October 28-29, 2025
Orlando, FL

TRANSPORTATION SYMPOSIUM

Surviving Major Project Requirements

Catalina Chacon, P.E.
District Consultant Project Management Engineer, FDOT- District 5
Mary Lou Godfrey, P.E.
District Consultant Project Management Engineer, FDOT- District 7
Bobby Bull, P.E.
State Value Engineer, Office of Design

Transportation Symposium Website
SCAN ME

1

What Is a Major Project?

- A project that has received or will receive federal funding for construction
- Over $500 million in total project cost *OR* has a high level of public or congressional interest; are unusually complex; or has extraordinary implications for the national transportation system
- Based on NEPA scope

2

FDOT'S Major Projects

District	Major Project
2	First Coast Expressway
2	I-95 JTB Boulevard to Atlantic Boulevard Project
2	I-95 from International Golf Parkway to I-295
3	Pensacola Bay Bridge
3	SR 75 (US 231) from SR 30A (US 98) 15th Street to SR 368 23rd Street
4/6	I-75/Palmetto Express Lanes
4	I-95 Express III
4	SW 10th Street
4	SR-9/I-95 from S of Linton Blvd./SR-782 to 6th South Avenue
4	SR-9/I-95 from 6th Avenue to North of SR-704/Okeechobee Blvd.
4	SR-9/I-95 from M-D/Broward CL to N of Griffin Rd
5	Wekiva Parkway
5	I-4 Ultimate
5	I-4 Beyond the Ultimate (BtU)

PortMiami Tunnel, I-595, I-4 Connector, Miami Intermodal Center, and Palmetto 5 are completed major projects.

TRANSPORTATION SYMPOSIUM

3

3

FDOT'S Major Projects continued

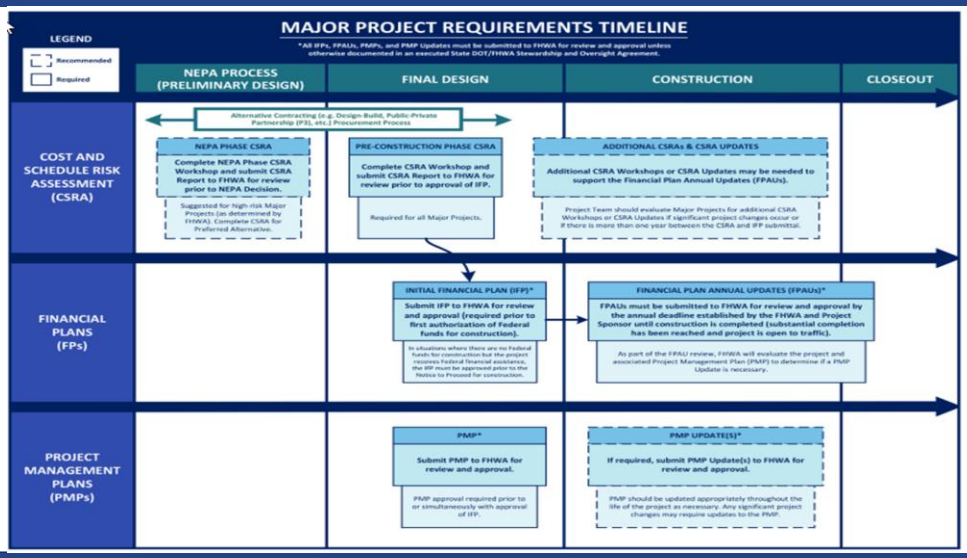
District	Major Project
5	I-75 Auxiliary Lanes from SR 44 to SR 326
6	I-395
6	"Interim" Palmetto/Golden Glades
6	Okeechobee/SR 25
6	"Ultimate" Palmetto E-W & Palmetto Golden Glades (has an OINCC waiver)
6	I-195/SR 112 from NW 12 Ave to SR 907/Alton Rd
6	SR 9A/I-95 from US-1/South Dixie Hwy to N of NW 143rd
6	SR 9/I-95 from S of Miami Gardens Dr to Broward CL (I-95 "Northern Segment")
6	SR 9A/I-95 from US-1/South Dixie Hwy to N of NW 143rd St.
6	Palmetto South
7	Gateway Expressway (Segments 1 and 2 TBNext)
7	Howard Frankland Bridge (Segment 3 TBNext)
7	Westshore (Segments 4/5/6 TBNext)
7	Buckman Bridge Widening
7	Gandy Bridge

TRANSPORTATION SYMPOSIUM

4

4

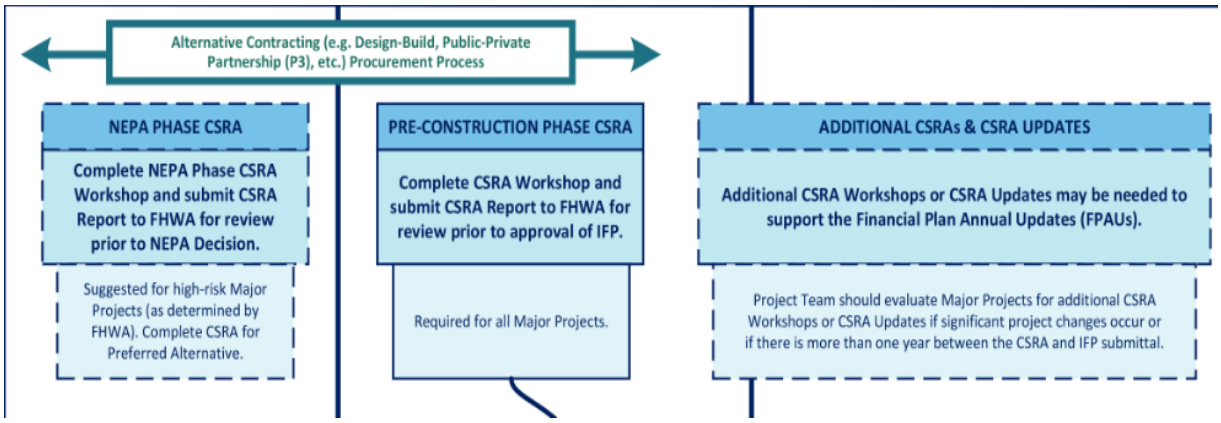
Major Project Process- Updated FHWA Guidance



TRANSPORTATION SYMPOSIUM

5

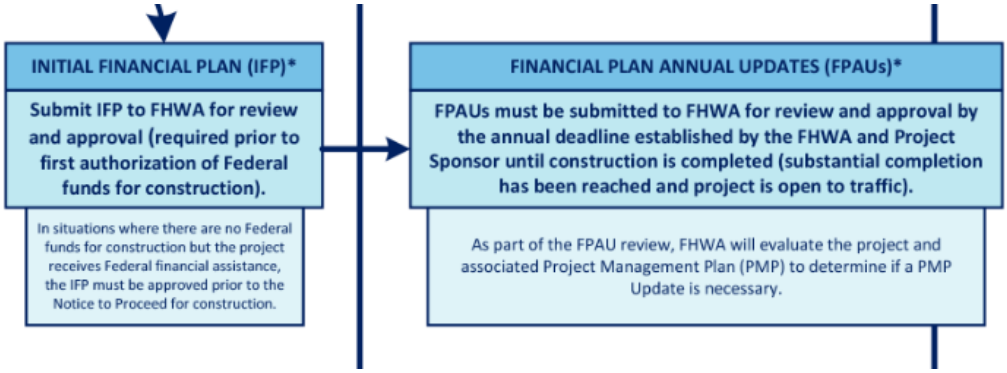
Major Project Process- Updated FHWA Guidance- CSRA



