

COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS

**POST OFFICE BOX 1529
LAKE CITY, FLORIDA 32056-1529**

COLUMBIA COUNTY SCHOOL BOARD ADMINISTRATIVE COMPLEX

**372 WEST DUVAL STREET
LAKE CITY, FLORIDA 32055**

AGENDA

October 4, 2018

5:30 P.M.

Opportunity for public comment shall be in accordance with Rule 4.704. Each person who wishes to address the Commission regarding the Consent Agenda or any Discussion and Action Agenda Item shall complete one comment card for each item and submit the card or cards to County staff in the front of the meeting room. Cards shall be submitted before the meeting is called to order.

Rules of decorum and rules for public participation are attached to the agenda handouts.

Invocation (Commissioner Everett Phillips)

Pledge to U.S. Flag

Staff or Commissioner Additions or Deletions to Agenda

Approval of Agenda

Presentation of the Board Not Requiring Board Vote or Action

David Kraus, Assistant County Manager - Administration

- (1) Fair Housing Training - Community Development Block Grant (Pg. 1)

Public Hearings

David Kraus, Assistant County Manager - Administration

- (1) Second Federal FY 2017 Community Block Grant - Resolution 2018R-43 - \$970,000 (Pg. 3)

Approval of Consent Agenda

Adoption of Consent Agenda

Discussion and Action Items

David Kraus, Assistant County Manager - Administration

- (1) Initiate Process to Amend Land Development Regulations to Allow Recreational Vehicles in Campgrounds in Environmentally Sensitive Area Zone Districts (Pg. 9)
- (2) Stipulation of Parties Agreement - Florida Department of Transportation/ Weyerhaeuser NR Company - Railroad-Highway Grade Crossing - US 90 at North Florida Mega Industrial Park (Pg. 12)
- (3) Interlocal Agreement - Columbia County/School Board - Emergency Shelters Operations in Columbia County (Pg. 113)

Kevin Kirby, Assistant County Manager - Operations

- (4) BA 19-01 - Task Order and Funding - Troy Road Drainage Project - \$19,750 (Pg. 120)
- (5) New Location for Restrooms at Rum Island (Pg. 124)
- (6) Florida Department of Corrections Work Squad Contract - FY 2018-2019 - \$170,241 (Pg. 128)
- (7) Partnership Agreement - Columbia County/Carl Allison - Cypress Lake Road Paving - Owner's Expense (Pg. 137)

Joel Foreman, County Attorney

- (8) Interlocal Agreement between Sheriff's Office/Columbia County Board of County Commission - Combined Communications 911 Center (Pg. 140)
- (9) Bid Discrepancy Dispute with Duval Ford - Request to Approve Settlement - \$38,083 (Pg. 148)

Ben Scott, County Manager

- (10) BA 18-74 - County Attorney Salary and Fees - \$32,000 (Pg. 154)
- (11) Revised County Attorney Contract - \$125,000 (Pg. 156)
- (12) Proposed Renaming of SW Herlong Street/SW Howell Street (Pg. 169)

Open Public Comments to the Board – 2 Minute Limit

Staff Comments

Commissioner Comments

Adjournment



COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS AGENDA ITEM REQUEST FORM


The Board of County Commissioners meets the 1st and 3rd Thursday of each month at 5:30 p.m. in the Columbia County School Board Administrative Complex Auditorium, 372 West Duval Street, Lake City, Florida 32055. All agenda items are due in the Board's office one week prior to the meeting date.

Today's Date: September 21, 2018

Meeting Date: October 4, 2018

Name: David Kraus

Department: CDBG - Economic Development

Division Manager's Signature: 

1. Nature and purpose of agenda item:

A brief presentation on the Fair Housing Act in accordance with Section 102 of the HUD Reform Act of 1989

2. Recommended Motion/Action:

Information Only.

3. Fiscal impact on current budget.

Is this a budgeted item?

N/A

Yes Account No. _____

No Please list the proposed budget amendment to fund this request



BOARD OF COUNTY COMMISSIONERS • COLUMBIA COUNTY

MEMORANDUM

DATE: September 21, 2018

TO: Columbia County Board of County Commissioners

FR: David Kraus, Assistant County Manager

A handwritten signature in blue ink, appearing to be 'DK', is written next to the name David Kraus.

RE: Fair Housing Training

As part of the County's Community Development Block Grant application for CDBG Economic Development funds and pursuant to Section 102 of the HUD Reform Act of 1989, we will conduct a Fair Housing training and awareness presentation.

BOARD MEETS THE FIRST THURSDAY AT 5:30 P.M.
AND THIRD THURSDAY AT 5:30 P.M.




COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS AGENDA ITEM REQUEST FORM

The Board of County Commissioners meets the 1st and 3rd Thursday of each month at 5:30 p.m. in the Columbia County School Board Administrative Complex Auditorium, 372 West Duval Street, Lake City, Florida 32055. All agenda items are due in the Board's office one week prior to the meeting date.

Today's Date: September 17, 2018 Meeting Date: October 4, 2018

Name: David Kraus Department: Grants CDBG-ED

Division Manager's Signature: 

1. Nature and purpose of agenda item:

To conduct the second Public Hearing for the CDBG-ED grant and adopt the related Resolution 2018R-43.

2. Recommended Motion/Action:

Approve Resolution 2018R-43

3. Fiscal impact on current budget.

Is this a budgeted item? N/A
 Yes Account No. _____
 No Please list the proposed budget amendment to fund this request



BOARD OF COUNTY COMMISSIONERS • COLUMBIA COUNTY

MEMORANDUM

DATE: September 28, 2018

TO: Columbia County Board of County Commissioners

FR: David Kraus, Assistant County Manager

A handwritten signature in blue ink, appearing to read 'DK', is placed to the right of the 'FR:' line.

RE: CDBG – Second Public Hearing for Economic Development Grant

On September 6, 2018, the Columbia County Board of County Commissioners held the first public hearing for a FFY2017 Community Development Block Grant (CDBG) program. Because the County has an existing CDBG Small Cities Grant in progress, the County is only eligible to apply for CDBG Economic Development funds at this time.

The Economic Development Director has indicated that an additional truck stop intends to reopen in Ellisville with plans to expand their services creating 45 jobs beyond the truck stop operations. In order to provide sewer to these new operations, the County will need to expand the wastewater treatment plant. By creating 45 new jobs, we believe that the project will qualify for CDBG- Economic Development funding.

Staff has met with the prospective business partner and reviewed the project and is proposing a \$970,000 CDBG application to fund the expansion of the Ellisville Wastewater Treatment Facility to accommodate the job creation by the truck stop's service center. At the Second Public Hearing, staff will review the specific project and draft application, as well as take public comment.

Upon completion of the second public hearing, we request the Columbia County Board of County Commissioners consider a motion:

TO ADOPT RESOLUTION 2018R-43 AUTHORIZING THE CHAIRMAN, OR THE COUNTY MANAGER, TO MAKE APPLICATION TO THE FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY FOR APPROVAL OF COLUMBIA COUNTY COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) ECONOMIC DEVELOPMENT APPLICATION, PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES

RESOLUTION NO. 2018R-43

RESOLUTION OF THE COUNTY COMMISSION OF COLUMBIA COUNTY, FLORIDA, AUTHORIZING THE CHAIRMAN, OR THE COUNTY MANAGER, TO MAKE APPLICATION TO THE FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY FOR APPROVAL OF COLUMBIA COUNTY COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) ECONOMIC DEVELOPMENT APPLICATION, PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

NOW, THEREFORE, BE IT RESOLVED by the County Commission of Columbia County, Florida, in regular session this October 4, 2018 as follows:

WHEREAS, Columbia County is experiencing a need for economic development funds to assist the community through the creation of jobs primarily for persons from low-to-moderate income households.

Now, therefore, be it resolved by the County Commission of Columbia County that:

SECTION 1. The Community Development Block Grant program is declared to be a workable program for providing needed physical improvements to benefit low-to-moderate income households indicated in the proposed Fiscal Funding Year (FFY) 2017 CDBG application.

SECTION 2. The County Commission directs the Chairman or the County Manager to sign all necessary certifications of the Community Development Block Grant application.

SECTION 3. The County Commission directs the Chairman or the County Manager to execute and submit the FFY 2017 Economic Development CDBG application to the Florida Department of Economic Opportunity (FDEO) for state approval.

SECTION 4. The County Commission authorizes the Chairman or the County Manager to submit additional information in a timely manner as may be required by the FDEO application, award agreement or other State or Federal request related to said application and award agreement.

SECTION 5. The proposed CDBG application is consistent with the local comprehensive plan.

SECTION 6. The proposed CDBG application is consistent with the County's adopted Community Development Plan.

SECTION 7. That this Resolution shall take effect immediately upon its passage.

**COLUMBIA COUNTY BOARD
OF COUNTY COMMISSIONERS**

ATTEST:

BY: _____
TIM MURPHY, CHAIRMAN

P. DEWITT CASON, CLERK

Approval as to form and correctness:

JOEL F. FOREMAN, COUNTY ATTORNEY

**COLUMBIA COUNTY
NOTICE OF SECOND PUBLIC HEARING
FFY 2017 PROPOSED CDBG ECONOMIC DEVELOPMENT APPLICATION**

Columbia County is applying to the Florida Department of Economic Opportunity (FDEO) for Small Cities Community Development Block Grant (CDBG) for the Fiscal Funding Year (FFY) 2017 cycle as eligible and needed for funding approval. The County is considering applying under the Economic Development Category for a \$920,000 grant. The CDBG funds must benefit low-to-moderate income (LMI) persons. **The proposed project includes expansion of a public wastewater treatment facility to accommodate the job creation business, the Truck Stop Service Center at I-75 and US441. The project will be located on the I-75 Corridor at the US41/441 exchange, Columbia County, Florida within the unincorporated area of the County.** The preliminary activities and estimated dollar amount and percentage benefit to low-to-moderate income (LMI) persons for which the County is applying subject to public comment are:

ECONOMIC DEVELOPMENT ACTIVITIES	<u>CDBG Budget</u>	<u>LMI %</u>	<u>Participating Party Leverage Funds</u>	<u>Other Funds</u>	<u>Quantity</u>	<u>Street Locations</u>	<u>Totals</u>
Wastewater Treatment Facility Expansion	\$800,000	51%	\$0	\$0	1 Unit	I-75 at US441	\$800,000
Building Construction	\$0	51%	\$1,250,000	\$1,750,000	1 Building	I-75 at US441	\$3,000,000
Administration	\$95,000	N/A	\$0	\$0	n/a	n/a	\$95,000
Engineering	\$75,000	N/A	\$0	\$0	n/a	n/a	\$75,000
TOTAL PROJECT	\$970,000	51%	\$1,250,000	\$1,750,000	n/a	n/a	\$3,970,000

NOTES: These preliminary estimates are considered estimates only for the purposes of budgeting. Final cost will be determined by actual bids.

A public hearing to provide citizens an opportunity to comment on the application will be held in the auditorium of the School Board Administrative Complex located at 372 West Duval Street, Lake County, Florida on Monday, October 4, 2018 at 5:30 p.m., or as soon as possible thereafter. A draft copy of the application will be available for review by October 1, 2018 at Noon EDT at the offices of David Kraus, 135 NE Hernando Avenue, Suite 203 in Lake County, FL. A final copy of the application will be made available at the Columbia County offices located at 135 NE Hernando Avenue, Suite 203 in Lake County, FL on Monday through Friday between the hours of 9:00 a.m. to 4:00 p.m. within five days after submission of the application. The application is estimated to be submitted to FDEO on or about October 31, 2018. **To obtain additional information or to submit written comments concerning the application contact David Kraus, Assistant County Manager at david_kraus@columbiacountyfla.com or (386) 758-1178.**

The public hearing is being conducted in a disability accessible location. Any non-English speaking person wishing to attend the public hearing or any disabled person requiring special accommodations or an interpreter for the hearing or visually impaired should contact Lisa Roberts, at 386.758.1006 (Voice), or via Florida Relay Service 711, or by e-mail: lisa_roberts@columbiacountyfla.com. Request for CART or interpreter services should be made at least 24 hours in advance to permit coordination of the service. To access a Telecommunication Device for Deaf (TDD) please call 800.955.8771.

A short FAIR HOUSING TRAINING activity will be conducted immediately after the public hearing for the local officials and the public.

Pursuant to Section 102 of the HUD Reform Act of 1989, the following disclosures will be submitted to DEO with the application. The disclosures will be made available by Columbia County and FDEO for

public inspection upon request. These disclosures will be available on and after the date of submission of the application and shall continue to be available for a minimum period of five years.

1. Other Government (federal, state, and local) assistance to the project in the form of a gift, grant, loan, guarantee, insurance payment, rebate, subsidy, credit, tax benefit, or any other form of direct or indirect benefit by source and amount;
2. The identities and pecuniary interests of all developers, contractors, or consultants involved in the application for assistance or in the planning or development of the project or activity;
3. The identities and pecuniary interests of any other persons with a pecuniary interest in the project that can reasonably be expected to exceed \$50,000 or 10% of the grant request (whichever is lower);
4. For those developers, contractors, consultants, property owners, or others listed in two (2) or three (3) above which are corporations, or other entities, the identification and pecuniary interests by corporation or entity of each of officer, director, principal stockholders, or other official of the entity;
5. The expected sources of all funds to be provided to the project by each of the providers of those funds and the amount provided; and
6. The expected uses of all funds by activity and amount.

Columbia County
By – David Kraus

Fair Housing/Disability Access Jurisdiction and Equal Opportunity Employer

.....



COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS AGENDA ITEM REQUEST FORM


The Board of County Commissioners meets the 1st and 3rd Thursday of each month at 5:30 p.m. in the Columbia County School Board Administrative Complex Auditorium, 372 West Duval Street, Lake City, Florida 32055. All agenda items are due in the Board's office one week prior to the meeting date.

Today's Date: September 21, 2018

Meeting Date: October 4, 2018

Name: David Kraus

Department: Bcc Administration

Division Manager's Signature: 

1. Nature and purpose of agenda item:

Request for Building and Zoning Department to start the process to amend the LDR's for recreational vehicles.

2. Recommended Motion/Action:

Building and Zoning Department start the process to amend the LDR's for recreational vehicles

3. Fiscal impact on current budget.

Is this a budgeted item?

N/A

Yes Account No. _____

No Please list the proposed budget amendment to fund this request



BOARD OF COUNTY COMMISSIONERS • COLUMBIA COUNTY

MEMORANDUM

DATE: September 21, 2018

TO: Columbia County Board of County Commissioners

FR: David Kraus, Assistant County Manager 

RE: Initiate Amendment to Land Development Regulations

Attached is a memo from Brandon Stubbs discussing the issue of travel trailers and recreational vehicles not currently being allowed in campgrounds that are located in Environmentally Sensitive Area Zone districts. The Columbia County Board of County Commissioners can initiate the process to amend the LDR's to address these concerns.

Recommended Motion: To initiate the process to amend the Land Development Regulations of Columbia County amending Article 2's definition of campgrounds to include recreational vehicles as permissible within a campground and to amend Article 4 to remove references to travel trailer parks.



BOARD OF COUNTY COMMISSIONERS • COLUMBIA COUNTY

MEMORANDUM

Date: September 13, 2018
To: Commissioner DePratter
From: Brandon M. Stubbs, County Planner/LDR Admin. *B. M. Stubbs*
Re: Recreational Vehicle uses within the Environmentally Sensitive Area Zone Districts

In response to our conversation regarding travel trailer parks and whether they should be allowed via special exception within the Environmentally Sensitive Area Zone Districts, I have prepared the following analysis and potential resolution should the Board of County Commissioners choose to take action.

Currently, the Land Development Regulations (“LDRs”) specifically list “travel trailer parks or campgrounds” as allowable special exceptions within the Agriculture and Commercial, Highway Interchange Zone Districts; however, the LDRs do not specifically list “travel trailer parks” as an allowable special exception within the Environmentally Sensitive Area Zone Districts. Given that travel trailer parks are specified as an allowable special exception within the Agriculture and Commercial, Highway Interchange Zone Districts and not within the Environmentally Sensitive Area Zone Districts, there is reasonable assumption that travel trailer parks are not permissible as a special exception within the Environmentally Sensitive Area Zone Districts. To compound on the issue, the LDRs do not define campgrounds or travel trailer parks; however, the LDRs does define recreational vehicle, as defined per Chapter 320.01(1)(b)(1-8), Florida Statutes, which includes travel trailers.

The question has been raised should the County allow travel trailer parks as an allowable special exception within the Environmentally Sensitive Area Zone Districts. To answer that question, the inclusion of travel trailer parks as an allowable special exception within the Environmentally Sensitive Area Zone Districts would be a decision of the Board of County Commissioners, and is a matter of amending the text of LDRs to address the underlining issues mentioned above.

If the Board of County Commissioners should choose to amend the text of the LDRs to allow travel trailer parks as an allowable special exception within the Environmentally Sensitive Area Zone Districts, County staff proposes amending the LDRs, as follows:

- 1) Amend Article 2 of the LDRs to define “campground” and include recreational vehicles, as defined by Chapter 320.01(1)(b)(1-8), Florida Statutes, as permissible within a campground.
- 2) Amend Article 4 (Section 4.5.7 & Section 4.15.5) to remove reference to travel trailer parks.

BOARD MEETS THE FIRST THURSDAY AT 5:30 P.M.
AND THIRD THURSDAY AT 5:30 P.M.




COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS AGENDA ITEM REQUEST FORM

The Board of County Commissioners meets the 1st and 3rd Thursday of each month at 5:30 p.m. in the Columbia County School Board Administrative Complex Auditorium, 372 West Duval Street, Lake City, Florida 32055. All agenda items are due in the Board's office one week prior to the meeting date.

Today's Date: September 26, 2018 Meeting Date: October 4, 2018

Name: David Kraus Department: Bcc Administration

Division Manager's Signature: 

1. Nature and purpose of agenda item:

To Approve a Stipulation of Parties Agreement with the Florida Department of Transportation and Weyerhaeuser NR Company for the railroad-highway grade crossing of US-90 at NFMIP

2. Recommended Motion/Action:

To Approve the Stipulation of Parties Agreement for FDOT Railroad-Highway grade crossing Number 975797Y

3. Fiscal impact on current budget.

Is this a budgeted item? N/A
 Yes Account No. _____
 No Please list the proposed budget amendment to fund this request



BOARD OF COUNTY COMMISSIONERS • COLUMBIA COUNTY

MEMORANDUM

DATE: September 26, 2018

TO: Columbia County Board of County Commissioners

FR: David Kraus, Assistant County Manager

A handwritten signature in blue ink, appearing to read 'DK', is placed to the right of the 'FR:' line.

RE: Stipulation of Parties Agreement

Before the County can begin the construction of the rail spur between the CSX rail line and US-90, the Florida Department of Transportation requires a Stipulation of Parties Agreement between FDOT, Weyerhaeuser NR Company and the County. Under this agreement, the County will build public railroad-highway grade crossing across US-90 (FDOT Crossing Number 975797Y). This agreement and its exhibits detail the design of the crossing and the County's maintenance of the crossing.

This agreement also establishes the point when a grade separated crossing would be needed. This "trigger" would occur when the vehicle delay meets 30 vehicle hours per day. At that point, the County would have 5 years to build the grade separated crossing or remove the railroad-highway grade crossing. Moore/Bass estimates that this trigger would not be reached until after half of the North Florida Mega Industrial Park is built out with significant rail users.

**STIPULATION OF PARTIES FOR THE
OPENING OF US HIGHWAY 90
FDOT CROSSING NUMBER 975797Y RAILROAD-HIGHWAY GRADE CROSSING,
COLUMBIA COUNTY, FLORIDA**

Columbia County and the North Florida Mega Industrial Park (NFMIP) request the opening of a railroad-highway grade crossing upon the completion of a new rail spur that will cross US Highway 90 in Columbia County. The proposed rail spur will allow rail service to connect the North Florida Mega Industrial Park and the CSX mainline track and will provide economic development and community benefits to the region. Columbia County (COUNTY), Weyerhaeuser NR Company (WNR), Florida Department of Transportation (DEPARTMENT) agree to the following conditions:

1. The COUNTY has filed an application with the DEPARTMENT to open a public railroad-highway grade crossing at US Highway 90, FDOT Crossing Number 975797Y. A copy of the application is attached as EXHIBIT "A."
2. There will be one track at the proposed US Highway 90 railroad-highway grade crossing, classified as a private industry spur track with at least one train movement per day. The maximum train speed for an industry spur track is ten miles per hour.
3. US Highway 90, at the proposed crossing, is a two-lane undivided roadway as set forth on the attached plans and maps in EXHIBIT "B."
4. The COUNTY, at the COUNTY'S expense, will provide all necessary materials and install a concrete tub railroad grade crossing surface at US Highway 90, in compliance with the DEPARTMENT'S Standard Plans Index 830-T01, attached as EXHIBIT "C."
5. The COUNTY, at the COUNTY'S expense, will provide all necessary materials and install at US Highway 90, automated railroad grade crossing warning devices to include Type IV, Class

II flashing lights, cantilevers, and gates, in accordance with the DEPARTMENT'S Standard Plans Index 509-070, attached as EXHIBIT "D."

6. The COUNTY, at the COUNTY'S expense, shall maintain the crossing and automatic railroad crossing warning devices at the US Highway 90 railroad-highway grade crossing. Upon written request from the DEPARTMENT, the COUNTY, at the COUNTY'S expense, will replace the crossing surface with a new surface of the DEPARTMENT'S choosing within 24 months or remove the crossing.
7. The COUNTY will ensure that all Federal Railroad Administration Workplace Safety Regulations, to include flagging and insurance, are met for the improvements referenced in this Stipulation of Parties.
8. Any work by the COUNTY and DEPARTMENT, within the US Highway 90 railroad-highway grade crossing area, will be coordinated a minimum of 72 hours in advance, except for emergency work for which immediate notice will be provided, with the railroad engineer, to ensure that all Federal Railroad Administration Workplace Safety Regulations, to include flagging and insurance, are met.
9. The COUNTY, at the COUNTY'S expense, shall erect on each side of the crossing, signs and object markers as identified in the DEPARTMENT'S Standard Plans Index 102-600, attached as EXHIBIT "E."
10. All work by the COUNTY and DEPARTMENT will be consistent with Manual of Uniform Traffic Control Devices (MUTCD) (2009 Edition), Federal Railroad Administration (FRA) Rules and Regulations, American Association of State Highway and Transportation Officials (AASHTO) Policy, the DEPARTMENT'S Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways (Florida's Green Book), and COUNTY requirements.

11. DOT crossing number 795797Y has been assigned to the US Highway 90 railroad-highway grade crossing. The DEPARTMENT will complete the USDOT Crossing Inventory Forms (OMB 2130-0017) for the opening of the US Highway 90 railroad-highway grade crossing and enter the information into the State's railroad inventory database. The completed forms, as provided in Exhibit "F," will be submitted to the FRA for inventory data entry.
 12. Once vehicle delay meets 30 vehicle hours per day, when measured at a point of analysis at the rail crossing, the COUNTY will replace the at-grade crossing with a grade separated crossing within five-years or remove the crossing.
 13. This Stipulation of Parties has been executed by all parties having an interest in this matter. All parties waive hearing rights provided by Chapter 120, Florida Statutes, for the opening of the US Highway 90 railroad-highway grade crossing with this Stipulation of Parties. The terms of this Stipulation of Parties may not be changed, waived, discharged or terminated orally, but only by an instrument or instruments in writing, signed by the COUNTY, WNR, and the DEPARTMENT.
 14. This Stipulation of Parties is governed by, and shall be interpreted, and construed in accordance with the laws of the State of Florida.
 15. Any failure of any party to insist upon the strict performance of any terms or provisions of this Stipulation of Parties is not deemed to be a waiver of the terms of this agreement.
- As authorized by Section 335.141, Florida Statutes, and Rule Chapter 14-57, Florida Administrative Code, the DEPARTMENT permits the opening of the US Highway 90 railroad-highway grade crossing FDOT Crossing Number 975797Y, as evidenced by this Stipulation of Parties, provided all conditions of this Stipulation are met and completed within 60 months of the execution of this agreement.

(THIS CONCLUDES THE BODY OF THIS STIPULATION OF PARTIES)

WEYERHAEUSER NR COMPANY (WNR)

By: _____

Date: _____

COLUMBIA COUNTY (COUNTY)

By: _____

Date: _____

**STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION (DISTRICT)**

By: _____
District Two Secretary

Date: _____

LEGAL REVIEW (DISTRICT)

By: _____
Attorney, FDOT District Two

Date: _____

**STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION (DEPARTMENT)**

By: _____
State Freight and Logistics Administrator

Date: _____

LEGAL REVIEW (DEPARTMENT)

By: _____
Attorney, FDOT Central Office

Date: _____

EXHIBIT A

Rule 14-57.010, F.A.C.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION RAILROAD GRADE CROSSING APPLICATION

725-090-66
RAIL
01/13

ROAD NAME OR NUMBER	COUNTY/CITY NAME
US Highway 90 / State Road 10	Columbia County / Lake City

A. IDENTIFICATION

Submitted By:

Applicant: Ben Scott, County Manager

Office: Columbia County

Telephone: (386) 758-1005

Address: PO Box 1529

Lake City, FL 32056-1529

Application For:

- Closing a public highway-rail grade crossing by:
- roadway removal
 - rail removal
- Opening a public highway-rail grade crossing by:
- new rail line construction
 - new roadway construction
 - conversion of private to public highway-rail grade crossing

B. CROSSING LOCATION

FDOT/AAR Crossing Number: _____

Jurisdiction for Street or Roadway by Authority of: City County State

Local Popular Name of Street or Roadway: US Highway 90

Railroad Company: CSX Transportation, Inc.

Railroad Mile Post: 688 (approximate milepost of proposed rail spur connection to existing CSX line; proposed grade crossing is approximately 1,800 LF south of this milepost along the proposed industry lead track)

Submitted for the Applicant by: A. Richard Darabi, P.E., Moore Bass Consulting DATE: 4/14/16
Name and Title

Application FDOT Review by:  DATE: 4/15/16
Central Rail Office

REFERENCES:

(Specific Legal Authority) 334.044 F.S., 120.57 F.S.

(Law Implemented) 335.141 F.S.

(Administrative Rule) 14-57.012 F.A.C.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
RAILROAD GRADE CROSSING APPLICATION

OPENING APPLICATION QUESTIONNAIRE

Design plans, maps, aeriels, and supporting documentation must be provided with the application.

If all parties, Applicant, Railroad, and Department, fail to agree to the rail crossing opening through a Stipulation of Parties, the Applicant must establish the crossing meets the criteria found in Rule 14-57.012, Florida Administrative Code. This questionnaire will assist the Department in evaluating the criteria and is not intended to be an exclusive list of factors. If the information is not available or unknown, please mark N/A.

Florida Administrative Code criteria:

A) Safety

- a-1. How will the proposed crossing affect safety to drivers, pedestrians, cyclists, and rail personnel? Safety measures for drivers, pedestrians and cyclists will be provided by installing grade crossing warning devices per code requirements. Safety for railroad personnel will be provided by constructing the proposed rail and crossing per FDOT, AREMA and CSX standard guidelines.
- a-2. Has grade separation been considered in planning the crossing? No. If not, why? The existing volume of traffic for US90 at the proposed crossing location does not necessitate a grade separated crossing. The adjacent property owner (Plum Creek Land Company) has reserved a strip of right-of-way to allow for the future grade separation when the traffic volume triggers the threshold requirement.
- a-3. What crossings will be submitted for closure to offset the safety impacts of a new crossing opening? Per previous meetings with the FDOT related to the North Florida Mega Industrial Park, a closing is not required.
- a-4. What safety measures are designed for the proposed crossing? The crossing will be installed with grade crossing devices per Code, FDOT, AREMA and CSX specifications.
- a-5. What is the distance from the proposed crossing to the nearest intersection? Identify the street. Proposed crossing is located approximately 3,200 LF west of Tyre Road along US90.
- a-6. Are there plans for any structures to be built near the crossing intersection? No structures proposed other than the crossing infrastructure. The proposed crossing will include a 6'x6' utility housing unit for the crossing's electrical infrastructure. The utility box will be located approximately 25' from the proposed rail track centerline and approximately 30' from the US90 edge of pavement, as indicated on the schematic crossing design plan attached to this application (by Signal South).
- a-7. Identify all major traffic generators (i.e., businesses, shopping malls, recreational areas, special events, etc.) in this area. Specify type, location, and distance to proposed crossing. Traffic generators consist of the North Florida Mega Industrial Park, a future industrial development immediately south of the proposed crossing and the Lake City Correctional Facility located 2.3 miles (12,500 LF) east of the proposed crossing.
- a-8. Provide a traffic operations and safety analysis, with traffic issues evaluated for the railroad crossing, train traffic movements, and railroad preemption. This analysis should include all proposed developments in the immediate vicinity and the increase in traffic predicted from the developments. See Traffic Operations and Safety Analysis, attached.

B) Necessity for rail and vehicle traffic

- b-1. Why is the crossing necessary? The proposed crossing is necessary to provide rail service to the North Florida Mega Industrial Park. Rail service is a critical component necessary for the operations of the end users that will occupy the industrial park. The anticipated end users will consist of manufacturers and distributors that require rail service to source materials and transport their product(s). The rail service will provide advanced opportunities to attract much needed economic development and jobs to the North Central Florida region.
- b-2. Provide excerpts from the Comprehensive Plan or any other transportation plans relative to the proposed crossing. From the Columbia County Comprehensive Plan, Sec. 4.21 - "MUD-I" Mixed Use District - Intermodal: "The purpose of the MUD-I designation [the zoning designation for the adjacent North Florida Mega Industrial Park] is to permit within its boundary: 1. The development, use and operation of: intermodal rail terminal facilities; connecting and switch tracks to provide rail connections between railroad main lines and intermodal rail terminal

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
RAILROAD GRADE CROSSING APPLICATION

facilities; warehouse and distribution facilities, heavy industrial uses, light industrial uses...." (see attached zoning code excerpt).

- b-3. Provide description of land use on each side of the rail crossing. The existing land use north of the proposed crossing is US National Forest. The existing land use south of the proposed crossing is vacant (North Florida Mega Industrial Park).
- b-4. Provide predicted Annual Average Daily Traffic (AADT) at the crossing. 5,200 (Two-way) per 2014 FDOT Annual Average Daily Traffic Report (see this report, attached).
- b-5. Provide level of service at the crossing. LOS C (per FDOT District 2 LOS Report, September 2015). See this report, attached.
- b-6. Provide anticipated AADT and level of service in 5 years. LOS C (per FDOT District 2 LOS Report, September 2015). See this report, attached.
- b-7. Provide predicted percentage of truck traffic and anticipated truck traffic 5 years out. Unknown.
- b-8. Will trucks carry hazardous materials? None anticipated. If so, approximately how many trips per day or week? N/A.
- b-9. Will school buses use the crossing? Yes, per Columbia County Schools Transportation Bus Facility Office, approximately 6 buses each weekday / school day. If so, how many school buses will use the crossing per day or week?
- b-10. Will emergency rescue vehicles use the crossing? If so, approximately how many trips per day or week? Unknown.
- b-11. What is the predicted number of pedestrians and bike riders that will use the proposed crossing? What is the predicted number of users 5 years out? No bikes or pedestrians anticipated; no sidewalks or bike lanes exist on US90 at the crossing location (or vicinity).
- b-12. Please provide any corridor studies or other preliminary traffic engineering studies that pertain to this crossing. See Traffic Operations and Safety Analysis, attached.

C) Alternate Routes

- c-1. Are there access roads available to property owners if the crossing is not there? N/A - the proposed rail crossing is not a new access road (proposed rail spur across existing US90).
- c-2. Name routes currently used or intended for use if the crossing is not approved? N/A.
- c-3. Are there traffic signals on these routes? N/A.
- c-4. How does the proposed crossing, if built, affect the AADT at nearby public crossings? Provide estimated traffic count changes, if any. The proposed crossing is not anticipated to affect the AADT of any nearby public crossings.

D) Effect on rail operations and expenses

- d-1. Provide current number and type of rail tracks. N/A - No current tracks at the proposed crossing. The proposed rail crossing is a new, single-track rail spur to cross existing US90. Proposed track conforms to AREMA and CSX specifications.
- d-2. Are there rail sidings or switches in the location of the proposed crossing? No.
- d-3. Is there a nearby rail yard? Yes, the Lake City Rail Yard. If so, what is the distance of the yard to the proposed crossing. Approximately 5.7 miles east of the proposed crossing (distance measured by road or rail).
- d-4. Provide the current number of daily train movements (number of switching or thru trains; number of passenger or freight trains). N/A - the proposed crossing is a new, single-track rail spur.

EXHIBIT A

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
RAILROAD GRADE CROSSING APPLICATION

- d-5. Provide the approximate times during the day and evening that the crossing will be blocked. The times of day the crossing will be blocked will depend on the end users that locate in the adjacent industrial park which is unknown at this time.
- d-6. Provide the approximate length of time (i.e., minutes) that the crossing is blocked. 10 min (assuming a 1 mile train moving at 6 mph).
- d-7. Provide minimum and maximum train speeds at the proposed crossing. 1 - 10 MPH
- d-8. What is the anticipated expansion of tracks and/or train movements? No anticipated expansion of tracks through the proposed crossing. Unknown expansion of train movements (dependent on end users that locate in the adjacent industrial park).
- d-9. What is the distance from the proposed crossing to adjacent public crossings? (Identify adjacent crossings by road name and crossing number.) Crossing #622827N (at US90 and Bascom Norris Drive) is located approximately 3.3 miles west of the proposed crossing.
- d-10. What are the estimated costs of the crossing installation and annual maintenance? The crossing installation is anticipated to cost \$250,000. The annual maintenance is anticipated to cost \$10,000. Who will be responsible for the costs of installation and maintenance? Installation is anticipated to be funded by grant funding. The proposed crossing is to be maintained by the Columbia County Public Works Department.
- E) Closure of one or more public crossings to offset opening a new crossing**
- e-1. Provide the names and crossing numbers of any crossing closure candidates that may offset the opening of the proposed crossing? N/A - Per previous meetings with the FDOT related to the North Florida Mega Industrial Park, a closing is not required.
- F) Design of the grade crossing and road approaches**
- f-1. Submit design plans, inclusive of location of sidewalks, bike lanes, and traffic control devices, including pavement markings, signs, and highway traffic signals. See crossing layout details by Moore Bass Consulting and Signal South, attached.
- f-2. What future changes are proposed (ex: phase one is a 2-lane roadway, left turn lane to be added in phase two)? When the AADT on US90 triggers the need for US90 to be widened to 4 lanes at this location, the proposed crossing is anticipated to become a grade separated crossing. Current traffic data coupled with predicted traffic for the NFMIP build out by phase indicates the future widening of US90 to occur at a near-full-build-out condition, which could be 5-20 years in the future. The NFMIP project includes a right-of-way reservation along the US90 frontage to accommodate the future US90 widening and the (future) grade separation of the crossing. The proposed rail crossing will be unaffected by the future work, when triggered.
- f-3. What is the vehicular design speed at the proposed crossing? 60 mph.
- f-4. How many thru or turn lanes? 0 Divided or undivided? Undivided.
- G) Presence of multiple tracks and their effect upon railroad and highway operations**
- g-1. Please confirm the number of tracks at the location and identify each track. 0 existing tracks. 1 proposed track.
- g-2. How many train movements occur on each track and the types of trains that run on each track (passenger, thru freight or switching freight, and the number of cars)? N/A.

Traffic Operations and Safety Analysis

Traffic Operations and Safety Analysis
FDOT Railroad Grade Crossing Application

FOR THE:



**North Florida
Mega Industrial Park**

LOCATED IN:

Columbia County, Florida

PREPARED BY:

**Moore Bass Consulting, Inc.
805 N Gadsden Street
Tallahassee, FL 32303
850-222-5678**

APRIL 14, 2016

TABLE OF CONTENTS

	<u>Description</u>	<u>Page</u>
I.	Executive Summary	3
II.	Background	4
III.	Traffic Data – Existing	4
IV.	Traffic Data – Future / Predicted	6
V.	Safety and Mitigating Factors	11

EXHIBIT ATTACHMENTS

- A. Approved NFMIP Preliminary Development Plan (PDP)
- B. Columbia County Zoning - Mixed Use Development – Intermodal (MUD-I) Zoning
- C. FDOT 2014 Annual Average Daily Traffic Report
- D. Florida State Highway System Level of Service Report - 2014 FDOT District 2

I. Executive Summary

The North Florida Mega Industrial Park (NFMIP) is a proposed 2,622 acre mixed-use industrial park located east of Lake City, along U.S. Highway 90 (US90), in Columbia County, Florida.

A critical component of the NFMIP project is rail service availability for the future end-users that are to locate their facilities within the NFMIP as the project builds out.

Currently, CSX has an existing railroad (Tallahassee-to-Baldwin) located approximately 1,400 LF north of (and generally parallel to) US90. The NFMIP project is located south of US90, with approximately 3 miles of the project frontage along the US90 southern right-of-way.

Under the FDOT Railroad Grade Crossing Application (for which this Traffic Operations and Safety Analysis was prepared), a new railroad grade crossing of US90 is proposed for the proposed rail spur extending from the existing CSX railroad to the NFMIP project.

This Traffic Operations and Safety Analysis describes the traffic and safety features that affect the proposed railroad grade crossing on US90.

This analysis identifies:

- 1) Existing traffic conditions on US90 at the proposed grade crossing location;
- 2) Anticipated traffic conditions on US90 for Phase 1 of the NFMIP project;
- 3) Safety and mitigating factors associated with the proposed grade crossing.

This analysis is intended to accompany the FDOT Railroad Grade Crossing Application, submitted herewith.

II. Background

Columbia County, in collaboration with the State of Florida, has worked to position Lake City as an intermodal freight facility and mixed use industrial park to respond to regional business opportunities including the potential for increased freight traffic coming through the port of Jacksonville.

A 'Mixed Use Development – Intermodal' (MUD-I) zoning district and Preliminary Development Plan (PDP) was approved in 2012 by Columbia County for the 2,622 acre NFMIP project. This includes 5 anticipated phases of development (Exhibit 'A' – NFMIP PDP).

The State of Florida, in coordination with Plum Creek Land Company, designated a 500 acre tract of land within the NFMIP as a Rural Area of Opportunity (RAO) Catalyst Site to encourage new development sites supporting targeted industries. The development of the catalyst site will benefit a 14 county region known as the North Central RAO. This catalyst site will serve as a mixed use industrial park and an intermodal freight facility.

The MUD-I zoning and approved PDP for the NFMIP allows for 8MM square feet (sf) of industrial uses, 100,000 sf of commercial uses and 300 residential units at full build-out (Exhibit 'B' – MUD-I Zoning).

For this analysis, Phase 1 of the approved PDP is used to estimate trip generation and the effect on US90 with respect to traffic. Phase 1 of the PDP consists of 3MM sf of industrial uses and 10,000 sf of commercial uses. The catalyst site is a part of Phase 1 of the NFMIP project.

III. Traffic Data – Existing

The FDOT conducts an annual traffic count on US90 at various locations within Columbia County. One of the locations analyzed by FDOT each year is located at the intersection of Tyre Road and US90.

Tyre Road is an existing dirt road that leads into the future NFMIP project. Tyre Road, when NFMIP is developed, will be improved to provide one of two NFMIP project entrances along US90.

The FDOT traffic analysis point at Tyre Road is located approximately 0.6 miles east of the proposed rail grade crossing along US90. In the FDOT 2014 Annual

Average Daily Traffic Report (Exhibit 'C'), this location is listed in County 29 as Site 0112.

Site 290112 is described as:

- SR 10, 1 mile east of Florida Gateway College Entrance;
- Section 29010000
- Milepoint 15.507

From the 2014 report, and as confirmed in the online traffic search portal provided on the FDOT website, the existing AADT Two-Way traffic for Site 290012 is calculated as 5,200 trips.

Annually, the FDOT performs a Level of Service (LOS) analysis and report by District. Columbia County is located in FDOT District 2. In the Florida State Highway System Level of Service Report 2014 FDOT District 2 (Exhibit 'D'), the section of US90 that contains the proposed rail grade crossing and NFMIP project is described as:

- Road – SR 10;
- Location – Columbia County;
- Map ID – 26;
- Local – US90;
- Lanes – 2/U (2-lane, undivided);
- Facility – highway;
- Area Type – rural;
- Segment – from urban boundary of Lake City to Baker County line;
- Miles – 6.26;
- Speed – 60 MPH;
- Count Station – 290012;
- LOS – C;
- 2019 LOS – C;
- 2035 LOS – C.

In summary, the existing FDOT-calculated AADT traffic for US90 at the proposed rail grade crossing location is 5,200 trips.

The 2014 FDOT LOS for US90 at the proposed grade crossing location is 'C.'

The FDOT-predicted 2019 LOS at the proposed grade crossing location is 'C.'

The FDOT-predicted 2035 LOS at the proposed grade crossing location is 'C.'

IV. Traffic Data – Future / Predicted

For this analysis, Phase 1 of the approved PDP is used to estimate trip generation and the effect on US90 with respect to traffic.

Phase 1 consists of 3MM sf of industrial uses and 10,000 sf of commercial uses.

To determine the number of trips Phase 1 will generate, standard trip generation rates from the Institute for Transportation Engineers (ITE) Trip Generation Manual, Eighth Edition were used.

Since this analysis is being conducted prior to identified end-user commitments, detailed information such as commodities and tonnage at the site were not available to estimate daily freight trips. However, further consideration was given to the proposed industrial land use, as described below.

Industrial Land Use Trip Generation Discussion

ITE provides data for several related industrial uses including General Light Industrial (#110), General Heavy Industrial (#120), Industrial Park (#130), Manufacturing (#140), and Warehousing (#150). This data was further evaluated to determine which land use and rate would best fit the proposed industrial use.

Table 1 (below) provides a summary of the available ITE data for industrial uses including the average size, number of studies, standard deviation, the rates and equations. ITE provides data based on different independent variables which have all been included in Table 1 for comparison. The independent variables available in ITE for these land uses include acres, employees, and thousand square feet (ksf).

For the Industrial Land Use, Phase 1 will consist of 3,000,000 square feet, 500 acres of upland development, and an anticipated 700 employees. As shown in Table 1, this size exceeds the average size of many of the data samples. While the General Heavy Industrial (#120) does have comparable data sample sizes, only two studies were provided for each data set. The tables in ITE for this land use contain the following statement "Caution – Use Carefully – Small Sample Size."

The Industrial Park (#130) land use was selected to estimate the trip generation for the proposed industrial use.

EXHIBIT A

The Number of Employees was chosen as the independent variable due to the fact that the anticipated size of the proposed use (approximately 700 employees) fell within the range of data. In addition, this data plot has a favorable R2 and standard deviation value and a sufficient number of studies. The number of trips estimated for this land use, based on the equation falls within the cluster of data points.

The ITE description of Industrial Park is as follows:

Industrial parks contain a number of industrial or related facilities. They are characterized by a mix of manufacturing, service and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities-some with a large number of small businesses and others with one or two dominant industries.

It should be noted that this trip generation estimate is being undertaken during the pre-development stages of the project. As more detailed information regarding end-users and actual traffic generation patterns become available (such as the actual number of employees, shift work and operational information, etc.), the trip generation estimates can be further refined.

(see next page for Table 1)

EXHIBIT A

Table 1
Industrial Uses
ITE Trip Generation Manual, 8th Edition
North Florida Mega Industrial Park

ITE Land Use		PM Peak Hour								
Code	Land Use Description	Unit	Average Size	Number of Studies	Standard Deviation	R ²	Average Rate	Equation	Enter	Exit
110	General Light Industrial	Acres	33	18	5.99	0.61	7.26	$T = 3.68(X) + 116.82$	22%	78%
110	General Light Industrial	Employees	451	19	0.67	0.85	0.42	$T = 0.29(X) + 58.03$	21%	79%
110	General Light Industrial	kcf	345	27	1.16	0.88	0.97	$T = 1.43(X) - 157.36$	12%	88%
120	General Heavy Industrial	Acres	270	2	-	-	2.16	-	-	-
120	General Heavy Industrial	Employees	880	2	-	-	0.88	-	-	-
120	General Heavy Industrial	kcf	1,544	2	-	-	0.88	-	-	-
130	Industrial Park	Acres	48	39	6.95	0.58	8.84	$\ln(T) = 0.72 \ln(X) + 3.14$	21%	79%
130	Industrial Park	Employees	877	34	0.71	0.90	0.46	$\ln(T) = 0.82 \ln(X) + 0.43$	20%	80%
130	Industrial Park	kcf	447	40	1.07	0.61	0.86	$T = 0.77(X) + 42.11$	21%	79%
140	Manufacturing	Acres	30	43	10.04	-	8.35	-	53%	47%
140	Manufacturing	Employees	711	48	0.62	0.88	0.36	$\ln(T) = 0.78 \ln(X) + 0.48$	44%	56%
140	Manufacturing	kcf	318	56	1.01	0.75	0.73	$T = 0.78(X) - 15.87$	36%	64%
150	Warehousing	Acres	25	16	0.80	0.93	8.69	$T = 6.74(X) + 49.08$	35%	65%
150	Warehousing	Employees	392	14	5.79	0.77	0.69	$T = 0.44(X) + 58.43$	35%	65%
150	Warehousing	kcf	572	31	0.67	0.64	0.32	$\ln(T) = 0.64 \ln(X) + 1.14$	25%	75%

North Florida Mega Industrial Park
 FDOT Railroad Grade Crossing
 Traffic Operations and Safety Analysis



EXHIBIT A

Phase 1 Trip Generation Calculations

Selecting 'Industrial Park' (#130) and 'Shopping Center' (#820) as the ITE uses for Phase 1 trip generation estimations, Phase 1 is estimated to generate a total of 449 net new external trips during the PM peak hour (124 entering, 325 exiting) as shown in Table 2, below.

(see next page for Table 2)

EXHIBIT A

Table 2
 PM Peak Hour Trip Generation
 North Florida Mega Industrial Park
 Phase 1

TTE Land Use		Site	Units	Rate/Equation	Peak Hour Trips	Directional Distribution				Internal Capture				External Trips		Pass-By Capture Trips			Net New External Trips		
Code	Land Use Description					Entering		Exiting		Enter	Exit	Enter	Exit	Enter	Exit	%	Enter	Exit	Enter	Exit	Trips
190	Industrial Park	700	Employees	$Ln(T) = 0.82 Ln(D) + 0.49$	331	20%	66	80%	265	3%	0%	2	1	64	264	0%	-	-	64	264	328
820	Shopping Center	10,000	Sq Ft	$Ln(T) = 0.67 Ln(D) + 3.37$	136	49%	67	51%	69	1%	3%	1	2	66	67	0%	5	6	60	61	121
TOTALS:					467		133		334			3	3	130	331		6	6	124	325	449

V. Safety and Mitigating Factors

The character of existing and future development on US90 in the vicinity of the NFMIP project location does not raise specific safety concerns related to the construction of a railroad grade crossing.

The section of US90 in which the NFMIP has 3 miles of project frontage is located east of Lake City, on a rural stretch that continues east to the Columbia County / Baker County line.

The Columbia County Correctional Facility, located east of the NFMIP on US90, is the only developed area immediately east of the NFMIP. The correctional facility is the only significant traffic generator, other than NFMIP itself, that would be affected by the proposed rail grade crossing. The correctional facility's generated traffic includes employees and emergency vehicles that travel between the correctional facility (east of the proposed crossing) and Lake City (west of the proposed crossing).

The following are viewed as mitigating safety factors associated with the proposed rail grade crossing:

- The potentially affected stretch of US90 at the proposed rail grade crossing location is located east of Lake City, outside of the City limits. With minimally developed areas east of the proposed rail grade crossing location, it is anticipated that a limited number of users of US90 from Lake City will be affected by the installation of the crossing. The existing traffic data indicates US90 traffic volumes increase substantially on segments west of the proposed crossing location, towards and through Lake City. When compared to other areas of US90 in and around Lake City, substantially lower traffic volumes exist along the segment of US90 that contains the proposed crossing location.
- The entire US90 frontage north of NFMIP is US National Forest that does not include a recreational / park area or any pedestrian / vehicle entrances. There is no traffic generated from the adjacent US National Forest area.
- There are no sidewalks or bike lanes in the vicinity of the proposed rail grade crossing that might expose pedestrians or bikers to train activity.
- Per conversations with the Columbia County Schools Bus Facility Office,

the proposed rail grade crossing location will see approximately 6 buses per school day (3 morning / 3 afternoon). This relatively low number of buses is due to the fact that very few students live east of the crossing location. While unknown at this time, the anticipated hours of operation for industrial uses indicate a low probability that trains will use (and close) the crossing during school transportation hours.

