

JANUARY 16, 2007

THE BOARD OF COUNTY COMMISSIONERS, IN AND FOR WASHINGTON COUNTY, MET ON THE ABOVE DATE AT 8:00 A.M. AT THE WASHINGTON COUNTY ANNEX, BOARD MEETING ROOM, 1331 SOUTH BOULEVARD, CHIPLEY, FLORIDA WITH COMMISSIONERS HOLMAN, PATE, STRICKLAND, AND SAPP PRESENT. ADMINISTRATOR HERBERT AND DEPUTY CLERK CARTER WERE ALSO IN ATTENDANCE.

CHAIRMAN SAPP CALLED THE MEETING TO ORDER STATING THE WORKSHOP MEETING WAS TO DISCUSS THE MOA AGREEMENT.

CHAIRMAN SAPP REQUESTED ADMINISTRATOR HERBERT UPDATE THE BOARD ON ANOTHER ISSUE THAT NEEDS TO BE TAKEN CARE OF PRIOR TO THE DISCUSSION ON THE MOA.

ADMINISTRATOR HERBERT ADDRESSED THE BOARD ON THE EMS PROGRAM BEING REQUIRED TO HAVE A MEDICAL DOCTOR TO OVERSEE THE PARAMEDICS AND THE EMT'S. THE BOARD HAS HAD AN AGREEMENT WITH DR. SAMUEL WARD OVER THE PAST SEVERAL YEARS, IT WAS DUE TO BE RENEWED IN DECEMBER OF 2006 AND IT GOT OVERLOOKED. THE HOSPITAL HAD CALLED AND ASKED IF THE BOARD COULD TAKE CARE OF RENEWING THE AGREEMENT TODAY.

HERBERT REPORTED THE ONLY THING THAT HAS CHANGED IN THE AGREEMENT WITH DR. WARD IS THE DATES. COMMISSIONER STRICKLAND OFFERED A MOTION, SECONDED BY COMMISSIONER PATE AND CARRIED TO AUTHORIZE THE CHAIRMAN TO SIGN THE EMS AGREEMENT WITH DR. SAMUEL WARD.

TED EVERITT, WASHINGTON COUNTY CHAMBER OF COMMERCE, UPDATED THE BOARD ON THE CHAMBER HAVING TALKED TO SEVERAL PEOPLE SINCE THE BOARD HAS AGREED TO SIGN THE MEMORANDUM OF AGREEMENT ON THE RURAL CATALYST PROJECT ABOUT TRYING TO FIND ADDITIONAL SITES FOR THE PROJECT. WHAT THEY HAVE FOUND OUT IS MOST OF THE PEOPLE ARE WANTING TO HOLD OUT FOR BIG DOLLARS FOR DEVELOPMENT. IN THE CASE OF PLUM CREEK, HE SAID THEY ARE REALLY NOT INTERESTED IN ENTERTAINING ANYTHING AT THIS TIME ON HIGHWAY 277.

TED EXPLAINED THE KEY COMPONENT IN THE MEGA SITE THAT IS GOING TO BE AN INTEGRAL PART OF THE SELECTION PROCESS IS INDUSTRY CRITICAL SITE CONSIDERATION, RAIL LINKAGE. HE SAID THE OTHER CRITICAL SITE CONSIDERATIONS ARE INTERSTATE SYSTEM AND DISTANCE FROM SITE.

HE REFERRED TO JIM TOWNE WORKING ON A SITE THAT, IF HE COULD HAVE MADE IT HAPPEN, WOULD HAVE OFFERED AN OPPORTUNITY TO GET ONTO THE BAY LINE, WHICH WOULD PROVIDE THE CRITICAL KEY COMPONENT.

TED ADDRESSED HIM TELLING THE BOARD HIS FAMILY HAD LAND IN CARYVILLE. HE SAID THEY ARE NOT WILLING TO SELL THEIR PROPERTY EITHER; IT TOO WOULD HAVE BEEN A GOOD SITE DUE TO RAIL ACCESS ACROSS FROM HIGHWAY 90.

HE SAID THERE WAS NO RAIL AT PLUM CREEK ON HIGHWAY 277; EVEN IF THEY WOULD HAVE GONE ALONG WITH ALLOWING THIS SITE TO BE USED, THE SITE PROBABLY WOULDN'T HAVE BEEN SELECTED BECAUSE OF RAIL. HE REITERATED RAIL WAS A KEY COMPONENT BECAUSE OF WHAT THEY HAVE TO SHIP IN AND SHIP OUT.

TED SAID THEY ARE LEFT WITH THE CHIPLEY INDUSTRIAL SITE AT THE BEEFMASTERS UNIT; THEY HAVE MOST OF THE INFORMATION TAKEN CARE OF AND READY TO SUBMIT TO THE STATE. THEY WOULD LIKE TO ASK THE STATE FOR AN EXTENSION ON THE MOA SITE AGREEMENT; BUT, HE DOESN'T FEEL THEY WILL GET IT IN TALKING WITH SOME OF THE PEOPLE IN TALLAHASSEE. HE POINTED OUT IT GIVES A LOT OF THE RURAL COUNTIES THAT HAVE JUST AGREED TO THE MOA, SUCH AS JACKSON COUNTY, VERY LITTLE TIME TO GET THEIR SITES OFFERED TO THE STATE SINCE THE DEADLINE FOR SUBMITTAL TO THE STATE IS FEBRUARY 1ST. HE SAID IT WOULD NOT HELP THE CHAMBER WHETHER THEY GET AN EXTENSION OR NOT AND ASKED JIM TOWNE IF A MONTH EXTENSION WOULD HELP WITH THE SITE HE HAD BEEN WORKING ON.

JIM ADVISED IT PROBABLY WOULD NOT DUE TO THE LAWSUIT INVOLVING THE TWO SECTIONS IN JACKSON COUNTY.

TED SAID THE CHAMBER WOULD LIKE TO GO AHEAD AND SUBMIT THE BEEFMASTERS UNIT TO THE STATE FOR THE MEGA SITE. HE ADDRESSED JIM MORRIS, CITY OF CHIPLEY, HAD SAID, BASED ON WHAT HE HAD HEARD FROM BRIDGETTE MERRIL, THEY ARE WILLING TO GO ALONG WITH THIS SITE. HE SAID PERSONALLY HE DIDN'T THINK THE SITE WOULD BE SELECTED BECAUSE HE DOESN'T THINK 130 ACRES IS GOING TO BE THE NECESSARY AMOUNT OF ACREAGE THE STATE IS GOING TO LOOK AT AS BEING A MEGA

SITE. IN TALKING WITH SOME OF THE PEOPLE IN TALLAHASSEE, HE SAID THEY WERE PROBABLY LOOKING AT AROUND 500 ACRES TO ACCOMODATE THE KIND OF PROJECT THEY WANT TO TRY TO INTERNATIONALLY MARKET. HE SAID THEY HAVE APPROACHED THE SURROUNDING LAND OWNERS AROUND THE CHIPLEY INDUSTRIAL SITE; THEY ARE NOT, AS OF NOW, AGREEING TO GIVE AN OPTION ON THEIR LAND. THIS IS NOT TO SAY IT MIGHT NOT HAPPEN DOWN THE ROAD; BUT, AT THIS POINT IN TIME WITH THE PEOPLE CONTROL- LING THAT LAND, IT IS NOT GOING TO HAPPEN AT THIS TIME. THEREFORE, THE 130 ACRES AT THE BEEFMASTERS UNIT IS THE ONLY SITE THEY HAVE TO SUBMIT FOR THE MEGA SITE PROJECT.