TRANSPORTATION SYMPOSIUM

6

Major Project Process- Updated FHWA Guidance- Financial Plans

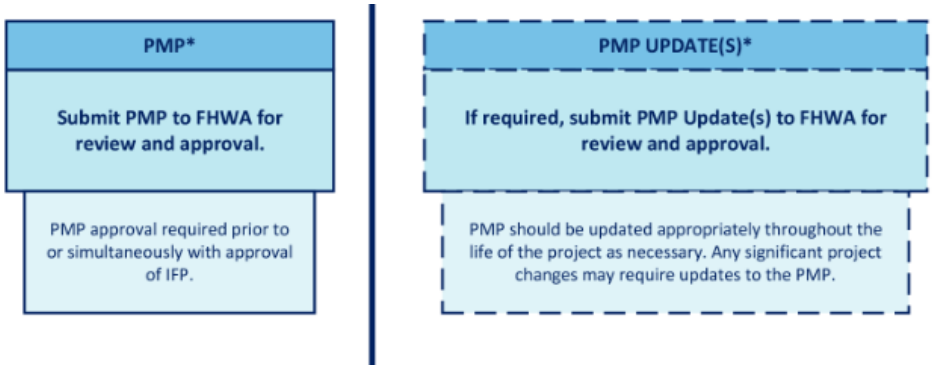


TRANSPORTATION SYMPOSIUM

7

7

Major Project Process- Updated FHWA Guidance- PMP



TRANSPORTATION SYMPOSIUM

8

8

9

Major Projects Requirements to Overcome

CSRA

- Extraordinary environmental challenges
- 25-mile-long parkway
- Multiple agencies
- Significant community concern/opposition
- 2004 Wekiva Parkway Protection Act

FPS

- 14 segments
- 11 years of construction
- Contractor default
- Aesthetics & landscaping investment
- All-electronic tolling plan

PMP

- MOU agreements
- 14 project teams
- Significant coordination with FDEP, Forestry Service and other agencies
- Extraordinary levels of public engagement

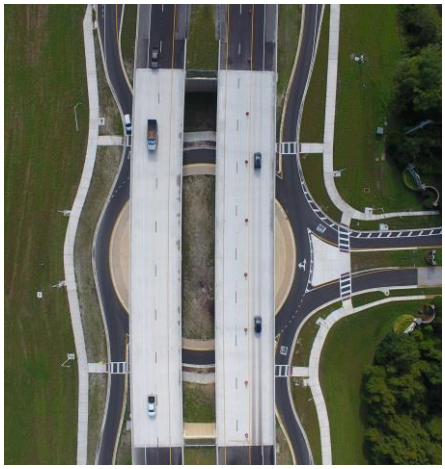
TRANSPORTATION SYMPOSIUM

10

10

30+ Years and 25 Miles

- First section opened in 2017. Last section completed in early 2024.
- Connects to I-4 and S.R. 417
- $1.6 billion, including more than $500 million in non-tolled improvements
- Built in accordance with 2004 Wekiva Parkway Protection Act.



TRANSPORTATION SYMPOSIUM

11

11

30+ Years and 25 Miles

- Coordination among FDOT, Florida's Turnpike Enterprise and the Central Florida Expressway Authority (CFX)
- 7-year PD&E Process
- 34 public meetings and hearings
- 900 community presentations
- Significant design challenges and commitments
- First all-electronic tolling system on a Central Florida expressway

TRANSPORTATION SYMPOSIUM

12

12

By the Numbers

3 – agencies, 3 cities and 3 counties

14 project sections

10 interchanges

96 bridges

3,900 feet – longest wildlife crossing bridge

73,871 trees and shrubs

3,400 acres of land purchased for conservation

800+ gopher tortoise relocations

28,000+ people engaged in the process

25 springs in the Wekiva River Basin

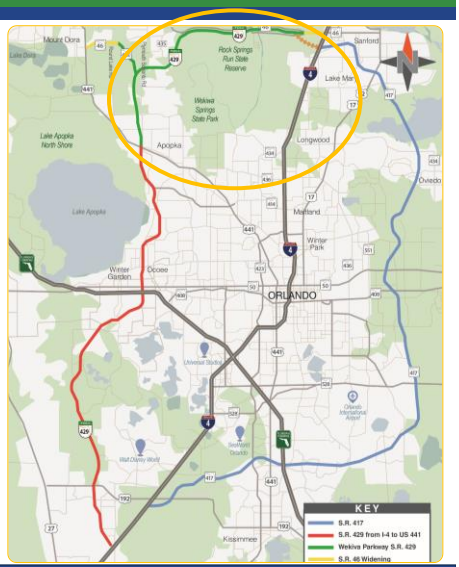
TRANSPORTATION SYMPOSIUM

13

13

Almost Insurmountable Obstacles

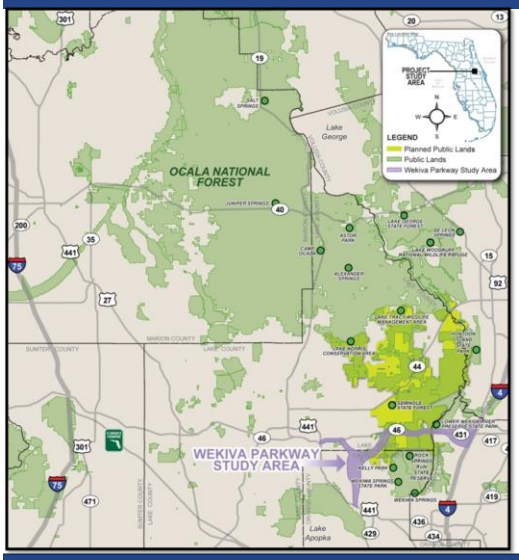
- Completing the beltway meant crossing the Wekiva River Basin
  - Home to more than two dozen springs and abundant wildlife and natural resources
  - Wekiva River is a National Wild and Scenic River and Outstanding Florida Water
- Significant concern / opposition from the community
- Governor-appointed Wekiva River Task Force and Wekiva River Basin Coordinating Committee formed in early 2000s
- Wekiva Parkway Protection Act adopted in 2004
- Requirement to not just protect, but to enhance the basin



14

14

PD&E Study



- Study area impacted the Wekiva-Ocala Greenway wildlife corridor and state-owned lands
- 4 significant bodies of water within the Wekiva River Basin: Little Wekiva River, Rock Springs, Wekiwa Springs, Wekiva River
- Hundreds of alignment variations were considered
- Extensive environmental coordination required
- PD&E Study finished in 2012

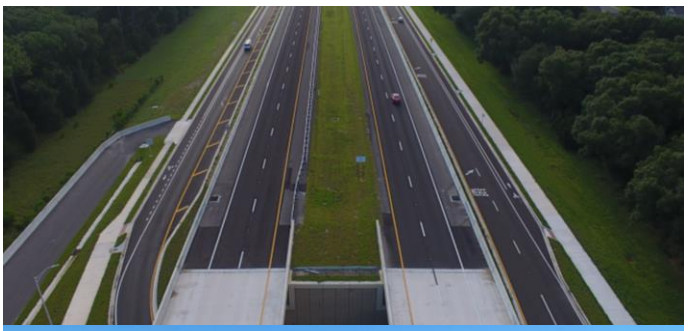
TRANSPORTATION SYMPOSIUM

15

15

Design Requirements / Commitments

- Memorandum of Understanding between CFX and FDOT
- Specific and extensive aesthetics and landscaping plans
- Relocation of 5 miles of Florida Gas transmission line
- Easement needed through state park land required approval from the Acquisition and Restoration Council
- 10-mile-long Multi-Use Trail
- Limited to three interchanges



