STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

OFF SYSTEM PROJECT AGREEMENT

This Agreement is between the State of Florida Department of Transportation, “DEPARTMENT,” and Leon County, Florida, a charter county and political subdivision of the State of Florida, “COUNTY.”

1. Highway Bridge Replacement and Rehabilitation Program funds are available to DEPARTMENT for the costs of the replacement, rehab, or inspection of bridges located off of the Federal-aid system under 23 CFR 650.413(c); and

2. Natural Bridge Road Bridge, Bridge No. 554001, requires replacement; and

3. Natural Bridge Road Bridge is on Natural Bridge Road located in Leon County, Florida, a road not on the State Highway System; and

4. The parties acknowledge and agree that any and all real property needed to complete this project has been acquired by the DEPARTMENT as of the date of this Agreement; and

5. The parties agree that it is in the best interest of each party for the DEPARTMENT to utilize federal funds to undertake and to complete all aspects of the bridge replacement work, including but not limited to the design, construction, construction inspection, utilities, permits, and other associated tasks.

NOW THEREFORE, in consideration of the mutual benefits to be derived by the terms of this Agreement, the parties hereby agree as follows:

6. The recitals in paragraphs 1-5 above are true and correct and are made a part of this Agreement.

7. The parties agree that the DEPARTMENT shall undertake and complete Project No. 413491-1-52-01, generally described as the replacement of Bridge No. 554001 over Branch of St. Marks River (the “PROJECT”), from Beginning MP 6.288 to End MP 6.373 on CR 2192. The PROJECT is further described in the construction plans attached hereto, and incorporated herein, as Exhibit “A.” The COUNTY shall cooperate with and shall support the DEPARTMENT’s work efforts in these regards. The DEPARTMENT shall have final decision authority with respect to the design of the PROJECT and the design review process.

8. The COUNTY shall, by virtue of the approval of this Agreement by the Leon County Board of County Commissioners (the “Board”), consent to and authorize the DEPARTMENT, if necessary, to do all acts necessary, including securing all environmental and regulatory permits and rights of entry associated with the PROJECT. Said authority and action
shall be deemed to include the DEPARTMENT’S exercise of prudent engineering judgment in the design and construction of the PROJECT. The COUNTY, at COUNTY’s expense, shall be responsible to establish, in accordance with DEPARTMENT standards, final right of way survey monumentation.

a) Upon completion of the PROJECT, the right-of-way properties acquired by the DEPARTMENT for the PROJECT shall be transferred from the DEPARTMENT to the COUNTY, and the COUNTY shall thereafter be responsible for maintaining said right-of-way acquired by the DEPARTMENT for the PROJECT.

b) The parties acknowledge and agree that one of the properties acquired by the DEPARTMENT for the PROJECT prior to the execution of this Agreement was inadvertently acquired in the COUNTY’s name as grantee, as reflected in the warranty deed from St. Joe Timberland Company of Delaware, LLC to COUNTY recorded at O.R. Book 4402, Page 133, Official Records of Leon County, Florida, a copy of which is attached to this Agreement as Exhibit “B.” The COUNTY shall, upon a satisfactory review of the title work completed by the DEPARTMENT for such acquisition, make an agenda request to the Board of County Commissioners recommending that said acquisition be ratified and the warranty deed be accepted.

9. The COUNTY shall provide to the DEPARTMENT all documents in its possession necessary to establish encumbrances and encroachments, if any, within the existing COUNTY right of way necessary for completion of the PROJECT. The DEPARTMENT shall be responsible for assuring that all necessary title work has been completed for the acquisition of any additional right of way that is required for the PROJECT, and that any action necessary has been taken to extinguish any interest in or encumbrance or encroachment on such acquired right of way. In the event there is any action necessary to be taken to acquire ownership or to extinguish any interest in or encumbrance or encroachment on any property within the COUNTY’S existing right of way, the COUNTY shall take all actions reasonably requested by the DEPARTMENT to accomplish the ends required. In the event title ownership issues cannot be resolved so as to allow the PROJECT to move forward, the DEPARTMENT retains the right to terminate this Agreement on that basis. Further, the COUNTY acknowledges that the right of way must be cleared of all ownership interests, encumbrances or encroachments within the limits of construction at least 90 days prior to the DEPARTMENT advertising the PROJECT for construction. The DEPARTMENT shall have the sole discretion to determine the need to clear any ownership, encroachment or encumbrance.

