

ACORD CERTIFICATE OF LIABILITY INSURANCE

OP ID LH
ASSMA11

DATE (MM/DD/YY)
07/03/01

PRODUCER

Dunn & Assoc. Insurance Inc.
324 W. Int'l. Speedway Blvd.
Daytona Beach FL 32114-4289
Phone: 386-255-2477 Fax: 386-255-3573

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

INSURERS AFFORDING COVERAGE

INSURED

Associated Marketing
Harold Gallop
P.O. Box 7466
Daytona Beach Shores FL 32116

INSURER A: **St. Paul Insurance Company**

INSURER B:

INSURER C:

INSURER D:

INSURER E:

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	GENERAL LIABILITY	SPT041375	06/23/01	06/23/02	EACH OCCURRENCE \$ 1,000,000
	☒ COMMERCIAL GENERAL LIABILITY				FIRE DAMAGE (Any one fire) \$ 50,000
	☐ CLAIMS MADE ☒ OCCUR				MED EXP (Any one person) \$ 5,000
	☒ \$500 ded				PERSONAL & ADV INJURY \$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:				GENERAL AGGREGATE \$ 1,000,000
	☐ POLICY ☐ PRO-JECT ☐ LOC				PRODUCTS - COMP/OP AGG \$ 1,000,000
	AUTOMOBILE LIABILITY				
	☐ ANY AUTO				COMBINED SINGLE LIMIT (Ea accident) \$
	☐ ALL OWNED AUTOS				BODILY INJURY (Per person) \$
	☐ SCHEDULED AUTOS				BODILY INJURY (Per accident) \$
	☐ HIRED AUTOS				PROPERTY DAMAGE (Per accident) \$
	☐ NON-OWNED AUTOS				
	GARAGE LIABILITY				AUTO ONLY - EA ACCIDENT \$
	☐ ANY AUTO				OTHER THAN AUTO ONLY: EA ACC \$
					AGG \$
	EXCESS LIABILITY				EACH OCCURRENCE \$
	☐ OCCUR ☐ CLAIMS MADE				AGGREGATE \$
	☐ DEDUCTIBLE				\$
	RETENTION \$				\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY				WC STATUTORY LIMITS ☐ OTHER ☐
					E.L. EACH ACCIDENT \$
					E.L. DISEASE - EA EMPLOYEE \$
					E.L. DISEASE - POLICY LIMIT \$
	OTHER				

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS

THE LISTED CERTIFICATE HOLDER IS ALSO AN ADDITIONAL INSURED.

CERTIFICATE HOLDER

N

ADDITIONAL INSURED; INSURER LETTER:

CANCELLATION

VOTRANB

VOTRAN Bus System
Ken Fisher
950 Big Tree Road
South Daytona FL 32119

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 10 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

ACORD CERTIFICATE OF LIABILITY IN FLORIDA

DATE (MM/DD/YY)
08/14/02

PRODUCER

Dunn & Assoc. Insurance Inc.
324 W. Int'l. Speedway Blvd.
Daytona Beach FL 32114-4289
Phone: 386-255-2477 Fax: 386-255-3573

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

INSURERS AFFORDING COVERAGE

INSURED

Associated Marketing
Harold Gallop
P.O. Box 7466
Daytona Beach Shores FL 32116

INSURER A: National Insurance Company

INSURER B:

INSURER C:

INSURER D:

INSURER E:

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	GENERAL LIABILITY	CLP-0100917-2/000	06/23/02	06/23/03	EACH OCCURRENCE \$ 1,000,000
	☒ COMMERCIAL GENERAL LIABILITY				FIRE DAMAGE (Any one fire) \$ 100,000
	☐ CLAIMS MADE ☒ OCCUR				MED EXP (Any one person) \$ 5,000
	☒ \$500 ded				PERSONAL & ADV INJURY \$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:				GENERAL AGGREGATE \$ 1,000,000
	☐ POLICY ☐ PRO-JECT ☐ LOC				PRODUCTS - COMP/OP AGG \$ 1,000,000
	AUTOMOBILE LIABILITY				COMBINED SINGLE LIMIT (Ea accident) \$
	☐ ANY AUTO				BODILY INJURY (Per person) \$
	☐ ALL OWNED AUTOS				BODILY INJURY (Per accident) \$
	☐ SCHEDULED AUTOS				PROPERTY DAMAGE (Per accident) \$
	☐ HIRED AUTOS				
	GARAGE LIABILITY				AUTO ONLY - EA ACCIDENT \$
	☐ ANY AUTO				OTHER THAN EA ACC \$
					AUTO ONLY: AGG \$
	EXCESS LIABILITY				EACH OCCURRENCE \$
	☐ OCCUR ☐ CLAIMS MADE				AGGREGATE \$
	☐ DEDUCTIBLE				\$
	☐ RETENTION \$				\$
					\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY				WC STATUTORY LIMITS OTHER
					E.L. EACH ACCIDENT \$
					E.L. DISEASE - EA EMPLOYEE \$
					E.L. DISEASE - POLICY LIMIT \$
	OTHER				