16

16

Design Requirements / Commitments

- Specific and extensive aesthetics and landscaping plans
- Use of native materials and those indigenous to the Wekiva River Basin
- Hardscaping material also vetted through community meetings
- Screening materials along parkway walls near neighborhoods and businesses
- Native plant species installed at wildlife crossings

TRANSPORTATION SYMPOSIUM

17

17

Design Requirements / Commitments

- Section 4(f) evaluation: approved with minor park impacts
  - Early and ongoing collaboration with FDEP, Forestry Service, Fish & Wildlife Conservation Commission, and others
- Purchase of more than 3,400 acres of conservation land
- 1.5 miles of wildlife crossing bridges
- Special fencing, wildlife “jump-outs” and bat houses

TRANSPORTATION SYMPOSIUM

18

18

Mitigation Plan for State Parks

Net benefits of the parkway:

- **Land acquisition: 270 acres transferred to FDEP, Forestry Service**
- **Land management: Design supports firefighting, prescribed burns**
- **Wildlife conservation measures**
- **Enhancement: New entrance road to Rock Springs Park**

19

19

Wekiva River Bridge

- Wekiva River System Advisory Management Committee with oversight from the National park Service to make sure the "Outstanding Remarkable Values" of the river were protected.
- Section 7(a) of the Scenic River Act required the parkway not have, "a direct or adverse effect on the values for which the river was established"
- The Wekiva Parkway was the first project in the nation to get Section 7(a) concurrence without an act of congress.

TRANSPORTATION SYMPOSIUM

20

20

Wekiva River Bridge

"Top-down" construction allowed bridge to be built without placing equipment in the river channel

TRANSPORTATION SYMPOSIUM

Wekiva River Bridge

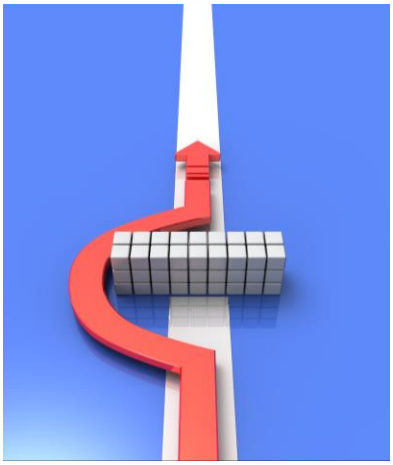
- New bridge is much higher and dramatically longer than previous bridge
- Tree canopy buffers bridge from surrounding communities

Old S.R. 46 bridge

Construction

Challenges:

- Maintenance of traffic and the transitions from one section to another
- Relocating part of C.R. 46A out of the forest
- Adjusting limits on Section 7A to have a logical termini
- Long construction window meant prices changed for materials throughout project
- Ongoing community concerns and education
- One of the prime contractors defaulted in the middle of construction



TRANSPORTATION SYMPOSIUM

So How Did We Get it Done?

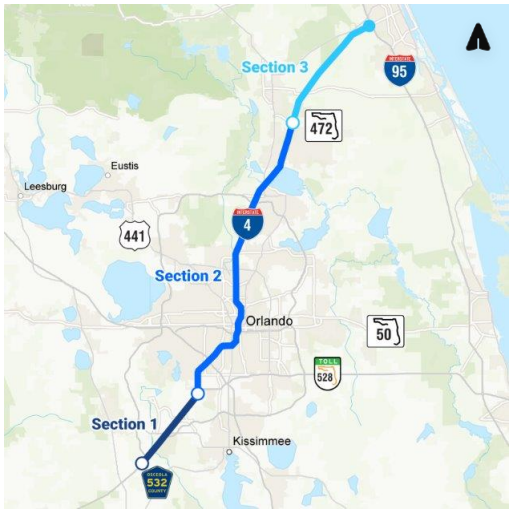
- Maintaining the will to find solutions to bring this vital project to completion
- Working with transportation partners
- Building trust with key stakeholders and regulatory agencies
- Following through with a remarkable amount of ongoing community engagement, especially with respect to aesthetics and landscaping plans
- Openness to learning and applying lessons as the project progressed

Wekiva Parkway Legacy Video: Wekiva Parkway - YouTube

TRANSPORTATION SYMPOSIUM

25

Major Project(s): I-4 in District 5



PD&E Section 1

CR 532 in Osceola County to SR 528 (Beachline Expressway) in Orange County

Environmental Assessment

Project Length: 13.4 Miles

PD&E Section 2

SR 528 (Beachline Expressway) in Orange County to SR 472 in Volusia County

Environmental Impact Statement

Project Length: 40.0 Miles

PD&E Section 3

SR 472 in Volusia County to I-95 in Volusia County

Environmental Assessment

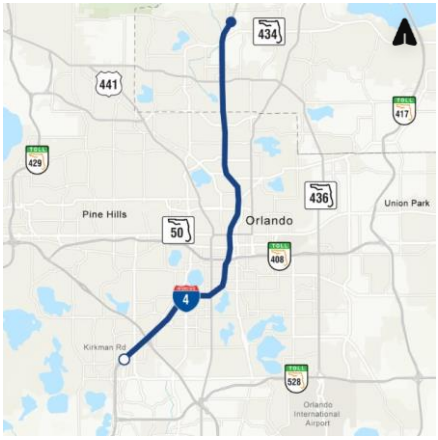
Project Length: 20.1 Miles

Planning and implementing improvements on approximately 75-miles of I-4 since the 1990s

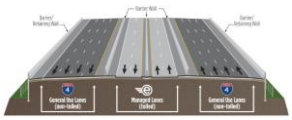
26

26

I-4 Express

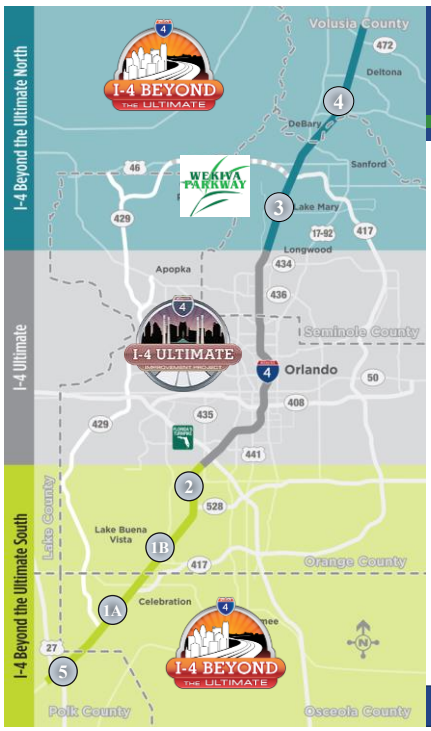


- Reconstruct and widening of 21 miles of I-4
- Procured as a 40-year design-build-finance-operate-maintain availability payment concession
- Cost of $2,877,000,000 (2015)
- Project start 2015, Open to traffic 2022
- Initiated Express Lane program in District 5



