

Established 1932



FLORIDA UTILITIES COORDINATING COMMITTEE

Coordination Through Cooperation

Winter Meeting
Harley Hotel
Orlando
February 5, 1982

The meeting was called to order at 9:00 A.M. by Chairman E. T. "Ted" Carlson, Jr. with 68 members present. (See attached list). Following the Invocation by Clyde Johnson and tribute to the Flag, self-introductions were made.

Minutes of November 6, 1981 were read and approved.

Announcements:

The Spring Meeting of the F.U.C.C. will be in Tallahassee at the Tallahassee Hilton on May 7, 1982. Meeting to begin at 9:00 A.M. The Steering Committee will meet at 5:00 P.M. on May 6, 1982, at the same location.

Peoples Gas System hosted the Coffee Break.

Old Business:

Mr. Dick Hall, Chairman of the Standing Committee, reported that the Committee had met and discussed the Standardization of Symbols on D.O.T. projects. The Committee feels there is no problem with the existing symbols, and suggest that this matter be tabled at the present time. He thanked the Members for their input into this project.

Mr. Curt Roane, Chairman-Bike Path Committee, gave a brief report on the Committee's actions. The greatest concern of all the utilities is liability. They have assembled copies of the agreements from the various Utilities and are attempting to draft a unified copy for all utilities. They will assist any Agency in the drafting of their agreements on bike projects. Dan Burden has a program of slides on bike paths.

Mr. Ray Afeld, "Call Candy Center", reported on a letter to Mr. E. M. Salley, Fla. D.O.T., concerning the licensing of underground contractors in Florida. Discussion followed on Chapter 489-Florida Statutes concerning underground utilities. The Utilities are exempt from the Statutes when performing their own underground work.

Chairman

Elis T. "Ted" Carlson, Jr.

Vice-Chairman

R. P. "Dick" Hall

Secretary

Tom Priest

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Old Business (continued):

Chairman, Ted Carlson, led a discussion on the charging of permit fees by some Municipalities and Counties for right-of-way permits. There is a bill (House Bill No. 612) in the Legislature now, authorizing Polk County to charge fees to occupy Right-of-Ways. Ken Brown reported that the bill was dead in the House. Several Counties are already charging permit fees.

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~~Mr. E. M. Salley, State Utility Engineer, F.D.O.T., led a brief discussion on the proposed draft of Procedures for Liaison between the Department and public, quasi-public or private Utility and Railroad Agencies operating in the State of Florida to reduce Railroad and Utility relocation costs. A copy of the draft was given to each Utility for their review and comments.~~

Mr. Carter Holley, F.D.O.T., gave a brief report on the Seminars sponsored by A.P.W.A. on utility relocation and coordination.

Mr. Verne Brown, Historian, commented briefly on the new History books of F.U.C.C. and passed out copies to all the Members present. Copies are to be mailed to the absent Members.

New Business:

Vice-Chairman, Dick Hall, opened discussion on the correction of Utility Safety Hazards on Federal-Aid-Highway Projects. Dennis La Belle commented briefly on the memorandum dated December 11, 1981, from the Federal Highway Administration to the Regional Federal Highway Administrators, Regions 1-10. The memorandum referred to a Joint Statement issued by the American Association of State Highway and Transportation Officials/International Rights-of-Way Association (AASHTO/IRWA) Highway Utility Liaison Committee on the correction of utility hazards. The Statement was referred to the Standing Committee for further action. (Copies attached).

Coffee Break: 10:05 A.M.

New Business (continued):

Chairman, Ted Carlson, gave a brief dissertation on the Regulations and Procedures governing Quail Hunting.

Program:

Vice-Chairman, Dick Hall, introduced the first guest speaker, Mr. Dick Kuykendall, Manager - Products and Programs Development of the Traffic Control Materials Division. Mr. Kuykendall spoke on the subject of Break-a-Way Timber Poles. He presented a slide presentation on the

բանք-ս-մալ լուրջը չկայ. Այ ենցունց և պահա խօսքականը առ այս
շահագ պատճենը պահպան. Այ խիստոց ժամը առ այս տվյալու և
բնիքազգի համար - բազույթ այս պահաւա դատօնությ է այ լավի
հոս-ընթան. Այս հոս. ընթանը այ կայ այս պահը պահը. Այ ենց
ինքնուն:

କିମ୍ବା କ୍ଷରଦେଶୀୟରେ ଉଲ୍ଲଙ୍ଘନିର୍ମିତ କ୍ଷରରେ ମହିଳାଙ୍ଗ.

շահուման՝ լեզ օգուզութեան և բարի պաշտառութեան ու կու քաջազդութեան.