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS

THE LISTED CERTIFICATE HOLDER IS ALSO AN ADDITIONAL INSURED.

CERTIFICATE HOLDER

N

ADDITIONAL INSURED; INSURER LETTER:

CANCELLATION

VOTRANB

VOTRAN Bus System
Ken Fisher
950 Big Tree Road
South Daytona FL 32119

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 10 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

ACORD CERTIFICATE OF LIABILITY INSURANCE

OP ID LC
MAVER-1DATE (MM/DD/YY)
01/09/04

PRODUCER

ITALIANO INSURANCE SERVICES

P. O. Box 18425

Tampa FL 33679-8425

Phone: 813-877-7799

Fax: 813-877-8877

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

INSURERS AFFORDING COVERAGE

INSURED

Maverick Media Group, Inc
Kathy
6910 Conaty Rd.
Tampa FL 33634

INSURER A: Nautilus Insurance Co.

INSURER B:

INSURER C:

INSURER D:

INSURER E:

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	GENERAL LIABILITY ☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS MADE ☒ OCCUR	NC293266	09/04/03	09/04/04	EACH OCCURRENCE \$ 1,000,000
	GENL AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PROJECT ☐ LOC				FIRE DAMAGE (Any one fire) \$ 300,000
					MED EXP (Any one person) \$ 10,000
					PERSONAL & ADV INJURY \$ 1,000,000
					GENERAL AGGREGATE \$ 2,000,000
					PRODUCTS - COMP/OP AGG \$ 2,000,000
	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ ALL OWNED AUTOS ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ☐ NON-OWNED AUTOS				COMBINED SINGLE LIMIT (Ea accident) \$
					BODILY INJURY (Per person) \$
					BODILY INJURY (Per accident) \$
					PROPERTY DAMAGE (Per accident) \$
	GARAGE LIABILITY ☐ ANY AUTO				AUTO ONLY - EA ACCIDENT \$
					OTHER THAN AUTO ONLY: EA ACC \$
					AGG \$
A	EXCESS LIABILITY ☒ OCCUR ☐ CLAIMS MADE	NC293266	09/04/03	09/04/04	EACH OCCURRENCE \$ 1,000,000
	DEDUCTIBLE RETENTION \$				AGGREGATE \$ 1,000,000
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY				WC STATUTORY LIMITS \$
					E.L. EACH ACCIDENT \$
					E.L. DISEASE - EA EMPLOYEE \$
					E.L. DISEASE - POLICY LIMIT \$
	OTHER				

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS

CERTIFICATE HOLDER

N

ADDITIONAL INSURED; INSURER LETTER:

BOTRAN1

Botran
fax 386 756 7487
Ken Fisher
950 Bigtree Rd.
S. Daytona Beach FL 32119-8815

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION

DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL

10 DAYS WRITTEN

NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL

IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR

REPRESENTATIVES

AUTHORIZED SIGNATURE

Stewart Denny

ACORD CERTIFICATE OF LIABILITY INSURANCE

OP ID MC
MAVER-1

DATE (MM/DD/YYYY)
06/23/06

PRODUCER

ITALIANO INSURANCE SERVICES

P. O. Box 18425

Tampa FL 33679-8425

Phone: 813-877-7799 Fax: 813-877-8877

JURED

Maverick Bench Media Co., Inc.
6910 Conaty Rd.
Tampa FL 33634

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INSURERS AFFORDING COVERAGE

NAIC #

INSURER A: Scottsdale Insurance Co.