10. The COUNTY acknowledges that the DEPARTMENT will be utilizing federal funds on the PROJECT and as a result thereof the COUNTY agrees to maintain the PROJECT in perpetuity according to DEPARTMENT standards. The COUNTY further recognizes and acknowledges that if the DEPARTMENT will be utilizing federal funds on the PROJECT that the National Environmental Policy Act (“NEPA”) process will need to be completed and the DEPARTMENT reserves the right to adjust the plans and or design of the PROJECT to meet the needs of the permits. The COUNTY agrees to fully cooperate in the provision of any and all studies and or data that may be necessary for the NEPA process and for all other permit matters.
11. The COUNTY acknowledges and agrees that the Natural Bridge Road right of way, and the improvements and structures located within said right of way, are and will remain under the ownership of the COUNTY and that the DEPARTMENT will not have any ownership interest in the Natural Bridge Road right of way, improvements or structures located thereon. Notwithstanding the requirements hereof, the DEPARTMENT is authorized to temporarily use the COUNTY’s existing Natural Bridge Road right of way for construction of the PROJECT and all safety and maintenance responsibility of said right-of-way during construction shall, at the DEPARTMENT’s expense, be the responsibility of the DEPARTMENT and its contractor.

12. The parties understand and agree that the DEPARTMENT and the COUNTY shall cooperate with and keep each other well informed of the work efforts and progress of the PROJECT hereunder. In the event change orders or supplemental agreements become necessary during the prosecution of the work, the COUNTY agrees that it will sign all documents necessary to allow the change order to be finalized and to allow the supplemental agreements to be fully executed.

13. All payment and performance bonds shall be issued in favor of the DEPARTMENT. All warranties shall be made in favor of the COUNTY.

14. Upon completion of the PROJECT, the DEPARTMENT shall issue a Notice of Final Acceptance to the contractor with a copy of said notice being provided to the COUNTY. The PROJECT improvements to be constructed by the DEPARTMENT and which the COUNTY agrees to maintain shall be known by the parties as the Natural Bridge Road Bridge Replacement (“IMPROVEMENT”). Except as otherwise provided herein, upon issuance of the Notice of Final Acceptance, the COUNTY shall be immediately responsible for the perpetual maintenance of the IMPROVEMENT. The COUNTY agrees to maintain the IMPROVEMENT in a reasonable manner and with due care in accordance with the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (the “Florida Greenbook”). The DEPARTMENT shall also have the right to assign interim maintenance responsibility to the COUNTY for specified portions of the PROJECT before the issuance of the Notice of Final Acceptance. Said assignment of maintenance responsibility shall be sent by the DEPARTMENT to the COUNTY in writing with sufficient description to place the COUNTY on notice of the interim maintenance responsibility. Notwithstanding the issuance of the Notice of Final Acceptance, the DEPARTMENT shall have the right to assure completion of any punch list by the contractor. Additionally, the COUNTY understands and agrees that the DEPARTMENT shall transfer all permits to the COUNTY as the operational maintenance entity and the COUNTY agrees to accept said transfer and to become fully responsible to comply with all operational and maintenance conditions of the permits. For purposes of this Agreement, the PROJECT shall be deemed to be complete upon satisfaction of the following conditions:

   a) A joint final inspection for the IMPROVEMENT shall be conducted by the DEPARTMENT staff and the COUNTY staff.

   b) All necessary permits including, but not limited to, the Stormwater Management Facility Operating Permit, shall be secured and the PROJECT shall be closed out with all permitting agencies by the DEPARTMENT.
c) All warranties on the IMPROVEMENT shall be provided by the DEPARTMENT’s contractor for materials and craftsmanship according to the DEPARTMENT’s specifications.

15. This Agreement shall become effective as of the date both parties hereto have executed the Agreement and shall continue in full force and effect until the PROJECT is completed by the DEPARTMENT and the IMPROVEMENT has been turned over to the COUNTY by the DEPARTMENT by formal notice from the DEPARTMENT. The DEPARTMENT agrees to complete the PROJECT fully before transferring the IMPROVEMENT to the COUNTY. The DEPARTMENT reserves the right to unilaterally cancel its performance hereunder before construction of the PROJECT begins if it determines that it is in the best interest of the public to do so. This discretion shall include, but shall not be limited to, budgetary and bid cost considerations.

16. Pursuant to Section 287.058, Florida Statutes, the DEPARTMENT may unilaterally cancel this Agreement for refusal by the COUNTY to allow public access to all documents, papers, letters or other material subject to the provisions of Chapter 119, Florida Statutes and made or received by the COUNTY in conjunction with this Agreement except for the obligation of the COUNTY to maintain the PROJECT and said Agreement shall be perpetual as to that obligation.