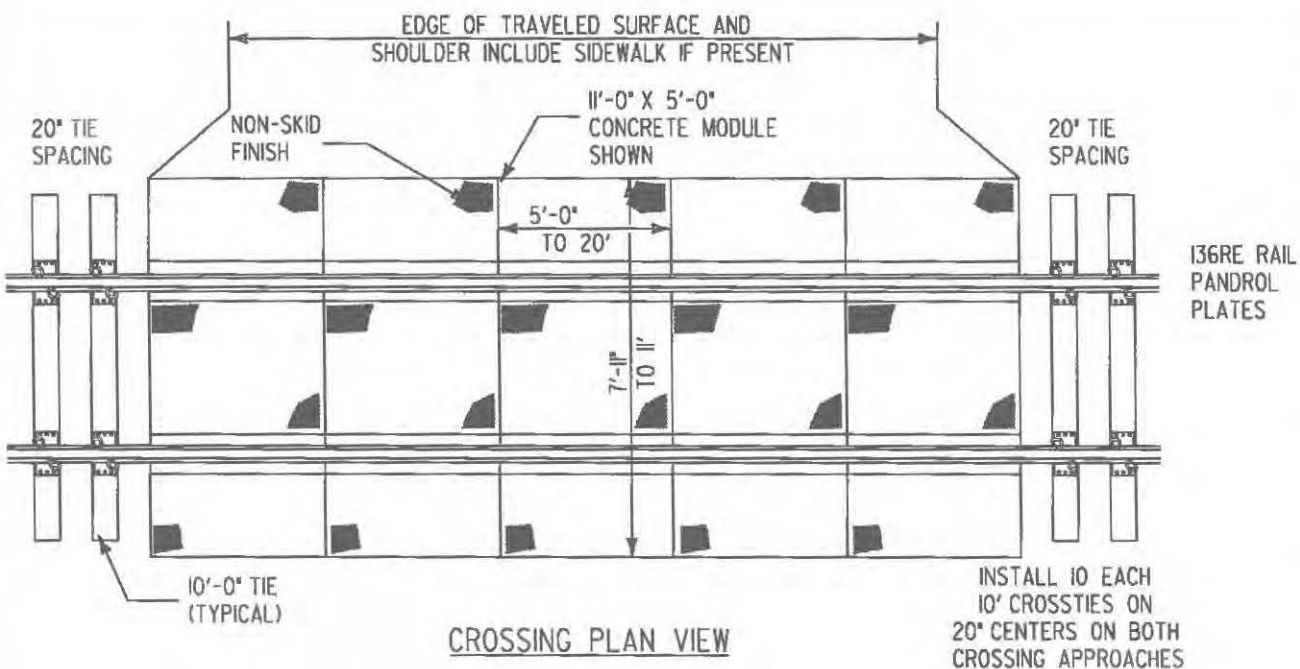
- There are no existing facilities on US90 in the vicinity of the proposed rail grade crossing that produce, store, or transport hazardous liquids or solids.
- The applicant proposes to construct the rail grade crossing with all necessary signals and warning indicators, as required by the governing regulatory authorities (FDOT, AREMA and CSX) and Florida Administrative Code.

Based upon the above mentioned mitigating factors, it is anticipated that the proposed rail grade crossing will support the planned industrial economic development that Columbia County has identified as appropriate for the area while imposing minimal safety risk and / or inconvenience on the public.

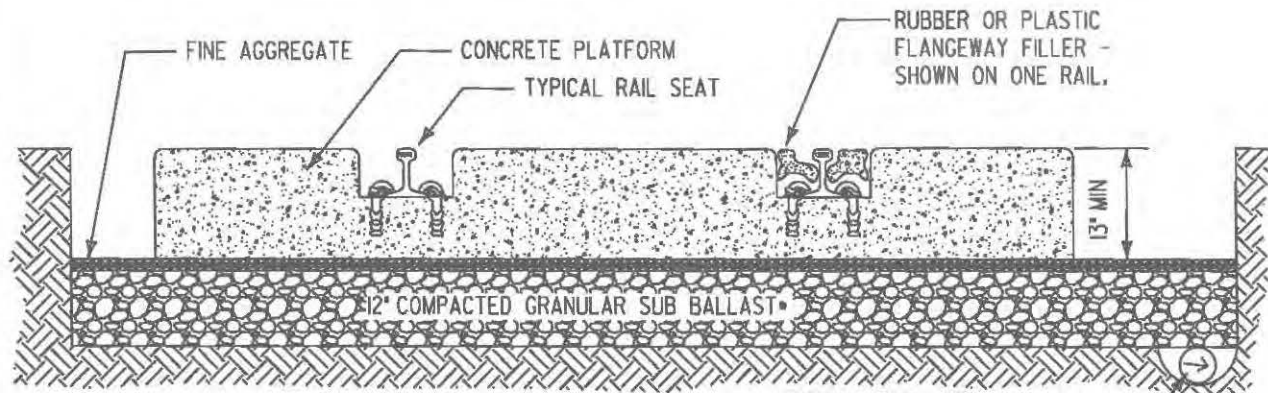
Proposed Grade Crossing System

(Platform Road Crossing – Concrete Without Ties, by CSX)

2539



CROSSING PLAN VIEW



CROSS SECTION

PERFORATED PIPE WRAPPED WITH FILTER FABRIC TO DRAINAGE STRUCTURE ON BOTH SIDES IF DRAINAGE AREA AVAILABLE 030.000704.1

NOTES:

1. MW1901 IS TO BE USED IN CONJUNCTION WITH THIS DRAWING.
2. THIS DRAWING DEPICTS TYPICAL AND MINIMUM SPECIFICATIONS. DETAILS OF EACH MANUFACTURERS DESIGN MAY DIFFER.
3. CROSSING TO HAVE 5 YEAR MINIMUM WARRANTY ON MATERIALS AND SETTLEMENT
4. IF ROADBED STABILIZATION IS REQUIRED, EXTEND IT 10' BEYOND END OF CROSSING UNDER TRACK.
5. PERFORATED PIPE TO BE SIZED AND LOCATED FOR SITE CONDITIONS. USE 6" MIN. DIA. PIPE AND LOCATE AT LEAST 12" BEYOND EDGE OF CROSSING.
6. CONCRETE TO BE 4000 PSI MINIMUM.
7. APPROXIMATE WEIGHT IS 1300 LBS TO 2100 LBS PER TRACK FOOT.
8. CROSSING TO BE CAST TO MATCH TRACK CURVATURE.
9. MODULES TO HAVE 4 LIFTING LUGS OR ALTERNATES.
10. RAILS ARE TO BE INSULATED FOR ELECTRICAL IMPEDANCE PER AREMA CHAPTER 30 AND EACH MODULE CHECKED. INSULATORS AND PADS ARE NOT SHOWN.
11. FLANGEWAY INSERTS AND RAIL FASTENERS MUST BE REMOVABLE AND REUSABLE TO FACILITATE RAIL REPLACEMENT.
12. CROSSING TO INCLUDE CORROSION RESISTANT RAIL FASTENERS SUCH AS GALVANIZED "e" CLIPS (CSX SCN 013.0027083.1).
13. FOR NEW CONSTRUCTION, HIGHWAY SURFACE SHOULD NOT BE MORE THAN 3 IN. HIGHER OR LOWER THAN TOP OF CROSSING 30' FROM CROSSING.
14. SLOPE PAVING USING RUNOFF OF 1" PER 10' MAXIMUM WHERE PRACTICABLE.
15. FOR APPROACH PAVEMENT, USE STATE DOT SPECIFICATIONS FOR BITUMINOUS CONCRETE.
16. CROSSING SHOULD BE CONTINUOUS BETWEEN ROADWAY AND SIDEWALK. IF NOT, DRAINAGE PATH MUST BE PROVIDED.
17. TRACK APPROACHES FOR 20' SHOULD HAVE CLEAN AND FREE DRAINING STANDARD BALLAST.
18. FOR USE ON 15 MPH AND 10 MGT MAXIMUM. FOR STATE OF FLORIDA: 25 MPH AND 10 MGT MAXIMUM.
19. GRIND BASE OF RAIL SMOOTH AT WELDS.



PLATFORM ROAD CROSSING
CONCRETE WITHOUT TIES

[Signature]
APPROVED - DIRECTOR
ENGINEERING STANDARDS

[Signature]
APPROVED - CHIEF ENGINEER
ENGINEERING SERVICES

PREPARED BY:
M.E. AUSTIN

ISSUED: APRIL 24, 2012
REVISED: APRIL 7, 2018

EXHIBIT A

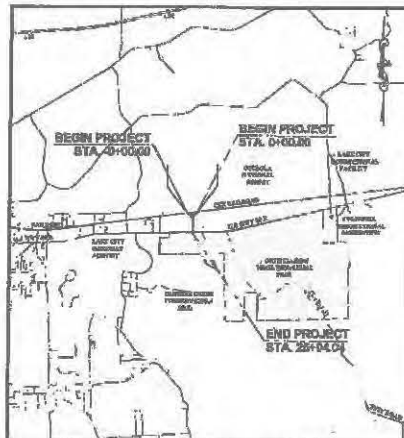
Proposed Crossing Area Sitework Detail

(excerpt from civil construction plans)

CONSTRUCTION PLANS FOR NORTH FLORIDA MEGA INDUSTRIAL PARK RAIL SPUR - SEGMENT 1 (COLUMBIA COUNTY, FLORIDA)

SHEET	DESCRIPTION
1.0	COVER SHEET
2.0	GENERAL NOTES
3.0	PROJECT LAYOUT/KEY MAP
4.0	OVERALL EXISTING CONDITIONS MAP
4.1	EXISTING CONDITIONS-BOX CONNECTION
4.2	EXISTING CONDITIONS-U.S. 90
5.0	SEDIMENTATION & EROSION CONTROL
6.0	U.S. 90 UTILITY PLAN
7.1-7.3	TRACK 1 PLAN & PROFILE
7.4	TRACK 2 PLAN & PROFILE
8.1	BOX CONNECTION-DETAILED GRADING
8.2	U.S. 90 DETAILED GRADING
9.0	TYPICAL SECTIONS & DETAIL SHEET

INDEX



VICINITY MAP
SCALE: 1" = 400'

TAX I.D. NO.: 31-35-18-10332-002
31-35-18-10814-000

PROJECT NAME: NORTH FLORIDA MEGA INDUSTRIAL PARK
RAIL SPUR - SEGMENT 1

PREPARED BY: MOORE BASS CONSULTING, INC.
805 NORTH GADSDEN STREET
TALLAHASSEE, FLORIDA 32303
(850)222-5678

ENGINEER OF RECORD: A. RICHARD CARABI, P.E.
FL. REG. NO. 88298
805 NORTH GADSDEN STREET
TALLAHASSEE, FLORIDA 32303
(850)222-5678

SURVEYOR OF RECORD: L.D. BRADLEY LAND SURVEYORS
REG. FL. SURVEYOR No. 6868
5773 NORMANDY BOULEVARD
JACKSONVILLE, FLORIDA 32208
(904) 789-6400

PROJECT DATA

Revisions are based on A.A.V.D. of Dates:

REFERENCES SPECIFICATIONS:
 F.D.O.T. Specifications for Road and Bridge Construction, 2010;
 F.D.O.T. Design Standards, 2010;
 F.D.O.T. Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Green Book);
 CEE Standard Specifications for the Design and Construction of Private Structures, 2010;
 CEE Design and Construction Standard Specifications - Pipeline Components, 2010;
 CEE Design and Construction Standard Specifications - Utility Components, 2010;
 American Railway Engineering and Maintenance-of-Way Association (AREMA).

Moore Bass
CONSULTING
INC.

REGISTERED PROFESSIONAL ENGINEER
STATE OF FLORIDA
LICENSE NO. 88298

MB

A Subsidiary of
FLORIDA POWER
PROGRESSIVE
SERVICES
CONSTRUCTION
SERVICES, INC.

SHEET NO. 1.0

EXHIBIT A

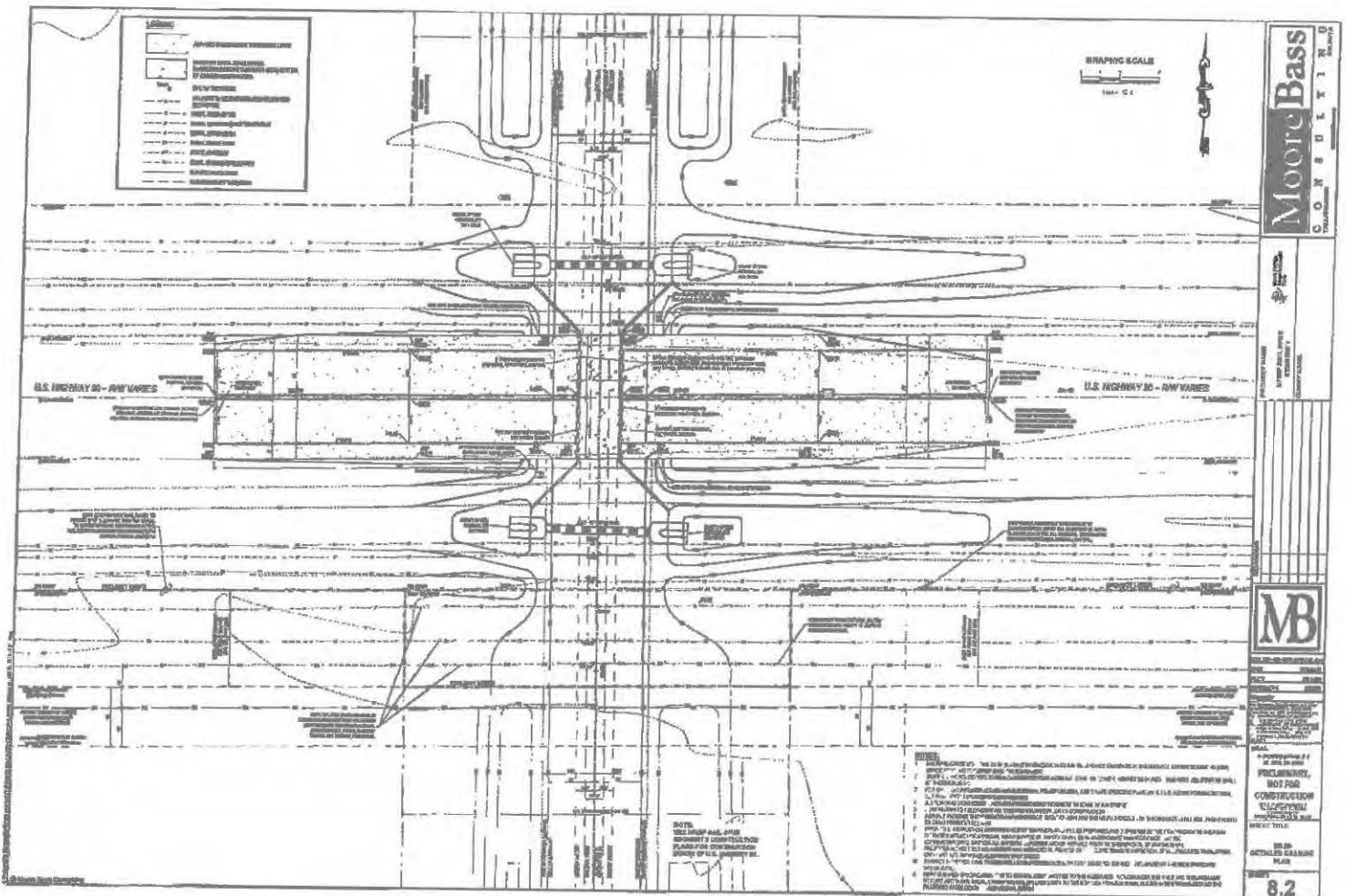
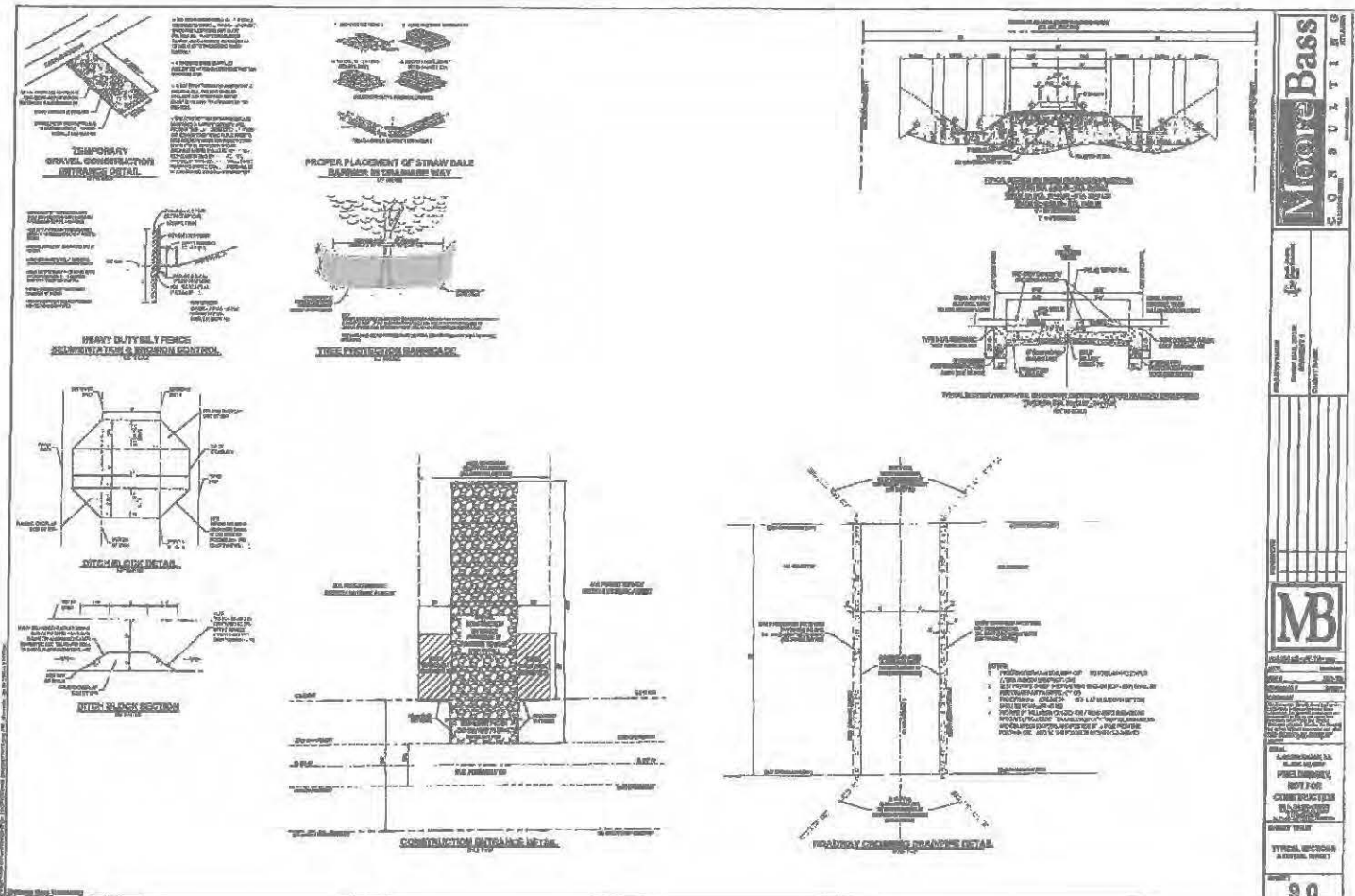


EXHIBIT A



Proposed Crossing Construction Plans

(crossing infrastructure by Signal South)

EXHIBIT A



12276 San Jose Blvd, Suite 525
Jacksonville, FL 32223
(904) 240-1020 fax
www.signalsouth.com

January 27, 2018

Mr. A. Richard Darabi, P.E.
Moore Bass Consulting, Inc.
605 N. Gadsden Street
Tallahassee, FL 32305
Office: (850) 222-5578
Cell: (850) 294-9950

File: NFIP 16-356
SSE# 16-356

Subject: Lake City, (Columbia), FL - US-60
Grade Crossing Proposal

Dear Mr. Darabi:

The proposal package enclosed is for the installation of new grade crossing warning devices at US-60 in Lake City, FL. The existing road does not cross the tracks.

The proposed crossing improvements include constructing trackage across US-60 and constructing a new single track crossing.

The proposed configuration consists of installing new standard flashing lights and gates with Style "C" circuitry in a new 8'x8' equipment shelter to be located in the southeast quadrant. A new power service will be required, with the meter service located in the southeast quadrant.

There may be utility conflicts at this crossing that need to be addressed.

Please call me if you have any questions or concerns.

Thank you,

A handwritten signature in blue ink, appearing to read "Patrick M. McCormick".

Patrick M. McCormick
General Manager
Office: 904-367-3483
Mobile: 904-710-2680

Enclosures:

NFIP01
NFIP02
NFIP03



EXHIBIT A

APPROACH LENGTHS TABLE				
US 90 Lake City, FL	TRACK 1		TRACK 2	
DC, APO, TYPE C, MOTION, CWT, OR OTHER	N/W	S/E	N/W	S/E
STANDARD MINIMUM WARNING TIME IN SECONDS	25	25	25	25
ROADWAY GATE TIME IN SECONDS	5	5	5	5
CLEARANCE TIME IN SECONDS	0	0	0	0
DOT TRAFFIC LIGHT SIMULTANEOUS PREEMPT TIME IN SECONDS*	0	0	0	0
DESIGNED WARNING TIME FOR TRAINS AT TIME TABLE SPEED	30	30	30	30
DOT TRAFFIC LIGHT ADVANCE PREEMPT TIME IN SECONDS*				
CONTROL EQUIPMENT DECISION TIME IN SECONDS	0	0	0	0
DESIGNED DETECTION TIME FOR TRAINS AT TIME TABLE SPEED	30	30	30	30
TIME TABLE MAXIMUM TRAIN SPEED IN MILES PER HOUR	10	10	10	10
BUFFER SPEED IN MILES PER HOUR	3	3	3	3
TOTAL WARNING SYSTEM DESIGN SPEED IN MILES PER HOUR	13	13	13	13
APPROACH DISTANCE TO ISLAND EDGE IN FEET	573	573	573	573
ISLAND WIDTH OF ISLAND IN FEET	66	66	66	66
APPROXIMATE MILE POSTS FOR APPROACH CIRCUIT	0.12	-0.12	0.12	-0.12
APPROXIMATE STATIONING FOR APPROACH CIRCUIT	639	-639	639	-639

EXHIBIT A

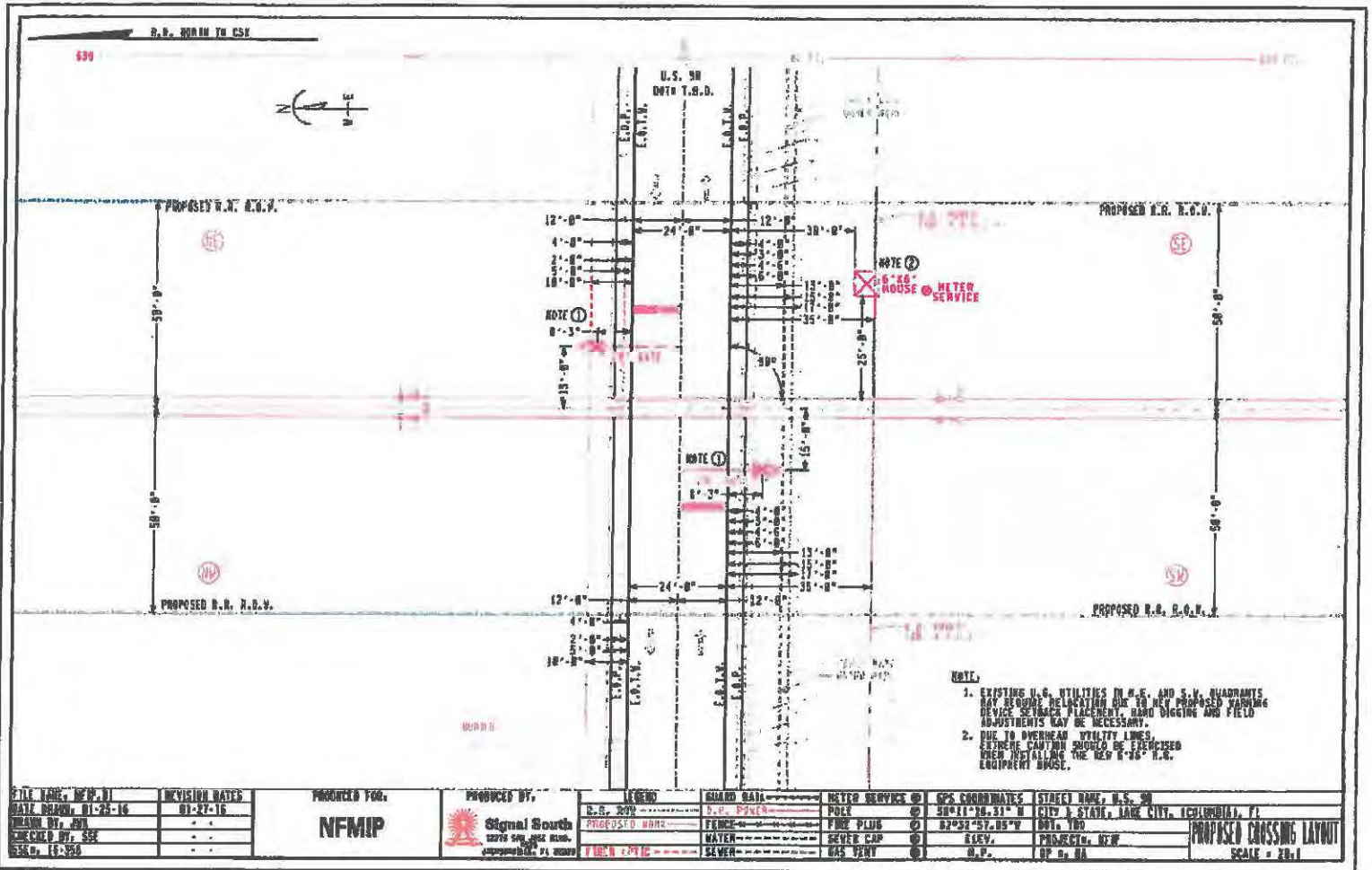


EXHIBIT A

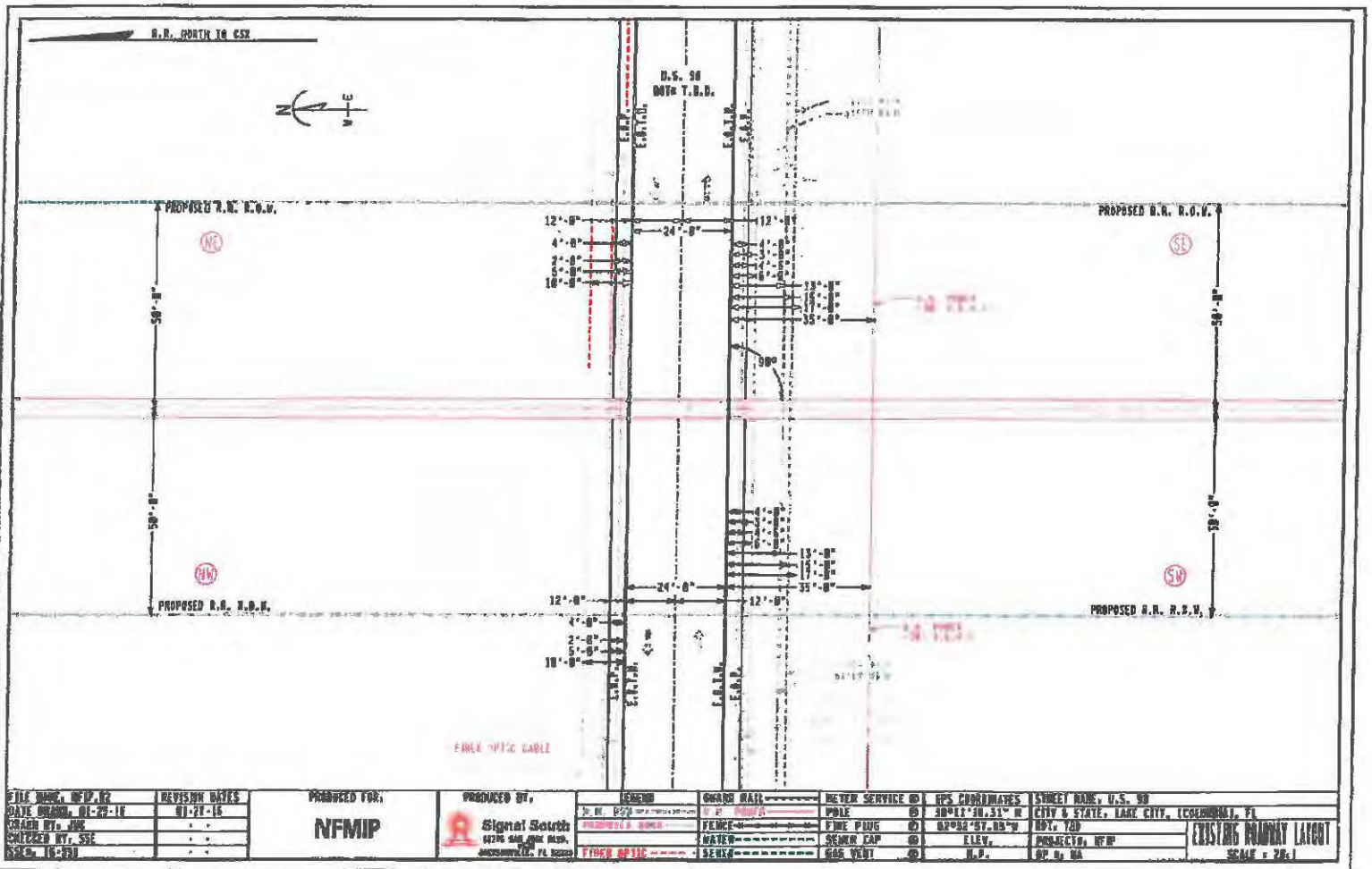
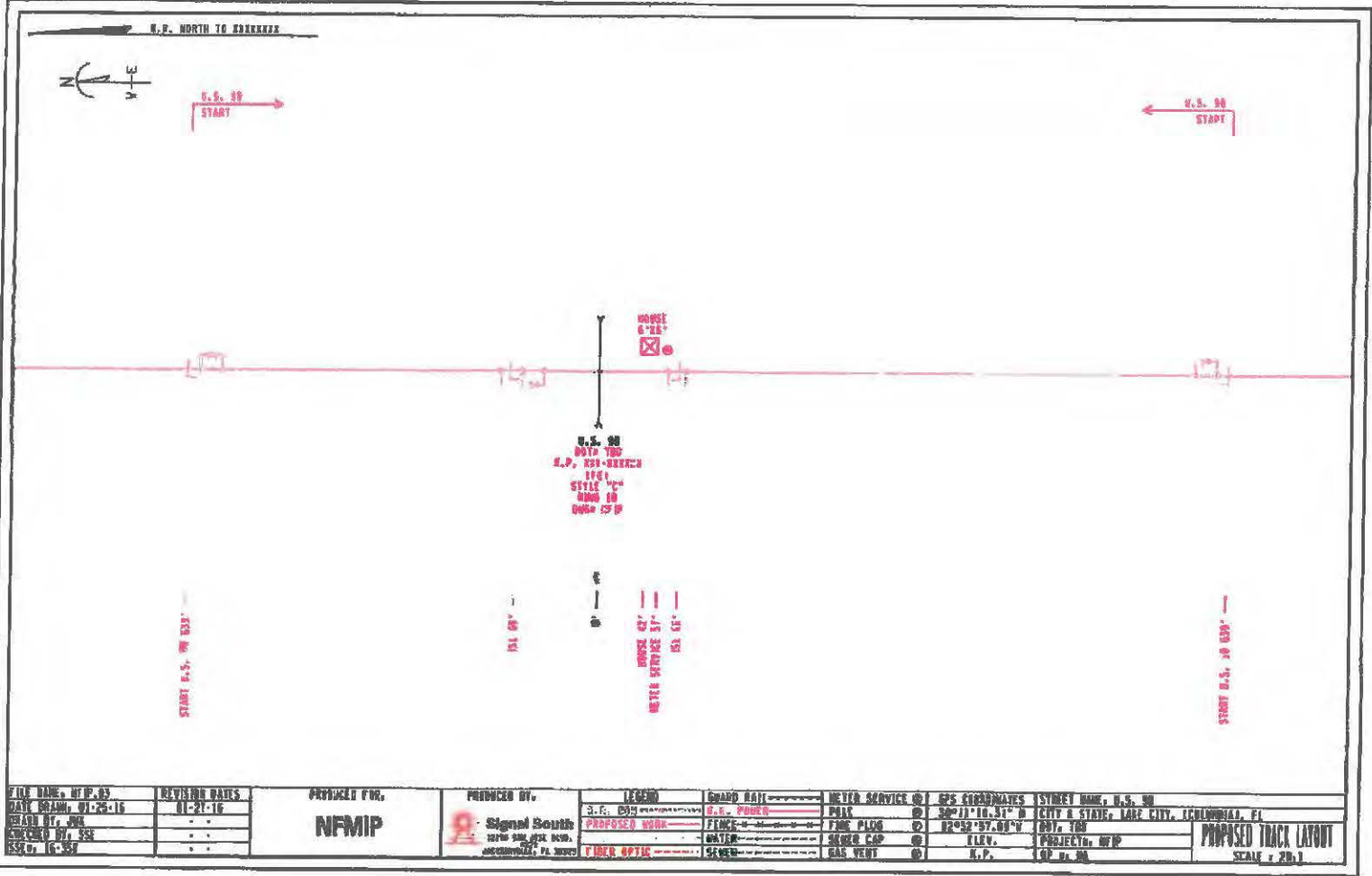


EXHIBIT A



FILE NAME: NFIP.63	REVISION DATES	PROJECT FOR:	PRODUCED BY:	LEGEND	SHARD RAIL	METER SERVICE @	GPS COORDINATES	STREET NAME, U.S. 90
DATE DRAWN: 01-26-16	01-21-16	NFMIP	Signal South 12270 SW 24th Street Jacksonville, FL 32225	S.F. 659	U.S. POWER	MIX @	30°11'10.51" N	CITY & STATE: LAKE CITY, FLORIDA, FL
DESIGN BY: JMR				PROPOSED WORK	FENCE @	FIRE PLOW @	82°52'57.81" W	DOT, JOB
CHECKED BY: JSE				FIBER OPTIC	WATER @	SEWER CAP @	ELEV.	PROJECT: NFIP
ISSUE: 16-357					SEWER @	GAS VENT @	R.P.	07-21-08
								PROPOSED TRACK LAYOUT
								SCALE = 20:1

Traffic Operations and Safety Analysis

Exhibit 'A'

MIXED USE DISTRICT - INTERMODAL PRELIMINARY DEVELOPMENT PLAN

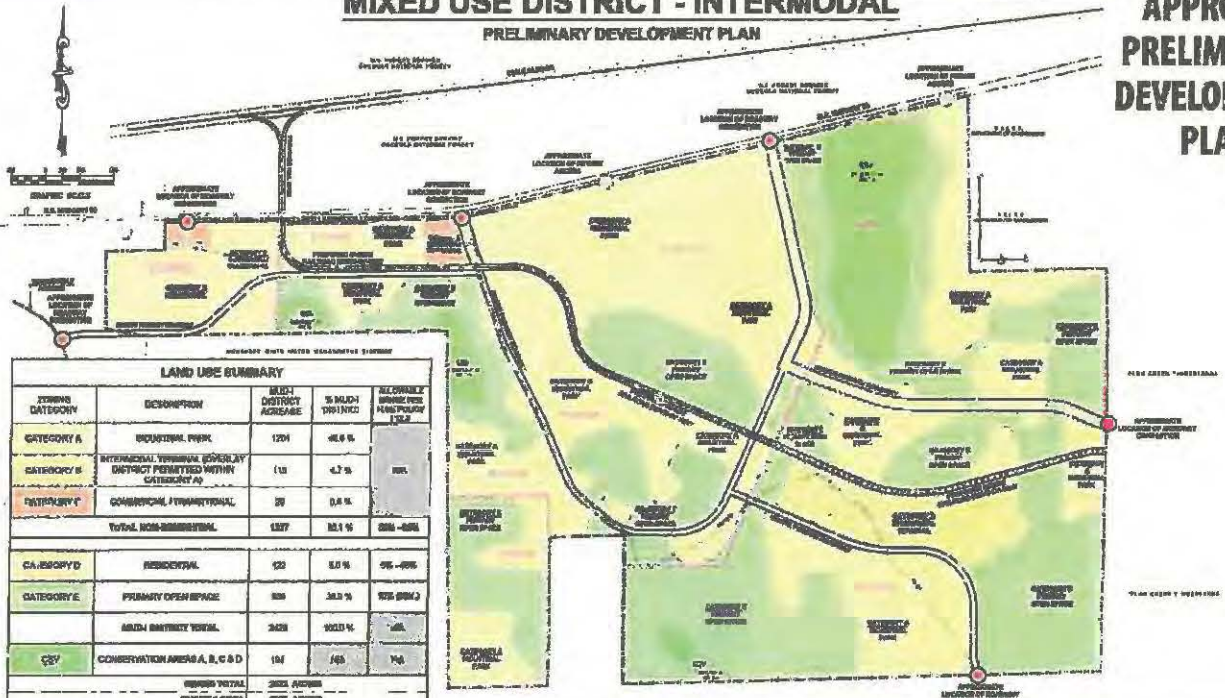
**APPROVED
PRELIMINARY
DEVELOPMENT
PLAN**

Moore Bass
PLANNING & ARCHITECTURE

PROJECT NAME: North Florida Intermodal Park
COUNTY: COLLIER COUNTY, FLORIDA
CLIENT: P.O.A. COLONY
ADDRESS: 1000 W. 10TH AVENUE, SUITE 100, TAMPA, FL 33606-7700

MB

DATE: 11/15/2011
SCALE: AS SHOWN
SHEET NO. 6



ZONE CATEGORY	DESCRIPTION	ACRES	% DISTRICT	ALLOWABLE BUILDING FLOOR AREA (S.F.)
CATEGORY A	BOUNDRY PARK	1201	46.6 %	1,201,000
CATEGORY B	INTERMODAL TERMINAL (RECREATION DISTRICT PERMITTED WITHIN CATEGORY A)	110	4.7 %	NA
CATEGORY C	COMMERCIAL / FINANCIAL	30	0.8 %	300,000
TOTAL NON-RESIDENTIAL		1341	52.1 %	1,501,000
CATEGORY D	RESIDENTIAL	120	5.0 %	96,000
CATEGORY E	PRIMARY OPEN SPACE	800	30.3 %	960,000
LAND USE TOTAL		2661	100.0 %	2,557,000
CONSERVATION AREAS A, B, C & D		104	3.9 %	NA

PROPOSED FLOOR AREA RATIO (F.A.R.) REQUIREMENTS: WITH THE RESPECT OF CATEGORY D AREAS, THESE SHALL BE A MINIMUM OF 0.50 F.A.R. WITHIN ANY SCHOOL ZONE LOCATED IN THE DISTRICT TO COMPLY WITH THE LANDMARKS REGULATIONS AND BUILDING CODES SPECIFIED IN THE LOCAL ORDINANCES. FOR PURPOSES OF THIS TABLE, THE FLOOR AREA OF COVERED PORCHES, BALCONIES AND SPACES BEHIND BUILDING FRONT YARDS SHALL BE CONSIDERED FLOOR AREA AND SHALL NOT BE INCLUDED IN THE BUILDING FLOOR AREA RELATED TO THE ALLOWED BUILDOUT MAXIMUM FOR THE DISTRICT.

DESCRIPTION	ACRES	% PRIMARY OPEN SPACE	ALLOWABLE BUILDING FLOOR AREA (S.F.)
WETLAND AREA WITHIN PRIMARY OPEN SPACE (TO BE PRESERVED)	260	75.1 %	NA
UPLAND AREA WITHIN PRIMARY OPEN SPACE	200	25.9 %	960,000
PRIMARY OPEN SPACE TOTAL	460	100.0 %	960,000

USE	PHASE 1 MAXIMUM ALLOWED (S.F.)	BUILDOUT MAXIMUM ALLOWED (S.F.)
INDUSTRIAL USES	50,000 SF	100,000 SF
COMMERCIAL / RETAIL USES	50,000 SF	100,000 SF
RESIDENTIAL USES	50,000 SF	100,000 SF

THE TOTAL NON-RESIDENTIAL BUILDOUT MAXIMUM INCLUDES FLOOR AREA OF INDUSTRIAL AND 10,000 SF OF COMMERCIAL BUILDING AREA FOR A TOTAL OF 1,500,000 SF. THE TOTAL NON-RESIDENTIAL LAND AREA IS 1,341 ACRES. THE BUILDING FLOOR AREA IS 15.6% OF THE TOTAL NON-RESIDENTIAL AREAS.

FACILITY DESCRIPTION	ENTITY
PUBLIC PROMENADES	COUNTY
PRIVATE PROMENADES	P.O.A.
RAA ROAD RIGHTS-OF-WAY	COUNTY
COMMON AREAS / PRIMARY OPEN SPACE	P.O.A. OR COUNTY
STATIONARY MANAGEMENT FACILITIES	P.O.A. OR COUNTY
P.O.A. = PROPERTY OWNERS ASSOCIATION, COUNTY = COLLIER COUNTY	

- NOTES:**
1. THE DEVELOPER SHALL PROVIDE AND MAINTAIN ALL UTILITIES AND SERVICES WITHIN THE DISTRICT AND SHALL BE RESPONSIBLE FOR THE COSTS OF SUCH UTILITIES AND SERVICES.
 2. THE DEVELOPER SHALL PROVIDE AND MAINTAIN ALL SECURITY SERVICES WITHIN THE DISTRICT AND SHALL BE RESPONSIBLE FOR THE COSTS OF SUCH SECURITY SERVICES.
 3. THE DEVELOPER SHALL PROVIDE AND MAINTAIN ALL LANDSCAPE SERVICES WITHIN THE DISTRICT AND SHALL BE RESPONSIBLE FOR THE COSTS OF SUCH LANDSCAPE SERVICES.
 4. THE DEVELOPER SHALL PROVIDE AND MAINTAIN ALL PARKING SERVICES WITHIN THE DISTRICT AND SHALL BE RESPONSIBLE FOR THE COSTS OF SUCH PARKING SERVICES.
 5. THE DEVELOPER SHALL PROVIDE AND MAINTAIN ALL TRASH REMOVAL SERVICES WITHIN THE DISTRICT AND SHALL BE RESPONSIBLE FOR THE COSTS OF SUCH TRASH REMOVAL SERVICES.
 6. THE DEVELOPER SHALL PROVIDE AND MAINTAIN ALL WATER AND SEWER SERVICES WITHIN THE DISTRICT AND SHALL BE RESPONSIBLE FOR THE COSTS OF SUCH WATER AND SEWER SERVICES.

North Florida
**INTERMODAL
PARK**

Traffic Operations and Safety Analysis

Exhibit 'B'

Sec. 4.21. - "MUD-I" Mixed Use District-Intermodal.

4.21.1 Districts and Intent. The Mixed Use District - Intermodal (MUD-I) designation permits all industrial uses associated with an intermodal rail terminal facility, including light and heavy manufacturing a wide range of industrial uses, warehousing and distribution facilities, logistics-centered uses, offices, commercial and residential.

This MUD-I zoning category requires the adoption of an MUD-I preliminary development plan which shall be comprised of five defined MUD-I categories:

Category A—Industrial Park

Category B—Intermodal Terminal

Category C—Commercial/Transitional

Category D—Residential

Category E—Primary Open Space

Purpose: The purpose of MUD-I designation is to permit within its boundary:

1. The development, use and operation of: intermodal rail terminal facilities; connecting and switch tracks to provide rail connections between railroad main lines and intermodal rail terminal facilities; short-term storage or staging of goods and commodities in transit; transportation equipment support and storage facilities; warehouse and distribution facilities; logistics-centered buildings and uses; heavy industrial uses; light industrial uses; commercial uses; office uses; residential uses and open space.
2. A comprehensive master planned approach which addresses:
 - a. The placement of a mix of land uses within MUD-I;
 - b. The conceptual location of rail infrastructure and primary roadway infrastructure to support the MUD-I;
 - c. Conceptual configuration of proposed MUD-I categories within the MUD-I;
 - d. The identification of areas designated as Conservation—Open Space within the MUD-I.
3. The MUD-I is intended to permit developers of large-scale, complex and integrated intermodal rail, logistics and industrial projects the flexibility to adapt to market-driven demands and to develop in a phased manner over an extended period of time.

4.21.2 Definitions. For purposes of this section 4.21 MUD-I, the following definitions shall apply:

1. *Cargo container* shall mean a standardized enclosed vessel (with doors for loading and unloading) which may be loaded and unloaded to and from trains, trucks, ships and other modes of transportation.
2. *Heavy manufacturing* shall mean industrial uses consisting of manufacturing, assembling, fabrication and processing, bulk handling, storage, warehousing and trucking. The uses associated with this district are likely to generate significant levels of truck traffic, noise, pollution,

vibration, dust, fumes, odors, radiation, radioactivity, poisons, pesticides, herbicides, or other hazardous materials, fire hazards, or explosion hazards.

3. *Long-term* shall mean with respect to the storage of each cargo container, truck trailer container or truck chassis, one year.
4. *MUD-I preliminary development plan* shall mean a map or maps of the MUD-I which have been approved by the board of county commissioners and containing the information required under this section 4.21, including the designation of MUD-I categories along with primary roadways and perimeter buffers.
5. *MUD-I final development plan* shall mean a map or maps of the MUD-I or phases of the MUD-I which are consistent with the MUD-I preliminary development plan and which have been approved by the board of county commissioners pursuant to section 5.16 (preliminary plat procedure) and containing the information required under this section 4.21. Approval of the MUD-I final development plan constitutes preliminary plat approval.
6. *Private road* shall mean an asphalt or concrete paved permanent roadway not dedicated to the county and having a pavement width of not less than 25 feet.
7. *Short-term* shall mean with respect to the storage of each cargo trailer, truck trailer container or truck chassis and the storage of goods in transit, not more than 60 consecutive days.
8. *Towers* shall mean protrusions of accessory structures above the normal structural rooftop of a building, such as structures housing elevators or other lift equipment mechanical structures, communication devices and equipment, wind turbines and rooftop mechanical equipment.
9. *Travel plaza* shall mean a retail business that provides auto and/or truck fuel, the retail sale of convenience items, one or more restaurants and which includes more than four fuel islands and more than eight fueling positions.

4.21.3 MUD-I requirements: Any MUD-I shall be meet all of the following criteria at the time that the Preliminary Development Plan for the MUD-I is established and approved:

1. The MUD-I shall contain a minimum of 2,000 adjoining acres, under single ownership or unified development control. The term "adjoining" means parcels which are touching or contiguous to each other, as distinguished from lying near to. Parcels that are separated from each other by a local, minor collector, or major collector street or roadway shall also be considered adjoining; parcels that are separated by an arterial street/roadway or Interstate highway shall not be considered adjoining.
2. The MUD-I boundary must be adjacent to a railroad right-of-way or located within 2,000 feet of a railroad right-of-way.
3. The MUD-I shall contain at least one planned intermodal rail terminal facility of not less than 50 contiguous acres in size, which terminal shall be planned for connection by switches, lead tracks, connecting tracks or spur tracks over which shall operate a railroad common carrier or a short haul or terminal railroad serving the terminal facility.
4. An MUD-I may not span a State of Florida Highway or an Interstate Highway. Subject to comprehensive plan land use approval and rezoning approval by the county, the boundaries of an existing MUD-I development may be expanded to include adjoining lands. Individual MUD-I expansions shall not be subject to minimum land area requirements. Expansion lands shall adjoin

the parent MUD-I. Any MUD-I expansions together with the land previously included within the MUD-I shall constitute the same district upon incorporation of such expansions by Ordinance of the County.

5. *Mix of uses:* Development within the MUD-I shall achieve the following range of use mixes at build out, as measured by the gross acreage of each use.
6. Individual development parcels within an MUD-I may be proposed for a single use or a mix of uses; however, the range of mix of uses prescribed herein shall be achieved for the overall district at build out.
7. *Non-residential use.* Within the non-residential and non-open space component of the MUD-I, a minimum of 50 percent and a maximum of 85 percent shall be Category A, B and C uses.
8. *Residential use.* Within the MUD-I, a minimum of five percent and a maximum of 40 percent shall be Category E uses.
9. *Open space.* A minimum of ten percent of the open space provided within the MUD-I shall be uplands, and one half of that upland open space shall be available for passive recreation purposes. For purposes of the upland open space area calculation, conservation areas (not a part of the MUD-I) shall not be included in the calculation.
10. *Utilities.* All development in the MUD-I shall be served by central water and wastewater services, except that comfort facilities in remote recreation areas may be served by well and septic.

4.21.4 Procedure for approval of MUD-I zoning and preliminary development plan. The procedure for obtaining a change in zoning for the purpose of undertaking a Mixed Use District-Intermodal (MUD-I) development shall be as follows:

1. *MUD-I Zoning and Preliminary Development Plan Approval.* The applicant shall submit to the land development regulation administrator his or her request for change to a Mixed Use District-Intermodal (MUD-I) zoning, containing the following exhibits:
 - a. *A statement of objectives* describing:
 1. The general purpose of the proposed development; and
 2. The general character of the proposed development.
 - b. *A vicinity map* showing the location of the proposed planned MUD-I development in relation to:
 1. Surrounding streets and thoroughfares;
 2. Existing zoning on the site and surrounding areas; and
 3. Existing land use on the site and surrounding areas.

