REPORT OF SUBSURFACE EXPLORATION

WIND TECH OFFICE BUILINDG
2747 SW Main Street
Lake City, Columbia County, Florida
CTI Project No. 08-00120-01

- Prepared For -
Wind Tech Contracting, Inc.
2204 SW Jim Witt Road
Lake City, Florida 32025

- Prepared by -
Cal-Tech Testing, Inc.
P.O. Box 1625
Lake City, Florida 32056-1625

February 22, 2008

Cal-Tech Testing, Inc.

- Engineering
- Geotechnical
- Environmental

LABORATORIES

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February 22, 2008

Wind Tech Contracting, Inc.
P.O. Box 815
Lake City, Florida 32056

Attention: Mr. Chuck Woods

Reference: Subsurface Exploration
Wind Tech Contracting New Office Building
2747 SW Main Boulevard
Lake City, Columbia County, Florida
Cal-Tech Project No. 08-00120-01

Dear Mr. Woods:

Cal-Tech Testing, Inc. (**CTI**) has completed the subsurface exploration and engineering evaluation for the new Wind Tech office building. Our work was verbally authorization by you in a telephone conversation with Mr. David Brown on February 19, 2008.

INTRODUCTION

This report presents the results of our subsurface exploration performed for the proposed new office building. The services rendered by CTI during the course of this exploration can be summarized as follows:

- Reviewed available in-house data such as results of similar exploration and published data including the U.S.G.S. Quadrangle map, and the Geologic Map of Florida for this area.
- Planned and performed a total of four (4) SPT borings each extending to a depth of 15 feet below the existing ground surface.
- Reviewed, analyzed, and gathered data in order to evaluate the subsurface conditions with respect to the proposed construction.
- Prepared this report, which includes the results of our field exploration as well as our recommendations with respect to foundation design, foundation related site work, general site development, and quality control.

PROJECT INFORMATION

The subject site is located on the east side of Main Boulevard (U.S. Highway 41) approximately 350 feet north of High Street in Lake City, Columbia County, Florida. It is our understanding the proposed development will consist of constructing an approximately 3,072 square feet, one-story building for use as office/retail space. We assume the building frame will consist of wood-frame construction, with metal roof and exterior covering consisting of vinyl siding and brick veneer. Structural loading information was not available at this time; however, we anticipate that column and wall loads will not exceed 25 kips and 3 kips per lineal foot. Design grade elevations were also not provided. We anticipate that less than 3 feet of earthwork cut/fill will be required to bring the sites to the desired grades.

The existing site conditions were observed by the author of this document on February 20, 2008. At the time of our site visit, the ground surface within the construction area was grass covered with a few scattered trees. Ground surface topography appears to gently slope towards the south-southeast with elevation difference of approximately 4 feet across the construction area.

FIELD PROGRAM

The field investigation consisted of performing four (4) Standard Penetration Test (**SPT**) borings each extending to a depth of 15 feet below the existing ground surface. The SPT borings were performed at the approximate locations shown on the attached Field Exploration Plan. These locations were determined in the field by you during our visit on February 20, 2008.

The sampling and penetration procedures of the **SPT** borings were accomplished in general accordance with **ASTM D-1586**, using a power rotary drill rig. The standard penetration tests were performed by driving a standard 1-3/8" I.D. and 2" O.D. split spoon sampler with a 140 pound hammer falling 30 inches. The number of hammer blows required to drive the sampler a total of 18 inches, in 6-inch increments, were recorded. The penetration resistance or "*N*" value is the summation of the last two 6-inch increments and is illustrated on the attached boring records adjacent to their corresponding sample depths. The penetration resistance is used as an index to derive soil parameters from various empirical correlations.

The results of the **SPT** borings are shown on the attached Generalized Subsurface Profile and individual boring logs. It must be noted the stratification lines indicated on the boring logs represent the approximate boundaries between major soil types and the actual transition may be gradual.

SUBSURFACE CONDITIONS

Visual classification of the soil samples as disclosed by SPT borings B-1 through B-4 indicated about 12 inches of light gray, silty fine sand with organic matter (topsoil). This surficial cover is underlain by alternating layers of silty fine sand (SP-SM), reddish brown and light gray, mottled, clayey fine sand (SC), or reddish brown and gray, mottled sandy clay (CL). The sandy soils have a penetration resistance or "*N*" values ranging from 2 to 36 Blows Per Foot (BPF) indicating these soils to vary form very loose to dense in relative density . The clayey soils have a "*N*" values ranging from 11 to exceeding 50 BPF indicating these soils to vary from stiff to very hard in consistency.

For a more detailed description of the subsurface conditions encountered, please refer to the attached Generalized Subsurface Profile and individual boring logs. Note that transition between soil types may be gradual and not abrupt as indicated by the boring logs, and the thickness of soil layers should be considered approximate.

Groundwater

At the time of completion of drilling, the groundwater was not encountered in any of the SPT borings. It must be noted that due to the relatively short time frame of the field exploration, the groundwater may not have had sufficient time to stabilize. For a true groundwater level reading, piezometers may be required. In any event, fluctuation in groundwater levels should be expected due to seasonal climatic changes, construction activity, rainfall variations, surface water runoff, and other site-specific factors. Since groundwater level variations are anticipated, design drawings and specifications should accommodate such possibilities and construction planning should be based on the assumption that variations will occur.

RECOMMENDATIONS FOR FOUNDATION DESIGN & SITE PREPARATION

Foundation Support

The test borings indicated the presence of loose soils within the upper 5 feet of the existing ground surface. The majority of these soils (with the exception of the upper ±12 inches of topsoil) are considered suitable for reuse as structural fill, however, they are not considered acceptable for the support of the proposed building in their current conditions. To improve the density of the supporting soils, the upper 5 feet of the site soils within the building and pavement areas (including 5 feet outside the perimeter of the building) should be recompacted as indicated herein.

Provided the foundation and site soils are prepared in accordance with the guidelines presented in this report, it is our opinion the proposed structure may be supported on a conventional shallow foundation system. The shallow foundation may be designed for an allowable bearing pressure of 2,500 pounds per square foot (psf) or less on **recompacted** soils or newly placed structural fill.

In using net pressures, the weight of the footing and backfill over the footing need not be considered. Hence, only loads applied at or above final grade need to be used for dimensioning footings. However, wall bearing footings should be designed with a minimum width of 18 inches, while the individual column footings should have minimum dimensions of 2 feet by 2 feet.

Settlement Analyses

Actual magnitude of settlement that will occur beneath foundations will depend upon variations within the subsurface soil profile, actual structural loading conditions, embedment depth of the footings, actual thickness of compacted fill or cut, and the quality of the earthwork operations. Assuming the foundation related site work and foundation design is completed in accordance with the enclosed recommendations, we estimate the total settlement of the structure will be on the order of 1 inch or less. Differential settlements (between adjacent columns or along the length of a continuous wall footing) should be approximately one-half of the total settlement. This settlement is primarily the result of elastic compression of the upper looser sands, and should occur almost immediately following the application of the structural dead load during construction.

Uplift Resistance

Under wind loading conditions, the foundations will likely be subjected to considerable uplift forces. In order to resist these uplift forces, it may be necessary to increase the footing size (thus increasing the dead weight) or lower the footing to mobilize additional soil weight above the footing. Uplift resistance from the soil may be evaluated as the weight of the soil directly above the footing, plus the shearing resistance along the vertical face of the soil prism. Alternately, the available soil uplift resistance may be calculated as the weight of the soil prism defined by the diagonal line drawn from the top of the footing to the ground surface at an angle of 30 degrees with the vertical. We recommend that a total unit weight of 100 pcf (compacted to 95% of the modified Proctor maximum dry density) be used for well-compacted, suitable fill. Should the bottom of any structure be below the stabilized seasonal-high groundwater level, these structures must be properly designed to resist the resulting uplift forces due to hydrostatic pressures.

Lateral Resistance

Lateral loads created by wind may be resisted by the passive pressure of the soil acting against the side of the individual footings and/or the friction developed between the base of the foundation system and the underlying soils. For compacted backfill and/or in-situ material, the passive pressure may be taken as an equivalent to the pressure exerted by a fluid weighing 300 pcf for above the ground-water table and 113 pcf below water level. A coefficient of friction equal to 0.35 may be used for calculating the frictional resistance at the base of the shallow footings. The resistance values discussed herein are based on the assumption that the foundations can withstand horizontal movements on the order of ¼ inch. Lateral resistance determined in accordance with the recommendations provided herein should be considered the total available resistance. Consequently, the design should include a minimum factor of safety of 1.5.

Lateral Earth Pressures

In generally, retaining walls will be subjected to "at-rest" or "active" pressures. Retaining walls that are restrained at the top will be subject to "at-rest" pressures due to their restricted movement. The "at-rest" pressures may be calculated as the equivalent pressure exerted by a fluid density of 50 pcf. Where walls are not restrained at the top and thus allowed sufficient movement to mobilize "active" pressures, an equivalent fluid density of 33 pcf should be used in the design.

These values may be used only for walls above the groundwater table. The presence of any groundwater due to surface water intrusion should be handled with the use of a drainage layer behind the walls with a collection pipe discharging accumulated water away from the walls. If this is not practical, then the hydrostatic pressure due to water should be included in the design of the walls.

Drainage Considerations

Adequate drainage should be provided at the site in order to minimize increase in moisture content of the foundation soils. Excessive moisture can significantly reduce the soils bearing capacity and contribute to foundation settlement. For the protection of the foundation soils, we recommend the ground water surface be sloped away from all proposed structures.