17. In the event that any election, referendum, approval or permit, notice or other proceeding or authorization is required to be undertaken by the COUNTY to enter into this Agreement or to undertake the PROJECT, the COUNTY will expeditiously initiate and consummate, as provided by law, all actions necessary with respect to any such matters with time being of the essence.

18. It is understood that the DEPARTMENT’s participation in said PROJECT is subject to Legislative approval of the DEPARTMENT’s appropriation request in the work program year that the PROJECT is scheduled;

19. The DEPARTMENT’s performance and obligations to pay under this Agreement is contingent upon an annual appropriation by the Legislature. If the DEPARTMENT’s funding for this PROJECT is in multiple years, funds approved from the DEPARTMENT’S Comptroller must be received every year prior to costs being incurred.

20. In the event this Agreement is in excess of $25,000.00 and has a term for a period of more than one year, the provisions of Section 339.135(6)(a), Florida Statutes are hereby incorporated:

“The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The
department shall require a statement from the comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid in succeeding fiscal years, and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of $25,000.00 and which have a term for a period of more than 1 year."

21. This Agreement shall be governed by the laws of the State of Florida. Any provision hereof found to be unlawful or unenforceable shall be severable and shall not affect the validity of the remaining portions hereof.

22. COUNTY:

a) Shall utilize the U.S. Department of Homeland Security’s E-Verify system to verify the employment eligibility of all new employees hired by the COUNTY during the term of the contract; and

b) Shall expressly require any subcontractors performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security’s E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.

23. All notices required pursuant to the terms hereof may be sent by first class United States Mail, facsimile transmission, hand delivery or express mail and shall be deemed to have been received by the end of five business days from the proper sending thereof unless proof of prior actual receipt is provided. Each party hereto shall have the continuing obligation to notify each other of the appropriate persons for notices to be sent to pursuant to the terms of this agreement. Unless otherwise notified in writing, notices shall be sent to the following:

COUNTY:
Leon County, Director of Public Works
2280 Miccosukee Road
Tallahassee, FL 32308

DEPARTMENT:
Florida Department of Transportation
Director of Transportation Development
1074 US Highway 90 East
Chipley, FL 32428
IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the dates exhibited by the signatures below.

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

____________________________________
By: _________________________________
   (Print Name)
Title: _______________________________
   (Print Title)
Date: ________________________________

Attest: _______________________________

Legal Review: _______________________

Office of the General Counsel

LEON COUNTY, a charter county and political subdivision of the State of Florida

____________________________________
By: _________________________________
   (Print Name)
Title: _______________________________
   (Print Title)
Date: ________________________________

Attest: _______________________________
   Clerk of Court

Approved as to Form and Legality:

____________________________________
County Attorney
### Exhibit A

#### Financial Project ID 113471-31-01

**Title:** Department of Transportation

**State of Florida**

**Exhibit Plans**

<table>
<thead>
<tr>
<th>Component of Contract Plans Set</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Contract No. 13149</td>
</tr>
<tr>
<td>County Road No. 292</td>
</tr>
<tr>
<td>Leon County (55030)</td>
</tr>
</tbody>
</table>

**Contract Plans**

<table>
<thead>
<tr>
<th>Component of Contract Plans Set</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Contract No. 13149</td>
</tr>
<tr>
<td>County Road No. 292</td>
</tr>
<tr>
<td>Leon County (55030)</td>
</tr>
</tbody>
</table>

**Index of Roadway Plans**

- [1] financial_project_id_113471-31-01
- [2] construction_contract_no_13149
- [3] county_road_no_292
- [4] leon_county_55030

**Legend**

- [1] Financial Project ID
- [3] County Road Number

**Notes**

- This exhibit contains plans representing the project.
- The plans are detailed for both construction and roadway elements.
- The project is located in Leon County, Florida.

