

Approved:

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Office: Traffic Engineering  
and Operations  
Topic No.: 750-030-015-e



Department of Transportation

## ROAD RANGER OPERATIONS

### AUTHORITY:

Sections 20.23(3)(a) and 334.048(3), Florida Statutes (F.S.)

### REFERENCES:

Topic No. 250-000-010 Driver's Record Requirements  
Topic No. 001-010-015 Tobacco Use Policy  
Topic No. 001-250-013 Drug-Free Workplace and Drug Testing Policy  
Topic No. 001-010-020 Ethics Policy  
Sections 112.0455, 316.003(1), and 316.072(5) F.S.  
Joint Task Force for Law Enforcement Radio System Security Procedure  
Road Ranger Disqualifying Criteria – Appendix A  
Florida's Open Roads Policy – Appendix B

### STATEMENT OF POLICY

It is the policy of the Florida Department of Transportation (Department) to establish a uniform and consistent statewide Road Ranger program that supports Florida's **Open Roads Policy**.

### PURPOSE:

This program provides incident management response services and limited, no-cost highway assistance to motorists to improve highway safety for emergency responders and the motoring public.

### SCOPE:

The principal users for this document will be the FDOT (Department) Road Ranger Program managers and others involved in the Road Ranger Program. This document will apply to all future Road Ranger contracts, and to the extent consistent with current terms, all outstanding Road Ranger contracts.

## DEFINITIONS

**Approved Container:** A closed container of not more than 5 gallon capacity, having a flash arresting screen, spring closing lid and spout cover and so designed that it will safely relieve internal pressure when subjected to exposure to fire. These containers shall meet Occupational Safety and Health Administration (OSHA) requirements. Approval must be given by a nationally recognized testing laboratory and the container marked as “UL Listed”.

**Booster Outlets/Hot Boxes:** Outlets on exterior of a vehicle compatible with 12-volt booster cables used to jump start other vehicles.

**Contractor:** The individual company contracted with the Department to deliver roadside emergency assistance/services for contracts issued to implement the Road Ranger Program.

**Expendables:** Items given at no cost to motorists or emergency responders including, but not limited to, supplies, drinking water, flares, etc.

**Marketing Firm:** Firm that has negotiated the agreement between the Sponsor and the Department. It also manages the interaction between the Department and the Sponsor.

**Road Ranger:** Individual or unit that patrols specifically defined locations on Florida’s State Highway System to aid in incident response, quick clearance, motorist safety and providing assistance to motorist(s) who are in need of assistance/services. Also referred to as “Operator”.

**Regional Traffic Management Center (RTMC):** A dispatch and communications facility housing both FDOT and State Law Enforcement Agency (FHP Communications) personnel. The RTMC is used for dispatch, communications and management of traffic and traffic incidents on the freeways as well as law enforcement activities.

**Service Patrol:** A roving patrol used by many states to provide incident management assistance, known in Florida as the Road Rangers.

**Sponsor:** An organization that provides financial support to the Road Ranger Service Patrol in exchange for the display of its logos and likenesses on vehicles, uniforms and roadway signs.

**State Law Enforcement Radio System (SLERS):** SLERS is a secured, unified digital radio network used by state law enforcement officers and other participating agencies throughout the state to communicate.

**Strategic Highway Safety Research Program, Part 2 (SHRP2):** The second Strategic Highway Research Program (SHRP 2) authorized by Congress to address some of the most pressing concerns related to saving lives and reducing congestion in the transportation infrastructure.

**Traffic Management Center (TMC):** A dispatch and communications facility housing FDOT personnel. The TMC is used for dispatch, communications and management of traffic and traffic incidents.

## 1. ROAD RANGER VEHICLE REQUIREMENTS

The Districts may choose to utilize in-house or contract employees to provide operational services to the Road Ranger Program. The Road Ranger Program Manager for each District shall establish a Quality Assurance process to ensure that the standards established in this procedure are met and maintained by the contractors. This section provides minimum standards for vehicles, equipment, tools, and expendables to be used for the Road Ranger Program.