The vicinity map shall be drawn at a scale to show an area of no less than 1,000 feet surrounding the property. A greater area may be required if the planning and zoning board determines information on a larger vicinity is needed.
 - c. *A boundary survey* and legal description of the property.
 - d. *A topographic survey.* The most recent United States Geological Service [Survey] topographic survey may be used if better topographic information is not available.
 - e. *A site analysis map* (or map series) at the same scale as the preliminary development plan described below shall be submitted indicating:
 1. Flood prone areas;

2. Areas with slopes greater than five percent;
 3. Soil survey information;
 4. Aerial photo showing existing tree cover;
 5. The generally recognized bank of rivers, streams, canals;
 6. Location of wetlands;
 7. The high water line of lakes;
 8. Other man-made or natural features which would be affected by building encroachment.
- f. *A MUD-I preliminary development plan* drawn at a scale suitable for presentation, showing the general plan of development for the MUD-I as follows:
1. Proposed land uses including approximate boundaries delineating each use Category (A, B, C, D and E).
 2. Conceptual lot sizes; the lot sizes should be indicated either by lot lines drawn in their proposed location or a statement on the face of the Preliminary Development Plan concerning proposed lot sizes.
 3. Conceptual project phase lines.
 4. Approximate location of onsite primary roadway network, whether public or private, shall be delineated on the preliminary development Plan and labeled. Local roads or access roads need not be shown.
 5. Approximate location of Category E areas reserved as primary open space.
 6. Statement concerning proposed methods for addressing natural of manmade drainage and regional stormwater management.
 7. Proposed onsite railroad rights-of-way.
 8. Any other improvements necessary to portray the overall concept and guide the final development plans, final plats and construction plans.

Special provisions. The location of any structure (except permitted docks, walkways, and piers) shall be set back a minimum of 35 feet from wetlands. The location of any structure (except permitted docks, walkways, and piers) shall be set back a minimum of 75 feet from the Suwannee, Santa Fe and Ichetucknee Rivers. The location of any structure (except permitted docks, walkways, and piers) shall be set back a minimum of 50 feet from all other perennial rivers, streams and creeks.

- g. *A table showing acreage* for each category of land use
- h. *A statement concerning allowable buildout maximum* for each use within the MUD-I development.
- i. *A statement concerning proposed floor area ratios* (percent of lot in relation to building floor area) and the *maximum building coverage* expressed as a percent of the total site area.
- j. *A preliminary utility service plan* including sanitary sewers, storm drainage, and potable water supply, showing general locations of major water and sewer lines, plant location, lift stations, and indicating whether gravity or forced systems are planned. Size of lines, specific locations, and detailed calculations are not required at this stage.
- k. *A statement indicating the type of legal instruments* that will be created to provide for the ownership and maintenance of common areas and any private roads.

2.

Processing the MUD-I zoning application and preliminary development plan submittal. When the land development regulation administrator has received the application and submittals, and is satisfied that the application and submittals are complete, the application shall be processed as any other zoning application in accordance with the provisions of these land development regulations.

The planning and zoning board shall make a recommendation to the board of county commissioners. The board of county commissioners' actions shall be one of the following:

- a. Approval as submitted.
 - b. Conditional approval.
 - c. Disapproval.
3. *Revision of a MUD-I preliminary development plan.* A proposed substantial change in the approved preliminary development plan which affects the intent and character of the development, the density or land use patterns, or similar substantial changes, shall be reviewed by the planning and zoning board and the board of county commissioners in the same manner as the initial application. A request for a revision of the preliminary development plan shall be supported by a written statement and by revised plans demonstrating the reasons the revisions are necessary or desirable. All revisions to the approved preliminary development plan shall only be approved if they are consistent with the original purpose, intent, overall design, and integrity of the approved preliminary development plan.

Minor changes, and/or deviations from the preliminary development plan which do not affect the intent or character of the development shall be reviewed and approved by the land development regulation administrator and shall only be approved if they are consistent with the original purpose, intent, overall design, and integrity of the approved preliminary development plan. Upon approval of the revision, the applicant shall make revisions to the plans and submittals and file the revised plans with the land development regulation administrator within 30 days.

Examples of substantial and minor changes are:

Substantial changes.

1. Overall MUD-I District boundary changes.
2. Significant adjustments to the location of planned project access points.

Minor.

1. Adjustments to project phasing.
2. Adjustments to MUD-I land use category boundaries and category mixes, not resulting in increased overall density.
3. Change in alignment, location, or length of internal streets.

The board of county commissioners may permit or require the phasing of an MUD-I development. When provisions for phasing are included in the final development plan, each phase of development shall be so planned and so related to previous development, surrounding properties, and available public facilities and services so that a failure to proceed with subsequent phases of development will have no adverse impact on the MUD-I development or surrounding properties.

4.21.5 MUD-I development time limitations. An approved MUD-I preliminary development plan has no expiration date. An approved MUD-I final development plan has no expiration date.

4.21.6 Phasing. The board of county commissioners may permit or require the phasing of an MUD-I development. When provisions for phasing are included in the final development plan, each phase of development shall be so planned and so related to previous development, surrounding properties, and available public facilities and services so that a failure to proceed with subsequent phases of development will have no adverse impact on the MUD-I development or surrounding properties.

4.21.7 Procedure for approval of MUD-I final development plan. Approval of the MUD-I preliminary development plan shall not constitute approval of the MUD-I final development plan. MUD-I final development plans may be submitted for portions of the overall MUD-I project, which may be developed in phases. Approval of the final development plan shall constitute approval of the preliminary plat per section 5.16 of this code for the phase or phases of the MUD-I contained within the final development plan submittal.

1. **MUD-I final development plan approval.** The applicant shall submit to the land development regulation administrator his or her request for approval of an MUD-I final development plan phase containing the following exhibits:
 - a. **A statement of objectives.**
 1. The general purpose of the proposed development.
 2. The general character of the proposed development.
 - b. **A Topographic map drawn at an appropriate scale by a surveyor or engineer registered in the State of Florida showing:**
 1. The location of existing private and public property rights-of-way, streets, buildings, water courses, transmission lines, sewers, bridges, culverts, and drain pipes, water mains, and any public utility easements within or adjacent to the site.
 2. Wooded areas, streams, lakes, marshes, and any other physical conditions affecting the site.
 3. Existing contours at intervals of one foot.
 - c. **A final development plan drawn at an appropriate scale and showing:**
 1. The boundaries of the development phase, topography, and proposed grading plan.
 2. Width, location, and names of surrounding streets.
 3. Surrounding land use.
 4. Proposed streets and street names and other vehicular and pedestrian circulation systems including off-street parking.
 5. The use, size, and location of all proposed building sites.
 6. Location and size of undeveloped areas and public or semi-public areas.
 - d. **A utility service plan showing:**
 1. Existing drainage and sewer lines.
 2. The disposition of sanitary waste and stormwater.
 3. The source of potable water.
 4. Location and width of all utility easements or rights-of-way.

5. Plans for the special disposition of stormwater drainage when it appears that said drainage could substantially harm a body of surface water.
- e. *A landscaping plan showing:*
 1. Landscaped areas.
 2. Location, height, and material for walks, fences, walkways, and other man-made landscape features.
 3. Any special landscape features such as, but not limited to, man-made lakes, land sculpture, and waterfalls.
- f. *Statistical information:*
 1. Total acreage of the site/phase.
 2. Maximum building coverage expressed as a percent of the area.
 3. Area of land devoted to landscaping and/or undeveloped area usable for recreation purposes expressed as a percent of the total site area.
 4. Calculated gross density and net developable acreage for the proposed development phase (see section 2.1 for definition of gross density).
- g. The substance of covenants, grants, easements, or other restrictions to be imposed on the use of the land, buildings, and structures, including proposed easements for public and private utilities. All such legal documents, including homeowners associations and deed restrictions, shall be approved by the County Attorney before final approval of the plan.
2. *Processing the MUD-I final development plan submittals.* When the land development regulation administrator has received the application and submittals, and is satisfied that the application and submittals are complete, the application shall be processed as a preliminary plat in accordance with section 5.16 of these land development regulations.
3. *Issuance of building permits.* No building permit shall be issued for any portion of a proposed MUD-I development until the final development plan has been approved.
4. *Deviation from the final development plans.* Any unapproved deviation from the accepted final development plan shall constitute a breach of agreement between the applicant and the board of county commissioners. Such deviation may cause the County to immediately revoke the final development plan until such time as the deviations are corrected or become a part of the accepted final development plan.

4.21.8 MUD-I Permitted Use Categories: There shall be five permitted use MUD-I categories. Unless otherwise expressly specified, permitted uses within MUD-I categories are separate, distinct and not cumulative among categories. Uses that are not expressly permitted may be allowed as a variation of use in accordance with section 12.3 of the Columbia County Land Development Regulations. The following uses are permitted within the designated MUD-I categories:

1. Category A—Industrial Park.

Permitted principal uses and structures:

- a. Industrial warehouse, logistics and distribution facilities;
- b. Short-term storage or staging of goods in transit;
- c. Short-term cargo container storage;
- d. Office uses;

- e. Manufacturing and assembly (but not including Heavy Manufacturing) as defined in section 4.21;
- f. Uses and buildings accessory to the foregoing, including any retail sales component which are accessory in nature to the principal use.
- g. Gasoline service stations, including truck stops with restaurants and retail uses (see section 4.2 for special design standards).
- h. Banks or other financial institutions with drive-up facilities and automatic teller machines (ATM).
- i. Governmental offices and facilities, and private offices and facilities under government contract usage.
- j. Public and quasi-public utilities, including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations, electrical substations and facilities necessarily accessory thereto.
- k. Railroad rights-of-way and all associated railroad track improvements, including but not limited to tracks, ties, switches, lead tracks, connecting tracks, spur tracks, gates and signals.
- l. Power generation facilities (inclusive of renewable energy generation facilities but exclusive of coal-burning or nuclear plants) and heavy manufacturing shall be special exceptions in Category A, pursuant to section 12.2.
- m. Agriculture and silviculture according to state best management practices.

Restricted uses and structures: In the Category A area, only short-term storage of semi-tractor trailers and trucks is permitted, and the maximum number of accessory parking spaces (not including trailer positions immediately adjacent to dock doors) intended for use by the semi-trailers, wheeled containers or truck-trailer combinations at warehouses, distribution facilities and other similar facilities used for storage, loading or off-loading of goods, shall not exceed one parking space for every 1,500 square feet of ground floor area of the principal building.

The following Uses shall be allowed when parcel boundaries are located farther than 1,000 feet from the nearest parcel boundary of a residential use parcel (excludes agriculturally zoned properties):

1. Automobile, tractor trailer or farm implement assembly or manufacturing;
2. Boiler shops;
3. Machine shops;
4. Structural steel fabricating shops;
5. Railway car or locomotive shops, including repair;
6. Metal working shops employing reciprocating hammers or presses over 20 tons rated capacity;
7. Brewing or distilling of liquors;
8. Manufacturing of cans and other types of containers;
9. Machinery manufacturing;
10. Meat packing, but not stockyards or slaughterhouses;
11. Metal stamping and extrusion.

2. Category B—Intermodal Terminal/Transportation Equipment.

Permitted principal uses and structures. Intermodal rail and truck terminals, including:

- a. All Category A permitted and principal uses;
- b. Railroad switching, freight, and storage yards; railroad buildings and maintenance structures;
- c. Lift tracks and storage tracks;
- d. Outdoor overhead cranes and gantries;
- e. Petroleum bulk storage and sales;
- f. Train fueling and maintenance facilities;
- g. Entrance and exit gates and structures and associated security apparatus;
- h. Vehicular queuing areas;
- i. Administrative offices and other buildings and structures customarily accessory to an intermodal railroad facility;
- j. Cargo container, truck trailer and truck chassis loading and unloading;
- k. Outdoor storage of truck chassis;
- l. Short-term outdoor storage of cargo containers and truck trailers;
- m. Short-term outdoor storage of goods in transit.
- n. Short-term storage or staging of goods in transit;
- o. Short-term cargo container storage;
- p. Long-term cargo container storage;
- q. Cargo container repair facilities;
- r. Truck dispatch yards, including truck storage, fueling and repair facilities;
- t. Chassis storage, dispatch and repair facilities;
- u. Administrative offices, repair and storage buildings, entrance and exit gates, and other uses ancillary to the foregoing Category B uses;
- v. Public and quasi-public utilities, including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations, electrical substations and facilities necessarily accessory thereto;
- w. Railroad rights-of-way and all associated railroad track improvements, including but not limited to tracks, ties, switches, lead tracks, connecting tracks, spur tracks, gates and signals.

Permitted accessory uses and structures:

1. Railroad rights-of-way and all associated railroad track improvements, including but not limited to tracks, ties, switches, lead tracks, connecting tracks, spur tracks, gates and signals.
2. Governmental offices related to intermodal regulatory functions or customs, and private offices performing such functions under governmental contract.
3. Public and quasi-public utilities, including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations, electrical substations and facilities necessarily accessory thereto.

Restricted uses and structures:

1. All Category A restricted uses and structures;
- 2.

In the Category B area, short term and long-term semi-tractor trailer storage is permitted, and indefinite storage of operable, licensed and registered trucks is a permitted use. Tractors, hostlers and trucks used by the owner or occupant of transportation equipment management facilities or intermodal facilities, for its operations in a Category B, area shall be permitted without durational limitations.

3. Category C—Commercial Transitional.

Permitted principal uses and structures:

- a. Office uses;
- b. Hotels and motels;
- c. Restaurants, including fast-food restaurants;
- d. Banks or other financial institutions with drive-up facilities and automatic teller machines (ATM);
- e. Automobile and truck fueling centers and service stations. (see Section 4.2 for special design standards);
- f. Travel plazas;
- g. Convenience stores;
- h. Government offices and facilities; private facilities under government contract usage;
- i. Public and quasi-public utilities including, but not limited to water wells, water treatment plants, pumping stations, sewage treatment plants, lift stations electrical substations and facilities necessarily accessory thereto;
- j. Retail commercial outlets;
- k. Service establishments;
- l. Agriculture and silviculture according to state best management practices.

Restricted uses and structures:

1. Category C (Commercial Transitional Zone): In the Category C and Category D areas, there shall be no semi-tractor trailer or truck storage.

4. Category D—Residential.

Permitted principal uses and structures:

- a. Single-family detached units;
- b. Single-family attached units;
- c. Multi-family units;
- d. Home occupations. (see section 4.2.31);
- e. Public or private schools (including daycare facilities);
- f. Churches and other houses of worship;
- g. Public buildings and facilities.

Restricted uses and structures:

1. Category D (Residential): In the Category C and Category D areas, there shall be no semi-tractor trailer or truck storage.
2. Agriculture and silviculture according to state best management practices shall be allowed within Category D tracts until final plat is recorded for that tract.

5. **Category E—Primary Open Space.** The primary open space category includes conservation and preservation areas, buffers for environmentally sensitive areas, pathways to facilitate bicycle and pedestrian mobility, aesthetic open space, passive recreation, gathering places and stormwater management areas. Some primary open space will be open and dedicated to the public, while other primary open space contained on private lands will not. The primary open space may be used for natural resource oriented activities, wildlife management areas. Stormwater facilities, trails, roadways, railroad lines, and utility placement are allowed in and through the primary open space.

Permitted principal uses and structures:

- a. Stormwater facilities including ponds, lakes, drainage swales and drainage culverts;
- b. Utilities (overhead and underground);
- c. Wastewater treatment facilities including all related appurtenances, equipment, tanks, ponds and spray fields,
- d. Electrical substations;
- e. Public and private roadway crossings;
- f. Railroad crossings;
- g. Community gathering places;
- h. Benches;
- i. Parking Lots;
- j. Playground equipment;
- k. Gazebos;
- l. Trail-head facilities and structures;
- m. Public restrooms - comfort stations;
- n. Boardwalks, observation decks and footbridges;
- o. Paved and unpaved multi-purpose trails; and
- p. Agriculture and Silviculture according to State Best Management Practices.

(Ord. No. 2013-12, § 1, 12-5-13)

4.21.9 Site and structure requirements. Minimum lot requirements (area, width). All permitted and structures (unless otherwise specified):

1. **Minimum lot area:** With the exception of the Category D areas (see 7.11 below), no minimum lot area is established in the MUD-I. However, lot areas shall be sufficient to meet density and dimensional regulations.
2. **Minimum lot width:** Minimum lot width for all CATEGORIES except Category D (see 7.11 below): 150 feet.
3. **Minimum lot depth:** Minimum lot depth for all Categories except Category D (see 7.11 below): 150 feet.
4. **Site access:** Each individual lot or principal building site shall have direct vehicular access to a paved public roadway or a private paved road.
5. **Private roads, setbacks and lot widths:** For purposes of computing minimum lot width and building setbacks, no portion of a private easement road shall be included in such computation.

6. **Maximum lot coverage:** With the exception of Category D areas (see 7.11 below), there shall be no maximum lot coverage limitation in the MUD-I, subject to compliance with the landscape regulations and building setbacks herein specified.
7. **Maximum Floor Area Ratio (FAR):** With the exception of Category D areas (see 7.11 below), there shall be a maximum 0.46 FAR within any individual lot located in the MUD-I District, subject to compliance with the landscape regulations and building setbacks herein specified. For purposes of the FAR calculation the footprint area of onsite pole barns and open air storage buildings (under roof) shall not be considered floor area and shall not be included in the square footage calculations related to the allowed build-out maximum for the MUD-I.
8. **Maximum building height:** With the exception of Category D areas (see 7.11 below), there shall be no maximum building height in the MUD-I, subject to compliance with the landscape regulations and building setbacks herein specified.
9. **Building setback requirements, minimum yard requirements (depth of front and rear yard, width of side yard).**
 - a. **Special provisions:** As part of the final development plan, a minimum 35-foot upland buffer shall be required from preserved wetlands as established by the applicable environmental permits, and 50 feet from perennial rivers, streams and creeks. Buffers shall not be required until applicable permits are issued. The location of any building structures (except permitted docks, walkways and piers) shall be prohibited within these buffer areas. Utility crossings including stormwater outfalls are permitted within buffer areas.
 - b. **In the Category A and Category B areas:** All permitted or permissible uses and structures (unless otherwise specified):
 1. **Front and corner yard:** Not less than 40 feet, if the maximum building height is less than or equal to 40 feet (exclusive of towers, lift equipment, HVAC and similar facilities). For buildings with a height exceeding 40 feet, the front and corner yard setback shall be increased by one foot for each additional two feet of building height, to a maximum of 100 feet of setback. No less than 20 feet of the depth shall be maintained as a landscaped area; the remainder may be used for off-street parking, but not for buildings. The depth of this landscaped area shall be measured at right angles to property lines and shall be established along the entire length of and contiguous to the designated property line or lines. This landscaped area may be penetrated at right angles by driveways.
 2. **Interior side yard and rear yard:** 20 feet except where railroad spur abuts side or rear property line, in which case no yard is required.
 3. See section 4.2 for right-of-way setback requirements.
 - c. **In the Category C area:**
 1. **Front yard and corner yard:** Not less than 20 feet, if the maximum building height is less than or equal to 20 feet (exclusive of towers, lift equipments, HVAC and similar facilities). For buildings with a height in excess of 20 feet, the front yard setback shall be increased by one foot for each additional two feet of building height, to a maximum of 100 feet of setback. No less than 10 feet of the setback depth shall be maintained as a landscaped area; the remainder may be used for off-street parking, but not for buildings. The depth

of this landscaped area shall be measured at right angles to property lines and shall be established along the entire length of and contiguous to the designated property line or lines. This landscaped area may be penetrated at right angles by driveways.

2. *Interior side yard and rear yard:* 10 feet.

10. *Special setbacks:*

- a. Special setbacks required for Category A, B, or C areas adjacent to a Category D area, other residential district, agricultural district or residential use: Where any Category A, B or C area required yard abuts an existing Category D area, existing residential zoning district, existing agricultural zoning district or a residential use existing on the date of the approval of the preliminary development plan, the following building setbacks shall apply to the Category A, B or C area yard:
- b. For buildings having an overall height of 40 feet or less (exclusive of towers and permissible rooftop mechanical equipment), the building setback shall be 50 feet from such adjacent lot line.
- c. For buildings having an overall height of more than 40 feet (exclusive of towers and permissible rooftop mechanical equipment), the building setback from such adjacent lot line shall be 50 feet plus one additional foot for each two feet of overall building height in excess of 40 feet.

11. *Setbacks in the Category D area:*

- a. *Maximum residential density:* Residential density shall not exceed four dwelling units per acre based on gross residential acreage of the overall area of Category D in the MUD-I.
- b. *Minimum lot requirements (area, width):*

1. All permitted single family residential uses and structures:

Minimum lot area:	7,500 sq. ft.
Minimum lot width:	75 feet

2. All permitted multiple family developments:

Minimum site area:	16,335 sq. ft.
Minimum site width:	80 feet

3. All permitted non-residential uses and structures:

Minimum lot area:	None
Minimum lot width:	None

c. **Minimum yard requirements (see Section 4.2 for right-of-way setback requirements):**

1. All permitted single family residential uses:

Front:	20 feet
Side:	7.5 feet each side
Rear:	15 feet

2. All permitted multifamily residential uses (to be applied to side perimeter):

Front:	20 feet
Side:	15 feet
Rear:	20 feet

3. For all permitted non-residential uses:

Front:	20 feet
Side:	None, except where a side yard is provided, then a side yard of at least 5 feet must be provided.
Rear:	15 feet

d. **Maximum height of structures.** No portion of a structure shall exceed:

For single family attached and detached: 35 feet

For multifamily: 60 feet

For non-residential: 60 feet

e. **Accessory structures.** Accessory structures shall comply with the same building setbacks as principal structures.

12. **Setbacks in the Category E area:**

Minimum lot area: None

Minimum lot width: None

Maximum height of structures: 35 feet

Accessory structures: Accessory structures shall be setback a minimum of 50 feet from any parcel boundary.

(Ord. No. 2013-12, § 2, 12-5-13)

4.21.10 *Off-street parking and loading requirements for automobiles, trucks and truck-trailers:* The provisions of section 4.2 shall not apply within the Category A or Category B areas in an MUD-I, but shall apply to the Category C, Category D, and Category E areas in the MUD-I.

1. **Street staging prohibition:** In all areas of the MUD-I, the use of public or private streets for the regular staging of trucks or tractor trailers is not permitted.
2. **Off-street automobile parking requirements:**
 - a. In the Category A area there shall be provided the greater of one space for each 5,000 square feet of gross floor area of the principal structure or two spaces for each three employees on the shift with the greatest number of employees.
 - b. In the Category B areas, there shall be provided two spaces for each three employees on the shift with the greatest number of employees.
 - c. In the Category C and D areas, parking requirements shall conform to section 4.2.

4.21.11 *Private roads authorized:* The approved MUD-I final development plan may provide for certain roadways within the MUD-I to be privately owned and maintained and not dedicated to the county. Private roadways within an MUD-I may have restricted access or other limitations imposed and regulated by the land owner. Private roads shall be paved to County standards.

4.21.12 *Cargo container regulations:*

1. **Allowable categories.** Cargo container storage shall be limited to the Category A and Category B areas. Short term cargo container storage is permitted in Category A and Category B areas. Long-term cargo container storage is only permitted in a Category B area.
2. **Hazardous materials placards.** Cargo containers affixed with hazardous materials placards shall be handled, stored and stacked in compliance with the Federal Hazardous Materials Transportation Act of 1975, as amended from time to time (HTMA), and all applicable regulations issued pursuant to HMTA.
3. **Restrictions on modifications.** Cargo containers shall not be modified or retrofitted for any on-site habitation or other use other than for the shipment of goods in transit; except that within an intermodal rail facility in a Category B area, up to 30 cargo containers may be used as storage units for equipment, replacement parts, air compressors and similar on-site property, and shall not be subject to durational limitations.
4. **Cargo container setback requirements.** Cargo containers shall not be stored within a restricted area immediately adjacent to intersection of a public or private entrance or intersection onto a public road. Such restricted areas shall measure 100 feet in width centered about the entranceway and 150 feet in depth measured from the public right-of-way.
5. **Cargo container stacking height limitations and setbacks.** In Category B areas, short-term cargo container storage and stacking (not to exceed six units high) shall be permitted in and adjacent to lift-truck areas of an intermodal rail yard, provided that such six-high stacking shall not occur within 250 feet of the inside face of a required perimeter buffer as set forth in the MUD-I preliminary development plan. Otherwise within Category B areas, short-term cargo container

storage and stacking (not to exceed three (3) units high) shall be permitted, provided that such three-high stacking shall not occur within 70 feet of the inside face of the required perimeter buffer as set forth in the MUD-I preliminary development plan.

In Category B areas, long-term cargo container storage and stacking (not to exceed five units high) shall be permitted, provided that such five-high stacking shall not occur within 200 feet of the inside face of the required perimeter buffer as set forth in the MUD-I preliminary development plan. Long-term cargo container storage and stacking (not to exceed three units high) shall be permitted, provided that such 3-high stacking shall not occur within 70 feet of the inside face of the required perimeter buffers as set forth in the preliminary development plan.

6. *Container grouping requirements.* Cargo containers may not be grouped more than two-deep end-to-end, and such two-deep groupings shall be separated by drive aisles of not less than 30 feet in width.
7. *Paved vehicle use areas required.* In Category B areas, all on-road vehicles entering or exiting a cargo container storage yard shall be restricted to paved surfaces only. Each storage yard shall require sufficient constructed and maintained paved areas allowing all on-road vehicles to enter, exit, load, off-load and maneuver remaining at all times on paved surfaces within the storage facility. Other active use areas within the remainder of the cargo container storage areas in Category B areas shall be paved or surfaced and maintained with not less than 12 inches of dust-retardant, all weather, compacted gravel material.
8. *Signage prohibitions.* No removable fastened signage shall be displayed on any cargo container, with the exception of standardized safety or warning information placards (including hazardous materials placards used in compliance with the HMTA and all applicable regulations pursuant to the HMTA).
9. *Secured doors.* All cargo containers and truck trailer containers visible to public rights-of-way shall be stored in a secure fashion with doors that are fully closed.

4.21.13 *Parking field land banking in all categories:* Reservation of onsite area for future parking needs: Parking Field "Land-banking" for Code required automobile parking spaces is encouraged in the MUD-I in order to maximize pervious site areas while accommodating land reservation for required on-site parking requirements which may change in the future depending on changing site and building uses over time. Parking field "land-banking" land reservations if proposed shall be identified as a part of the site development plan for a lot or parcel. The site development plan submittal shall provide:

1. The number of total parking spaces normally required under this sub-section 4.21.10 of this section 4.21;
 2. The estimated reduced number of parking spaces reasonably anticipated to be necessary to provide ample onsite automobile parking, along with a justification for the reduction from the required spaces based on specific project circumstances and needs;
 3. The number of resulting parking field "land-banked" parking spaces;
- The parking field land-bank designation on the site development plan shall include a geometric plan within the lot or parcel indicating parking spaces which shall be constructed by the property owner at such time that a change in parking demands for the use are encountered;

As a condition of the site development plan approval, the lot or parcel owner shall construct the parking field "land-banked" parking spaces within a reasonable time after notification by the county land development regulation administrator.

There shall be developed appropriate mechanisms for the enforcement of such obligations by the county land development regulation administrator against the owner and property for non-compliance with this provision.

The parking field "land-banking" condition shall be recorded against the particular lot or parcel covered by such condition.

For Category B areas, at the time of installation, parking field "land-banked" parking areas shall be landscaped in the same manner as front yards as outlined in section 4.2.

4.21.14 Supplemental MUD-I parking area and landscape requirements:

1. **Landscape plan approval required:** A landscape plan meeting the requirements of this sub-section shall be submitted, reviewed and approved in accordance with section 14.13 for each individual parcel within the MUD-I. The landscape plan shall contain final plans and specifications for buffers, setbacks, green space, landscaping and required yards.
2. **Automobile parking area dimension requirements:**
 - a. Off-street automobile parking areas shall be paved in accordance with county regulations.
 - b. Required automobile parking stalls shall have dimensions of not less than nine feet by 18 feet for 90-degree parking lot designs. For angled parking, dimensions shall be in accordance with the Institute of Transportation Engineer's requirements.
 - c. Drive aisles in automobile parking areas shall have a minimum width of 24 feet for two-way traffic flow. For drive aisles associated with angled parking, dimensions shall be in compliance with the Institute of Transportation Engineer's requirements.
3. **Parking area landscape requirements:**
 - a. Automobile parking areas within the Category B areas shall not be required to have curbed or otherwise landscaped islands and shall not have requirements for perimeter or landscaping.
 - b. All automobile parking areas within the Category A, C, D and E areas shall be landscaped in accordance with the following:
 1. Required parking lot islands: Curbed, landscaped islands shall be provided at the end of each parking row intended for automobiles. A maximum of 20 adjacent parking spaces shall be located in a single parking row for automobile parking without a landscaped island.
 2. Required parking lot islands and medians shall be minimum of eight feet in width as measured from the back of curb to back of curb.
 3. Perimeters of parking areas shall be landscaped to a minimum depth of ten feet from back of curb.
 4. Each required parking lot island shall be improved with landscaping and one tree which shall, at the time of planting, be six feet high with a two-inch diameter at breast height (DBH).
 - 5.

Adjacent to drive-aisles, the ground cover shall be maintained/mowed between ten feet from edge of pavement.

4. *Landscape requirements for yards (non-residential uses):*
 - a. For linear yard frontage, greater than 1,000 feet in length, tree and shrub groupings shall be randomly incorporated every 300 feet on average. Groupings shall be spaced greater than 100 feet apart.
 - b. For linear yard frontage, less than 1,000 feet in length, a minimum of 3 groupings shall be provided. A grouping, whether comprised of trees or shrubs, shall consist of a minimum of three large trees (2" DBH) and five shrub plants (one gallon).
5. *Building foundation plantings (non-residential uses):* Landscape areas within 20 feet of building foundation shall be landscaped in one of the following manners:
 - a. Option 1: When native landscaping is elected for use within areas adjacent to building foundations, short grass/small area plantings and shrubs shall be used. "Native landscaping" shall mean landscaping pursuant to the Florida-Friendly Landscaping Program.
 - b. Option 2: Non-native standards may be used which consist of traditional small tree and shrub species. When this non-native application is used along the street facing elevation of a building, trees and shrubs shall be provided in planned clusters in accordance with the following requirements: For every one hundred feet of front building façade (excluding areas of ingress and egress) a minimum of one small tree (1" DBH), five large trees (2" DBH), and ten small shrubs (1 gallon) shall be provided.
6. *Storm water management area plantings:* The side slope areas of detention and retention basins shall be appropriately landscaped. The area of the shallow safety shelf and areas consisting of wet bottoms in detention and retention basins shall be landscaped with appropriate landscape materials.

(Ord. No. 2012-10, § 1, 10-14-14)

Traffic Operations and Safety Analysis

Exhibit 'C'

EXHIBIT A

FLORIDA DEPARTMENT OF TRANSPORTATION
2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 29 COLUMBIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR	
0082		SR 47 .2 MI. N. OF KOON HOLLOW RD.	N	S	3900 C	9.5	54.4F	4.2F	
0090		SR 47 200' S. OF GEORGIA STATE LINE	N	S	750 C	9.5	54.4F	9.8F	
0093		SR 18 .1MI E. OF US 441		E	900 S	9.5	54.4F	3.1F	
0101		SR 10 300' W. OF SR 247	E	14500 W	15000	29500 C	9.0	54.4F	5.9F
0102		SR 10 200' W. OF BURK ST.	E	16500 W	16500	33000 C	9.0	54.4F	5.9F
0105		SR 247 200' NE OF BASCOM MORRIS DR.	N	5200 S	4900	10100 C	9.0	54.4F	4.7A
0106		SR 247 .3 MI. N. OF CR 242	E		W	7600 C	9.5	54.4F	4.7F
0107		SR 25A/US 441 E. OF MALONE ST.	N		S	4200 C	9.0	54.4F	5.2F
0109		SR10/US90 100' E. OF SR 100	E	2800 W	3100	5900 C	9.0	54.4F	11.5A
0111		SR 10 E. OF ERMINE AVE.	E	5600 W	6000	11600 C	9.0	54.4F	5.9F
0112		SR 10 1 MI E OF FL GATEWAY COLL ENTRANCE	E		W	5200 C	9.5	54.4F	11.5F
0113		SR 100 100' W. OF FL. GATEWAY COLL. ENTRANCE	E		W	4200 C	9.0	54.4F	14.6F
0116		SR 100 300' S. OF SR 10A (BAYA DR.)	W		E	8000 C	9.0	54.4F	14.6F
0140		SR 20 W. OF SW CENTERVILLE AVE. (FT. WHITE)	E		W	4900 C	9.5	54.4F	8.1F
0220		SR 25 300' N. OF SR 238	E		W	6000 C	9.5	54.4F	7.6F
0221		SR 20 200 FT. E. OF BLUE JAY RD. (FORT WHITE)	E	2800 W	2600	5400 C	9.5	54.4F	8.1A

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
 "K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
 AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
 "D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

Traffic Operations and Safety Analysis

Exhibit 'D'

**FLORIDA STATE HIGHWAY SYSTEM
LEVEL OF SERVICE REPORT**

2014



**FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT TWO**

September 2015

FLORIDA DEPARTMENT OF TRANSPORTATION

2198 Edison Avenue, Jacksonville, Florida 32204-2730

GROWTH MANAGEMENT PLANNING OFFICE

The Department's Level of Service (LOS) Report provides analysis consistent with the adopted Florida Department of Transportation LOS Standards for all the State Road and Strategic Intermodal System facilities, and the locally adopted LOS for the Counties and Municipalities within District Two. The analysis is based on the information contained in the Local Governments' adopted Comprehensive Plans and FDOT's Generalized LOS Tables. This report provides historic volumes (2013 and 2014), projected volumes, and the estimated LOS for the years 2019 and 2035.

Strategic Intermodal System (SIS): Florida's Strategic Intermodal System is a transportation system that consists of the following:

- **Statewide and regionally significant facilities and services (strategic)**
- **All modes of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (intermodal)**
- **Integrated individual facilities, services, modes of transportation and linkages into a single, integrated transportation network (system)**

Florida's SIS was established in 2003 to enhance Florida's economic competitiveness by focusing limited state resources on those transportation facilities that are critical to Florida's economy and quality of life. In this report, SIS facilities are identified based on the following definitions:

1. **Existing SIS** – Highway corridors that play a critical role in moving people and goods to and from other nations and states, and among economic regions within Florida. (Required to be on the Florida Intrastate Highway System (FIHS) or National Highway System (NHS) serving major markets in Alabama and Georgia.)
2. **Emerging SIS** – Highway corridors that are of statewide or interregional significance, but do not currently meet the criteria for inclusion as SIS. These facilities meet different thresholds today and are potential candidates for inclusion in future updates as SIS. (Required to be on the FIHS or State Highway System (SHS) serving Rural Areas of Critical Concern.)
3. **SIS Connector** – Highways that connect SIS hubs to SIS corridors. (May be either on the SHS or off-system.)
4. **Emerging SIS Connector** – Highways that connect SIS hubs to SIS corridors. (May be either on the SHS or off-system.)

Disclaimer: FDOT LOS analysis found in this Report is based on FDOT's 2013 LOS standards published 12/18/12. The tables include traffic projections that are based on ten years of historical counts (when available). The Department's LOS Report does not incorporate any vested trips from the Local Governments' Concurrency programs and therefore may not be consistent with the Local Governments' Concurrency tables.

If you need assistance, please contact:

Ameera Sayeed
District Growth and Development/Modeling Supervisor
(904) 360-5647
ameera.sayeed@dot.state.fl.us

FDOT District Two Level of Service Glossary

Road: Interstate or State Road designation. State Roads are presented in numeric order. Individual roads are generally presented from west to east and south to north as they run through the county. Off system roads that are classified as SIS Connectors are listed last.

Location: Indicates if the segment is within the County or another local jurisdiction.

Map ID: Segment number shown on reference maps. Each segment number only occurs once within a county. Segments have been renumbered to occur sequentially and reflect changes made to better reflect the network.

Local: Local name for the segment. This may include other State Road or Federal designations. The hierarchy is S.R./U.S./local name.

Lanes: The number of lanes in both directions for 2-way roads and directional for 1-way facilities. D = Divided, U = Undivided, 1W = One-Way. A designation of 4/2 indicates the number of lanes on a freeway, plus auxiliary lanes. All freeways are divided.

4/D = 4 lane divided

4/U = 4 lane undivided

3/1W = 3 lane one-way

4/2 = 4 lane freeway plus 2 auxiliary lanes

Facility: Indicates the roadway classification and relates directly to the Level of Service Tables published by the Department of Transportation. Freeway reflects a limited access facility, typically an interstate with high speeds moving long distance traffic. Highway reflects occasional signalization with speeds over 50 miles per hour. Arterials are normally found within urban or urbanized areas with posted speeds less than 50 miles per hour, and are classified based on posted speed.

Area Type: Area type relates directly to the Minimum Level of Service Standards (Table 8.1) published by the Department of Transportation in the Level of Service Handbook.

Urbanized Areas over 500,000 = areas defined as urbanized in the latest census (1,000 people per square mile with a total population of 500,000 or more). In District Two this only applies to the Jacksonville urban area. Table 1 in the Level of Service Handbook.

Urbanized Areas under 500,000 = areas defined as urbanized in the latest census (1,000 people per square mile with a total population under 500,000 and over 50,000). In District Two this only applies to Gainesville and St. Augustine. Table 1 in the Level of Service Handbook.

Transitioning = areas between the urbanized boundary as defined in the last census (1,000 people per square mile with a total over 50,000) and those areas within the Metropolitan Planning Organization boundary. Table 2 in the Level of Service Handbook.

Urban = areas defined as urban in the latest census (1,000 people per square mile with a total population over 5,000). Table 2 in the Level of Service Handbook.

Community = incorporated areas outside urban and urbanized areas, or unincorporated developed areas having 500 population or more identified by local governments in their local comprehensive plans and located outside of urban or urbanized areas. For the purpose of LOS, Communities fall under Rural Developed Areas. Table 3 in the Level of Service Handbook.

Rural = all areas that fall outside the Urbanized, Transitioning, Urban, and Community designations. Rural areas are areas which do not meet any other area criteria. Table 3 in the Level of Service Handbook.

Committed: Indicates if improvements are planned for construction on the segment within the first three years of the work program and have been included.

Miles: Length of the segment in miles.

Speed: Posted speed.

Count Station #: Reference numbers of the count stations used for determining the traffic volume on the segment. If multiple 2-way count stations are used, the values are averaged. Count stations from adjacent segments may be included for long rural segments. The first two digits of the count station number indicate the county in which the counts were collected. No letter after the count station number indicates the volume is computed from data collected in the current year. A "c" after the station number indicates it is a current year classification count.

Std Source: Indicates the FDOT and the local government level of service standard.

LOS STD: The minimum level of service standard. Presented for the Peak Hour.

MSV Adj: This is an adjustment factor applied to the Maximum Service Volume published in the LOS tables.

Lanes	Median	Left-turn Lanes	Adjustment Factors
2	Divided	Yes	+ 5%
2	Undivided	No	- 20%
Multi	Undivided	Yes	- 5%
Multi	Undivided	No	- 25%

To estimate the maximum service volume on a 1-way segment, a factor of 60 percent is applied to the equivalent 2-way facility.

Maximum Service Volume (MSV): The maximum Peak Hour service volume based on the minimum level of service. All values are based on the latest published FDOT Generalized LOS Tables.

2013 Count: Peak hour, bidirectional count for the year 2012. The volumes reported on segments for 2012 may be different from

last year due to changes in segment breaks, a change in K factors, and the addition or deletion of count sites.

2014 Count: Peak hour, bidirectional count for the year 2013 using the listed count sites.

LOS: The Level of Service based on the 2014 counts.

Growth Rate: The growth rate on the segment is based on the straight line trend of the last ten years of data.

- **Trended Forecast:** This is a straight line trended value based on linear growth over the last ten years. A trended volume for the current year and future years is calculated. All trended values will be greater than the current year volume.
- **1 Percent Forecast:** If the 10 year trend is less than 1 percent, a 1 percent trend is assumed as the growth rate from the current year.
- **Variable Forecast:** If the trend line forecast is below the current AADT, the current AADT value is used until it falls below the trended value. This normally occurs within a short period of time. A Var designation is shown to indicate that the forecast is based on a 0 percent growth rate until the volume intersects the trend line, at which point the trend line values are used. The trend line growth rate is posted below the Var designation.

Projections:

2019: Estimated Peak Hour traffic volumes for the year 2019.

LOS: the Level of Service based on the estimated 2019 volumes.

2035: Estimated Peak Hour traffic volumes for the year 2035.

LOS: the Level of Service based on the estimated 2035 volumes.

K: The K value derived from the standard K methodology adopted by the FDOT Level of Service Office. This value is a statewide average for the facility type and area type. This value is used to calculate the peak hour volume based on the AADT.

County: Although not labeled, the county for which the table applies is identified in the top left corner of the table. Counties are presented in alphabetical order.

Segment Description: All roadway segments are defined in a From and To format. All segment breaks were reviewed in 2013. Minor changes have been made to reflect changes in municipal boundaries and capacity projects. For a clearer understanding of which agency is responsible for the LOS on a segment, all segments have been broken when crossing city limits. The criteria for determining where to place segment breaks includes the intersection of state roads, where the area type changes, where the facility type changes, where the number of lanes changes, the posted speed changes significantly, or the volume of traffic changes significantly.