Floor Slab

All unsuitable material (such as topsoil, tree roots, organics, etc.) located within the building area (**including 5 feet outside the perimeter of the building**) should be overexcavated and removed. The exposed subgrade should be recompacted and proofrolled with a fully-loaded, tandem-axle dump-truck or similar pneumatic-tired equipment. Provided the recompaction and proofrolling operations do not indicate significant deflecting or pumping of the existing subgrade, the floor slab may be designed as a slab-on-grade. Any soft or loose soils found during the proofrolling procedure should be undercut and/or replaced with suitable, well-compacted, engineered fill.

Floor slabs should be supported on at least 4 inches of relatively clean granular material, such as sand, sand and gravel, or crushed stone. This is to help distribute concentrated loads and equalize moisture beneath the slab. This granular material should have 100 percent passing the 1½ -inch sieve and a maximum of 10 percent passing the No. 200 sieve.

Based upon the soil conditions encountered at the subject site, the anticipated fill placement, and the recommended site preparation operations presented in this report, a modulus of vertical subgrade reaction (k) for the slab bearing soils of 150 pounds per square inch per inch of vertical deflection (pci) may be used for the recommended structural fill compaction criteria.

Exposed Subgrade

Following excavation and backfilling, exposed soils in the building and pavement areas should be compacted Field with overlapping passes of a relatively heavy weight drum roller (running in static mode to protect nearby structures) having a total operating static weight (weight of fuel and water included) of at least 10 tons and a drum diameter of 5 feet. All exposed surfaces should be compacted to a minimum of 95 percent of the modified Proctor maximum dry density (**ASTM D-1557**) to a depth of at least 12 inches below the compacted surface.

Structural Fill/Backfill

Structural fill should be placed in thin loose lifts not exceeding 12 inches in thickness and compacted with a heavy roller as described above. For walk-behind equipment, a maximum loose lift thickness of 6 inches is recommended. Each lift should be thoroughly compacted with a roller as described above to provide densities equivalent to at least 95 percent of the modified Proctor maximum dry density (ASTM D-1557). Structural fill should consist of an inorganic, non-plastic, granular soil containing less than 10 percent material passing the No. 200 mesh sieve (relatively clean sand with a Unified Soil Classification of SP or SP-SM).

Due to the varying density of the upper soils, it is recommended the exposed subgrade be proofrolled and proofcompacted to a depth of 5 feet below the existing grade prior to concrete placement. This may require the overexcavation and recompaction of the upper 4 feet of the existing soils. Granular (sandy) soils should be proofcompacted to a minimum of 95% of the modified Proctor maximum dry density, ASTM D 1557.

All floor slab(s) and footings should be supported on a minimum of 24-inches of inorganic, non-plastic, granular soil containing less than 10 percent material passing the No. 200 mesh sieve (relatively clean sand with a Unified Soil Classification of SP or SP-SM). Depending on the finished subgrade elevation, this may require the overexcavation and replacement of the near-surface clayey soils. In any event, it is essential that finished subgrades be inspected by a geotechnical engineer to verify that these recommendations have been interpreted correctly and applied.

Compaction of exposed soils in deeper excavations may cause pumping and/or yielding of the soils being compacted. The instability is caused by excess pore water pressure build-up in the subgrade soils being compacted. To allow this excess pore water pressure to dissipate, the contactor may temporarily halt the compaction operation or disengage the vibratory action of the compaction equipment. In any event, it is recommended to maintain a distance of at least two feet between the groundwater level and the compaction surface.

The exploration and recommendations presented in this report are based upon subsurface conditions encountered at a specific location and time as presented within this report. However, subsurface conditions may exist that differ from our findings. We request that we be notified if dissimilar subsurface conditions are encountered.

We appreciate the opportunity to be of service on this project and look forward to a continued association. Should you have questions concerning this report or if we may be further service, please contact this office.

Respectfully submitted,
Cal-Tech Testing, Inc.

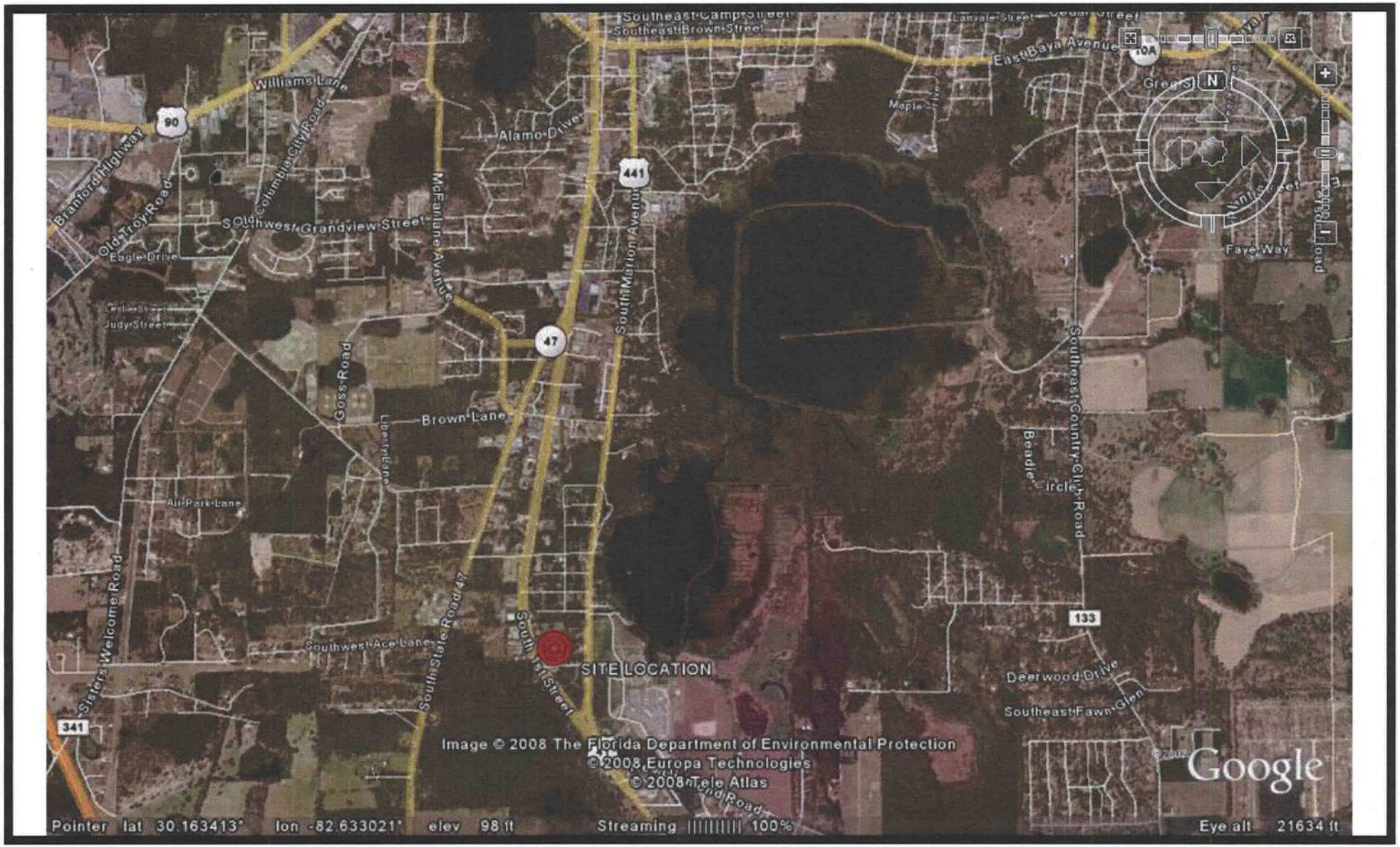
David B. Brown
Executive Vice President

Nabil O. Hmeidi, P.E. 7/21/08
Senior Geotechnical Engineer
Licensed, Florida No. 57842

Attachments: *Vicinity Map (1 page)*
Field Exploration Plan (1 page)
Generalized Subsurface Profile (1 page)
Boring Logs (4 pages)
Fence Diagram (1 page)
Unified Soil Classification System chart (1 page)
Key To Test Data (1 page)

