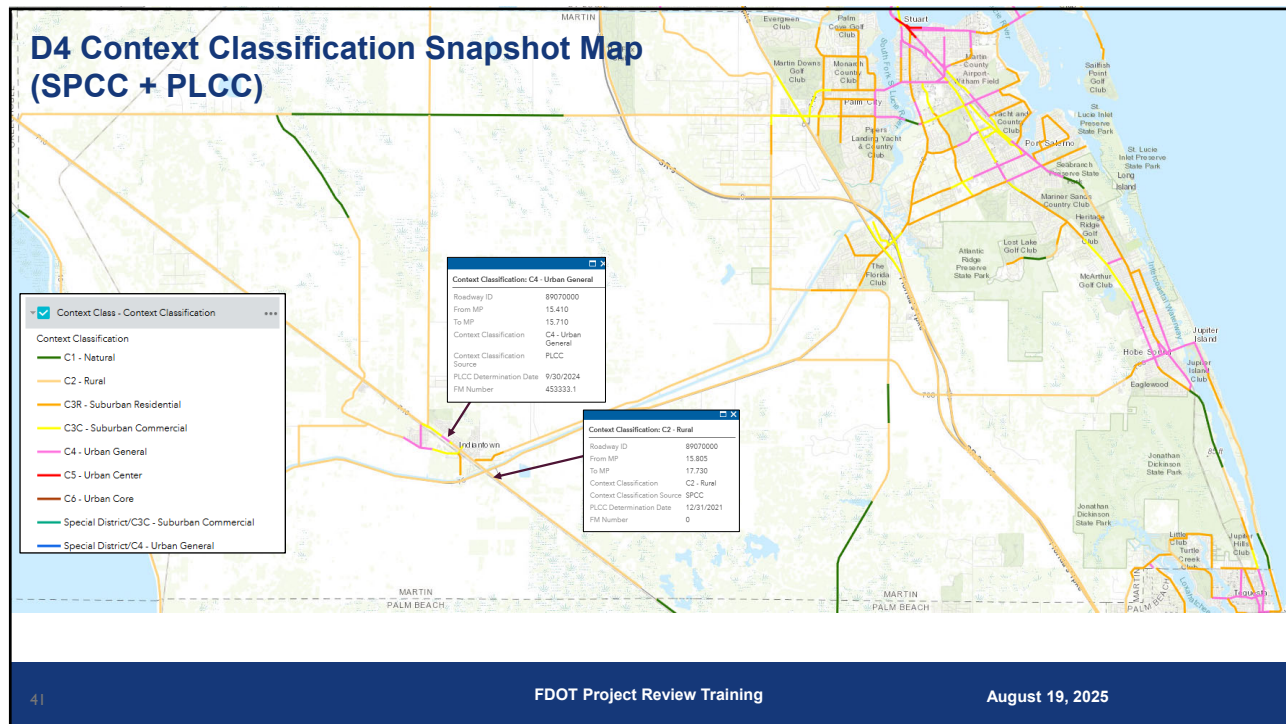
- ☐ Context Class - Systemwide Preliminary Context Classification (SPCC) Smoothed Segments Existing
- ☐ Context Class - Systemwide Preliminary Context Classification (SPCC) Smoothed Segments Future
- ☐ Context Class - Systemwide Preliminary Context Classification (SPCC) Refined Analytic Land Use Segments Existing
- ☐ Context Class - Systemwide Preliminary Context Classification (SPCC) Detailed Analytic Land Use Existing
- ☐ Context Class - Systemwide Preliminary Context Classification (SPCC) Detailed Analytic Land Use Future
- ☐ Context Class - Systemwide Preliminary Context Classification (SPCC) Refined Analytic Land Use Existing
- ☐ Context Class - Systemwide Preliminary Context Classification (SPCC) Refined Analytic Land Use Future
- ☐ Freight - Intermodal Logistics Centers
- ☐ Freight - Truck Volume
- ☐ Freight - National Highway Freight Network (FHWA)
- ☐ Freight - Strategic Intermodal System (SIS) Roads
- ☐ Freight - Strategic Intermodal System (SIS) Hubs
- ☐ Freight - Seaports

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Context Classification and Target Speed Applications

2023
**MULTIMODAL QUALITY/
LEVEL OF SERVICE
HANDBOOK**

State of Florida
Department of Transportation
Systems Implementation Office
Tallahassee, FL 32399
www.fdot.com/handbook
January 2023

TEM
**Traffic Engineering
Manual**

JANUARY 2025

FDOT Roadway Design Office
Topic No. 625-000-002

2025 FDOT Design Manual
Effective January 1, 2025

**Multimodal
Access
Management
Guidebook**


October 2023

FDOT
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SYSTEMS IMPLEMENTATION OFFICE
605 Newman Street, 3rd Fl., Tallahassee, FL 32399
www.fdot.com/handbook

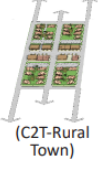
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2023 Multimodal Quality Level of Service Handbook Tables




(C2T-Rural Town)

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**




(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640




(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510




(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490



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Traffic Engineering Manual

5.2.5.1 Marked Crosswalk

Validate the need for marked crosswalks at midblock and uncontrolled approaches with an engineering study. When available, review the local strategic plan for non-motorist connectivity needs. Consider marked crosswalks under the following conditions:

- Proximity to significant pedestrian generators and attractors
 - Midblock locations or unsignalized intersections under consideration for a marked crosswalk should have either of the following characteristics:
 - A well-defined spatial pattern of pedestrian generators, attractors, and flow (across a roadway) between them
 - A well-defined pattern of existing pedestrian crossings
 - Identify and document pedestrian generators and attractors in an engineering study to illustrate potential pedestrian routes in relation to proposed marked crosswalk locations, as described in **TEM 5.2.6**.
- Recommended Levels of Pedestrian Demand
 - The pedestrian volume threshold for a proposed marked crosswalk is 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average day. Average day pedestrian volume data should be collected using the methods outlined in **TEM 5.2.6**.

