

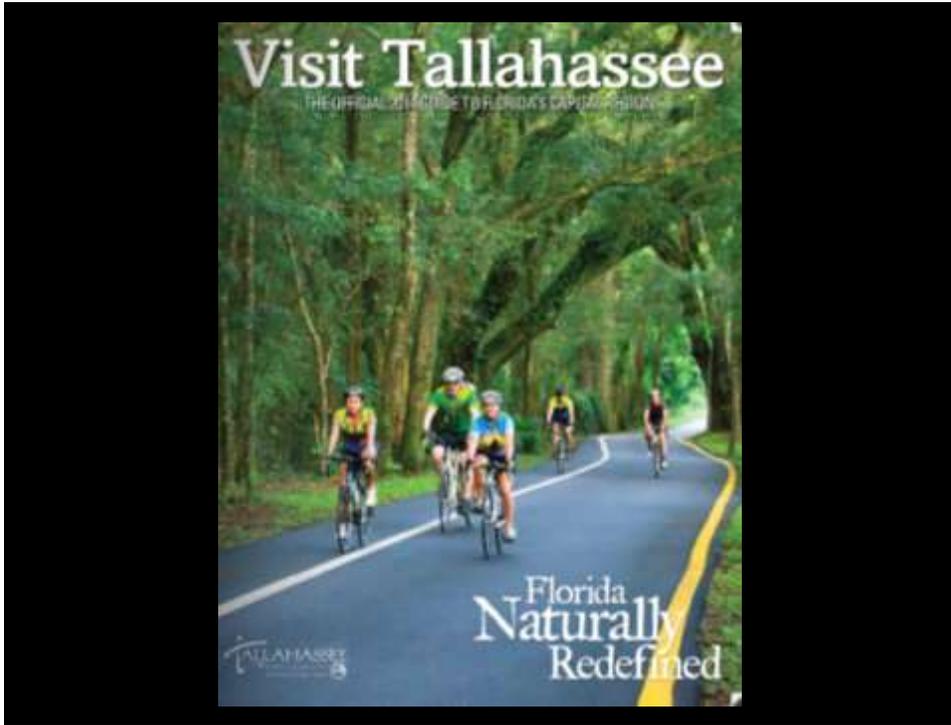
*Highway Beautification
is
Everyone's Business*



*Time & Space
Early & Often
Above & Below*









Constitution of the State of Florida

Article II, Section 7(a)

It shall be the policy of the state to conserve and protect its natural resources and scenic beauty. Adopted, 1968

Section 334.044(26), Florida Statutes

No less than 1.5% of the amount contracted for construction projects shall be allocated by the department on a statewide basis for the purchase of plant materials. 1999

Florida's Highway Beautification Programs
www.MyFloridaBeautiful.com

HIGHWAY BEAUTIFICATION Make it "everyone's business"





Florida Department of Transportation

605 Suwannee Street
Tallahassee, FL 32399-0490

DEBRA NORTT
GOVERNOR

Effective: May 15, 2013
Office: Production Support
Topic No.: 000-650-011-c

AKAUSH PRASAD
SECRETARY

POLICY

HIGHWAY BEAUTIFICATION

It is the policy of the Florida Department of Transportation to conserve, protect, restore, and enhance Florida's natural resources and scenic beauty when constructing and maintaining the State Highway System. Under this policy, Florida can have:

- The nation's most beautiful highways that attract and grow business.
- Safe roadsides that are durable, and ecologically and economically sustainable.
- Measurable returns on investments that grow in value over time.

In carrying out this policy, the Department will:

- **Make highway beautification everyone's business.**
- **Accommodate existing and proposed trees and other long lived plants by consistently integrating landscape conservation and highway beautification into the processes that are used to plan, design, construct, and maintain roadways.**

November 16, 2014



- ◆ **Change the Paradigm** – Push the Envelop – Be BOLD - OWN THE LANDSCAPE
- ✓ Aesthetics matters in everything we do.
- ✓ Landscape Architects on PD&E and Design teams, involved early and often in the process to identify and enhance existing and proposed landscape opportunities.
- ✓ Stormwater aesthetic commitments will be documented in PD&E Pond Siting Report
- ✓ Clearing fence to fence or selective clearing and grubbing – requires expertise to indentify during PD&E and Design
- ✓ Scopes – Points for accommodating existing and proposed landscape



March 5, 2015
At Central Office Town Hall Meeting

Secretary Boxold states that *highway beautification will continue to be one of his office's highest priorities* along with innovation and efficiency.