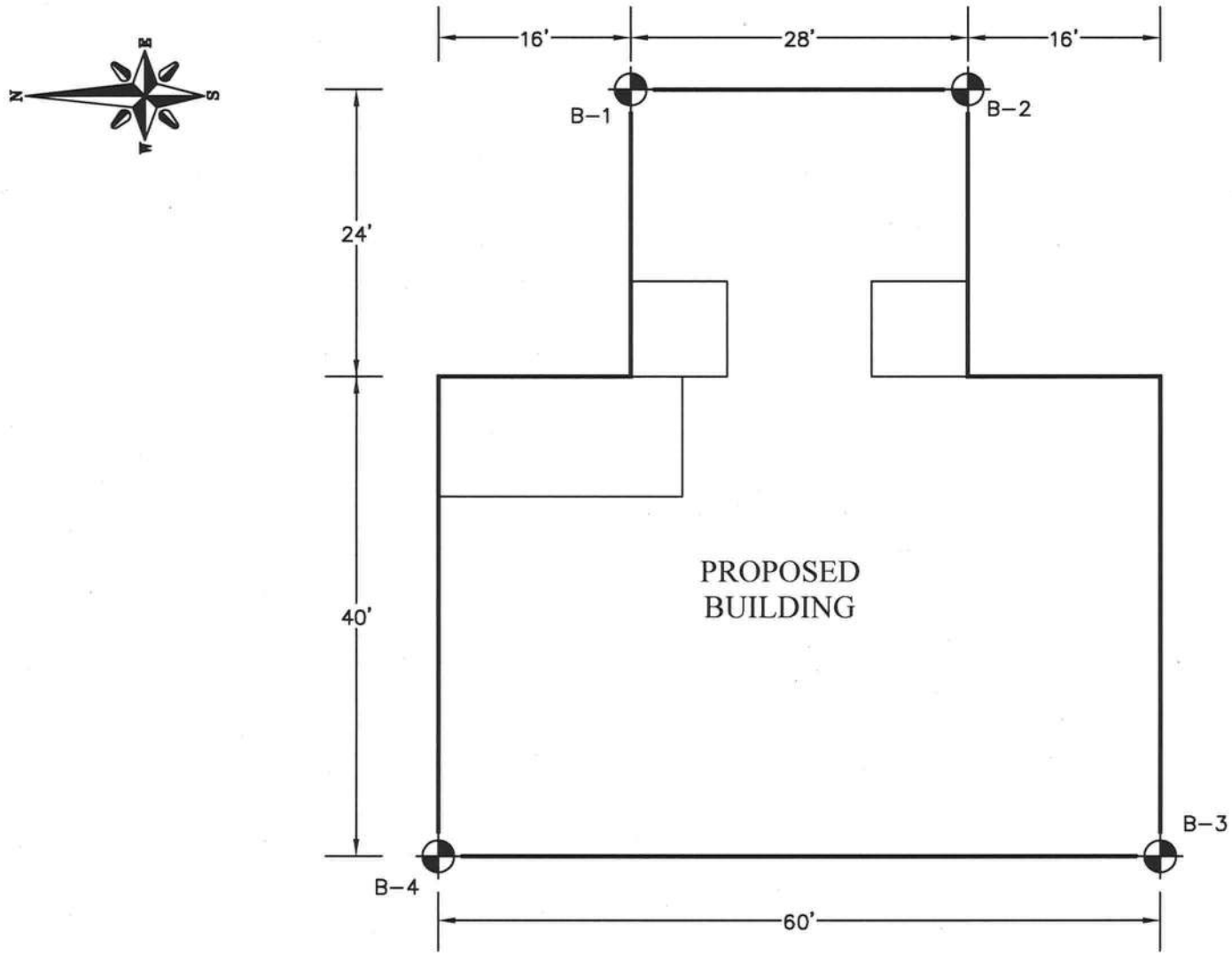
Distribution: *File (1 copy)*
Addressee (2 bound copies)

ATTACHMENTS



CAL-TECH TESTING, INC. **P.O. Box 1625** **Lake City, Florida 32056-1625** **Phone: (386) 755-3633** **Fax: (386) 752-5456**	**VICINITY MAP** **WIND TECH CONTRACTING OFFICE BUILDING** **2747 SW Main Boulevard** **Lake City, Columbia County, Florida** **Cal-Tech Testing Project No. 08-00120-01**

Figure 1



FOR ILLUSTRATION ONLY
NOT TO SCALE
NOT FOR CONSTRUCTION

SPT Borings Performed by CTI on 02/20/2008

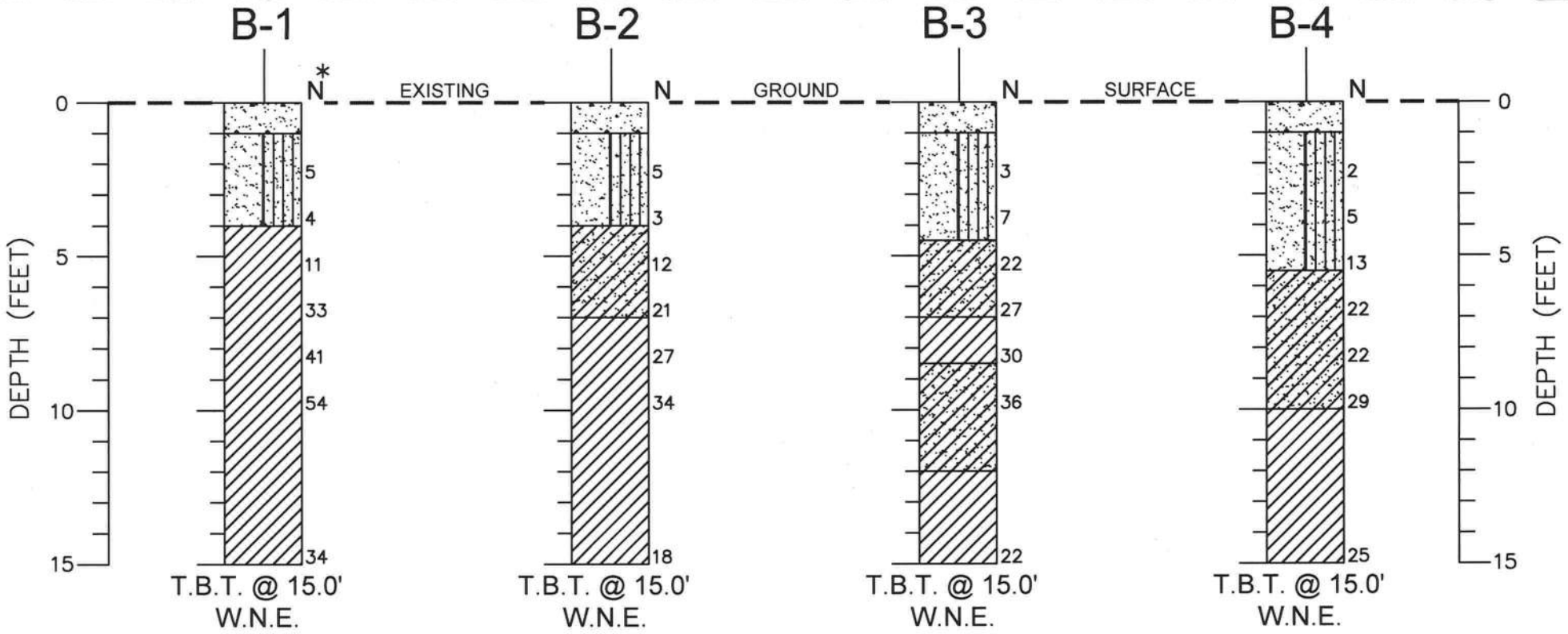
REVISIONS		NAMES	DATE
	DRAWN BY:	N.H.	02/21/2008
	CHECKED BY:		
	DRILLER(S):	B.W. & M.T.	02/20/2008
	EQUIPMENT:	BK-51, Manual Hammer	
	CAL-TECH PROJECT No.: 08-00120-01		

SUBSURFACE EXPLORATION
WIND TECH CONTRACTING OFFICE BLG.
2747 SW MAIN BOULEVARD
LAKE CITY, COLUMBIA COUNTY, FLORIDA

CAL-TECH TESTING, INC.
P.O. Box 1625
Lake City, Florida 32056-1625
Phone: (386) 755-3633
Fax: (386) 752-5456

FIELD EXPLORATION PLAN

Project No. 08-00120-01		DATE: 02/21/2008	FIGURE: 2
DRAWN:	APPROVED:	SCALE: N.T.S.	SHEET: 1/1



LEGEND

- Light gray, silty fine sand (TOPSOIL)
- Light tan to reddish tan, silty fine sand (SP–SM)
- Reddish brown and light gray, mottled, clayey fine sand (SC)
- Reddish brown and gray, mottled, sandy clay (CL)

* Standard Penetration Resistance (Blows/ft.) Measured Using a Manual Hammer System

Groundwater Level Measured at Completion

T.B.T. Test Boring Terminated

W.N.E. Water Not Encountered at Completion

NOTE: Refer to report for additional information.

REVISIONS		NAMES	DATE
	DRAWN BY:	N.H.	02/21/2008
	CHECKED BY:		
	DRILLER(S):	B.W. & M.T.	02/20/2008
	EQUIPMENT:	BK-51, Manual Hammer	
	CAL-TECH PROJECT No.: 08-00120-01		

SUBSURFACE EXPLORATION
WIND TECH CONTRACTING OFFICE BLG.
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LAKE CITY, COLUMBIA COUNTY, FLORIDA

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Phone: (386) 755-3633
Fax: (386) 752-5456

GENERALIZED SUBSURFACE PROFILE

Project No. 08-00120-01		DATE: 02/21/2008	FIGURE: 3
DRAWN:	APPROVED:	SCALE: N.T.S.	SHEET: 1/1

CAL-TECH TESTING, INC.
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Lake City, Florida 32024
Telephone: (386) 755-3633
Fax: (386) 752-5456

BORING NUMBER B-1

CLIENT WIND TECH CONTRACTING, INC.
PROJECT NAME WIND TECH OFFICE BUILDING
PROJECT NUMBER 08-00120-01
PROJECT LOCATION 2727 SW MAIN BOULEVARD, LAKE CITY, FLOIRIDA
DATE STARTED 02/20/08 COMPLETED 02/20/08
GROUND ELEVATION 0 ft HOLE SIZE
DRILLING CONTRACTOR Cal-Tech Testing, Inc.
GROUND WATER LEVELS:
DRILLING METHOD Continuous Flight Auger
AT TIME OF DRILLING ---
LOGGED BY N.H. CHECKED BY
AT END OF DRILLING ---
NOTES BK-51, Manual Hammer
AFTER DRILLING ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)
0		LIGHT GRAY, SILTY FINE SAND, TOPSOIL					
		LOOSE, LIGHT TAN TO REDDISH TAN, SILTY FINE SAND (SP-SM)	SPT 1	100	3-2-3 (5)		
			SPT 2	100	1-2-2 (4)		
5		STIFF TO HARD, REDDISH BROWN AND GRAY, MOTTLED, SANDY CLAY (CL)	SPT 3	100	2-4-7 (11)		
			SPT 4	100	7-15-18 (33)		
			SPT 5	100	15-18-23 (41)		
10			SPT 6	100	18-24-30 (54)		
15			SPT 7	100	15-19-34 (53)		

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
☐ FINES CONTENT (%) ☐
20 40 60 80

Bottom of borehole at 15.0 feet.