ମୋହନ ପାତ୍ରଚାରୀଙ୍କ (ମୋହନଚାରୀ) :

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ପ୍ରକାଶ ପବ୍ଲିକେସନ୍ସମ୍ପଦ

Wise Philosophy:

એવો જો હોય કોઈ વિશેષ જીવની વિધાની વિશેષતા.

98 E. H. C. C. այս խօսքը առ ունեցած է այս պահի համբաւչ կամքացությունը։ Եղեցական պահը պատճենագործություն է առ այս պահի համբաւչ կամքացությունը։

20169 PH Y-1047 ON WOODEN WHEELS FROM CHI COASTAL REGION.

These examinations are to be conducted by the State Board of Education.

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064:002:00622 (CONTINUATION):

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Program (continued):

Market Trends and Facts concerning accidents on the highways. He discussed Standards and Laws governing Highway Safety at High hazard locations as published by the Federal Department of Transportation. He also presented alternate methods to eliminate the hazardous obstacles, such as; Reduce the number of poles - go joint use; Lateral relocation of poles; Use of break-a-way poles; Slip base steel poles; Staggered slot/shim concept of wood poles; and Retrofix of wood poles by drilling holes in poles and filling with some type of substance. There is a possible need for further research and development by the various Utilities.

Vice-Chairman, Dick Hall, introduced our second guest speaker, Mr. E.J. "Micky" McCullough, Resident Engineer of Figg and Muller Engineers, Inc. Mr. McCullough spoke on the subject of Segmental Bridge Construction in the Florida Keys (Long Key). This concept was developed in France by Mr. John Muller. He showed a slide presentation on the construction of the concrete segments to form the bridge. Each segment weighs approximately 60 tons. The Keys' water line is to be installed inside the inner opening of each segment. Also, provisions are made for the installation of electric and communication lines inside the bridge. The bridge is designed to withstand 200 MPH winds. Several pieces of literature were passed out explaining the concept of segmental bridge construction.

Meeting adjourned at 12:00 A.M.

Respectfully submitted


Tom Priest



DATE Feb 5, 1982

FLORIDA UTILITIES
Coordinating Committee

NAME

FIRM

ADDRESS

D.R. Kennedy	FPL	P.O. Box 529100, Miami, FL 33152
W. J. HOPGOOD	FPL	P.O. Box 529311 MIAMI, FL. 33152 310 Court St. Clearwater, FLA 33516
Mike Flanery	Pinellas Co. Water System (Utility Notification Center)	6451 NTH FEDERAL HWY. FT. LAUD, FLA. 33308, R-505
M.B. Holman	FPL	P.O. Box 529100, Miami, FL
R.S. Henry	FPL	P.O. Box 529100 Miami, 33152
J.L. SUEIRAS	Tampa Electric Co	P.O. Box 111 Tampa Fla 33601
K.L. BROWN	D.O.T.	P.O. Box 1089 LAKE CITY FLA 32055
F.S. (Buddy) DEES	D.O.T.	P.O. Box 607 Chipley 32428
C.H. ANDREWS	Peoples Gas System	PO BOX 2562 TAMPA, FLA 666 N. W. 79 th AVE, Room 542
J. Rodger	Southern Bell	Miami, FLA. 33129 305-263-7108 Rm 609 - 400 Bell - P.O. BX 390- Jacksonville, 32209
Ed WILLIAMS	Don. Bell Tel.	PO BOX 951 904-257-1150 DAYTONA BEACH, FLA 32015 815 S. VOLUSIA AVE ORANGE CITY, FL 32763 2769 E. ATLANTIC BLVD. POMPANO BEACH, FLA 33062
D.Clyde Johnson	Southern Bell Tel	PO Box 1048 St. AUGUSTINE, FLA. 32084
D.O. UNGER	D.R.H. ENTERPRISES, INC.	P.O. Box 47 DELAND, FL. 32720
Bob Foley	Florida East Coast Rail way 5TH DISTRICT FLA. DOT DELAND	"
JON W. PAUL, P.E.	D.R.H. ENTERPRISES, INC.	"
H.E. Webb	Florida Gas Transmission Co.	Winter Park, FL. 32861
R.W. TAYLOR	Florida GAS TRANSMISSION CO.	ORLANDO FLA. P.O. Box 16937
V.M. HAYNIE	FLA DOT "	401 NW. 2nd Ave, Miami
Jeff Whippo	Underground Utilities Notification Center	666 NW, 79 th Ave, Rm 359 FL. Miami, 32861
R.E. Beckham	F.D.O.T.	P.O. Box 2214 TALLAHASSE, FLA 32304
J.B. DURDEN	CENTRAL TELEPHONE Co. of FLORIDA	233 W. DUVAL ST. JACKSONVILLE, FLA. 32201
Charles C. Kimbrell	JACKSONVILLE ELECTRIC AUTH.	94
THOMAS DULLAR		
K.E. Dunwoody		