TED UPDATED THE BOARD ON 70 ACRES AT THE BEEFMASTERS UNIT; THEY HAD A MEETING WITH PROJECT PIPE LAST WEEK AND IT WAS A VERY GOOD MEETING. HE ASSURED THE BOARD THIS TIME PROJECT PIPE OFFICIALS GOT THE MESSAGE. THEY CAN'T ASK THE CHAMBER TO FIND OUT WHAT THEIR APPLICATIONS TO THE STATE ARE GOING TO DO GRANT WISE UNTIL THEY GIVE CSX THE IMPORTANT INFORMATION TO DESIGN, BUILD AND GIVE THE CHAMBER THE COST ON BUILDING A RAILROAD SPUR. HE SAID THE PROBLEM HAS BEEN, UP UNTIL THE PAST WEEK AT THE MEETING, PROJECT PIPE THOUGHT THEY COULD GET APPROVAL BY THE STATE ON ALL THESE GRANTS. HE EXPLAINED THEY CAN'T BECAUSE THE MONEY THEY ARE GOING TO SAVE IS GOING TO BE AFTER THE FACT WITH AFTER THE FACT BEING AFTER THEY BUILD THE PLANT. HE SAID THE WAY THE STATE OF FLORIDA DOES THEIR QTI, THE JOBS HAVE TO BE PROVIDED FIRST AND THEN THE MONEY COMES BACK TO THEM FROM THE STATE BASED ON THE JOBS AND THOSE SALARIES. HE SAID NOBODY WAS GOING TO GIVE ANYBODY UPFRONT MONEY AND SAY GO TO WORK; IF IT DOESN'T GO THROUGH, THEN THE STATE WOULD HAVE LOST A LOT OF MONEY. HE ADDRESSED THE CHAMBER HAVING BEEN REALLY HARD PRESSED TO UNDERSTAND WHY PROJECT PIPE WOULDN'T SUPPLY THIS INFORMA-

TION TO CSX.

TED SAID CLIFF KNAUER, COUNTY ENGINEER, SUMMED IT UP BEST AT THE MEETING WHEN THE PIPE ATTORNEYS SAT AT THE TABLE AND SAID THEY HAD SUPPLIED THE CHAMBER WITH THE DRAWING ON WHAT THEY WANT. CLIFF SPOKE UP AND SAID "THIS IS A CARTOON; WHAT YOU HAVE SUPPLIED US, I CAN'T WORK OFF OF IT." BASICALLY, TED SAID CLIFF TOLD THEM WHAT THE LAW WAS; THE CHAMBER CAN'T GIVE THEM ANYTHING UNTIL THEY SHOW THEM WHERE THEIR PRODUCTION FACILITY IS GOING TO GO.

TED EXPLAINED. WHEN PROJECT PIPE IS BRINGING IN THIS AGGREGATE, THEY ARE GOING TO HAVE TO HAVE UNDERGROUND TRAPS ON SOME OF THESE RAILS BECAUSE THEY WILL BE DROPPING ROCK ON THE GROUND AND IT WILL BE SHOVELLED OFF TO THE OTHER PRODUCTION FACILITIES. HE SAID PROJECT PIPE DIDN'T HAVE ANY OF THIS DRAWN OUT ON THEIR DRAWINGS; THE CHAMBER WAS AT LOSS AS TO WHY PROJECT PIPE FELT THE CHAMBER COULD MAKE THIS HAPPEN FOR THEM WITHOUT IT HAPPENING ON THEIR END. HE SAID HE THOUGHT PROJECT PIPE FINALLY UNDERSTOOD; THE CHAMBER WAS ALSO GIVEN THEIR WORD BY SAM HATCHER, PROJECT PIPE IS DETERMINED TO COME INTO WASHINGTON COUNTY AND THIS IS WHERE THEY WANT TO BE. BASED ON EVERYTHING THAT WAS SAID AND DISCUSSED AT THE MEETING LAST WEEK, TED SAID HE BELIEVES IT WAS CSX THAT TOLD PROJECT PIPE OFFICIALS IF THEY GOT EVERYTHING TO THEM IN A VERY EXPEDITE WAY AND EVERYTHING FELL INTO PLACE AS THEY THOUGHT IT COULD, THEY COULD HAVE A RAIL SPUR BRINGING RAIL CARS INTO THIS INDUSTRIAL PARK WITHIN A YEAR, MORE OR LESS.

TED SAID THEY HAD DONE EVERYTHING THEY COULD TO BRING PROJECT PIPE TO THE TABLE AND GET THE CORRECT INFORMATION; HE BELIEVES THEY WILL BE GETTING THE CORRECT INFORMATION TO THE CHAMBER AND CSX. HE

SAID HE KNOWS THE FRUSTRATION HAS BEEN GREAT WITH THE BOARD OF COUNTY COMMISSIONERS AS THEY HAVE PUT UP SEVENTY ACRES FOR PROJECT PIPE THAT COULD HAVE BEEN MARKETED TO A BUNCH OF DIFFERENT LEADS THAT COME IN THROUGH THE CHAMBER.

TED SAID HE THOUGHT WITHIN A YEAR AND A HALF, THE BOARD WILL ACTUALLY SEE GROUNDBREAKING FOR THEIR PRODUCTION FACILITIES; THE RAIL SPUR WILL COME IN FIRST AND THEN THEIR BUILDING WILL START BEING BUILT. HE SAID THE STATE WAS AT THE MEETING AS WELL AND THEY REITERATED TO THE PROJECT PIPE OFFICIALS, THIS IS THE TYPE OF JOB THAT HAS THE RIGHT CAPITAL INVESTMENT; BUT, THE KEY THEY HAVE IS THE SALARIES THAT EXCEED THE WAY SALARIES THE COUNTY HAS AS AN AVERAGE. PROJECT PIPE'S SALARIES WAS 125% ABOVE THE NORMAL SALARIES RECEIVED IN THE COUNTY; THE STARTING SALARY IS \$16.01 PER HOUR AND IT EXCEEDS THE THRESHOLD.

TED TOLD THE BOARD THEY WOULD BE SUBMITTING THE 130 ACRE SITE AT THE CHIPLEY INDUSTRIAL PARK AT THE BEEF MASTERS UNIT, LEAVING THE 70 ACRES OUT FOR PROJECT PIPE. HE SAID HE WISHED HE COULD TELL THE BOARD THEY WOULD HAVE MORE SITES TO OFFER THE MEGA SITE; BUT, THEY DON'T, WHICH NOW LEADS HIM TO WHAT HE WOULD LIKE TO START A DIALOGUE WITH THE BOARD.

HE SAID NEXT WEEK, WHEN THE BOARD HAS THEIR REGULAR MEETING, THE CHAMBER WILL BE BRINGING THEIR ECONOMIC DEVELOPMENT PLAN BEFORE THEM. THE PLAN WILL HAVE DIFFERENT TYPE OF TARGETED INDUSTRIES, WHICH THE ECONOMIC DEVELOPMENT COMMITTEE HAS PUT TOGETHER. WHEN THE EDC WENT THROUGH THE EDP PROCESS, HE SAID IT WAS INTERESTING THE MEGA SITE WAS GOING ON. THEY BASICALLY, WHEN THEY DECIDED WHAT TYPE

OF TARGETED INDUSTRIES THEY WANTED TO OFFER THE COUNTY, MIRRORED PRETTY MUCH WHAT THE STATE SAYS THAT SHOULD BE GOING ON IN THE EIGHT COUNTY REGION. HE EXPLAINED THERE WOULD ALSO BE A FORMULA THE CHAMBER WILL BE ASKING THE COUNTY TO ADOPT; THE FORMULA WILL BE BASED ON THE CAPITAL INVESTMENT, THE NUMBER OF JOBS AND THE SALARY.

TED ADDRESSED THE LAND PRICE THE COUNTY SELLS THE LAND FOR TO INDUSTRIES. HE SAID WHAT HE REMEMBERED HAPPENING WHEN THE CHAMBER CAME TO THE BOARD ORIGINALLY ON PROJECT PIPE. IT CAME BACK TO THE CHAMBER, "WHO AUTHORIZED THE CHAMBER TO OFFER THE LAND AT \$5,000 AN ACRE." HIS RESPONSE WAS GARY HAD SAID THEY HAD ALWAYS OFFERED PROPERTY AT THAT PRICE AS THAT IS WHAT THE COUNTY COMMISSIONERS ALWAYS OFFERED IT AT. HE SAID NOW THE CHAMBER KNOWS THEY SHOULDN'T OFFER THE LAND AT \$5,000 AN ACRE ACROSS THE BOARD; THE CHAMBER IS GOING TO ASK THE BOARD TO PEG THE LAND THEY CURRENTLY HAVE OR THEY MAY PURCHASE AT \$30,000 AN ACRE. HE SAID THEY WOULD THEN LOOK AT THE CAPITAL INVESTMENT FOR THE PROJECT; IF IT IS BETWEEN \$0 AND \$1,000,000 OR \$0 AND \$2,000,000, THE PROJECT WOULD GET SO MANY POINTS. HE SAID THE PROJECT WOULD GET MORE POINTS IF THEY HAVE MORE CAPITAL INVESTMENT.