TRANSPORTATION SYMPOSIUM

27



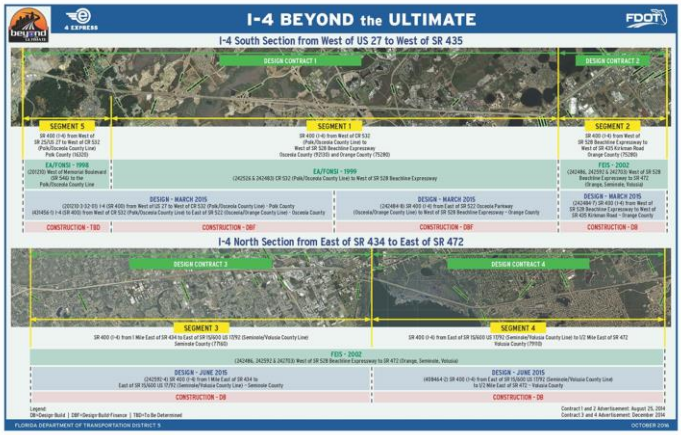
I-4 Beyond the Ultimate Overview

- Two 20-mile sections on either end of I-4 Ultimate
  - **I-4 Beyond the Ultimate North:**
    East of S.R. 434 to east of S.R. 472
  - **I-4 Beyond the Ultimate South:**
    West of U.S. 27 to west of S.R. 435/Kirkman Road
- Update NEPA and traffic to convert HOV to Express Lanes
- BtU South and BtU North each a Major Project

TRANSPORTATION SYMPOSIUM

28

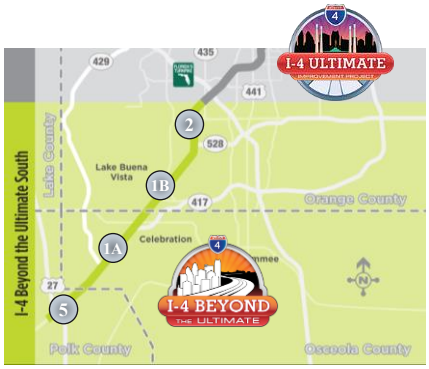
I-4 Beyond the Ultimate



Vision to construct in 5 segments over an extended period

TRANSPORTATION SYMPOSIUM

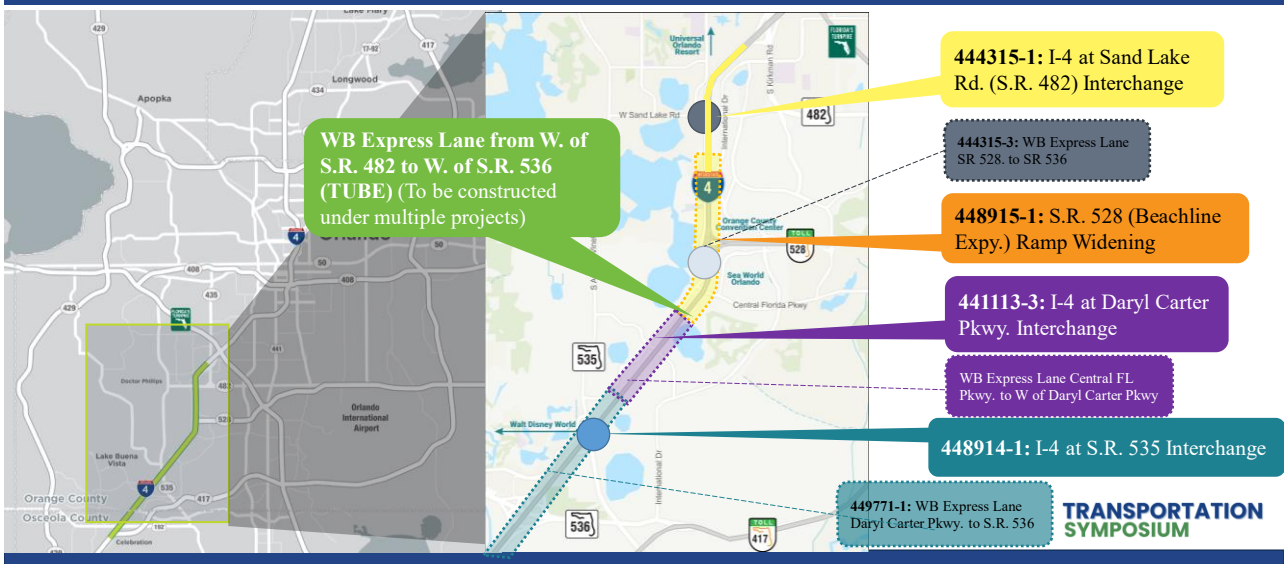
I-4 Beyond the Ultimate: Strategy Pivot



- Construction funding for large segments not available
- Develop smaller projects based on need and available funding – South Section focus
- Be compatible with ultimate plan, minimize throw-away, think about maintenance of traffic (MOT)
- Identify cost saving opportunities
- Continue to meet Major Project requirements

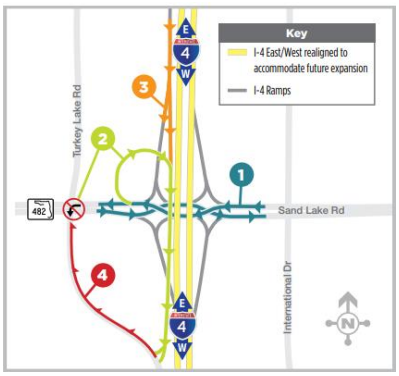
TRANSPORTATION SYMPOSIUM

I-4 BtU South Near-Term Improvements



31

I-4/Sand Lake Rd (SR 482) Interchange



- Convert to diverging diamond interchange (DDI) with new loop ramp from westbound Sand Lake Rd to Turkey Lake Rd
- Interchange form is Ultimate condition
- Constructing Ultimate I-4 mainline alignment through interchange area (not opening)
- Procured as a Design-Build Contract
- Cost of approximately $220 mil (2015)
- Project start 2023, Anticipated complete 2027

TRANSPORTATION SYMPOSIUM

32

32

I-4/Sand Lake Rd (SR 482) Interchange

TRANSPORTATION SYMPOSIUM

33

I-4/SR 528 Interchange

- Add capacity to I-4 westbound off-ramp to eastbound SR 528 by widening ramp from one to two lanes
- Procured as a Design-Bid-Build Contract
- Cost of approximately $20 mil (2024)
- Project start 2024, Anticipated complete 2026

Improves operations by mitigating queue spillback onto WB I-4 general use lanes

TRANSPORTATION SYMPOSIUM

34

I-4/Daryl Carter Parkway Interim Interchange

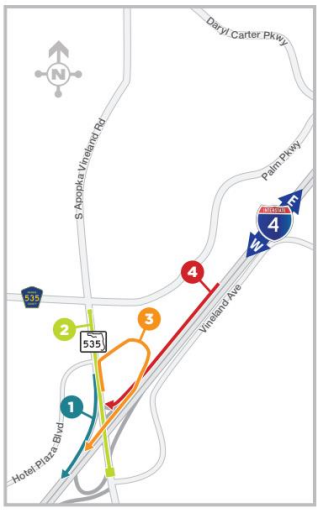
- Orange County request to accelerate project resulted in interim configuration
- Convert existing overpass into a diverging diamond interchange (DDI)
  - Exit ramps for both directions off I-4, entrance ramp to eastbound I-4
  - Entrance ramp to westbound I-4 to be added as part of Ultimate configuration
- Procured as a Design-Bid-Build Contract
- Cost of approximately $83 mil (2022)
- Project start 2022, Open to traffic 2025