- Pedestrian volume demand data is not needed under school zones or under the following Context Classifications:
 - C2T Rural Town
 - C3C Suburban Commercial
 - C4 Urban General
 - C5 Urban Center
 - C6 Urban Core



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FDOT Design Manual – Design Speed Ranges and Lane Widths

Table 201.5.1 Design Speed		
Limited Access Facilities (Interstates, Freeways, and Expressways)		
Area	Allowable Range (mph)	SIS Minimum (mph)
Rural and Urban	70	70
Urbanized	50-70	60
Arterials and Collectors		
Context Classification	Allowable Range (mph)	SIS Minimum (mph)
C1 Natural	55-70	65
C2 Rural	55-70	65
C2T Rural Town	25-45	40
C3 Suburban	35-55	50
C4 Urban General	25-45	45
C5 Urban Center	25-35	-
C6 Urban Core	25-30	-

Table 210.2.1 Minimum Travel and Auxiliary Lane Widths								
Context Classification		Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)
		Design Speed (mph)			Design Speed (mph)			Design Speed (mph)
		25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35 40
C1	Natural	N/A	N/A	12	N/A	N/A	12	N/A
C2	Rural	N/A	N/A	12	N/A	N/A	12	N/A
C2T	Rural Town	11	11	N/A	11	11	N/A	12 12
C3	Suburban	10	11	12	10	11	12	11 12
C4	Urban General	10	11	N/A	10	11	N/A	11 12
C5	Urban Center	10	N/A	N/A	10	N/A	N/A	11 N/A
C6	Urban Core	10	N/A	N/A	10	N/A	N/A	11 N/A



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Florida Design Manual – Speed Management

Table 202.3.1 Strategies to Achieve Desired Operating Speed

Context Classification	Existing Speed Category (mph)	Minimum Design Speed (mph)	Target Speed (mph)	Strategies																		
				Roundabouts	On-Street Parking	Chicanes	Lane Narrowing	Horizontal Deflection	Street Trees	Short Blocks	Speed Tables	Raised Intersections	Raised Crosswalks (Type I Or Type II)	Speed Feedback Signs	Pedestrian Refuge Islands	Bulb-Outs	RRFBs	RTBs	Terminated Vistas	Islands in Curved Sections	Speed Pavement Markings	
C2T	Low	40	40, 45	X			X	X	X	X				X	X	X		X	X		X	
	Very Low	25	35	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X	
			30	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X	
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X	X
C3R, C3C	Low	40	40, 45	X			X	X	X	X				X	X	X		X	X		X	
	Very Low	35	35	X	X	X	X	X	X	X	X			X	X	X	X	X	X		X	
C4	Low	40	40, 45	X			X	X	X	X				X	X	X		X	X		X	
	Very Low	25	35	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X	
			30	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X	
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X	X
C5	Very Low	25	35	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X	
			30	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X	X
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X	X
C6	Very Low	25	30	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X	
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X	X

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Multimodal Access Management Guidebook

(Table 8 | Context Classification, Driveways, and Modal Emphasis)

Class	Characteristics By Mode	Relative Driveway Modal Emphasis By Context Classification					General Driveway Considerations
		CAR	BICYCLE	WALKING	TRANSIT	TRUCKS	
C3C Suburban Commercial Access Class 3	May also include activity centers. Bicycles and pedestrians present. Bus service common.	High	Medium	Medium	Medium	Medium to High	<ul style="list-style-type: none"> Wide turning radius and width necessary for multi-unit tractor trailers when present. Extra width maybe needed to accommodate two movements exiting and entering at the same time, especially in industrial areas. Consider the use of small sized radii, and the use of a reinforced textured raised surface to allow off-tracking of typical multi-unit tractor trailers when present.
C4 General Urban	Mix of uses within small blocks. Well- connected roadway network. Some blocks may extend long distances. Road network usually connects to residential neighborhoods along the corridor or behind.	Medium	Medium	High	Medium to High	Medium	<ul style="list-style-type: none"> Small to medium-sized radii on driveways. Consider the use of small sized radii, and the use of a raised reinforced textured surface to allow off-tracking to the typical multiunit tractor trailer. When driveways are built, the first principle is to keep the sidewalk level across the driveway space. The second is that the flare or apron not cross the sidewalk zone. This establishes that the driver is now entering a pedestrian environment. Other driveway design elements should consider bicycle and pedestrian use such as turning radii, driveway width, angle, separators, islands, and length. FDOT should reinforce local network connectivity for access/ accessibility to support rear or side entrances and exits (e.g. blocks and local streets). Reduce the number of driveways through shared or consolidated driveways and cross-access between properties.

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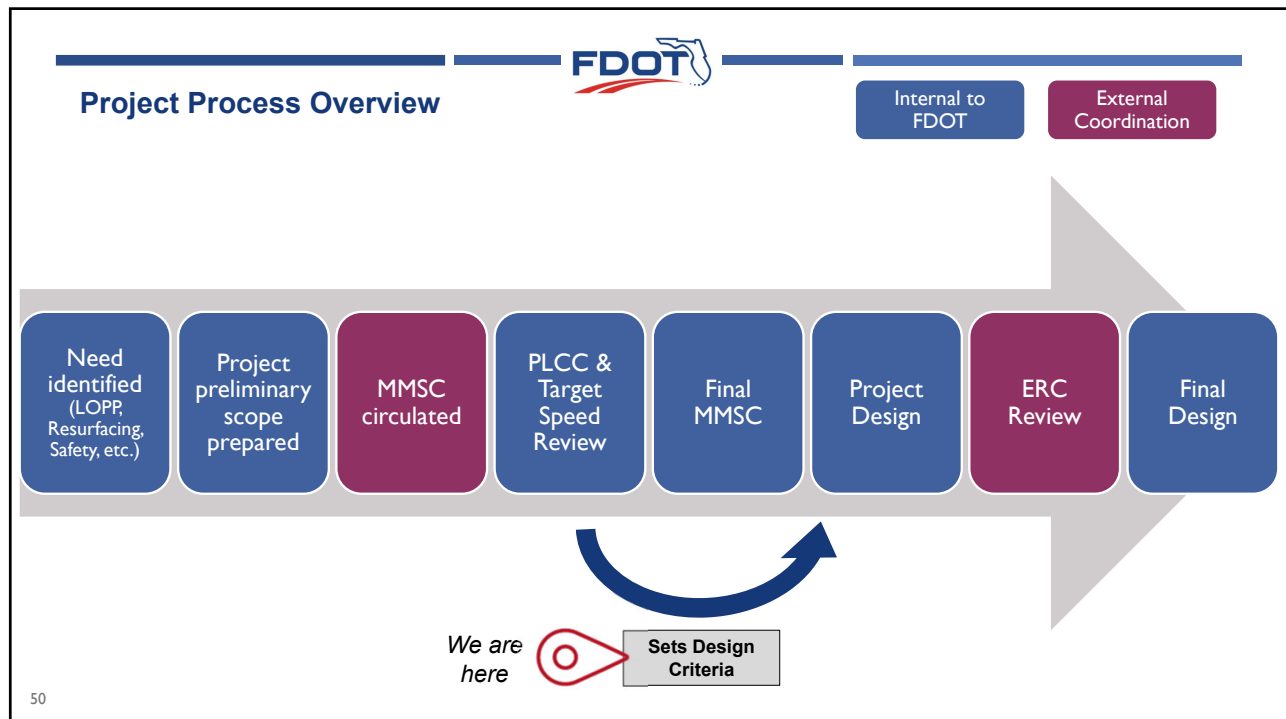
Target Speed