HE ADDRESSED THEY WOULD ALSO LOOK AT HOW MANY JOBS THE PROJECT WOULD CREATE; IF THEY CREATE BETWEEN 0 AND 10, THEY WILL PROBABLY GET ONE POINT, IF THEY CREATE 50 TO 70, THEY WOULD GET FIVE POINTS. THEY WOULD THEN LOOK AT WHAT THE PROJECT'S WAGES ARE; IF THEIR WAGES ARE NO BETTER THAN WHAT THEY HAVE IN THE COUNTY NOW, THEY ARE GOING TO GET 0 POINTS. HE EXPLAINED THE WHOLE POINT OF ECONOMIC DEVELOPMENT IS TO GET THEIR WAGE LEVEL UP IN THE COUNTY;

IF THE PROJECT IS GOING TO BRING IN JOBS THAT ARE GOING TO PAY ON AN AVERAGE LIKE PROJECT PIPE IS PAYING, \$16.01 PER HOUR, THAT IS A GOOD WAGE IN THE COUNTY STARTING OUT. THIS PROJECT WOULD BE GIVEN EXTRA POINTS. ALL THE POINTS WOULD BE TALLIED AND THAT WOULD GIVE THE COUNTY A DETERMINING FACTOR AS TO WHAT TO SELL THE LAND FOR. THE MORE POINTS THEY HAVE, THE CHAMBER WOULD ASK THE COUNTY COMMISSIONERS TO SELL THE LAND AT AROUND \$5,000 AN ACRE BECAUSE, THEY REALIZE THE JOB OF ECONOMIC DEVELOPMENT IS NOT THE COUNTY COMMISSIONERS MAKING MONEY OFF OF REAL ESTATE. HE STATED IT WAS THE CREATION OF JOBS WHICH THEN GIVES THEM THE ABILITY TO PAY MORE TAXES INTO THE SYSTEM; THAT IS CREATING WEALTH AND IS BASIC ECONOMIC DEVELOPMENT ONE ON ONE. THAT WAS MORE OR LESS THE TYPE FORMULA THEY WOULD BE PRESENTING TO THE BOARD, ALONG WITH A NICE POWER POINT BASED ON ECONOMIC DEVELOPMENT AND WHAT ALL GOES INTO IT. HE SAID THE CHAMBER WOULD ALSO LIKE TO ENGAGE THE COUNTY COMMISSION IN THE DEVELOPMENT PLAN A FUTURE OF ACQUIRING MORE LAND BY THE COUNTY SO THEY WILL HAVE THE OPPORTUNITY TO MARKET THESE LANDS FOR BUSINESSES. HE SAID THE CHAMBER IS SUGGESTING THE COUNTY FIND 100 ACRES SOMEWHERE IN THE SOUTH END OF THE COUNTY AND TRY AND PURSUE AN EXPANSION OF THE INDUSTRIAL PARK AT THE BEEF MASTERS UNIT AS IT COMES ABOUT. HE SAID HE REALIZED BUDGETS WERE TIGHT; BUT, IT LOOKS LIKE PROJECT FOWLER IS SLOWLY BUT SURELY STARTING UP. IF IT DOES IN FACT TAKE OFF, THE COUNTY COMMISSION CAN ONLY IMAGINE WHAT THAT IS GOING TO DO TO LAND PRICES. HE ASKED THE COUNTY COMMISSION TO SERIOUSLY CONSIDER USING SOME OF THEIR LAND SALES FROM SUNNY HILLS OR ANY OTHER MONIES RECEIVED FROM THE STATE, INCLUDING THE COUNTY KICKER THEY RECEIVED THIS YEAR THAT HE UNDERSTANDS WILL BE RECEIVED BY THE COUNTY NEXT YEAR, TO TRY AND LOCATE SOME LAND THEY CAN BUY AND BUY THE LAND. HE POINTED OUT THE COUNTY HAS TO OWN AND

CONTROL THE LAND; THEY CAN THEN DETERMINE IF THEY CAN GIVE TAX ABATEMENTS TO BUSINESSES WHEN THEY COME IN. HE ADDRESSED THE COUNTY WOULD HAVE TO BE THE ONE TO FILL OUT THE GRANTS AND BRING THE UTILITIES TO THOSE SITES.

HE SAID PRIVATE LAND OWNERS CAN'T DO THIS. THE CHAMBER'S GOAL IS TO FILL THE INDUSTRIAL PARK WITH THOSE KIND OF JOBS BEING TALKED ABOUT. THEY ARE FOLLOWING LEADS ALL THE TIME. THE BOARD WILL SEE THE TARGETED SECTOR THE CHAMBER IS WANTING TO GO AFTER AT THEIR NEXT COMMISSION MEETING. HE SAID THE CHAMBER HOPES WITHIN TWO OR THREE YEARS, THEY WILL BE OUT OF LAND AND IT WON'T BE GOOD FOR THEM UNTIL THE COUNTY HAS SOME MORE LAND. THE LAND IS SOMETHING THE COUNTY COMMISSION NEEDS TO BEGIN TO LOOK AT AND ADDRESS; IT MAY TAKE THIS BOARD A TOTAL OF TWO YEARS WORKING TOGETHER TO ASSESS, FIND AND BUY THE LAND. HE ADDRESSED LAND WAS NOT GOING TO GET ANY CHEAPER; IT WILL JUST GET MORE EXPENSIVE AS EVERY YEAR ROLLS AROUND.

TED THEN UPDATED THE BOARD ON PROJECT FOWLER. HE SAID IT WAS HIS UNDERSTANDING SOME OF THE LAND WAS BEGINNING TO BE CLOSED ON. TO THAT POINT, HE HAD A PHONE CALL FROM WFRPC AND THEY ALSO UNDERSTAND THAT SOME OF THE LAND IS BEING CLOSED ON. HE EXPLAINED WHAT WFRPC WAS WANTING TO TALK WITH HIM ABOUT; THEY THINK THIS PROJECT IS NOT GOING TO FALL UNDER A DRI, IF IN FACT THEY CLOSE ON ALL THE LAND THAT BLUE DOLPHIN HAS OPTIONS ON. HE SAID THERE WERE THREE COMPONENTS HERE; BLUE DOLPHIN WILL BE BUILDING THE JIM FOWLER LAND PROJECT WHICH IS ABOUT 784 ACRES. THEY HAVE OPTION ON APPROXIMATELY 1500 TO 2000 ACRES FOR THEIR CELEBRITY COAST THEME PARK ALSO. AROUND THAT, THEY

HAD ANOTHER 2000 ACRES THEY ARE LOOKING AT OPTIONING OR THEY HAVE AN OPTION THEY WANT TO CLOSE ON FOR A MULTI-USE RESIDENTIAL AND COMMERCIAL. IN TOTAL, ACCORDING TO WFRPC, BLUE DOLPHIN HAS 6400 ACRES WHICH EXCEEDS THE DRI. TED SAID THEY NOW WOULD BE TALKING ABOUT A SECTOR PLAN WHICH IS A LOT MORE COMPLICATED THAN A DRI. WHAT WFRPC IS TELLING HIM IS THEY WILL PROBABLY HAVE TO ASK THE PLANNING COUNCIL IN JEFFERSON COUNTY TO STEP IN AND BE PART OF THE SECTOR PLAN AS WELL.

TED ASKED WFRPC HOW THEY COULD BE TELLING HIM, IT COULD AFFECT AS FAR EAST AS TALLAHASSEE. ALLAN GRAY OF WFRPC TOLD HIM IT COULD WHEN TALKING ABOUT 6,000 PLUS ACRES; IT HAS A HUGE IMPACT. AS TO WHAT THIS WILL CAUSE THE BOARD OF COUNTY COMMISSIONERS, TED SAID EVENTUALLY, IF THE JIM FOWLER PROJECT CONTINUES TO MOVE FORWARD, ALL THE LAND BASICALLY EXCEPT FOR A 200 ACRES IS IN WASHINGTON COUNTY. HE ADDRESSED THEY WOULD BE LOOKING AT MAJOR UTILITY ISSUES, SCHOOL BOARD CONCURRENCY ISSUES, TRANSPORTATION CONCURRENCY ISSUES, ETC. THAT HAVE BEEN BROUGHT UP BEFORE BUT TIMES TWO.