**References**

- [Florida Department of Transportation](https://www.dot.state.fl.us)
- [Leon County Official Website](https://www.leoncountyfl.gov)

**Contact Information**

- For more information, please contact the Florida Department of Transportation at [info@dot.state.fl.us](mailto:info@dot.state.fl.us)

---

**December 2021**

**Phase IV Plans**

- [Planned improvements and modifications will be executed as per the project plans.](https://example.com/plans)

**Locahre**

- [Additional plans and specifications available](https://example.com/plans)

- [Location of Project](https://example.com/plans)

---

**Length of Project**

- [Projected length details](https://example.com/plans)
STA 10+52.15 TO STA 10+37.85
CR 295 (NATURAL BRIDGE ROAD)

Traffic Data

EXISTING HWY (10')
IMPROVED HWY (10')
PROPOSED HWY (10')

EXIST HWY LINE
PROJECT HWY LINE
NEW HWY LINE

DESIGN SPEED = 35 MPH
NOT AVAILABLE
### Summar of Pavement and Rubble Riprap

<table>
<thead>
<tr>
<th>Item</th>
<th>Material</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Summary of Litter Removal and Mowing

<table>
<thead>
<tr>
<th>Item</th>
<th>Material</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

*The materials quantities have been tabulated using the Itemized JDoc option.*
ADDITIONAL NOTES

STANLEY BUNKS, C.P.E.
STATE ENGINEER

FINANCIAL PROJECT NO: 13016-1-25-01
BRIDGE REPLACEMENT - NATURAL BRIDGE OVER ST MARX BRANCH
DEPARTMENT OF TRANSPORTATION
STATE OF FLORIDA
TRAFFIC CONTROL PLAN

P.HASE NOTES

GENERAL NOTES
TREE SURVEY

DENDRITIC TRUNK

COMPRESS

MAGNIFICENT PAPER
SMOOTH-LEAFED OAK
PALM
LOBULARIA
LIVE OAK
LIVE OAK

TREE PROTECTION DRAWING

(50 ft or more)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED At BROWNSFORD (OAK) LOCATED At BROWNSFORD (OAK) LOCATED At BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)

DOMINANT AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK) LOCATED AT BROWNSFORD (OAK)
<table>
<thead>
<tr>
<th>Spr</th>
<th>Lm</th>
<th>D</th>
<th>A</th>
<th>L</th>
<th>N</th>
<th>W</th>
<th>F</th>
<th>B</th>
<th>P</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>521</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
</tr>
<tr>
<td>521</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
</tr>
<tr>
<td>521</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
</tr>
<tr>
<td>521</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
</tr>
<tr>
<td>521</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
</tr>
<tr>
<td>521</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
</tr>
<tr>
<td>521</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
</tr>
<tr>
<td>521</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
</tr>
<tr>
<td>521</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
</tr>
<tr>
<td>521</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
</tr>
<tr>
<td>521</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
<td>524</td>
<td>523</td>
</tr>
</tbody>
</table>

**Table 1: Tree Index Chart**
<table>
<thead>
<tr>
<th>No.</th>
<th>Lat.</th>
<th>Long.</th>
<th>Depth</th>
<th>Fill Type</th>
<th>Event Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>53.1</td>
<td>13.2</td>
<td>1.2</td>
<td>Clay</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>53.1</td>
<td>13.2</td>
<td>1.2</td>
<td>Clay</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>53.1</td>
<td>13.2</td>
<td>1.2</td>
<td>Clay</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>53.1</td>
<td>13.2</td>
<td>1.2</td>
<td>Clay</td>
<td>4</td>
</tr>
<tr>
<td>5</td>
<td>53.1</td>
<td>13.2</td>
<td>1.2</td>
<td>Clay</td>
<td>5</td>
</tr>
<tr>
<td>6</td>
<td>53.1</td>
<td>13.2</td>
<td>1.2</td>
<td>Clay</td>
<td>6</td>
</tr>
<tr>
<td>7</td>
<td>53.1</td>
<td>13.2</td>
<td>1.2</td>
<td>Clay</td>
<td>7</td>
</tr>
<tr>
<td>8</td>
<td>53.1</td>
<td>13.2</td>
<td>1.2</td>
<td>Clay</td>
<td>8</td>
</tr>
<tr>
<td>9</td>
<td>53.1</td>
<td>13.2</td>
<td>1.2</td>
<td>Clay</td>
<td>9</td>
</tr>
<tr>
<td>10</td>
<td>53.1</td>
<td>13.2</td>
<td>1.2</td>
<td>Clay</td>
<td>10</td>
</tr>
</tbody>
</table>

**NOTES:**

- The data is subject to change and may not reflect the most current information.
- The survey is conducted to assess the health and safety of the trees in the area.
- The data is provided for informational purposes only.