Presented by Brad Salisbury



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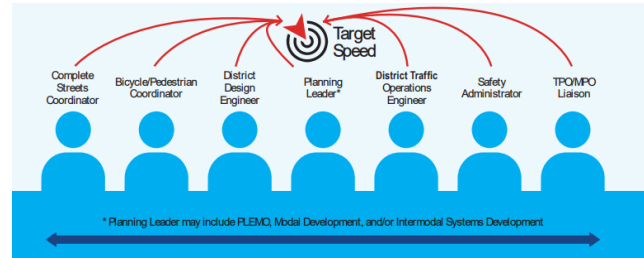
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Target Speed in the FDOT Design Manual

■ FDM 201.5.1 Design Speed Selection (2025)

- "Target Speed is the highest speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multi-modal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a supportive environment for pedestrians, bicyclists, and public transit users."
- "Provide Target Speed as part of the Context Classification determination and as an effective starting point for establishing the Design Speed."



■ FDOT Context Classification Guide (2024)

- "The target speed should be identified by a multidisciplinary group of engineers and planners. This group can work together to set the target speed and make sure the elements identified to achieve the target speed are carried through scoping, design, and implementation."



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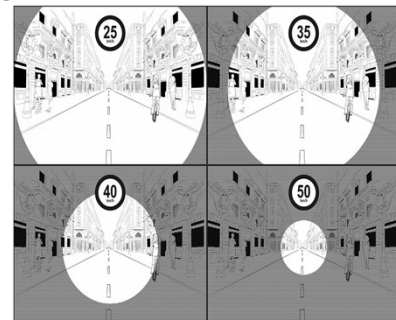
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Target Speed Approach

■ As a part of Project Level Context Classification, recommend aspirational or "long-term" Target Speed that considers:

- Current speed limit
- Geometric features (ex: turn lanes, driveway density)
- Land use mix and intensity
- Transit presence
- Pedestrian and bicycle activity
- Non-motorist infrastructure
 - Bicycle lanes
 - Midblock crosswalks
- Crash data review
 - 5-year cursory review of crash severity and non-motorist crashes
- Average peak hour speed from FDOT Sourcebook, RITIS HERE



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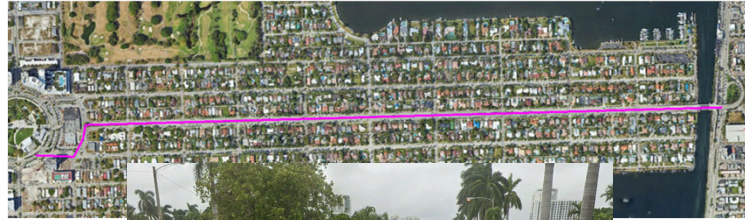
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Target Speed Example: SR 820 / Hollywood Boulevard from N 17 Avenue to S 8 Avenue

Aerial of segment limits



Typical Section View

- **PLCC:**
 - C4 – Urban General
- **Typical Section**
 - 4 lanes divided
- **Existing Posted Speed**
 - 35 mph
- **Existing Design Speed**
 - 45 mph
- **Initial Target Speed Recommendation**
 - OMD: 30 mph
 - PLEMO: 30 mph



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SR 820 / Hollywood Boulevard from N 17 Avenue to S 8 Avenue – Target Speed Support

- | | |
|--|--|
| <ul style="list-style-type: none"> ■ Support for 30 mph <ul style="list-style-type: none"> ■ Transit present ■ Bicycle lane present ■ Adjacent to barrier island and high non-motorist activity ■ On-Street parking present ■ Land Use placement <ul style="list-style-type: none"> ■ Single-family homes have driveway connecting directly to SR 820 ■ 2023 AADT 12,000 – 16,000 ■ Crash history <ul style="list-style-type: none"> ■ From January 1, 2019 – December 1, 2024 ■ Five bicycle and four pedestrian crashes ■ One fatal and seven serious injury vehicle crashes | <ul style="list-style-type: none"> ■ Support for 35 mph <ul style="list-style-type: none"> ■ 4 lane typical section ■ Feasibility to operate at 30 mph off peak ■ Signal density (~0.7 per mile) ■ Existing Posted Speed 35 mph ■ Existing Design Speed 45 mph |
|--|--|

*Ultimately recommended a 30 mph
Target Speed for this segment.*



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Target Speed Frequently Asked Questions

Does recommending a Target Speed automatically change the posted speed limit of the road?

Not necessarily, Target Speeds may take multiple projects to achieve.

Do Design, Posted, and Target Speed need to be equal for a single project?

Not necessarily, however ideally all three speeds would be equal for roadways 45 mph and less.

Why would the District recommend a lower Target Speed?

Safety studies and/or land use context identifies need.

Does District 4 review Target Speed for each project?