### 1.1 VEHICLE REQUIREMENTS

A. The following requirements are the minimum standards for the Road Ranger vehicle:

1. Road Ranger vehicle must have the ability to push, tow, or reposition disabled vehicles out of travel lane(s);
2. Road Ranger vehicle must be capable of transporting the Road Ranger and passengers not to exceed the maximum occupancy of the vehicle;
3. Road Ranger vehicle must be capable of transporting all specified equipment properly secured;
4. Road Ranger vehicle shall be equipped with a system which provides, at a minimum, the following vehicle location information:
  - a. Latitude and longitude or GPS location;
  - b. Vehicle number
  - c. Speed
  - d. Direction

B. The base color of each Road Ranger vehicle shall be white. The Department will also coordinate with the Road Ranger Sponsor, if applicable, to ensure vehicles have the following approved identification markings included as part of the graphics displayed on the vehicle:

1. FDOT logo: shall be proportionate and spaced to provide maximum visibility to sponsorship graphics, as needed;
2. "ROAD RANGER": shall be placed just below the FDOT logo and be proportionate and spaced to provide maximum visibility to corresponding graphics, as needed;
3. SunGuide® logo: shall be proportionate and spaced to provide maximum visibility to sponsorship graphics, as needed;
4. "FREE ASSISTANCE" painted or affixed below the FDOT logo. The letters will be no less than two inches (2") in height;
5. "INCIDENT RESPONSE" painted or affixed on utility body or similar area on left and right side of the Road Ranger vehicle as well as the rear of the Road Ranger vehicle. The letters will be no less than two inches (2") in height;
6. "Dial \*FHP (347)" painted or affixed. The letters will be no less than two inches (2") in height and will be placed on the Road Ranger vehicle in an area that provides visibility to motorists without hindering the safe operation of the vehicle;
7. Pickup trucks shall paint or affix "FREE ASSISTANCE" on the rear bumper or tailgate of the vehicle. The letters will be no less than two inches (2") in height;
8. Road Ranger and Sponsor logos and text shall not cover more than 50% of the rear-facing vertical surfaces and will be integrated with alternating 6-inch, yellow and red,

high conspicuity, retro-reflective chevrons that are at a 45% angle, down and out from the center of the vehicle.

9. Each Road Ranger vehicle shall display a three-digit number placed on or near the driver's and passenger's doors, the rear of the vehicle and the front of the vehicle that will individually identify each service patrol vehicle. The numbering sequence shall be as follows:
  - a. DXX
    - D = district number
    - XX = sequential vehicle numbering beginning with 01
10. All markings shall be maintained in a clean and readable condition. No reference to the Contractor's company name or logo shall be placed on the Road Ranger Vehicle. Markings placement may vary due to vehicle type and configuration but must be approved by the Central Office Road Ranger Program Manager and the State Traffic Incident Management (TIM)/Commercial Vehicle Program Manager.
11. If the District is participating in an FDOT sanctioned sponsorship program, the truck will be marked or wrapped by the sponsor as agreed upon by the Department and the contracted marketing firm. The Road Ranger vehicle wrapping will be maintained by the Road Ranger contractor as agreed to in any FDOT sponsorship agreement.
12. Any suggested variations to the Road Ranger Vehicle (i.e., vehicle size or type) must be submitted, in writing, to the District TIM/Road Ranger Program Manager and approved by the State TIM/Commercial Vehicle Program Manager.

Pursuant to its authority granted in section 316.003(1), Florida Statutes, the Department designates each Road Ranger Vehicle as an "Emergency Vehicle." This designation is being made for purposes of authorizing Road Ranger Service Patrol Vehicles to exercise only the privileges set forth in sections 316.072(5)(b)(1) and 316.072(5)(b)(4), Florida Statutes. As authorized Emergency Vehicles, provisions set forth in section 316.126(1)(b), Florida Statutes, also known as the "Move Over" law, apply to Road Ranger Vehicles participating in incident response operations or providing assistance to motorists.

## **1.2 EQUIPMENT, TOOLS, and EXPENDABLES REQUIREMENTS**

Each configuration of Road Ranger vehicle will have an established equipment checklist. At the beginning of each shift, the vehicle operator will conduct an inventory of equipment, tools, and expendables assigned to their vehicle, and ensure that the following items are present.