TRANSPORTATION SYMPOSIUM

35

35

I-4/SR 535 Phase 1 Interchange



- Initially planned a short-term minor improvement
  - Alternative failed based on updated traffic due to high growth in the area
- Developed a full interchange alt to meet 2045 design year
  - Increasing construction costs made it cost prohibitive
- Focused on key congestion points and developed project to partially reconstruct interchange
  - Realign westbound on-ramp, construct new loop ramp

TRANSPORTATION SYMPOSIUM

36

36

I-4/SR 535 Phase 1 Interchange

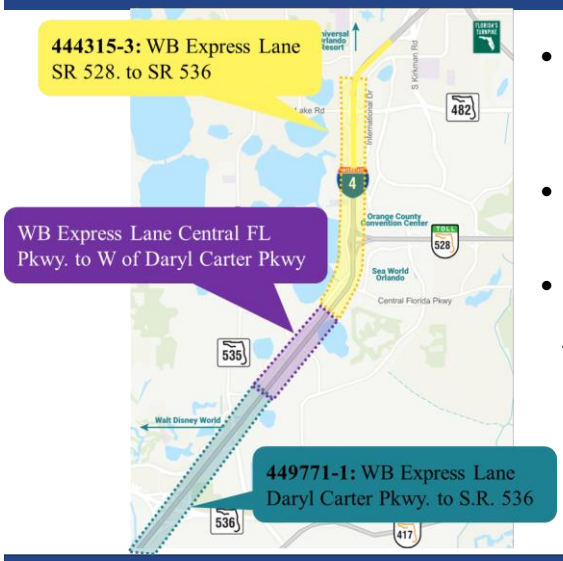
- Procured as a Design-Build Contract
- Cost of approximately $102 mil (2023)
- Project start 2023, Anticipated complete 2026
- Address eastbound movements at a later date

TRANSPORTATION SYMPOSIUM

37

37

I-4 WB Congestion Relief: Single Express Lane



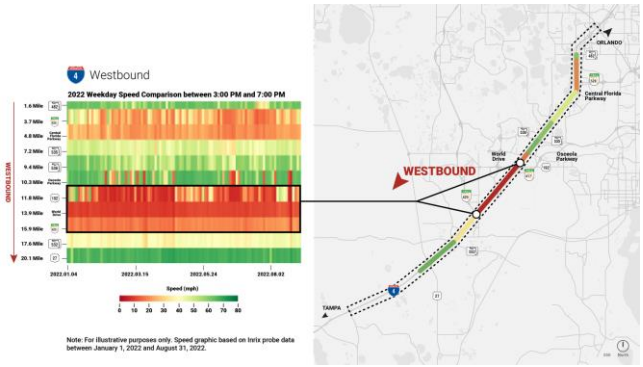
- Single WB tolled Express Lane from end of Ultimate to Disney area
  - Access limited by close interchange spacing
- Mitigate backup from end of Ultimate Express Lanes, improve I-4 GULs
- Constructed with individual interchange jobs, to be opened as one project
  - Contractor coordination

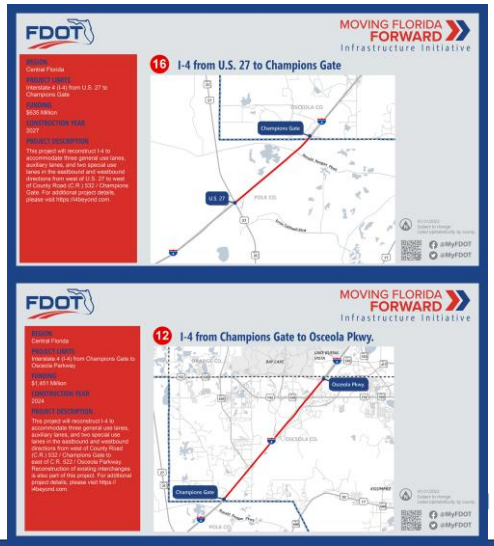
TRANSPORTATION SYMPOSIUM

38

38

Moving I-4 Forward





- Severe recurring congestion through US 27 area led to advancement of Moving I-4 Forward projects

39

39

I-4 South Section: Lessons Learned

- Importance of flexibility to match available funding
  - South Section Orange County: Smaller projects compatible with ultimate
  - South Section Osceola County: Large Moving I-4 Forward projects
- Explore cost reduction opportunities early
  - Change in typical section, location of rail corridor, interchange needs
- Know the process
  - PD&E re-evals, traffic documents, etc
- FHWA and CO coordination
  - Once a Major Project, requirements remain: PMP, Financial Plan, etc
- Stakeholder coordination
  - Orange County, Convention Center, Theme Parks, Businesses

TRANSPORTATION SYMPOSIUM

40

40

Introductions

Mary Lou Godfrey, P.E.

District 7 Consultant Project Management Engineer

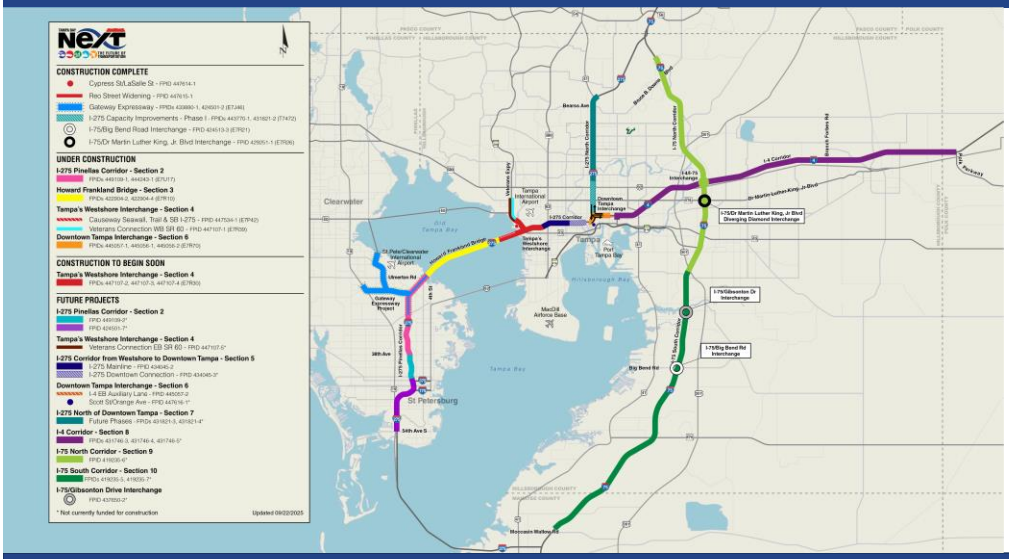
Mary Lou leads the District 7 Consultant Project Management team, overseeing over 200 consultant-led design projects. Her team ensures delivery of FDOT's Work Program through professional oversight and contract management, maintaining compliance with FDOT and FHWA standards. She manages 14 Consultant Project Managers and supports PD&E and Design Build procurement efforts.