TED STATED IT WOULD BE A DIFFICULT SITUATION FOR THIS COUNTY UNLESS THEY CAN FIRST TRY TO WRAP THEIR ARMS AROUND THIS. IN ORDER TO DO THAT, TED SAID HIS SUGGESTION WOULD BE TO HAVE WEST FLORIDA REGIONAL PLANNING COUNCIL COME AND GIVE THE BOARD A VERY SERIOUS UPDATE ON WHAT THE JIM FOWLER PROJECT WOULD MEAN. HE SUGGESTED THE COUNTY COMMISSION ASK WFRPC TO BE THE ONE TO EMBRACE THIS PROJECT AND BASICALLY BE THE LEADERS OF THE PROJECT. HE STRESSED THE IMPORTANCE FOR THE COUNTY TO BE WORKING CLOSELY WITH THE WFRPC; WFRPC WILL KNOW ALL THE DIFFERENT GRANTS THAT HAVE TO BE WRITTEN DOWN THROUGH THE YEARS AND WOULD GIVE THE COUNTY THE MOST HELP.

TED ADDRESSED THE COUNTY BEING UNDER EXPERIENCED AND UNDER STAFFED, ETC. TO DO THIS THEMSELVES; IF IN FACT BLUE DOLPHIN CLOSES ON 6,000 PLUS ACRES, IT WILL BE THE COUNTY COMMISSIONERS RESPONSIBILITY TO BRING ALL THESE UTILITIES TO THE PROJECT.

HE SAID IT WASN'T HE DIDN'T THINK THE COUNTY WAS UP TO IT; BUT, IT IS SUCH A MASSIVE PROJECT THAT NONE OF US HAVE THAT TYPE OF EXPERIENCE. HE SUGGESTED GOING TO THE PEOPLE WHO HAVE THAT EXPERIENCE, WHICH WOULD BE THE WFRPC, AND ASK THEM TO TELL US, SHOW US AND LEAD US.

COMMISSIONER SAPP STATED HE THOUGHT PART OF THIS RESPONSIBILITY WILL FALL ON THE DEVELOPERS AND NOT ON THE BOARD. TED AGREED BUT BELIEVES ALSO THE WFRPC SHOULD BE THE GUIDING ONES FOR THOSE DEVELOPERS TO LISTEN TO. GOING BACK TO WHOM THEY SAW EARLIER, FROM THE DEVELOPMENT SIDE OF THE PROJECT, HE WAS NOT OVERLY IMPRESSED. HE EXPLAINED EVERYBODY KNOWS AND UNDERSTANDS IF PROJECT FOWLER IS GOING TO FLY AND IT DOES FLY, THE COUNTY STANDS TO MAKE A LOT OF MONEY FROM THE TAXES THAT WILL COME OUT OF THAT PROJECT. HE SAID HE WOULD HATE TO SEE THE DEVELOPERS NOT UNDERSTAND AND BE LED BY THE RIGHT PEOPLE ON THE PROJECT; IT IS NOT THE COUNTY'S PROJECT AS IT STILL BELONGS TO HOLMES COUNTY. UNFORTUNATELY, TED SAID A BULK OF THE LAND LIES IN WASHINGTON COUNTY.

TED SAID A LOT OF THINGS HAVE HAPPENED WITH THE FOWLER PROJECT WITHIN THE LAST COUPLE OF WEEKS; MONEY BEING THE BIGGEST ISSUE. HOWEVER, FROM EVERYTHING HE IS HEARING, MONEY IS BEGINNING TO FUND

SOME OF THE CLOSINGS; IF THAT IS THE CASE, THERE IS A VIABLE PROJECT.

ON THE MEGA SITE, THE ONLY THING THE CHAMBER CAN DO IS SUBMIT THE ONE AND ONLY SITE THE COUNTY HAS AT THIS TIME, WHICH IS THE 130 ACRES AT THE INDUSTRIAL PARK. HE ENGAGED THE COUNTY COMMISSIONERS IN ANY DIALOGUE THAT CAN FURTHER ECONOMIC DEVELOPMENT OPPORTUNITIES IN THE COUNTY FOR THE CITIZENS OF THE COUNTY TO HAVE BETTER JOBS. THE CHAMBER THINKS THEY ARE POISED GEOGRAPHICALLY, IF THE COUNTY HAS THE VISIONING AND GETS MORE LAND, THEY WILL HAVE A LOT TO SAY ON THE KIND OF INDUSTRIES THAT WILL COME INTO THE COUNTY.

JIM TOWNE UPDATED THE BOARD ON HIM WORKING ON A BI-COUNTY PROJECT. IT WOULD TAKE PART OF THE LAND IN THE 1900 ACRES, WHICH WAS FLORIDA LANDINGS, WHICH IS AT THE CORNER OF ELCAM COUNTY LINE ROAD AND THE COUNTY LINE BETWEEN JACKSON AND BAY COUNTY. THE PEOPLE THAT OWN FLORIDA LANDINGS ARE JUST STARTING THEIR DRI PROCESS AND THEY WERE WILLING TO CONTRIBUTE SOME LAND AS PART OF THEIR 1900 ACRE DEVELOPMENT TO FACILITATE THE MEGA SITE. THEY THOUGHT THEY COULD GET SOME PARTICIPATION FROM JACKSON COUNTY BECAUSE THERE ARE TWO SECTIONS OF LAND ADJACENT IN JACKSON COUNTY OWNED BY THE SAME PEOPLE WHO SOLD THE 1900 ACRES.

HE SAID IT TURNED OUT, THE LAND COMPANY THAT OWNED THE FIVE SECTIONS ALTOGETHER, SOLD THREE TO HIS CLIENT. THERE IS A COURT CASE GOING ON BETWEEN THE SON WHO IS 73, THE MOTHER WHO IS 93 AND THE DAUGHTER DISPUTING THE RIGHT OF THE CORPORATION AND SHAREHOLDERS TO SALE THE ADDITIONAL LAND. HE EXPLAINED THE LAWSUIT WON'T BE SETTLED FOR QUITE SOME TIME YET.

IN TALKING WITH THE ATTORNEYS, JIM SAID BOTH SIDES ASSURED HIM

IT WOULDN'T BE SETTLED; THEY BELIEVE THE SON IS GOING TO PREVAIL AND HE IS ON RECORD AS SAYING HE WASN'T GOING TO EVER SELL ANOTHER SQUARE FOOT OF LAND.

HE REITERATED THOSE TWO SECTIONS ARE NOW BLOCKED. THEY WERE IDEAL BECAUSE THEY HAD THE 231 CORRIDOR, WITHIN TWO MILES WAS THE BAY LINE RAILROAD, THEY ALREADY HAVE SITINGS JUST NORTH OF THERE; IT WOULD HAVE BEEN RELATIVELY EASY TO GET OVER TO THOSE TWO SECTIONS.

HE SAID THE 1900 ACRES WILL PROBABLY BE PUTTING IN THEIR OWN WATER AND SEWER SYSTEM SINCE IT DOESN'T APPEAR THERE ARE ANY OTHER ALTERNATIVES AT THE MOMENT. THIS WOULD HAVE SOLVED THE AVAILABILITY OF SEWER AND WATER TO THE SECTIONS IN JACKSON COUNTY.

HE SAID HE DISCOVERED IN A MEETING WITH PBS&J, THE GAS LINE THAT GOES DOWN THERE IS A HIGH PRESSURE, CROSS COUNTRY TRANSMISSION LINE. THERE IS A STEP DOWN STATION JUST ON THE EDGE OF THE COUNTY; TAKING GAS OFF THE LINE WOULD HAVE BEEN EASY TO ACCOMPLISH.

HE SAID THE IDEAL SPOT FOR THE MEGA SITE IS TWO MILES OUTSIDE WASHINGTON COUNTY FOR AN INDUSTRIAL PARK; IT HAS THE RAIL, ROADS, GAS, ELECTRIC, ETC. THEY WERE TRYING TO ACCESS IT BY WORKING FROM THE FLORIDA LANDINGS ACREAGE AND STEPPING OVER THE COUNTY TO THE BORDER TO THOSE NEXT TWO SECTIONS; HOWEVER, THEY ARE BLOCKED.