Yes, and local input is also considered.



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Design Process and ERC Comments

Presented by Brad Salisbury

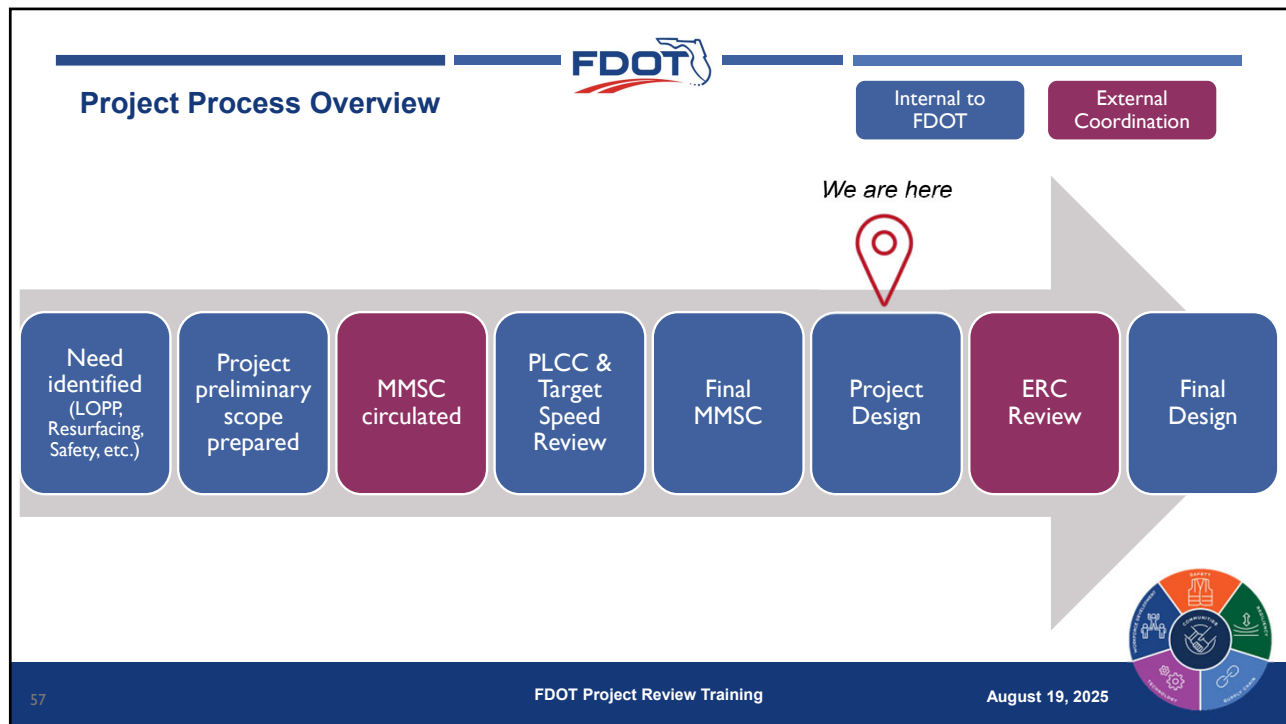


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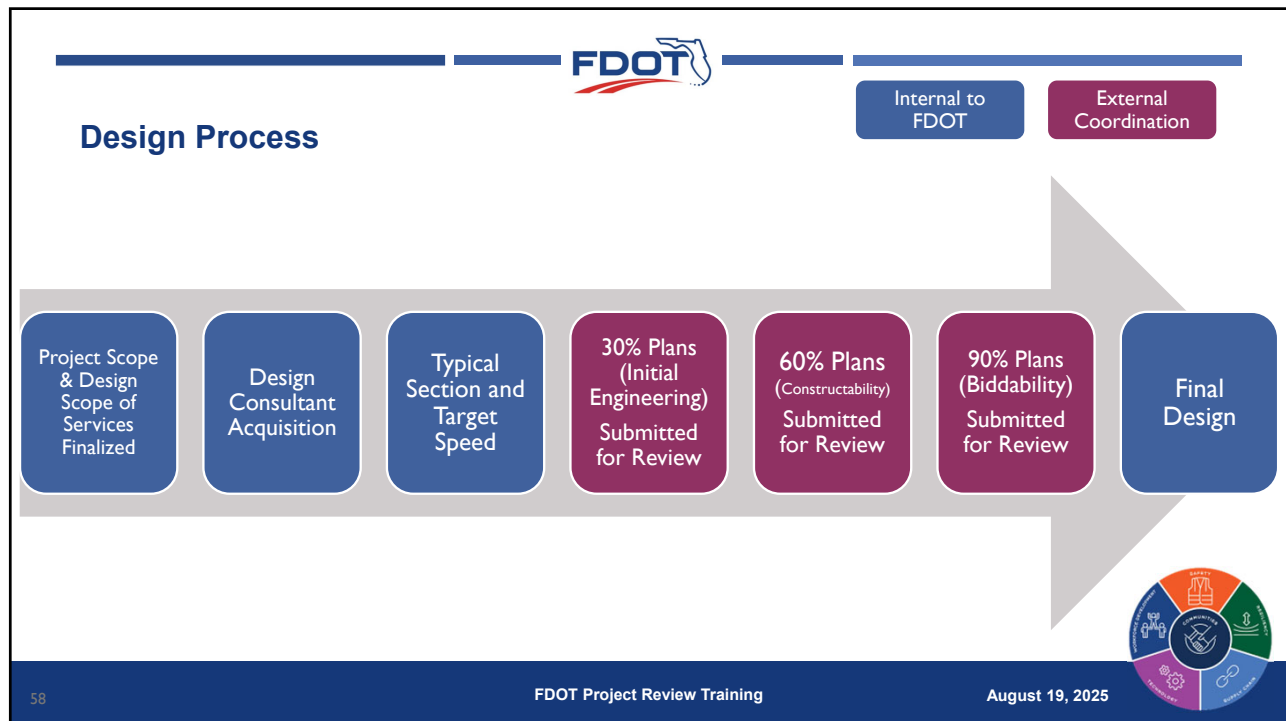
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FDOT Electronic Review Comments (ERC)






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Project Process Overview



Internal to FDOT

External Coordination

We are here



Need identified
(LOPP, Resurfacing, Safety, etc.)