TRANSPORTATION SYMPOSIUM

41

41

Tampa Bay Next Program



TRANSPORTATION SYMPOSIUM

42

42

SEIS Limits and Study Area

- SEIS segments and TBNext sections aligned
- TBNext Section naming was used during study phase to maintain consistent messaging in future phases

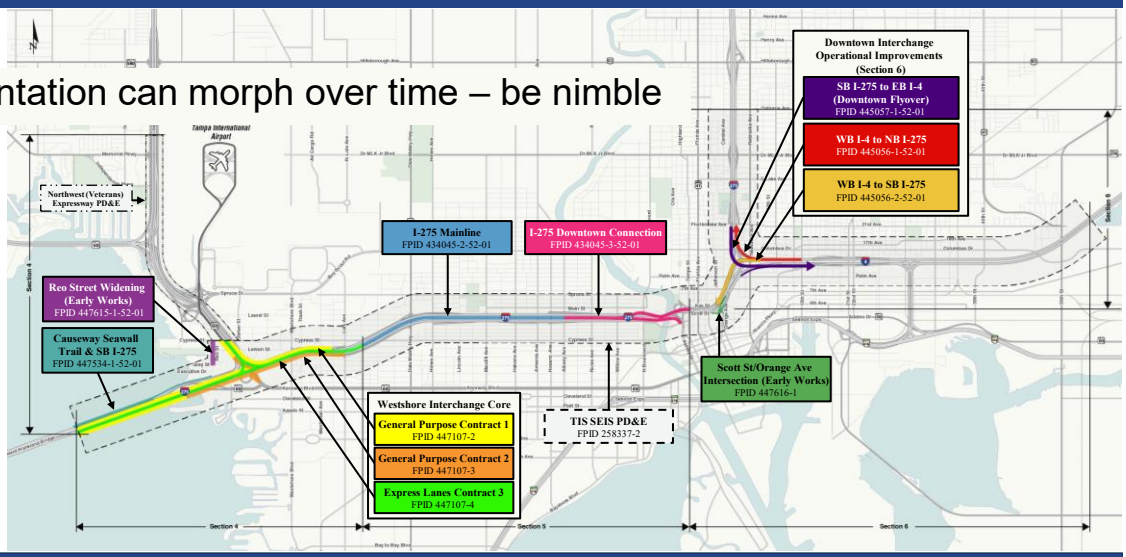
TRANSPORTATION SYMPOSIUM

43

43

Segmentation and Progression

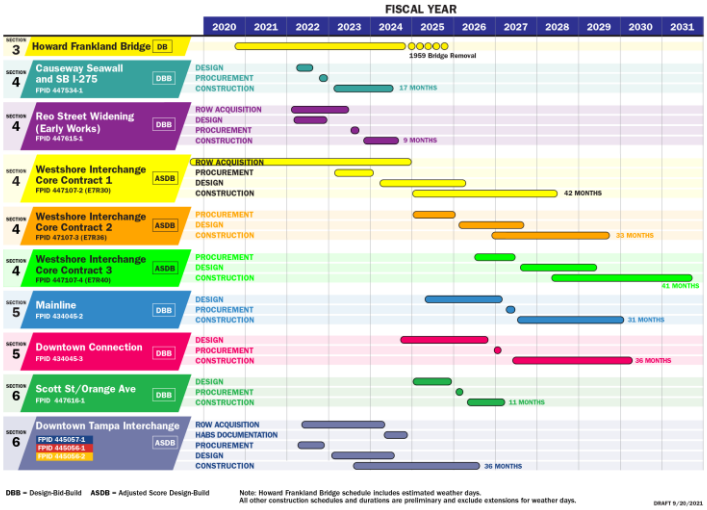
- Segmentation can morph over time – be nimble



44

44

Segmentation and Schedule



- Example of a previous schedule for implementation
- Helps visualize and ensure project phasing is most effective to complete heavy construction for adjacent projects

TRANSPORTATION SYMPOSIUM

45

Lessons Learned – Phasing

- Focused on Tampa Bay Next Program overall and major coordination across district and project teams and how projects will work together
- Begin the discussion on how improvements in the study limit may be segmented or phased in the future when funding becomes available
- Maintain robust agency coordination
  - Can help address new concerns or issues that arise more quickly
  - Can help identify their lessons learned from other projects to support FDOT improvements
- Be nimble – and prepare for phasing to morph as funds are identified

TRANSPORTATION SYMPOSIUM

46

46

Lessons Learned – Messaging Consistency

- Maintain consistency in messaging
  - Visual consistency across projects
  - Program branding
  - Consistency in what is said across all audiences

Example of Multiple Alternatives Proposed to Reduce ROW Impacts

- Keep the public engaged through all phases and show them what has changed/how feedback is incorporated
- Share project updates both in person and digitally
  - Project website, newsletters, community meetings, updates to elected officials/boards and presentations

TRANSPORTATION SYMPOSIUM

47

Lessons Learned – Consistent Engagement

- Maintain consistency in messaging
- Keep the public engaged through all phases
- Share project updates both in person and digitally
  - Project website, newsletters, community meetings, updates to elected officials/boards and presentations

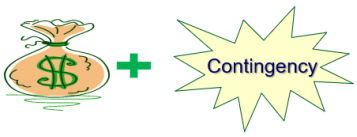
TRANSPORTATION SYMPOSIUM

48

What Is Risk-Based Estimating?

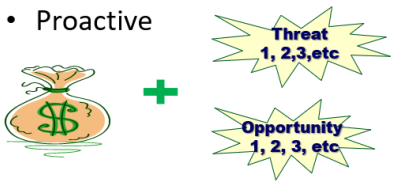
Traditional Estimating

- Contingency is intended to include all risk known/unknown
- Little control of cost and schedule
- Reactive



Risk-Based Estimating

- Risk are clearly identified and quantified in cost estimate
- Reasonable control of cost and schedule
- Proactive



TRANSPORTATION SYMPOSIUM

49

49

Why Risk Analysis?

- Stabilize & Support Work Program with better cost estimates and schedules
  - Validate cost & schedule for accurate project delivery
  - Replace general project contingency with risk-based contingency
- Enhance Project Management activities by including risk assessment and mitigation
- Support FHWA requirement for financial plans on major projects by providing risk-based cost estimates

Maximizes the Likelihood of Meeting Time & Budget Goals

TRANSPORTATION SYMPOSIUM

50

50

What Is the Difference between FHWA's CSRAs and FDOT's CSRAs for Major Projects?

FHWA CSRA

- *Led by FHWA DC Office*
- *Required for projects with total cost $500M+ or complex projects*
- *Analysis of future and expended costs*
- *3 days for workshop; includes base cost & schedule review and preliminary results*
- *Emphasis on identifying & mitigating risk (pre-NEPA) and programming & funding 70% percentile cost value (pre-Construction)*

FDOT CSRA

- *Led by Independent Consultant*
- *Required for $500M+ or complex projects*
- *Analysis of future cost and expended costs*
- *2-3 days for workshop; base cost & schedule completed in advance*
- *Emphasis on cost & schedule management by risk mitigation*

**CSRAs are recommended for all projects over $100M. For non-major projects, prior costs are not included.*

FDOT CSRA can substitute for FHWA CSRA if approved by FHWA

TRANSPORTATION SYMPOSIUM

51

51

Risk Analysis Workshops

- 2 to 3 day structured event
- Identify and quantify threats and opportunities
- Identify risk management strategies
- Collaborative team approach!