HE ADDRESSED A MEETING HE HAD LAST WEDNESDAY WITH WFRPC AND THE DRI FOR THE FLORIDA LANDINGS WILL BE SUBMITTED IN EARLY MARCH; THAT WILL BE THE FIRST DRI IN WASHINGTON COUNTY SINCE 1984. HE SAID THE TRAFFIC WILL BE TIED TO HIGHWAY 231 AND THE TRAFFIC COUNT WILL NOT BE AN ISSUE FOR FLORIDA LANDINGS. ALL THE OTHER CONCURRENCY ISSUES WILL BE ADDRESSED.

HE SAID HE HAD HEARD A LITTLE DISCUSSION IN THEIR MEETING ABOUT SECTOR PLANS; THERE AREN'T THAT MANY SECTOR PLANS IN THE PANHANDLE. WFRPC WILL BE FEELING THEIR WAY A LITTLE BIT WITH THE SECTOR PLAN; BUT, HE ENDORSED WHAT TED SAID ABOUT GETTING THE WFRPC BECAUSE BY STATUTE THEY HAVE THE LEAD ON HUGE IMPACT DEVELOPMENTS. HE FEELS THE COUNTY NEEDS TO GET ON WFRPC'S TEAM AND WFRPC NEEDS TO GET ON THE COUNTY'S TEAM SOONER RATHER THAN LATER DUE TO THERE BEING MORE DRI'S COMING TO THE COUNTY BEHIND FLORIDA LANDINGS.

COMMISSIONER PATE OFFERED A MOTION, SECONDED BY COMMISSIONER STRICKLAND AND CARRIED TO SUBMIT THE 130 ACRES AT THE INDUSTRIAL PARK SITE FOR THE CATALYST PROJECT.

TED TOLD THE BOARD HE WOULD CONTINUE TO SHOP WHAT THEY HAVE LEFT AT THE INDUSTRIAL PARK SITE, WHICH IS TWENTY ACRES. HE SAID HE DIDN'T FEEL THE 130 ACRES WAS GOING TO WORK WITH THE STATE. HE FEELS THE MEGA SITE WILL GO SOMEWHERE IN GULF COUNTY WITHIN 50 TO 100 MILES IF THEY HAVE THE LAND AROUND PORT ST. JOE BECAUSE THEY HAVE RAIL, GAS, UTILITIES, DEEP WATER PORT. HE SAID THE OTHER PLACE WOULD BE JACKSON COUNTY IF JACKSON COUNTY REALIZES WHAT THEY HAVE; THEY HAVE A SITE IN COTTONDALE AND THE SITE JIM TOWNE MENTIONED AND EITHER WOULD BE BENEFICIAL TO WASHINGTON COUNTY. HE EMPHASIZED THEY STILL DON'T KNOW WHAT IS GOING TO BE REQUIRED OF THEM.

HE ADDRESSED THE MEGA SITE NOT JUST BEING FLORIDA'S LEAD;

SOUTH CAROLINA AND SEVERAL OTHER SOUTHEASTERN STATES ARE WORKING ON THESE MEGA SITE CONCEPTS.

CHAIRMAN SAPP REQUESTED TED INVITE WFRPC TO COME AND ADDRESS THE BOARD ON THE ISSUES CONCERNING THE IMPACT THE JIM FOWLER PROJECT WILL HAVE ON WASHINGTON COUNTY.

ADMINISTRATOR HERBERT UPDATED THE BOARD ON THE COUNTY ENGINEER WANTING TO UPDATE THE BOARD ON THE BIDS RECEIVED ON THE CREEK ROAD, PIONEER ROAD, CLAYTON ROAD AND ALFORD ROAD PROJECTS AT 9:00 A.M.

TED ADDED THE COUNTY ENGINEER, CLIFF KNAUER, WAS VERY INSTRUMENTAL AND POSITIVE IN THEIR MEETING WITH PROJECT PIPE. HE TOLD THE BOARD THEY HAD A VERY GOOD ENGINEER THAT SPOKE FOR THE COUNTY VERY WELL AT THAT MEETING; THE CHAMBER APPRECIATED WHAT CLIFF HAD ADDED AS IT REALLY DID MAKE A DIFFERENCE.

CHAIRMAN SAPP CALLED FOR A TEN MINUTE RECESS.

PURSUANT TO A RECESS, CLIFF UPDATED THE BOARD ON THE BIDS RECEIVED ON THE FOLLOWING PROJECTS:

- A. 5.2 MILES ON CREEK ROAD
- B. PIONEER ROAD FROM HWY 277 TO HWY 77, APPROXIMATELY 7.1 MILES
- C. CLAYTON ROAD FROM HWY 77 TO ORANGE HILL HIGHWAY
- D. ALFORD ROAD FROM ORANGE HILL HIGHWAY TO THE JACKSON COUNTY LINE

HE PROVIDED THE BOARD COPIES OF THE BID TABULATIONS ON THESE PROJECTS. HE ADDRESSED HIS THEORY BEHIND THIS BID PROCESS; THEY HAD VERY COMPETITIVE BIDS ON ORANGE HILL HIGHWAY AND THE LOW BIDDER WAS C. W. ROBERTS AT \$65 A TON FOR ASPHALT. HE POINTED OUT WHEN THE ORANGE HILL HIGHWAY WAS BID OUT WAS WHEN GAS WAS \$3.00 A GALLON

AND THE PRICE OF LIQUID ASPHALT WAS EXTREMELY HIGH. HE THOUGHT IF THEY GOT \$65 A TON ON A 12,000 TON JOB, THEY CERTAINLY OUGHT TO BE ABLE TO GET THE SAME PRICE ON A 26,000 TON JOB EVEN IF PRICES HAD GONE UP BECAUSE OF THE VOLUME. HE SAID HE WAS COMPLETELY WRONG. HE THEN STATED THE BIDS RECEIVED:

1. ANDERSON COLUMBIA	\$4,474,352.82
2. APAC SOUTHEAST	\$5,792,575.00
3. C. W. ROBERTS	\$4,974,750.00

HE EXPLAINED THAT ANDERSON COLUMBIA'S BID WAS \$500,000 LOWER THAN C. W. ROBERTS; BUT, THEIR BID WAS \$1.5 MILLION OVER BUDGET WITH NO DRAINAGE.

CLIFF UPDATED THE BOARD ON THE GOAL OF THE PROJECT WAS TO WIDEN ALL THE ROADS TO 22'; THERE WERE 5.2 MILES ON CREEK ROAD THAT WOULD GO FROM ROUGHLY 18' TO 22', 17.1 MILES ON PIONEER FROM 20' TO 22', WIDEN CLAYTON FROM 20' TO 22' AND WIDEN ALFORD HIGHWAY TO 22'. HE SAID THE WHOLE PROBLEM WAS HE COULDN'T FATHOM ASPHALT COMING IN AT \$85 A TON ON THE LOW BID.

HE SAID ON CLAYTON ROAD, HIGHWAY 276, ANDERSON COLUMBIA BID \$80 A TON ON LEVELLING AND \$77 A TON ON THE SURFACE FOR THE SP12.5 ASPHALT. ON HIGHWAY 278, CLIFF SAID ANDERSON COLUMBIA BID \$79.50 ON THE SP12.5 AND \$74.50 ON THE LEVELLING. IF YOU AVERAGE ALL THE PRICES OUT ON THE ASPHALT, HE SAID THEY WOULD BE LOOKING AT \$80 A TON; WITH THIS BEING \$15.00 A TON OVER THE ESTIMATE ON 26,000 TONS, THE BID IS AROUND \$400,000 OVER JUST ON ASPHALT.

CLIFF ADDRESSED HAVING SET UP THE BIDS A COUPLE OF WAYS; ONE WAS TO LET THE CONTRACTOR USE THE COUNTY PITS FOR THEIR BARROW MATERIALS.