**TABLE 1**

<table>
<thead>
<tr>
<th>Tree Index Chart</th>
<th>Property Name</th>
<th>Address</th>
<th>Lat.</th>
<th>Long.</th>
<th>Depth</th>
<th>Fill Type</th>
<th>Event Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tree</td>
<td>Position</td>
<td>Diam (in)</td>
<td>Height (ft)</td>
<td>Age</td>
<td>Comments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>----------</td>
<td>-----------</td>
<td>------------</td>
<td>-----</td>
<td>----------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>S1</td>
<td>32</td>
<td>80</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>S2</td>
<td>24</td>
<td>60</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>S3</td>
<td>18</td>
<td>40</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>S4</td>
<td>12</td>
<td>30</td>
<td>8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>S5</td>
<td>6</td>
<td>20</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TABLE 1**

Tree Index Chart

---

**NOTES:**

- All measurements are in inches and feet.
- Ages are estimated based on diameter at breast height (DBH).
- Comments include any significant observations or notes about the trees.

---

**Column Descriptions:**

- **Tree:** Identification number for each tree.
- **Position:** The location of the tree within the plot.
- **Diam (in):** Diameter at breast height in inches.
- **Height (ft):** Height of the tree in feet.
- **Age:** Estimated age of the tree.
- **Comments:** Any additional information or notes.

---

**Legend:**

- **Tree Presence:** Indicates whether the tree is present or not.
- **Tree Age:** Indicates the age classification of the tree.
- **Tree Height:** Indicates the height classification of the tree.

---

**Data Source:**

- **Survey Method:** Details the method used for the survey, which may include aerial photography, field observations, or other techniques.
- **Survey Accuracy:** Notes the accuracy of the survey data, which is crucial for ecological studies and land management projects.

---

**Report:**

- **Report Title:** The title of the report or study.
- **Report Date:** The date the report was published or completed.
- **Report Author:** The author(s) of the report.
TABLE I

<table>
<thead>
<tr>
<th>Network 1</th>
<th>Network 2</th>
<th>Network 3</th>
<th>Network 4</th>
<th>Network 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
<td>E</td>
</tr>
<tr>
<td>F</td>
<td>G</td>
<td>H</td>
<td>I</td>
<td>J</td>
</tr>
<tr>
<td>K</td>
<td>L</td>
<td>M</td>
<td>N</td>
<td>O</td>
</tr>
<tr>
<td>P</td>
<td>Q</td>
<td>R</td>
<td>S</td>
<td>T</td>
</tr>
<tr>
<td>U</td>
<td>V</td>
<td>W</td>
<td>X</td>
<td>Y</td>
</tr>
</tbody>
</table>

Legend:
- Network 1: Primary Network
- Network 2: Secondary Network
- Network 3: Tertiary Network
- Network 4: Emergency Network
- Network 5: Backup Network

Notes:
- Network A is the most critical and should be prioritized.
- Network E should be monitored closely for any signs of potential failures.

**Table Data:**
- Network A data is collected hourly.
- Network B data is collected every 12 hours.
- Network C data is collected daily.
- Network D data is collected weekly.
- Network E data is collected monthly.

**Network Comparison:**
- Network A has the highest capacity.
- Network E has the lowest capacity.

**Network Health:**
- Network A is currently in optimal health.
- Network E is currently in critical health.

**Network Stability:**
- Network A is the most stable network.
- Network E is the least stable network.
<table>
<thead>
<tr>
<th>Material</th>
<th>Finish</th>
<th>Color</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steel</td>
<td>Powder Coated</td>
<td>Black</td>
<td>1000</td>
</tr>
<tr>
<td>Glass</td>
<td>Polished</td>
<td>Clear</td>
<td>2000</td>
</tr>
</tbody>
</table>

**Diagram:**

- **Surface Finish:**
  - Finish Name: Powder Coated
  - Color: Black
  - Notes: 1000

- **Diagram Details:**
  - Connector 1: Type A
  - Connector 2: Type B
  - Connector 3: Type C
  - Connector 4: Type D
  - Connector 5: Type E

- **Connectors:**
  - Connector 1 is connected to Connector 2 and Connector 5.
  - Connector 2 is connected to Connector 3 and Connector 4.
  - Connector 5 is connected to Connector 3 and Connector 4.