CAL-TECH TESTING, INC.
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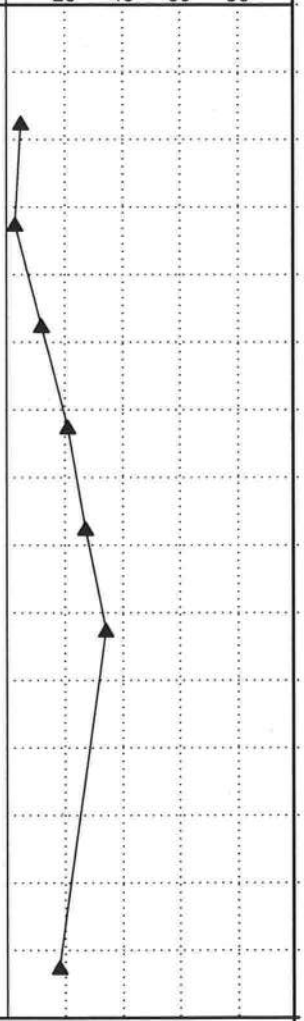
Fax: (386) 752-5456

BORING NUMBER B-2

CLIENT WIND TECH CONTRACTING, INC.
PROJECT NAME WIND TECH OFFICE BUILDING
PROJECT NUMBER 08-00120-01
PROJECT LOCATION 2727 SW MAIN BOULEVARD, LAKE CITY, FLOIRIDA
DATE STARTED 02/20/08 COMPLETED 02/20/08
GROUND ELEVATION 0 ft HOLE SIZE
DRILLING CONTRACTOR Cal-Tech Testing, Inc.
GROUND WATER LEVELS:
DRILLING METHOD Continuous Flight Auger
AT TIME OF DRILLING ---
LOGGED BY N.H. CHECKED BY
AT END OF DRILLING ---
NOTES BK-51, Manual Hammer
AFTER DRILLING ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)
0		LIGHT GRAY, SILTY FINE SAND, TOPSOIL					
		VERY LOOSE TO LOOSE, REDDISH TAN, SILTY FINE SAND (SP-SM)	SPT 1	100	2-2-3 (5)		
			SPT 2	100	2-1-2 (3)		
5		MEDIUM DENSE, REDDISH BROWN AND LIGHT GRAY, MOTTLED, CLAYEY FINE SAND (SC)	SPT 3	100	3-5-7 (12)		
			SPT 4	100	7-9-12 (21)		
		STIFF TO HARD, REDDISH BROWN AND GRAY, MOTTLED, SANDY CLAY (CL)	SPT 5	100	9-12-15 (27)		
10			SPT 6	100	11-15-19 (34)		
15			SPT 7	100	6-8-10 (18)		

Bottom of borehole at 15.0 feet.



CAL-TECH TESTING, INC.
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Lake City, Florida 32024
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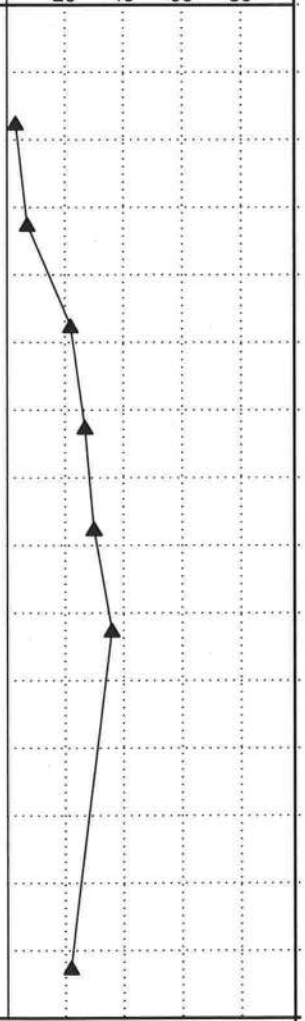
Fax: (386) 752-5456

BORING NUMBER B-3

CLIENT WIND TECH CONTRACTING, INC.
PROJECT NAME WIND TECH OFFICE BUILDING
PROJECT NUMBER 08-00120-01
PROJECT LOCATION 2727 SW MAIN BOULEVARD, LAKE CITY, FLOIRIDA
DATE STARTED 02/20/08 **COMPLETED** 02/20/08
GROUND ELEVATION 0 ft **HOLE SIZE**
DRILLING CONTRACTOR Cal-Tech Testing, Inc.
GROUND WATER LEVELS:
DRILLING METHOD Continuous Flight Auger
AT TIME OF DRILLING ---
LOGGED BY N.H. **CHECKED BY**
AT END OF DRILLING ---
NOTES BK-51, Manual Hammer
AFTER DRILLING ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)
0		LIGHT GRAY SILTY FINE SAND, TOPSOIL					
		VERY LOOSE TO LOOSE, LIGHT TAN TO REDDISH TAN, SILTY FINE SAND (SP-SM)	SPT 1	100	1-2-1 (3)		
			SPT 2	100	2-3-4 (7)		
5		MEDIUM DENSE, LIGHT GRAY AND BROWN, MOTTLED, CLAYEY FINE SAND (SC)	SPT 3	100	7-10-12 (22)		
			SPT 4	100	10-12-15 (27)		
		VERY STIFF, REDDISH BROWN AND GRAY, MOTTLED, SANDY CLAY (CL)	SPT 5	100	10-14-16 (30)		
		DENSE, REDDISH BROWN AND LIGHT GRAY, MOTTLED, CLAYEY FINE SAND (SC)	SPT 6	100	12-16-20 (36)		
10							
		VERY STIFF, REDDISH BROWN AND GRAY, MOTTLED, SANDY CLAY (CL)					
15			SPT 7	100	8-10-12 (22)		

Bottom of borehole at 15.0 feet.



CAL-TECH TESTING, INC.
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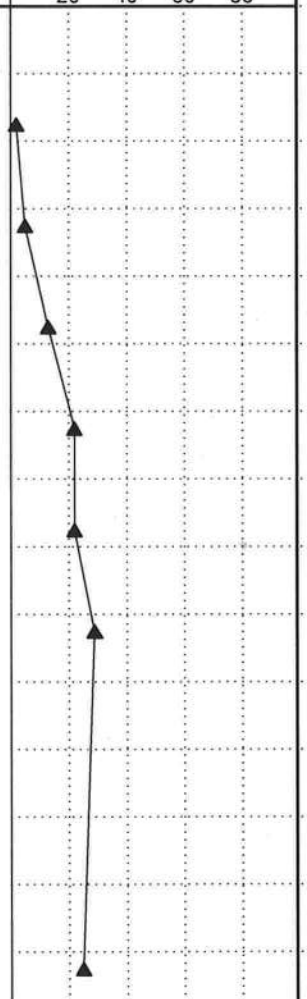
BORING NUMBER B-4

CLIENT WIND TECH CONTRACTING, INC.
PROJECT NAME WIND TECH OFFICE BUILDING
PROJECT NUMBER 08-00120-01
PROJECT LOCATION 2727 SW MAIN BOULEVARD, LAKE CITY, FLOIRIDA
DATE STARTED 02/20/08 COMPLETED 02/20/08
GROUND ELEVATION 0 ft HOLE SIZE
DRILLING CONTRACTOR Cal-Tech Testing, Inc.
GROUND WATER LEVELS:
DRILLING METHOD Continuous Flight Auger
AT TIME OF DRILLING ---
LOGGED BY N.H. CHECKED BY
AT END OF DRILLING ---
NOTES BK-51, Manual Hammer
AFTER DRILLING ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)
0		LIGHT GRAY SILTY FINE SAND, TOPSOIL					
		VERY LOOSE TO MEDIUM DENSE, LIGHT TAN TO REDDISH TAN, SILTY FINE SAND (SP-SM)	SPT 1	100	1-1-1 (2)		
			SPT 2	100	2-2-3 (5)		
5			SPT 3	100	4-5-8 (13)		
		MEDIUM DENSE, LIGHT GRAY AND BROWN, MOTTLED, CLAYEY FINE SAND (SC)	SPT 4	100	6-9-13 (22)		
			SPT 5	100	9-10-12 (22)		
10			SPT 6	100	10-13-16 (29)		
		VERY STIFF, REDDISH BROWN AND GRAY, MOTTLED, SANDY CLAY (CL)					
			SPT 7	100	6-10-15 (25)		
15							

Bottom of borehole at 15.0 feet.