THEY SET UP MUDHILL PIT AND GILBERTS MILL PIT AS PLACES WHERE THE CONTRACTOR COULD COME LOAD HIS OWN DIRT AND HAUL IT TO THE JOB SITE BECAUSE THE COUNTY WAS TRYING TO SAVE ALL THE MONEY THEY POSSIBLY COULD. HE SAID THAT PRICE CAME IN PRETTY REASONABLE AT \$5 A CUBIC YARD; THERE IS 6500 YARDS ON HIGHWAY 276 AND 4500 YARDS ON HWY 278. HE SAID THAT DIRT INCLUDED IN BOTH OF THESE QUANTITIES WAS TO BUILD THE SHOULDER OUT SO THEY END UP WITH A 6' SHOULDER AT 6%, WHICH THEY WON'T HAVE IF THEY DON'T BRING THE DIRT IN. OTHERWISE, CLIFF SAID IF THE CONTRACTOR CUT OUT 2' AND WIDENS THE ROAD 2', UNLESS THEY BRING SOME MORE DIRT, THEY WON'T HAVE A 6' SHOULDER AT 6%.

CLIFF ADDRESSED THE EARTHWORK ON ANDERSON COLUMBIA'S BID WAS \$72,000 ON HWY 276 AND \$102,000 ON HWY 278; THIS WAS BASICALLY AFTER THEY HAUL THE MATERIAL TO THE SITE TO ADDRESS THE SHOULDERS. HE SAID IT WAS A PRETTY SUBSTANTIAL EARTHWORK COST TO KNOCK DOWN THE MATERIAL THAT YOU JUST GOT PAID \$5.00 TO GO PICK UP FROM THE COUNTY BARROW PIT. HE SAID FOR ANDERSON COLUMBIA TO DRESS AFTER THEY HAULED THE MATERIAL WAS ANOTHER \$173,000 FOR THE TWO JOBS.

HE SAID ANDERSON COLUMBIA BID \$410,000 IN THERMO PLASTIC STRIPING; THIS IS WITH THE COUNTY DOING THE TEMPORARY STRIPING. THE BOARD ELECTED TO USE THE COUNTY STRIPING MACHINE FOR ALL THE TEMPORARY STRIPING THINKING THEY WERE GOING TO SAVE A LOT OF MONEY. HE SAID IT SCARED HIM TO THINK OF WHAT THE STRIPING COST WOULD BE IF THE COUNTY HADN'T AGREED TO DO THE TEMPORARY STRIPING; THERE WAS \$409,000 OF THERMO PLASTIC STRIPING ON THE JOB.

COMMISSIONER SAPP SAID IT KIND OF LOOKED LIKE ANDERSON COLUMBIA WAS CHARGING THE COUNTY THE SAME AMOUNT THEY WOULD HAVE IF THE COUNTY

HADN'T DONE THE TEMPORARY STRIPING.

CLIFF SAID THE BOARD HAS ALL TYPES OF OPTIONS TO LOWER THE BID PRICE; THEY COULD REBID THE STRIPING AS A SEPARATE BID ALTOGETHER, ELECT TO HAUL AND SPREAD THE 500 TRUCKLOADS OF BARROW MATERIAL TO THE JOB SITE.

COMMISSIONER SAPP SAID THAT WAS A \$100 A DAY TRUCKING FEE; A TRUCK WOULD HAUL 15 LOADS A DAY ON A FIVE TO SIX MILE HAUL. HE SAID THAT WOULD BE \$1500 A DAY PER TRUCK TIMES TEN TRUCKS; THIS WOULD BE \$15,000 A DAY THE CONTRACTOR WAS GOING TO MAKE.

COMMISSIONER PATE QUESTIONED IF THE COUNTY TRUCKS COULD HAUL THAT MANY LOADS A DAY. COMMISSIONER SAPP AND COMMISSIONER HOLMAN BOTH STATED THERE SHOULDN'T BE A PROBLEM WITH THE COUNTY TRUCKS HAULING THAT MANY LOADS A DAY.

CLIFF POINTED OUT GILBERTS MILL PIT WOULD BE CLOSER TO HAUL FROM FOR THE ALFORD HIGHWAY PROJECT. COMMISSIONER HOLMAN SAID THE COUNTY CREWS SHOULD BE ABLE TO HAUL ALMOST 20 LOADS A DAY TO THAT PROJECT IF THEY WOULD STAY AT IT LIKE THEY ARE SUPPOSE TO.

CLIFF SAID THAT BEING THE CASE, FIVE COUNTY TRUCKS FOR FIVE WEEKS WOULD BE ABLE TO HAUL ALL THE DIRT NEEDED IF THEY HAULED 15 TO 20 LOADS A DAY. HE SAID THIS WOULD DECREASE THE BID PRICE BY \$173,000 PLUS THE COST FOR THE BARROW MATERIAL; THE TOTAL REDUCTION SHOULD BE ABOUT \$240,000 FOR THE BARROW AND EARTHWORK COST TO BE TAKEN OUT OF THE BID.

CLIFF ADDRESSED AFTER RECEIVING THESE BIDS, HE FOUND OUT FL-DOT HAD RAN ACROSS THE SAME THING WITH HIGH BIDS; HIS UNDERSTANDING IS THERE ARE A LOT OF FL-DOT PROJECTS THAT HAVE BEEN SET ON A SHELF

WAITING FOR PRICES TO STABLIZE, CONTRACTORS TO STABLIZE, ETC. HE REITERATED HIS DISAPPOINTMENT IN THE BIDS RECEIVED.

CLIFF SAID THE FIRST THING YOU ASK IS IF THEY PUT THE PROJECTS OUT FOR BID AGAIN, ARE THEY GOING TO GET ANY BETTER PRICES. HE DIDN'T THINK THEY WOULD GET ANY BETTER PRICES. ANDERSON COLUMBIA WAS ALREADY \$500,000 LOWER THAN C. W. ROBERTS AND IF THEY BID AGAIN, THEY WON'T BID AGAIN THAT LOW ESPECIALLY IN LIGHT OF THE AMOUNT OF WORK THE CONTRACTORS HAVE. HE SAID \$279,000 WOULD BE THE EARTHWORK COST IF THEY COMBINE THE EARTHWORK AND BARROW MATERIAL.

COMMISSIONER SAPP ASKED THE COST TO HAVE A THERMO PLASTIC STRIPING MACINE ONCE THEY COULD DO QUALITY WORK AND HAVE SKILLED LABOR TO RUN IT. HE SAID THE BOARD WAS LOOKING AT \$400,000 WORTH OF COST IN THIS BID FOR THERMO PLASTIC; HE SAID THERE CERTAINLY WOULDN'T BE THAT MUCH COST TO PUT IT DOWN.

CLIFF ADVISED HE HAD NEVER EXPLORED THE COST OF A THERMO TRUCK; THE CREW IS USUALLY THE TOUGH PART TO GET TOGETHER. HE SAID HE COULD DO SOME HOMEWORK AND TRY TO FIND OUT.

COMMISSIONER PATE QUESTIONED WHAT TYPE OF EQUIPMENT WAS CHRIS LAWSON AT PUBLIC WORKS USING NOW. CLIFF SAID ALL THE COUNTY HAS RIGHT NOW IS SOMETHING THAT IS SITTING IN THE BACK OF THE BED OF A TRUCK; SOMEBODY SITS ON THE BACK OF THE TRUCK AND AIMS AS THEY DRIVE. HE SAID THAT WAS FINE FOR WHAT THE COUNTY USES IT FOR.

CLIFF SUGGESTED THE BOARD MAY CONSIDER DOING WHAT THEY HAD DONE ABOUT FIVE TO SIX YEARS AGO, WHICH WAS TO BID OUT FOR AN ANNUAL CONTRACT FOR THERMO PLASTIC STRIPING. HE SAID THEY WOULD GET THEIR

PRICES PER MILE SO, WHEN THESE PROJECTS COME, THERE WOULDN'T BE ANY THERMO PLASTIC STRIPING IN THE BID; THEY WOULD ALREADY HAVE A SET PRICE THAT WOULD BE GOOD FOR A YEAR FROM A CONTRACTOR. HE SAID THE COUNTY WOULD PROBABLY SAVE A LOT OF MONEY BY DOING THIS. HE REFERRED TO THE COUNTY HAVING A SIMILAR ARRANGEMENT WITH GUETTLER AND GUETTLER ABOUT FIVE YEARS AGO.

ADMINISTRATOR HERBERT POINTED OUT THEY BID IT OUT AGAIN AND GUETTLER AND GUETTLER CAME BACK WITH A HIGHER PRICE. CLIFF AGREED AND SAID THE FIRST TIME THEY BID OUT THE STRIPING, THEY GOT GREAT PRICES.

