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FDOT PERFORMANCE MEASURES




Department Mission, Goals and Objectives

- The prevailing principles to be considered in planning and developing an integrated, balanced statewide transportation system are: preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility. 334.046 F.S.
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Statutory Definition of Preservation


- Preservation – Protecting the state's infrastructure investment. Preservation includes:
 - Ensuring that 90 percent of the department maintained bridges meets department standards.
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FDOT 50 year plan

- “Historically, FDOT has placed high priority on maintaining and preserving state roads and bridges and has achieved high levels of performance and cost savings in recent years.”
- As the 1st long range objective – “Maintain all elements of the transportation system to protect the public’s investment for the future.”




1st Tier Performance Measure

- 90 % of all department maintained bridges meet standards.
 - A bridge meets standards if it is in good condition.
 - Condition determined by lowest rating of Deck, Superstructure, Substructure and Culvert. FHWA 0 to 9 scale.
 - Reported annually to Legislature
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Condition Definitions


- Excellent 8 or 9
 - Good 6 or 7
 - Fair 5
 - Poor 4 or less
 - Currently the Department is at 95% in good or better condition.
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How do we stand 4-7-2010

CLASSIFICATION	DEPARTMENT MAINTAINED	%	NON DEPARTMENT MAINTAINED	%
EXCELLENT	846	12.82%	428	8.17%
GOOD	5462	82.75%	4148	79.15%
FAIR	232	3.51%	456	8.70%
POOR	61	0.92%	209	3.99%
TOTAL	6601	100.00%	5241	100.00%




2nd Tier Performance Measures

- Structurally Deficient or Weight Restricted Bridge programmed for Replacement or Repair within 6 years of identification
 - Economy Bridge Replacements programmed for replacement within 9 years of identification
 - Repairs programmed within 2 years
 - Reported to Executive Board
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Education of Management

- Repairs are performed on bridges in good condition as well as bridges in poor condition
 - More economical to maintain a bridge in good condition than to try to raise its condition
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2007 10 10



2007 10 10




2007 10 10



2007 10 10




Third Tier Performance Measures

- 100 % of all Urgent and Emergency Bridge Work Orders completed on time
 - 90 % of all Bridge Work Orders completed on time
 - 100% of all Bridge Repairs Projects properly documented
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Third Tier Continued

- 95% of all bridge elements are properly documented and proper condition states assigned in inspection reports
 - District Structures Maintenance Offices required to have, follow and document a quality control plan
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Third Tier Continued

- All bridges open to traffic must have an as built load rating in the database within 90 days for state bridges and 180 days for local bridges
 - Delinquent posting/closing deficiencies resolved within 90 days
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Do They Really Mean It?



Want to Buy a Crane Cheap?



One Way to Demolish a Bridge



Aw Shucks



Dump Truck less than 5 tons?



Heavy loads have to safely
cross our bridges






Enforcement of Third Level

- Quality Assurance Review (QAR) conducted in every District
- Each area is graded into Outstanding, Compliance, Non Compliance and Findings
- QAR conducted by Office of Maintenance
- Report goes to District Secretary, Director of Operations and District Maintenance Engineers



Need for Enforcement


- Department is decentralized
 - Central Office sets Policy and Procedures
 - Districts take care of Operations
 - QAR process good method of maintaining high quality
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All our bridges should look
this good for life?





Conclusions

- Performance measures need to support the overall mission of the organization
 - Track budget
 - Budgeting tool to identify budget levels
 - Periodic review conformance to goals and mission
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Conclusions Continued

- Performance measures thoughtfully crafted and properly used will yield good results
 - To meet performance measures takes time and effort
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