CAL-TECH TESTING, INC.
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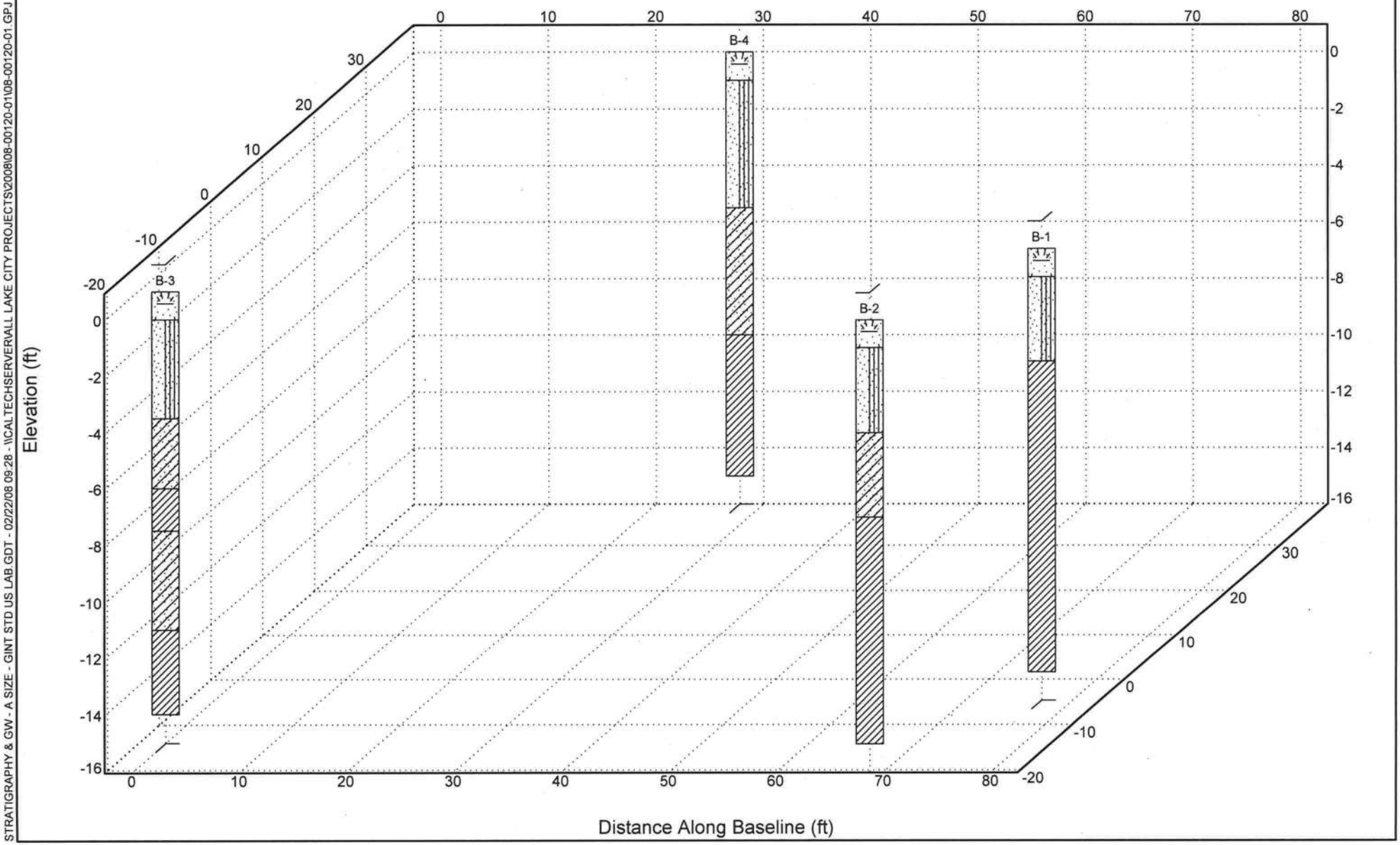
SUBSURFACE DIAGRAM

CLIENT WIND TECH CONTRACTING, INC.

PROJECT NAME WIND TECH OFFICE BUILDING

PROJECT NUMBER 08-00120-01

PROJECT LOCATION 2727 SW MAIN BOULEVARD, LAKE CITY, FLOIRIDA

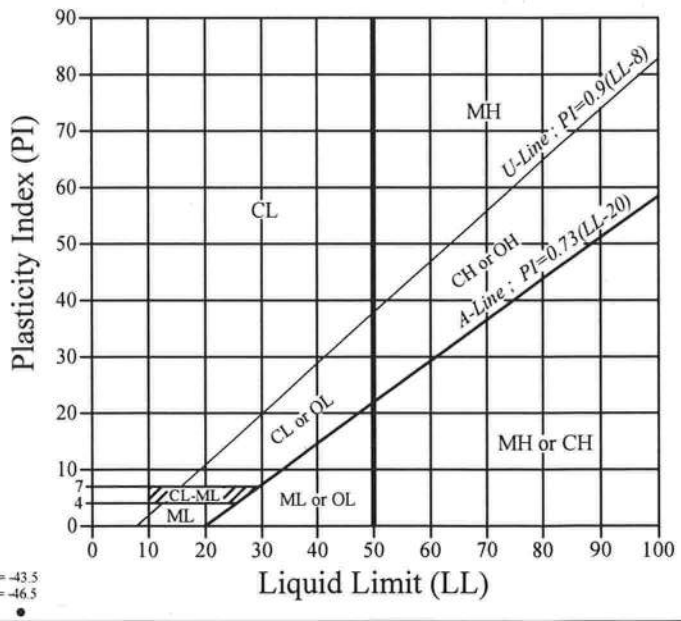


UNIFIED SOIL CLASSIFICATION SYSTEM
ASTM DESIGNATION D-2487

MAJOR DIVISIONS			GROUP SYMBOL	TYPICAL NAMES	LABORATORY CLASSIFICATION CRITERIA	
COARSE GRAINED SOILS (More than half of the material is larger than No. 200 sieve)	Gravels (more than half of the coarse fraction is larger than No. 4 sieve)	Clean gravels	GW	Well-graded gravels, gravel-sand mixtures, little or no fines.	Determine percentage of sand and gravel from grain size curve. Depending on percentage of fines (fraction smaller than No. 200 Sieve size), coarse grained soils are classified as follows: Less than 5% ..... GW, GP, SW, SP; More than 12% ... GM, GC, SM, SC; 5 to 12% ..... Borderline cases requiring dual symbols	$C_u = \frac{D_{60}}{D_{10}} > 4 \;;\; 1 < C_c = \frac{(D_{30})^2}{D_{10} \times D_{60}} < 3$
			GP	Poorly graded gravels, gravel-sand mixture, little or no fines.		Not meeting all gradation requirments of GW
		Gravel with fines	GM	Silty gravels, gravel-sand-silt mixtures.	Atterberg Limits below A-Line or PI less than 4	Above A-Line with PI between 4 and 7 are borderline cases requiring the use of dual symbols.
			GC	Clayey gravels, gravel-sand-clay mixtures.	Atterberg Limits above A-Line or PI greater than 7	
	Sands (more than half of the coarse fraction is smaller than No. 4 sieve)	Clean sands	SW	Well-graded sands, gravelly sands, little or no fines.		$C_u = \frac{D_{60}}{D_{10}} > 6 \;;\; 1 < C_c = \frac{(D_{30})^2}{D_{10} \times D_{60}} < 3$
			SP	Poorly graded sands, gravelly sands, little or no fines.		Not meeting all gradation requirments of SW
		Sands with fine	SM	Silty sands, sand-silt mixtures.	Atterberg Limits below A-Line or PI less than 4	Limits plotting in hatched zone with PI between 4 and 7 are borderline cases requiring the use of dual symbols.
			SC	Clayey sands, sand-clay mixtures.	Atterberg Limits above A-Line or PI greater than 7	
FINE GRAINED SOILS (More than half of the material is finer than No. 200 sieve)	Silts and Clays (LL less than 50)		ML	Inorganic silts, very fine sands, rock flour, silty or clayey fine sands, or clayey silts with slight plasticity.		
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clay.		
			OL	Organic silts and organic silty clays of low plasticity.		
	Silts and Clays (LL greater than 50)		MH	Inorganic silts, micaceous or diato-maceous fine sandy or silty soils, elastic silts.		
			CH	Inorganic clays of high plasticity, fat clay.		
			OH	Organic clays of medium to high plasticity, organic silts.		
	Highly Organic Soils		Pt	Peat and other highly organic soils.		

PLASTICITY CHART

1. Plot intersection of PI as determined by the Atterberg Limits tests.
2. Points plotted above the A-Line indicate clay soils.
3. Points plotted below the A-Line indicate silt.



LL= -43.5
PI = -46.5

CAL-TECH TESTING, INC.
P.O. Box 1625
Lake City, Florida 32056-1625
Phone: 386-755-3633 Fax: 386-752-5456

5% Max. Passing the U.S. No. 200 Sieve ..... SP
5% - 12% Passing the U.S. No. 200 Sieve ..... SM-SP
12% - 50% Passing the U.S. No. 200 Sieve ..... SM/SC

KEY TO TEST DATA

STANDARD PENETRATION TEST:-

Soil sampling and penetration testing is performed in accordance with ASTM D-1586. The standard penetration resistance ("*N*") is the number of blows of a 140-pound hammer falling 30 inches to drive a 2-inch O.D., 1.4-inch I.D. split spoon sampler one foot.

ROCK CORE DRILLING:-

Rock sampling and core drilling is performed in accordance with ASTM D-2113. The rock quality designation percentage (RQD) is determined by summing only pieces of core that are at least 4 inches long, and dividing by the "run" length.

Relation of RQD and In-situ Rock Quality	
RQD (%)	Rock Quality
90 –100	Excellent
75 – 90	Good
50 –75	Fair
25 – 50	Poor
0 – 25	Very Poor

RELATIVE DENSITY:-

SANDS:

Very loose - less than 4 blows/ft.
Loose - 5 to 10 blows/ft.
Medium - 11 to 30 blows/ft.
Dense - 31 to 50 blows/ft.
Very dense - over 50 blows/ft.

SILTS AND CLAYS:

Very soft - less than 2 blows/ft.
Soft - 3 to 4 blows/ft.
Medium stiff - 5 to 8 blows/ft.
Stiff - 9 to 15 blows/ft.
Very stiff - 16 to 30 blows/ft.
Hard - 31 to 50 blows/ft.
Very hard - over 50 blows/ft.