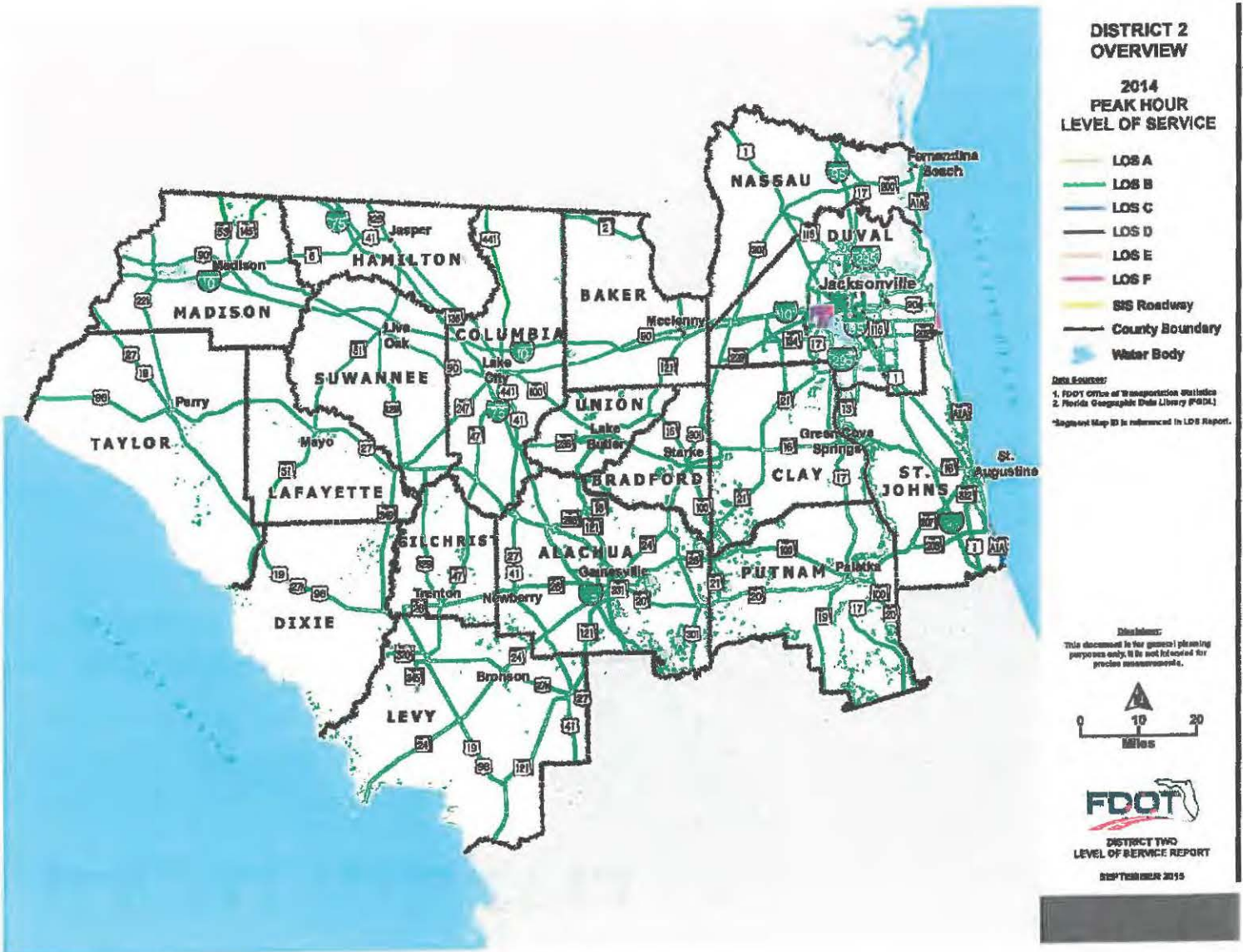


EXHIBIT A

COLUMBIA COUNTY

EXHIBIT A

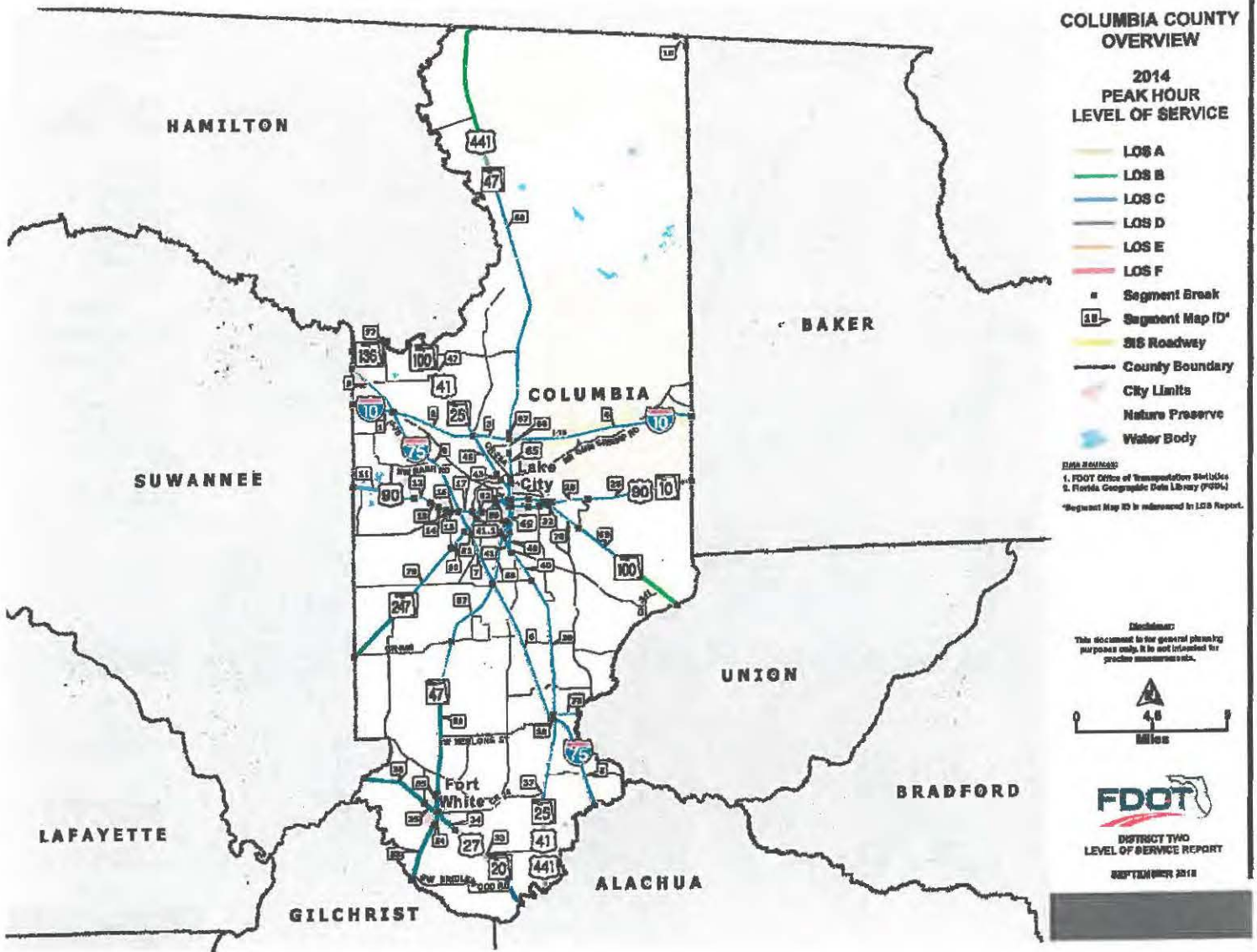


EXHIBIT A

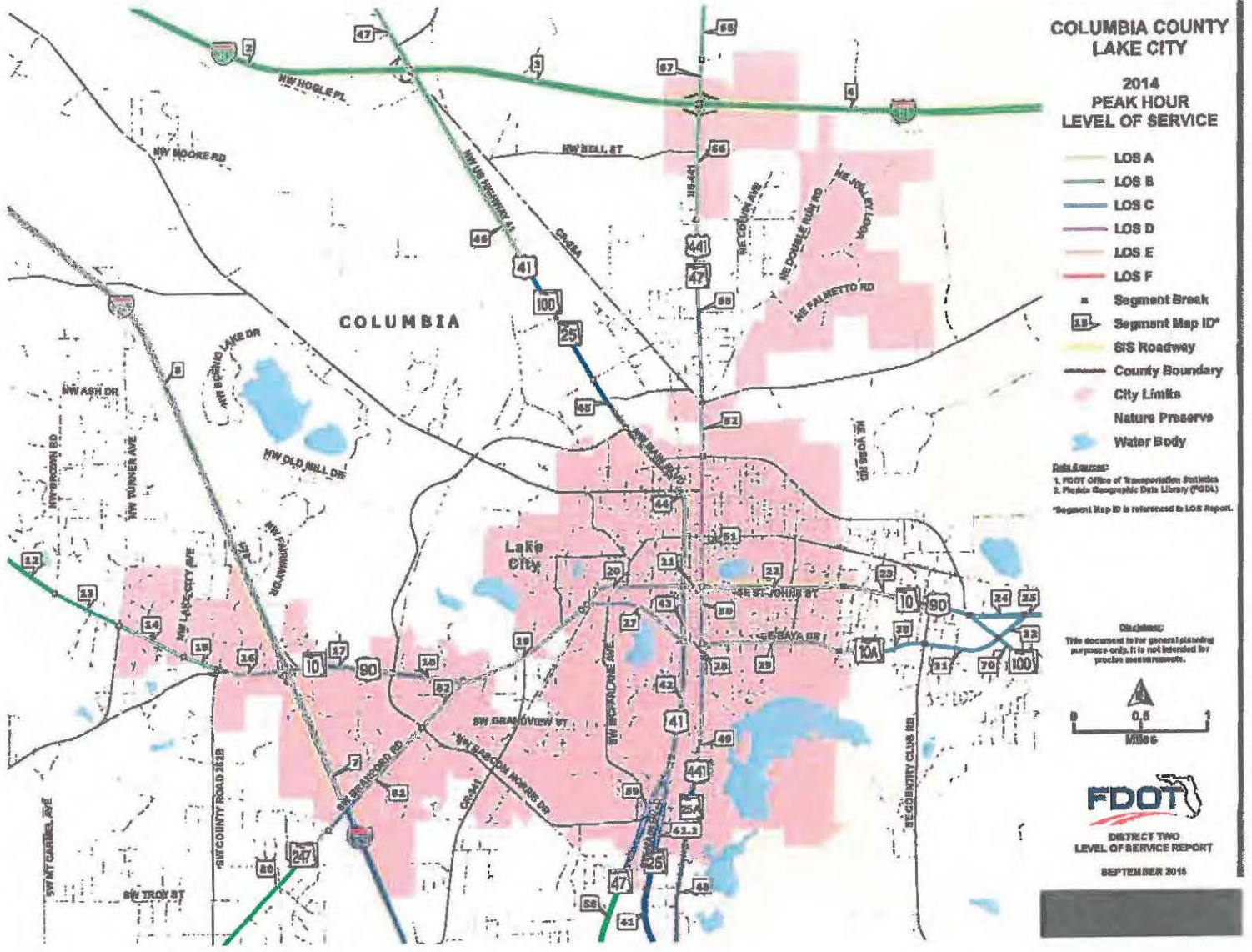


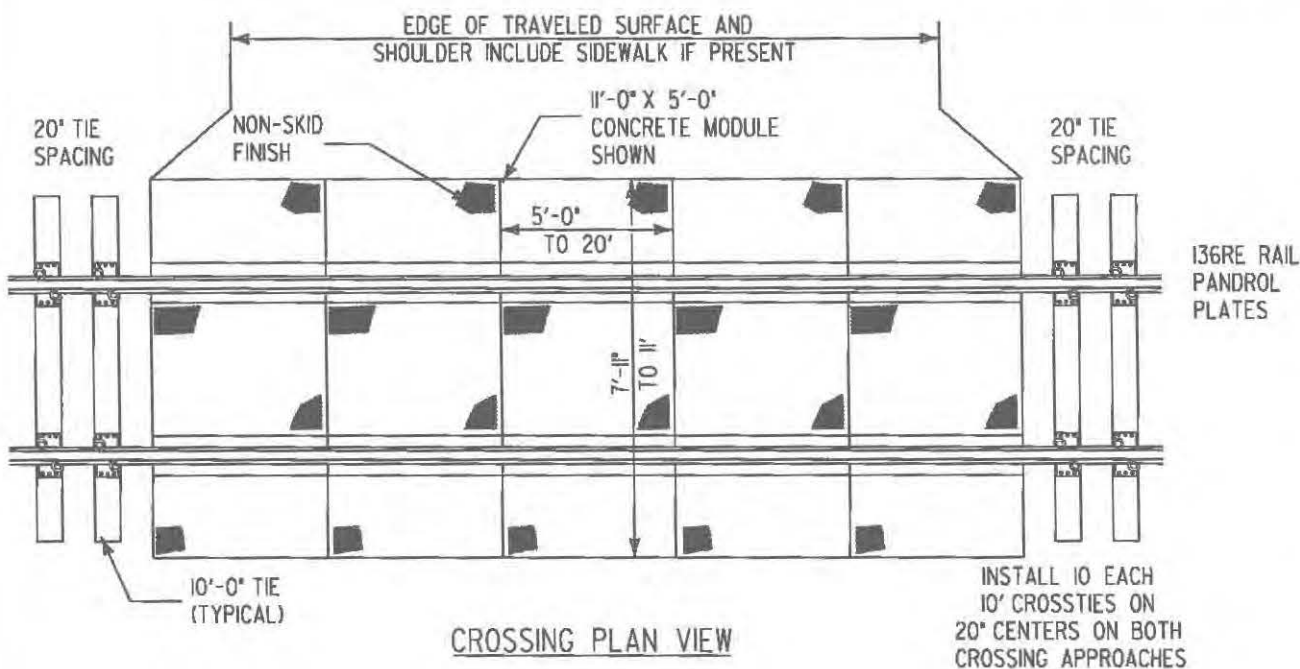
EXHIBIT A

Road Location	Map ID	Local Lanes	Facility AreaType	Committed	Segment Description		Count Station	Std Source	LOS STD	MSV Adj.	MaxService Volume	2013 Traffic	2014 Traffic	LOS	Growth Rate	2019 Traffic	LOS	2036 Traffic	LOS
Columbia																			
SR 10* 21 US 90 From US 41 to US 441 K 9.00%																			
Lake City		4/D	Arterial I Transition	<input type="checkbox"/>	0.14	45 MPH	295014	FDOT Local	C C		3,060	1,449	1,467	C	Var 1%	1,467	C	1,674	C
SR 10* 22 US 90 From US 441 to Colburn Ave K 9.00%																			
Lake City		4/D	Arterial I Transition	<input type="checkbox"/>	1.03	45 MPH	290111 295001	FDOT Local	C C		3,060	1,060	1,094	C	Var 1%	1,116	C	1,267	C
SR 10* 23 US 90 From Colburn Ave to SR 100 K 9.00%																			
Columbia County		4/U	Arterial I Transition	<input type="checkbox"/>	0.98	45 MPH	290054 290111	FDOT Local	C C	-25%	2,295	686	900	C	Var 1%	909	C	1,053	C
<small>Count Station Flags: c = class count # = Reflects possible capacity, resurfacing or construction improvements</small>																			
SR 10 24 US 90 From SR 100 to Bays Ave K 9.00%																			
Columbia County		4/D	Arterial I Transition	<input type="checkbox"/>	0.41	45 MPH	290109c	FDOT Local	C D		3,060	495	531	C	Var 1%	531	C	603	C
SR 10 25 US 90 From Bays Ave to Bd Barts St K 9.00%																			
Columbia County		4/D	Highway Transition	<input type="checkbox"/>	2.15	55 MPH	290618	FDOT Local	C D		4,480	765	855	B	Var 1%	855	B	927	B
SR 10 26 US 90 From Urban Boundary of Lake City to Baker Co. Line K 9.50%																			
Columbia County		2/U	Highway Rural	<input type="checkbox"/>	6.25	60 MPH	290112	FDOT Local	C D		790	613	494	C	1.8%	589	C	741	C
SR 10A 27 Bays Ave From US 90 (West) to US 41 (1st St) K 9.00%																			
Lake City		4/D	Arterial I Transition	<input type="checkbox"/>	0.82	45 MPH	295036 295037	FDOT Local	C D		3,060	1,276	1,359	C	Var 1%	1,359	C	1,512	C

EXHIBIT B

Proposed Grade Crossing System

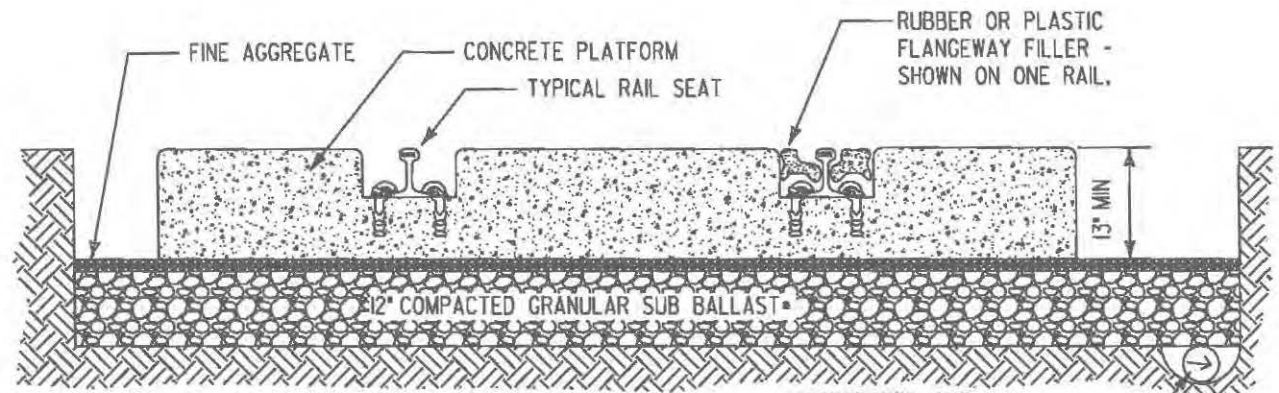
(Platform Road Crossing – Concrete Without Ties, by CSX)



CROSSING PLAN VIEW

NOTES:

1. MW1901 IS TO BE USED IN CONJUNCTION WITH THIS DRAWING.
2. THIS DRAWING DEPICTS TYPICAL AND MINIMUM SPECIFICATIONS. DETAILS OF EACH MANUFACTURERS DESIGN MAY DIFFER.
3. CROSSING TO HAVE 5 YEAR MINIMUM WARRANTY ON MATERIALS AND SETTLEMENT
4. IF ROADBED STABILIZATION IS REQUIRED, EXTEND IT 10' BEYOND END OF CROSSING UNDER TRACK.
5. PERFORATED PIPE TO BE SIZED AND LOCATED FOR SITE CONDITIONS. USE 6" MIN. DIA. PIPE AND LOCATE AT LEAST 12" BEYOND EDGE OF CROSSING.
6. CONCRETE TO BE 4000 PSI MINIMUM.
7. APPROXIMATE WEIGHT IS 1300 LBS TO 2100 LBS PER TRACK FOOT.
8. CROSSING TO BE CAST TO MATCH TRACK CURVATURE.
9. MODULES TO HAVE 4 LIFTING LUGS OR ALTERNATES.
10. RAILS ARE TO BE INSULATED FOR ELECTRICAL IMPEDANCE PER AREMA CHAPTER 30 AND EACH MODULE CHECKED. INSULATORS AND PADS ARE NOT SHOWN.
11. FLANGEWAY INSERTS AND RAIL FASTENERS MUST BE REMOVABLE AND REUSABLE TO FACILITATE RAIL REPLACEMENT.
12. CROSSING TO INCLUDE CORROSION RESISTANT RAIL FASTENERS SUCH AS GALVANIZED 'e' CLIPS (CSX SCN 013.0027083.1).
13. FOR NEW CONSTRUCTION, HIGHWAY SURFACE SHOULD NOT BE MORE THAN 3 IN. HIGHER OR LOWER THAN TOP OF CROSSING 30' FROM CROSSING.
14. SLOPE PAVING USING RUNOFF OF 1" PER 10' MAXIMUM WHERE PRACTICABLE.
15. FOR APPROACH PAVEMENT, USE STATE DOT SPECIFICATIONS FOR BITUMINOUS CONCRETE.
16. CROSSING SHOULD BE CONTINUOUS BETWEEN ROADWAY AND SIDEWALK. IF NOT, DRAINAGE PATH MUST BE PROVIDED.
17. TRACK APPROACHES FOR 20' SHOULD HAVE CLEAN AND FREE DRAINING STANDARD BALLAST. FOR USE ON 15 MPH AND 10 MGT MAXIMUM. FOR STATE OF FLORIDA: 25 MPH AND 10 MGT MAXIMUM.
19. GRIND BASE OF RAIL SMOOTH AT WELDS.



CROSS SECTION

- OR 8" HMA.
- THICKNESS OF GRANULAR MATERIAL MAY BE REDUCED IF SUBGRADE HAS SUFFICIENT CAPACITY

PERFORATED PIPE WRAPPED WITH FILTER FABRIC TO DRAINAGE STRUCTURE ON BOTH SIDES IF DRAINAGE AREA AVAILABLE 030.000704.1



PLATFORM ROAD CROSSING
CONCRETE WITHOUT TIES

[Signature]
APPROVED - DIRECTOR
ENGINEERING STANDARDS

[Signature]
APPROVED - CHIEF ENGINEER
ENGINEERING SERVICES

PREPARED BY:
U.E. AUSTIN

ISSUED: APRIL 24, 2012
REVISED: APRIL 7, 2010

EXHIBIT-B

EXHIBIT B

Proposed Crossing Area Sitework Detail

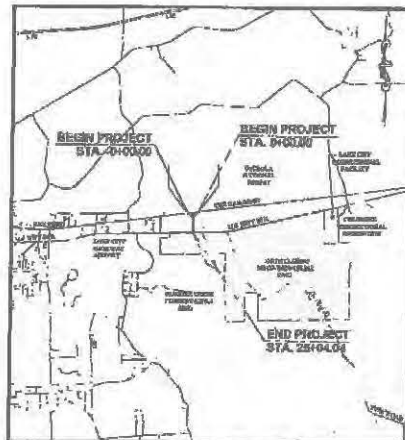
(excerpt from civil construction plans)

EXHIBIT B

CONSTRUCTION PLANS FOR NORTH FLORIDA MEGA INDUSTRIAL PARK RAIL SPUR - SEGMENT 1 (COLUMBIA COUNTY, FLORIDA)

SHEET	DESCRIPTION
1.0	COVER SHEET
2.0	GENERAL NOTES
3.0	PROJECT LAYOUT KEY MAP
4.0	OVERALL EXISTING CONDITIONS MAP
4.1	EXISTING CONDITIONS G&E CONNECTION
4.2	EXISTING CONDITIONS U.S. 90
5.0	SEDIMENTATION & EROSION CONTROL
6.0	U.S. 90 UTILITY PLAN
7.1-7.3	TRACK 1 PLAN & PROFILE
7.4	TRACK 2 PLAN & PROFILE
8.1	G&E CONNECTION DETAILED GRADING
8.2	U.S. 90 DETAILED GRADING
9.0	TYPICAL SECTIONS & DETAIL SHEET

INDEX



VICINITY MAP
SCALE: 1" = 4000'

TAX ID. NO.: 31-35-18-10332-002
31-35-18-10314-000

PROJECT NAME: NORTH FLORIDA MEGA INDUSTRIAL PARK
RAIL SPUR - SEGMENT 1

PREPARED BY: MOORE BASS CONSULTING, INC.
605 NORTH GADSDEN STREET
TALLAHASSEE, FLORIDA 32303
(850)222-5576

ENGINEER OF RECORD: A. RICHARD DARABI, P.E.
FL. REG. NO. 98296
805 NORTH GADSDEN STREET
TALLAHASSEE, FLORIDA 32303
(850)222-5576

SURVEYOR OF RECORD: L.D. BRADLEY LAND SURVEYORS
REG. FL SURVEYOR No. 6869
5773 NORMANDY BOULEVARD
JACKSONVILLE, FLORIDA 32205
(904) 785-6400

PROJECT DATA

Boundaries are based on F.L.A.S.D. 88 Data.

REFERENCES SPECIFICATIONS:
F.D.S.T. Specifications for Road and Bridge Construction, 2012;
F.D.S.T. Design Standards, 2019;
F.D.S.T. Manual of Uniform Business Methods for Design, Construction and Maintenance for Streets and Highways (Green Book);
G&E Standard Specifications for the Design and Construction of Private Sidetracks, 2007;
G&E Design and Construction Standard Specifications - Pipelines, 2015;
G&E Design and Construction Standard Specifications - Wetland Construction, 2002;
American Railway Engineering and Maintenance-of-Way Association (AREMA).

Moore Bass
CONSULTING, INC.

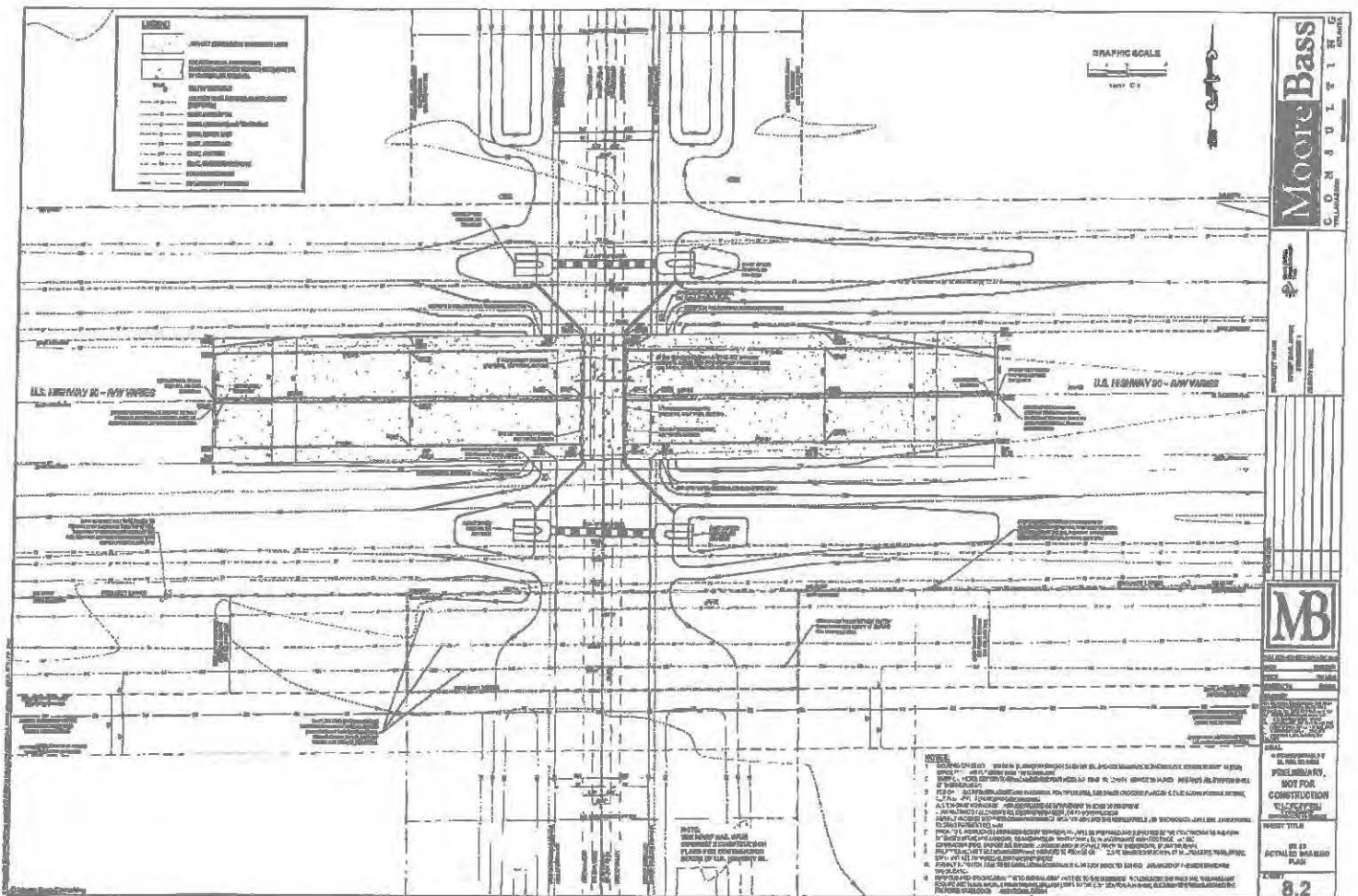
TALLAHASSEE, FLORIDA

MB

A Subsidiary of
Lynch & Hill
FELLSHIP, LLC
NOT FOR
CONSTRUCTION
REVISIONS
DATE: 10/20/2017
BY: JLD

SHEET NO.
1.0

EXHIBIT B



Moore Bass
CONSULTING ENGINEERS

MB

PROJECT TITLE
PROJECT 10 82
ACTUAL INTERCHANGE
PLAN
82

EXHIBIT B

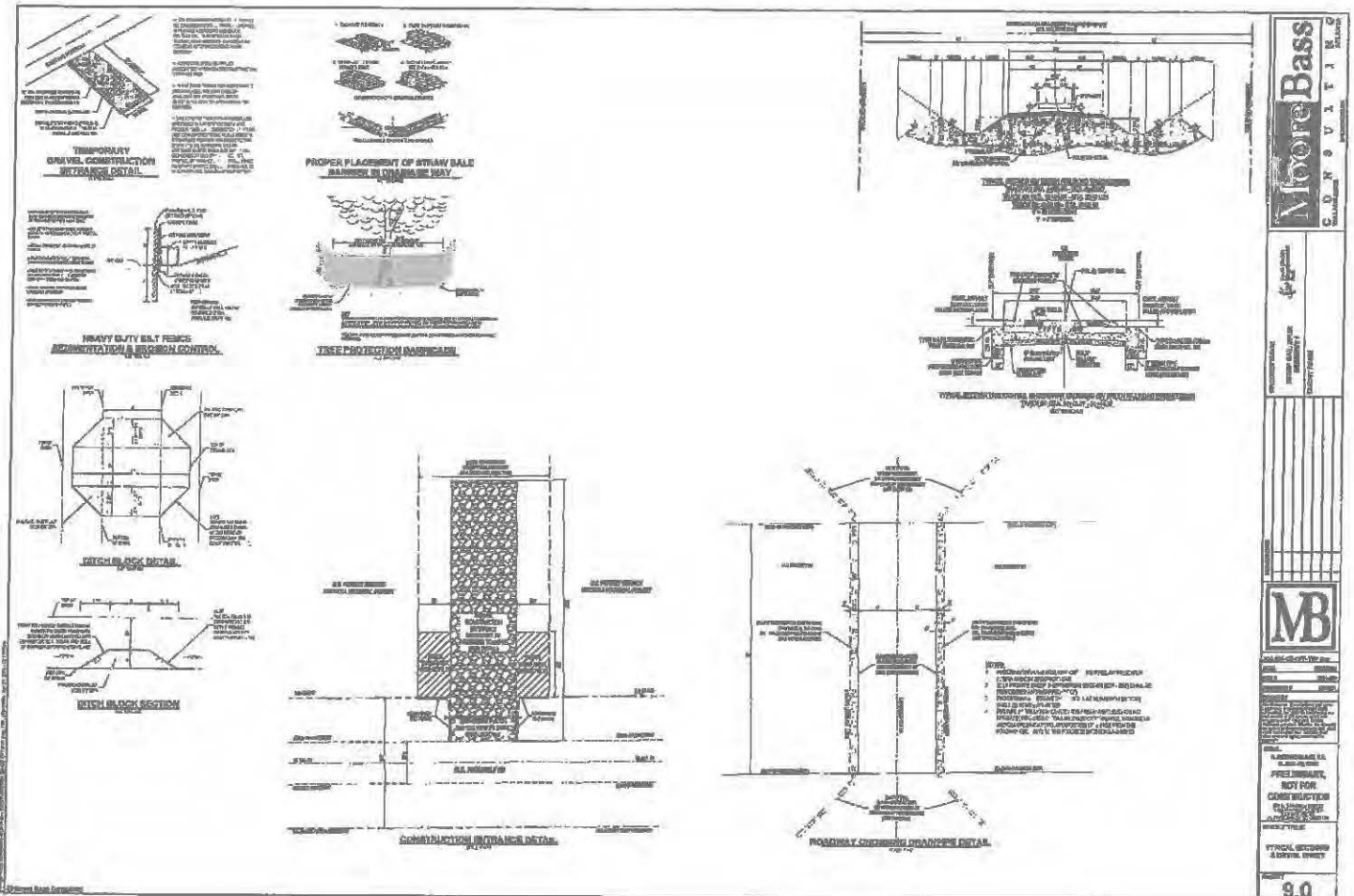


EXHIBIT B

Proposed Crossing Construction Plans

(crossing infrastructure by Signal South)

EXHIBIT B



12276 San Jose Blvd, Suite 525
Jacksonville, FL 32223
(904) 240-1028 fax
www.signalsouth.com

January 27, 2015

Mr. A. Richard Daniels, P.E.
Moore Bass Consulting, Inc.
805 N. Gadsden Street
Tallahassee, FL 32303
Office: (850) 222-5878
Cell: (850) 294-9950

File: NFIP 16-388
SSE# 16-388

Subject: Lake City, (Columbia), FL - US-90
Grade Crossing Proposal

Dear Mr. Daniels

The proposal package enclosed is for the installation of new grade crossing warning devices at US-90 in Lake City, FL. The existing road does not cross the tracks.

The proposed crossing improvements include constructing trackage across US-90 and constructing a new single track crossing.

The proposed configuration consists of installing new standard flashing lights and gates with Style "C" circuitry in a new 6'x6' equipment shelter to be located in the southeast quadrant. A new power service will be required, with the meter service located in the southeast quadrant.

There may be utility conflicts at this crossing that need to be addressed.

Please call me if you have any questions or concerns.

Thank you,

Patrick M. McCormick
General Manager
Office: 904-367-3483
Mobile: 904-710-2690

Enclosures:

NFIP01
NFIP02
NFIP03



EXHIBIT B

APPROACH LENGTHS TABLE				
US 90 Lake City, FL	TRACK 1		TRACK 2	
DC, AFD, TYPE C, MOTION, CWT, OR OTHER				
	N/W	S/E	N/W	S/E
STANDARD MINIMUM WARNING TIME IN SECONDS	25	25	25	25
ROADWAY GATE TIME IN SECONDS	5	5	5	5
CLEARANCE TIME IN SECONDS	0	0	0	0
DOT TRAFFIC LIGHT SIMULTANEOUS PREEMPT TIME IN SECONDS*	0	0	0	0
DESIGNED WARNING TIME FOR TRAINS AT TIME TABLE SPEED	30	30	30	30
DOT TRAFFIC LIGHT ADVANCE PREEMPT TIME IN SECONDS*				
CONTROL EQUIPMENT DECISION TIME IN SECONDS	0	0	0	0
DESIGNED DETECTION TIME FOR TRAINS AT TIME TABLE SPEED	30	30	30	30
TIME TABLE MAXIMUM TRAIN SPEED IN MILES PER HOUR	10	10	10	10
BUFFER SPEED IN MILES PER HOUR	3	3	3	3
TOTAL WARNING SYSTEM DESIGN SPEED IN MILES PER HOUR	13	13	13	13
APPROACH DISTANCE TO ISLAND EDGE IN FEET	573	573	573	573
ISLAND WIDTH IN FEET	66	66	66	66
APPROXIMATE MILE POSTS FOR APPROACH CIRCUIT	0.12	-0.12	0.12	-0.12
APPROXIMATE STATIONING FOR APPROACH CIRCUIT	639	-639	639	-639

EXHIBIT B

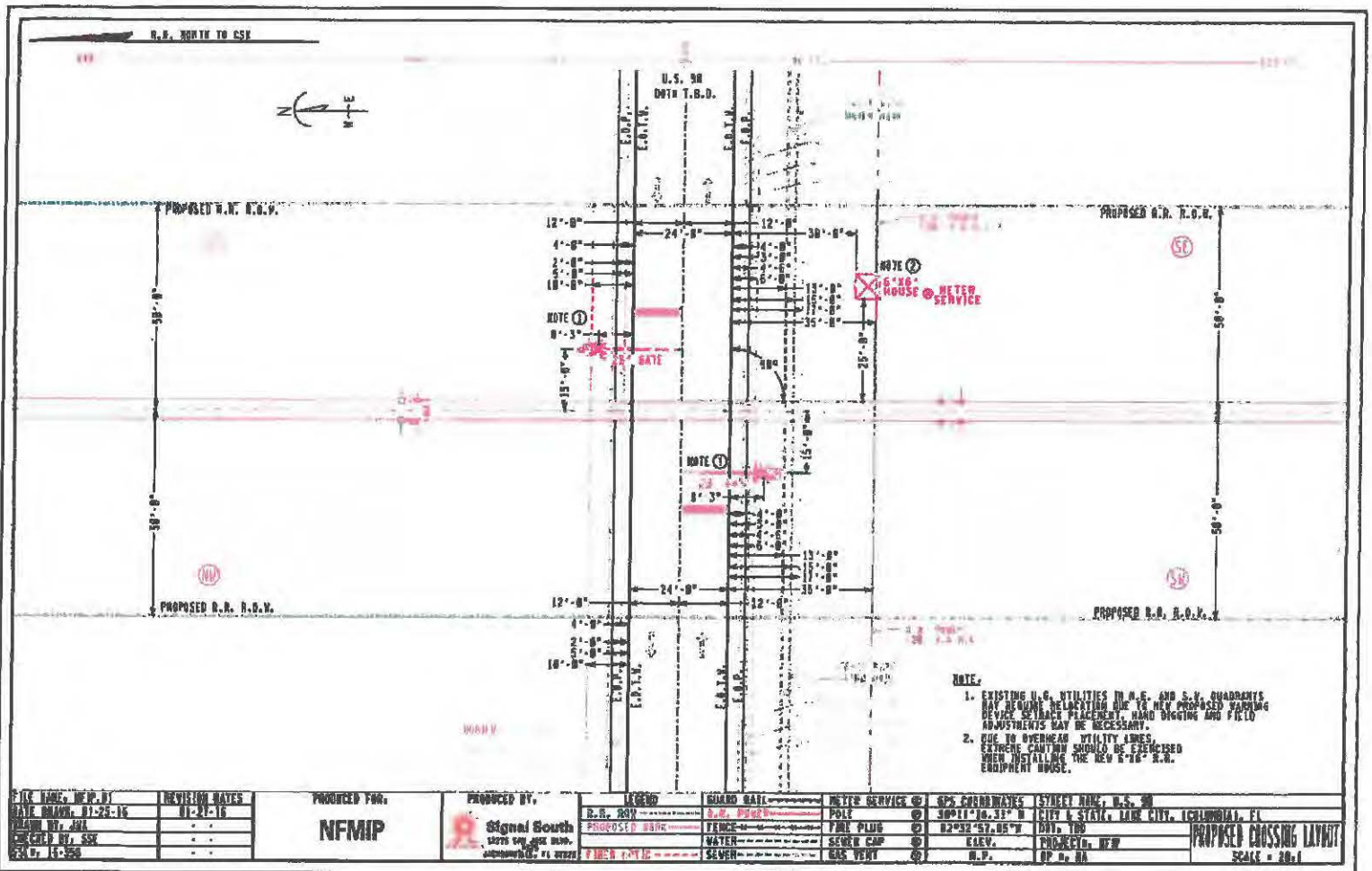


EXHIBIT B

R.R. NORTH TO 65X



PROPOSED R.R. R.O.W.

PROPOSED R.R. R.O.W.

50'-0"

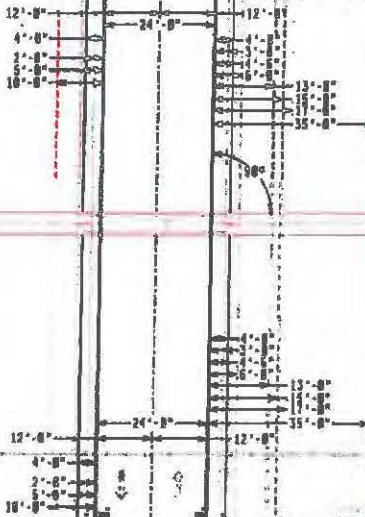
50'-0"

PROPOSED R.R. R.O.W.

PROPOSED R.R. R.O.W.

50'-0"

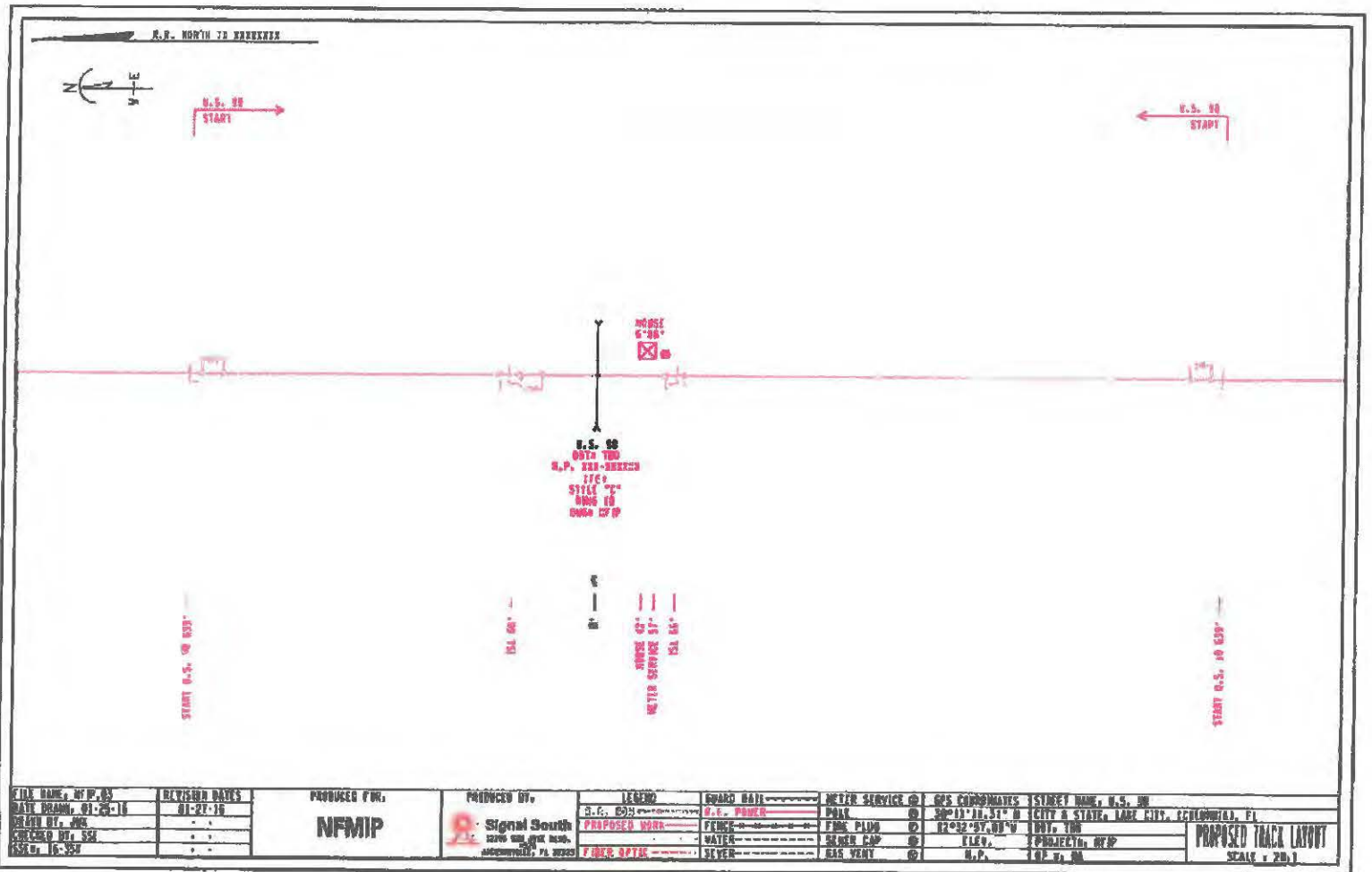
50'-0"



FIBER OPTIC CABLE

FILE NAME: NFIP.02	REVISION DATES	PRODUCED FOR:	PRODUCED BY:	LEGEND	BOARD RAIL	METER SERVICE	GPS COORDINATES	STREET NAME, U.S. 90
DATE DRAWN: 01-29-16	01-29-16	NFMIP	Signal South	3" H. PIPE	6" R. PROTECT	POLE	30°11'36.31" N	CITY & STATE, LAKE CITY, FLORIDA, FL
DRAWN BY: JMK			7074 2ND AVE. N.W.	UNDERRAIL BOARD	FENCE	FIBER PILE	82°52'57.88" W	BOY, YRD
CHECKED BY: SZE			LAKE CITY, FL 32009	FIBER OPTIC	WATER	SEWER CAP	ELEV.	PROJECTS: RFP
SCALE: 1"=50'					SEWER	GAS VENT	N.P.	SP. IN. IN.
								EXISTING ROADWAY LAYOUT
								SCALE = 20:1

EXHIBIT B



CROSSING SURFACES	
Type	Definition
C	Concrete
R	Rubber
RA	Rubber/Asphalt
TA	Timber/Asphalt

STOP ZONE FOR RUBBER CROSSING	
Design Speed (mph)	Zone Length (Distance From Stop)
45 Or Less	250'
50 - 55	350'
60 - 65	500'
70	600'

Notes:

- Type R Crossings are NOT to be used for multiple track crossings within zones for an existing or scheduled future vehicular stop. Zone lengths are charted above.
- Single track Type R Crossings within the zones on the chart may be used unless engineering or safety considerations dictate otherwise.

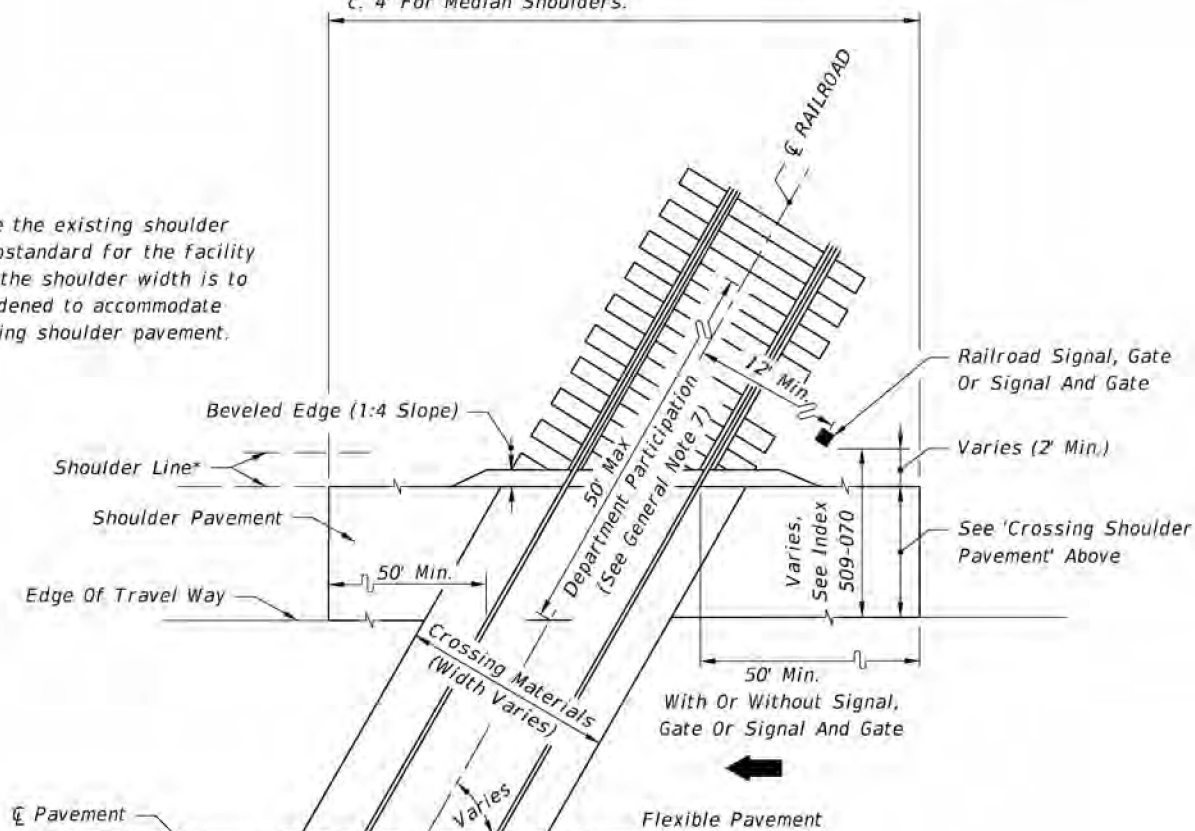
GENERAL NOTES

- The Railroad Company will furnish and install all track bed (ballast), crossties, rails, crossing surface panels and accessory components. All pavement material, including that through the crossing, will be furnished and installed by the Department or its Contractor, unless negotiated otherwise.
- When a railroad grade crossing is located within the limits of a highway construction project, a transition pavement will be maintained at the approaches of the crossing to reduce vehicular impacts to the crossing. The transition pavement will be maintained as appropriate to protect the crossing from low clearance vehicles and vehicular impacts until the construction project is completed and the final highway surface is constructed.
- The Central Rail Office will maintain a list of currently used Railroad Crossing Products and will periodically distribute the current list to the District Offices as the list is updated.
- The Railroad Company shall submit engineering drawings for the proposed crossing surface type to the Construction Project Engineer and/or the District Rail Office for concurrence along with the List of Railroad Crossing Products. The approved engineering drawings of the crossing surface type shall be made a part of the installation agreement.
- Sidewalks shall be constructed through the crossing between approach sidewalks of the crossing. Sidewalks shall be constructed with appropriate material to allow unobstructed travel through the crossing in accordance with ADA requirements.
- Install pavement in accordance with the Specifications.
- The Department will participate in crossing work, that requires adjustments to rail outside of the crossing, no more than 50 feet from the edge of the travel way.

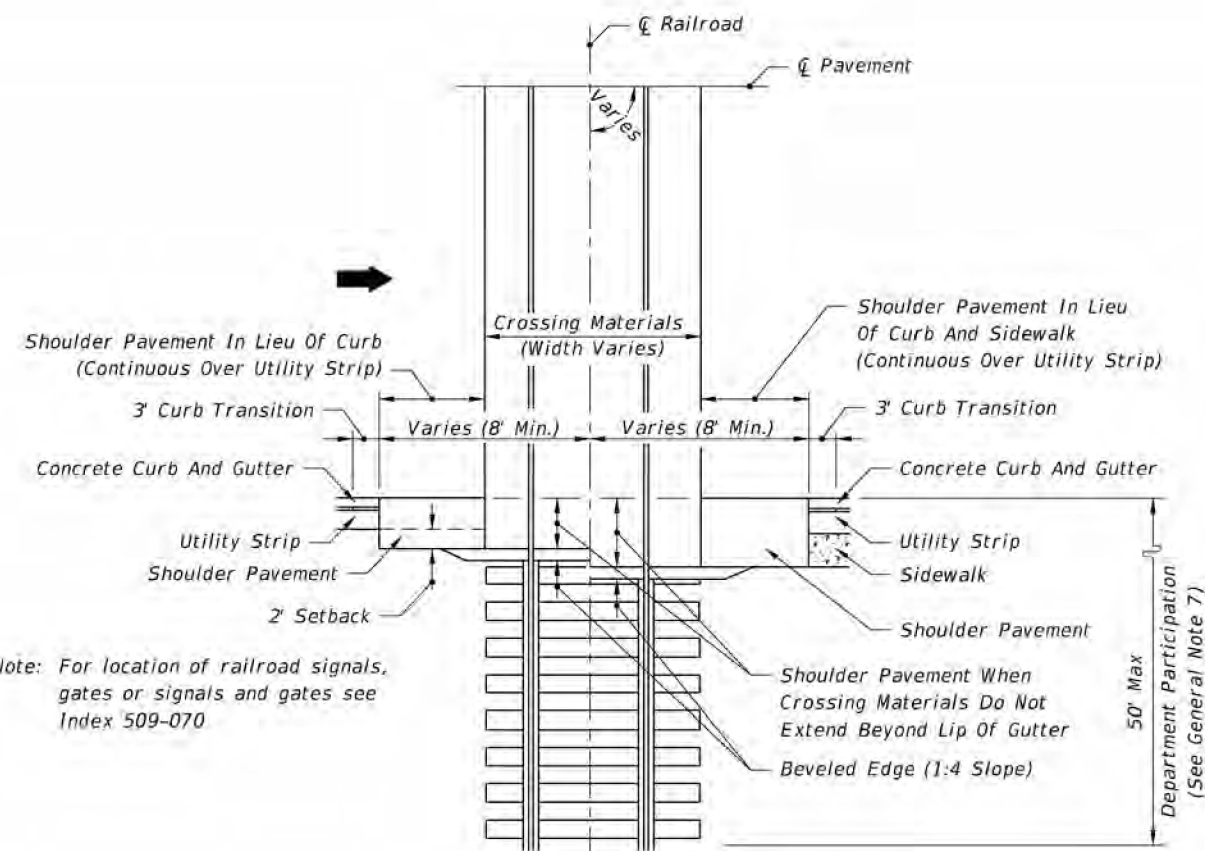
10/24/2017 9:53:39 AM

Crossing Shoulder Pavement
 (Except Area Occupied By Crossing Surfacing Material):
 a. To Shoulder Line For Outside Shoulders Less Than 8' Wide.
 b. To 8' Maximum Width For Outside Shoulders 8' Or Wider
 (Regardless Of Approach Shoulder Pavement Width),
 c. 4' For Median Shoulders.

* Where the existing shoulder is substandard for the Facility type, the shoulder width is to be widened to accommodate crossing shoulder pavement.

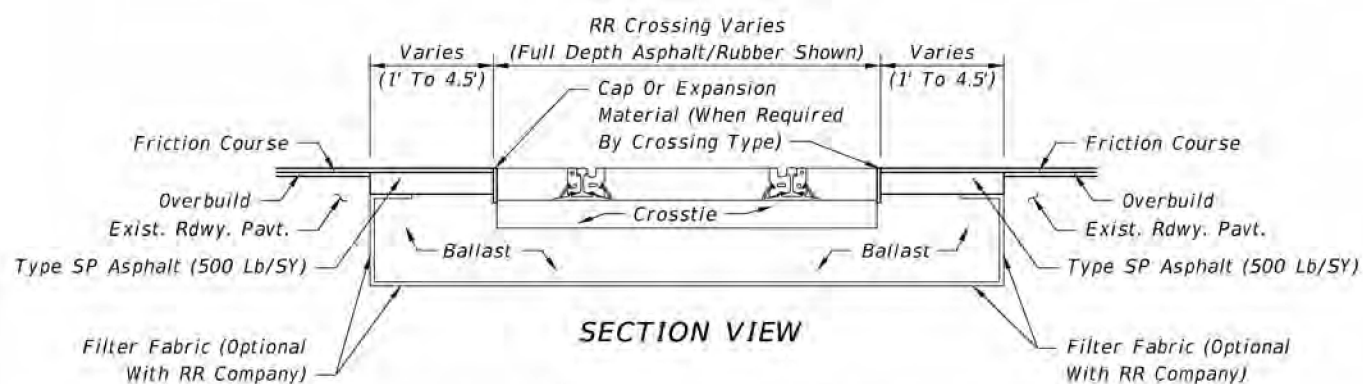


HALF PLAN
 ROADWAYS WITH FLUSH SHOULDERS

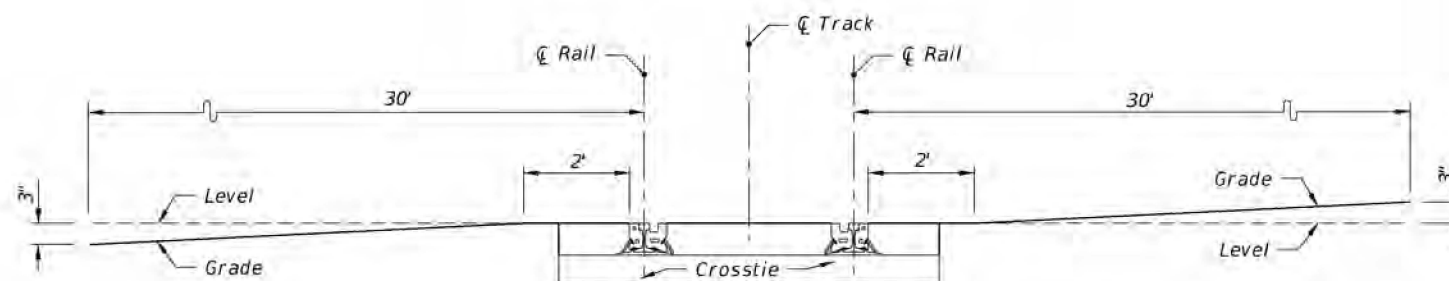


Note: For location of railroad signals, gates or signals and gates see Index 509-070.