Biscayne Blvd Miami

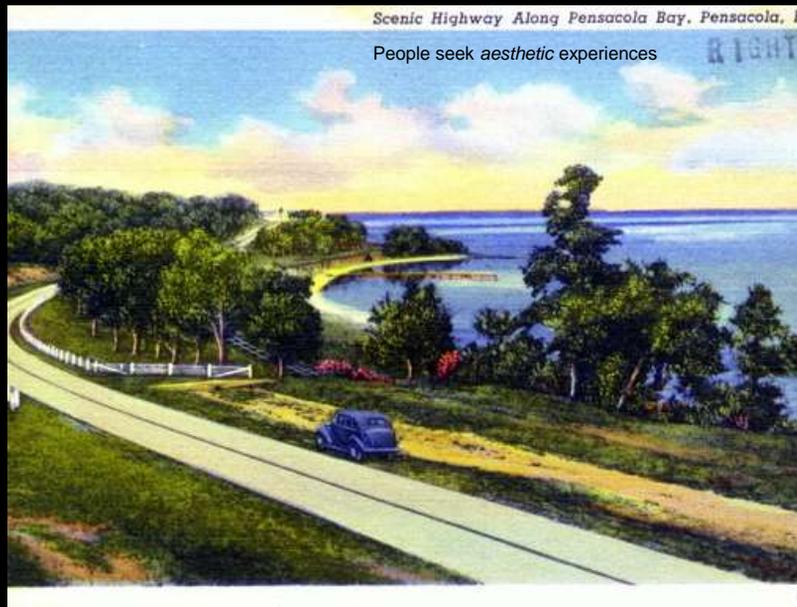


A1A Ft. Lauderdale



We must reject the kind of "either-or approach which maintains that transportation goals are inconsistent or in contention with other personal and community aspirations.

Lowell Bridwell, FHWA Administrator
Freeway in the City 1966
A1A Daytona



“Attention should be given during the preliminary planning to those elements that add to the attractiveness of the route.”

AASHO Statement of Policy 1961

- Accommodate existing and proposed trees and other long lived plants by consistently integrating landscape conservation and highway beautification into the processes that are used to plan, design, construct, and maintain roadways.

Midway 2012

 A view of a road curving through a forest. The road is paved and has a white line on the edge. The forest consists of tall, thin trees, likely pines, with green foliage. The sky is visible through the trees.



Florida Department of Transportation

BUCK SCOTT GOVERNOR	405 Suwannee Street Tallahassee, FL 32399-0430	ANASTY FRALAB, P.E. SECRETARY
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POLICY Effective: September 17, 2014
Office: Design Director
Topic No.: 000-825-017-a

COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, **quality of life, and economic development in Florida**. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a **context sensitive system of "Complete Streets"**. While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Motorists
- Transit riders
- Freight handlers
- Pedestrians

The Department specifically recognizes Complete Streets are context sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This **Complete Streets Policy** will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.



Florida Department of Transportation

CHARLIE CRIST GOVERNOR	405 Suwannee Street Tallahassee, FL 32399-0430	STEPHANIE C. KOPELOUSOS SECRETARY
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POLICY Effective: November 20, 2008
Office: Environmental Management
Topic No.: 000-650-002-a

CONTEXT SENSITIVE SOLUTIONS

It is the policy of the Florida Department of Transportation (FDOT) to use a Context Sensitive Solutions (CSS) approach on transportation projects and activities for all modes appropriate to scale, cost, location, and schedule.

Context Sensitive Solutions is a proactive, collaborative, interdisciplinary approach to transportation decision making, project development, and implementation, taking into account, the views of stakeholders, and the local area where a project will exist, be operated, and be maintained. **CSS considers the physical setting in which a project or activity is to be implemented, and seeks to enhance and conserve community defining features and environmental resources.** This approach seeks to balance safety and mobility with local priorities. FDOT will encourage communities to contribute financially or in-kind toward enhanced project features and maintenance.

Consistent with the CSS principles prescribed by the Federal Highway Administration, FDOT transportation projects and activities shall be compatible and consistent with available resources, FDOT policies, and community visions.

481.301 Purpose.—The Legislature finds that the regulation of **landscape architecture** is necessary to assure competent landscape planning and design of public and private environments, prevention of contamination of water supplies, barrier-free public and private spaces, conservation of natural resources through proper land and water management practices, prevention of erosion, energy conservation, functional and aesthetically pleasing environmental contributions to humanity's psychological and sociological well-being, and an enhancement of the quality of life in a safe and healthy environment and to assure the highest possible quality of the practice of landscape architecture in this state.