- **Surface Coating:**
  - Coating Type: Powder Coated
  - Color: Black
  - Notes: 1000

**Surface Coating Details:**

- **Surface Coating Name:** Powder Coated
- **Color:** Black
- **Notes:** 1000

**Notes:**

- The finish and color will be as specified.
- All connectors will be as indicated in the diagram.
Design Load Deflection Diagram - 4 Span Continuous Superstructure

- Load combination: W + S + D + F + E + C + R + P
- Design load: L = 200 kPa
- Deflection limit: ≤ 0.01 L / 1000

Casting Sequence:

1. Casting No. 1
2. Casting No. 2
3. Casting No. 3
4. Casting No. 4

Note: The casting sequence is critical to ensure proper alignment and stability of the structure.
<table>
<thead>
<tr>
<th>Location</th>
<th>ID/ Location</th>
<th>JNT. DESCRIPTION</th>
<th>ADJUSTMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>FROM</td>
<td>TO</td>
<td>MOVEMENT</td>
<td></td>
</tr>
<tr>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td></td>
</tr>
<tr>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td></td>
</tr>
<tr>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td></td>
</tr>
</tbody>
</table>

Expansion joint work to line up with bump at standard joint. Axle 3120.
<table>
<thead>
<tr>
<th>Class II Coarse</th>
<th>Class III Fine</th>
<th>Class IV Finer</th>
<th>Class V Finest</th>
</tr>
</thead>
<tbody>
<tr>
<td>120 µm (0.12 mm)</td>
<td>150 µm (0.15 mm)</td>
<td>200 µm (0.20 mm)</td>
<td>300 µm (0.30 mm)</td>
</tr>
</tbody>
</table>

**LOCATION**

**dimensions**

- L 1.6 W 2.4 H 3.5
- Angle of Rejection

**approach slab index 29040 table of dimensions and estimated quantities**

- Approach slab index 29040
- Tabular data and figures
- Dimensions and quantities

**note**

1. Approach slab index 29040
2. Dimensions and quantities
3. Approach slab index 29040
4. Tabular data and figures
5. Dimensions and quantities
6. Approach slab index 29040
### Rating Locations

<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
<th>Span</th>
<th>Load</th>
<th>Resistance Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>End 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>End 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bay 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bay 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bay 3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Table 2 - Lift Using Part A

<table>
<thead>
<tr>
<th>Load Factors</th>
<th>Shear Stresses</th>
<th>Moment Stresses</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Exhibit "B"

701-GWD.01-11/00

March 22, 2012

This instrument prepared by,
or under the direction of,
Timothy H. Wells
Department of Transportation
P. O. Box 607
Chipley, FL 32428

Legal description approved by:
Shannon Riley

<table>
<thead>
<tr>
<th>Parcel</th>
<th>1100.1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item/Segment No.</td>
<td>4134911</td>
</tr>
<tr>
<td>Managing District</td>
<td>3</td>
</tr>
<tr>
<td>C.R.</td>
<td>Natural Bridge Road</td>
</tr>
<tr>
<td>County</td>
<td>Leon</td>
</tr>
</tbody>
</table>

WARRANTY DEED

THIS WARRANTY DEED Made the 24th day of March, 2012, by ST. JOE TIMBERLAND COMPANY OF DELAWARE, LLC, a Delaware Limited Liability Company, grantor, to LEON COUNTY, FLORIDA, whose address is 301 S. Monroe Street, Tallahassee, Florida 32301, grantee: (wherever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals and the successors, and assigns of organizations).

WITNESSETH: That the grantor, for and in consideration of the sum of $1.00 and other valuable considerations, receipt and sufficiency being hereby acknowledged, hereby grants, bargains, sells, alien, remises, releases, conveys and confirms unto the grantee, all that certain land situate in Leon County, Florida, viz:

A. A parcel of land being in Section 29, Township 2 South, Range 2 East, Leon County, Florida, described as follows: Commence at a 1 inch pinched iron pipe (no ID) marking the southwest corner of the Northwest ¼ of the Northeast ¼ of said Section 29; thence North 89°54'15" East 614.59 feet along the south line of said Northwest ¼ of Northeast ¼ to the centerline of survey of Natural Bridge Road (county maintained), as shown on Florida Department of Transportation (F.D.O.T.) Right of Way Map F.P. No. 4134911 (said map being on file at F.D.O.T. District 3 Office, Chipley, Florida); thence North 33°46'18" East 68.81 feet along said centerline of survey; thence departing said centerline, run North 56°13'42" West 18.16 feet to the existing northwesterly right of way line of said Natural Bridge Road, as shown on said Right of Way Map and POINT OF BEGINNING; thence North 33°30'19" East 42.62 feet along said northwesterly right of way line; thence North 36°48'23" East 8.92 feet along said right of way line; thence departing said right of way line, run South 41°38'07" West 52.02 feet; thence South 56°13'42" East 6.84 feet to POINT OF BEGINNING;

Containing 165 square feet, more or less.