INSURER B:

INSURER C:

INSURER D:

INSURER E:

COVERAGES

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INSR ID/LTR INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YYYY)	POLICY EXPIRATION DATE (MM/DD/YYYY)	LIMITS	
A	GENERAL LIABILITY	CL91180517	09/08/05	09/08/06	EACH OCCURRENCE	
	☒ COMMERCIAL GENERAL LIABILITY				\$ 1,000,000	
	☐ CLAIMS MADE ☒ OCCUR				DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 100,000
					MED EXP (Any one person)	\$ 5,000
					PERSONAL & ADV INJURY	\$ Excluded
					GENERAL AGGREGATE	\$ 2,000,000
					GEN'L AGGREGATE LIMIT APPLIES PER:	PRODUCTS - COMP/OP AGG
	☐ POLICY ☐ PROJECT ☐ LOC					
	AUTOMOBILE LIABILITY				COMBINED SINGLE LIMIT (Ea accident)	\$
	☐ ANY AUTO				BODILY INJURY (Per person)	\$
	☐ ALL OWNED AUTOS				BODILY INJURY (Per accident)	\$
	☐ SCHEDULED AUTOS				PROPERTY DAMAGE (Per accident)	\$
	☐ HIRED AUTOS					
	☐ NON-OWNED AUTOS					
	GARAGE LIABILITY				AUTO ONLY - EA ACCIDENT	\$
	☐ ANY AUTO				OTHER THAN EA ACC	\$
					AUTO ONLY: AGG	\$
	EXCESS/UMBRELLA LIABILITY				EACH OCCURRENCE	\$
	☐ OCCUR ☐ CLAIMS MADE				AGGREGATE	\$
	☐ DEDUCTIBLE					\$
	☐ RETENTION					\$
	WORKERS COMPENSATION EMPLOYERS' LIABILITY				WC STATUTORY LIMITS	OTHER
	ANY PROPRIETOR/PARTNE OFFICER/MEMBER EXCLUS				E.L. EACH ACCIDENT	\$
	If yes, describe under SPECIAL PROVISIONS below				E.L. DISEASE - EA EMPLOYEE	\$
	OTHER				E.L. DISEASE - POLICY LIMIT	\$
	Commercial Ap					

JODIE,
PLEASE PUT COPY
IN BUS BENCH FILE.

(Signature)

DESCRIPTION OF OPERATIONS /

BY ENDORSEMENT / SPECIAL PROVISIONS

CERTIFICATE HOLDER

Votran
950 Big Tree Road
South Daytona FL 32119-8815

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 10 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

(Signature)

ACORD. CERTIFICATE OF LIABILITY INSURANCE		OP ID MC MAVER-1	DATE (MM/DD/YYYY) 11/06/07
PRODUCER ITALIANO INSURANCE SERVICES P. O. Box 18425 Tampa FL 33679-8425 Phone: 813-877-7799 Fax: 813-877-8877		THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.	
INSURED Maverick Media Group, Inc Kathy 6910 Conaty Rd. Tampa FL 33634		INSURERS AFFORDING COVERAGE INSURER A: Scottsdale Insurance Co. INSURER B: INSURER C: INSURER D: INSURER E:	NAIC #

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.						
INSR ADD L LTR INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS	
A	GENERAL LIABILITY ☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PRO-JECT ☐ LOC	CLS140404580	09/08/07	09/08/08	EACH OCCURRENCE	\$ 1,000,000
	DAMAGE TO RENTED PREMISES (Ea occurrence)				\$ 100,000	
	MED EXP (Any one person)				\$ 5,000	
	PERSONAL & ADV INJURY				\$ Excluded	
					GENERAL AGGREGATE	\$ 2,000,000
					PRODUCTS - COMP/OP AGG	\$ Included
	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ ALL OWNED AUTOS ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ☐ NON-OWNED AUTOS				COMBINED SINGLE LIMIT (Ea accident)	\$
					BODILY INJURY (Per person)	\$
					BODILY INJURY (Per accident)	\$
					PROPERTY DAMAGE (Per accident)	\$
	GARAGE LIABILITY ☐ ANY AUTO				AUTO ONLY - EA ACCIDENT	\$
					OTHER THAN AUTO ONLY	\$
	EXCESS/UMBRELLA LIABILITY ☐ OCCUR ☐ CLAIMS MADE ☐ DEDUCTIBLE ☐ RETENTION \$				EACH OCCURRENCE	\$
					AGGREGATE	\$
						\$
						\$
						\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below				WC STATUTORY LIMITS	\$
					OTHER	\$
	OTHER Commercial Applica				E.L. EACH ACCIDENT	\$
					E.L. DISEASE - EA EMPLOYEE	\$
					E.L. DISEASE - POLICY LIMIT	\$
DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS Re: Volusia County						