ROCKS:

Soft - Rock core crumbles when handled.
Medium - Can break core with hands.
Moderately hard - Thin edges of rock core can be broken with fingers.
Hard - Thin edges of core can not be broken with fingers.
Very hard - Can not be scratched with knife.

GROUNDWATER:- Water levels shown on boring logs are taken immediately upon completion of boring, and are intended for general information. The apparent level may have been altered by the drilling process. Groundwater levels, if desired, can be monitored over a long time interval.

Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

Lake City Maintenance Office
Post Office Box 1415
Lake City, Florida 32056-1415

STEPHANIE C. KOPELOUSOS
SECRETARY

RECEIVED
JAN 24 2008
GTC DESIGN GROUP

FDOT-Lake City Maintenance
Permits Department
Post Office Box 1415
Lake City, Fl. 32056-1415

Date: 1-17-08

GTC Design Group, LLC
Mr. Brett Crews, P. E.
176 NW Lake Jeffery Road
Lake City, Fl. 32055

RE: Approved Commercial FDOT Access Connection Permit

Permittee: Wind Tech Contracting Corp.
Permit No: 2007-A-292-61
Access Permit Category: B
State Section No: 29030
Mile Post Location: 21.321 + -

Mr. Crews:

This legal cover letter acknowledges your request on behalf of your client, Wind Tech Contracting Corp, Mr. William G. Wood, Legal permit representative, located at P. O. Box 3535, Lake City, Fl. 32056 in making proposed new Commercial Access Connection and Roadway Improvements to State Highway No. 25 (US 41 South) in Columbia County, Florida.

As the responsible engineering agent, you are hereby notified that permission is hereby granted by the Florida Department of Transportation in making the following related permitted access improvements and/or modifications according to FDOT Permit Access Management and State FDOT Roadway Standard Construction Specifications.

Permit Construction Time Limit Notice

This access and signalization permit is valid for one (1 year) year from the date it is signed and approved, however, once the permittee or his/her legal representative has legally notified and activated the Permits notice to proceed to the Department's Permit Office the permit life is restricted to a specific number of work days that can be much less than the original 1 year date of expiration. By notice of this permit provision, the Permittee is hereby legally notified of these reduced construction time limits restraints. The approved permit construction time frame allotted to this permit is 30 days total.

These time restraints are automatically imposed at the time of legal notice of permit activation. Failure on the Permittee's part to adhere too and abide by these permit construction time limit conditions shall not be the responsibility of the Florida Department of Transportation. You are hereby notified to same.

14-96.008 Construction and Maintenance of Traffic Requirements.

All construction and maintenance on Department right of way shall conform to the Federal *Manual on Uniform Traffic Control Devices* (MUTCD), incorporated by reference under Rule 14-15.010, F.A.C. All construction and maintenance on Department right of way shall also conform to the Department's *Design Standards*, January 2002, Topic #625-010-003; the *Standard Specifications for Road and Bridge Construction*, 2000 Edition, the Department's *Plans Preparation Manual*, January 2003, or other generally accepted professional practices. With the exception of the MUTCD, which already is incorporated by reference under Rule 14-15.010, F.A.C., the manuals and standards specifically listed in this section are hereby incorporated by reference and made a part of the rules of the Department of Transportation.
(1) Disruption of Traffic. For safety and operational purposes, the Department may require or restrict hours of construction to minimize disruption of traffic on the State Highway System. When construction activity on a connection causes undue disruption of traffic or creates safety hazards on a state highway, the District Secretary or designee shall advise the permittee of the need for immediate corrective action by a specified time, and may issue a Stop Work order if deemed necessary.

(2) Connection Completion Time Limit. Construction shall be completed within one year of the date of issuance of the permit. Failure to comply with the one year time limit shall result in an automatic expiration of the permit unless extended by the Department as described in Section 335.185(2), Florida Statutes. A stop work order may be issued by the Department if work exceeds the imposed time restrictions. For any permit which expires for failure to construct the connection within the one year limit, the applicant shall submit a new application, including the payment of the required application fee prior to the initiation or continuation of any construction.

LANE CLOSURE TIME RESTRICTIONS
DUE TO ANTICIPATED HEAVY TRAFFIC VOLUMES WITHIN THE AREA OF PERMITTED IMPROVEMENTS, THE PERMITTEE AND ALL GENERAL AND SUBCONTRACTORS SHALL BE RESTRICTED TO NO LANE CLOSURES BETWEEN 4:00 PM TO 8:30 AM.

FAILURE BY THE PERMITTEE AND/OR HIS/HER GENERAL AND SUBCONTRACTORS TO ADHERE TO THESE SPECIAL PERMIT CONSTRUCTION TIME AND LANE CLOSURE SCHEDULE REQUIREMENTS SHALL BE REASON TO SUSPEND AND/OR VOID THE CURRENT APPROVED PERMIT. THE STATE ACCESS PERMITTED LIMITS CAN BE CLOSED DOWN UNTIL SUCH TIME AS THE PERMITTEE HAS BROUGHT THE PROJECT BACK INTO COMPLIANCE WITH THE PERMIT REQUIREMENTS AND TO FDOT SATISFACTION.

Access Connection Details
Proposed for construction on State Highway No. 25 South (US 41) is a single twenty-four (24') foot wide asphalt paved, rural radius return (double sidedrain piped) right-in right-out access connection with double thirty-five foot (35') paved turning radii. The proposed connection shall be considered a Class B, Commercial Access Connection and as such may not exceed the maximum total of 600 total vehicular trips per day allowed under this approved permit. The FDOT shall require a minimum width of 24 feet asphalt pavement and two 5 foot paved shoulders to the State Right-of Way Line. Total paved legal width from outside edge to outside edge of pavement at the R/W Line shall be 34 feet in width! **The finished surface grade slope of the new driveway connection cannot be more than a 10% maximum (from flat) between the roadway travel lane edge to a point connecting to the State Right-of-way line.**

The new driveway shall be constructed with a minimum of 12 inches of earth Stabilized Type B Subgrade (Min. LBR 40,) with compaction of 98% required and a minimum of eight (8") inches of crushed and compacted certified limerock base course (98% density compaction, AASHTO T-180 Test.) The required eight (8") inches minimum depth of new FDOT Certified Limerock Material Base Course shall be compacted per the above minimum density shown herein. The new double sidedrain piped connection shall require two (2) each of 100 LF (total length) of 24 inch diameter, round BCCMP sidedrain pipes, which are to be placed a minimum of 4 inches below the existing ditch flow line grade. Mitered End Sections (4 total) on 1:4 grade slopes shall be constructed to each end of the required BCCMP's. Concrete Pads shall be constructed around the mitered end sections in accordance with FDOT Index 273, (see attachment.) Grass sod shall be required to be placed down around each of the two finished concrete pads with the entire surface slopes of both turnout radii and shoulders/radiuses and ditchline slopes in accordance with FDOT Index No. 273, Sheet 1 of 6 of the 2008 FDOT Design Standards.

New Paved Shoulders & Pre-Existing Asphalt Paved Shoulders Information

In addition to the driveways 24 foot paved width, two 5 foot wide asphalt paved shoulders shall also be added to the outside radioed edges and constructed per sheet 10 of the approved plan drawing. Be aware that the existing asphalt paved shoulders lying between the driveway throat width limits, a total of approximately 100 LF must be machine cut and removed.

All pre-existing access connections (if any) shall be removed and have had complete R/W Restoration before any commencement of construction can begin at the new connection site(s.) As a special provision of this permit any pre-existing connections must be removed before work can commence under this approved permit.

DRIVEWAY AND ROADWAY PAVEMENT DESIGN

All subgrade, base and or structural materials used shall require proof of passing density testing in accordance with those found in the most current FDOT Standard Specifications for Road & Bridge Construction Manual. A minimum of 3 density tests shall be required of the 8 inch thick finished limerock base course. Each density test must achieve or exceed a minimum of 98% compaction density with legal proof of passing density on the subgrade and the lime rock base courses. The driveway's sloped shoulders must maintain a maximum grade of 1:4 throughout the full turn movement of both of the turnout radii and shall be stabilized with complete coverage with Coastal Bermuda Grass Sod within the limits of the two thirty-five foot turn radii.

All required earth subgrade and limerock base course density tests must be delivered to the FDOT Permits Office at Lake City Maintenance a minimum of 24 hours in advance of any planned asphalt paving.

Special Pavement Markings and Aboveground Signs

After 10 complete working days after the final asphalt paving has been made, the completed driveway final asphalt surface course shall have the required 24 inch wide white Stop Bar and a minimum of 50 LF of double 6 inch wide, yellow centerline striping placed down utilizing only a state certified, lead free Thermoplastic Material with passing night reflectivity required. Also, a single 30" x 30" inch diameter R1-1 Stop Sign shall be erected. The sign post shall be a minimum of 3 inches diameter, round aluminum with the sign being attached to its post with Z-Bar Brackets. All sign construction must be erected in accordance with FDOT Index 17302, 11860 & 11 861. All aboveground signs must be put together and have received a passing inspection from the FDOT Permits Inspector before any asphalt paving can commence under this approved permit.

Minimum FDOT REQUIREMENTS

All completed work upon FDOT Right-of-ways shall be in accordance with the State of Florida, FDOT's most current specifications for Road and Bridge and the most current FDOT Design Standards; currently this is the 2008 Edition Manual.

Roadway, Ditch/Slope Area, Grass Sodding Requirements & R/W Restoration

All areas of the ditch line its slopes; radii and other areas that fall within the limits of the permitted access turning radii shall receive a complete coverage of Certified Coastal Bermuda Grass Sod. All other areas outside this particular area shall require a complete coverage of hulled Bermuda grass and millet seed with copious amounts of Straw Mulch covering all. All areas upon FDOT R/W shall be made clean and acceptable.