481.303 Definitions.—As used in this chapter

(6) "Landscape architecture" means professional services, including, but not limited to, the following:

(a) Consultation, investigation, research, planning, design, preparation of drawings, specifications, contract documents and reports, responsible construction supervision, or landscape management in connection with the planning and development of land and incidental water areas, including the use of Florida-friendly landscaping as defined in s. 373.185, where, and to the extent that, the dominant purpose of such services or creative works is the preservation, conservation, enhancement, or determination of proper land uses, natural land features, ground cover and plantings, or naturalistic and aesthetic values;

(b) The determination of settings, grounds, and approaches for and the siting of buildings and structures, outdoor areas, or other improvements;

(c) The setting of grades, shaping and contouring of land and water forms, determination of drainage, and provision for storm drainage and irrigation systems where such systems are necessary to the purposes outlined herein; and

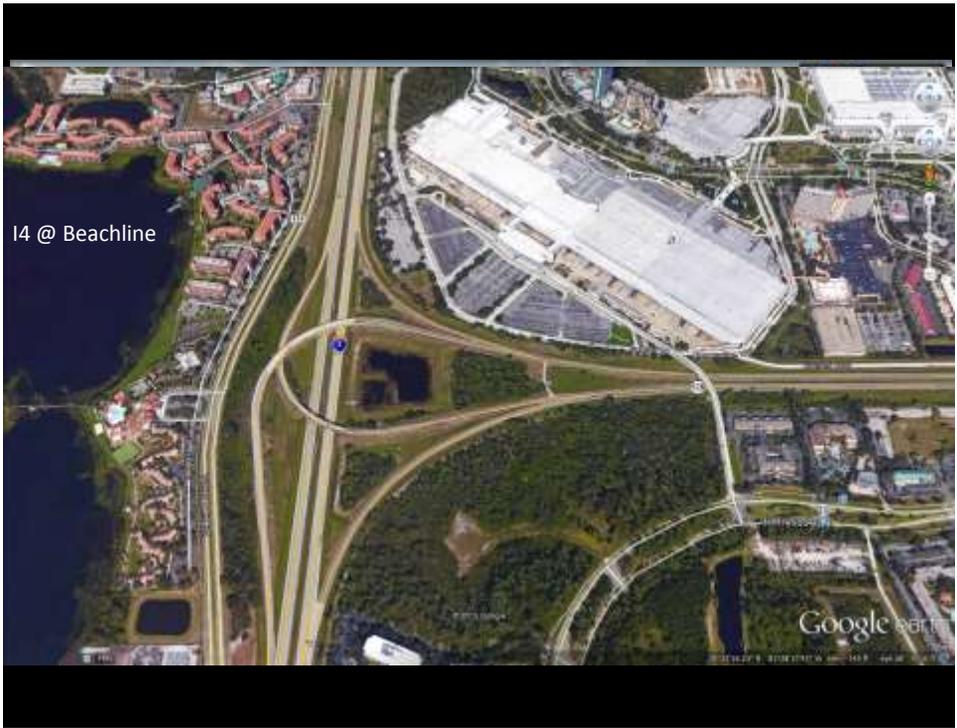
(d) The design of such tangible objects and features as are necessary to the purpose outlined herein.