CLIFF THEN ADDRESSED THE ASPHALT BASE FOR THE WIDENING BEING \$16 A SQUARE YARD WHICH COMES OUT ABOUT \$51 A TON FOR THE ASPHALT; THIS IS A GREAT PRICE. HE SAID THE LIMEROCK, WHICH HE SET UP AS AN ALTERNATE BID ITEM #1, WAS \$2 A SQUARE YARD MORE; THIS IS VERY MINIMAL COMPARED TO THE ENTIRE JOB.

CLIFF SAID HE DIDN'T KNOW HOW ANDERSON COLUMBIA COULD PUT IN THE WIDENING FOR \$51 A TON; BUT, THEY CAN'T GO OUT THERE AND PUT LEVELLING OR A CAP DOWN FOR LESS THAN \$80 A TON. HE SAID POSSIBILITIES ARE THE COUNTY COULD DO THE EARTHWORK AND REBID THE THERMO. HE ALSO ADDRESSED ANOTHER THING THAT COULD BE DONE TO LOWER THE BID BY \$400,000 IS TO TAKE THE LEVELLING FROM 75 POUNDS DOWN TO 50 POUNDS AND TAKE THE CAP FROM 125 POUNDS DOWN TO 110 POUNDS. HE SAID THAT WOULD GIVE THE ROADS ABOUT AN 1.5" RATHER THAN 2" ON THE ENTIRE PROJECT.

COMMISSIONER STRICKLAND ASKED HOW GOOD WOULD THE ROADS BE IF THEY REDUCED THE QUANTITY OF ASPHALT. CLIFF ADVISED THE ROADS WOULD

BE FINE; THE ONLY PROBLEM IS IT WOULD PROBABLY DECREASE THE SERVICE LIFE OF THE ROADS BY THREE YEARS.

COMMISSIONER PATE ASKED CLIFF TO EXPLAIN AGAIN ABOUT REDUCING THE PAVEMENT THICKNESS. CLIFF REITERATED THERE WAS 75 POUNDS OF LEVELLING ON ALL THE ROADS BID WHICH IS ABOUT 3/4". THE REASON HE PUT 75 POUNDS THROUGH THE WHOLE JOB IS TO BALANCE OUT THE AREAS HE KNOWS ARE GOING TO TAKE 100 POUNDS AND THE OTHER AREAS HE KNOWS ARE GOING TO TAKE 40 OR 50 POUNDS. HE SAID OVERALL THE SURFACE OF CREEK ROAD IS IN FAIRLY GOOD SHAPE AND FEELS HE COULD CUT DOWN ON THE LEVELLING TO 50 TO 60 POUNDS WITHOUT CAUSING ANY MAJOR TRAUMA. AS FAR AS THE CAP GOES, HE SAID PUTTING 110 POUNDS VERSUS 125 POUNDS WOULD BE ABOUT 1/4" DIFFERENCE. ROUGHLY THEY HAVE A LITTLE OVER 1 1/2" TOTAL DOWN ON ALL THESE ROADS WHICH IS WHAT A LOT OF PEOPLE BUILD THEIR NEW ROADS AT ANYWAY. HE REITERATED THE 2" BID WAS GOING TO GIVE THEM A LITTLE ROOM TO PLAY WITH TOWARD THEIR LEVELLING IF THEY NEEDED TO HEAVY UP IN A FEW PLACES TO GET THE RIDE A LITTLE BETTER. HE SAID THEY CERTAINLY WON'T HAVE THE FREEDOM TO MOVE THE ASPHALT AROUND LIKE THEY WOULD OTHERWISE BY CUTTING THE THICKNESS DOWN; BUT, IT DOES MAKE A HUGE DIFFERENCE ON THE OVERALL COST BECAUSE OF THE \$80 A TON. HE FELT LIKE THE COUNTY WOULD STILL END UP WITH GOOD ROADS.

CLIFF ADDRESSED THE OTHER OPTION WOULD BE TO ELIMINATE SOME OF THE WIDENING; TAKE CREEK ROAD AND CLAYTON TO 20'. HE SAID HE THOUGHT PIONEER ROAD WAS THE MOST HEAVILY TRAVELLED ROAD OUT OF ALL THE ROADS THEY HAVE OUT FOR BID RIGHT NOW. HE REFERRED TO MR. JOE TAYLOR WITH THE SCHOOL BOARD HAVING MENTIONED TO HIM HOW DIFFICULT IT WAS FOR TWO SCHOOL BUSES TO PASS ON PIONEER ROAD.

CLIFF ADDRESSED THE SCRAP PROGRAM WAS SET UP STRICTLY FOR RESURFACING COUNTY ROADS; IT WASN'T SET UP FOR WIDENING, DRAINAGE, SHOULDERS, ETC. THAT THEY HAVE BEEN ABLE TO DO IN THE PAST. ESSENTIALLY WHAT HAS HAPPENED IS THE COST OF CONSTRUCTION HAS CAUGHT UP WITH FL-DOT'S ESTIMATE. HE SAID IN THE PAST, FL-DOT HAD USED THEIR NUMBERS TO COME UP WITH THE AMOUNT OF FUNDING TO RESURFACE THE ROAD BECAUSE THAT IS WHAT IT WOULD COST THEM TO RESURFACE THE ROAD. IN THE PAST, HE ADDRESSED THE COUNTY HAD ALWAYS PUT IN DRAINAGE, FIXED UP GUARD RAIL, CLEARING, ETC. BECAUSE THEY WERE ABLE TO UTILIZE THE MONEY BETTER THAN FL-DOT CAN. NOW THEY ARE GETTING TO THE POINT WHERE FL-DOT'S MONEY IS GETTING CLOSER AND CLOSER TO EQUAL WHAT THE CONTRACT COST IS TO STRICTLY RESURFACE THE ROAD.

COMMISSIONER SAPP ADDRESSED THE SHOULDER PROBLEMS ON PIONEER ROAD AND REFERRED TO THERE BEING SOME PRETTY GOOD CURVES IN A COUPLE OF PLACES. HE SAID IT WAS A DANGEROUS AREA THROUGH THERE.

CLIFF REITERATED THAT JOE TAYLOR HAD TOLD HIM WHEN TWO BUSES PASS ON PIONEER ROAD, ONE OF THE BUSES HAS TO HAVE TWO TIRES OFF THE ROAD TO KEEP FROM HITTING MIRRORS.

COMMISSIONER SAPP SAID TWELVE YEARS FROM NOW TRAFFIC ON PIONEER ROAD WILL BE FIVE TIMES WHAT IT IS TODAY.

CLIFF ASKED WHEN DID THE BOARD FEEL WOULD BE THE NEXT TIME THEY WOULD HAVE MONEY TO WORK ON PIONEER ROAD AFTER THIS FUNDING. HE SAID IT WAS HARD TO SAY; BUT, IT COULD BE TWENTY TO THIRTY YEARS.

COMMISSIONER SAPP SAID THEY CERTAINLY DON'T HAVE \$1.5 MILLION TO PUT INTO IT; THEY HAVE TO FIND SOME WAY TO SUPPLEMENT THE PROJECT

AND WORK OUT SOME OF THE OTHER AREAS. HE SUGGESTED HOLDING PRETTY STRINGENT GUIDELINES ON THE LONGEVITY OF THE ROAD CONSTRUCTION AS FAR AS THE WIDTH, ETC. HE SAID ALL THE AREAS THE COUNTY WORKS ON, SUCH AS THE STRIPING, DIRT MOVING, SHOULDERS, ETC., THEY ARE PROBABLY GOING TO HAVE TO DO A LOT OF THAT THEMSELVES.

CLIFF SAID ON THE TWO JOBS TOGETHER, THE COST OF SOD WAS \$152,000 ON ONE AND \$96,000 ON THE OTHER; THAT IS ANOTHER \$250,000 JUST FOR SOD.

COMMISSIONER PATE QUESTIONED IF THEY WERE WANTING TO BRING PIONEER ROAD TO 22' AND IF THEY WERE PLANNING ON WIDENING ON ONE SIDE OR BOTH SIDES. CLIFF ADVISED THEY BID IT OUT TO WIDEN IT TO 22', 1' ON EACH SIDE OF THE ROAD.