HALF PLAN
 CURBED ROADWAYS



TYPICAL CROSSING MATERIAL REPLACEMENT AT RR CROSSINGS

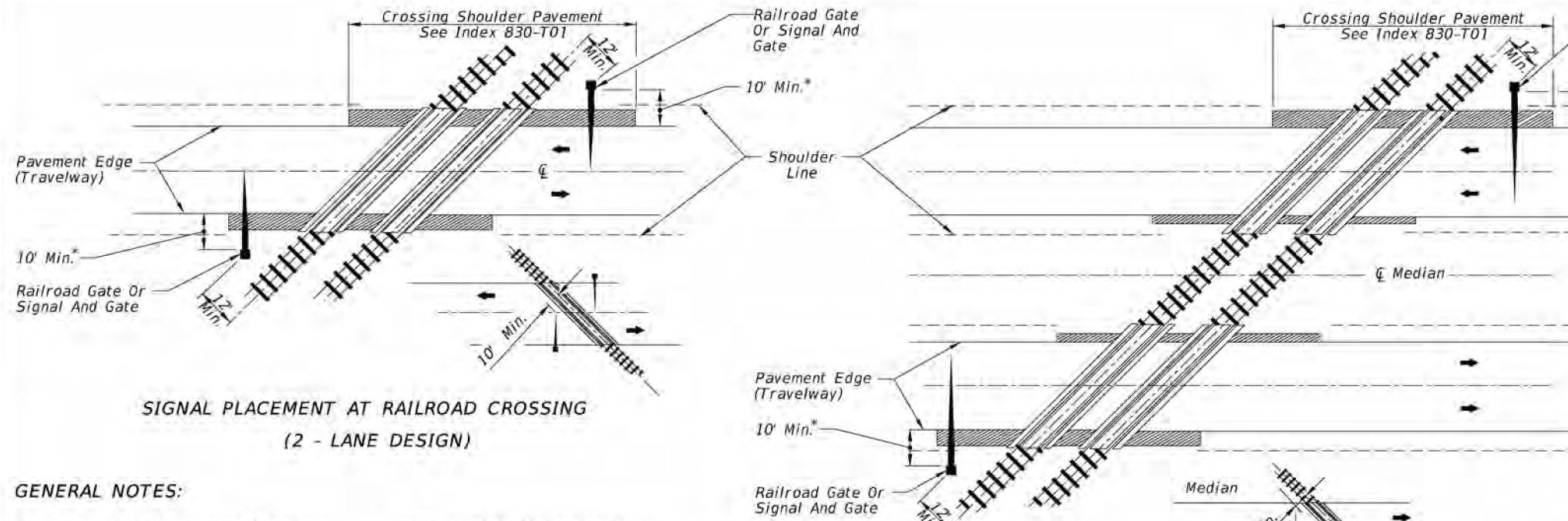


To prevent low-clearance vehicles from becoming caught on the tracks, the crossing surface should be at the same plane as the top of the rails for a distance of 2 feet outside the rails. The surface of the highway should also not be more than 3 inches higher or lower than the top of the nearest rail at a point 30 feet from the rail unless track superelevation makes a different level appropriate. Vertical curves should be used to traverse from the highway grade to a level plane at the elevation of the rails. Rails that are superelevated, or a roadway approach section that is not level, will necessitate a site specific analysis for rail clearances.

VERTICAL ROADWAY ALIGNMENT THROUGH A RAILROAD CROSSING

10/24/2017 9:53:42 AM

LAST REVISION 11/01/17	DESCRIPTION: EXHIBIT C	FY 2018-19 STANDARD PLANS	RAILROAD (GRADE) CROSSING	INDEX 830-T01	SHEET 2 of 2
---------------------------	----------------------------------	------------------------------	---------------------------	------------------	-----------------



**SIGNAL PLACEMENT AT RAILROAD CROSSING
(2 - LANE DESIGN)**

GENERAL NOTES:

1. No guardrail is proposed for signals; however, some form of impact attenuation device may be specified for certain locations.
2. Advance flasher to be installed when and if called for in plans or specifications.
3. Top of foundation shall be no higher than 4" above finished shoulder grade.
4. Type of traffic control device
 - I Flashing warning devices
 - II Flashing warning devices with cantilever
 - III Flashing warning devices with gate
 - IV Flashing warning devices with cantilever and gate
 - V Gate
5. Class of traffic control devices (Not Shown)
 - I 2 Quadrant flashing warning devices-one track
 - II 2 Quadrant flashing warning devices-multiple tracks
 - III 2 Quadrant flashing warning devices and gates-one track
 - IV 2 Quadrant flashing warning devices and gates-multiple tracks
 - V 3-4 Quadrant flashing warning devices and gates-one track
 - VI 2-4 Quadrant flashing warning devices and gates-multiple tracks



**SIGNAL PLACEMENT AT RAILROAD CROSSING
(4 - LANE DESIGN)**

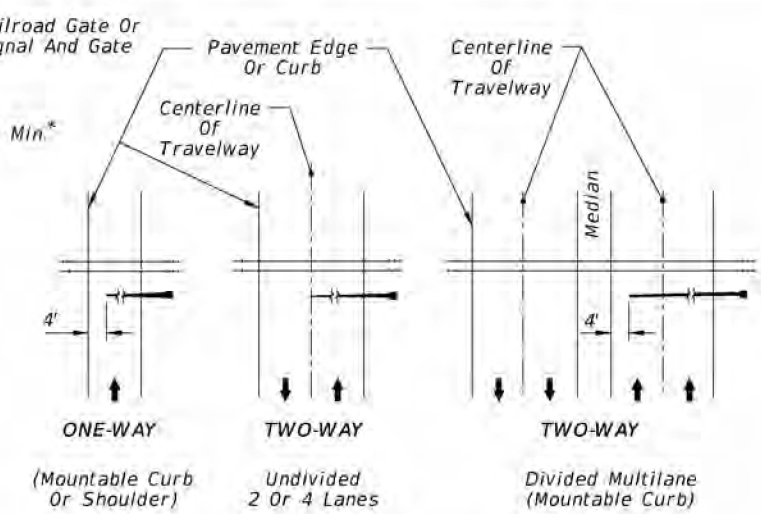
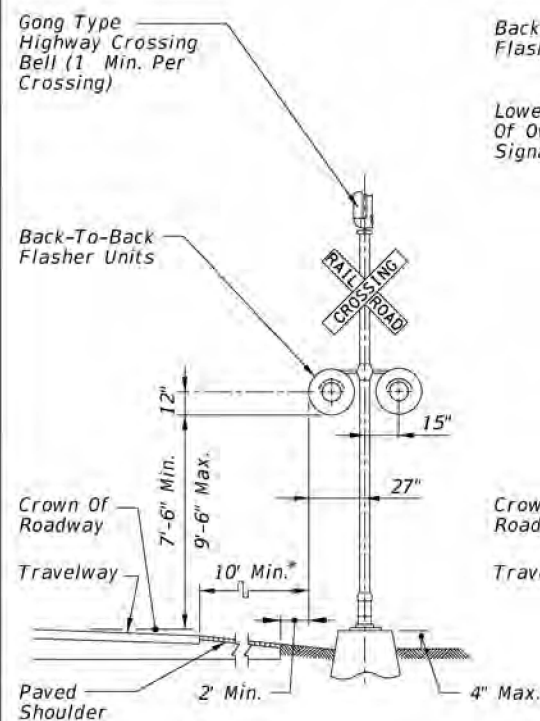


FIGURE 1

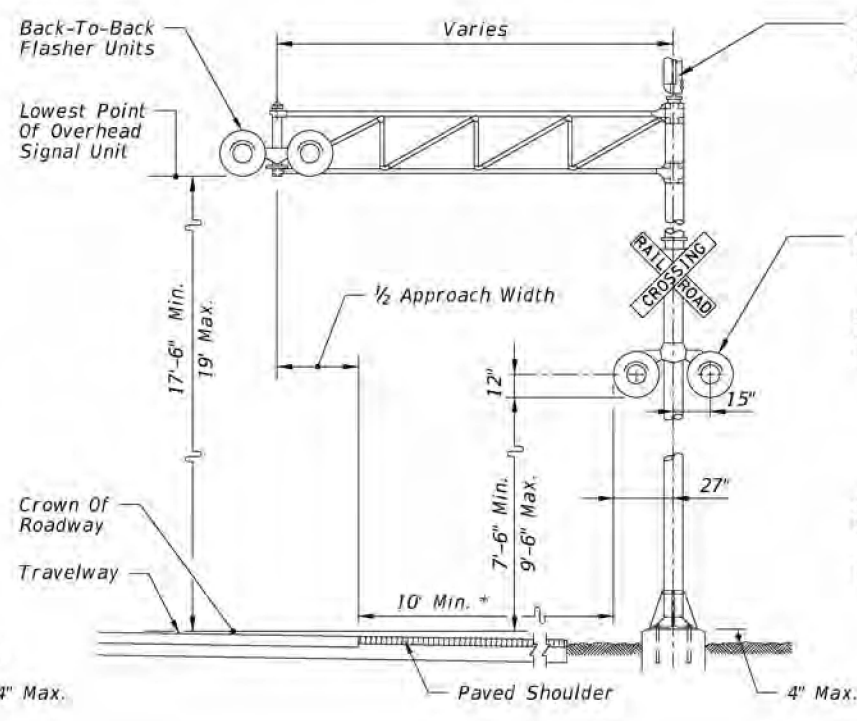
Note: Arrows denote direction of travel not pavement markings. Gate Length Requirements See Note 5 Sheet 3.

Note: Two separate foundations may be required (one for signals, one for gate), depending on type of equipment used.

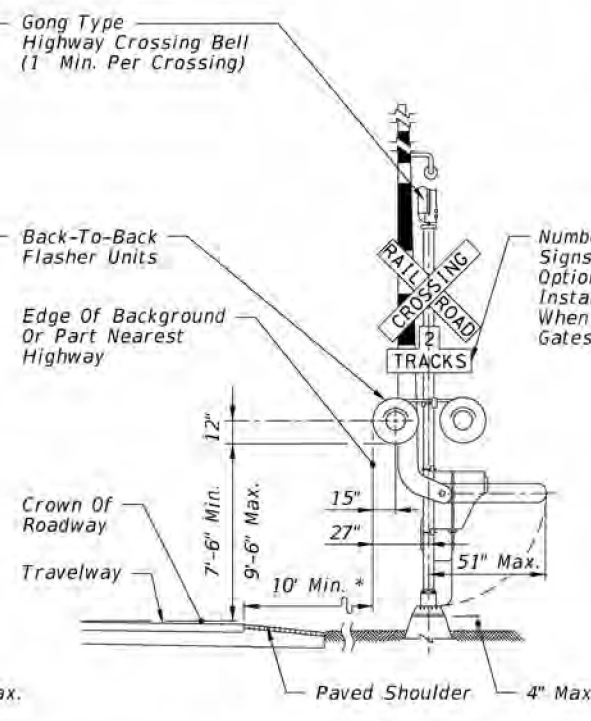
* When 10' is deemed impracticable the control device can be located as close as 2' from the edge of a paved shoulder but not less than 6' from the edge of the near traffic lane.



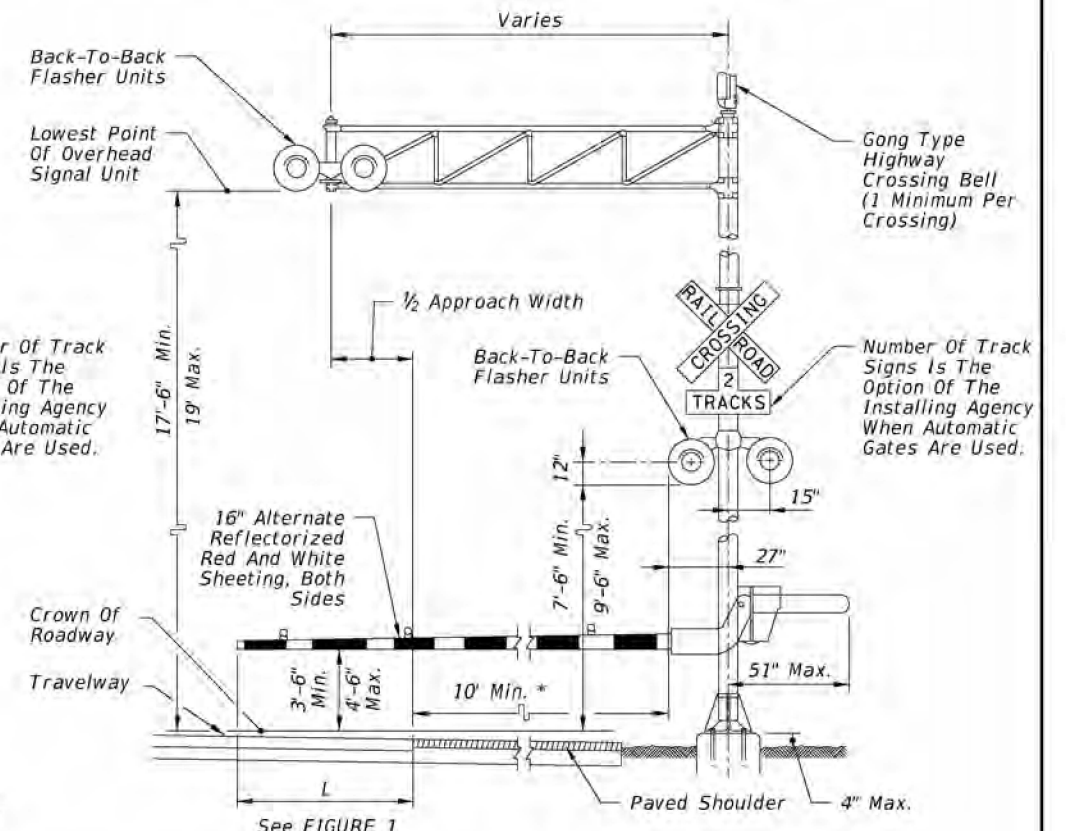
TYPE I



TYPE II



TYPE III AND TYPE V

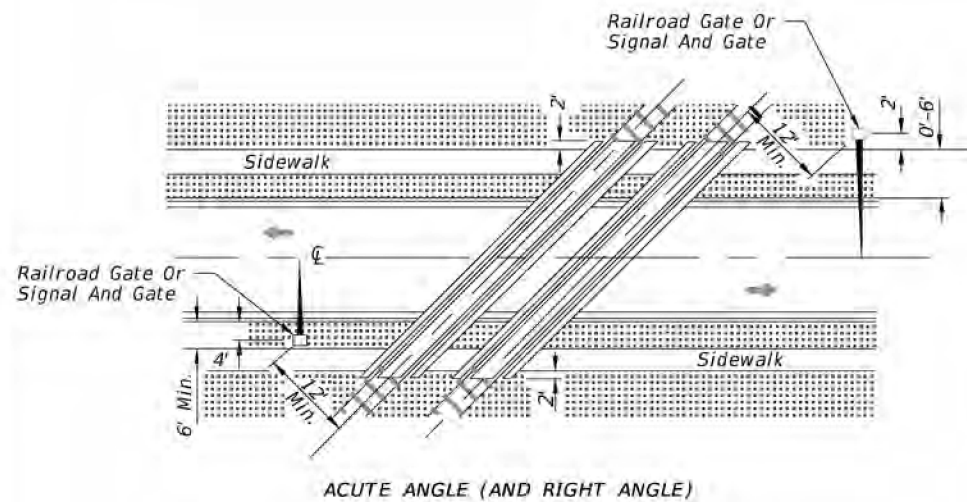


TYPE IV AND TYPE VI

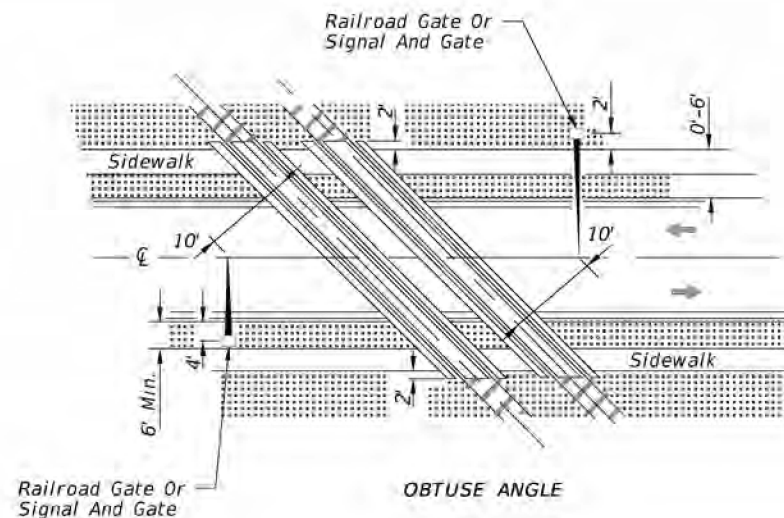
TRAFFIC CONTROL DEVICES FOR FLUSH SHOULDER ROADWAY

11/1/2017 2:32:15 PM

LAST REVISION 11/01/17	REVISION	DESCRIPTION:	EXHIBIT D		FY 2018-19 STANDARD PLANS	RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES	INDEX 509-070	SHEET 1 of 4	p. 95
---------------------------	----------	--------------	------------------	--	------------------------------	--	------------------	-----------------	-------



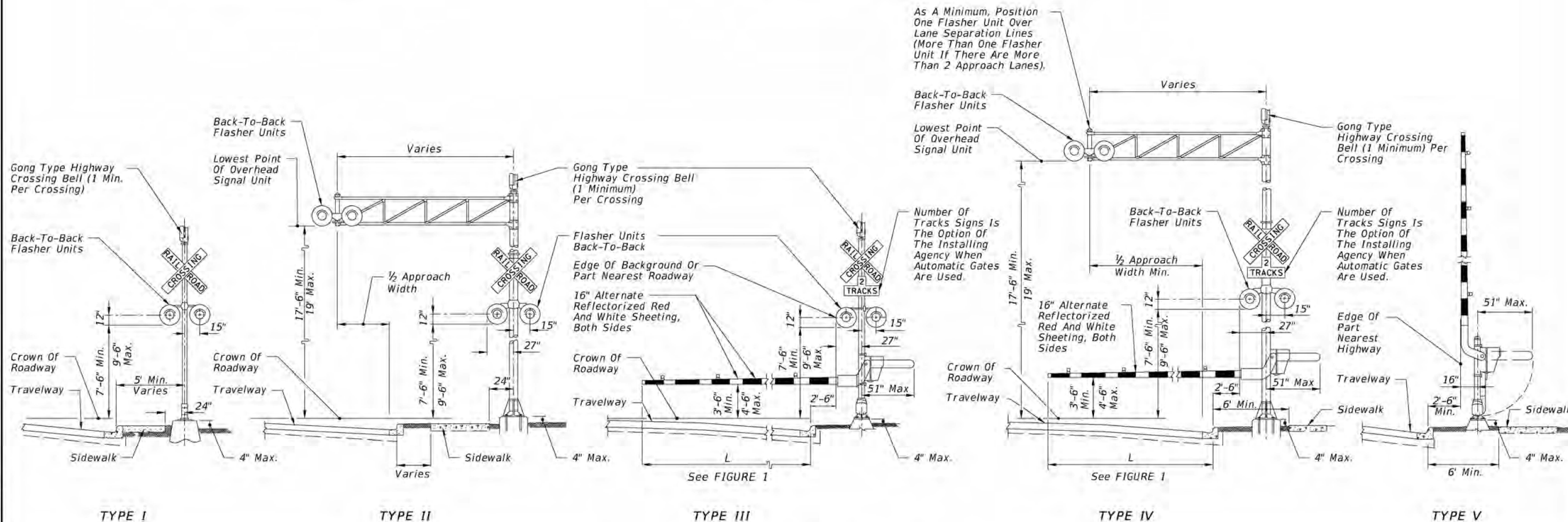
ACUTE ANGLE (AND RIGHT ANGLE)
SIGNAL PLACEMENT AT RAILROAD CROSSING
(2 LANES, CURB & GUTTER)



OBTUSE ANGLE
SIGNAL PLACEMENT AT RAILROAD CROSSING
(2 LANES, CURB & GUTTER)

NOTES:

1. The location of flashing warning devices and stop lines shall be established based on future (or present) installation of gate with appropriate track clearances.
2. Where plans call for railroad traffic control devices to be installed in curbed medians, the minimum median width shall be 12'-6".
3. Location of railroad traffic control device is based on the distance available between face of curb & sidewalk. 0' to 6' - Locate device outside sidewalk. Over 6' - Locate device between face of curb and sidewalk.
4. Stop line to be perpendicular to edge of roadway, approx. 15' from nearest rail; or 8' from and parallel to gate when present.
5. When a cantilevered-arm flashing warning device is used, the minimum vertical clearance shall be 17'-6" from above the Crown of Roadway to the Lowest Point of the Overhead Signal Unit.



TRAFFIC CONTROL DEVICES FOR CURBED ROADWAY

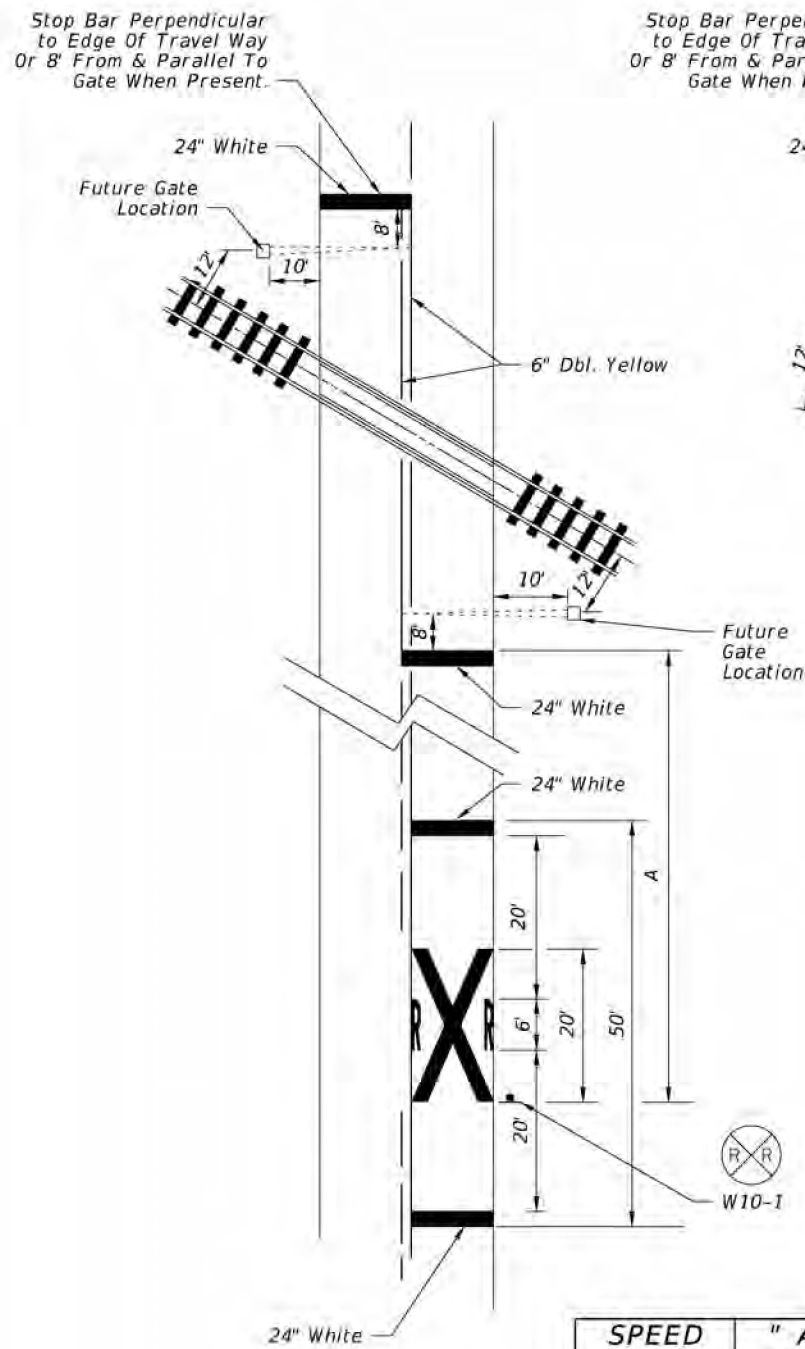
11/1/2017 2:32:16 PM

LAST REVISION 11/01/17	REVISION	DESCRIPTION:		FY 2018-19 STANDARD PLANS	RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES	INDEX	SHEET
						509-070	2 of 4

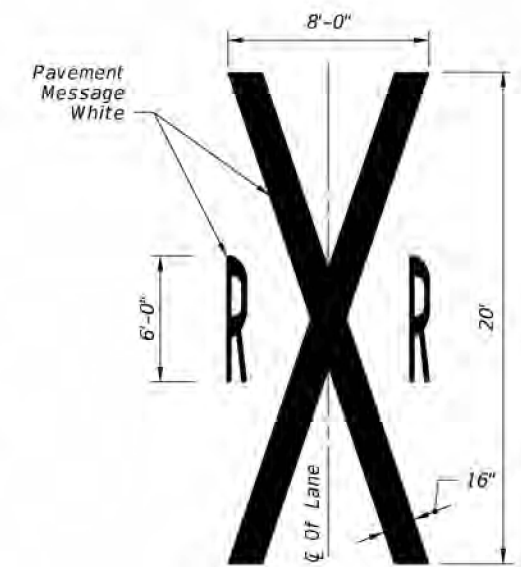
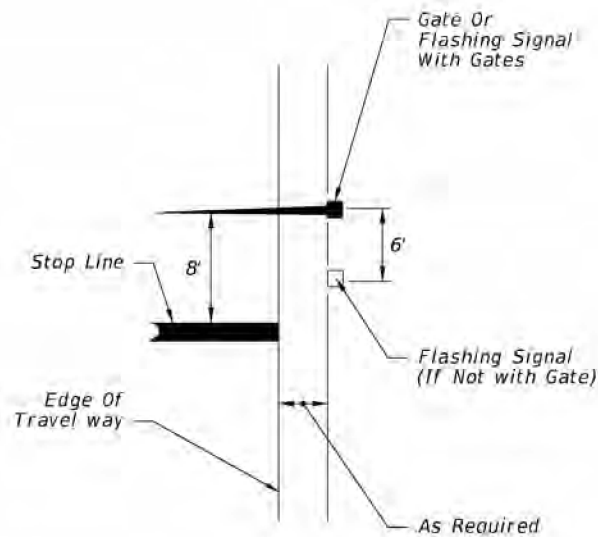
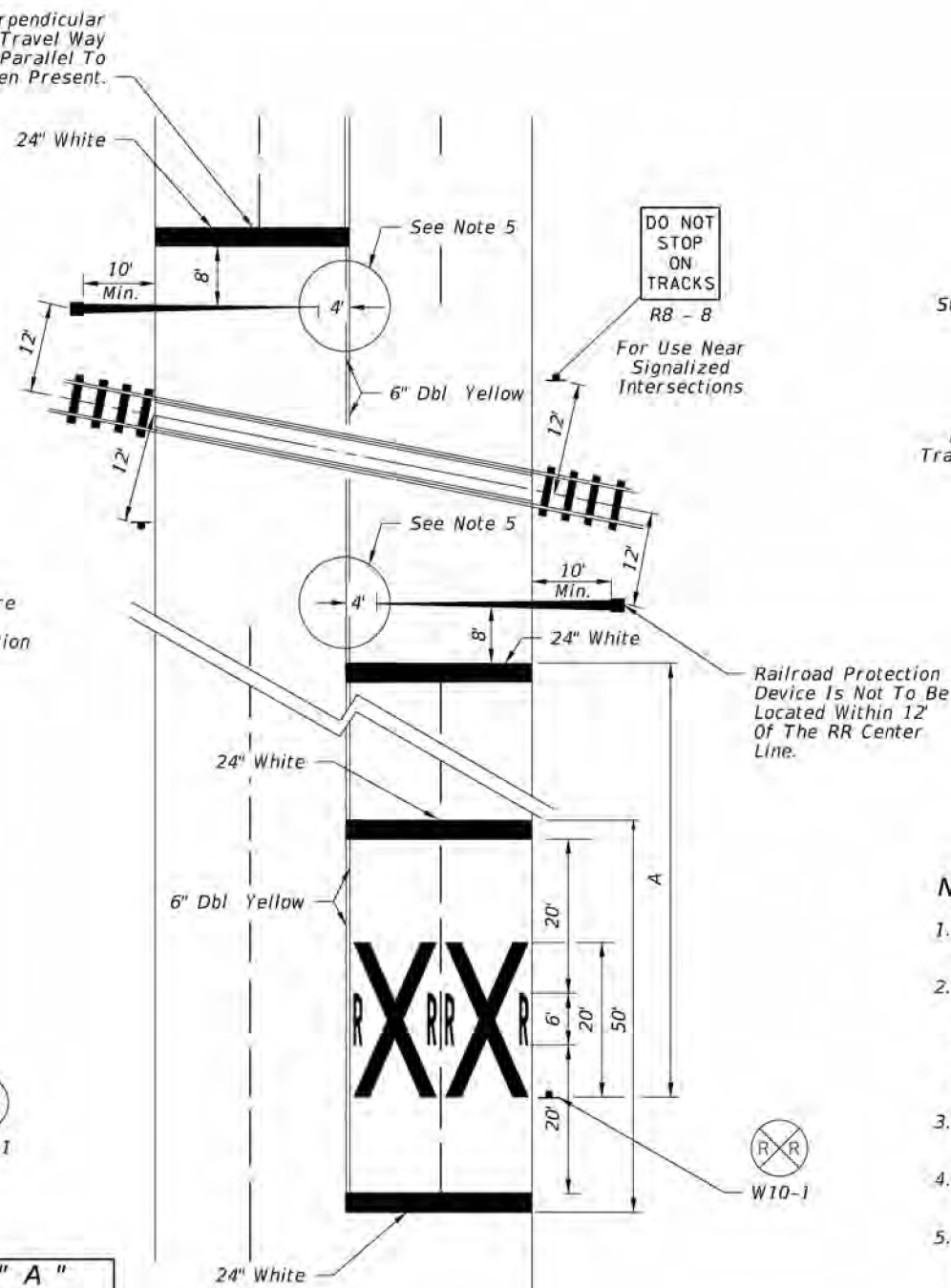
RAILROAD CROSSING AT TWO (2)-LANE ROADWAY

RAILROAD CROSSING AT MULTILANE ROADWAY

RELATIVE LOCATION OF CROSSING TRAFFIC CONTROL DEVICES

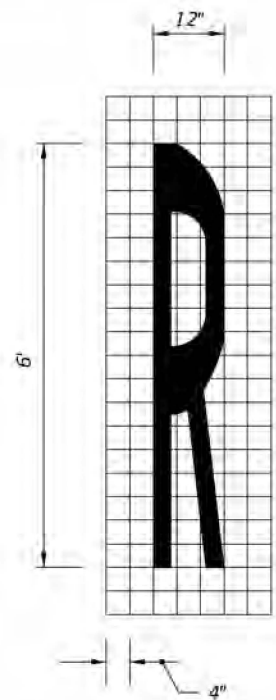


SPEED (mph)	" A " (ft)
60	400
55	325
50	250
45	175
40	125
35	100
URBAN	85 MIN.

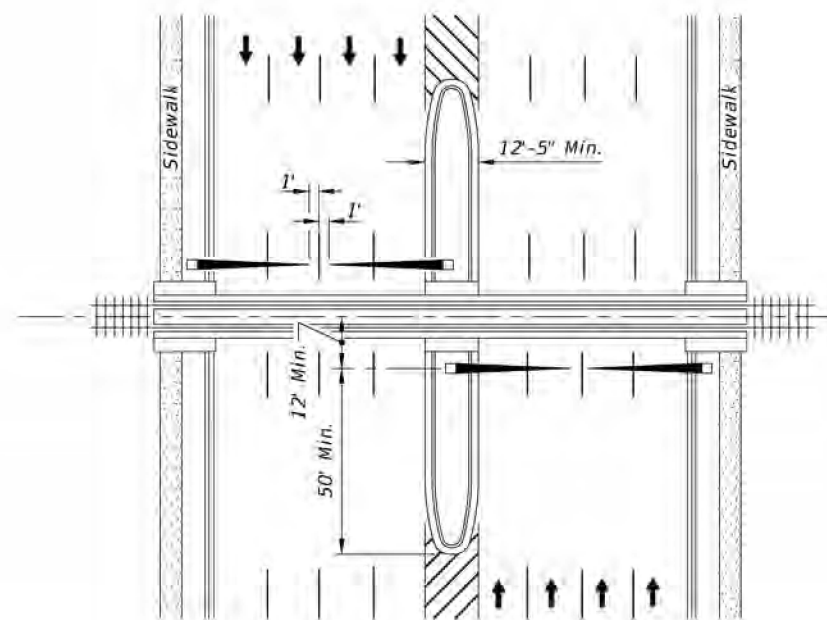
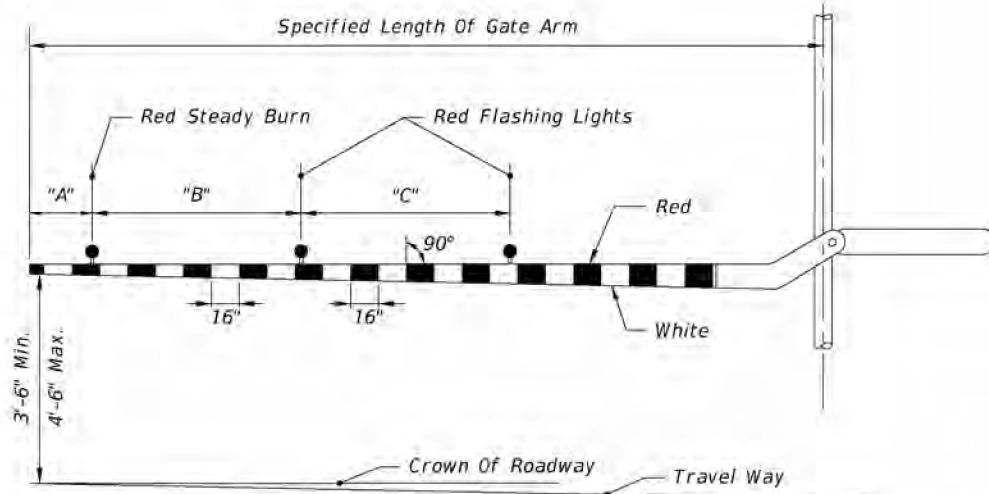


NOTES:

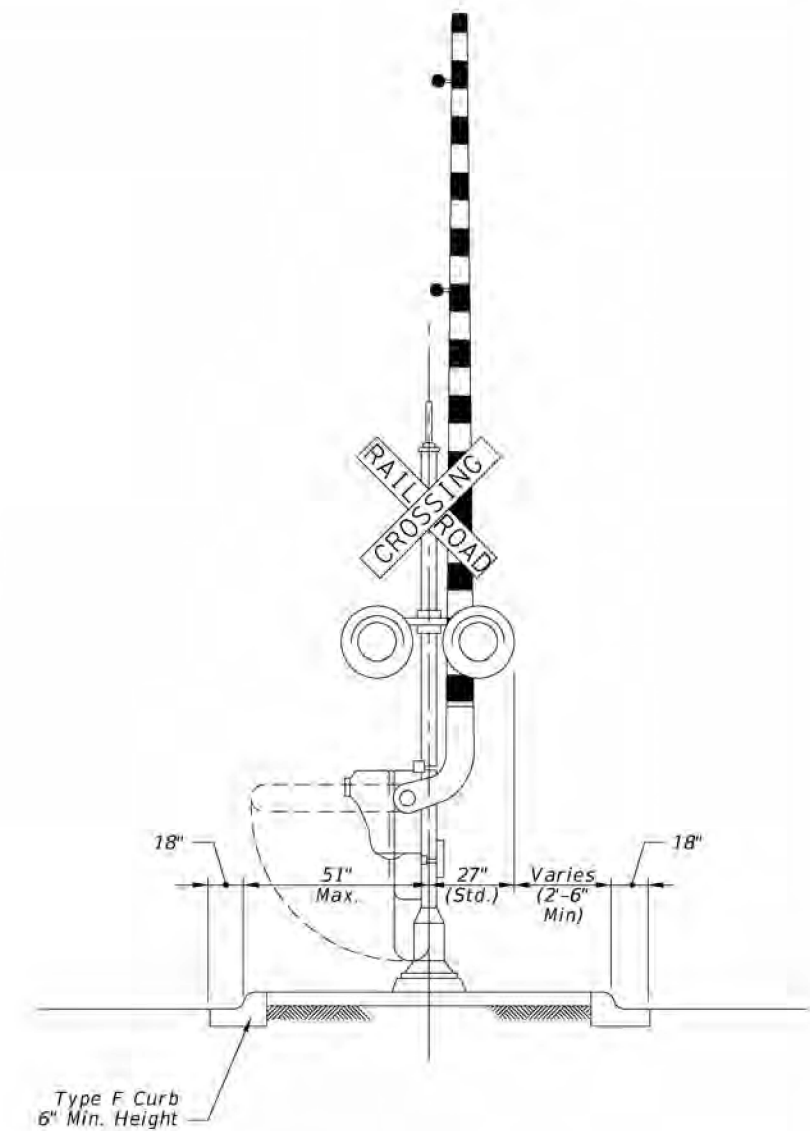
- When computing pavement message, quantities do not include traverse lines.
- Placement of sign W10-1 in a residential or business district, where low speeds are prevalent, the W10-1 sign may be placed a minimum distance of 100' from the crossing. Where street intersections occur between the RR pavement message and the tracks an additional W10-1 sign and additional pavement message should be used.
- A portion of the pavement markings symbol should be directly opposite the W10-1 sign.
- Recommended location for FTP-61-06 or FTP-62-06 signs, 100' urban and 300' rural. See Index 700-102 for sign details.
- Gate Length Requirements:
For Two-way undivided sections:
The gate should extend to within 1' of the center line. On multiple approaches the maximum gate length may not reach to within 1' of the center line. For those cases, the distance from the gate to the center line shall be a maximum of 4'.
For one-way or divided sections:
The gate shall be of sufficient length such that the distance from the gate tip to the inside edge of pavement is a maximum of 4'.



11/1/2017 2:32:17 PM



PLAN



MEDIAN SECTION AT SIGNAL GATES

RAILROAD GATE ARM LIGHT SPACING

Specified Length Of Gate Arm	Dimension "A"	Dimension "B"	Dimension "C"
14 Ft.	6"	36"	5'
15 Ft.	18"	36"	5'
16-17 Ft.	24"	36"	5'
18-19 Ft.	28"	41"	5'
20-23 Ft.	28"	4'	5'
24-28 Ft.	28"	5'	5'
29-31 Ft.	36"	6'	6'
32-34 Ft.	36"	7'	7'
35-37 Ft.	36"	9'	9'
38 And Over	36"	10'	10'

NOTE:
For additional information see the "Manual On Uniform Traffic Control Devices", Part 8; The "Traffic Control Handbook", Part VIII; and AASHTO "A Policy On Geometric Design Of Streets And Highways".

MEDIAN SIGNAL GATES FOR
MULTILANE UNDIVIDED URBAN SECTIONS
(THREE OR MORE DRIVING LANES IN ONE DIRECTION, 45 MPH OR LESS)

11/1/2017 2:32:17 PM p. 98

SHEET	CONTENTS
1	General Notes
2	Definitions Temporary Traffic Control Devices Pedestrian and Bicyclist Overhead Work Railroads Sight Distance Above Ground Hazard
3	Clear Zone Widths For Work Zones Superelevation Length Of Lane Closures Overweight/Oversize Vehicles Lane Widths High-Visibility Safety Apparel Regulatory Speeds In Work Zones
4	Flagger Control Survey Work Zones Signs
5	Work Zone Sign Supports
6	Project Information Sign
7	Commonly Used Warning and Regulatory Signs In Work Zones
8	Manholes/Crosswalks/Joints Truck Mounted Attenuators Removing Pavement Markings Signals Channelizing Devices Channelizing Devices Consistency Portable Changeable (Variable) Message Signs (PCMS) Advanced Warning Arrow Boards
9	Drop-Offs In Work Zones
10	Business Entrance Temporary Asphalt Separator
11	Channelizing Devices Notes Temporary Barrier Notes
12	Pavement Markings

GENERAL NOTES:

- All projects and works on highways, roads and streets shall have a traffic control plan. All work shall be executed under the established plan and Department-approved procedures. This Index contains information specific to the Federal and State guidelines and standards for the preparation of traffic control plans and for the execution of traffic control in work zones, for construction and maintenance operations and utility work on highways, roads and streets on the State Highway System. Certain requirements in this Index are based on the high volume nature of State Highways. For highways, roads and streets off the State Highway System, the local agency (City/County) having jurisdiction may adopt requirements based on the minimum requirements provided in the MUTCD.
- Indexes 102-601 through 102-670 are Department-specific typical applications of commonly encountered situations. Adjust device location or number thereof as recommended by the Worksite Traffic Supervisor and approved by the Engineer. Devices include, but are not limited to, flaggers, portable temporary signals, signs, pavement markings, and channelizing devices. Comply with MUTCD or applicable Department criteria for any changes and document the reason for the change.
- Except for emergencies, any road closure on State Highway System shall comply with Section 335.15, F.S.

10/30/2017 9:36:43 AM

DEFINITIONS

Regulatory Speed (In Work Zones)

The maximum permitted travel speed posted for the work zone is indicated by the regulatory speed limit signs. The work zone speed must be shown or noted in the plans. This speed should be used as the minimum design speed to determine runoff lengths, departure rates, flare rates, lengths of need, clear zone widths, taper lengths, crash cushion requirements, marker spacings, superelevation and other similar features.

Advisory Speed

The maximum recommended travel speed through a curve or a hazardous area.

Travel Way

The portion of the roadway for the movement of vehicles. For traffic control through work zones, travel way may include the temporary use of shoulders and any other permanent or temporary surface intended for use as a lane for the movement of vehicular traffic.

- a. **Travel Lane:** The designated widths of roadway pavement marked to carry through traffic and to separate it from opposing traffic or traffic occupying other traffic lanes.
- b. **Auxiliary Lane:** The designated widths of roadway pavement marked to separate speed change, turning, passing and climbing maneuvers from through traffic.

Detour, Lane Shift, and Diversion

A detour is the redirection of traffic onto another roadway to bypass the temporary traffic control zone. A lane shift is the redirection of traffic onto a different section of the permanent pavement. A diversion is the redirection of traffic onto a temporary roadway, usually adjacent to the permanent roadway and within the limits of the right of way.

Aboveground Hazard

An aboveground hazard is any object, material or equipment other than traffic control devices that encroaches upon the travel way or that is located within the clear zone which does not meet the Department's safety criteria, i.e., anything that is greater than 4" in height and is firm and unyielding or doesn't meet breakaway requirements.

TEMPORARY TRAFFIC CONTROL DEVICES

All temporary traffic control devices shall be ON the Department's Approved Products List (APL). Ensure the appropriate APL number is permanently marked on the device in a readily visible location.

All temporary traffic control devices shall be removed as soon as practical when they are no longer needed. When work is suspended for short periods of time, temporary traffic control devices that are no longer appropriate shall be removed or covered.

Arrow Boards, Portable Changeable Message Signs, Radar Speed Display Trailer, Portable Regulatory Signs, and any other trailer mounted device shall be delineated with a channelizing device placed at each corner when in use and shall be moved outside the travel way and clear zone or be shielded by a barrier or crash cushion when not in use.

PEDESTRIAN AND BICYCLIST

When an existing pedestrian way or bicycle way is located within a traffic control work zone, accommodation must be maintained and provision for the disabled must be provided.

Only approved pedestrian longitudinal channelizing devices may be used to delineate a temporary traffic control zone pedestrian walkway.

Advanced notification of sidewalk closures and marked detours shall be provided by appropriate signs.

OVERHEAD WORK

Work is only allowed over a traffic lane when one of the following options is used:

OPTION 1 (OVERHEAD WORK USING A MODIFIED LANE CLOSURE)

Overhead work using a modified lane closure is allowed if all of the following conditions are met:

- a. Work operation is located in a signalized intersection and limited to signals, signs, lighting and utilities.
- b. Work operations are 60 minutes or less.
- c. Speed limit is 45 mph or less.
- d. Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
- e. Aerial lift equipment is placed directly below the work area to close the lane.
- f. Traffic control devices are placed in advance of the vehicle/equipment closing the lane using a minimum 100 foot taper.
- g. Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.

OPTION 2 (OVERHEAD WORK ABOVE AN OPEN TRAFFIC LANE)

Overhead work above a open traffic lane is allowed if all of the following conditions are met:

- a. Work operation is located on a utility pole, light pole, signal pole, or their appurtenances.
- b. Work operations are 60 minutes or less.
- c. Speed limit is 45 mph or less.
- d. No encroachment by any part of the work activities and equipment within an area bounded by 2 feet outside the edge of travel way and 18 feet high.
- e. Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
- f. Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.
- g. Adequate precautions are taken to prevent parts, tools, equipment and other objects from falling into open lanes of traffic.
- h. Other Governmental Agencies, Rail facilities, or Codes may require a greater clearance. The greater clearance required prevails as the rule.

OPTION 3 (OVERHEAD WORK ADJACENT TO AN OPEN TRAFFIC LANE)

Overhead work adjacent to an open traffic lane is allowed if all of the following conditions are met:

- a. Work operation is located on a utility pole, light pole, signal pole, or their appurtenances.
- b. Work operations are 1 day or less.
- c. Speed limit is 45 mph or less.
- d. No encroachment by any part of the work activities and equipment within 2 foot from the edge of travel way up to 18' height.
Above 18' in height, no encroachment by any part of the work activities and equipment over the open traffic lane (except as allowed in Option 2 for work operations of 60 minutes or less).
- e. Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
- f. Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.
- g. Adequate precautions are taken to prevent parts, tools, equipment and other objects from falling into open lanes of traffic.
- h. Other Governmental Agencies, Rail facilities, or Codes may require a greater clearance. The greater clearance required prevails as the rule.

OPTION 4 (OVERHEAD WORK MAINTAINING TRAFFIC WITH NO ENCROACHMENT BELOW THE OVERHEAD WORK AREA)

Traffic shall be detoured, shifted, diverted or paced as to not encroach in the area directly below the overhead work operations in accordance with the appropriate index drawing or detailed in the plans. This option applies to, but not limited to, the following construction activities:

- a. Beam, girder, segment, and bent/pier cap placement.
- b. Form and falsework placement and removal.
- c. Concrete placement.
- d. Railing construction located at edge of deck.
- e. Structure demolition.

OPTION 5 (CONDUCTOR/CABLE PULLING ABOVE AN OPEN TRAFFIC LANE)

Overhead cable and/or de-energized conductor installations initial pull to proper tension shall be done in accordance with the appropriate Index or temporary traffic control plan.

Continuous pulling operations of secured cable and/or conductors are allowed over open lane(s) of traffic with no encroachment by any part of the work activities, materials or equipment within the minimal vertical clearance above the travel way. The utility shall take precautions to ensure that pull ropes and conductors/cables at no time fall below the minimum vertical clearance.

On Limited Access facilities, a site specific temporary traffic control plan is required. The temporary traffic control plan shall include:

- a. The temporary traffic control set up for the initial pulling of the pull rope across the roadway.
- b. During pulling operations, advance warning consisting of no less than a Changeable Message Sign upstream of the work area with alternating messages, "Overhead Work Ahead" and "Be Prepared to Stop" followed by a traffic control officer and police vehicle with blue lights flashing during the pulling operation.

RAILROADS

Railroad crossings affected by a construction project should be evaluated for traffic controls to reduce queuing on the tracks. The evaluation should include as a minimum: traffic volumes, distance from the tracks to the intersections, lane closure or taper locations, signal timing, etc.

SIGHT DISTANCE

Tapers: Transition tapers should be obvious to drivers. If restricted sight distance is a problem (e.g., a sharp vertical or horizontal curve), the taper should begin well in advance of the view obstruction. The beginning of tapers should not be hidden behind curves.

Intersections: Traffic control devices at intersections must provide sight distances for the road user to perceive potential conflicts and to traverse the intersection safely. Construction equipment and materials shall not restrict intersection sight distance.

ABOVEGROUND HAZARD

Aboveground hazards (see definitions) are to be considered work areas during working hours and treated with appropriate work zone traffic control procedures. During nonworking hours, all objects, materials and equipment that constitute an aboveground hazard must be stored/placed outside the travel way and clear zone or be shielded by a barrier or crash cushion.

For aboveground hazards within a work zone the clear zone required should be based on the regulatory speed posted during construction.

LAST REVISION	REVISION	DESCRIPTION:	FY 2018-19 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX	SHEET
10/30/17		EXHIBIT E			102-600	2 of 12

CLEAR ZONE WIDTHS FOR WORK ZONES

The term 'clear zone' describes the unobstructed relatively flat area, impacted by construction, extending outward from the edge of the traffic lane. The table below gives clear zone widths in work zones for medians and roadside conditions other than for roadside canals; where roadside canals are present, clear zone widths are to conform with the distances to canals as described in the FDM 215.2.

CLEAR ZONE WIDTHS FOR WORK ZONES		
WORK ZONE SPEED (MPH)	TRAVEL LANES & MULTILANE RAMPS (feet)	AUXILIARY LANES & SINGLE LANE RAMPS (feet)
60-70	30	18
55	24	14
45-50	18	10
30-40	14	10
ALL SPEEDS CURB & GUTTER	4' BEHIND FACE OF CURB	4' BEHIND FACE OF CURB

SUPERELEVATION

Horizontal curves constructed in conjunction with work zone traffic control should have the required superelevation applied to the design radii. Under conditions where normal crown controls curvature, the minimum radii that can be applied are listed in the table below.