DATE Feb. 5, 1982

FLORIDA UTILITIES
Coordinating Committee

<u>NAME</u>	<u>FIRM</u>	<u>ADDRESS</u>
VERNE R. BROWN	GEN. TEL. CO. OF FLA.	P.O. Box 110 (MC 39) TAMPA 33601
Roswell SHERLING	LEE Co. ELECTRIC COOP	PO Box 3455 FT. MYERS
W.L. Anderson	Fla. Dept. of Transportation	P.O. Box 1249, Bartow 33830
T.H. ECKERSON	GENERAL Telephone Co.	P.O. Box 2257 (MC 5032) Clearwater
Roger L. Lyons	" " "	P.O. Box 110 (MC 1886) Tampa
C.E. HANLE	SOUTHERN BELL	6451 N. FEDERAL Hwy, RM 1007 FT. LAUDERDALE, FL 33308
J.A. WRIGHT	FLA. DOT	780 S.W. 24 ST. FT. LAUDERDALE, FL. 33315
R.A. DePRIMO	Dade County Transportation	44 W. Flagler St MIAMI 33130
LEWIS HERSTING	TELEPROMPTER SOUTHEAST INC	P.O. Box J Bradenton 33508
H.J. Greene	F.D.O.T. *	P.O. Box 6885 JACK. FL. 32236
John Mitchell	GULF Power Co.	P.O. Box 1151, Pensacola, FL 32520
J.L. DUNNING	GULF POWER CO.	P.O. Box 1151, Pensacola, FL. 32520
ED GARCIA	Flo. Power & Light Co.	P.O. Box 529100 Miami FL 33152
JE "SEAKY" LABAW	Fla. Power & Light Co.	" " " " "
GEORGE J JASKOLSKY	FPL	P.O. Box 8248, Fort Lauderdale FL 33310
JIMMY PRIOE	CLAY ELECTRIC CO-OP Inc	P.O. Box 308 KEYSTONE HTS 32656
DENITT HERSEY	" " " "	" "
M. SHOAB	FL. PUBLIC SERVICE COMMISSION	1313 Tampa Street Tampa, FL. 33602
DON BRANT	CITY OF ORLANDO	400 S. ORANGE AVE. ORL. 32801
JAMES E. NATALL	VOLUSIA COUNTY Public Works	136 N. FLA. AVE. DELAND FLA.
RAY AFELD	" CANDY CENTERED	4520 Oaklawn St Tpa FL 33611
LESTER LYMAN	VOLUSIA COUNTY PUBLIC WORKS	136 N. FLA. AVE. DELAND FLA.
G.N. Hunter	" " " "	" "
RICH NOBLE	FPC	P.O. Box 14042, ST. PETE, FL



DATE Feb. 5, 1982

FLORIDA UTILITIES
Coordinating CommitteeNAMEFIRMADDRESS

RON WORLEY

FLA. PWR. CORP.

ST. PETERSBURG

Art Beach

FIA. TEL. CORP

Winter Garden

PAT HUNT

LEE CO. D.O.T. & P.W.

FT. MYERS

John Grant

F.D.O.T. - Design-Tallahassee

MS. 32 FDOT Tallahassee

V.P. KREPPS

FPL.

WEST. PALM BEACH

R.D. TRACY

FPL

MIAMI,

DAVID WATKINS

FPL

POB 529100 Miami, FL 33157

Dennis L. Zellers

FPL - Miami

PO Box 529100 MIA. FL.

Curt Roane

FPL - Daytona Beach

P.O. Box 151 Daytona Beach, FL 32015

Carter C. Holley

F.D.O.T. Tallahassee

Burns Bldg. Talla. 32301

W.L. CHILOS, JR

F. DOT. BARTOW

P.O. Box 1249 BARTOW, 33830

DICK PEARSON

UNITED TEL. SYS. - FL. GRP.

P.O. Box 5000 ALTAMONTE SPRINGS, FL 32701

E.J. McCullough

Figg & Muller Engrs

P.O. Box 849 Long Key FL 33061

RON BLACK

UTP

P.O. Box 370

Rm^c Conville

UTP

FORT MYERS FL 33902

W. GEORGE MILLER

UNITED TELEPHONE

P.O. Box 370 Ft Myers 33962

WALTER Holmes

A T&T Co.

813-335-3402

E.T. Carlson, Jr.

FP&L

P.O. Box 1028, AVON PARK, FL 33825

C.P. Hall

Peoples Gas System

Suite 1101 250 N. ORANGE Ave

Tom Priest

City of Wauchula

ORLANDO, FLA. 32801

P.O. Box 1119 SARASOTA 33579

555 NE 124 ST N. MIAMI - FL 33161

P.O. Box 818 Wauchula, Fla 33873 33