COMMISSIONER PATE ADDRESSED IT MIGHT BE CHEAPER TO WIDEN IT ON ONE SIDE AND SHIFT THE CENTER LINE OVER ON THE 50' AS FAR AS OPERATIONS; IT WOULD BE EASIER TO DO TOO.

CLIFF SAID HE USE TO THINK THAT SAME EXACT THING; BUT, MOST OF THE CONTRACTORS HAVE CUT OUT WHAT IS ALREADY SET UP FOR 2' WIDENING. THE PROBLEM YOU GET INTO IF YOU BUILD ALL YOUR WIDENING ON ONE SIDE, THEY WOULD END UP HAULING A LOT MORE DIRT TO BUILD THE SHOULDERS OUT ON THAT SIDE THAN YOU DO IF YOU END UP EVENING IT OUT.

COMMISSIONER PATE SAID HE WOULD AGREE IF THEY WERE GOING 2'; BUT, THEY WERE JUST GOING TO CUT 1' ON EACH SIDE. CLIFF SAID HE THOUGHT HE UNDERSTOOD WHAT PATE WAS SAYING; THEY WOULD WIDEN 2' AND SHIFT THE CENTER LINE.

CLIFF SAID IF HE HAD ENOUGH ASPHALT TO SHIFT THE CENTERLINE OVER, HE WOULD BE ALRIGHT; THAT WOULD BE THE PROBLEM WITH

TRANSITIONING THE CENTERLINE OVER BECAUSE THEY HAVE TO HAVE AN OVERBUILD TO GET THE CROWNING THINNER.

COMMISSIONER STRICKLAND ASKED IF IT WOULD HELP TO JUST WIDEN CREEK ROAD ALL THE WAY THROUGH TO 20'. CLIFF ADVISED IT WOULD BE 10.6 MILES OF WIDENING THEY WOULD TAKE A FOOT OFF OF; THIS WOULD BE APPROXIMATELY \$100,000 SAVINGS.

COMMISSIONER HOLMAN ASKED HOW WIDE ALFORD HIGHWAY WAS NOW. CLIFF ADVISED IT WAS BETWEEN 18.5' TO 19.5'; IT DEPENDS ON WHERE YOU MEASURE.

COMMISSIONER HOLMAN SAID WIDENING ALFORD ROAD TO 20' WOULD HELP THAT ROAD TREMENDOUSLY PLUS PUTTING NEW ASPHALT ON IT. HE SAID THE BOARD COULD WIDEN CLAYTON ROAD TO JUST 20' TOO.

COMMISSIONER PATE AND SAPP ADDRESSED THE NEED TO WIDEN PIONEER ROAD TO 22' AND THE BOARD CONSENTED.

COMMISSIONER HOLMAN SAID HE WOULD HAVE NO PROBLEM ONLY WIDENING CLAYTON AND ALFORD HIGHWAY TO 20'. COMMISSIONER STRICKLAND SAID HE DIDN'T HAVE A PROBLEM WITH ONLY WIDENING CREEK ROAD TO 20'.

CLIFF SAID ON HWY 278, CREEK AND PIONEER ROAD, THE BID WAS \$564,000 FOR WIDENING; ON HWY 276, THERE WAS \$363,000 FOR WIDENING FOR A TOTAL OF \$927,000.

HE ADVISED THE BOARD WOULD END UP WITH A COST OF \$150,000 FOR WIDENING VERSUS \$927,000; HOWEVER, AFTER COMMISSIONER SAPP QUESTIONED IF THAT WAS STILL PUTTING A FOOT OF WIDENING ON THE OTHER ROADS, CLIFF SAID THAT FIGURE WAS WRONG.

COMMISSIONER SAPP SAID HE FIGURED IT WOULD BE AROUND \$500,000 OF SAVINGS WITH THE CUTTING BACK ON THE WIDENING.

CLIFF AGREED TO PRESENT FOUR OR FIVE DIFFERENT SCENARIOS TO THE BOARD AT THEIR NEXT MEETING; THIS WAY, THE BOARD WON'T HAVE TO TRY AND ACT ON SOMETHING THIS BIG THIS QUICK.

COMMISSIONER SAPP SAID THE BOARD WOULD NEED TO TAKE THIS MATTER UP AT THE JANUARY 25TH MEETING WHEN COMMISSIONER FINCH IS PRESENT. HE REQUESTED CLIFF PROVIDE SCENARIOS ON WHERE THE BOARD COULD CUT THE \$1.5 MILLION OFF THE BID PRICE.

CLIFF SAID HE WAS ALSO PLANNING ON DOING A PRESENTATION ON A LIST OF PROJECTS THE COUNTY HAS NOW COMMITTED TO DO; THERE IS GOING TO BE A TREMENDOUS DEMAND ON PUBLIC WORKS THIS YEAR. HE MENTIONED ROLLING PINES ROAD, BAHOMA ROAD, BONNET POND AND THEY ARE STILL WORKING ON FANNING BRANCH.

HE SAID THEY HAVE QUAIL HOLLOW OUT FOR BID RIGHT NOW; THE GRANT IS FOR \$750,000 WITH A \$300,000 COUNTY MATCH. HE ADDRESSED QUAIL HOLLOW BEING 3.2 MILES OF NEW ROAD CONSTRUCTION; WHEN WORKING THIS OUT AT \$85 A TON, THE COUNTY MAY END UP DOING SOME WORK OUT THERE TOO.

COMMISSIONER HOLMAN ADDRESSED THE COUNTY MAY NEED TO LOOK AT HIRING SOME MORE PERSONNEL; THEY CAN'T CUT THEIR MAINTENANCE OUT COMPLETELY.

COMMISSIONER STRICKLAND SAID ABOUT THE ONLY WAY TO DO THE HAULING OF THE DIRT QUICKLY FOR THE PROJECTS THAT WERE BID IS TO PUT ALL THE TRUCKS TOGETHER.

COMMISSIONER SAPP SAID ALL THE TRUCKS THEY CAN HAVE AND BE PRODUCTIVE IS WHATEVER THE LOADER CAN LOAD CONSISTENTLY.

CLIFF SAID THE ROAD CREW IS GOING TO HAVE TO BE READY FOR THE DIRT WHEN IT COMES; IT HAS TO BE DUMPED IN THE RIGHT PLACE OR ELSE THE ROAD CREW SPENDS ALL THEIR TIME PUSHING THE DIRT AROUND TO WHERE IT NEEDS TO GO.

COMMISSIONER SAPP SAID THEY MAY HAVE TO HAVE THE COUNTY SPREAD GRADERS SPREAD THE DIRT ACCORDING TO THE NUMBERS CLIFF HAD PROVIDED; IF THEY ARE DOING THE SPREADING, THEY WOULD BE KEEPING THEIR OWN SELF MOVING AND NOT HAVING TO INTERMINGLE WITH SOMEBODY ELSE. HE SAID THE CONTRACTOR'S WORK WEEK WOULD NEVER CORRESPOND EITHER WITH THE FOUR DAY WORK WEEK AT PUBLIC WORKS.

CLIFF SAID THE ONLY THING THE COUNTY CREW DOESN'T WANT TO DO IS BE OUT THERE SPREADING DIRT AFTER THE CAP IS DOWN. THEY CAN GO IN AND PUT THE WIDENING IN, PUT THE LEVELLING COURSE ON IT AND THE COUNTY COME THROUGH AND DO ALL THE DIRT WORK, PULL THE SHOULDERS THE WAY THEY NEED TO GO, THE CONTRACTOR CAN THEN COME IN AND CAP THE ROAD AND THE COUNTY COME IN AND SOD RIGHT BEHIND THEM.

CLIFF SAID THAT IS WHAT THEY ARE DOING AT FANNING BRANCH; THEY LEVELLED IT YESTERDAY, THE COUNTY IS GOING TO BE HAULING DIRT, BUILDING UP A FEW MORE HEADWALLS AND DOING SOME ODD AND ENDS. ONCE THEY GET THIS ALL SQUARED AWAY, THE CONTRACTOR WILL COME BACK AND CAP IT. HE SAID THERE WERE SOME TREES THAT HAVE TO COME OUT THERE AS WELL.

COMMISSIONER PATE OFFERED A MOTION, SECONDED BY COMMISSIONER
STRICKLAND AND CARRIED TO ADJOURN.

ATTEST: _____
DEPUTY CLERK

CHAIRMAN