### **1.2.1 Equipment**

- A. Light set(s) configured to illuminate the work area in or around the vehicle;
- B. Equipment with the ability to jumpstart common configurations of personal and commercial vehicles;
- C. One (1) heavy-duty battery with the minimum of 750 cold cranking amps (CCA)
- D. Functioning cab lighting;
- E. Roof-mounted, light bar, front to rear controllable, utilizing amber colored lights;
- F. Department-approved arrow board or truck mounted dynamic message sign;

- G. Two (2) multi-purpose funnels;
- H. Two (2) tire chock blocks;
- I. Fifteen (15) FDOT approved 36-inch traffic cones, with reflective markings;
- J. One (1) jack, capable of lifting vehicles up to 5,000 lbs.;
- K. Air compressor, hose and appropriate subcomponents capable of inflating tires of vehicles;
- L. Heavy duty flashlight/traffic wand;
- M. Cell phone;
- N. Department approved radio(s).

### **1.2.2 Tools**

- A. Shovel;
- B. One (1) 24-inch street broom;
- C. Impact or lug wrench to fit lug nut sizes most commonly used by vehicle manufacturers;
- D. Pry bar, minimum 36 inches in length;
- E. Standard tool kit with tools to perform minor repairs;
- F. Rubber mallet;
- G. Electrical tape;
- H. Duct tape;
- I. Tire pressure gauge.

### **1.2.3 Expendables**

- A. Five (5) gallons of unleaded gasoline in an approved container designed for that type of fuel. The container shall be labeled "UNLEADED". This requirement only applies to vehicles configured to carry fuel;
- B. First Responder First Aid Kit, fully stocked, including disposable protective gloves (non-latex);
- C. Two (2) 5 pound, dry chemical, ABC fire extinguishers;
- D. Twenty-four (24) highway wet flares or equivalent to provide delineation in low light conditions;
- E. Minimum of ten (10) gallons of absorbent material;
- F. Twelve (12) bottles of drinking water;
- G. Fifty (50) Department approved survey cards;
- H. Twenty-Five (25) "Move It Law" cards.

## **2. ROAD RANGER OPERATOR REQUIREMENTS**

The Districts may choose to utilize in-house or contract employees to provide operational services for the Road Ranger Program. Road Ranger operators are in direct contact with the motoring public daily and therefore are required to perform their duties at a high standard. Road Ranger operators should possess the basic knowledge, skills and abilities to relocate the disabled vehicle from the travel lane and conduct minor repairs. The contractor shall be responsible for ensuring that Road Ranger operators meet the following requirements:

## 2.1 OPERATOR REQUIREMENTS:

- A. Hold and maintain a valid Florida Driver's License
- B. Be a minimum of eighteen (18) years of age
- C. Be fluent in English
- D. Have achieved a minimum of a High School Diploma or equivalent General Education Diploma;
- E. Have a documented automotive mechanical background sufficient to perform tasks and/or repairs most likely to be encountered during their shift;
- F. Have an acceptable driving record, in accordance with Department **Procedure No. 250-000-010, Driver's Record Requirements.**
- G. Successfully complete the Joint Task Force (JTF) Application for the State Law Enforcement Radio System (SLERS) and pass a criminal background check;
- H. Be drug free in accordance with **Section 112.0455, F.S.**, prior to beginning operations. Additional testing will be in accordance with Department **Topic No. 001-250-013, Drug-Free Workplace and Drug Testing Policy**, and at a minimum of every six (6) months.

The contractor shall maintain documentation demonstrating operator's compliance with the requirements identified in this section. Copies will be furnished to the FDOT Road Ranger Program and/or Contract Manager upon request.

## 2.2 GENERAL RULES AND REGULATIONS:

The Road Ranger operators shall exercise good sound judgment in carrying out their duties and conduct themselves in such a manner that will reflect favorably upon the Department.

