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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.

## 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.

#### 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 1<sup>st</sup> long range objective "Maintain all elements of the transportation system to protect the public's investment for the future."

#### 1<sup>st</sup> 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 o to 9 scale.
- Reported annually to Legislature

#### 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.

#### 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%

#### 2<sup>nd</sup> 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

#### 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









## 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

#### 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

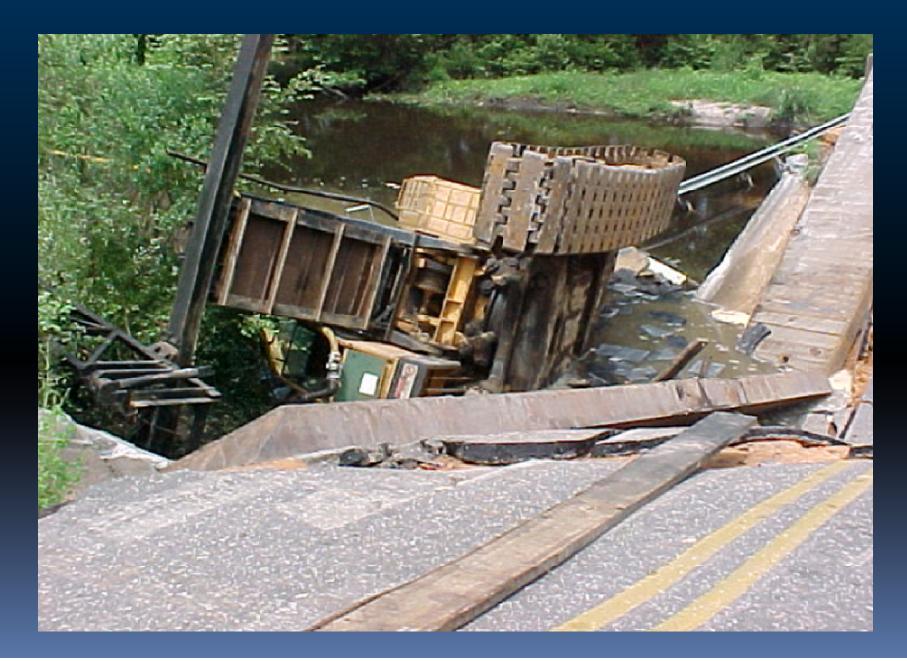
#### Third Tier Continued

- 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

#### Do They Really Mean It?



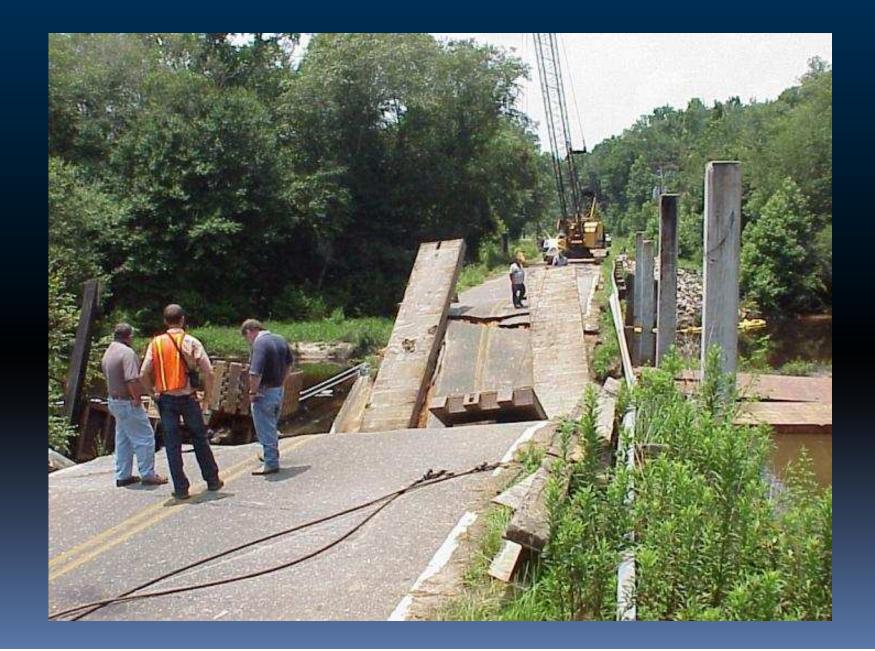
#### Want to Buy a Crane Cheap?



#### 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

## 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

#### Conclusions Continued

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