Project preliminary scope prepared

MMSC circulated

PLCC & Target Speed Review

Final MMSC


Project Design


ERC Review

Final Design

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Overview

- What is ERC?
- Overview of the FDOT ERC System
- Creating/Responding to Comments
- Best Practices for Effective Project Review



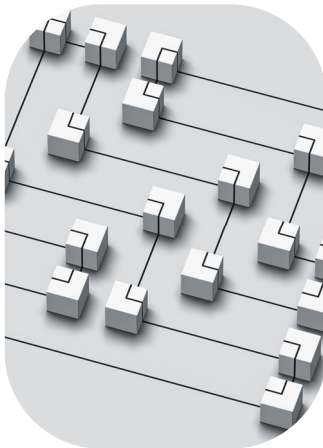
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What is ERC?

- **System Purpose**
Streamline the review for FDOT Projects
- **Document Management**
Reviewers can access all project submittal documents within ERC
- **Review Tracking**
Review tracking features enable users to monitor the progress of project reviews and stay updated on feedback





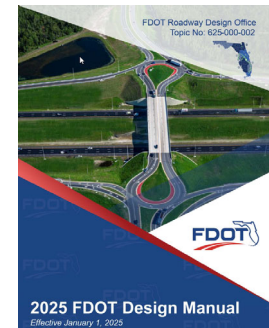
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When does District 4 Use ERC?

- Key milestone document and plan submittals are entered into ERC for review
 - 30% - also known as Phase I or Initial Plans
 - 60% - also known as Phase II or Constructability Plans
 - 90% - also known as Phase III or Biddability Plans
- One month is typically provided for review time
- Design Team responses provided over the course of the next phase of plans development
- FDOT verifies that all comments were responded to and addressed accordingly



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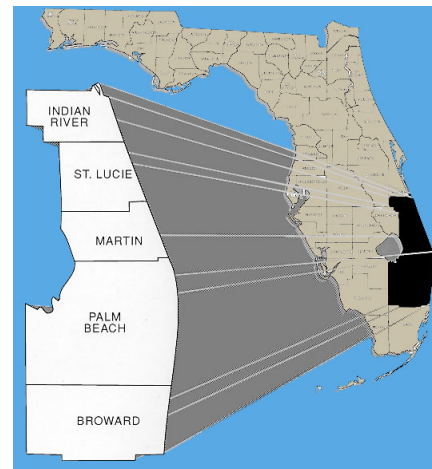
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D4 ERC Distribution List

- District 4 maintains a reviewer database with over 60 municipalities and 5 counties
- FDOT conducts periodic checks to ensure the list is up-to-date
- Email angel.betancourt@dot.state.fl.us (D4 ERC Contact) or your FDOT Project Manager for any changes to your agency reviewer list
- Local agency preference to assign a single reviewer or multiple reviewers
- FDOT Design Teams ensure that applicable agencies are included for review on their projects



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Creating an Account

- Users must first create an account before they can be assigned to ERC Reviews
- Accessing ERC - <https://fdotwp1.dot.state.fl.us/ElectronicReviewComments>
- Select Email – Internet Subscriber**
- Full ERC User Manual located here - <https://www.fdot.gov/designsupport/projectreview/erc/default.shtm>

Choose a Login Option



RACF / Mainframe User



Email - Internet Subscriber

☐ Remember My Selection



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Creating an Account

- Once created, a verification email will be sent to you.
- After the email has been verified, your account will be able to access the ERC System.

Login for Email - Internet Subscriber



Email Address *

Password *

Login

[Change Password](#) [Forgot Password](#)

* indicates required entry.

Don't have an account?

Create an account

Need to update your account?

Update my account



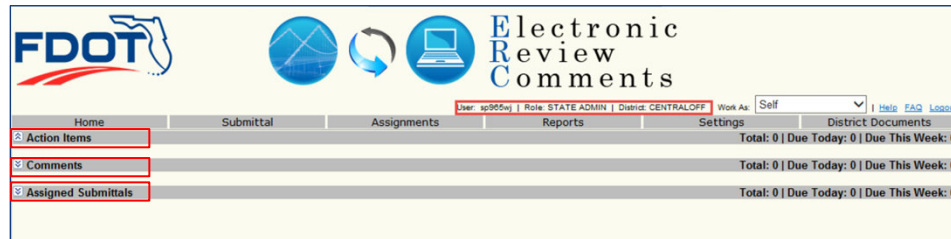
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ERC Home Page



- **Action Items:** Lists active comments that require action (Submit, Respond, etc.)
- **Comments:** Lists all the comments you created
- **Assigned Submittals:** Lists all open submittals assigned to you



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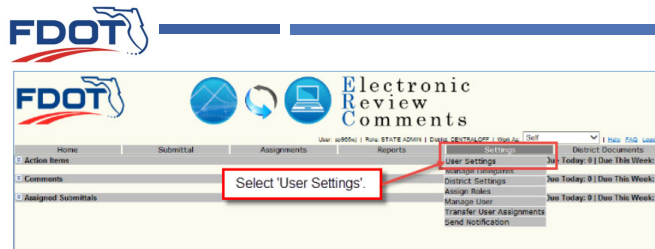
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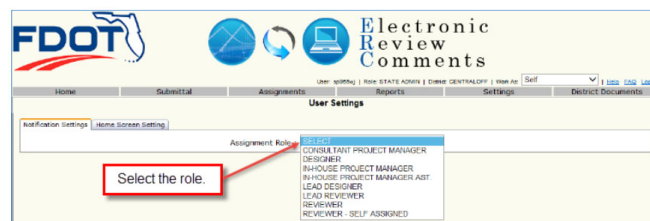
67

Assigned Submittals

- ERC System will email all assigned reviewers when a new submittal is created
- Additional emails are sent when review due dates are upcoming
- Users can also change their notification settings



The notifications screen will open. Select the role in which you want to modify your notifications.