- A. Operators shall:
  - 1. Wear clean uniforms at the start of each shift. The uniform color combinations and configurations for Road Rangers shall be consistent within their respective Districts;
  - 2. Be well groomed;
  - 3. Wear clearly visible name tags, with the operator's first name affixed to uniform shirt;
  - 4. Wear an FDOT-approved Road Ranger Operator picture ID that is visible;
  - 5. Wear an FDOT-approved ANSI/ISEA 107-2004 or ANSI/ISEA 207-2006 high visibility safety vest and/or rain suit at all times while outside the Road Ranger Vehicle;
  - 6. Offer Road Ranger survey cards to motorists who receive assistance
  - 7. Inspect assigned vehicles at the beginning of each shift, and take action as necessary to ensure that they are in compliance with all specifications and requirements of this procedure;
  - 8. Wear and shall require passengers to wear seat belts or utilize occupant restraint systems while operating or riding in a Road Ranger vehicle;
  - 9. Obey all traffic laws;
  - 10. Keep all communications radios and monitors "on" and the volume clearly and easily audible;
  - 11. Use flashing light bars only when merging or exiting from traffic lanes to an incident site or to warn traffic when performing incident management services;
  - 12. Remain on their assigned Patrol Sectors or staging areas and depart only as directed by law enforcement, the Transportation Management Center, or supervisor;
  - 13. Exercise caution and safety at all times;

14. Conduct themselves in a manner that creates a positive reflection of the Department.

B. Operators shall not:

1. Recommend wrecker or towing services to the motorist;
2. Carry firearms or other weapons either on their persons or in the vehicle;
3. Accept gratuities, gifts, or compensation of any type from motorists;
4. Complete comment cards for motorists;
5. Smoke in the Road Ranger Vehicle or while assisting motorists, in accordance with Department ***Topic No. 001-010-015, Tobacco Use Policy.***

C. All requests for wrecker or towing services shall only be coordinated through the Transportation Management Center.

D. All requests for Road Rangers to provide information or to participate in interviews shall be submitted through the District Road Ranger Contract Manager for approval by the District Public Information Officer. Approval must be given ***prior*** to providing the information or participating in an interview;

### **3.0 STATE LAW ENFORCEMENT RADIO SYSTEM**

The Florida Department of Transportation, Traffic Operations section strongly supports the statewide use of the SLERS for Road Ranger dispatch and during incidents.

In Districts where 800 MHz radios are provided and being used to assist Florida Highway Patrol (FHP) and the Department in the pursuit of the 90 minute clearance goal stated in the ***Open Roads Policy***, the following shall apply:

#### **3.1 SECURITY CLEARANCE**

- A. Road Ranger operators and potential operators shall successfully complete a criminal background check performed by the Joint Task Force (JTF) Security Manager prior to operating a SLERS radio. The TIM/Road Ranger Program Manager at FDOT Central Office will coordinate with the JTF Security Manager to process background investigations, as needed, and respond to inquiries regarding the status of applicants;
- B. Districts shall only use security clearance forms approved by the Joint Task Force (JTF) Security Manager;
- C. Transportation Management Center (TMC) personnel utilizing SLERS radios shall be subject to the background checks as listed in 3.1(A).

#### **3.2 SLERS RADIO OPERATION**

- A. Road Rangers and other approved personnel shall not be permitted to use the SLERS radios until training has been completed;
- B. Road Rangers shall use designated talk groups unless otherwise instructed by the FHP, TMC or Road Ranger supervisor;

- C. Only those persons with approved SLERS security clearance shall be authorized to transport SLERS radios.

### **3.3 PROPERTY MANAGEMENT**

- A. The Road Ranger Program Manager for each District shall have in place an inventory and control procedure for all documented radios in the District. Radio inventories shall be performed annually or upon request.
- B. Within 5 days of the final date of employment for a Road Ranger, Road Ranger Dispatcher, TMC staff member, Department employee or other authorized contractor who has been cleared for SLERS radio usage, the Road Ranger Program Manager for that District shall inform the SLERS Security Manager and Central Office of the departure.
- C. Storage security protocols for spare radios shall be observed at all times. Radios shall be secured in an area that has at least two layers of security measures in place.
- D. Upon discovering the loss of a radio, a report shall be submitted immediately to the shift supervisor. The shift supervisor will contact the Systems Operations Center to notify them of the loss. The Central Office Road Ranger Project Manager shall be notified of the loss as soon as possible. At a minimum, the report will include the following information:
  - 1. Date and time of loss discovery;
  - 2. LID Number;
  - 3. Owner/Operator of radio
  - 4. Last known location
  - 5. Copy of any Police Report, if available.