Notice of Final Approved Plans Interpretation

The Local Permits Office having jurisdiction over the approved permit shall have final determination over all approved plan & construction concepts and method details that could affect the FDOT Right-of-Way Property.

Notice of Pre-Construction Meeting (Mandatory)

The Permittee and his/her construction supervisor(s) shall meet a minimum of 48 hours in advance of activation of this permit, so that all parties will have an opportunity to read in detail this attached cover letter, review its plans and be provided the opportunity to ask any questions he or she may have in regards to this permit.

It shall be the Permittee's responsibility to contact the local Permits Office no later than 48 hours in advance of the planned activation/construction commencement date, so that this provision can be completed satisfactory to all parties involved. **BE AWARE: THIS IS A MANDATORY PERMIT PROVISION!! FAILURE TO COMPLETE THIS SPECIAL PROVISION SHALL BE REASON FOR SUSPENSION OF THE APPROVED PERMIT!**

Grass Sod Requirement Details

All slopes, shoulders, ditches, and other disturbed areas within the limits of the proposed paved turnout radii, shall be completely grass sodded with Certified Coastal Bermuda grass. **Note: all grass shall be installed, watered and inspected for evidence of growth, before any paving can commence under this permit. Failure to complete this provision can be reason for temporary suspension of this permit.**

NOTICE: ALL R/W RESTORATION AND REQUIRED GRASS SOD SHALL BE PLACED DOWN AND INSPECTED BEFORE ANY ASPHALT/CONCRETE PAVING CAN COMMENCE UNDER THIS APPROVED PERMIT.

Save Harmless Clause

Please refer to the approved permit, cover Letter and site plan drawings and if attached addendum for Access type, location and construction details**. Refer to the approved connection permit for additional General and Special Provisions that could alter construction design plans as shown on the attached site plan.** A copy of the approved site plan and the permit itself shall be on site at all times. Construction on the Department of Transportation's Right-of-Way shall meet all of the Department's Standard Construction Specifications and Safety Criteria.
This Permit is issued with the understanding that a Department approved contractor shall perform all construction in accordance with F.D.O.T. Specifications and that all costs of construction shall be borne by the applicant.

It is also understood and agreed that the rights and privileges herein set out, are granted only to the extent of the State's Right, Title and Interest in the land to be entered upon and used by the holder, and the holder will at all times, assume all risk of and indemnify, defend, and save harmless the State of Florida and the Department from and against any and all loss, damage, cost or expense arising in any manner on account of the exercise or attempted exercise by said holder of the aforesaid rights and privileges.

Final Passing Inspection Required

Once all permitted improvements have been completed (as per the project engineer notice) all permitted construction must have received a required final passing inspection from the access permits office for legal closure of this permit.

It is required that the Permittee, Project Professional Engineer or Legal Representative contact our Permits Coordinator, Neil E. Miles, at 710 N W Lake Jeffery Road, Suite 101, Lake City, Florida, 32055-2621, at Phone Number (904) 961-7193 or if no answer 961-7180, a minimum of **48** hours prior to your planned construction commencement date to activate the approved permit and conduct the required pre-construction meeting.

Sincerely,

Neil E. Miles
Access Permits Coordinator
Lake City Maintenance

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

DRIVEWAY CONNECTION PERMIT FOR ALL CATEGORIES

PART 1: PERMIT INFORMATION

APPLICATION NUMBER: 2007-A-292-61

Permit Category: B Access Classification: 5

Project: WIND TECH CONTRACTING, CORP

Permittee: WILLIAM G. WOOD

Section/Mile Post: 29030 / 21.321+- State Road: 25

Section/Mile Post: N/A State Road: N/A

PART 2: PERMITTEE INFORMATION

Permittee Name: WILLIAM G. WOOD

Permittee Mailing Address: P.O. BOX 3535

City, State, Zip: LAKE CITY, FL 32056

Telephone: (386)755-8615

Engineer/Consultant/or Project Manager: GTC DESIGN GROUP, LLC.

Engineer responsible for construction inspection: BRETT CREWS (NAME) P.E. #

Mailing Address: 176 NW LAKE JEFFREY RD.

City, State, Zip: LAKE CITY, FL.32055

Telephone: (386)719-9985 Mobile Phone

PART 3: PERMIT APPROVAL

The above application has been reviewed and is hereby approved subject to all Provisions as attached.

Permit Number: 2007-A-292-61

Department of Transportation

Signature: Niel E. Miles Title: Permits Coordinator

Department Representative's Printed Name Niel E. Miles

Temporary Permit ○ YES ◉ NO (If temporary, this permit is only valid for 6 months)

Special provisions attached ◉ YES ○ NO

Date of Issuance:

If this is a normal (non-temporary) permit it authorizes construction for one year from the date of issuance. This can only be extended by the Department as specified in 14-96.007(6).

See following pages for General and Special Provisions

PART 4: GENERAL PROVISIONS

1. Notify the Department of Transportation Maintenance Office at least 48 hours in advance of starting proposed

   Phone: 386-961-7180 , Attention: NEIL E. MILES, PERMITS COORDINATOR

2. A copy of the approved permit must be displayed in a prominent location in the immediate vicinity of the connection construction.

3. Comply with Rule 14-96.008(1), F.A.C., Disruption of Traffic.

4. Comply with Rule 14-96.008(7), F.A.C., on Utility Notification Requirements.

5. All work performed in the Department's right of way shall be done in accordance with the most current Department standards, specifications and the permit provisions.

6. The permittee shall not commence use of the connection prior to a final inspection and acceptance by the Department.

7. Comply with Rule 14-96.003(3)(a), F.A.C., Cost of Construction.

8. If a Significant Change of the permittee's land use, as defined in Section 335.182, Florida Statutes, occurs, the Permittee must contact the Department.

9. Medians may be added and median openings may be changed by the Department as part of a Construction Project or Safety Project. The provision for a median might change the operation of the connection to be for right turns only.

10. All conditions in NOTICE OF INTENT WILL APPLY unless specifically changed by the Department.

11. All approved connection(s) and turning movements are subject to the Department's continuing authority to modify such connection(s) or turning movements in order to protect safety and traffic operations on the state highway or State Highway System.

12. **Transportation Control Features and Devices in the State Right of Way.** Transportation control features and devices in the Department's right of way, including, but not limited to, traffic signals, medians, median openings, or any other transportation control features or devices in the state right of way, are operational and safety characteristics of the State Highway and are not means of access. The Department may install, remove or modify any present or future transportation control feature or device in the state right of way to make changes to promote safety in the right of way or efficient traffic operations on the highway.

13. The Permittee for him/herself, his/her heirs, his/her assigns and successors in interest, binds and is bound and obligated to save and hold the State of Florida, and the Department, its agents and employees harmless from any and all damages, claims, expense, or injuries arising out of any act, neglect, or omission by the applicant, his/her heirs, assigns and successors in interest that may occur by reason of this facility design, construction, maintenance, or continuing existence of the connection facility,except that the applicant shall not be liable under this provision for damages arising from the sole negligence of the Department.

14. The Permittee shall be responsible for determining and notify all other users of the right of way.

15. Starting work on the State Right of Way means that I am accepting all conditions on the Permit.

PART 5: SPECIAL PROVISIONS

NON-CONFORMING CONNECTIONS: ◉ YES ○ NO

If this is a non-conforming connection permit, as defined in Rule Chapters 14-96 and 14-97, then the following shall be a part of this permit.

1. The non-conforming connection(s) described in this permit is (are) not permitted for traffic volumes exceeding the Permit Category on page 1 of this permit, or as specified in "Other Special Provisions" below.

2. All non-conforming connections will be subject to closure or relocation when reasonable access becomes available in the future.

OTHER SPECIAL PROVISIONS:

REFER TO APPROVED ACCESS PERMIT, GENERAL AND SPECIAL PROVISION SHEET AND THE LEGAL ATTACHED COVER LETTER FOR OFFICIAL DRIVEWAY CONSTRUCTION AND SAFETY SPECIFICATION, AND FDOT APPROVED SITE-PLAN FOR ANY ADDITIONAL INFORMATION NEEDED TO COMPLETE DRIVEWAYS. ALL WORK APPROVED HEREIN UNDER THIS PLAN SHALL BE ACCORDING TO THE STATE FDOT'S MOST CURRENT ROADWAY AND CONSTRUCTION SPECIFICATION AT THE TIME OF ACTUAL CONSTRUCTION AND PERMIT ACTIVATION. UPON ACTIVATION THE PERMIT THE PERMITTEE HAVE (30 DAYS) TO COMPLETE ALL PHASES OF PERMITTED PROJECT. PERMITTEE SHALL ADHERE TO THE FINAL APPROVED SITE-PLAN DATED_____. THIS PERMIT IS FOR (WILLIAM G. WOOD / WIND TECH CONSTRACTING, CORP.ETC).PERMITTEE SHALL NOTIFY THE FDOT PERMITS DEPT FOR PRE-CONSTRUCTION MEETING (BEFORE) ANY WORK ON THE FDOT'S R.O.W. PROJECT CONSIST OF : 24' ASP/ DRIVEWAY WITH DOUBLE 35' TURN RADII ETC. WHILE WORKING ON THE FDOT'S R.O.W. APPROPRIATE (MOT) SHALL BE IN PLACE CONES, BARACADES, SIGNS, ETC. (ALL) WORKERS WITH IN 15' FEET OF THE EDGE OF THE TRAVEL WAY SUPERVISORS, CREW MEMBERS AND ANY PERSONAL ON THE (FDOTS' R.O.W.) SHALL WEAR ANSI / ISEA CLASS 2 APPAREL (AT ALL TIMES).WORKERS OPERATING MACHINERY OR EQUIPMENT IN WHICH LOOSE CLOTHING COULD BECOME ENTANGLED, SHALL WEAR FITTED H/VISIBLE SAFETY APPAREL. OTHERS WISE COULD