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Assigned Submittals Section

FDOT Electronic Review Comments						
<div> Home Submittal Assignments Reports Settings District Documents </div>						
Action Items				Total: 26 Due Today: 26 Due This Week: 0		
Comments				Total: 67 Due Today: 67 Due This Week: 0		
Assigned Submittals				Total: 86 Due Today: 85 Due This Week: 0		
Fin Proj	Phase	My Role	Comment Due Date	Response Due Date	Comments Submitted	
213113-1	PHASE II	IN-HOUSE PROJECT MANAGER	7/15/2012	8/18/2012	0	
Testing notifications	FINAL	CONSULTANT PROJECT MANAGER	6/21/2012	6/22/2012	NA	
Test of cut and paste with line breaks. Should work now - testing spell c...	FINAL	LEAD REVIEWER	3/1/2012	3/30/2012	9	
Testing cut & paste	FINAL	REVIEWER	10/13/2011	10/14/2011	3	

- **Green:** Comments are due in more than 1 week
- **Yellow:** Comments are due within 1 week
- **Red:** Due date has passed (No comments have been submitted)
- **Blue:** At least one comment has been submitted or 'No Comment' has been marked



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How to Access Project Documents

Home Submittal Assignments Reports Settings District Documents						
Action Items				Total: 0 Due Today: 0 Due This Week: 0		
Comments				Total: 25 Due Today: 0 Due This Week: 0		
Assigned Submittals				Total: 4 Due Today: 0 Due This Week: 0		
Fin Proj	Phase	My Role	Comment Due Date	Response Due Date	Comments Submitted	
***** Biddability Phase Review ***** County BROWARD (86) D...						
448106-1-52-01 (D4)	OTHER	REVIEWER	5/8/2025	5/30/2025	2	
***** Constructability Phase Review ***** SR 824 Count...						
448083-1 (D4)	OTHER	REVIEWER	3/4/2025	4/4/2025	1	
***** Biddability Phase Review ***** -+/- *A_*%+--+*****						
448405-1-52-01 (D4)	OTHER	REVIEWER	2/28/2025	3/28/2025	5	



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How to Access Project Documents

Home **Financial Projects** **Assignments** **Reports** **Settings** **District Documents**

Financial Project Id: 448106-1-52-01 (D4)

Financial Project Description: NW 21 AVE FROM NW 26 ST TO SR-870/COMMERCIAL BLVD

Submission Description: ***** Biddability Phase Review ***** County: BROWARD (86) Desc..

Submittal Information	Staff Assignments	Comments	Reports	Documents	Related Submittals
Financial Project Id 448106 - 1 - 52 - 01 Validate Financial Project Description: NW 21 AVE FROM NW 26 ST TO SR-870/COMMERCIAL BLVD Submittal Phase OTHER ▾ Submittal Status OPEN ▾ Staff Type CONSULTANT ▾ Submittal Type PLANS ▾ <input type="checkbox"/> Non-Conventional Project <input type="checkbox"/> Allow Unassigned Response			Date Received 3/31/2025 Comment Due Date 5/8/2025 Response Due Date 5/30/2025 PM Comment Review Period 0 days PM Response Review Period 0 days		

Description

1677 of 3500

```

*****      Biddability Phase Review *****
County: BROWARD (86)
Desc: NW 21 AVE FROM NW 26TH ST To SR-870-COMMERCIALBLVD
..v/v/.....
*****
$.sg^A...+@**<
ATTENTION REVIEWERS: ALL FILES NEEDED FOR YOUR REVIEW ARE DIRECTLY ATTACHED INSIDE
THE ERC UNDER THE DOCUMENTS TAB.
```



How to Access Project Documents

[Home](#)
[Submittal](#)
[Assignments](#)
[Reports](#)
[Settings](#)
[District Documents](#)

Financial Project Id: 448106-1-52-01 (D4)
Financial Project Description: NW 21 AVE FROM NW 26 ST TO SR-870/COMMERCIAL BLVD
Submittal Description: ***** Biddability Phase Review ***** County: BROWARD (86) Desc...

[Submittal Information](#)
[Staff Assignments](#)
[Comments](#)
[Reports](#)
[Documents](#)
[Related Submittals](#)

Name	Description	
44810615201-ADMINISTRATIVE.zip	44810615201-ADMINISTRATIVE.zip	View
44810615201-CADD.zip	44810615201-CADD.zip	View
44810615201-ESTIMATES-QUANTITIES.pdf	44810615201-ESTIMATES-QUANTITIES.pdf	View
44810615201-PLANS-01-ROADWAY.pdf	44810615201-PLANS-01-ROADWAY.pdf	View
44810615201-PLANS-02-SIGNINGMARKING.pdf	44810615201-PLANS-02-SIGNINGMARKING.pdf	View
44810615201_PhaseSubmittalChecklist-Biddability.pdf	44810615201_PhaseSubmittalChecklist-Biddability.pdf	View

- Generally, local agencies focus on the plans, but all documents are available for review





Entering Comments

- Mark as No Comment can be checked to indicate you reviewed the plans but have no comments



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Entering Comments

Reference
Plan Sheet
Number or
Location



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Entering Comments

14. need better plans

Categories: ARCHITECTURE
Status: COMMENT NOT SUBMITTED

Assigned To: Jim Wolfe (CONSULTANT PM)

[Delete Comment](#)

[Edit](#) [Delete](#) [Submit](#) [Add Document](#)

[Submit All Comments](#) [Submit Selected Comments](#)

- After saving, comments may still be edited

Submitted Information | Staff Assignments | Comments | Reports | Documents | Send Notification

☐ Mark as No Comment [Create New Comment](#)

☐ Show comments assigned to me
☒ Show unresolved comments
☐ Show all comments

☐ Show comments assigned by [User Name]
☐ Show comments created by [User Name]
☐ Show comments by category [SELECT]

[Search Comments](#)