### **4. INFORMATION TRACKING REQUIREMENTS**

To accurately monitor the effectiveness of the Road Ranger Program certain data must be collected. The SunGuide Reporting System should be utilized to collect the required data. The following is the required data to be collected.

#### **4.1 ROAD RANGER OPERATOR DAILY DATA COLLECTION**

The data collection process is designed to provide detailed information about when Operators begin/end their shifts, what types of work they performed, and where services were provided. District Road Ranger Program and Contract Managers shall develop a Quality Assurance process to ensure that the data is being collected in accordance with this procedure and available upon request.

##### **4.1.1 The following data shall be collected at the beginning of the Road Ranger Operator's shift:**

- A. Date
- B. Shift start time
- C. Operator name
- D. Vehicle number
- E. Route



#### **4.1.2 The following data shall be collected at each stop:**

- A. Dispatch time
- B. Arrival time
- C. License Plate Number
- D. Issuing State
- E. Vehicle type/configuration
- F. Route
- G. Direction of travel (NB, SB, EB, WB)
- H. Mile marker/nearest intersection
- I. How discovered / Event Notification Type
- J. Lanes / Shoulder blocked
- K. Cause for stop / Event Type
- L. Activity(s) preformed or Services provided
- M. Departure time

Collection of this data should not interfere with or delay incident clearance activities.

#### **4.1.3 The following data shall be collected at the end of each shift:**

- A. Shift end time

SunGuide shall be the primary method used to collect and retain all data related to Road Ranger Service Patrol operations. Districts may implement additional measures to assist in the collection and retention of Service Patrol data, as needed. Such data shall be made available upon request.

### **4.2 DISTRICT ROAD RANGER PROGRAM MANAGER DATA COLLECTION**

Each District Road Ranger Program Manager shall collect and compile Road Ranger Assist Data for their areas of responsibility into a quarterly report and provide the report to the Statewide Road Ranger Program Manager by the 15<sup>th</sup> day of the month after the close of the preceding quarter. The reporting quarters shall be as follows:

First Quarter – July 1 to September 30

Second Quarter – October 1 to December 31

Third Quarter – January 1 to March 31

Fourth Quarter – April 1 to June 30

### **4.3 STATEWIDE ROAD RANGER PROGRAM MANAGER DATA COLLECTION**

The quarterly District reports will be compiled into an annual report. This report will provide an overall statewide perspective as well as summarize individual District information. The yearly report will be completed by the Department's Traffic Engineering and Operations Office Traffic Incident Management Program section by the end of the first quarter of the following fiscal year.

## **5. TRAINING**

Road Ranger operators must successfully complete the following courses or training classes prior to working on a shift:

- A. Intermediate Maintenance of Traffic (MOT)/ Temporary Traffic Control (TTC) or the Department's MOT for Incident Responders;
- B. SLERS Training- This training provides an overview of SLERS and how the system operates. Districts shall use Florida Highway Patrol or JTF approved training materials for the SLERS radio training;
- C. 4 hour SHRP2 Incident Responder Training – Training can be delivered as a single course or conducted as individual sub-topics over time. This training can be completed via an instructor-led course or a web based training (WBT); and
- D. Basic First Aid, to include Cardio-Pulmonary Resuscitation (CPR).

## **6. FORMS**

There are no forms required by this procedure.

## Appendix A

### ROAD RANGER DISQUALIFYING CRITERIA

1. The applicant has been convicted of a felony offense.
2. The applicant is currently on probation for any offense or has charges pending (felony or misdemeanor).
3. The applicant has been convicted of a misdemeanor offense involving any type of theft, violence or drug offense within the past three years.
4. The applicant's driver's license is currently suspended or revoked for any reason.
5. The applicant has been convicted of a crime involving domestic violence or currently has a restraining order involving domestic violence or threats.
6. The applicant has been arrested for any charge involving resisting arrest, battery, or assault on a law enforcement officer.
7. The applicant has a pending warrant for any criminal offense.
8. The applicant is illegally residing in or is not approved to work in the United States.
9. Identification of adverse intelligence information regarding the applicant.
10. At the discretion of the District Road Ranger Program Manager based on any other adverse information regarding the applicant.