TRANSPORTATION SYMPOSIUM

52

52

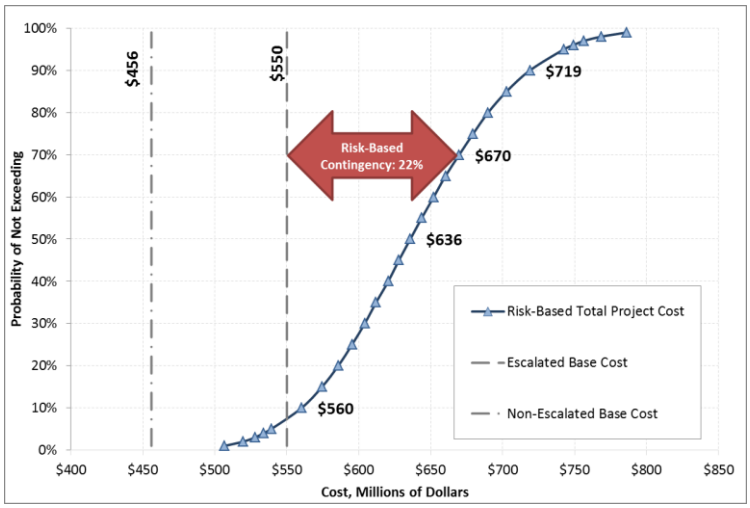
Risk Analysis Workshop Participants

- Project Manager and Design Team
- External subject matter experts
- Internal and external stakeholders
- FHWA (for major projects)

- Disciplines
  - ✓ Construction
  - ✓ Roadway Design
  - ✓ Structures
  - ✓ Environmental
  - ✓ Right of Way
  - ✓ Geotechnical
  - ✓ Utilities
  - ✓ Railroad
  - ✓ Local agencies
  - ✓ Others depending on project scope

TRANSPORTATION SYMPOSIUM

Risk Analysis Workshop: 70% Reliability Cost Estimate



TRANSPORTATION SYMPOSIUM

Risk Analysis Workshop: Risk Register

Risk			Pre-Mitigation (Data Date = 01-Feb-12)				Mitigation		
ID	T/O	Title	Probability	Schedule	Cost	Score	Response	Title	Total Cost
CNS 10.01	T	Traffic Management - baseline solution does not work	L (25%)	N (0)	L ($60,0...	3	Reduce		$0
CNS 10.03	T	Maintaining local access	VH (80%)	N (0)	L ($60,0...	9	Reduce		$0
CNS 50.01	T	Delay in obtaining temporary permit	VL (10%)	H (30)	N ($0)	4	Reduce		$0
CNS 900.03	T	Removal of existing bridge	VH (80%)	N (0)	H ($300,...	36	Reduce		$0
CTR 40.01 A	O	Competitive Market Results in Lower Bid Prices - Scenario 1	VH (75%)	N (0)	VH ($5,0...	72	Enhance		$0
CTR 40.01 B	O	Competitive Market Results in Lower Bid Prices - Scenario 2	M (50%)	N (0)	VH ($5,0...	40	Enhance		$0
DES 10.01	T	Changes in Profile	M (50%)	VH (80)	VH ($75...	40	Accept		$0
DES 10.02	T	Changes in Design Standards	VL (5%)	N (0)	VH ($75...	8	Reduce		$0
DES 20.01	T	Changes in Design - Wider Trail	VL (10%)	VH (100)	VH ($2,2...	8	Reduce		$0
ENV 30.02	T	New permits or new information required	L (25%)	N (0)	L ($66,6...	3	Accept		$0
ENV 40.02	T	Unanticipated Cultural or Archaeological Findings	VL (10%)	H (36)	N ($0)	4	Accept		$0
ENV 60.02	T	Additional wetlands mitigation area needed	M (50%)	N (0)	VH ($1,5...	40	Reduce		$0
ENV 60.03 A	T	Additional wetlands mitigation area needed (Schedule)	VL (10%)	VH (60)	N ($0)	8	Reduce		$0
ENV 70.01	T	Design Changes for Ponds	M (50%)	N (0)	M ($90,...	10	Reduce		$0
MGT 40.02 B	T	Priorities change on existing program (Bridge Maintenance)	VH (100%)	N (0)	VH ($1,7...	72	Reduce		$0
MGT 900.04	T	Threat of Lawsuits	VL (10%)	VH (100)	N ($0)	8	Reduce		$0
ROW 900.02	T	Coordination of the removal of the Shipyard Pedestrian Bridge	M (50%)	N (0)	M ($126...	10	Reduce		$0
STG 20.01	T	Encountering Unexpected Subsurface Conditions	VH (90%)	VH (90)	VH ($1,1...	72	Reduce		$0
UTL 20.03	T	FDOT Utilities Relocation Cost	VL (10%)	N (0)	H ($250,...	8	Reduce		$0

TRANSPORTATION SYMPOSIUM

55

Risk Register: Risk Response Strategies

Threats Risk Factors that Increase Cost or Schedule	Opportunities Risk Factors that Reduce Cost or Schedule
Avoid: Change the project scope to eliminate the impact of a risk.	**Exploit:** To make a proactive decision to take action to show that an opportunity is realized.
Transfer: Move a risk to another party who is more capable at handling the risk (such as the developer or insurance company).	**Share:** Assigning ownership of the opportunity to a third-party who is best able to capture the benefit for the project.
Mitigate: The project team may seek to lessen the impact of a specific risk item, which may involve the consumption of additional time and/or money. Mitigation usually requires positive action and has a cost.	**Enhance:** Take action to increase the probability and/or impact of the opportunity for the benefit of the project; seeking to facilitate or strengthen the cause of the opportunity, and proactively targeting and reinforcing its trigger conditions.
Accept: To take no action when a response may be too costly to be effective or when the risks are uncontrollable and no practical action may be taken to specifically address it. In active acceptance, the project team sets up a contingency reserve fund to account for the residual expected value of the remaining risks.	

TRANSPORTATION SYMPOSIUM

56

Major Project Financial Plans: Purpose

- Helps to ensure that necessary financial resources are identified, available, and managed through life of project
- Provides scope, cost estimate, schedule, funding, and reasonable assurance that there is funding to complete the project
- Developed and submitted by the project sponsor(s)

Major Project Financial Plan Requirements

- Required for all projects over $500 million total cost
- Presented in year-of-expenditure dollars
- Includes all phases: Planning, PD&E, Preliminary Engineering, Right-of-Way, Construction, Utilities, and CEI
- Coordinated by the Project Finance Office
- Project managers should start discussions with the Project Finance Office as PD&E nears completion, or earlier

Major Project Financial Plan Requirements

- Based on programming “as of” an effective date
- Ensures sufficient funds to complete the project
- Programming must be at or above the 70th percentile as reported in the Cost and Schedule Risk Assessment (CSRA)
- Initial financial plan must be approved before FHWA will authorize federal funds
- Annual financial plan updates are required until the project reaches final acceptance

TRANSPORTATION SYMPOSIUM

59

59

Major Project Financial Plan: CSRA Required Information

- The Financial Plan uses elements from the CSRA including:
- The 70th percentile for the Project (escalated/YOE$ and include all prior costs).
- For phased financial plans, 70th percentiles are needed for each segment.
- Top 10 risks to cost and schedule. Districts must report their mitigation efforts in each annual financial plan and identify any new significant risks.