12. add	ADA	COMMENT NOT SUBMITTED	Assigned To: James Farr (LEAD REVIEWER)	Reference: Created By: James Farr (LEAD REVIEWER) Created Date: 11/20/2016
13. add	ADA	COMMENT NOT SUBMITTED	Assigned To: James Farr (LEAD REVIEWER)	Reference: Created By: James Farr (LEAD REVIEWER) Created Date: 11/20/2016
15. comment 1	ARCHITECTURE	COMMENT NOT SUBMITTED	Assigned To: James Farr (LEAD REVIEWER)	Reference: Created By: James Farr (LEAD REVIEWER) Created Date: 12/6/2017
16. comment 2	CULTURAL RESOURCES	COMMENT NOT SUBMITTED	Assigned To: James Farr (LEAD REVIEWER)	Reference: Created By: James Farr (LEAD REVIEWER) Created Date: 12/6/2017
17. comment 3	ENVIRONMENTAL MANAGEMENT OFF	COMMENT NOT SUBMITTED	Assigned To: James Farr (LEAD REVIEWER)	Reference: Created By: James Farr (LEAD REVIEWER) Created Date: 12/6/2017

[Submit All Comments](#) [Submit Selected Comments](#)



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Responding to Comments

- After submitting comments, FDOT Design Team will respond. Reviewer will then accept or reject

☐ Mark as No Comment [Create New Comment](#)

☒ Show comments assigned to me
☐ Show unresolved comments
☐ Show all comments

☐ Show comments assigned to [Hollyjane Aldridge]
☐ Show comments created by [Hollyjane Aldridge]
☐ Show comments by category [SELECT]

[Search Comments](#)

6. comment	ARCHITECTURE	RESPONSE SUBMITTED	Assigned To: Sean Masters (REVIEWER)	Reference: Created By: Sean Masters (REVIEWER) Created Date: 2/6/2017
7. comment	AVIATION	RESPONSE SUBMITTED	Assigned To: Sean Masters (REVIEWER)	Reference: Created By: Sean Masters (REVIEWER) Created Date: 2/6/2017

Hollyjane Aldridge 2/6/2017 IN-HOUSE PM in house response

[Accept](#) [Reject](#)

- Selecting **reject** will open a dialogue box for you to type in a response
- Official comments and responses are kept in the project record



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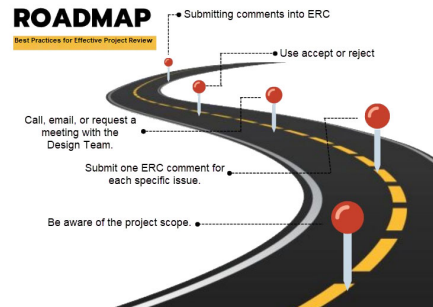
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Best Practices for Effective Project Review

- Submitting comments into ERC creates an official record for the future
- Use accept or reject to follow through on comments
- Call, email or request a meeting with the Design Team if further discussion is needed
- Submitting one ERC comment for each specific issue is more efficient for the Design Team response



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Best Practices for Effective Project Review

- Be aware of the project scope. The Key sheet typically has this listed, and the Engineering Report (located with all other project documents in the Admin zip folder)
- FDOT has many different project types – such as resurfacing, safety, or new capacity.
- Comments directly related to the project scope are much more likely to be able to be accommodated.
 - Modification of proposed striping or proposed signage. Already within scope of a resurfacing project.
 - Addition of pedestrian bridge. This is a significant item that would need to be included in the original scope of the project and would typically be outside the scope of any resurfacing project.
- Identify any requested locally-funded items during project scoping



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Roadway Safety Audits

Presented by Thomas Miller



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What is a Road Safety Audit (RSA)?

- A Road Safety Audit (RSA) is a formal safety performance examination of an existing or future road or intersection by an independent audit team.
- The RSA team considers the safety of all road users. Proactively analyzes road safety issues, and opportunities for safety improvements are implemented.



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Road Safety Audit (RSA)

- Conducted by independent and multidisciplinary team
- Receive input from stakeholders (Locals)
- Works with State and Local jurisdictions
- Focus on short-term, low-cost recommendations, not necessarily based on crash history, but also on existing condition, best practices, input from stakeholders
- May recommend additional studies
- Proactive approach to safety
- Considers all roadway users and user behavior
- Generates formal report and responses



RSA Team

- FDOT Offices
- Law Enforcement
- Local Municipalities
- MPOs/TPAs/TPOs
- County Representatives
- Safety Champions/Residents



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Outcomes of an RSA

- Identification of potential road safety issues
- Suggestions for mitigating identified safety issues
- Recommendations for improvements to enhance safety for all road users
- A formal RSA report that documents findings
- Implementation plan developed by FDOT



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BEHIND THE NUMBERS: WHAT TEEN DRIVERS FACE

- 900,000+ teen drivers are on Florida's roads
- In 2022: 56,091 crashes, 345 fatalities, 1,945 serious injuries
- Teens ages 18–19 have the highest crash rates in Florida
- Most common issues: Distraction, inexperience, and intersection decisions

For more information and resources:
flteensafedriver.org

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FDOT

TARGET
ZERO
FATALITIES & SERIOUS INJURIES

TEEN
SAFE
DRIVING
COALITION


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Q & A Session

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Closing Remarks



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E-Bike and Micromobility Safety Workshop