MINIMUM RADII FOR NORMAL CROWN	
WORK ZONE POSTED SPEED	MINIMUM RADIUS
MPH	feet
70	4090
65	3130
60	2400
55	1840
50	1390
45	1080
40	820
35	610
30	430
Superelevate When Smaller Radii is Used	

LENGTH OF LANE CLOSURES

Lane closures must not exceed the following total lengths (includes taper, buffer space and work space) in any given direction on the interstate or on state highways with a posted speed of 55 MPH or greater:

- 3 miles for ground-in rumble strip operations on two-lane, two-way roadways.
- 2 miles for all other operations.

OVERWEIGHT/OVERSIZE VEHICLES

Restrictions to Lane Widths, Heights or Load Capacity can greatly impact the movement of over dimensioned loads. The Contractor shall notify the Engineer who in turn shall notify the State Permits Office, phone no. (850) 410-5777, at least seven calendar days in advance of implementing a maintenance of traffic plan which will impact the flow of overweight/oversized vehicles. Information provided shall include location, type of restriction (height, width or weight) and restriction time frames. When the roadway is restored to normal service the State Permits Office shall be notified immediately.

LANE WIDTHS

Lane widths of through roadways should be maintained through work zone travel ways wherever practical. The minimum widths for work zone travel lanes shall be as follows: 11' for Interstate with at least one 12' lane provided in each direction, unless formally excepted by the Federal Highway Administration; 11' for freeways; and 10' for all other facilities.

HIGH-VISIBILITY SAFETY APPAREL

All high-visibility safety apparel shall meet the requirements of the International Safety Equipment Association (ISEA) and the American National Standards Institute (ANSI) for "High-Visibility Safety Apparel", and labeled as ANSI/ISEA 107-2004 or newer. The apparel background (outer) material color shall be either fluorescent orange-red or fluorescent yellow-green as defined by the standard. The retroreflective material shall be orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors, and shall be visible at a minimum distance of 1,000 feet. Class 3 apparel may be substituted for Class 2 apparel. Replace apparel that is not visible at 1,000 feet.

WORKERS: All workers within the right-of-way shall wear ANSI/ISEA Class 2 apparel. Workers operating machinery or equipment in which loose clothing could become entangled during operation shall wear fitted high-visibility safety apparel. Workers inside the bucket of a bucket truck are not required to wear high-visibility safety apparel.

UTILITIES: When other industry apparel safety standards require utility workers to wear apparel that is inconsistent with FDOT requirements such as NFPA, OSHA, ANSI, etc., the other standards for apparel may prevail.

FLAGGERS: For daytime activities, Flaggers shall wear ANSI/ISEA Class 2 apparel. For nighttime activities, Flaggers shall wear ANSI/ISEA Class 3 apparel.

REGULATORY SPEEDS IN WORK ZONES

Traffic Control Plans (TCP's) for all projects must include specific regulatory speeds for each phase of work. This can either be the posted speed or a reduced speed. The speed shall be noted in the TCPs; this includes indicating the existing speed if no reduction is to be made. Regulatory speeds are to be uniformly established through each phase.

In general, the regulatory speed should be established to route vehicles safely through the work zone as close as to normal highway speed as possible. The regulatory speed should not be reduced more than 10 mph below the posted speed and never below the minimum statutory speed for the class of facility. When a speed reduction greater than 10 mph is imposed, the reduction is to be done in 10 mph per 500' increments.

Temporary regulatory speed signs shall be removed as soon as the conditions requiring the reduced speed no longer exist. Once the work zone regulatory speeds are removed, the regulatory speed existing prior to construction will automatically go back into effect unless new speed limit signing is provided for in the plans.

On projects with interspaced work activities, speed reductions should be located in proximity to those activities which merit a reduced speed, and not "blanketed" for the entire project. At the departure of such activities, the normal highway speed should be posted to give the motorist notice that normal speed can be resumed.

If the existing regulatory speed is to be used, consideration should be given to supplementing the existing signs when the construction work zone is between existing regulatory speed signs. For projects where the reduced speed conditions exist for greater than 1 mile in rural areas (non-interstate) and on rural or urban interstate, additional regulatory speed signs are to be placed at no more than 1 mile intervals. Engineering judgement should be used in placement of the additional signs. Locating these signs beyond ramp entrances and beyond major intersections are examples of proper placement. For urban situations (non-interstate), additional speed signs are to be placed at a maximum of 1000' apart.

When field conditions warrant speed reductions different from those shown in the TCP the contractor may submit to the project engineer for approval by the Department, a signed and sealed study to justify the need for further reducing the posted speed, or, the engineer may request the District Traffic Operations Engineer (DTOE) to investigate the need. It will not be necessary for the DTOE to issue regulations for regulatory speeds in work zones due to the revised provisions of F.S. 316.07451(2) (b). Advisory Speed plates will be used at the option of the field engineer for temporary use while processing a request to change the regulatory speed specified in the plans when deemed necessary. Advisory speed plates cannot be used alone but must be placed below the construction warning sign for which the advisory speed is required.

For additional information, refer to the Plans Preparation Manual, Volume I, Chapter 10.

FLAGGER CONTROL

Where flaggers are used, a FLAGGER symbol or legend sign must replace the WORKERS symbol or legend sign.

The flagger must be clearly visible to approaching traffic for a distance sufficient to permit proper response by the motorist to the flagging instructions, and to permit traffic to reduce speed or to stop as required before entering the work site. Flaggers shall be positioned to maintain maximum color contrast between the flagger's high-visibility safety apparel and equipment and the work area background.

Hand-Signaling Devices

STOP/SLOW paddles are the primary hand-signaling device. The STOP/SLOW paddle shall have an octagonal shape on a rigid handle. If the STOP/SLOW paddle is placed on a rigid staff, the minimum length of the staff, measured from the bottom of the paddle to the end of the staff that rests on the ground, must not be less than 6 ft. STOP/SLOW paddles shall be at least 24 inches wide with letters at least 6 inches high and should be fabricated from light semirigid material. The background of the STOP face shall be red with white letters and border. The background of the SLOW face shall be orange with black letters and border. When used at night-time, the STOP/SLOW paddle shall be retroreflectorized.

Flag use is limited to immediate emergencies, intersections, and when working on the centerline or shared left turn lanes where two (2) flaggers are required and there is opposing traffic in the adjacent lanes. Flags, when used, shall be a minimum of 24 inches square, made of a good grade of red material, and securely fastened to a staff that is approximately 36 inches in length. When used at nighttime, flags shall be retroreflectorized red.

Flashlight, lantern or other lighted signal that will display a red warning light shall be used at night.

Flagger Stations

Flagger stations shall be located far enough in advance of the work space so that approaching road users will have sufficient distance to stop before entering the work space. When used at nighttime, the flagger station shall be illuminated.

SURVEY WORK ZONES

The SURVEY CREW AHEAD symbol or legend sign shall be the principal Advance Warning Sign used for Traffic Control Through Survey Work Zones and may replace the ROAD WORK AHEAD sign when lane closures occur, at the discretion of the Party Chief.

When Traffic Control Through Work Zones is being used for survey purposes only, the END ROAD WORK sign as called for on certain 102 Series of Indexes should be omitted.

Survey Between Active Traffic Lanes or Shared Left Turn Lanes

The following provisions apply to Main Roadway Traffic Control Work Zones. These provisions must be adjusted by the Party Chief to fit roadway and traffic conditions when the Survey Work Zone includes intersections.

- (A) A STAY IN YOUR LANE (MOT-1-06) sign shall be added to the Advance Warning Sign sequence as the second most immediate sign from the work area.
- (B) Elevation Surveys-Cones may be used at the discretion of the Party Chief to protect prism holder and flagger(s). Cones, if used, may be placed at up to 50' intervals along the break line throughout the work zone.
- (C) Horizontal Control-With traffic flow in the same direction, cones shall be used to protect the backsight tripod and/or instrument. Cones shall be placed at the equipment, and up to 50' intervals for at least 200' towards the flow of traffic.
- (D) Horizontal Control-With traffic flow in opposite directions, cones shall be used to protect the backsight tripod and/or instrument. Cones shall be placed at the equipment, and up to 50' intervals for at least 200' in both directions towards the flow of traffic.

SIGNS

SIGN MATERIALS

Mesh signs and non-retroreflective vinyl signs may only be used for daylight operations. Non-retroreflective vinyl signs must meet the requirements of Specifications Section 994.

Retroreflective vinyl signs meeting the requirements of Specification Section 994 may be used for daylight or night operations not to exceed 1 day except as noted in the Indexes.

Rigid or Lightweight sign panels may be used in accordance with the vendor APL drawing for the sign stand to which they are attached.

INTERSECTING ROAD SIGNING

Signing for the control of traffic entering and leaving work zones by way of intersecting crossroads shall be adequate to make drivers aware of work zone conditions. When Work operations exceed 60 minutes, place the ROAD WORK AHEAD sign on the side street entering the work zone.

ADJOINING AND/OR OVERLAPPING WORK ZONE SIGNING

Adjoining work zones may not have sufficient spacing for standard placement of signs and other traffic control devices in their advance warning areas or in some cases other areas within their traffic control zones. Where such restraints or conflicts occur or are likely to occur, one of the following methods will be employed to avoid conflicts and prevent conditions that could lead to misunderstanding on the part of the traveling public as to the intended travel way by the traffic control procedure applied:

- (A) For scheduled projects the engineer in responsible charge of project design will resolve anticipated work zone conflicts during the development of the project traffic control plan. This may entail revision of plans on preceding projects and coordination of plans on concurrent projects.
- (B) Unanticipated conflicts arising between adjoining in progress highway construction projects will be resolved by the Resident Engineer for projects under his residency, and, by the District Construction Engineer for in progress projects under adjoining residencies.
- (C) The District Maintenance Engineer will resolve anticipated and occurring conflicts within scheduled maintenance operations.
- (D) The Unit Maintenance Engineer will resolve conflicts that occur within routine maintenance works; between routine maintenance work, unscheduled work and/or permitted work; and, between unit controlled maintenance works and highway construction projects.

SIGN COVERING AND INTERMITTENT WORK STOPPAGE SIGNING

Existing or temporary traffic control signs that are no longer applicable or are inconsistent with intended travel paths shall be removed or fully covered.

Sign blanks or other available coverings must completely cover the existing sign. Rigid sign coverings shall be the same size as the sign it is covering, and bolted in a manner to prevent movement.

Sign covers are incidental to work operations and are not paid for separately.

SIGNING FOR DETOURS, LANE SHIFTS AND DIVERSIONS

Detours should be signed clearly over their entire length so that motorists can easily determine how to return to the original roadway. The reverse curve (W1-4) warning sign should be used for the advanced warning for a lane shift. A diversion should be signed as a lane shift.

EXTENDED DISTANCE ADVANCE WARNING SIGN

Advance Warning Signs shall be used at extended distance of one-half mile or more when limited sight distance or the nature of the obstruction may require a motorist to bring their vehicle to a stop. Extended distance Advanced Warning Signs may be required on any type roadway, but particularly be considered on multilane divided highways where vehicle speed is generally in the higher range (45 MPH or more).

UTILITY WORK AHEAD SIGN

The UTILITY WORK AHEAD (W21-7) sign may be used as an alternate to the ROAD WORK AHEAD or the ROAD WORK XX FT (W20-1) sign for utility operations on or adjacent to a highway.

LENGTH OF ROAD WORK SIGN

The length of road work sign (G20-1) bearing the legend ROAD WORK NEXT _____ MILES is required for all projects of more than 2 miles in length. The number of miles entered should be rounded up to the nearest mile. The sign shall be located at begin construction points.

SPEEDING FINES DOUBLED WHEN WORKERS PRESENT SIGN

The SPEEDING FINES DOUBLED WHEN WORKERS PRESENT sign should be installed on all projects, but may be omitted if the work operation is less than 1 day. The placement should be 500 feet beyond the ROAD WORK AHEAD sign or midway to the next sign whichever is less.

GROOVED PAVEMENT AHEAD SIGN

The GROOVED PAVEMENT AHEAD sign is required 500 feet in advance of a milled or grooved surface open to traffic. The W8-15P placard shall be used in conjunction with the GROOVED PAVEMENT AHEAD sign.

END ROAD WORK SIGN

The END ROAD WORK sign (G20-2) should be installed on all projects, but may be omitted where the work operation is less than 1 day. The sign should be placed approximately 500 feet beyond the end of a construction or maintenance project unless other distance is called for in the plans. When other Construction or Maintenance Operations occur within 1 mile this sign should be omitted and signing coordinated in accordance with Index 102-600, ADJOINING AND/OR OVERLAPPING WORK ZONE SIGNING.

PROJECT INFORMATION SIGN

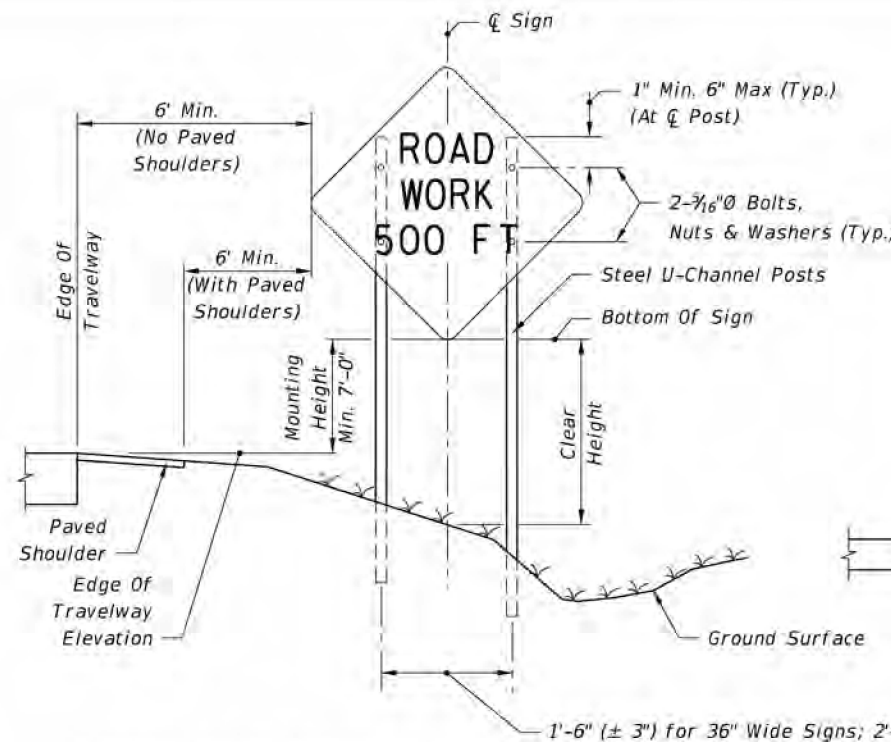
The Project information sign shall be installed when called for in the plans.

10/30/2017 9:36:44 AM

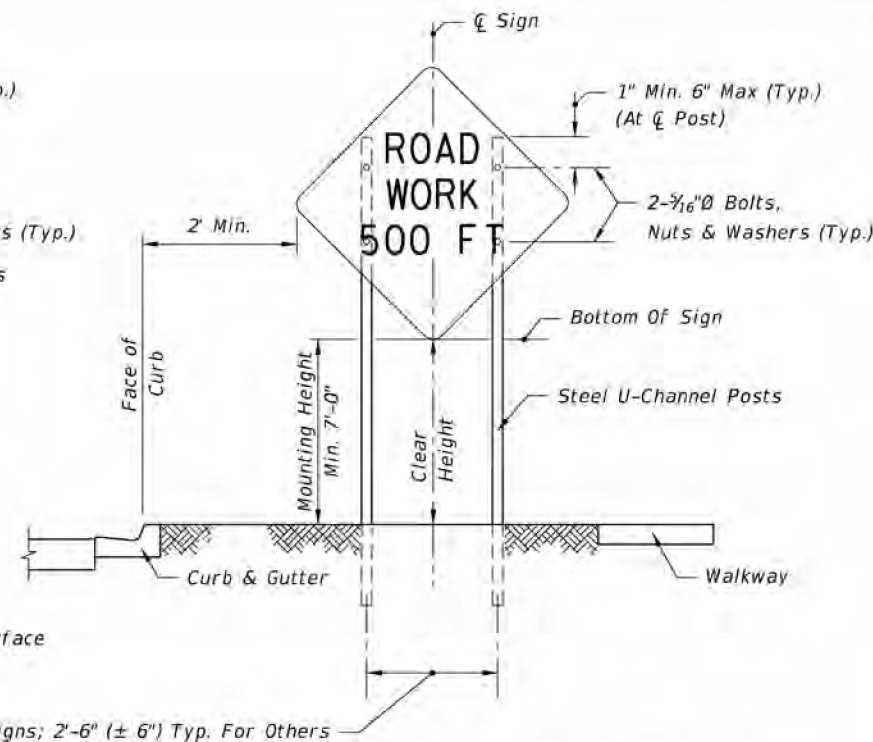
LAST REVISION	11/01/17	DESCRIPTION:	EXHIBIT E		FY 2018-19 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX	SHEET
							102-600	4 of 12

TEMPORARY SIGN SUPPORT NOTES:

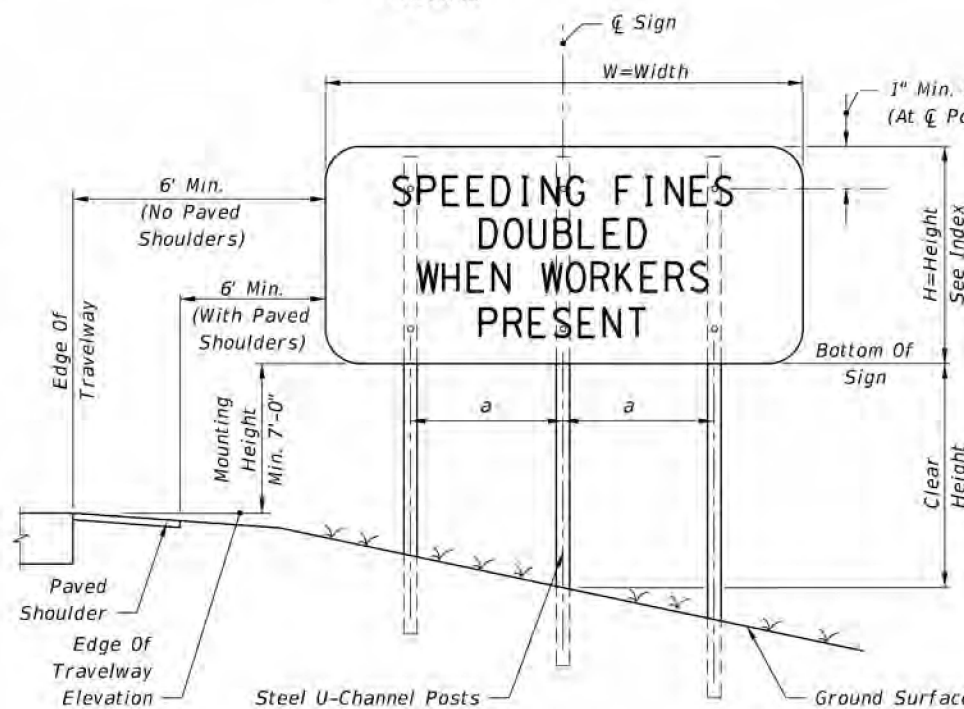
- All signs shall be post mounted when work operations exceed one day except for:
 - Road closure signs mounted in accordance with the vendor drawing for the Type III Barricade shown on the APL.
 - Pedestrian advanced warning or pedestrian regulatory signs mounted on sign supports in accordance with the vendor drawing shown on the APL.
 - Median barrier mounted signs per Index 700-013.
- Unless shielded with barrier or outside of the Clear Zone, signs mounted on temporary supports or barricades, and barricade/sign combination must be crashworthy in accordance with NCHRP 350 requirements and included on the Approved Products List (APL).
- Use only approved systems listed on the Department's Approved Products List (APL).
- Manufacturers seeking approval of U-Channel and steel square tube sign support assemblies for inclusion on the Approved Products List (APL) must submit a APL application, design calculations (for square tube only), and detailed drawings showing the product meets all the requirements of this Index.
- Provide 3 lb/ft Steel U-Channel Posts with a minimum section modulus of 0.43 in³ for 60 ksi steel, a minimum section modulus of 0.37 in³ for 70 ksi steel, or a minimum section modulus of 0.34 in³ for 80 ksi steel.
- Provide 4 lb/ft Steel U-Channel Posts with a minimum section modulus of 0.56 in³ for 60 ksi steel, or a minimum section modulus of 0.47 in³ for 70 ksi or 80 ksi steel.
- U-channel posts shall conform with ASTM A 499, Grade 60, or ASTM A 576, Grade 1080 (with a minimum yield strength of 60 ksi). Square tube posts shall conform with ASTM A 653, Grade 50, or ASTM A 1011, Grade 50.
- Sign attachment bolts, washers, nuts, and spacers shall conform with ASTM A307 or A 36.
- For diamond warning signs with supplement plaque (up to 5 ft² in area), use 4 lb/ft posts for up to 10 ft Clear Height (measure to the bottom of diamond warning sign).
- Install 4 lb/ft Steel U-Channel Posts with approved breakaway splice in accordance with the manufacturer's detail shown on the APL.
- The contractor may install 3 lb/ft Steel U-Channel Posts with approved breakaway splice in accordance with the manufacturer's detail shown on the APL.
- Install all posts plumb.
- The contractor may set posts in preformed holes to the specified depth with suitable backfill tamped securely on all sides, or drive 3 lb/ft sign posts and any size base post in accordance with the manufacturer's detail shown on the APL.



2 POST SIGN SUPPORT MOUNTING DETAILS (SINGLE POST SIMILAR) RURAL

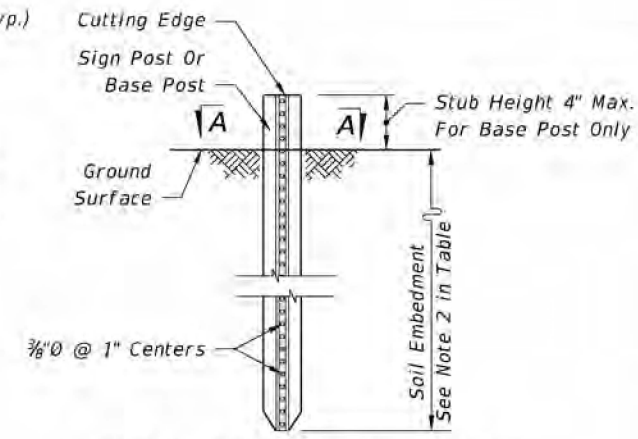


2 POST SIGN SUPPORT MOUNTING DETAILS (SINGLE POST SIMILAR) URBAN



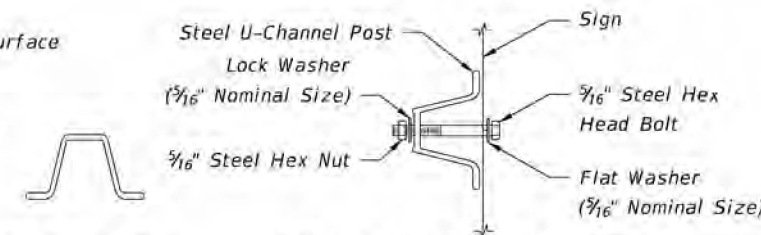
3 POST SIGN SUPPORT MOUNTING DETAILS

Where W = 48": a = 1' - 4 1/2" (± 1")
 W = 60": a = 1' - 9" (± 1")
 W = 72": a = 2' - 1" (± 1")



TYPICAL FOUNDATION DETAIL

See APL for post, splice and connection details. No bolts installed closer than 1" to cutting edge.



SECTION A-A (SCHEMATIC)

SIGN ATTACHMENT DETAIL (WITHOUT Z-BRACKET)

POST AND FOUNDATION TABLE FOR WORK ZONE SIGNS

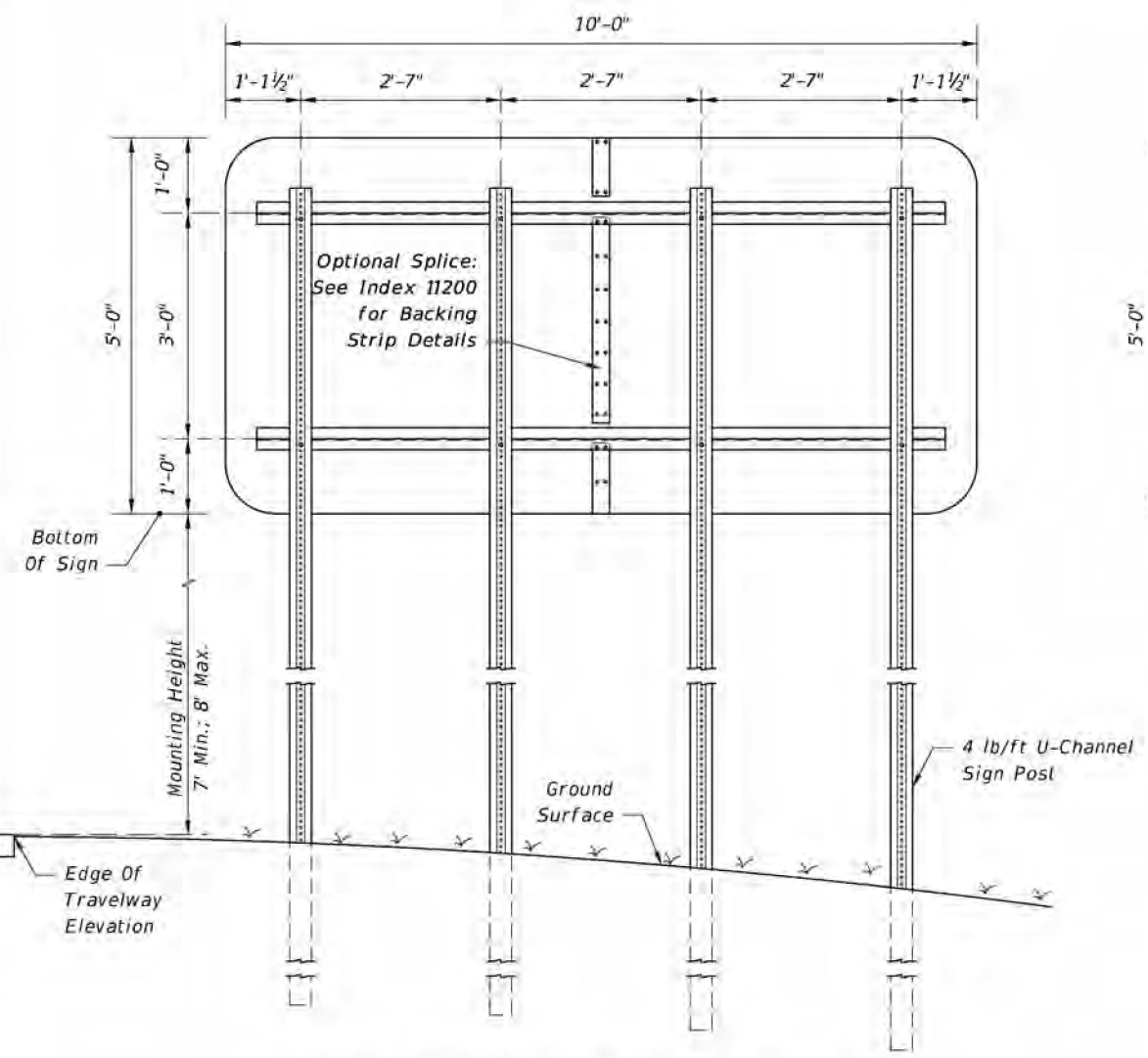
SIGN SHAPE	SIGN SIZE (inches)	NUMBER OF STEEL U CHANNEL POSTS
Octagon	30x30	1
	36x36x36	1
	48x48x48	1
Triangle	48x48x48	1
	60x60x60	2
	24x18	1
Rectangle (W x H)	24x30	1
	30x24	1
	36x18	1
	36x24	1
	48x18	1
	48x24	1
	36x48	2
	48x30	2
	48x36	2
	54x36	2
	48x60	3
	60x54	3
Square	72x48	3
	120x60*	4*
	30x30	1
Diamond (See Note 7)	36x36	2
	48x48	2
	48x48	2
Circle	36Ø	2

Notes For Table:

- Use 3 lb/ft posts for Clear Height up to 10' and 4 lb/ft posts for Clear Height up to 12'.
- * Use 4 lb/ft U-channel sign post with a mounting height of 7' min. and 8' max. Attach sign panel using Z-bracket detail on Sheet 6.
- Minimum foundation depth is 4.0' for 3 lb/ft posts and 4.5' for 4 lb/ft posts.
- For both 3 lb/ft and 4 lb/ft base or sign posts installed in rock, a minimum cumulative depth of 2' of rock layer is required.
- The soil plate as shown on the APL vendor drawing is not required for base posts or sign posts installed in existing rock (as defined in Note 3), asphalt roadway, shoulder pavement or soil under sidewalk.

WORK ZONE SIGN SUPPORTS

10/30/2017 9:36:45 AM

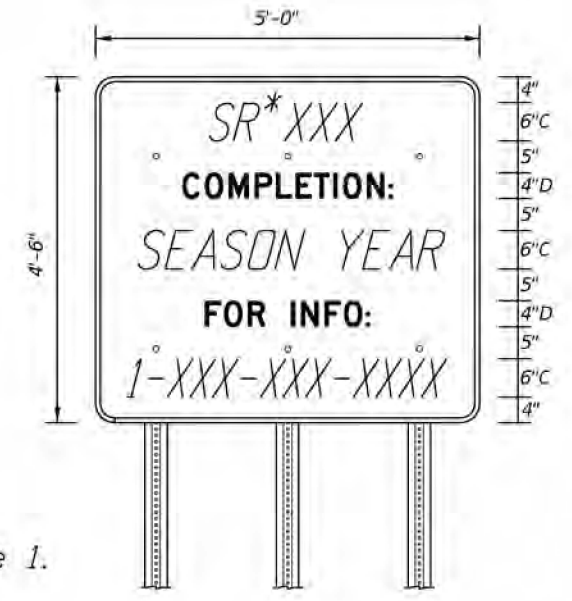


4 POST SIGN SUPPORT MOUNTING DETAIL



BORDER 10'-0" x 5'-0"
 R=8" 8" Radii
 TH=0.25" 4" and 6" series D Legend
 IN=0.75" Blue Background
 White Legend and Border

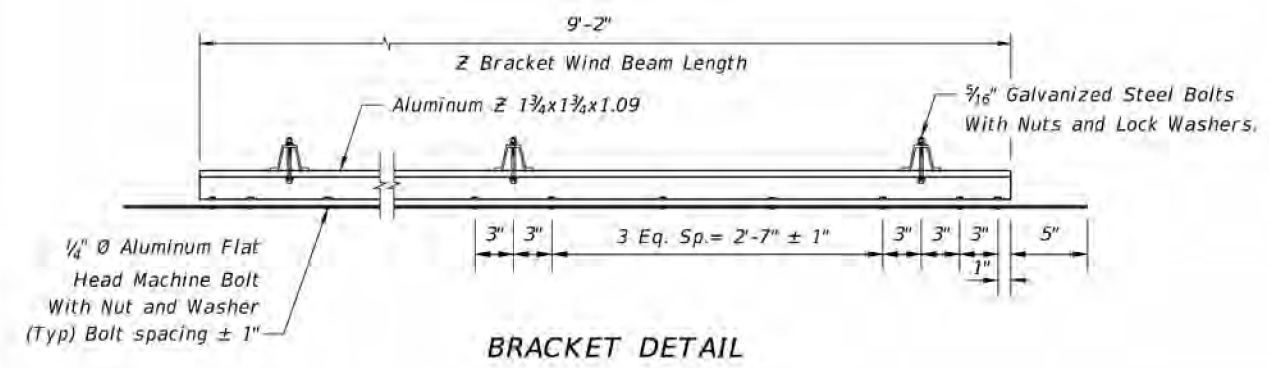
PROJECT INFORMATION SIGN DETAIL
 50 MPH OR GREATER
 Use SIGN ATTACHMENT DETAIL
 (WITH Z-BRACKET).



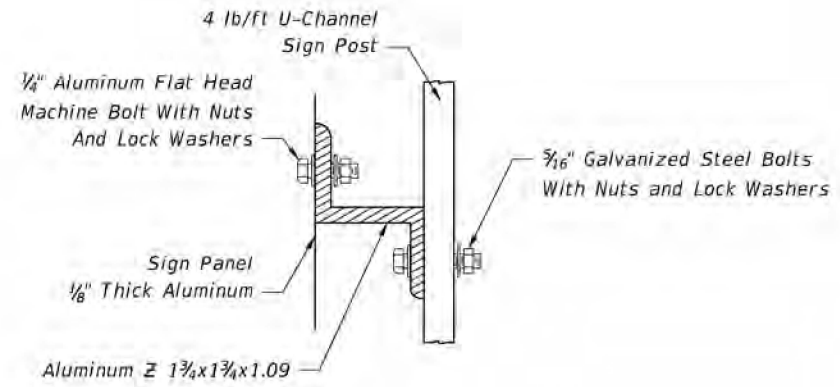
BORDER 5'-0" x 4'-6"
 R=3" 3" Radii
 TH=0.25" 4" series D Legend and
 IN=0.75" 6" series C Legend
 Blue Background
 White Legend and Border

PROJECT INFORMATION SIGN DETAIL
 45 MPH OR LESS
 Use SIGN ATTACHMENT DETAIL
 (WITHOUT Z-BRACKET)
 On Sheet 5.

* - See Note 1.



BRACKET DETAIL



SIGN ATTACHMENT DETAIL
 (WITH Z-BRACKET)

- PROJECT INFORMATION SIGN NOTES:
1. Road designation should be the most common designation (ie. I-Interstate, SR-State Road or US.)
 2. Italic text on signs indicate variable information specific to the project.
 3. See Sheet 5 for Typical Foundation Details and Post and Foundations Table.

PROJECT INFORMATION SIGN

10/30/2017 9:36:46 AM

LAST REVISION	DESCRIPTION:	FY 2018-19 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX	SHEET
10411/01/17	EXHIBIT E			102-600	6 of 12

10/30/2017 9:36:46 AM

E5-2 B/O	E5-2a B/O	G20-1 B/O	G20-2 B/O	G20-4 B/O	M4-8 B/O	M4-8A B/O	M4-9L B/O	M4-9R B/O	M4-10L O/B	M4-10R O/B	OM-3R B/Y	R1-1 W/R	R1-2 RW/R	R2-1 B/W	R4-1 B/W	R4-2 B/W	R4-5 B/W	R4-7 B/W	R4-8 B/W	R4-7AL B/W
R4-7AR B/W	R4-7BL B/W	R4-7BR B/W	R5-1 WR/W	R9-8 B/W	R9-9 B/W	R9-10 B/W	R9-11 B/W	R9-11a B/W	R11-2 B/W	W1-1R B/O	W1-2R B/O	W1-3R B/O	W1-4R B/O	W1-4b B/O	W1-4c B/O	W1-6 B/O	W1-7 B/O	W1-8 B/O	W3-1 RB/O	W3-2 RB/O
W3-3 B(RYG)/O	W3-4 B/O	W3-5 B/O	W4-1 B/O	W4-2 B/O	W5-1 B/O	W5-2 B/O	W5-3 B/O	W6-1 B/O	W6-2 B/O	W6-3 B/O	W8-1 B/O	W8-2 B/O	W8-3 B/O	W8-4 B/O	W8-5 B/O	W8-6 B/O	W8-7 B/O	W8-8 B/O	W8-9 B/O	W8-9a B/O
W8-11 B/O	W9-1L B/O	W9-1R B/O	W9-2L B/O	W9-2R B/O	W10-1 B/Y	W11-2 B/O	W12-1 B/O	W12-2 B/O	W13-1 B/O	W20-1A B/O	W20-1B B/O	W20-1C B/O	W20-1D B/O	W20-1E B/O	W20-1F B/O	W20-2A B/O	W20-2B B/O	W20-2C B/O	W20-2D B/O	W20-2E B/O
W20-3 B/O	W20-4 B/O	W20-5a B/O	W20-5L B/O	W20-5R B/O	W20-5C B/O	W20-7A B/O	W20-7 B/O	W21-1A B/O	W21-1 B/O	W21-5 B/O	W21-5a B/O	W21-6 B/O	W21-7 B/O	W16-7P B/O	W16-2P B/O					
W22-1 B/O	W22-2 B/O	W22-3 B/O																		
																		<p>COLOR CODES Legend and/or Symbol Background</p> <p>O-Orange (Reflectorized) R-Red (Reflectorized) B-Black (Non-Reflectorized) Y-Yellow (Reflectorized) W-White (Reflectorized) G-Green (Reflectorized)</p>		
MOT-1-06 B/O	MOT-4-06 B/O	MOT-5-06 B/O	MOT-7-06 B/O	MOT-8-06 B/O	MOT-9-06 B/O	MOT-10-06 B/O	MOT-11-06 BLUE/W	MOT-12-06R B/W	MOT-12-06L B/W	MOT-13-06 (Limited access facilities) MOT-14-06 (All other facilities)	MOT-15-06 B/O	MOT-16-06 B/O	MOT-17-06 B/O	MOT-18-10 B/O	WB-15P B/O					

Notes:

- The size of diamond shaped Temporary Traffic Control (TTC) warning signs shall be a minimum of 48" X 48".
- Fluorescent orange shall be used for all orange colored work zone signs.
- The sign shields, symbols and messages contained on this sheet are provided for ready reference to those signs used in the development of the 102 Series of Indexes and are commonly used in the development of traffic control plans. For additional signs and sign detail information refer to the STANDARD HIGHWAY SIGNS MANUAL as specified in the MUTCD. Special signs for traffic control plans will be as approved by the State Traffic Plans Engineer.

The sign codes shown on this sheet are for the purpose of identifying cell names found in the Traffic Control Cell Library (TCZ.Cel).

The STANDARD HIGHWAY SIGNS MANUAL should be referenced for the official sign codes for use in the development of traffic control plans.

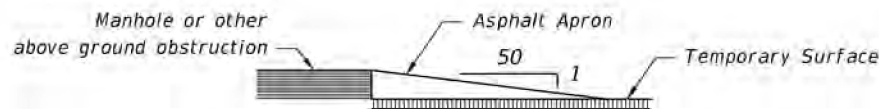
See Index 700-102 for MOT sign details.

COMMONLY USED WARNING AND REGULATORY SIGNS IN WORK ZONES

MANHOLES/CROSSWALKS/JOINTS

Manholes extending 1" or more above the travel lane and crosswalks having an uneven surface greater than 1/4" shall have a temporary asphalt apron constructed as shown in the diagram below.

All transverse joints that have a difference in elevation of 1" or more shall have a temporary asphalt apron constructed as shown in the diagram below.



The apron is to be removed prior to constructing the next lift of asphalt. The cost of the temporary asphalt shall be included in the contract unit price for Maintenance of Traffic, LS.

REMOVING PAVEMENT MARKINGS

Existing pavement markings that conflict with temporary work zone delineation shall be removed by any method approved by the Engineer, where operations exceed one daylight period. Remove conflicting pavement marking using a method that will not damage the surface texture of the pavement, unless the pavement will be restored prior to traffic use. Painting over existing pavement markings with black paint or spraying with asphalt shall not be accepted as substitute for removal or obliteration. Full pavement width overlays of either a structural or friction course (non-final surface) are an acceptable alternate means to achieve removal.

SIGNALS

Existing traffic signal operations that require modification in order to carry out work zone traffic control shall be included in the TCP and be approved by the District Traffic Operations Engineer.

Maintain all existing actuated or traffic responsive mode signal operations for main and side street movements for the duration of the Contract and require restoration of any loss of detection within 12 hours. The contractor shall select only detection technology listed on the Department's Approved Products List (APL) and approved by the Engineer to restore detection capabilities.

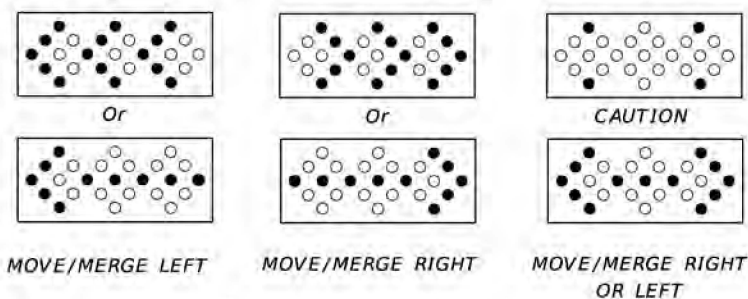
ADVANCE WARNING ARROW BOARDS

An arrow board in the arrow or chevron mode shall be used only for stationary or moving lane closures on multilane roadways.

For shoulder work, blocking the shoulder, for roadside work near the shoulder, or for temporarily closing one lane on a two-lane, two-way roadway, an arrow board shall be used only in the caution mode.

A single arrow board shall not be used to merge traffic laterally more than one lane. When arrow boards are used to close multiple lanes, a single board shall be used at the merging taper for each closed lane.

When Advance Warning Arrow Boards are used at night, the intensity of the flashers shall be reduced during darkness when lower intensities are desirable.



● Minimum Required Lamps
○ Additional Lamps Allowed

MODES

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS)

The PCMS can be used to:

1. Supplement standard signing in construction or maintenance work zones.
2. Reinforce static advance warning messages.
3. Provide motorists with updated guidance information.

PCMS should be placed approx. 500 to 800 feet in advance of the work zone conflicts or 0.5 to 2 miles in advance of complex traffic control schemes which require new and/or unusual traffic maneuvers.

If PCMS are to be used at night, the intensity of the flashers shall be reduced during darkness when lower intensities are desirable.

For additional information refer to the FDOT Plans Preparation Manual, Volume I, Chapter 10.

TRUCK/TRAILER-MOUNTED ATTENUATORS

Truck/Trailer-mounted attenuators (TMA) can be used for moving operations and short-term stationary operations. For moving operations, see Indexes 102-607 and 102-619. For short-term, stationary operations, see Part VI of the MUTCD.

CHANNELIZING DEVICES

Channelizing devices for work zone traffic control shall be as prescribed in Part VI of the MUTCD, subject to supplemental revisions provided in the contract documents and the 102 Series of Indexes. Lighting Devices must not be used to supplement channelization.

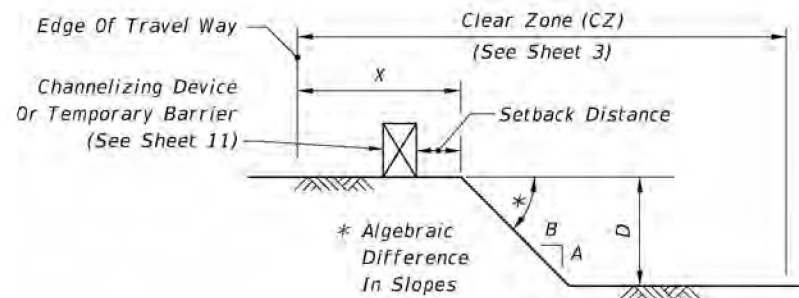
CHANNELIZING DEVICE CONSISTENCY

Barricades, vertical panels, cones, tubular markers and drums shall not be intermixed within either the lateral transition or within the tangent alignment.

LAST REVISION	DESCRIPTION:		FY 2018-19 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX	SHEET
11/01/17	<h1>EXHIBIT E</h1>				102-600	8 of 12

DROP-OFF CONDITION NOTES

1. These conditions and treatments can be applied only in work areas that fall within a properly signed work zone.
2. When drop-offs occur within the clear zone due to construction or maintenance activities, protection devices are required (See Table 1). A drop-off is defined as a drop in elevation, parallel to the adjacent travel lanes, greater than 3" with slope (A:B) steeper than 1:4. In superelevated sections, the algebraic difference in slopes should not exceed 0.25 (See Drop-off Condition Detail).
3. Drop-offs may be mitigated by placement of slopes with optional base material per Specifications Section 285. Slopes shallower than 1:4 may be required to avoid algebraic difference in slopes greater than 0.25. Include the cost for the placement and removal of the material in Maintenance of Traffic, LSD. Use of this treatment in lieu of a temporary barrier is not eligible for CSIP consideration. Conduct daily inspections for deficiencies related to erosion, excessive slopes, rutting or other adverse conditions. Repair any deficiencies immediately.
4. For Setback Distance, refer to the Index or Approved Products List (APL) drawing of the selected barrier.
5. For Conditions 1 and 3 provided in Table 1, any drop-off condition that is created and restored within the same work period will not be subject to the use of temporary barriers; however, channelizing devices will be required.
6. When permanent curb heights are $\geq 6"$, no channelizing device will be required. For curb heights $< 6"$, see Table 1.



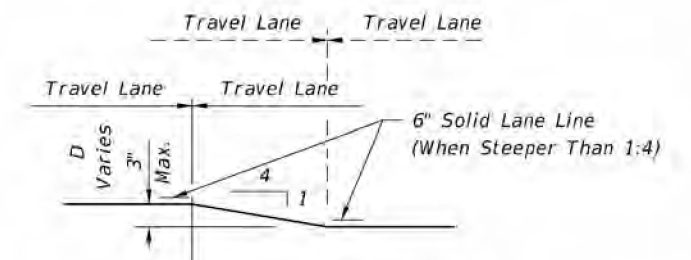
DROP-OFF CONDITION DETAIL

**Table 1
Drop-off Protection Requirements**

Condition	X (ft)	D (in.)	Device Required
1	0-12	> 3	Temporary Barrier
2	> 12-CZ	> 3 to ≤ 5	Channelizing Device
3	0-CZ	> 5	Temporary Barrier
4	Removal of Bridge or Retaining Wall Barrier		Temporary Barrier
5	Removal of portions of Bridge Deck		Temporary Barrier

TRAVEL LANE TREATMENT FOR MILLING OR RESURFACING NOTES

1. This treatment applies to resurfacing or milling operations between adjacent travel lanes.
2. Whenever there is a difference in elevation between adjacent travel lanes, the W8-11 sign with "UNEVEN LANES" is required at intervals of 1/2 mile maximum.
3. If D is 1 1/2" or less, no treatment is required.
4. Treatment allowed only when D is 3" or less.
5. If the slope is steeper than 1:4 (not to be steeper than 1:1), the R4-1 and MOT-1-06 signs shall be used as a supplement to the W8-11; this condition should never exceed 3 miles in length.



TRAVEL LANE TREATMENT FOR MILLING OR RESURFACING DETAIL

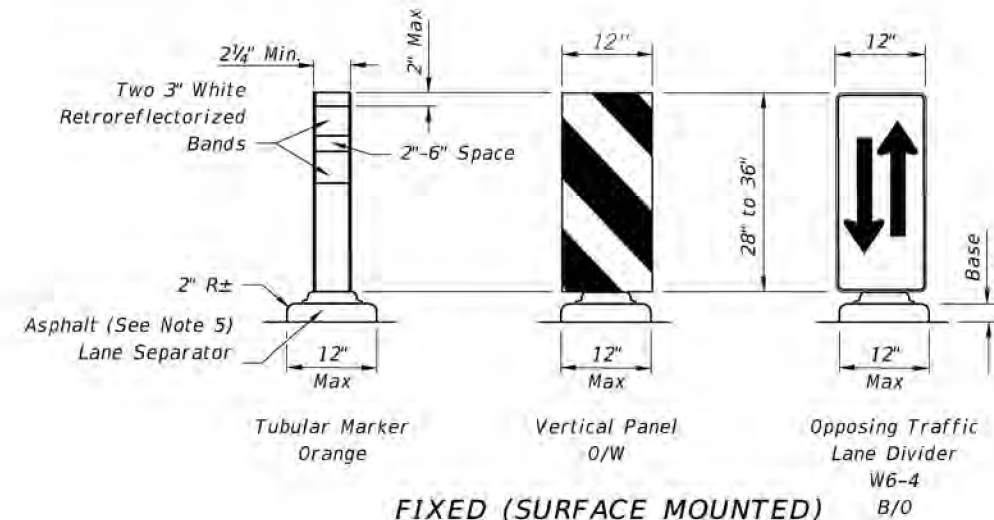
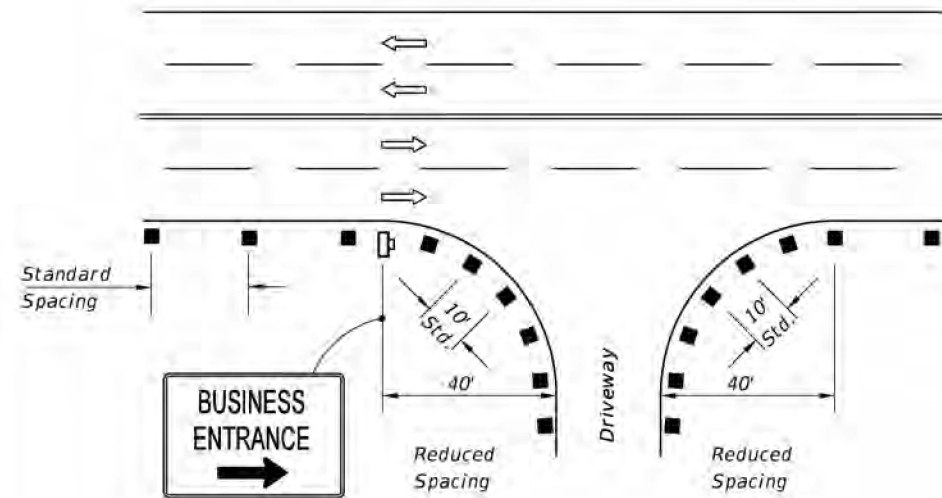
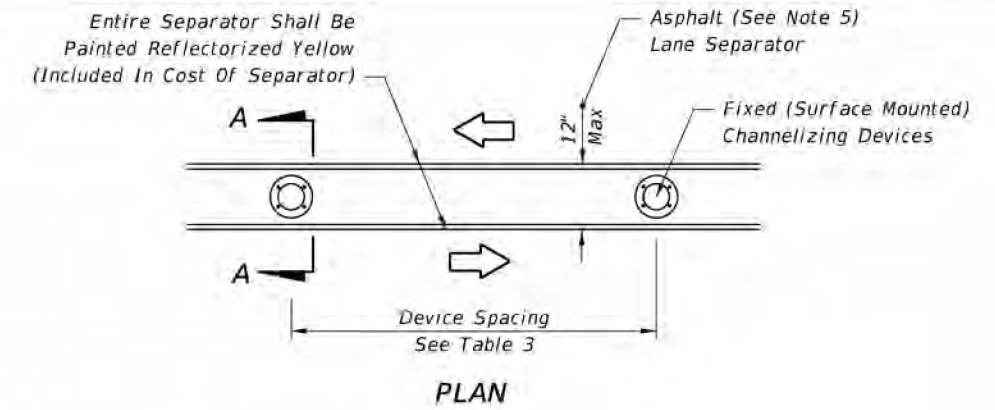
PEDESTRIAN WAY DROP-OFF CONDITION NOTES

1. A pedestrian way drop-off is defined as:
 - a. a drop in elevation greater than 10" that is closer than 2' from the edge of the pedestrian way
 - b. a slope steeper than 1:2 that begins closer than 2' from the edge of the pedestrian way when the total drop-off is greater than 60"
2. Protect any drop-off adjacent to a pedestrian way with pedestrian longitudinal channelizing devices, temporary barrier wall, or approved handrail.