CERTIFICATE HOLDER**CANCELLATION**

Votran Attn: Maureen Post Fax#386-756-7487 950 Big Tree Road S. Daytona FL 32119	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL <u>10</u> DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES. AUTHORIZED REPRESENTATIVE
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ACORD CERTIFICATE OF LIABILITY INSURANCE		OP ID EQ WAVR-2	DATE (MM/DD/YYYY) 10/13/08
PRODUCER Brown & Brown of Florida, Inc. Daytona Beach Office P.O. Box 2412 Daytona Beach FL 32115-2412 Phone: 386-252-9601 Fax: 386-239-5729		THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.	
INSURED WAVERLY MEDIA, LLC MICHELLE JURAS 3624 S. ATLANTIC AVE. DAYTONA BEACH FL 32118		INSURERS AFFORDING COVERAGE INSURER A: Max Specialty Insurance Co INSURER B: INSURER C: INSURER D: INSURER E:	NAIC # 33169

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR MODL LTR INSR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	GENERAL LIABILITY	X0167000419	09/08/08	09/08/09	EACH OCCURRENCE \$ 1,000,000
	☒ COMMERCIAL GENERAL LIABILITY				DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000
	☐ CLAIMS MADE ☒ OCCUR				MED EXP (Any one person) \$ 5,000
	GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PRO- JECT ☐ LOC				PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ INCLUDED
	AUTOMOBILE LIABILITY				COMBINED SINGLE LIMIT (Ea accident) \$
	☐ ANY AUTO				BODILY INJURY (Per person) \$
	☐ ALL OWNED AUTOS				BODILY INJURY (Per accident) \$
	☐ SCHEDULED AUTOS				PROPERTY DAMAGE (Per accident) \$
	☐ HIRED AUTOS				
	☐ NON-OWNED AUTOS				
	DAMAGE LIABILITY				AUTO ONLY - EA ACCIDENT \$
	☐ ANY AUTO				OTHER THAN EA ACC \$
	EXCESS/UMBRELLA LIABILITY				AUTO ONLY: AGG \$
	☐ OCCUR ☐ CLAIMS MADE				EACH OCCURRENCE \$
	☐ DEDUCTIBLE				AGGREGATE \$
	RETENTION \$				\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY				ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED?
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED?				E.L. EACH ACCIDENT \$
	If yes, describe under SPECIAL PROVISIONS below				E.L. DISEASE - EA EMPLOYEE \$
	OTHER				E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS

*EXCEPT TEN DAYS NOTICE FOR NON-PAYMENT OF PREMIUM.

FAX TO: 756-7487

CERTIFICATE HOLDER**CANCELLATION**

VOTRA01 VOTRAN/VOLUSIA COUNTY 950 BIG TREE ROAD SOUTH DAYTONA FL 32119	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30* DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES. AUTHORIZED REPRESENTATIVE 
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Jan. 20, 2011 4:49PM

SHERZER

No. 5/98 P. 1



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YY)
01/20/11

PRODUCER Sherzer & Associates
2305 S. Ridgewood Ave.
South Daytona, FL 32119

Phone (386)788-3500

Fax (386)760-2938

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

INSURED Waverly Media LLC
3824 S Atlantic Ave
Daytona Beach, FL 32118

INSURERS AFFORDING COVERAGE

NAIC #

INSURER A: Western Heritage Inc Co

INSURER B:

INSURER C:

INSURER D:

INSURER E:

INSURER F:

