



FLORIDA DEPARTMENT OF TRANSPORTATION
EXECUTIVE WORKSHOP MINUTES
Tallahassee, FL

June 20, 2013

The Workshop began at 1:00 p.m.

1. Opening Remarks

Assistant Secretary Brian Blanchard opened the meeting and welcomed attendees.

2. Review and Approval of Workshop Minutes

The May 2013 minutes were approved as submitted.

3. District Two Wildflower Program

Virginia Parnell and Dick Bush, District Two

Dick Bush, the District 2 Vegetation Management Specialist, spoke on the success of the District 2 Wildflower Program. Many beautiful photographs of the right-of-way adorned with wildflowers were shown during the presentation. Mr. Bush pointed out that there were a number of factors that made this program of over twenty years, a success. These factors were as follows:

1. Planting the seed at the right time of the year.
2. Postponing mowing until the wildflowers had a chance to seed-out.
3. Planting the right wildflower variety in the proper soil.
4. Mild winters.
5. Frequent rain in the late winter and early spring.
6. Long term management of the Wildflower Program.

A CD of the presentation was given to all the District Secretaries and a sample wildflower promotional seed packet was distributed to all the attendees. All of the wildflower photos were taken by Virginia Parnell, Project Specialist in the District 2 Planning and Environmental Management Office.

4. Freight Mobility and Trade Plan

Ed Lee, Freight Logistics

Mr. Ed Lee had presented the Freight Mobility and Trade Plan at the April 2013 Workshop for review by the Executive Team and to seek final approval for implementation. Mr. Lee returned to the June Executive Workshop and the Executive Team gave their approval to implement the plan. Mr. Lee will return at a later date to give a presentation on the investment projects for the Plan.

5. Vision for the 21st Century (V21)

Noranne Downs, District Five Secretary

Secretary Noranne Downs, District Five, along with V21 team members Brenda Young (D5) and Jordan Green (D2) presented the recommendations from the task team to implement "Florida's Vision for the 21st Century" at the April Executive Workshop. Secretary Downs returned to the June Executive Workshop and received final approval for implementation from

the Executive Team. She also advised that this presentation will be given to the Florida Transportation Commission in July.

6. Innovators! License Agreement Process

Martin Hernandez, District Seven

The License Agreement Team's recommendation is to handle driveway connections through license agreements (LAs) which are not condemnable interests and involve no eminent domain statutory rights. Several districts have handled these connections by purchasing or condemning temporary construction easements (TCEs). Should the recommendations of this task team be adopted, the outcome would bring about substantial statewide consistency in the use of LAs when dealing with driveway connections. Prior to this adoption, the inconsistent use between TCEs and LAs between the districts prohibited measuring the obtainment of LAs as any type of statewide production or performance measure. While the team acknowledges that the effort, time, and expense in pursuing a LA does not rise to the level of an acquisition of a property interest in a production parcel, the activities involved in identifying LAs, contacting land and business owners, explaining what is being sought, negotiating an agreement, and documenting the LA consumes a considerable amount of staff resources. For this reason it is the team's recommendation that the districts' obtainment of license agreements be tracked and reported annually. Jim Spalla will set up a reporting process.

7. Call Box Removal Plan

Tim Lattner, Maintenance

Mr. Lattner presented the proposed plan to remove all motorist aid call boxes, which included a public information outreach starting in July 2013. Removal of the call boxes would begin in October 2013, with completion of removal of the box, pole and mile marker by January 31, 2014, and the removal of the concrete pad by August 2014. Discussion on the need to keep the 58 base stations at the towers until their license expires for possible future use of the frequency. There were no objections to the removal plan.

8. Use of High Intensity Reflective Sheeting in Lieu of External Lighting of Overhead Roadway Signs

Tim Lattner, Maintenance and Dr. Mike Jackson, University of North Florida

Professor Mike Jackson reviewed the findings of the Research Project on this subject. The research shows that with the use of the newer Type VIII or XI sheeting, external lighting is not required except in sharp horizontal curves, and that using the high reflective sheeting without lights is an economic choice. Based on the research, Design and Maintenance recommended that new signs use the high reflective sheeting without lighting except in cases where the sign is located in a sharp horizontal curve. The Executive Team concurred with this recommendation. Chester Henson stated that design guidance would be provided this summer.

9. Altamonte-FDOT Integrated Re-Use and Storm Water Treatment
Ferrell Hickson, District Five Drainage Engineer

District Five provided an informational presentation titled Inter-Agency Storm Water Partnering Opportunities that shared some successes regarding three projects, including A-FIRST.