Linn Cove Viaduct – Grandfather Mountain, NC

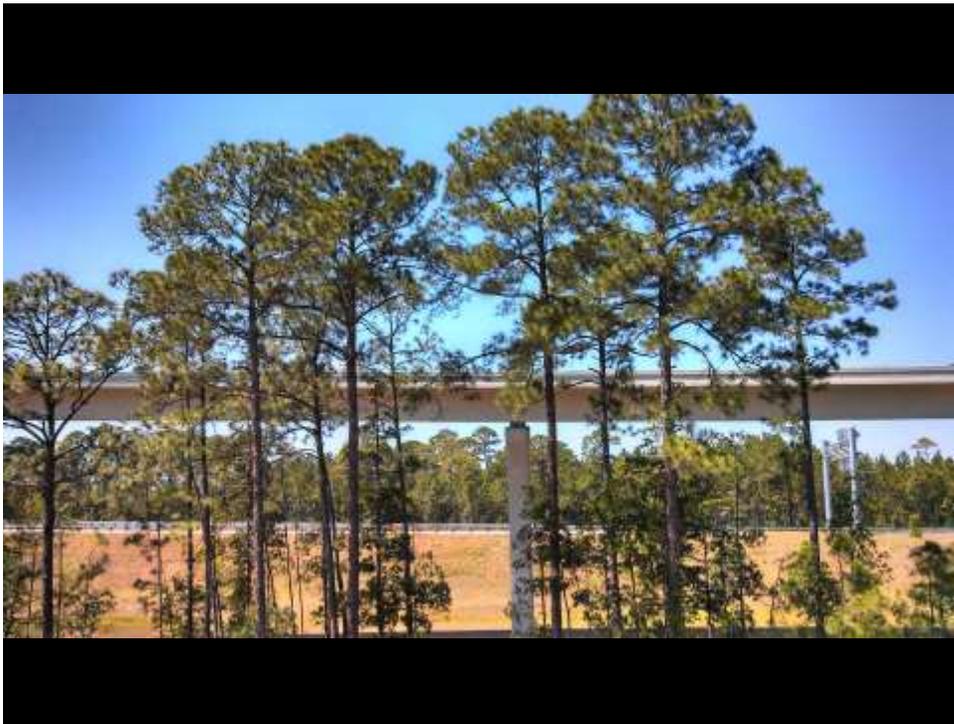


.... Engineers have increasingly enlisted landscape architects to aid them in highway locations and design. Note that includes location as well as design. Esthetics must be an important consideration from the beginning; it is not a trimming to be tacked on after the location is settled and the design details are half done.
Rex White FHWA Administrator, 1964

his vision:
an environmentally sensitive design plan that preserves the cultural history found along the parkway route
....







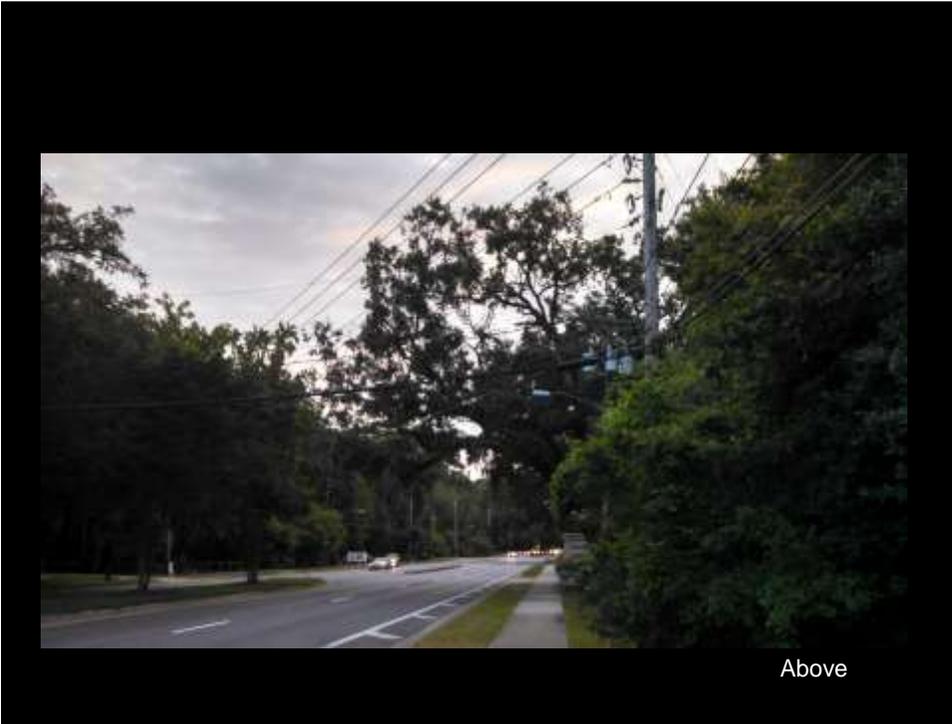
*Planting
Space*



Below Ground



Above & Below





Below





George Botner, ASLA

11 foot lanes?

Time and Space

Aesthetics are inherent in Design



Drainage Manual, Effective January 2015 page 53

Subsection 5.4.4.2 Detention and Retention Ponds

...consistent with the Highway Beautification Policy

... integrated with existing and proposed landscaping, and adjoining land uses.

...aesthetic improvements shall be designed by an interdisciplinary team consisting of the Landscape Architect, Drainage Engineer, and local maintenance office.

... aesthetics design approach shall be developed early enough ... to be included in the determination of pond right-of-way acquisition needs.

Drainage Manual, Effective January 2015 page 53

Subsection 5.4.4.2 Detention and Retention Ponds

Fences ... only when a documented maintenance need for restricted access has been demonstrated.

.... requires a Design Variation approved by the State Roadway Design Engineer. Where approved, fences selected should be context sensitive, and not detract from the appearance of the ponds or adjoining property.



In every case, a well designed roadway will be aligned through the landscape in such a way and be so constructed as to preserve and display the best features and views while attaining a harmonious fit. A good roadway provides comfort, interest and pleasure to the traveler. A good roadway is also a good neighbor.

Landscape Architecture, A Manual of Site Planning and Design
John Ormsbee Simonds, 1961

NO EXCUSE FOR UGLY

“Beauty belongs to all the people. And so long as I am President, what has been divinely given to nature will not be taken recklessly away by man.”

- President Johnson, October 22, 1965



Photo: LBJ Library Photo by Frank Wolff