COVERAGES

THE POLICIES OF INSURANCE LISTED HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR/ ADPT. LTA/ INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	GENERAL LIABILITY	SCP0817754	09/08/10	09/08/11	EACH OCCURRENCE 1,000,000.00
	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS MADE ☒ OCCUR ☐ _____ ☐ _____ GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PROJECT ☐ LOC				DAMAGE TO RENTED PREMISES (Ea occurrence) 100,000.00 MED EXP (Any one person) 5,000.00 PERSONAL & ADV INJURY 1,000,000.00 GENERAL AGGREGATE 2,000,000.00 PRODUCTS - COMP/OP AGG 1,000,000.00
	AUTOMOBILE LIABILITY				COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)
	GARAGE LIABILITY				AUTO ONLY - EA ACCIDENT OTHER THAN EA ACC AUTO ONLY: AGG
	EXCESS/UMBRELLA LIABILITY				EACH OCCURRENCE AGGREGATE
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY				☐ WC STATUTORY LIMITS ☐ OTHER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT
	ANY PROPRIETOR / PARTNER / EXECUTIVE OFFICER / MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below OTHER				

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS
Bus Bench Advertising

CERTIFICATE HOLDER

CANCELLATION

ADDITIONAL INSURED:
Volusia County Notran
Thomas E Kelly Administration Center
123 W Indiana Ave
DeLand, FL 32720

ATTN: Becky Bishop

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

© ACORD CO

ACORD 26 (2001/08) QF

2-3-11
Jim B @waverly
media.com
e-mailed hold harmless



CERTIFICATE OF LIABILITY INSURANCE

 DATE (MM/DD/YYYY)
11/02/12

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Sherzer & Associates 2305 S. Ridgewood Ave. South Daytona, FL 32119 Phone (386) 788-3500 Fax (386) 760-2936	CONTACT NAME: Alaina Pixley PHONE (A/C No. Ext.): (386) 788-3500 FAX (A/C No.): (386) 760-2936 E-MAIL ADDRESS: alaina@sherzer.com														
INSURED Waverly Media LLC 4188 Dairy Ct St#D Port Orange, FL 32127 305	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">INSURER(S) AFFORDING COVERAGE</th> <th style="text-align: left;">NAIC #</th> </tr> <tr> <td>INSURER A: Western heritage</td> <td></td> </tr> <tr> <td>INSURER B:</td> <td></td> </tr> <tr> <td>INSURER C:</td> <td></td> </tr> <tr> <td>INSURER D:</td> <td></td> </tr> <tr> <td>INSURER E:</td> <td></td> </tr> <tr> <td>INSURER F:</td> <td></td> </tr> </table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A: Western heritage		INSURER B:		INSURER C:		INSURER D:		INSURER E:		INSURER F:	
INSURER(S) AFFORDING COVERAGE	NAIC #														
INSURER A: Western heritage															
INSURER B:															
INSURER C:															
INSURER D:															
INSURER E:															
INSURER F:															

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	GENERAL LIABILITY ☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PROJECT ☐ LOC	Y	SCP0897222	09/08/2012	09/08/2013	EACH OCCURRENCE \$ 1,000,000.00	
	DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000.00						
	MED EXP (Any one person) \$ 1,000.00						
	PERSONAL & ADV INJURY \$ 100,000.00						
	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ SCHEDULED AUTOS ☐ ALL OWNED AUTOS ☐ NON-OWNED AUTOS ☐ HIRED AUTOS ☐ AUTOS ☐ UMBRELLA LIAB ☐ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☐ RETENTION \$						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$ EACH OCCURRENCE \$ AGGREGATE \$ \$
WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/ MEMBER EXCLUDED? ☐ Y/N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						☐ WC STATUTORY LIMITS ☐ OTH-ER E.I. EACH ACCIDENT \$ E.I. DISEASE - EA EMPLOYEE \$ E.I. DISEASE - POLICY LIMIT \$	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

This certificate holder is an additional insured.