DROP-OFFS IN WORK ZONES

10/30/2017 9:36:48 AM

Speed (mph)	Max. Distance Between Devices (ft.)			
	Tubular Markers		Vertical Panels or Opposing Traffic Lane Divider	
	Taper	Tangent	Taper	Tangent
25	25	50	25	50
30 to 45	25	50	30	50
50 to 70	25	50	50	100



SECTION AA

1. For single business entrances, place one 24" x 36" business sign for each driveway entrance affected. Signs shall show specific business names. Logos may be provided by business owners. Standard BUSINESS ENTRANCE sign in Index 700-102 may be used when approved by the Engineer.
2. When several businesses share a common driveway entrance, place one 24" x 36" standard BUSINESS ENTRANCE sign in accordance with Index 700-102 at the common driveway entrance.
3. Channelizing devices shall be placed at a reduced spacing on each side of the driveway entrance, but shall not restrict sight distance for the driveway users.
4. Business entrance signs are intended to guide motorist to business entrances moved/modified or disturbed during construction projects. Business entrance signs are not required where there is minimal disruption to business driveways which is often the case with resurfacing type projects.

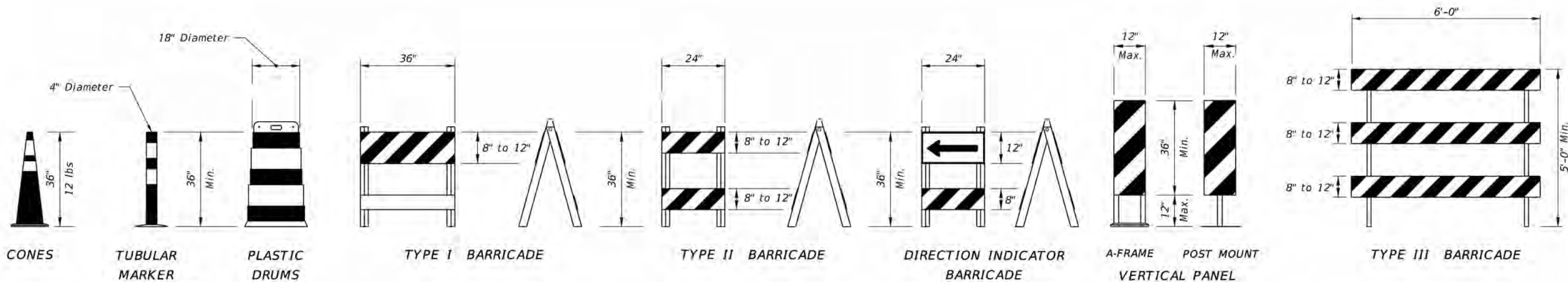
1. Temporary lane separators shall be supplemented with any of the following approved fixed (surface mounted) channelizing devices: tubular markers, vertical panels, or opposing traffic lane divider panels. Opposing traffic lane divider panels (W6-4) shall only be used as center lane dividers to separate opposing vehicular traffic on a two-lane, two-way operation. Tubular Markers, Vertical Panels and Opposing Traffic Lane Divider panels shall not be intermixed within the limits where the temporary lane separator is used. The connection between the channelizing device and the temporary lane separator curb shall hold the channelizing device in a vertical position.
2. Reflectorized materials shall have a smooth sealed outer surface which will display the same approximate color day and night. Furnish channelizing devices having retroreflective sheeting meeting the requirements of Section 990.
3. 12" openings for drainage shall be constructed in the asphalt and portable temporary lane separator at a maximum spacing of 25' in areas with grades of 1% or less or 50' in areas with grades over 1% as directed by the Engineer.
4. Tapered ends shall be used at the beginning and end of each run of the temporary lane separator to form a gradual increase in height from the pavement level to the top of the temporary lane separator.
5. The Contractor has the option of using portable temporary lane separators containing fixed channelizing devices in lieu of the temporary asphalt separator and channelizing devices detailed on this sheet. The portable temporary lane separator shall come in portable sections that can be connected to maintain continuous alignment between the separate curb sections. Each temporary lane separator section shall be 36 inches to 48 inches in total length. Portable temporary lane separators shall duplicate the color of the pavement marking. Portable temporary lane separators shall be one of those listed on the Approved Products List.
6. Any damage to existing pavement caused by the removal of temporary lane separator shall be satisfactorily repaired and the cost of such repairs are to be included in the cost of Maintenance of Traffic, LS.

TEMPORARY LANE SEPARATOR

PLACEMENT OF BUSINESS ENTRANCE SIGNS AND CHANNELIZING DEVICES AT BUSINESS ENTRANCE

10/30/2017 9:36:48 AM

LAST REVISION	DESCRIPTION:	FY 2018-19 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX	SHEET
11/01/17	EXHIBIT E			102-600	10 of 12



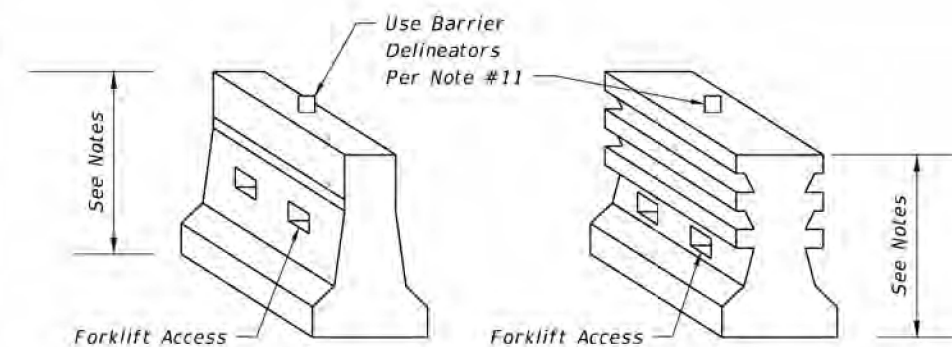
TUBULAR NON-FIXED MARKER TO BE USED DURING DAYLIGHT ONLY

CHANNELIZING DEVICES

CHANNELIZING DEVICE NOTES:

- The details shown on this sheet are for the following purposes:
 - For ease of identification and
 - To provide information that supplements or supersedes that provided by the MUTCD.
- The Type III Barricade shall have a unit length of 6'-0" only. When barricades of greater lengths are required those lengths shall be in multiples of the 6'-0" unit.
- No sign panel should be mounted on any channelizing device unless the channelizing device/sign combination was found to be crashworthy and the sign panel is mounted in accordance with the vendor drawing for the channelizing device shown on the Approved Products List (APL).
- Ballast shall not be placed on top rails or any striped rails or higher than 13" above the driving surface.
- The direction indicator barricade may be used in tapers and transitions where specific directional guidance to drivers is necessary. If used, direction indicator barricades shall be used in series to direct the driver through the transition and into the intended travel lane.
- The splicing of sheeting is not permitted on either channelizing devices or MOT signs.
- For rails less than 3'-0" long, 4" stripes shall be used.
- Cones shall:
 - Be used only in active work zones where workers are present.
 - Not exceed 2 miles in length of use at any one time.
 - Be reflectorized as per the MUTCD with Department-approved reflective collars when used at night.
- Vehicular longitudinal channelizing devices shall not exceed 36" in height. For vehicular longitudinal channelizing devices (LCDs) less than 32" in height, the LCD shall be supplemented with approved fixed (surface mounted) channelizing devices (tubular markers, vertical panels, etc.) along the run of the LCD, at the ends, at 50' centers on tangents, and 25' centers on radii. The cost of the fixed supplemented channelizing devices shall be included in the cost of the LCD. LCDs less than 32" in height shall not be used for speeds greater than 45 mph.

- For pedestrian longitudinal channelizing devices, the device shall have a minimum of 8" continuous detectable edging above the walkway. A gap not exceeding a height of 2" is allowed to facilitate drainage. The top surface of the device shall be a minimum height of 32" and have a 1/8" or less difference in any plane at all connection points between the devices to facilitate hand trailing. The bottom and the top surface of the device shall be in the same vertical plane. If pedestrian drop-off protection is required, the device shall have a footprint or offset of at least 2', otherwise the device must be at least 42" in height above the walkway and be anchored or ballasted to withstand a 200 lb lateral point load at the top of the device.
- For Barrier Delineators, see Specification 102. Place on top of unit so that retroreflective sheeting faces vehicular traffic. Color must match adjacent longitudinal pavement marking.

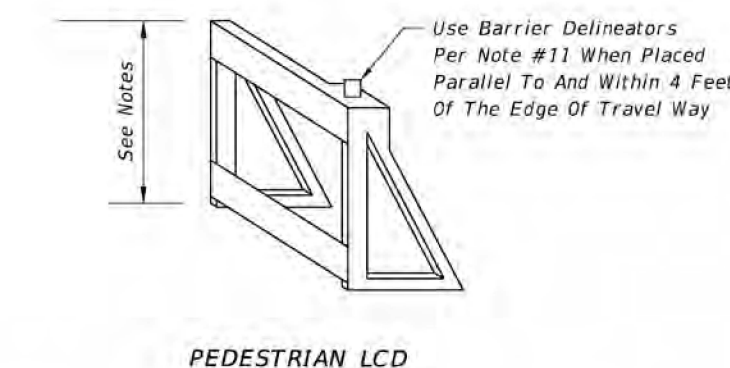


TEMPORARY BARRIER NOTES:

- Where a barrier is specified, any of the types below may be used in accordance with the applicable Index:

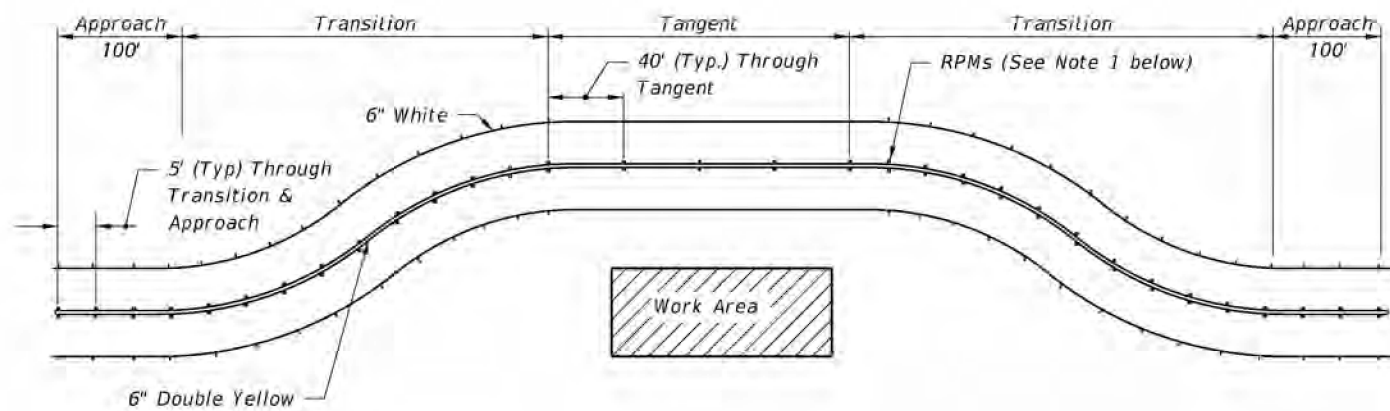
Index	Description
102-100	Temporary Barrier
102-120	Low Profile Barrier
536-001	Guardrail

- Trailer Mounted Barriers may be used to provide positive protection for workers within the work areas. APL drawings may be used as a guide to develop project specific Temporary Traffic Control Plans that are signed and sealed by the Contractor's Engineer.



LONGITUDINAL CHANNELIZING DEVICE

10/30/2017 9:36:49 AM

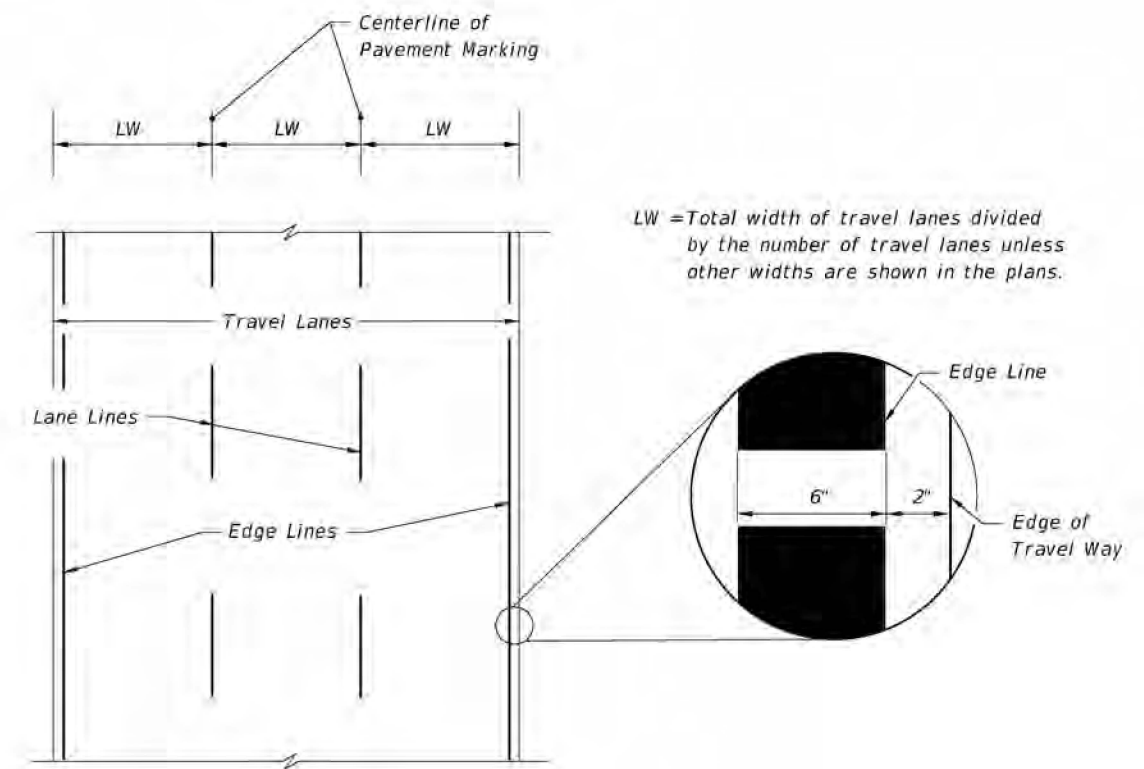


USE OF RPMS TO SUPPLEMENT PAINT OR REMOVABLE TAPE IN WORK ZONES

1. RPMS shall be installed as a supplement to:
 - a. All lane lines.
 - b. Edge lines in transition & approach areas.
 - c. Edge lines of gore areas.
2. Placement of RPMS should be as shown in Index 706-001 with the following exceptions:
 - RPMS shall be placed at 5 feet center to center in approach and transition areas.

NOTES FOR RAISED PAVEMENT MARKERS:

1. The color of the raised pavement marker under both day and night conditions shall conform to the color of the marking for which they serve as a positioning guide, or for which they supplement.
2. RPMS used to supplement lane lines are to be paid for as Raised Pavement Marker (Temporary), EA. RPMS used as a temporary substitute for paint or removable tape due to equipment malfunction are to be placed at the Contractor's expense.



PLACEMENT OF PAVEMENT MARKINGS

PAVEMENT MARKINGS

10/30/2017 9:36:49 AM

LAST REVISION 011/01/17	DESCRIPTION: <h1 style="margin: 0;">EXHIBIT E</h1>	 FY 2018-19 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX 102-600	SHEET 12 of 12
----------------------------	---	--	---	-------------------------	--------------------------

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) ____/____/____	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction <input type="checkbox"/> Change in Primary Operating RR	D. DOT Crossing Inventory Number _____
---	---	--	--

Part I: Location and Classification Information

1. Primary Operating Railroad _____		2. State _____		3. County _____	
4. City / Municipality <input type="checkbox"/> In _____ <input type="checkbox"/> Near _____		5. Street/Road Name & Block Number _____ (Street/Road Name) * (Block Number)		6. Highway Type & No. _____	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____		
9. Railroad Division or Region <input type="checkbox"/> None _____		10. Railroad Subdivision or District <input type="checkbox"/> None _____		11. Branch or Line Name <input type="checkbox"/> None _____	
12. RR Milepost _____ (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A _____		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A _____			
17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private		18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	
20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No		21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A _____		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) _____		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) _____	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *			
30.B. Railroad Use *		31.A. State Use *			
30.C. Railroad Use *		31.B. State Use *			
30.D. Railroad Use *		31.C. State Use *			
30.E. Railroad Use *		31.D. State Use *			
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) _____		34. Railroad Contact (Telephone No.) _____		35. State Contact (Telephone No.) _____	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) _____	1.B. Total Night Thru Trains (6 PM to 6 AM) _____	1.C. Total Switching Trains _____	1.D. Total Transit Trains _____	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) _____		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) _____ 3.B. Typical Speed Range Over Crossing (mph) From _____ to _____		
4. Type and Count of Tracks Main _____ Siding _____ Yard _____ Transit _____ Industry _____				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

Form with sections: A. Revision Date, PAGE 2, D. Crossing Inventory Number, Part III: Highway or Pathway Traffic Control Device Information, Part IV: Physical Characteristics, Part V: Public Highway Information, Submission Information.



COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS AGENDA ITEM REQUEST FORM


The Board of County Commissioners meets the 1st and 3rd Thursday of each month at 5:30 p.m. in the Columbia County School Board Administrative Complex Auditorium, 372 West Duval Street, Lake City, Florida 32055. All agenda items are due in the Board's office one week prior to the meeting date.

Today's Date: September 25, 2018

Meeting Date: October 4, 2018

Name: Shayne Morgan

Department: Emergency Management

Division Manager's Signature: 

1. Nature and purpose of agenda item:

To approve an agreement between the Columbia County School Board and the Board of County Commissioners, in which the School Board will provide mutual aid to the County for Sheltering Operations

2. Recommended Motion/Action:

Motion to approve an Interlocal agreement between the Columbia County School District and Columbia County for Emergency Shelters

3. Fiscal impact on current budget.

Is this a budgeted item?

N/A

Yes Account No. _____

No Please list the proposed budget amendment to fund this request

District No. 1 - Ronald Williams
District No. 2 - Rusty DePratter
District No. 3 - Bucky Nash
District No. 4 - Everett Phillips
District No. 5 - Tim Murphy




BOARD OF COUNTY COMMISSIONERS • COLUMBIA COUNTY

MEMORANDUM

DATE: September 12, 2018

TO: David Kraus, Assistant County Manager

FR: Shayne Morgan, FPEM, Emergency Management Director 

RE: Emergency Sheltering Interlocal Agreement with School District

One of the changes that occurred this year following Hurricane Irma in 2017, is that the Florida Division of Emergency Management has determined that School Systems cannot file for sheltering reimbursement themselves. The school systems are required to file through the county because it has been deemed that sheltering is a mutual aid effort. The school system must invoice the county, the county pays the school system, and the county requests reimbursement from FEMA, in FEMA eligible events.

Following that determination, counties throughout the State have entered into Interlocal Agreements with the School Systems. I have been working with County Attorney Joel Foreman as well as school system staff to prepare this interlocal agreement. This agreement will go onto the Columbia County School Board agenda on September 25. It is my recommendation that we enter into this agreement with them to help us moving forward on future sheltering operations in times of emergency.

If you have any additional questions, please let me know.

BOARD MEETS FIRST THURSDAY AT 5:30 P.M.
AND THIRD THURSDAY AT 5:30 P.M.

**INTERLOCAL AGREEMENT FOR
EMERGENCY SHELTERS
IN COLUMBIA COUNTY, FLORIDA**

THIS AGREEMENT made this _____ day of _____, 2018, by and between the Columbia County Board of County Commissioners, a political subdivision of the State of Florida, hereinafter referred to as the “County” and the Columbia County School Board, a public agency of the State of Florida, hereinafter referred to as the “School Board”.

WHEREAS, the County and School Board recognize their mutual obligations and responsibility for the sheltering of the citizens of Columbia County during a state of declared local emergency, and

WHEREAS, it is mutually beneficial for the County and School Board to support efforts that facilitate communications and coordination; and

WHEREAS, the County and the School Board recognize the mutual benefits which will arise from the School Board providing facilities and staff to assist the County during a state of declared local emergency; and

WHEREAS, Section 252.38 (d), Florida Statutes, provides for the use of School Board facilities and necessary personnel to staff such facilities during declared emergencies; and

WHEREAS, Section 1013.372, Florida Statutes, requires the incorporation of Enhanced Public Shelter Design Criteria in new educational facilities to serve as public shelters for emergency management purposes; and

WHEREAS, Section 1013.372, Florida Statutes, provides exemption criteria from using the Enhanced Shelter Design Criteria; and

WHEREAS, Section 252.385, Florida Statutes, defines the State’s intent to not have a deficit of safe public shelter space in any region of the State; and

WHEREAS, through this agreement the County and the School Board wish to maintain and enhance their cooperative and productive relationship to serve the citizens of Columbia County; and

NOW, THEREFORE, be it mutually agreed between the Columbia County School Board and the Board of County Commissioners of Columbia County that the following requirements, criteria, standards and procedures shall be utilized in the preparing and coordinating the sheltering needs of the citizens of Columbia County during a state of declared local emergency:

1. This Interlocal Agreement is entered into pursuant to the provisions of Sections 163.01, Florida Statutes, commonly known as the “Florida Interlocal Cooperation Act of 1969” (the Act), and all applicable portions of the Act are made a part hereof and incorporated

herein as if set forth at length herein, including, but not limited to the following specific provisions:

- (a) All of the privileges and immunities and limitations from liability, exemptions from laws, ordinance and rules, and all pensions and relief, disability, workers' compensations and other benefits which apply to the activity of officers, agents, or employees of the parties hereto when performing their respective functions within their respective territorial limits for their respective agencies, shall apply to the same degree and extent to the performance of such functions and duties of such officers, agents or employees extra-territorially under the provisions of this Interlocal Agreement;
 - (b) This Interlocal Agreement does not and shall not be deemed to relieve any other parties hereto of any of their respective obligations or responsibilities imposed upon them by law except to the extent of the actual and timely performance of those obligations or responsibilities by one or more of the parties to the Interlocal Agreement, in which case performance provided hereunder may be offered in satisfaction of the obligation or responsibility;
2. If any provisions of the Agreement shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such provisions shall not affect any of the remaining provisions of this Agreement, and this Agreement shall be enforced as if such invalid and unenforceable provision had not been contained herein.
3. Each party agrees that it will execute any and all documents or other instruments, and take such other action as is necessary to give effect to the terms and intent of this Agreement.
4. No waiver by either party of any term or condition of the Agreement will be deemed or construed as a waiver of any other term or condition, nor shall a waiver of any breach be deemed to constitute a waiver of any subsequent breach, whether of the same or of a different sections, subsection, paragraph, subparagraph, clause, phrase, or other provision of the Agreement.
5. School Board facilities, equipment, materials, and personnel will be provided to assist the County for the duration of any state of declared local emergency.
6. Throughout the year the School Board shall work cooperatively with the County to enhance the sheltering operations. The School Board will provide core shelter staff that will include administration, custodial, maintenance, and food service personnel. In addition, district support teams from Information Services and Transportation may be required.
7. In the event a state of local emergency is declared by the County:

- a. The Columbia County Director of Emergency Management or his designee shall notify the School Board Superintendent of the declaration of a state of local emergency.
 - b. The School Board shall, in a manner consistent with the County's Emergency Plan, render assistance to the County.
 - c. The Columbia County Director of Emergency Management or his designee shall coordinate the activities and services included in the Emergency Plan, pursuant to Section 252.38, Florida Statutes.
 - d. Every attempt will be made to have a law enforcement or school safety officer present before opening a shelter. If one is not available a school administrator will be present before opening.
 - e. In order to support shelter operations, the School Board shall provide a liaison in the emergency operations center or a direct contact, during the time shelters in schools are open.
8. For the duration of such emergency, all School Board employees shall remain employees of the School Board for the purpose of maintaining medical and workers compensation insurance.
 9. The County shall reimburse the School Board for actual costs to the School Board for overtime wages, including mandatory benefits, paid to School Board employees while assisting the County during a state of local emergency declared pursuant to Section 252.38(5), Florida Statutes. Reimbursement shall be made in a lump sum amount and shall be conditioned upon the School Board providing the County with the individual time records of said employees along with FEMA ICS – 214 form for each person. In addition, the School Board agrees to provide the County with all necessary documentation in the School Board's control or possession, to enable the County to be reimbursed from other sources.
 10. The County shall reimburse the School Board for actual costs to the School Board for all eligible supplies and eligible materials utilized for the operation of a shelter while assisting the County during a state of local emergency declared pursuant to Section 252.38(5), Florida Statutes. Reimbursement shall be made in a lump sum amount and shall be conditioned upon the School Board providing the County with itemized records of said costs. In addition, the School Board agrees to provide the County with all necessary documentation in the School Board's control or possession, to enable the County to be reimbursed from other sources. Payment shall be made to the School within 30 days, or as soon as possible.

11. The Emergency Operations Center shall provide annual training for all staff members involved with shelter operations or utilize a “train the trainer” format. Those staff members will include all primary and back-up staff members that could potentially be assigned to a shelter or involved with shelter operations. The School Board and the County agree that the County will, after the first twenty-four (24) hours, supplement District shelter staff with an equal number of trained county employees, and/or volunteers allowing some School Board staff to be released from duty.
12. The County and the School Board agree that the County may designate one school specifically for Special Needs clients which will be staffed by the Columbia County Department of Health.
13. This Agreement shall at all times be subordinate to the authority of the State Division of Emergency Management to make available any equipment, services, or facilities pursuant to Section 252.42, Florida Statutes, and to the plans of the Federal Government and the State of Florida acting through the State Division of Emergency Management.
14. Each party shall have the right to seek the judicial enforcement and interpretation of this Agreement, and to avail itself of all remedies available to it arising at law or in equity for the breach of this Agreement. Remedies are mutually available and include damages and specific performance, as appropriate.
15. The term of this Interlocal Agreement shall be for a period of one year. This agreement may be amended only upon mutual agreement by the Board of County Commissioners and Columbia County School Board and will automatically renew each year.
16. Pursuant to Section 163.01 (11), Florida Statutes, this Agreement, executed by the parties hereto, shall be effective immediately upon filing with the Clerk of the Circuit Court of Columbia County.

[REMAINDER OF PAGE BLANK]

IN WITNESS WHEREOF, the parties hereto have executed this agreement by their duly authorized officials on the date set forth below.

**COLUMBIA COUNTY BOARD
OF COUNTY COMMISSIONERS**

**COLUMBIA COUNTY
SCHOOL BOARD**

Tim Murphy, Chair

Keith Hudson, Chair

ATTEST:

ATTEST:

P. DeWitt Cason, Clerk

Alex L. Carswell, Jr., Superintendent
Columbia County School District

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Joel F. Foreman, County Attorney

School Board Attorney



COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS AGENDA ITEM REQUEST FORM

The Board of County Commissioners meets the 1st and 3rd Thursday of each month at 5:30 p.m. in the Columbia County School Board Administrative Complex Auditorium, 372 West Duval Street, Lake City, Florida 32055. All agenda items are due in the Board's office one week prior to the meeting date.

Today's Date: September 26, 2018

Meeting Date: October 4, 2018

Name: Kevin Kirby

Department: Public Works

Division Manager's Signature: _____

1. Nature and purpose of agenda item:

BA 19-01--Approve Task Order and Funding for Troy Road Drainage Project

2. Recommended Motion/Action:

Motion: Approve Task Order from NFPS in the amount of \$19,750 and fund task order and surveying costs of \$10,000 from reserves for a total of \$29,750.

3. Fiscal impact on current budget.

Is this a budgeted item?

N/A

Yes Account No. _____

No Please list the proposed budget amendment to fund this request

Budget Amendment Number: BA 19-01

Fund: 001-GENERAL FUND

FROM:

001-8400-584.90-99

RESERVES / CONTINGENCY/RESERVE

101-0000-381.10-20

INTERFUND TRANSFERS IN / TRSF FROM GENERAL FUND

TO:

001-8100-581.91-01

INTERFUND TRANSFERS OUT / TO TRANSPORTATION TRUST

101-4270-541.30-31

OPERATING EXPENDITURES / PROFESSIONAL SERVICES

AMOUNT:


\$29,750.00

\$29,750.00



BOARD OF COUNTY COMMISSIONERS • COLUMBIA COUNTY

Memo

Date: September 26, 2018
To: Ben Scott, County Manager
From: Kevin Kirby, Assistant County Manager 
RE: Troy Road Drainage Project

As previously discussed, Commissioner Nash has indicated he would like the above referenced project to be a capital project for fiscal year 2018/2019.

In preparation of the project a Task Order for engineering services from North Florida Professional Services needs to be approved. In addition to the task order amount of \$19,750 an additional \$10,000 will be needed for surveying for a total of \$29,750. I am assuming that the funding for this project will need to come from reserves.

Please advise if you should need any additional information.



TASK ORDER FOR ENGINEERING SERVICES

SW Troy Street Flooding Mitigation

This agreement made this ____ day of October 2018 by and between Columbia County, herein referred to as the COUNTY and North Florida Professional Services, Inc., herein after referred to as the CONSULTANT:

The COUNTY intends to provide flooding mitigation during emergency situations by excavating County owned properties near SW Troy Street and to install permanent pumps and pipe systems that are capable of pumping stormwater to nearby stormwater ponds. The COUNTY will provide the survey needed for the project and will pay any required permit fees. The County will also secure any necessary agreements from the Columbia County School Board for emergency use of their stormwater management facility at Westside Elementary.

The CONSULTANT intends to provide the design, plans preparation and environmental permitting necessary to complete the PROJECT for a lump sum amount of Nineteen thousand, seven hundred and fifty dollars (\$19,750.00). This is in accordance with the Master Contract between COUNTY and CONSULTANT.

This lump sum fee shall be invoiced on a monthly basis on a percentage completed basis

This Task Order constitutes a Project Agreement for the PROJECT. The CONSULTANT will perform the Scope of Services as described herein above.

IN WITNESS THEREOF, Columbia County, Florida, through its Board of County Commissioners has caused this instrument to be executed on the day and year first shown above.

BOARD OF COUNTY COMMISSIONERS
COLUMBIA COUNTY, FLORIDA

Attest:

BY: _____

Clerk

Tim Murphy, Chairman

IN WITNESS WHEREOF, North Florida Professional Services, Inc., as CONSULTANT herein, has caused this Task Order to be executed in its name by its proper officers duly authorized to sign and execute instruments on its behalf on the day and year first shown above.

NORTH FLORIDA PROFESSIONAL SERVICES, INC.

BY: _____

Gregory G. Bailey, P.E.
President



COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS AGENDA ITEM REQUEST FORM

The Board of County Commissioners meets the 1st and 3rd Thursday of each month at 5:30 p.m. in the Columbia County School Board Administrative Complex Auditorium, 372 West Duval Street, Lake City, Florida 32055. All agenda items are due in the Board's office one week prior to the meeting date.

Today's Date: September 26, 2018

Meeting Date: October 4, 2018

Name: Kevin Kirby

Department: Public Works

Division Manager's Signature: 

1. Nature and purpose of agenda item:

Approve new location for restrooms at Rum Island.

2. Recommended Motion/Action:

Motion: Approve new location shown on site plan for Rum Island restroom construction.

3. Fiscal impact on current budget.

Is this a budgeted item?

N/A


Yes Account No. _____

No Please list the proposed budget amendment to fund this request



BOARD OF COUNTY COMMISSIONERS • COLUMBIA COUNTY

Memo

Date: September 26, 2018
To: Ben Scott, County Manager
From: Kevin Kirby, Assistant County Manager 
RE: Rum Island Restrooms

As you are aware restrooms have been proposed to be constructed at Rum Island as shown on the attached map marked "A".

Steve Martin, the State Floodplain Manager, was concerned that the building would be located in the floodway and not being elevated above the 100 yr. flood elevation would not meet the FVC and FEMA regulations.

In order to be in compliance the building will need to be located within the wetlands at the site shown on the site plan map. The restroom building would be closer to the entrance gate rather than the park.

A variance would still be needed since the building would be below the 100 yr. flood elevation. Mr. Martin has offered to help write the variance needed for the SRWMD permit.

If you should need any additional information, please contact me.



File Location: X:\2018\180112CCBH_CADD\Roadway\CCCRdsn0115 SITE PLAN
Date Created: September 25, 2018 Date Last Saved: September 25, 2018

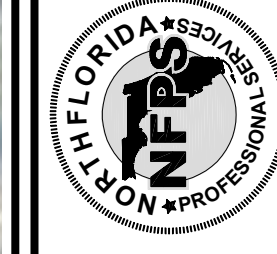
Date Plotted: September 25, 2018



JOB NUMBER:	
DESIGNED BY:	DRAFTED BY:
ENGINEER OF RECORD:	CHECKED BY:
P.E. NO.:	
SHEET NO.:	5

REVISIONS:

SITE PLAN



North Florida Professional Services, Inc.
P.O. BOX 3823
Lake City, FL 32025
Ph. 386-752-4675
Fax. 386-752-4674

Tallahassee, FL 32318
Ph. 877-535-1525
Eng. Lic. 29011



COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS AGENDA ITEM REQUEST FORM


The Board of County Commissioners meets the 1st and 3rd Thursday of each month at 5:30 p.m. in the Columbia County School Board Administrative Complex Auditorium, 372 West Duval Street, Lake City, Florida 32055. All agenda items are due in the Board's office one week prior to the meeting date.

Today's Date: September 24, 2018

Meeting Date: October 4, 2018

Name: Kevin Kirby

Department: Public Works

Division Manager's Signature: 

1. Nature and purpose of agenda item:

Approval of Florida Department of Corrections contract for 18--19 - \$170,241

2. Recommended Motion/Action:

Approve of Florida Department of Corrections contract for 18--19

3. Fiscal impact on current budget.

Is this a budgeted item?

N/A

Yes Account No. 10142805413034

No Please list the proposed budget amendment to fund this request



FLORIDA
DEPARTMENT of
CORRECTIONS

Governor
RICK SCOTT

Secretary
JULIE JONES

An Equal Opportunity Employer

501 South Calhoun Street, Tallahassee, FL 32399-2500

<http://www.dc.state.fl.us>

August 24, 2018

Connie Brecheen
Columbia County Public Works
607 NW Quinten Street
Lake City, Florida 32055

RE: Work Squad Contract #W1115, AMD#1

Dear Ms. Brecheen:

Attached for signature is original in PDF format of Work Squad Contract #W1115, Amendment 1 between the Department of Corrections and your organization. This Contract Amendment will begin on October 25, 2018, or the last date of signature by all parties, whichever is later and will end on October 24, 2019.

To provide a seamless transition in contracting, **please print two (2) copies of the attached** original work squad contract amendment and have **the two (2) originals signed and returned to this office, via Express Mail, as soon as possible**. Once the Work Squad Contract has been executed by the Department, one (1) executed original of the Work Squad Contract will be returned to you by Express Mail.

The address to return the Contract via express mail is: Florida Department of Corrections
Bureau of Procurement
Attention: Mrs. Cristy Martin
501 South Calhoun Street
Tallahassee, Florida 32399-2500

As a reminder, please be advised:

- to include the Work Squad Contract number (W1115) on all associated invoices and correspondence;
- that changes to the scope of services or changes in pricing cannot be made except through a formal Contract amendment, executed by both parties, and issued by this office;
- that services may not be provided after the expiration date unless the Work Squad Contract has been renewed or extended through a formal renewal/extension, executed by both parties and issued by this office; and
- invoices may be submitted after the expiration date for services properly provided up to and including the expiration date of the Work Squad Contract.

If there are any questions, please call me at (850) 717-3661.

Sincerely,

Mrs. Cristy Martin
Mrs. Cristy Martin
Purchasing Analyst

Enclosure

CONTRACT AMENDMENT BETWEEN
THE FLORIDA DEPARTMENT OF CORRECTIONS

AND

COLUMBIA COUNTY, BOARD OF COUNTY COMMISSIONERS

This is an Amendment to the Contract between the Florida Department of Corrections (“Department”) and the Columbia County, Board of County Commissioners (“Agency”), to provide for the use of inmate labor in work programs.

This Amendment:

- Renews the Contract for one (1) year pursuant to Section I., B., Contract Renewal; revises the end date of the Contract referenced in Section I., A., Contract Term. The Department is exercising its renewal option for one (1) year of the renewal term. A renewal term of two (2) years remain in the Contract.
- Revises Section II., B., 1., Responsibilities of the Department, a.;
- Revises Section II., B., 3., Communications Equipment, third paragraph;
- Revises Section IV., CONTRACT MANAGEMENT, first paragraph;
- Revises Section IV., A., Department’s Contract Manager;
- Revises Section IV., B., Department’s Contract Administrator;
- Revises Section VII., C., Disputes;
- Adds Section VII., K., Americans with Disabilities Act; and
- Revises Addendum A, third line.

Original Contract Term: October 25, 2017 through October 24, 2018

In accordance with Section V., **CONTRACT MODIFICATIONS**, the following changes are hereby made:

1. Section I., CONTRACT TERM/RENEWAL, A., Contract Term is hereby revised to read:

I. A. Contract Term

This Contract shall begin on October 25, 2017, or the last date of signature by all parties, whichever is later.

This Contract shall end at midnight on October 24, 2019.

This Contract is in its first renewal term.

REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK

2. Section II., B., 1., Responsibilities of the Department, a., is hereby revised to read:

II. B. 1. Responsibilities of the Department

- a. Pursuant to Rule 33-601.202(2)(a), F.A.C., supervision of the work squad(s) will be provided by the Department. The Department shall provide three (3) Correctional Work Squad Officer positions to supervise inmate work squads. This Contract provides for three (3) work squads of up to six (6) inmates each.

3. Section II., B., 3., Communications Equipment, third paragraph, is hereby revised to read:

II. B. 3. Communications Equipment

At the end or termination of this Contract, the Department's Contract Manager will contact the Department's Utility Systems/Communications Engineer in the Office of Institutions, to effectuate the deprogramming of radio communications equipment provided by the Agency.

4. Section IV., CONTRACT MANAGEMENT, first paragraph, is hereby revised to read:

IV. CONTRACT MANAGEMENT

The Department will be responsible for the project management of this Contract. The Department has assigned the following named individuals, addresses, and phone numbers as indicated, as the Department's Contract Manager and the Department's Contract Administrator for the Project.

5. Section IV., A., Department's Contract Manager, is hereby revised to read:

IV. A. Department's Contract Manager

The Department's Field Office Manager of Columbia Correctional Institution represented in this Contract is designated as the Department's Contract Manager and is responsible for enforcing performance of the Contract terms and conditions and shall serve as a liaison with the Agency. The title, address, and telephone number of the Department's Contract Manager for this Contract is:

Field Office Manager
Columbia Correctional Institution
216 SE Corrections Way
Lake City, FL 32025
Telephone: (386) 292-7266
Email: Marianne.Pridgen@fdc.myflorida.com

6. Section IV., B., Department's Contract Administrator, is hereby revised to read:

IV. B. Department's Contract Administrator

The Department's Contract Administrator is responsible for maintaining a Contract file on this Contract service and will serve as a liaison with the Department's Contract Manager.

The title, address, and telephone number of the Department's Contract Administrator for this Contract is:

Contract Administrator
Bureau of Procurement
Florida Department of Corrections
501 South Calhoun Street
Tallahassee, Florida 32399-2500
Telephone: (850) 717-3681
Fax: (850) 488-7189

7. Section VII., C., Disputes, is hereby revised to read:

VII. C. Disputes

Any dispute concerning performance of the Contract shall be resolved informally by the Department's Contract Manager. Any dispute that cannot be resolved informally shall be reduced to writing and delivered to the Department's Assistant Deputy Secretary of Institutions. The Department's Assistant Deputy Secretary of Institutions, shall decide the dispute, reduce the decision to writing, and deliver a copy to the Agency, the Department's Contract Administrator, and the Department's Contract Manager.

8. Section VII., K., Americans with Disabilities Act, is hereby added:

VII. K. Americans with Disabilities Act

The Agency shall comply with the Americans with Disabilities Act. In the event of the Agency's noncompliance with the nondiscrimination clauses, the Americans with Disabilities Act, or with any other such rules, regulations, or orders, this Contract may be canceled, terminated, or suspended, in whole or in part, and the Agency may be declared ineligible for further Contracts.

9. Addendum A, third line, is hereby revised to read:

Interagency Contract Number W1115, Amendment #1 Effective October 25, 2018.

REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK
--

All other terms and conditions of the original Contract remain in full force and effect.

This Amendment shall begin on the last date of signature by all parties.

IN WITNESS THEREOF, the parties hereto have caused this Amendment to be executed by their undersigned officials as duly authorized.

**AGENCY: COLUMBIA COUNTY, BOARD OF
COUNTY COMMISSIONERS**

SIGNED
BY: _____

NAME: _____

TITLE: _____

DATE: _____

FEIN: _____

FLORIDA DEPARTMENT OF CORRECTIONS

**Approved as to form and legality, subject to
execution.**

SIGNED
BY: _____

NAME: Kasey B. Faulk

TITLE: Chief, Bureau of Procurement

DATE: _____

SIGNED
BY: _____

NAME: Kenneth S. Steely

TITLE: General Counsel

DATE: _____

Revised Addendum A
Inmate Work Squad Detail of Costs for the Columbia County Board of County Commissioners
Interagency Contract Number W1115, Amendment #1 Effective October 25, 2018

ENTER MULTIPLIERS IN SHADED BOXES ONLY IF TO BE INVOICED TO AGENCY

		Per Officer Annual Cost	Total Annual Cost
I. CORRECTIONAL WORK SQUAD OFFICER SALARIES AND POSITION RELATED-EXPENSES TO BE REIMBURSED BY THE AGENCY:			
Officers Salary	# Officer: Multiplier	3	
		\$ 54,194.00	\$ 162,582.00
Salary Incentive Payment		\$ 1,128.00	\$ 3,384.00
Repair and Maintenance		\$ 121.00	\$ 363.00
State Personnel Assessment		\$ 354.00	\$ 1,062.00
Training/Criminal Justice Standards		\$ 200.00	\$ 600.00
Uniform Purchase		\$ 400.00	\$ 1,200.00
Uniform Maintenance		\$ 350.00	\$ 1,050.00
Training/Criminal Justice Standards *		N/A	
TOTAL - To Be Billed By Contract To Agency		\$ 56,747.00	\$ 170,241.00

*Cost limited to first year of contract as this is not a recurring personnel/position cost.

** Annual cost does not include overtime pay.

IA. **The Overtime Hourly Rate of Compensation for this Contract is \$31.85, if applicable.** (The Overtime Hourly Rate of Compensation shall include the average hourly rate of pay for a Correctional Officer and the average benefit package provided by the department, represented as time and one half for purposes of this Contract.)

		Number Squads	Total Annual Cost
II. ADMINISTRATIVE COSTS TO BE REIMBURSED BY THE AGENCY:			
Costs include but may not be limited to the following: Rain coats, staff high visibility safety vest, inmate high visibility safety vest, fire extinguisher, first aid kit, personal protection kit, flex cuffs, warning signs, handcuffs, Igloo coolers, portable toilets, insect repellants, masks, vaccinations, and other administrative expenses.			
		3	\$ 2,250.00
TOTAL - To Be Billed By Contract To Agency			\$ 2,250.00

III. ADDITIONAL AGENCY EXPENSES:

Tools, equipment, materials and supplies not listed in Section II above are to be provided by the Agency.

CELLULAR PHONE WITH SERVICE REQUIRED: YES NO
ENCLOSED TRAILER REQUIRED: YES NO

Revised Addendum A
Inmate Work Squad Detail of Costs for the Columbia County Board of County Commissioners
Interagency Contract Number W1115, Amendment #1 Effective October 25, 2018

IV. OPERATING CAPITAL TO BE ADVANCED BY AGENCY:		Per Unit Cost	Number of Units	Total Cost	Bill To Agency	Provided By Agency	Already Exists
Hand Held Radio	MACOM	\$4969.00	3	\$ -	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vehicle Mounted Radio	MACOM	\$5400.00		\$ -	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TOTAL Operating Capital To Be Advanced By Agency				\$ -			

V. TOTAL COSTS TO BE ADVANCED BY AGENCY:

1. Operating Capital - from Section IV.
2. **Grand Total - To Be Advanced By Agency At Contract Signing:**

Total Cost
\$0.00
\$0.00

VI. TOTAL COSTS TO BE BILLED TO AGENCY BY CONTRACT:

1. Correctional Officer Salaries and Position-Related Expenses - from Section I.
2. Other Related Expenses and Security Supplies - from Section II.
3. **Grand Total - To Be Billed To Agency By Contract:**

Total Cost
\$170,241.00
\$2,250.00
\$172,491.00

VII. TOTAL OF ALL COSTS ASSOCIATED WITH CONTRACT:
(Total of Sections V. and VI.)

\$172,491.00

VIII. OVERTIME COSTS:

If the contracting Agency requests overtime for the work squad which is approved by the Department, the contracting Agency agrees to pay such costs and will be billed separately by the Department for the cost of overtime.

Addendum A - INSTRUCTIONS
Inmate Work Squad Detail of Costs for the Columbia County Board of County Commissioners
Interagency Contract Number W1115, Amendment #1 Effective October 25, 2018

- Section I.** Costs in this section are determined each fiscal year by the Budget and Management Evaluation Bureau and are fixed. By entering the number of Officers required for this contract, the spreadsheet will automatically calculate the "Total Annual Cost" column. If this Work Squad is beyond the first year of existence, enter a zero (0) in the "Total Annual Cost" column for "Training/Criminal Justice Standards" after you have entered the "# Officers Multiplier".
- Section II.** Safety and environmental health procedures require safety measures such as the use of safety signs, vests, and clothing. The Department's procedure for Outside Work Squads requires that all Work Squad Officers be responsible for ensuring their squad is equipped with a first aid kit and a personal protection equipment (PPE) kit. Section II identifies such required equipment. A new squad must be sufficiently equipped and an on-going squad must be re-supplied when needed. Type in the number of squads used for this contract and the spreadsheet will automatically calculate the fixed annual expense of \$750.00 per squad and place the total in Section VI.
- Section III.** Check "Yes" or "No" to indicate whether a Cellular Phone with Service and/or an Enclosed Trailer is required by the Contract Manager.
- Section IV.** The Department's procedure for Outside Work Squads requires that they have at least one (1) primary means of direct communication with the Institution's Control Room. Communication via radio and/or cellular phone is appropriate. It is preferred that a backup, secondary means of communication also be available. It is the Agency's responsibility to provide them. If the Department purchases a radio(s), the Agency must fund the purchase at the time the Contract is signed. Check the box for the type of radio and fill in the Per Unit Cost for the type of radio, Number of Units, and Total Cost columns. Leave the Total Cost column blank if a radio(s) is not being purchased at this time. Check applicable boxes ("Bill to Agency", "Provided by Agency" and "Already Exists") for each radio.
NOTE: All radio communication equipment owned or purchased by the Agency that is programmed to the Department's radio frequency and used by the work squad(s), whether purchased by the Department or the Agency, shall be IMMEDIATELY deprogrammed by the Department at no cost to the Agency upon the end or termination of this Contract.
- Section V.** The total funds the Agency must provide at the time the contract is signed will be displayed here when the form is properly filled out.
- Section VI.** The total funds the Agency will owe contractually, and pay in equal quarterly payments, will be displayed here.
- Section VII.** The total funds associated with the Contract, to be paid by the Agency as indicated in Sections V. and VI., will be displayed here.
- Section VIII.** Any agreement in this area will be billed separately as charges are incurred.



COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS AGENDA ITEM REQUEST FORM

The Board of County Commissioners meets the 1st and 3rd Thursday of each month at 5:30 p.m. in the Columbia County School Board Administrative Complex Auditorium, 372 West Duval Street, Lake City, Florida 32055. All agenda items are due in the Board's office one week prior to the meeting date.