**WEDNESDAY,
SEPTEMBER
10**

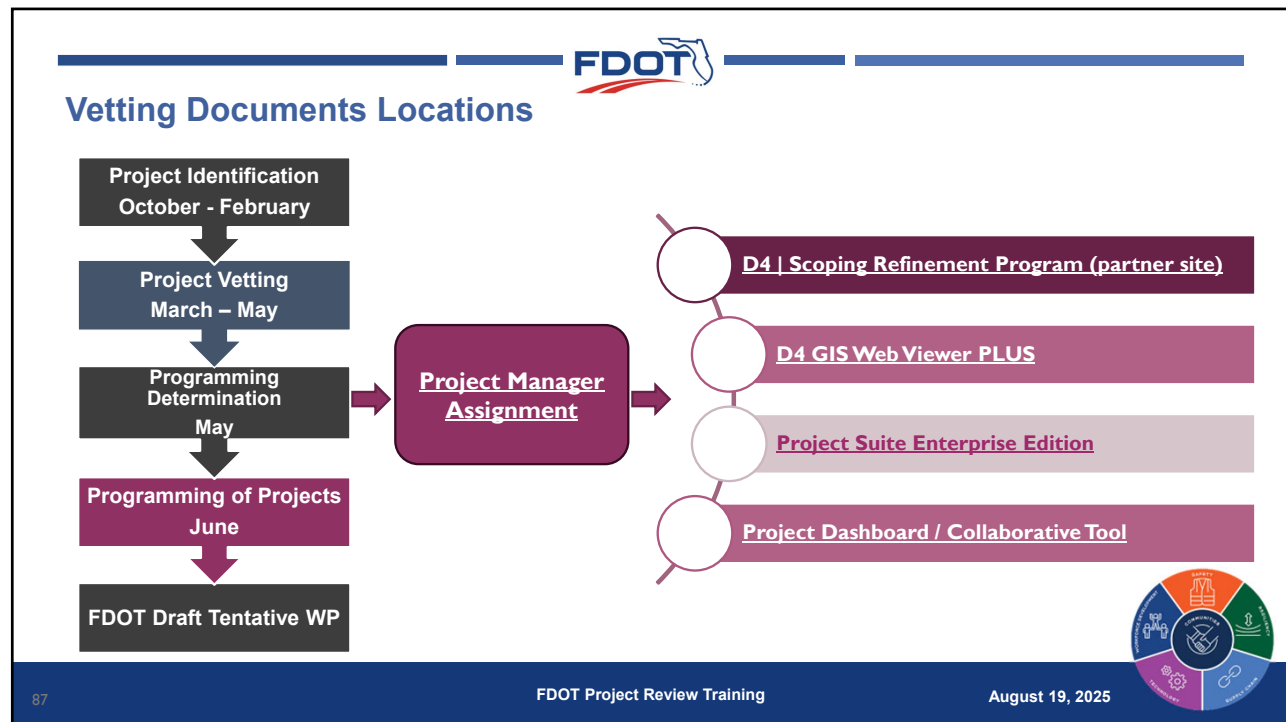


In-Person or Virtual

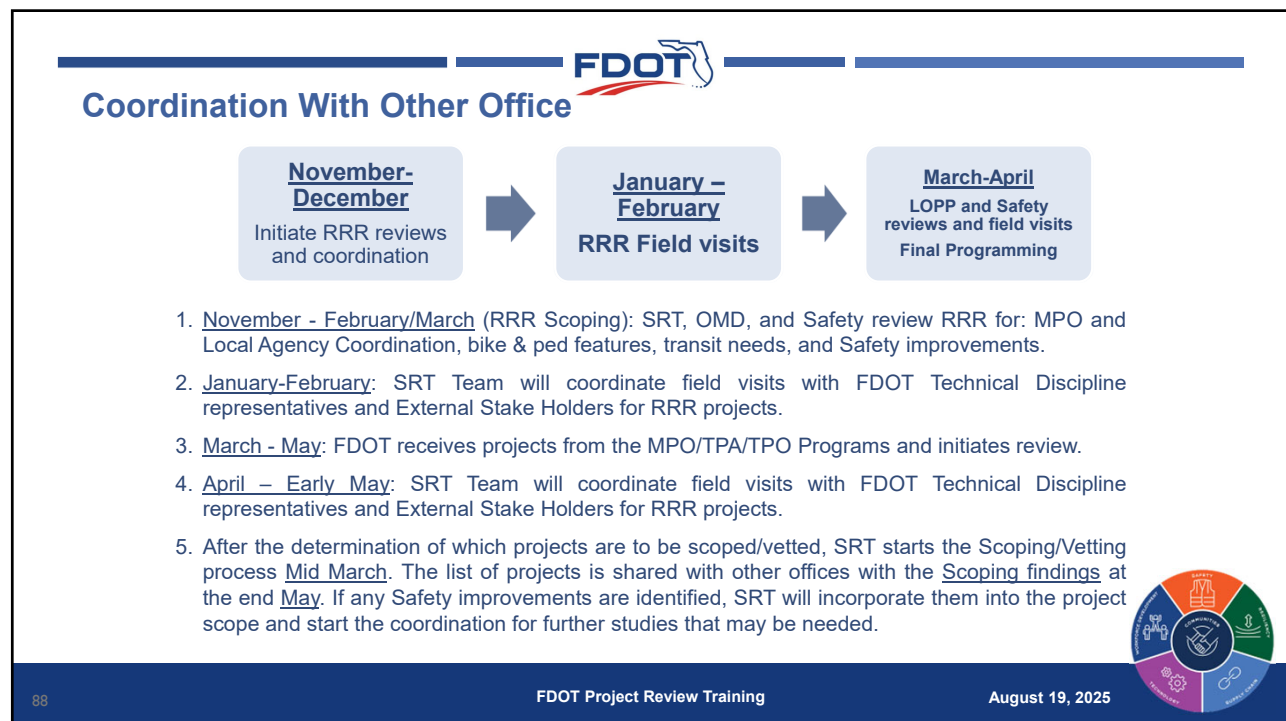
9:30 - 11:30 a.m.

PalmBeachTPA.org/Micromobility


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Target Speed and Context Classification

FDOT DISTRICT 4 TARGET SPEED RECOMMENDATION REPORT (DRAFT 09/09/21)

1. PLEMO SRT reviews RRR Candidates eligible for Target Speed recommendation.
2. SRT coordinates recommendation with FDOT In-House Design Office, Complete Streets Team (CST) .
3. The Initial Target Speed Recommendation document is developed.

TARGET SPEED RECOMMENDATION


FM #: 123456-7
SR 845 (Powerline Road)
Limits: Sunrise Blvd to Oakland Park Blvd



FDOT Project Manager:


Prepared By:
XYZ Consultants
Address

Name of Engineer, PE # _____ Date _____
Responsible Professional Engineer



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Initiate MMSC Review


Determine Context Classification & Target Speed

Seek Agency Inputs

Refine Scope and Provide Feedbacks

PROJECT SOURCES

1. TPA List of Priority Projects (LOPP)
2. Bridge Rehabilitation and Reconstruction
3. Resurfacing, Restoration and Rehabilitation (3R) Projects
4. Safety On and Off System Projects



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