These criteria were adopted from the Joint Task Force for Law Enforcement Communications State Law Enforcement Radio System (SLERS) security procedures.

## Appendix B

NOW, THEREFORE, in consideration of the mutual covenants contained in this

### State of Florida

### OPEN ROADS POLICY AGREEMENT

(Revised January 2014)

#### *Quick Clearance for Safety and Mobility*

This Open Roads Policy Agreement (Agreement) is entered into between the Florida Highway Patrol (FHP) and the Florida Department of Transportation (FDOT) and establishes a policy for FHP and FDOT personnel to expedite the removal of vehicles, cargo, and debris from roadways on the State Highway System to restore, in an **URGENT MANNER**, the safe and orderly flow of traffic following a motor vehicle crash or other traffic incident on Florida's roadways.

*Whereas*, public safety is the highest priority and must be maintained on Florida's roadways before, during, and after traffic incidents; and

*Whereas*, the quality of life in the State of Florida is heavily dependent upon the free movement of people, vehicles, and all types of commerce, and FHP and FDOT share the responsibility for achieving and maintaining the degree of order necessary to make this free movement possible; and

*Whereas*, traffic incidents account for approximately twenty-five percent of non-recurring congestion and the impacts on commerce can be minimized with sound traffic incident management practices by responding agencies; and

*Whereas*, nationally, it is estimated that five fire personnel, twelve police officers, and sixty tow truck operators are killed in struck-by incidents each year, and governmental entities have the responsibility to do whatever is reasonable to reduce the risks to responders; and

*Whereas*, secondary crashes pose safety risks to incident responders and all motorists; and

*Whereas*, the expeditious clearance of traffic incidents promotes safety, and that vehicle removal, move-over laws, and quick clearance policies minimize exposure and the potential for secondary crashes; and

*Whereas*, it is understood that damage to vehicles or cargo or both may occur as a result of clearing the roadway on an urgent basis. While reasonable attempts to avoid such damage shall be taken, the priority of responders is to safely restore traffic to normal conditions because traffic incident related congestion has an enormous cost to society. This cost is significantly greater than the salvage value of an already damaged vehicle and its cargo.

**NOW, THEREFORE**, in consideration of the mutual covenants contained in this Agreement, the parties agree as follows:

1. Roadways will be cleared of damaged vehicles, spilled cargo, and debris as soon as it is safe to do so. Reasonable attempts will be made to avoid unnecessary damage to vehicles and cargo in the process of clearing the roadway.

2. The following operating standards are based on the philosophy that the State Highway System will not be closed or restricted any longer than is absolutely necessary following a traffic crash or other roadway traffic incident.

3. Florida Highway Patrol Operating Standards:

a. Members of FHP who respond to the scene of traffic incidents will make clearing the travel portion of the roadway a high priority. When an investigation is required, it will be conducted in as expedient a manner as possible considering the severity of the incident. Non-critical portions of the investigation may be delayed until lighter traffic conditions allow completion of those tasks. FHP will close only those lanes absolutely necessary to safely conduct the investigation. FHP will coordinate with FDOT representatives to set up appropriate traffic control, establish alternate routes, expedite the safe movement of traffic at the scene, and restore the roadway to normal conditions as soon as possible.

b. Whenever practical, damaged vehicles on access-controlled roadways will be removed to off ramps, accident investigation sites, or other safe areas for completion of investigations to reduce delays. Tow truck operators will be requested as soon as it is evident that they will be needed to clear the roadway. FHP will assure that all authorized tow operators have met established competency levels and that the equipment is of appropriate size, capacity, and design to meet all standards of the State of Florida.

c. FHP will not unnecessarily cause any delay in reopening all or part of a roadway to allow a company to dispatch its own equipment to off-load cargo or recover a vehicle or load that is impacting traffic during peak traffic hours or creating a hazard to the public. FHP and FDOT will cooperate in planning and implementing clearance operations in the most safe and expeditious manner, to include the use of FDOT's Rapid Incident Scene Clearance (RISC) Procedure Number 750-030-020 when and where appropriate.