PART 6: APPEAL PROCEDURES

You may petition for an administrative hearing pursuant to sections 120.569 and 120.57, Florida Statutes. If you dispute the facts stated in the foregoing Notice of Intended Department Action (hereinafter Notice), you may petition for a formal administrative hearing pursuant to section 120.57 (1), Florida Statutes. If you agree with the facts stated in the Notice, you may petition for an informal administrative hearing pursuant to section 120. 57(2), Florida Statutes. You must file the petition with:

Clerk of Agency Proceedings
Department of Transportation
Haydon Burns Building
605 Suwannee Street, M.S. 58
Tallahassee, Florida 32399-0458

The petition for an administrative hearing must conform to the requirements of Rule 28-106.201(2) or Rule 28-106.301(2), Florida Administrative Code, and be filed with the Clerk of Agency Proceedings by 5:00 p.m. no later than 21 days after you received the Notice. The petition must include a copy of the Notice, be legible, on 8 1/2 by 11 inch white paper, and contain:

1. Your name, address, telephone number, any Department of Transportation identifying number on the Notice, if known, the name and identification number of each agency affected, if known, and the name, address, and telephone number of your representative, if any, which shall be the address for service purposes during the course of the proceeding.
2. An explanation of how your substantial interests will be affected by the action described in the Notice;
3. A statement of when and how you received the Notice;
4. A statement of all disputed issues of material fact. If there are none, you must so indicate;
5. A concise statement of the ultimate facts alleged, including the specific facts you contend warrant reversal or modification of the agency's proposed action, as well as an explanation of how the alleged facts relate to the specific rules and statutes you contend require reversal or modification of the agency's proposed action;
6. A statement of the relief sought, stating precisely the desired action you wish the agency to take in respect to the agency's proposed action.

If there are disputed issues of material fact a formal hearing will be held, where you may present evidence and argument on all issues involved and conduct cross-examination. If there are no disputed issues of material fact an informal hearing will be held, where you may present evidence or a written statement for consideration by the Department.

Mediation, pursuant to section 120.573, Florida Statutes, may be available if agreed to by all parties, and on such terms as may be agreed upon by all parties. The right to an adminstrative hearing is not affected when mediation does not result in a settlement.

Your petition for an administrative hearing shall be dismissed if it is not in substantial compliance with the above requirements of Rule 28-106.201(2) or Rule 28-106.301(2), Florida Administrative Code. If you fail to timely file your petition in accordance with the above requirements, you will have waived your right to have the intended action reviewed pursuant to chapter 120, Florida Statutes, and the action set forth in the Notice shall be conclusive and final.

FLORIDA DEPARTMENT OF TRANSPORTATION

CHARLIE CRIST
GOVERNOR

STEPHANIE KOPELOUSOS
SECRETARY

PERMITTEE: WILLIAM G. WOOD/ . SEC NO: 29030 PERMIT CAT: B

M.P. 21.321+- STATE RD: 25 (S)

PROJ. DESCIPTION: 24'ASP D/W W/D 35' T/R .

PERMIT NO: 07-A-292-61

Asst. Maintenance Engineer or Permits Coordinator Approval

NEIL E. MILES, PERMITS COORDINATOR

THE FOLLOWING ARE ADDITIONAL SPECIAL PERMIT PROVISIONS THAT ARE A LEGAL PART OF THIS PERMIT & DO APPLY TO THE ABOVE REFERENCED PERMIT, IF SO MARKED MUST BE COMPLYED WITH IN ADDITIONAL TO THE GENERAL PROVISIONS.

1. XXX All portions of the FDOT right-of-way disturbed during construction under this permit shall be mulched seeded and /or 2 feet of grass sod placed adjacent to the driving lane, or as called for under the approved permit & per FDOT specifications.
2. XXX Permitted shall restore wildflowers disturbed during permitted construction with new seed to be (amount and & method) determined by Mr. Dick Bush, District Landscaping Engineer. Seed shall be delivered to Lake City Maintenance, Permits Office before commencement of permitted placement.
3. XXX The Permitted will contact the appropriate city, county, state government agency; a minimum of forty-eight (48) hours in advance of starting excavation within the area of any signalized intersection.
4. XXX the Permitted can be required to physically relocate (move), as so indicated under this permit at a future date, due to proposed future or on-going FDOT roadway construction planned within the limits of the permitted area.
5. XXX existing utilities may be located within the construction area. Prior to permit approval, permitted shall locate and notify all utilities within the proposed limits of construction and or permitted area and obtain detailed information from the utility owners as to possible conflicts between utilities and permit tee's work. Permitted shall be responsible for pre & post permit coordination, and all adjustments and shall be solely responsible for resolving any conflicts of utilities, either before or during or after the final permitting. The Permitted shall be solely responsible for any and all damages to existing utilities and/or damage to third parties caused by interference with or damage to existing utilities. The Permitted shall show positive proof that all utility owners with existing interest in the area permitted, have been previously contacted in advance of final permit approval.
6. XXX No business is to be done on FDOT right-of-ways, if vehicles are to be serviced on roadside with pumps, Pump islands must be located at least twelve (12) feet from right-of-way line.
7. XXX Driveway permits are granted to permit access to abutting property only. Parking on right-of-way may be restricted or prohibited.
8. XXX the erection of signs on or overhanging the right-of-way of state roads is not permitted. The connection of any type of subsurface drainage to FDOT storm drains or ditches is prohibited unless by permit or as shown in the general or special provisions of the referenced permit.
9. XXX All Construction and/or Maintenance on the Department's right-of-way shall conform to Federal Manual on Uniform Traffic Control Devices (MUTCD), the Department's most current manual of the Roadway and Traffic Design Standards Specifications for Road and Bridge Construction.
10. XXX Pre and Final Inspections are required by FDOT Permits Office and the assigned inspector.
11. XXX a pre-construction review of the construction planned under the permit shall be mandatory. The Permit tee shall make contact with the Lake City, Permits Office at (904) 961-7180 or 961-7193, a minimum of 48 hours in advance of the Permit tee's planned start date so as to arrange a mutually time to meet. Failure by the Permit tee to meet this requirement can be reason for revocation of the approved permit.
12. XXX If proposed permitted work limits are within a State Roadway Construction Area that is proposed or underway then the permit tee shall schedule commencement date and all planned work under this permit with the State Foot's contract representative in charge of on-site project operational responsibilities.
13. XXX Final approved permit shall adhere to the signed and sealed plans, with no plan substitutions once approved.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

DRIVEWAY/CONNECTION APPLICATION FOR ALL CATEGORIES

OFFICE USE ONLY

Application Number: 07-A-292-61

Received By: Dale L, Cray (FDOT STAFF (TYPE OR PRINT))

Category: B

Date: 11-29-2007

Section/Mile Post: 29030 / 21.321+-

State Road: 25

Section/Mile Post: N/A

State Road: N/A

Instructions - To Applicant

- Contact the Department of Transportation to determine what plans and other documents you are required to submit with your application.
- Complete this form (some questions may not apply to you) and attach all necessary documents and submit it to the Department of Transportation.
- For help with this form contact your local Maintenance or District Office.
  - Or visit our website at http://www.11.myflorida.com/onestoppermitting/ for the contact person and phone number in your area.
  - You may also email - driveways@dot.state.fl.us
  - Or call you District or local Florida Department of Transportation Office and ask for Driveway Permits.

Please print or type

APPLICANT:

Check one:

[X] Owner [ ] Lessee [ ] Contact to Purchase

Name: *William. G. Wood*

Responsible Officer or Person:

If the Applicant is a Company or Organization, Name: *Wind Tech Contracting Corp.*

Address: *P.O. Box 3535*

City, State: *Lake City, Fl*

Zip: *32056* Phone: *386-755-8699* Fax: *386-755-8615*

Email:

LAND OWNER:(if not applicant)

Name:

If the Applicant is a Company or Organization, Name:

Address:

City, State:

Zip: Phone: Fax:

Email:

AUTHORIZED REPRESENTATIVE: If specified by Applicant to handle, represent, sign and file the application -
Note: A notarized letter of authorization, must be provided with the Application

Name: *Brett Crews*

Company Name: *GTC Design Group*

Address: *176 NW Lake Jeffery Road*

City, State: *Lake City, FL 32055*

Zip: *32055* **Phone:** *386-719-9985*

Email: bcrews@gtcdesigngroup.com

Address of property to be served by permit (if known):

If address is not known, provide distance from nearest intersecting public street (such as, 500 feet south of Main St.)

2747 SW Main Blvd. Lake City, FL 32025

Check here if you are requesting a

[X] **new driveway** [ ] **temporary driveway** [ ] **modification to existing driveway** [ ] **safety upgrade**

Does the property owner own or have any interests in any adjacent property?

[X] **No** [ ] **Yes, if yes - please describe:**

Are there other existing or dedicated public streets, roads, highways or access easements bordering or within the property?

[X] **No** [ ] **Yes, if yes - list them on your plans and indicate the proposed and existing access points.**

Local Government Development Review or Approval Information:

Local Government Contact: *Columbia County*

Name: *Brian Kepner*

Government Agency: *Building and Zoning Department*

Phone #: *386-758-1007*