Today's Date: September 25, 2018

Meeting Date: October 4, 2018

Name: Kevin Kirby

Department: Public Works

Division Manager's Signature: 

1. Nature and purpose of agenda item:

Approve a partnership agreement with Mr. Carl Allison to pave +/- 800 LF of Cypress Lake Road at his expense.

2. Recommended Motion/Action:

Columbia County enter into a partnership agreement with Mr. Carl Allison to pave +/- 800 LF of Cypress Lake Road utilizing \$100,000 which Mr. Allison will place in an escrow account.

3. Fiscal impact on current budget.

Is this a budgeted item?

N/A


Yes Account No. _____

No Please list the proposed budget amendment to fund this request



BOARD OF COUNTY COMMISSIONERS • COLUMBIA COUNTY

Memo

Date: September 24, 2018
To: Ben Scott, County Manager
From: Kevin Kirby, Assistant County Manager 
RE: Cypress Lake Road

I have been contacted by Mr. Carl Allison requesting the county pave a +/- 800 LF section of Cypress Lake Road at his expense (see attached map.)

Cypress Lake Road is scheduled for construction utilizing FDOT funds in 2021. Mr. Allison does not wish to wait that long. Therefore, he is willing to deposit \$100,000 in an escrow account (the estimated cost) and donate the necessary right-of-way along the +/- 800 LF in order to facilitate that portion of the project now.

The county would oversee the bid and construction process.

I have discussed this with the County Attorney, Joel Foreman and he will draft the agreement between the county and Mr. Allison.

If you should need any additional information, please contact me.






COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS AGENDA ITEM REQUEST FORM

The Board of County Commissioners meets the 1st and 3rd Thursday of each month at 5:30 p.m. in the Columbia County School Board Administrative Complex Auditorium, 372 West Duval Street, Lake City, Florida 32055. All agenda items are due in the Board's office one week prior to the meeting date.

Today's Date: September 28, 2018 Meeting Date: October 4, 2018

Name: Joel Foreman Department: County Attorney

Division Manager's Signature: 

1. Nature and purpose of agenda item:

Consideration and approval of a proposed Interlocal Agreement negotiated between Commissioner Nash and Sheriff Hunter for operation of the Combined Communications Center

2. Recommended Motion/Action:

To approve the Interlocal Agreement Between the Sheriff of Columbia County, Florida, and Columbia County, Florida, for a Combined Communications 911 Center as presented.

3. Fiscal impact on current budget.

Is this a budgeted item? N/A
 Yes Account No. _____
 No Please list the proposed budget amendment to fund this request

MEMORANDUM

To: Board Agenda, October 4, 2018

From: Joel F. Foreman

Re: Interlocal Agreement between the Sheriff of Columbia County, Florida, and Columbia County, Florida, for a Combined Communications 911 Center

Date: September 28, 2018

At the September 6, 2018, meeting of the Board, consent was given for me to assist both Commissioner Nash, as County representative, and Sheriff Hunter, as Sheriff's Office representative, in the finalization of an Interlocal Agreement the two agencies had been working on for a period of years.

On September 24, 2018, I met with Commissioner Nash and Sheriff Hunter for approximately three hours, drafting an agreement with terms and language both Sheriff Hunter and Commissioner Nash found to be acceptable. Following the meeting, Commissioner Nash reviewed the draft agreement with County staff. Sheriff Hunter conferred with his staff. I received comments for revision from both sides on September 26 and 27, and on the evening of September 27 both Commissioner Nash and Sheriff Hunter informed me on a conference call that the attached document was acceptable and ready for submission to the Board of County Commissioners.

I am requesting consideration and approval of this interlocal agreement. Questions about the agreement may be fielded by Commissioner Nash or Sheriff Hunter. I am happy to address any legal questions pertaining to the language chosen.

Recommended Motion: To approve the Interlocal Agreement Between the Sheriff of Columbia County, Florida, and Columbia County, Florida, for a Combined Communications 911 Center as presented.

INTERLOCAL AGREEMENT BETWEEN
THE SHERIFF OF COLUMBIA COUNTY, FLORIDA, AND
COLUMBIA COUNTY, FLORIDA,
FOR A COMBINED COMMUNICATIONS 911 CENTER

THIS INTERLOCAL AGREEMENT made and entered into by and between the **SHERIFF OF COLUMBIA COUNTY, FLORIDA**, a constitutional officer of Columbia County, Florida, hereinafter referred to as the “Sheriff”; and **COLUMBIA COUNTY, FLORIDA**, a charter county and political subdivision of the State of Florida, by and through its Board of County Commissioners, hereinafter referred to as the “County”.

WITNESSETH:

WHEREAS, the Sheriff and the County have previously entered into an agreement in the year 2009 to utilize and share resources in order to provide a cooperative dispatch center for the Sheriff’s and County’s 9-1-1 Communication Services, the purpose of which was to effectively coordinate public safety communications;

WHEREAS, to promote the health, safety and general welfare of the citizens throughout Columbia County, the parties wish to improve efficiency and technical capabilities of emergency call taking and County law enforcement, fire, and emergency medical services radio dispatch and communications within Columbia County at a reasonable cost to the general public;

WHEREAS, the parties wish to set forth the terms and conditions for the operation of such a combined center by this interlocal agreement between the parties; and

WHEREAS, the parties are acting pursuant to their authority contained in their respective charters, general law, and Section 163.01, Florida Statutes.

NOW, THEREFORE, for and in consideration of the mutual benefits to flow to each other, the Sheriff and the County agree as follows:

SECTION 1: COMBINED COMMUNICATIONS CENTER

The parties agree to maintain a Combined Communications Center, hereinafter referred to as the “Center.” The purpose of the Center shall be to effectively receive calls for emergency assistance, to efficiently coordinate response resources to emergencies and to efficiently and effectively coordinate public safety and emergency services radio communications. Public safety for the purpose of this agreement shall be interpreted to include services provided to the public by the Columbia County Sheriff’s Office, Columbia County Fire Rescue, and the County’s emergency medical services provider. The Center shall provide all emergency agencies with a single point for the receipt of emergency assistance requests which shall provide for the control of coordinated dispatch and radio communication services for County law enforcement, fire rescue, and emergency medical services.

The Center shall provide a secure, survivable command and control area for response to emergencies occurring within Columbia County. The Center shall be the primary Public Safety Answering Point (“PSAP”) in Columbia County.

SECTION 2: RESPONSIBILITIES AND OBLIGATIONS OF THE PARTIES.

- A. The County has the financial responsibility for the construction of the Center, and any future expansions or modifications thereto pursuant to Fla. Stat. section 125.01(1)(c). The County agrees to solicit and consider the Sheriff's recommendations with respect to any future planning for construction, expansions, or major modifications of the center.
- B. The County agrees to maintain a back-up Public Safety Communications Center that is in compliance with Florida Department of Law Enforcement ("FDLE") and Federal Bureau of Investigations ("FBI") security standards, at a location to be determined by recommendation of the Sheriff and the 911 Committee as described herein, subject to final approval by the Columbia County Board of County Commissioners.
- C. The parties acknowledge that the County is hereby assigned the responsibility for management and operation of the Center, to include fire rescue and emergency medical dispatch for the County and those purposes described in Section 1. The Sheriff or the Sheriff's designee shall have oversight of and make recommendations for improvement of all law enforcement operations. All recommendations for improvement of law enforcement operations made by the Sheriff or the Sheriff's designee shall be considered for implementation through the 911 Committee as described herein.
- D. The County and Sheriff will enter into and maintain a Management Control Agreement or Agreements in accordance with Florida Criminal Justice Network ("CJNET") as required by FDLE.
- E. There is hereby created a 911 ~~Steering~~ Committee consisting of one representative of the Sheriff's Office, a County Commissioner, the Chief of the Columbia County Fire Rescue Department ("CCFRD"), the County Emergency Medical Services provider(s) ("EMS"), and the Center Director. Other public safety or related functions may be represented as determined from time to time by the 911 Committee.
- F. The 911 Committee shall be responsible for making recommendations for Administrative Policy Guidelines, subject to the approval of the Columbia County Board of County Commissioners, for the Operational Procedures and Guidelines Manual for the Center, and for the delivery of services and standards of performance. The Sheriff shall have oversight over the Operation Procedures and Guidelines Manual with respect to law enforcement dispatch operations by designating a law enforcement liaison to the Center.
- G. There is hereby created a Communications Committee consisting of one representative from each of the Sheriff's Office, County Administration, County Fire Rescue, and the Center Director. The purpose of the Communications Committee will be to gather information and formulate recommendations to the Board of County Commissioners for maintenance of and improvement to the communications infrastructure and towers within the control of the County and employed by the Center. The Communications Committee shall convene as requested by the County Radio Technician, and shall have no authority other than to make recommendations to the Board of County Commissioners.
- H. Other committees, including *ad hoc committees*, may be created by the 911 ~~Steering~~ Committee. In addition, committees required by the International Academy of Emergency

Dispatch for utilization of Emergency Medical Dispatch and Emergency Fire Dispatch will be established as requested of the 911 Committee by the Center Director.

- I. The daily operations of the Center shall fall under the Center Director. The Center Director shall report directly to the Assistant County Manager as an employee of Columbia County.
- J. The Center shall route calls related to official law enforcement business to Sheriff's Office personnel. The center shall receive calls related to official business after hours and on holidays. The Center shall take messages, forward calls to Sheriff's Office personnel as required, and send emails or electronic pages as necessary, in regards to official Sheriff's Office business.
- K. Center personnel shall be responsible for making or removing F/NCIC entries on behalf of the Columbia County Sheriff's Office of any stolen or recovered articles, stolen boats, abandoned or stolen vehicles, felony vehicles, stolen vehicle parts, stolen license plates, stolen or lost guns, stolen securities, and missing and unidentified persons. Center personnel will be responsible for entering, modifying, removing, and validating protection orders or domestic violence injunctions (both temporary and permanent or final), as well as Chapter 39 Protection Orders filed by the Department of Children and Families on behalf of minor children as provided to the Center. Prior to authorizing the transmission of any F/NCIC data via email, the Center shall establish and maintain a secure network or encrypted email for the purpose of sharing F/NCIC data via email for law enforcement purposes.
- L. The Sheriff shall employ an FCIC Agency Coordinator ("FAC") for the Center, who shall be responsible for comparing validation files against the local injunction file and Chapter 39 Orders with the Clerk's Office Criminal Justice Information System ("CJIS") files. Any apparent discrepancy shall be clarified in writing with the Clerk's Office and modified accordingly before it will be verified by the FAC. Any corrections or modifications secured to clarify the order for the FAC shall become part of the case file until such time as the injunction expires, is canceled, is dismissed by court order, or becomes a permanent non-expiring order. The FAC shall conduct background checks on all persons requesting access to F/NCIC terminals, equipment and documents, and shall report any issues to the Sheriff or his designee. The Center shall provide the FAC with office space and adequate secure storage for files within the Center.
- M. Center personnel shall be responsible for sending F/NCIC "hit" confirmation requests for wanted persons, including out-of-County and out-of-State hits, at the request of Sheriff's Office personnel to confirm whether the F/NCIC hit is valid and if the entering agency will extradite the wanted person. If so confirmed, the Center shall place a locate notification in F/NCIC and mark the subject as detained by the Columbia County Sheriff's Office. The F/NCIC hit confirmation information will then be routed to the Columbia County Detention Facility via F/NCIC for their records.
- N. With respect to hit confirmations for stolen boats; abandoned, stolen, and felony vehicles; stolen vehicle parts; license plates; stolen or lost guns; stolen securities; and missing and unidentified persons that were entered into F/NCIC by another criminal justice agency, the Center shall request a hit confirmation to the entering agency at the upon request of Sheriff's Office personnel to verify whether the entry remains valid and, if confirmed,

notify the other agency that the Sheriff's Office has recovered the item or person. The Center shall place a locate notification for entry in F/NCIC with reference to the recovery. When completed, all paperwork will be provided via secured email to the Sheriff's Office records custodian.

- O. The Sheriff's warrants division shall be responsible for entry and validation of all persons wanted for felony, misdemeanor, or juvenile pick-up orders issued by the court and writs for non-payment of child support. The Center shall enter a temporary warrant at the request of law enforcement after hours or during holidays.
- P. The Sheriff's Office Records Custodian shall be responsible for validating all stolen boats; abandoned, stolen, or felony vehicles; stolen vehicle parts; license plates; stolen or lost guns; stolen securities; as well as missing persons and unidentified persons.
- Q. Using SmartCop applications, the Center shall create and send a Command Page, in reference to all incidents, in a timely manner, as outlined in the operational guidelines under criteria provided by the sheriff or his designee.
- R. The Sheriff shall have the authority to deny any Center employee, or vendor or other person or persons access to the secure dispatch room or F/NCIC with due cause.

SECTION 3: FINANCING PLAN.

The annual budget for the Combined Communications Center shall be recommended by the County Manager to the Columbia County Board of County Commissioners. The Commissioners shall have final approval of the budget. The County agrees to pay the annual operating costs of the Combined Communications Center. County shall budget and expend funds in accordance with Florida law.

SECTION 4: PERSONNEL.

- A. The County agrees that the Sheriff may, at his discretion, appoint a representative to any panel for the hiring and placement of Center employees. The County shall retain discretion as to discipline of Center personnel. The hiring and placement panel shall ensure Center employees are placed into work positions that are consistent with their level of skill and training.
- B. The Sheriff shall appoint a law enforcement liaison to coordinate with the Center Director, for the purpose of making recommendations to the Sheriff concerning law enforcement operations.
- C. The appointed liaison shall have full access within the Center.

SECTION 5: OPERATIONAL PLAN.

Standards for the provision of services and protocols for the handling and processing of all emergency communication calls received by the Center shall be set forth in the Administrative Policy Guidelines and the Operational Procedures and Guidelines Manual, also known as SOP Manuals. The SOP Manuals shall also include a definition of "calls for service" to be utilized as the basis for apportionment of calls. The Center Director shall be responsible for maintaining the SOP Manuals. The 911 ~~Steering~~ Committee shall be responsible for recommending changes and updates to the SOP Manuals.

SECTION 6: TERM.

This agreement shall become effective upon the recording of this agreement in the Public Records of Columbia County and shall continue in full force and effect until terminated as provided herein.

SECTION 7: TERMINATION.

Any party to this agreement may terminate this agreement after giving 120 days prior written notice to the other party. The agreement shall be reviewed by the parties before June 1 of each year. Based upon that review and the concurrence of the parties, this Agreement may be renewed each year on the same terms as set forth herein. Renewal shall be effectuated by approval of the Sheriff and the Board of County Commissioners in the same manner as this Agreement.

SECTION 8: AMENDMENTS.

Any party who may desire to amend this interlocal agreement must notify the other parties in writing with type of amendment and reasons for same. This agreement may be amended only by mutual written agreement of all of the parties.

SECTION 9: INDEMNIFICATION.

Each party agrees to be fully responsible for its negligent acts or omissions which in any way relate to or arise out of this agreement. Nothing herein shall be construed as consent by an agency or subdivision of the State of Florida to be sued by third parties in any matter arising out of the contract or as a waiver of sovereign immunity by any party to which sovereign immunity applies.

SECTION 10: NOTIFICATION.

Except as provided herein, any notice, acceptance, request, or approval from any party to the other parties shall be in writing and shall be deemed to have been received when either deposited in a United States Postal Service mailbox or personally delivered with signed proof of delivery. Alternatively, the parties may provide notice via delivery-verified email to the parties' respective official government email addresses provided below. The parties' representatives are:

County: County Manager Ben Scott
Ben_scott@columbiacountyfla.com
Post Office Box 1529
Lake City, Florida 32056-1529

Sheriff: The Honorable Mark Hunter
mark.hunter@columbiasheriff.org
4917 East Highway 90
Lake City, Florida 32055

SECTION 11: THIRD PARTY BENEFICIARIES

This agreement does not create any relationship with, or any rights in favor of, any third party.

SECTION 12. ASSIGNMENT OF INTEREST.

No party shall assign or transfer any interest in this agreement without prior written consent of the other parties.

SECTION 13: SEVERABILITY.

If any provision of this agreement is declared void by a court of law, all other provisions shall remain in full force and effect.

SECTION 14: PREVIOUS AGREEMENTS INCORPORATED.

This Agreement shall, upon being recorded, control as to conflicting provisions of prior agreements between the Sheriff of Columbia County and Columbia County for a cooperative dispatch center. Any prior agreements not in conflict with this Agreement shall continue to have force and effect.

SECTION 15: RECORDING OF AGREEMENT.

The County, upon execution of this agreement by all the parties, shall record this Interlocal Agreement in the Public Records of Columbia County, Florida.

IN WITNESS WHEREOF, the parties have caused this interlocal agreement to be executed for the uses and purposes set forth therein.

COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS

By: _____
Tim Murphy, Chairman

APPROVED AS TO FORM:

ATTEST:

Joel F. Foreman
County Attorney

P. DeWitt Cason
Clerk of the Court

COLUMBIA COUNTY SHERIFF'S OFFICE

By: _____
Mark Hunter, Columbia County Sheriff




COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS AGENDA ITEM REQUEST FORM

The Board of County Commissioners meets the 1st and 3rd Thursday of each month at 5:30 p.m. in the Columbia County School Board Administrative Complex Auditorium, 372 West Duval Street, Lake City, Florida 32055. All agenda items are due in the Board's office one week prior to the meeting date.

Today's Date: September 28, 2018 Meeting Date: October 4, 2018

Name: Joel Foreman Department: County Attorney

Division Manager's Signature: 

1. Nature and purpose of agenda item:

Duval Ford has made a proposal to resolve a dispute between it and the County for the purchase of a truck. Requesting consideration and approval of the proposal.

2. Recommended Motion/Action:

To accept the revised quote from Duval Fleet Sales to purchase a 2018 Ford F-250 as equipped according to the quote provided at the discounted price of \$38,083.

3. Fiscal impact on current budget.

Is this a budgeted item? N/A
 Yes Account No. _____
 No Please list the proposed budget amendment to fund this request

MEMORANDUM

To: Board Agenda, October 4, 2018

From: Joel F. Foreman

Re: Duval Ford – Bid Discrepancy Dispute – Request to Approve Settlement

Date: September 28, 2018

During the late spring of this year a dispute arose between the County and Duval Ford with respect to the price the County contended was owed for a truck that has been bid and ordered pursuant to the FSA Cooperative Purchasing Program. I wrote a letter to Duval Ford on June 12, 2018, informing Duval Ford that we were of the opinion that the County was entitled to purchase the truck for \$31,589.00 by the terms of the quote the County had received and which the Board had accepted and approved. A copy of my letter to Duval is attached.

This week I have been in contact with Matt Forte, Duval Ford's Government Sales Director. Mr. Forte disagrees with my reading of the FSA Cooperative Purchasing Program contract, and explained his position via an email that is also attached hereto. Although Mr. Forte disagrees with our position, he does agree that human error on Duval Ford's part precipitated this dispute. He has offered to extend a \$2,300 discount on the truck, with the discount coming off the price that should have been reflected on the quote for the truck as equipped for the County. Mr. Forte's email is attached, as well as his updated quote reflecting the charge for turbo diesel motor that was omitted from the original quote and the \$2,300 discount.

The original quote, which Duval states was made in error, was for \$31,589.00. Standard pricing under the FSA Cooperative Purchasing Program for this truck as equipped is \$40,383.00. If we accept Mr. Forte's proposal for resolving this dispute, the County will pay \$38,083 for the truck, which is a savings of \$2,300 off the standard contract price.

I have conferred with Mr. Kirby and Mr. Pitman and both state that given the need for this truck and the fact that Duval is making a good faith gesture for their error, they are comfortable recommending approval. I, too, recommend approval.

Recommended Motion: To accept the revised quote from Duval Fleet Sales to purchase a 2018 Ford F-250 as equipped according to the quote provided at the discounted price of \$38,083.

June 12, 2018

Duval Ford Fleet Sales
ATTN: Bambi Darr
1616 Cassat Avenue
Jacksonville, Florida 32210
bambi.darr@duvalfleet.com

Re: 2018 Ford F-250 Reg Cab ¾ Ton Pickup Truck – 4X4 (F2B)

Dear Ms. Darr,

I have been asked to contact you with respect to Duval Ford Fleet Sales' decision not to honor its bid of November 15, 2017 to Columbia County for the purchase of the above-referenced truck. As I understand the situation, your company bid to sell this truck to the County for \$31,589.00 pursuant to the FSA Cooperative Purchasing Program. The bid sheet which I have reviewed reflects "NC", or "no charge" for the 6.7L Power Stroke V8 Turbo Diesel.

Inexplicably, after this bid was submitted to the Board of County Commissioners and after it was approved, you have revised your bid such that the 6.7L Power Stroke V8 Turbo Diesel should carry a charge of \$8,794.00 and you are taking the position that the County should make up this difference before you will deliver the truck you offered.

Note that page 2006 of Bid Award FSA17-VEL25.0, provides that:

Options are to be discounted below Manufacturer's Standard Retail Pricing (MSRP) or manufacturers published list price for any factory add options. Purchasers are encouraged to negotiate pricing for options. Additional discounts for each add option shall be decided by the Vendor. Please refer to the Contract Terms and Conditions, Section 2.14 Option Pricing. (emphasis supplied)

Referring to those Contract Terms and Conditions, Section 2.13 provides:

In case of discrepancy in computing the amount of the bid, the unit price quoted will govern. (emphasis supplied)

Here, Duval Ford Fleet Sales quoted the truck the County desired to purchase at \$31,589.00 with no charge for the engine upgrade. Since option prices are negotiable and you elected to quote at no charge, it was reasonable for County staff to rely upon your bid in bringing this to the Board for approval. The quote was considered by the County's Board of County Commissioners and approved for purchase. In so far as there is any discrepancy between the quote and what you now

wish to charge, it is clear by the terms of the FSA Cooperative Purchasing Program Contract that the quote controls.

Please make immediate delivery of the truck ordered by Columbia County and correct your paperwork to reflect the quote you provided on November 15, 2017. You may respond to this office or directly to Mr. Clint Pittman to arrange for delivery of the truck. If Duval Ford Fleet Sales intends to avoid this sale in apparent breach of the Cooperative Purchasing Program Contract, please confirm that, in writing, to this office.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Foreman', with a long horizontal flourish extending to the right.

Joel F. Foreman
County Attorney

CC: County Manager Ben Scott
Asst. County Manager Kevin Kirby
Landscape & Parks Dir. Clint Pittman

Diesel engine issue

Matt Forte <matt.forte@duvalfleet.com>

Thu 9/27/2018 11:56 AM

Inbox

To: Joel Foreman <jforeman@columbiacountyfla.com>;

1 attachment (47 KB)

COLUMBIA COUNTY BOARD.pdf;

Joel,

I reviewed your letter and disagree with your assessment of the situation. You are citing the terms and conditions of the FI Sheriffs Contract where it states "the unit price quoted will govern"...that sentence pertains to what we the dealer quoted to the FI Sheriff Association for their bid in order to win the contract. All contract quotes that are quoted per the fsa contract by an awarded dealer to an end user must be quoted with all the contract prices that the awarded dealer quoted to the fsa for their bid. If an additional discount is negotiated between the end user and awarded dealer those discounts must be displayed on a separate line in the contract quote as shown in the attachment. With Duval Ford winning the fsa bid for this vehicle what we quoted the fsa shall govern on all contract quotes during the contract term. The quote we originally sent to Columbia County is not a valid "contract" quote due to our human error for not quoting the diesel engine "contract" price that we, the awarded dealer, quoted to the fsa for their bid.

With all this said we made a mistake and we are willing to offer compensation for our error in the form of a discount per the attached quote. We are not profiting from this deal and all parties involved have been addressed about the matter. We greatly apologize for this situation and hope to continue to do business with Columbia County. We are able to deliver this truck any day after this matter is resolved possibly even same day.

Thanks,

[Matthew Forte](#)
Government Sales Director

For Further Assistance;

Quotes

Bambi Darr

bambi.darr@duvalfleet.com

Laura Torbett

laura.torbett@duvalfleet.com

Status/Invoices/Admin

Kasey Williams

kasey.williams@duvalford.com

Accounting/Invoices/Admin

Janet Connors

janet.connors@duvalford.com

COLUMBIA COUNTY BOARD

Prepared for:		Contract Holder	DATE:
COLUMBIA COUNTY BOARD CLINT PITTMAN 386-719-75 clint_pittman@columbiacountyfla.com		Duval Ford Fleet Sales Bambi Darr (Work) 904-387-6541 or 904-381-6596 (Fax) 904-387-6816 bambi.darr@duvalfleet.com 1616 Cassat Ave. Jax, FL 32210 NORTH	9/27/18
PLEASE CLEARLY NOTATE ON YOUR PURCHASE ORDER WHERE DUVAL FORD IS TO SHIP YOUR VEHICLE, HOW THE VEHICLE IS TO BE TITLED, AND WHERE THE INVOICE IS TO BE MAILED.			
<p align="center"><i>I appreciate your interest and the opportunity to quote. Prices are published by the Florida Sheriff's Association/ Florida Association of Counties & Florida Fire Chiefs' Association Automotive Contract #FSA17-VEL25.0 chassis / FSA17-VEL15.0. (www.flsheriffs.org) If you have any questions regarding this quote please call! Vehicle will be ordered white exterior unless specified on purchase order.</i></p>			
Labor	Code	Equipment	Price
0	SPEC 53	2018 FORD F-250 REG CAB 3/4 TON PICKUP TRUCK - 4X4 (F2B)	\$ 23,571.00
0	600A	XL TRIM PACKAGE	NC
0	99T	6.7L POWER STROKE V8 TURBO DIESEL	\$ 8,794.00
0	44W	6 SPEED AUTO TRANSMISSION	NC
0	142	142" WHEEL BASE 8' BED	NC
0	X3E	3.73 ELEC LOCKING AXLE	NC
0	90L	POWER WINDOWS & DOOR LOCKS	\$ 914.00
0	52B	ELECTRIC BRAKE CONTROLLER	\$ 269.00
0	HD TOW	HEAVY DUTY TOW PACKAGE	\$ 725.00
0	KSB 696J	KNAPHEIDE SERVICE BODY (696J)	\$ 5,850.00
0	31B.31V	SHIP THROUGH TO INCLUDE MSO, CERTIFICATION, WEIGHT SLIP AND DEALER PDI	\$ 260.00
0	DISCOUNT	DISCOUNT	\$ (2,300.00)
0			
0	Z1	EXTERIOR: OXFORD WHITE	NC
0	AS	INTERIOR: GRAY VINYL	STD
0		VINYL FLOOR	STD
	VENDOR COMMENTS	PLEASE CLEARLY NOTATE ON YOUR PURCHASE ORDER WHERE DUVAL FORD IS TO SHIP YOUR VEHICLE, HOW THE VEHICLE IS TO BE TITLED, AND WHERE THE INVOICE IS TO BE MAILED.	
UNIT COST			\$ 38,083.00
TOTAL QUANTITY		1	TOTAL PURCHASE
			\$ 38,083.00




COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS AGENDA ITEM REQUEST FORM

The Board of County Commissioners meets the 1st and 3rd Thursday of each month at 5:30 p.m. in the Columbia County School Board Administrative Complex Auditorium, 372 West Duval Street, Lake City, Florida 32055. All agenda items are due in the Board's office one week prior to the meeting date.

Today's Date: September 27, 2018 Meeting Date: October 4, 2018

Name: Lacey Boatright Department: BCC Administration

Division Manager's Signature: 

1. Nature and purpose of agenda item:

BA 18-74--Additional costs for County Attorney.

2. Recommended Motion/Action:

Motion to approve BA 18-74 for additional County Attorney salary and fees in the amount of \$32,000.

3. Fiscal impact on current budget.

Is this a budgeted item? N/A
 Yes Account No. _____
 No Please list the proposed budget amendment to fund this request

Budget Amendment Number: BA 18-74 Fund: 001-GENERAL FUND

FROM:	TO:	AMOUNT:
001-6230-562.80-52 GRANTS & AIDS / HEALTH CARE RESPONSIBILIT	001-1400-514.10-11 PERSONAL SERVICES / SALARIES/COUNTY ATTORNEY	\$32,000.00

District No. 1 - Ronald Williams
District No. 2 - Rusty DePratter
District No. 3 - Bucky Nash
District No. 4 - Everett Phillips
District No. 5 - Scarlet P. Frisina



BOARD OF COUNTY COMMISSIONERS • COLUMBIA COUNTY

Memorandum

Date: September 27, 2018
To: Ben Scott, County Manager
From: Lacey Boatright, Financial Management Director
RE: Budget Amendment Request-County Attorney

The budget amendment requested for \$32,000 is for one month of the County Attorney's salary and fees for hours in excess of the contractual requirement. Per the agreement between the County and Joel Foreman, the annual contractual amount is set at 880 hours.

BOARD MEETS FIRST THURSDAY AT 5:30 P.M.
AND THIRD THURSDAY AT 5:30 P.M.

P. O. BOX 1529 ▼

LAKE CITY, FLORIDA 32056-1529 ▼

PHONE (386) 755-4100



COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS AGENDA ITEM REQUEST FORM

The Board of County Commissioners meets the 1st and 3rd Thursday of each month at 5:30 p.m. in the Columbia County School Board Administrative Complex Auditorium, 372 West Duval Street, Lake City, Florida 32055. All agenda items are due in the Board's office one week prior to the meeting date.

Today's Date: September 28, 2018 Meeting Date: October 4, 2018

Name: Ben Scott Department: BCC Administration

Division Manager's Signature: *Ben Scott*

1. Nature and purpose of agenda item:

Revised County Attorney Contract - \$125,000

2. Recommended Motion/Action:

Approve revised Count Attorney Contract.

3. Fiscal impact on current budget.

Is this a budgeted item? N/A
 Yes Account No. 001-1400-514.10-11
 No Please list the proposed budget amendment to fund this request

District No. 1 - Ronald Williams
District No. 2 - Rusty DePratter
District No. 3 - Bucky Nash
District No. 4 - Everett Phillips
District No. 5 - Tim Murphy



BOARD OF COUNTY COMMISSIONERS • COLUMBIA COUNTY

MEMORANDUM

TO: Commissioners
FR: Ben Scott, County Manager
DATE: September 28, 2018
SUBJECT: County Attorney Contract

A handwritten signature in blue ink that reads "Ben Scott".

Please find attached for your review and approval a revised employment agreement for the County Attorney. The revision was negotiated after reviewing the totals from FY 15-16 and FY 17-18 projections. The current contract is for \$118,800 up to 880 hours per year. Hours over 880 are billed at \$135 per hour. The average compensation for the past two years was \$129,753. The newly negotiated salary is \$125,000 to include all hours worked. This is a budget savings of approximately \$4,753 per year. The contract also changes the reimbursement rates for County Attorney staff from \$15 per hour to \$20 per hour.

**BOARD MEETS FIRST THURSDAY AT 5:30 P.M.
AND THIRD THURSDAY AT 5:30 P.M.**

AMENDED AND RESTATED EMPLOYMENT AGREEMENT

BOARD OF COUNTY COMMISSIONERS, COLUMBIA COUNTY, FLORIDA

~and~

JOEL F. FOREMAN, COUNTY ATTORNEY

THIS AMENDED AND RESTATED EMPLOYMENT AGREEMENT (the “Agreement”) is executed this ____ day of ~~October~~^{November} 201~~8~~⁴, by and between the BOARD OF COUNTY COMMISSIONERS for COLUMBIA COUNTY, FLORIDA, a political subdivision of the State of Florida with its principal address at 135 NE Hernando Avenue, Lake City, Florida 32055 (“Employer” or the “County”) and JOEL F. FOREMAN, the duly elected County Attorney for Columbia County, Florida, whose term in office commenced January 6, 2015 and whose mailing address is PO BOX 550, Lake City, Florida 32056 (“Foreman” or the “Attorney”).

WITNESSETH:

WHEREAS, the County and Foreman entered into a contractual agreement specifying the terms and conditions of the employment arrangement between the County and the Attorney;

WHEREAS, the parties wish to restate and amend that Agreement as provided herein;

WHEREAS, the parties to this Agreement believe such an amended contractual agreement will be in the best interests of the parties as well as the citizens and residents of Columbia County, Florida;

WHEREAS, Chapter 27476, Laws of Florida (Senate Bill No. 153), effective and filed in the Office of the Secretary of State of Florida, April 28, 1951 (the “Special Act”), provides that the County Attorney of Columbia County, Florida, shall be elected by the qualified electors of Columbia County, Florida, and shall hold office for a term of four (4) years;

WHEREAS, the duties of the Columbia County Attorney are set forth in said Laws of Florida;

WHEREAS, the salary of the County Attorney shall be paid as set by the Special Act and the Board of County Commissioners;

WHEREAS, the State of Florida, Department of Management Services, Division of Retirement, has determined the Office of County Attorney is an elected position having county-wide jurisdiction pursuant to Section 121.052(2)(d), Florida Statutes, which became effective July 1, 1981, and the County Attorney therefore should be enrolled in the elected officers class of the Florida Retirement System (“FRS”); and

WHEREAS, Foreman was duly elected to the Office of County Attorney for Columbia County, Florida, took office on January 6, 2015, and has been reelected for a term to commence in January of 2019.

NOW, THEREFORE, in consideration of the mutual covenants, promises, rights and responsibilities of the parties hereto, the County and Foreman covenant and agree as follows:

1. RECITALS:

Each of the recitals set forth above are incorporated into this Agreement by reference.

2. TERM:

The initial term of employment under this Agreement shall commence upon execution by the parties hereto (the “date of commencement”) and end September 30, 2019, unless automatically extended as herein provided.

3. COMPENSATION:

~~(a) For any work performed by Foreman for the County from the date of commencement of this Agreement until the date Foreman takes office on January 6, 2015, Foreman shall be compensated for any work performed hereunder at the rate of \$135.00 per hour. Foreman shall bill time in one-tenth of one hour increments with a minimum of two-tenths for any single entry.~~

~~(b)~~(a) Beginning ~~October, 2018, January, 2015,~~ and continuing for each month thereafter for so long as this Agreement is in effect, the County shall pay Foreman and Foreman agrees to accept from County compensation of ~~\$125,000~~\$9,900.00 per ~~month-year~~(the “base salary”). Foreman and County agree the base salary will be automatically increased at the same time and by an equal amount to any COLA increase in salary given to non-union employees of the Board. Foreman shall devote ~~up to a minimum of 220 hours per quarter in all such time necessary to~~ the performance of his duties as required by his office.

~~(c) Foreman shall not be compensated for any hours exceeding the minimum hours. For any hours exceeding 880 hours per year, Foreman shall be compensated at the~~

rate of ~~\$135.00 per hour~~ for every additional hour or any part thereof (the “overage compensation”). The parties acknowledge that the hourly rate Foreman shall charge the County under this agreement is substantially reduced from Foreman’s regular hourly rate. For the period beginning January 1, 2015, and ending September 30, 2015, the provisions of this section shall be prorated and shall thereafter be applied on the County’s fiscal year.

~~(d)~~

~~(e) Foreman shall furnish detailed billing statements within 30 days of the last business day of each month showing all services rendered for that month, and shall bill time in one-tenth of one hour increments with a minimum of two-tenths for any single entry.~~

~~(f) Within 30 days of the last day of any fiscal quarter, Foreman shall provide a quarterly summary invoice for the entire quarter.~~

~~(g)~~(b) From time to time Foreman may request additional compensation from the County for special or extraordinary services not customarily within the scope of the County Attorney. Such additional compensation, if requested, shall at all times be subject to separate negotiation between Foreman and the County, subject to the same requirements for BCC approval as this Agreement, and subject to the execution of a written addendum to this agreement setting forth the limited scope of such extraordinary services required and the rate to be charged for those services.

~~(h)~~(c) In addition to the compensation described herein, Employer will pay or provide to Foreman the following:

1. For all compensation paid to Foreman, Employer shall pay FICA, Medicare and other standard Federal and State employment taxes.
2. Employer shall make payments to the Florida Retirement System (“FRS”) on the base salary in the elected officers’ class beginning with the commencement date of Foreman's employment hereunder. ~~No FRS payment shall be made for any overage compensation paid to Foreman.~~
3. Employer shall provide one unit of group medical insurance benefits for Foreman. Foreman may pay the additional cost for family coverage if family coverage is elected by Foreman. Foreman’s costs for family coverage may be deducted by the Employer from Foreman's payroll each month.

~~4. Employer shall provide a mobile telephone for Foreman's work-related use.~~

~~5.4.~~ Employer shall provide an email address under the domain columbiacountyfla.com for Foreman's work-related use. Foreman shall adhere to all County policies related to use of the County's information technology resources.

~~6.5.~~ Employer shall pay for Foreman to attend the Florida Association of County Attorneys annual convention each year, and shall pay all costs of attendance including registration fees, travel, lodging, and per diem ~~as provided in section 3.(b)~~ as provided by Florida statutes.

4. COSTS:

(a) The parties acknowledge that Foreman is responsible for providing for his own overhead, including rent, staffing, equipment, utilities, and other assorted costs of doing business under this Agreement. To help defray those expenses while Foreman is performing his duties to the County, Foreman shall be reimbursed in whole or in part for expenses incurred as provided under this section.

(b) Foreman shall be reimbursed for expenses ~~incurred related to provision of services hereunder~~ including but without limitation the following:

1. Staff expenses at the rate of ~~\$20~~ 15.00 per hour, billed in one-tenth of one hour increments with a two-tenths minimum for work performed in furtherance of ~~Foreman's duties under~~ this Agreement. Prior to assigning any project requiring extensive staff or administrative support, Foreman and the County Manager shall confer about assigning such projects to county staff.

2. Photocopies at the rate of \$0.10 per page

3. Records storage expenses for County records ~~only or for in such~~ proportionate share of expenses ~~if for~~ County records ~~are~~ stored alongside other records;

4. Membership dues in the Florida Association of Counties, Florida Association of County Attorneys, and for participation by Foreman in educational opportunities specifically related to County government,

including associated travel expenses in the same manner as set forth in section 3(d)e., above;

5. Court costs including service of process fees, court reporters' fees, transcription and related fees, experts' fees, appraisal services, surveys, witness fees, costs incurred in the process of investigating claims or preparing for litigation, and all other court costs; and
6. Per diem, travel, and lodging expenses at rates provided by State Law or County Policy when the Attorney is required to travel outside the County or be out-of-town overnight on County business.

(c) The parties acknowledge and agree that for purposes of invoicing any costs hereunder, Foreman shall provide an invoice detailing expenses for which he seeks reimbursement. Further, any third-party expenses shall be supported by a receipt or invoice from the third-party provider. Foreman shall not cause or allow any premium or upcharge to be assessed for incurring third-party expenses.

5. INVOICING OF FEES AND EXPENSES:

Foreman is a "Local Government Attorney" as defined in Florida Statutes section 112.313(16) and is therefore subject to the restrictions and exemptions set forth therein. Foreman gives notice that he is ~~a shareholder in the law firm Foreman, McInnis & Associates, P.A., a Florida Professional Association with its principal office at 207 S. Marion Avenue, Lake City, Florida the sole member of The Law Offices of Joel F. Foreman, PLLC, a Florida professional limited liability company~~ (the Law Firm"). It is anticipated that all invoices reflecting Foreman's ~~time and for~~ costs reimbursable pursuant to Section 4 shall be issued by the Law Firm for presentment to the Employer for payment. Time records for Foreman's staff expenses shall be provided through the Law Firm for ~~informational purposes to facilitate fulfillment of the requirements of paragraphs 3(c), (d), and (e)~~ reimbursement. Remittance hereunder to the Law Firm directly shall be for costs only.

6. ATTORNEY'S DUTIES:

Foreman shall serve as the County Attorney for Columbia County and his duties shall include without limitation the following:

- (a) Provide general legal services to Columbia County as to its ~~day-to-day regular or~~ routine legal services requirements.

- (b)** Attend the regular and special meetings of the Board of County Commissioners and represent them in all litigation concerning or in which Columbia County, Florida is interested.
- (c)** Prosecute and defend all civil actions brought by or against the Board of County Commissioners or any member of said Board, touching or in anywise appertaining to the Board member's official duties to the County.
- (d)** Prepare all deeds, contracts, agreements and such other written instruments as shall be necessary from time to time to transact the business of Columbia County, Florida.
- (e)** Give written opinion upon request of the Board of County Commissioners touching the legality of such matters and such things as concern the Board.
- (f)** Represent the interest of Columbia County, Florida, in matters touching the validating of bonds, the collection of interest or principal on bonds, and all litigation regarding any bonds which have been heretofore or may hereafter be owned, issued or acquired by Columbia County, Florida. In this regard, Foreman may work with special bond counsel retained by Columbia County or provided by others.
- (g)** Collect delinquent taxes when instructed to do so and represent Columbia County in all suits brought to set aside or declare illegal any levy or the collection of taxes.
- (h)** Other legal matters as the Board of County Commissioners may from time to time assign to the Attorney which are within the Attorney's knowledge and field of expertise.
- (i)** Nothing herein shall preclude the County from retaining legal services from another provider when Foreman has a conflict of interest, when any legal matter falls outside Foreman's areas of competency, when legal counsel is provided by the County's insurance carrier, or when the Employer determines it would serve the County's best interests to retain separate counsel specializing in a certain area of law.
- (j)** Foreman shall remain in good standing with the Florida Bar, licensed to practice law in the State of Florida.

(k) Foreman shall maintain legal malpractice insurance in a sum not less than \$250,000.00 aggregate claims, and shall upon request provide a copy of the policy or certificate thereof to Columbia County.

7. NOT A FULL-TIME EMPLOYEE; CONFLICTS:

(a) Foreman shall not be considered a full-time employee of the County. The parties acknowledge that Foreman is also employed by the Law Firm and may provide services to other clientele in that capacity. In no event, however, shall Foreman concurrently represent the County and any other client where a conflict exists between the County and such client.

(b) Should a conflict between the County and any of Foreman's current clients arise as to a particular matter (the "conflicted matter") then Foreman shall cease work on the conflicted matter, give written notice to the client, and give written notice to the County manager. Conflict counsel for the County shall be appointed on the conflicted matter as soon as practicable. Foreman shall have no further involvement with the conflicted matter once it has been reported to the client and County manager. The existence of a conflicted matter shall be evaluated by Foreman in his discretion and through application of the Rules Regulating the Florida Bar.

8. FRINGE BENEFITS:

Foreman shall not be entitled to certain fringe benefits offered to County employees, such as vacation and sick leave, and shall not be subject to the provisions or procedures of the County Personnel Policy except as otherwise set forth herein.

9. NOTICES:

(a) The County's administrator for this Agreement shall be the County Manager or the County Manager's designee as he may appoint from time to time.

(b) The Attorney's administrator shall be Foreman.

(c) All notices required by this Agreement shall be given by mail or hand delivery upon the administrator for the party to be notified.

(d) Foreman shall provide immediate notice to the administrator by email or telephone regarding significant developments in any matter for which Foreman is engaged and which may result in media inquiries.

- (e) On request of the County, Foreman shall provide periodic updates to the administrator on all matters assigned to Foreman.
- (f) Foreman shall advise the County through its administrator of any issue, claim, complaint, development, or other legal matters requiring the County's attention.

10. PUBLIC RECORDS:

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT PO BOX 1529, LAKE CITY, FLORIDA 32056 OR 386-758-1005.

- (a) In accordance with Florida Statutes section 119.0701, Foreman shall:
 - a. Keep and maintain public records required by the public agency to perform the service.
 - b. Upon request from the public agency's custodian of public records, provide the public agency with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law.
 - c. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the contractor does not transfer the records to the public agency
 - d. Upon completion of the contract, transfer, at no cost, to the public agency all public records in possession of the contractor or keep and maintain public records required by the public agency to perform the service. If the contractor transfers all public records to the public agency upon completion of the contract, the contractor shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the contractor keeps and maintains public records upon completion of the contract, the contractor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the public agency, upon request from the public agency's custodian of public records, in a format that is compatible with the information technology systems of the public agency.

11. TERMINATION:

This agreement may be terminated by either party for cause at any regular or special Board meeting of the County, provided that all members of the Board of County Commissioners and the Attorney have received written notice of such intention at least five (5) business days prior to such meeting. Such notice shall set forth the reasons why such termination is being sought, and both parties shall have the right to address the reasons for such action. Termination for cause shall not violate the provisions of Chapter 27476, Laws of Florida. Cause for termination shall be presumed in the event Foreman is no longer the duly qualified and elected County Attorney for Columbia County, Florida, as provided by said Laws of Florida. The Attorney shall receive no severance pay in the event of termination for cause as defined herein. The County shall be obligated to pay Foreman accrued earnings and benefits up to the date of termination for cause. For purposes of this paragraph, "cause" is defined as conviction of a felony; an adjudication of Foreman's mental incompetency; or repeated and demonstrable failure on the part of Foreman to perform his material duties as legal services provider to the County together with the failure of Foreman to substantially remedy such failures within thirty (30) days of receiving specific written notice of such failure or failures.

12. MODIFICATION:

This agreement may be modified as to its terms and conditions at any time by mutual agreement of the Employer and the Attorney in which event no notice or severance pay (if applicable) shall be due to the Attorney.

13. RENEWAL:

At the conclusion of the initial term of this Agreement, September 30, 2019, this Agreement shall automatically renew for successive one-year periods according to the County's fiscal calendar year unless Foreman is no longer the duly elected and qualified Columbia County Attorney in accordance with the laws of the State of Florida or unless either party gives the other no less than sixty (60) days' written notice prior to the end of the fiscal year.

14. WAIVER:

- (a) No waiver or modification of this agreement or of any covenant, condition or limitation herein contained shall be valid unless in writing and duly executed by the party to be charged therewith.
- (b) No party to this agreement waives nor should this agreement be construed by any other party to waive the defense of Sovereign Immunity as provided by Florida Law.

15. MERGER:

This document contains the entire agreement between the parties concerning the employment of Foreman by the County and supersedes any prior agreements. The agreement may be modified only in writing upon mutual consent and agreement of both parties.

16. AGREEMENT BINDING:

This agreement shall be binding upon and inure to the benefit of the parties hereto and any successors to the Board of County Commissioners of the County, but neither this agreement nor any rights hereunder shall be assignable by Foreman. The interpretation of this agreement shall be governed by the laws of the State of Florida.

IN WITNESS WHEREOF, the parties have executed this Agreement this ____ day of November, 2014.

Signed, sealed and delivered
in the presence of:

BOARD OF COUNTY COMMISSIONERS
COLUMBIA COUNTY FLORIDA

By: ~~Ronald Williams~~ Tim Murphy,
Chairman BCC

Approved by BCC: _____
(Date)

Approved as to legal form:

~~Marlin Feagle~~, County Attorney

Joel F. Foreman

Signed, sealed and delivered
in the presence of:

Joel F. Foreman



COLUMBIA COUNTY BOARD OF COUNTY COMMISSIONERS AGENDA ITEM REQUEST FORM

The Board of County Commissioners meets the 1st and 3rd Thursday of each month at 5:30 p.m. in the Columbia County School Board Administrative Complex Auditorium, 372 West Duval Street, Lake City, Florida 32055. All agenda items are due in the Board's office one week prior to the meeting date.

Today's Date: September 28, 2018 Meeting Date: October 4, 2018

Name: Ben Scott Department: BCC Administration

Division Manager's Signature: *Ben Scott*

1. Nature and purpose of agenda item:

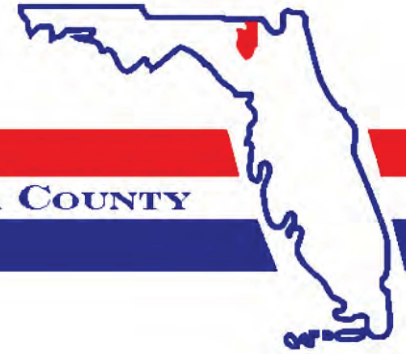
Proposed Renaming of SW Herlong Street / SW Howell Street

2. Recommended Motion/Action:

Approve renaming the section of SW Herlong Street (east of SW Tustenuggee Avenue) to SW Howell St.

3. Fiscal impact on current budget.

Is this a budgeted item? N/A
 Yes Account No. _____
 No Please list the proposed budget amendment to fund this request



BOARD OF COUNTY COMMISSIONERS • COLUMBIA COUNTY

MEMORANDUM

DATE: August 7, 2018

THRU: Ben Scott, County Manager

TO: Commissioner Everett Phillips, District 4

FR: Matt Crews, 9-1-1 Addressing / GIS Director

RE: Proposed realignment of SW Herlong Street / SW Howell Street

With the proposed realignment of SW Herlong Street and SW Howell Street, site addresses along these proposed sections will have to be modified. After reviewing the County's address database along these sections, the existing addresses are as follows:

SW Howell Street – **28** existing site addresses

SW Marion Mann Terrace – **4** existing site addresses

SW Herlong Street (east of SW Tustenuggee Ave) – **16** existing site addresses.

The 9-1-1 Addressing/GIS Department recommends renaming the section of SW Herlong Street (east of SW Tustenuggee Avenue) to SW Howell St and the modifying the existing **16** addresses. SW Marion Mann Terrace will not be affected by these changes.

If you have comment or other recommended action, please notify the County Manager or the 9-1-1 Addressing / GIS Department.

COLUMBIA COUNTY
911 ADDRESSING / GIS DEPARTMENT

263 NW Lake City Ave ▼ LAKE CITY, FLORIDA 32055 ▼ PHONE: (386) 758-1125
Email: gis@columbiacountyfla.com