10. Innovator! Advance Acquisition Task Team
Kathleen Joest, Florida Turnpike

The Advance Acquisition Expert Team was tasked with investigating the possibility of creating a statewide fund pool dedicated to financing unplanned opportunities to acquire property early. The team concluded the level of roll forward in the Right of Way Program (currently estimated at \$275M) would make it imprudent to recommend additional funds be allocated to right of way activities.

The team created an implementation plan with three suggestions to improve existing advance acquisition processes while assisting with the reduction of roll forward. The three suggestions are:

1. Hold quarterly meetings with ROW and Work Program to discuss advance acquisition strategies. Successful districts are able to identify and set aside money for unexpected parcels. They use budget transfers. In short, they make it happen.
2. Continue to use a program identifier to measure the amount of advance acquisition taking place. Consider other identifiers, such as a group identifier, or a flag in the right of way management system.
3. Find a way to report ROW information and Work Program information together. There are detailed reports for ROW and detailed reports for Work Program, but nothing that pulls these two reports together.

The Executive Team asked if a fund could be reconsidered in the future, after right of way roll forward is reduced. The answer was yes. They also asked if there are existing procedures for advance acquisition, and could those procedures be revised to include successful practices. The answer is also yes. The implementation plan was approved by the Executive Team.

11. Community Aesthetics Features
Michael Shepard, Roadway Design

Mr. Shepard provided a brief history and overview of the recommendations approved during the September 2012 Executive Workshop. The presentation included pictures of typical Community Aesthetic Features for each of the four categories and there was a discussion of the published criteria, with a focus on safety. Examples of more elaborate Community Aesthetic Feature requests on state bridges were discussed. The Executive Team approved the following recommendations:

1. Allow community aesthetic features on state bridges, without the requirement for an approved design variation.
2. Consider more elaborate "themed" art installations.

12. Guardrail Height Implementation
John Mauthner, Roadway Design

Currently, the Department's Policy on Guardrail Height is 27 1/8 inches to the top of rail. The Federal Highway Administration issued a memorandum on May 17, 2010, stating the standard 27" guardrail height does not meet NCHRP Report 350 crash test criteria. This requires a revision of current policy with regard to G4 (1S) Strong Post W-beam Guardrail. The FHWA, Florida Division Office approved the Department's request to conduct an In-Service Performance Evaluation of our standard 27" guardrail. The results of the research supported the findings by FHWA. Implementation recommendations for a guardrail height implementation plan were reviewed and discussed by the Executive Team.

The Executive Team approved the following recommendations:

1. Implement Option 1 – generate one new design for 31" guardrail height which incorporates resetting existing guardrail installations.
2. Based on determining and delivering an FDOT Implementation Plan in response to the May 17, 2010, FHWA Memorandum. John Mauthner will compile the approved FDOT Implementation Plan which revises FDOT guardrail policy to encompass both Phase I and Phase II implementation recommendations for signature by the Chief Engineer, Tom Byron and to be delivered to the FHWA, Florida Division Office.
 - a. Phase I – Raise the height of guardrail to 31" (+/- 1" construction tolerance) with an 8" offset block for all new installations. Revise applicable standards, manuals, estimates, specifications, processes and books. Ensure MASH crash test compliance, FHWA acceptance, and Qualified Products List approval.
 - b. Phase II – Reset existing guardrail to meet new 31" height requirements for highly urbanized limited access facilities. Evaluate existing guardrail heights on rural limited access facilities and non-limited access facilities according to Highway Safety Manual methods and FHWA guidance.
 - c. Phase III – Support and Fund FDOT participation in Pooled Fund Group meetings and research initiatives (FDOT Research Office).
3. Follow-up internally with implementation of Phase III.

13. Implementing the Florida Transportation Plan (FTP)
Gus Pego, District Six Secretary

District Six Secretary, Gus Pego, gave an overview for the implementation of the Florida Transportation Plan. There was an established statewide team for each of the FTP elements to review the goals and objectives of the FTP. Each team met individually to discuss specific "areas of focus" that were identified and each team concluded with recommendations in their specific goal areas.

The Team is recommending the addition of a workshop into the Annual Performance Report Update Process. The purpose of conducting the Performance Workshops is twofold:

- 1) To ensure current measures are still valid;
- 2) And to incorporate measures that currently are not identified in the Performance Report that would provide added value.

Each Performance Workshop will have a unique set of stakeholders based on the subject matter. Secretary Pego will return to the July Executive Workshop for a final recommendation and approval from the Executive Team.

The meeting was adjourned at 4:30 p.m.