4. Florida Department of Transportation Operating Standards:

a. When requested by FHP or any other emergency response agency, FDOT will respond and deploy resources to major traffic incidents 24 hours a day, 7 days per week. Each FDOT District will develop and implement response procedures to meet the goal of providing initial traffic control within **30 minutes** of notification during the assigned working hours of each maintenance yard, and **60 minutes** after hours.

b. FDOT, in coordination with FHP, will upgrade traffic controls, determine detour routes, and discuss clearance strategies. When requested, FDOT will provide temporary traffic controls to ensure a safe work zone for all responders and the motoring public.

c. FDOT, in cooperation with FHP, will determine and deploy the necessary heavy equipment and manpower to reopen the roadway if there is a delay in clearing the travel lanes, or if the task is beyond the capabilities of the tow truck operator on scene. If cargo or spilled loads [non-hazardous] are involved, FDOT will make every effort to assist in the relocation of the materials in the shortest possible time, using whatever equipment necessary. All such materials or any vehicles relocated by FDOT will be moved the minimum practical distance to eliminate traffic hazards.

d. FDOT personnel will document all hours and equipment used for traffic control, roadway clearance, and debris clean up. FDOT will place traffic control devices at the scene should any damaged vehicles or cargo remain on the shoulder adjacent to the travel lanes for removal at a later time.

5. FDOT and FHP will continually work together to ensure that the needs of motorists on state roadways are being met in the most professional, safe, and efficient manner.

6. FHP and FDOT will evaluate and continually update and modify their operating policies, procedures, rules, and standards to assure they are consistent with this Agreement.

7. FHP, together with FDOT, will research, evaluate, and conduct training in the most advanced technologies, equipment, and approved methods for the documentation and investigation of crash or traffic incident scenes. FHP, using these techniques, will prioritize the investigative tasks that impede traffic and reopen travel lanes upon completion of such tasks that must be conducted in order to minimize impeding traffic.

8. Roadways will be cleared as soon as possible. It is the **goal** of all agencies that **all incidents be cleared from the roadway within 90 minutes of the arrival of the first responding officer**. This goal is made with the understanding that more complex scenarios may require additional time for complete clearance.

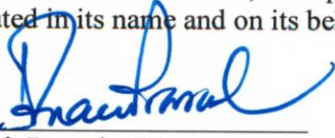
9. This Agreement applies to the impacts of roadway traffic incidents and does not apply to closures that are necessary for the furtherance of motorists' safety such as those undertaken for high winds, flooding, ice, fog, smoke, or other circumstance.


10. FHP and FDOT will actively solicit and enlist other state, county, and local agencies, political subdivisions, industry groups, and professional associations to endorse this Agreement for the State of Florida.

11. FHP will be responsible for calling a meeting with FDOT in July of each year to review this policy, and make changes as necessary.

12. With the mutual agreement of both parties, this policy agreement may be terminated on an agreed upon date without penalty to either party.


In witness whereof, each party to this Agreement has caused this Agreement to be executed in its name and on its behalf by its duly authorized representative.

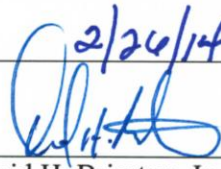
By:   
Ananth Prasad, P.E.  
Secretary  
Florida Department of Transportation

By:   
Julie L. Jones  
Executive Director  
Florida Department of Highway Safety and  
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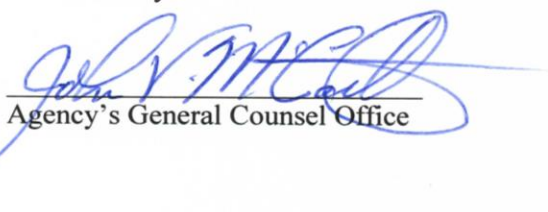
Date: 1-31-14

Date: 2/26/14

Legal Review:  


By:   
Col. David H. Brierton, Jr.  
Director  
Florida Highway Patrol

Date: 2/17/14

Reviewed By:  
  
Agency's General Counsel Office