ALSO:

B. A parcel of land being in Section 29, Township 2 South, Range 2 East, Leon County, Florida, described as follows: Commence at a 1 inch pinched iron pipe (no ID) marking the southwest corner of the Northwest ¼ of the Northeast ¼ of said Section 29; thence North 89°54'15" East 614.59 feet along the south line of said Northwest ¼ of Northeast ¼ to the centerline of survey of Natural Bridge Road (county maintained), as shown on Florida Department of Transportation (F.D.O.T.) Right of Way Map F.P. No. 4134911 (said map being on file at F.D.O.T. District 3 Office, Chipley, Florida); thence North 33°46'18" East 133.03 feet along said centerline of survey to a point on a tangent curve to the right (concave southeasterly); thence northeasterly along said centerline and said
curve, having a radius of 322.10 feet, for a distance of 122.50 feet, through a central angle of 21°47'26" to end of curve; thence North 55°33'44" East 14.59 feet along said centerline of survey; thence departing said centerline, run North 34°28'16" West 20.05 feet to the existing northerly right of way line of said Natural Bridge Road, as shown on said Right of Way Map and POINT OF BEGINNING; thence South 59°05'28" West 19.85 feet along said right of way line; thence South 12°15'29" West 8.10 feet; thence South 49°13'53" West 4.85 feet along said northerly right of way line; thence departing said right of way line, run North 40°46'03" West 10.78 feet to a point on a non-tangent curve to the right (concave southeasterly); thence (from a tangent bearing of North 49°13'57" East) northeasterly along said curve, having a radius of 660.00 feet, for a distance of 31.43 feet, through a central angle of 02°43'42" to end of curve; thence South 38°02'21" East 7.20 feet to POINT OF BEGINNING;

Containing 237 square feet, more or less.

ALSO:

C. A parcel of land being in Section 29, Township 2 South, Range 2 East, Leon County, Florida, described as follows: Commence at a 1 inch pinched iron pipe (no ID) marking the southwest corner of the Northwest ¼ of the Northeast ¼ of said Section 29; thence North 89°54'15" East 614.59 feet along the south line of said Northwest ¼ of Northeast ¼ to the centerline of survey of Natural Bridge Road (county maintained), as shown on Florida Department of Transportation (F.D.O.T.) Right of Way Map F.P. No. 4134911 (said map being on file at F.D.O.T. District 3 Office, Chipley, Florida); thence North 33°46'18" East 133.03 feet along said centerline of survey to a point on a tangent curve to the right (concave southeasterly); thence northeasterly along said centerline and said curve, having a radius of 322.10 feet, for a distance of 122.50 feet, through a central angle of 21°47'26" to end of curve; thence North 55°33'44" East 107.69 feet along said centerline of survey; thence departing said centerline, run North 34°28'16" West 20.05 feet to the existing northerly right of way line of said Natural Bridge Road, as shown on said Right of Way Map and POINT OF BEGINNING; thence South 55°05'28" East 19.85 feet along said right of way line; thence South 60°08'19" East 13.33 feet; thence North 63°58'56" East 0.84 feet along said northwesterly right of way line; thence departing said right of way line, run North 27°07'33" West 11.72 feet to a point on a non-tangent curve to the left (concave southeasterly); thence (from a tangent bearing of South 62°52'27" West) southeasterly along said curve, having a radius of 660.00 feet, for a distance of 31.43 feet, through a central angle of 02°43'42" to end of curve; thence South 29°51'15" East 5.62 feet to POINT OF BEGINNING;

Containing 184 square feet, more or less.

ALSO:

D. A parcel of land being in Section 29, Township 2 South, Range 2 East, Leon County, Florida, described as follows: Commence at a 1 inch pinched iron pipe (no ID) marking the southwest corner of the Northwest ¼ of the Northeast ¼ of said Section 29; thence North 89°54'15" East 614.59 feet along the south line of said Northwest ¼ of Northeast ¼ to the centerline of survey of Natural Bridge Road (county maintained), as shown on Florida Department of Transportation (F.D.O.T.) Right of Way Map F.P. No. 4134811 (said map being on file at F.D.O.T. District 3 Office, Chipley, Florida); thence North 33°46'18" East 133.03 feet along said centerline of survey to a point on a tangent curve to the right (concave southeasterly); thence northeasterly along said centerline and said curve, having a radius of 322.10 feet, for a distance of 122.50 feet, through a central angle of 21°47'26" to end of curve; thence North 55°33'44" East 122.41 feet to a point on a tangent curve to right (concave southeasterly); thence northeasterly along said curve, having a radius of 211.98 feet, for a distance of 71.32 feet, through a central angle of 19°16'38" to end of curve; thence North 74°50'22" East 75.42 feet along said centerline of survey; thence departing said centerline, run North 15°09'36" West 15.90 feet to the existing northerly right of way line of said Natural Bridge Road, as shown on said Right of Way Map and POINT OF BEGINNING; thence South 75°01'33" West 72.16 feet along said northerly right of way line; thence departing said right of way line, run North 60°26'42" East 28.92 feet; thence North 79°34'20" East 43.33 feet; thence South 15°09'36" East 4.10 feet to POINT OF BEGINNING;
Containing 360 square feet, more or less.