TRANSPORTATION SYMPOSIUM

60

60

Major Project Financial Plan: District Input

- All FM numbers associated with the Project (everything under NEPA)
- Map that shows both PD&E(s) limits and construction limits
- Project description – project limits, features, LOS
- Environmental and ROW status
- Project schedule – from procurement to final acceptance
- Local partners
- Mitigation strategies for top risks to cost and schedule
- Estimated construction payout percentages by year

TRANSPORTATION SYMPOSIUM

61

61

Major Project Financial Plan: Phased Plans

- If there are insufficient financial resources to complete the entire project, financial plans may identify a phasing plan that will address the purpose and need of the overall project in the short term
- Fundable phases should be presented as one individual funded phase in the financial plan
- Phasing plans will be closely coordinated with FHWA

TRANSPORTATION SYMPOSIUM

62

62

Major Project Financial Plan: OINCCs

An OINCC designation is a waiver to exclude certain project segments (approved under NEPA) from the Financial Plan. These segments are usually far in the future and unfunded.

Operationally Independent and Non-Concurrent Construction Projects (OINCC) have 3 criteria:

- ✓ Segment can be operated without any other portion of the overall project being completed
- ✓ End of construction to beginning of construction between segments must exceed 5 years
- ✓ Time for construction of the final portion of the overall project must exceed 20 years from the start of the project

An OINCC designation must be made by FHWA

TRANSPORTATION SYMPOSIUM

63

63

Major Project Financial Plan: 70th Percentile

Costs to date (expenditures) will be provided by the Financial Plans Coordinator, not the District.

The 70th Percentile used in the Financial Plan is in YOE$ (escalated) and includes Prior Costs

Table 1 – Summary Results of Risk-Adjusted Cost by Sections (Pre-Treatment)

Description	Cost to Date	Base Estimate Remaining Cost (Escalated)	Risk-Adjusted YOE Cost (Escalated) Based on a Pre-Treatment Analysis & Including Cost to Date			
			P50	P60	P70	P90
Segment 2 - 423251-2 SR25/Okeechobee Rd from Broward County Line to West of HEFT	$7,975,849	$64,794,274	$73,876,873	$81,434,383	$85,339,596	$87,545,295
Segment 6 & HEFT - 422938-6 SR/25/Okeechobee Road from W. of NW 138TH ST to E. OF NW 107TH AVE	$10,856,045	$41,425,390	Under Construction			
Segment 5 - 422938-5 SR/25/Okeechobee Road from E. of NW 107th Ave NW 116th Way	$25,846,298	$118,868,312	$143,563,652	$146,477,376	$147,700,490	$149,536,414
Segment 4 - 423251-4 SR25/Okeechobee Road from E. of NW 116 WAY to E. OF 87 AVE	$20,475,098	$273,763,846	$292,821,543	$305,797,125	$313,234,478	$320,628,262
Segment 3 - 423251-3 SR25/Okeechobee Road from East of NW 87th Ave to NW79th Ave	$9,519,304	$63,852,610	$73,537,048	$75,314,193	$76,148,066	$77,437,290
Interchange - 436565-1 SR/25/Okeechobee Road Palmetto Interchange Expressway	$8,050,994	$109,525,064	$116,288,120	$119,759,451	$121,253,923	$121,400,234
PD&E Study - FPID No. 423251-1 Okeechobee Road	$3,909,911	PD&E Study				
Okeechobee Road Program	***$86,633,498***	***$662,229,496***	***$759,969,741***	***$775,509,413***	***$783,406,120***	***$792,439,524***

If the total 70th percentile cannot be met for the entire project, the project must be Phased. In a Phased Financial Plan, FDOT must demonstrate each construction segment meets its 70th percentile before the segment can be awarded.

The 70th Percentile means FHWA is 70% sure that funding is adequate to complete the project.

This total should match what is reported in the Financial Plan.

FDOT must demonstrate that the Project is programmed at or above this amount. If the project cannot meet this overall threshold, then the 70th percentile must be met segment-by-segment in a Phased Financial Plan. This will require multiple annual updates to the CSRA.

Individual 70th percentiles for each construction segment will not sum to this total.

- Major Projects (or individual construction segments, if phased) must be programmed at or above the 70th percentile in order to receive federal authorization.

TRANSPORTATION SYMPOSIUM

64

64

Major Project Financial Plan: Timelines

- Initial Financial Plan (IFP)
  - FWHA can grant "conditional" federal authorization for Design-Build or P3 projects. The IFP must by approved by NTP2.
  - For Design-Bid-Build projects, the IFP must be approved by Advertisement order to receive federal authorization.

- Annual Updates
  - Should be submitted no later than 90 days after the end of the reporting period ("effective date")

TRANSPORTATION SYMPOSIUM

65

65

Major Project Financial Plan: Test Time!

70th percentiles are determined for the major project overall and if phased, for each construction segment.

The project can receive federal authorization even if the Initial Financial Plan has not been approved.

Costs incurred 10 or more years ago may be excluded from the major project.

A "phased" financial plan is used when the project cannot meet its overall 70th percentile threshold.

When discussing potential risks during the CSRA, it is best to use "worst case scenarios" to determine potential risks just to play it safe.

The Project Management Plan (PMP) is finished when it is signed by FDOT and FHWA.

Annual Financial Plans are required until the entire project reaches final acceptance.

Major projects include all phases except operations and maintenance.

The 70th percentile used in the Financial Plan excludes all prior costs and is in present day cost (PDC).

If a segment of a major project has been "OINCC'd" it is automatically "de-OINCC'd" if it no longer meets waiver requirements.

FHWA is copied on major project documents as a courtesy only.

Parts of a Project that will not be built for another 12 or more years can be excluded from the major project.

FM numbers covered by the CSRA should also be used in the Financial Plan.

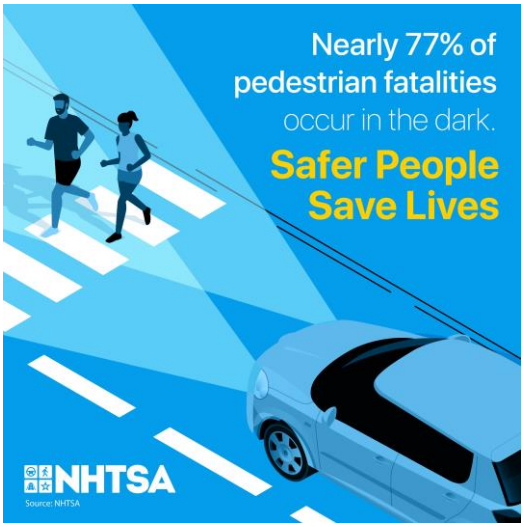
The major project includes everything under the NEPA, all FM numbers, all costs (past, present, future), and all phases (except O&M).

TRANSPORTATION SYMPOSIUM

66

66

Safety Message



With daylight savings time just around the corner, remember to watch for pedestrians all day and at night

TRANSPORTATION SYMPOSIUM

67

67

October 28-29, 2025
Orlando, FL

TRANSPORTATION SYMPOSIUM

DEADLINE

Please be sure to **certify your attendance** before leaving this event or no later than **Friday, November 21st**, in order to receive PDH/CEC. Detailed instructions are available on the Transportation Symposium website.

Transportation Symposium Website

SCAN ME

68

Contact Us

Bobby Bull, P.E.
Bobby.Bull@dot.state.fl.us

Mary Lou Godfrey, P.E.
MaryLou.Godfrey@dot.state.fl.us

Catalina Chacon, P.E.
Catalina.Chacon@dot.state.fl.us