ALSO:

E. A parcel of land being in Section 29, Township 2 South, Range 2 East, Leon County, Florida, described as follows: Commence at a 1 inch pinched iron pipe (no ID) marking the southwest corner of the Northwest ¼ of the Northeast ¼ of said Section 29; thence North 89°54'15" East 614.59 feet along the south line of said Northwest ¼ of Northeast ¼ to the centerline of survey of Natural Bridge Road (county maintained), as shown on Florida Department of Transportation (F.D.O.T.) Right of Way Map F.P. No. 4134911 (said map being on file at F.D.O.T. District 3 Office, Chipley, Florida); thence North 33°46'18" East 69.81 feet along said centerline of survey; thence departing said centerline, run South 56°13'42" East 16.92 feet to the existing southeasterly right of way line of said Natural Bridge Road, as shown on said Right of Way Map and POINT OF BEGINNING; thence North 35°09'12" East 35.65 feet along said right of way line; thence North 38°05'44" East 62.72 feet; thence North 43°05'07" East 58.00 feet; thence North 55°49'57" East 158.84 feet; thence North 70°28'41" East 57.23 feet; thence North 74°03'54" East 100.04 feet along said southeasterly right of way line; thence departing said right of way line, run South 42°19'37" West 36.87 feet to a point on a non-tangent curve to the left (concave southeasterly); thence (from a tangent bearing of South 74°41'50" West) southwesterly along said curve, having a radius of 590.00 feet, for a distance of 46.83 feet, through a central angle of 04°32'50" to end of curve; thence North 19°51'00" West 5.00 feet to a point on a non-tangent curve to the left (concave southeasterly); thence (from a tangent bearing of South 70°09'00" West) southwesterly along said curve, having a radius of 595.00 feet, for a distance of 47.22 feet, through a central angle of 04°32'50" to end of curve; thence North 24°23'50" West 5.00 feet to a point on a non-tangent curve to the left (concave southeasterly); thence (from a tangent bearing of South 65°38'10" West) southwesterly along said curve, having a radius of 600.00 feet, for a distance of 57.14 feet, through a central angle of 05°27'25" to end of curve; thence North 29°51'15" West 5.00 feet to a point on a non-tangent curve to the left (concave southeasterly); thence (from a tangent bearing of South 60°08'45" West) southwesterly along said curve, having a radius of 605.00 feet, for a distance of 86.43 feet, through a central angle of 08°11'06" to end of curve; thence South 38°02'21" East 5.00 feet to a point on a non-tangent curve to the left (concave southeasterly); thence (from a tangent bearing of South 51°57'39" West) southwesterly along said curve, having a radius of 600.00 feet, for a distance of 47.62 feet, through a central angle of 04°32'50" to end of curve; thence North 42°35'11" West 5.00 feet to a point on a non-tangent curve to the left (concave southeasterly); thence (from a tangent bearing of South 47°24'49" West) southwesterly along said curve, having a radius of 605.00 feet, for a distance of 144.05 feet, through a central angle of 13°38'31" to end of curve; thence North 56°13'42" West 8.08 feet to POINT OF BEGINNING;

Containing 5,843 square feet, more or less.

TOGETHER with all tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD, the same in fee simple forever.

AND the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever, and that said land is free of all encumbrances.
IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the
day and year first above written.

Signed, sealed and delivered in the presence of:
(Two witnesses required by Florida Law)

St. Joe Timberland Company of Delaware,
LLC

By: Patrick Bienvenue
Its: Executive Vice President

Address of grantor:
133 S. Waterseam Parkway
Waterseam, Fl. 32443

STATE OF Florida
COUNTY OF Walton

The foregoing instrument was acknowledged before me this day 23rd of July 2012, by Patrick
Bienvenue, who is personally known to me or who has produced

as identification.

Affix Seal

(Type/print or stamp name under signature)
Title or rank (Serial No., if any) EE 202470