CERTIFICATE HOLDER
CANCELLATION

Volusia County/Votran Thomas E Kelley Administration Center 123 W Indiana Ave Deland, FL 32720	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
---	--

Deposits

[illegible]

Detailed Transaction Listing

Doc Code	Doc Dept	Doc ID	Document Identifier	Collected Earned Revenue
CR	825	2013091014199	CR 825 2013091014199	\$20,416.67
CR	825	2013080212420	CR 825 2013080212420	\$20,416.67
CR	825	2013072311886	CR 825 2013072311886	\$6,690.81
CR	825	2013071211576	CR 825 2013071211576	\$20,416.67
CR	825	2013061310202	CR 825 2013061310202	\$20,416.67
CR	825	2013061310201	CR 825 2013061310201	\$20,416.67
CR	825	2013042508372	CR 825 2013042508372	\$8.00
CR	825	2013041607738	CR 825 2013041607738	\$63,715.43
CR	825	2013041107545	CR 825 2013041107545	\$20,416.67
CR	825	2013040207283	CR 825 2013040207283	\$5,302.24
CR	825	2013030706280	CR 825 2013030706280	\$20,416.67
CR	825	2013021205160	CR 825 2013021205160	\$20,416.67
CR	825	2013011104026	CR 825 2013011104026	\$4,845.26
CR	825	2013011003888	CR 825 2013011003888	\$20,416.67
CR	825	2012122102986	CR 825 2012122102986	\$20,416.67
CR	825	2012111901804	CR 825 2012111901804	\$21,677.64

First Prev Next Last Download

+ 1,260.97

21,677.64

Search

Doc Code: CR

Collected Earned Revenue \$21,677.64

Doc Dept: 825

Doc ID: 2012111901804

Detailed Transaction Listing

Doc Code	Doc Dept	Doc ID	Document Identifier	Collected Earned Revenue
✓ CR	825	2012092612543	CR 825 2012092612543	\$12,417.17
CR	825	2012092512383	CR 825 2012092512383	\$7,999.50
CR	825	2012080210396	CR 825 2012080210396	\$20,416.67
CR	825	2012071209580	CR 825 2012071209580	\$20,416.67
CR	825	2012061808640	CR 825 2012061808640	\$20,416.67
CR	825	2012050907240	CR 825 2012050907240	\$20,416.67
CR	825	2012042706748	CR 825 2012042706748	\$1,878.46
CR	825	2012042506547	CR 825 2012042506547	\$101,094.78
CR	825	2012031905165	CR 825 2012031905165	\$18,750.00
CR	825	2012022104380	CR 825 2012022104380	\$2,683.37
CR	825	2012022104348	CR 825 2012022104348	\$7,983.56
CR	825	2012022004310	CR 825 2012022004310	\$18,750.00
CR	825	2012011903381	CR 825 2012011903381	\$18,750.00
CR	825	2011121202304	CR 825 2011121202304	\$18,750.00

First Prev Next Last [Download](#)

Search

Doc Code: Collected Earned Revenue
 Doc Dept:
 Doc ID:

2013072311886

#REF!

#REF!

Incoming Money Transfer Credit 3,000,000.00 903707120140115 000000000000
(195)

Text	WIRE TYPE:WIRE IN DATE:071213 TIME:0934 ET TRN:2013071200140115 SNDR REF:2013071200295360 SERVICE REF:20130712G1B7E6C001419 RELATED REF:GOLDMAN SACHS AS ORIG:COUNTY OF VOLUSIA 123 W INDIANA AVE RM 302 DELAND FL 32720 ID:000046501885049406 ORG BK:GOLDMAN SACHS TRUST ON BEHAL ID:0004161505 INS BK: ID: SND BK:THE NORTHERN TRUST COMPANY ID:071000152 BNF:COUNTY OF VOLUSIA COUNTY OF VOLUSIA ATTN MYRIAM LEMAY DELAND FL 32720-4615 ID:005502719218 BNF BK: ID: PAYMENT DETAILS: GOLDMAN SACHS AS
------	--

Incoming Money Transfer Credit 2,000,000.00 903707120157900 000000000000
(195)

Text	WIRE TYPE:WIRE IN DATE:071213 TIME:1033 ET TRN:2013071200157900 SNDR REF:2013071200012950 SERVICE REF:20130712A1Q002BC001343 RELATED REF:0000000002 ORIG:COUNTY OF VOLUSIA FL FINANCIAL AND ADMINISTRATIVE SERVIC ATTN MYRIAM LEMAY 123 W INDIANA AVE ROOM 300 ID:000830200756014828 ORG BK:NATIONAL FINANCIAL DATA SERV ID:00575399 INS BK: ID: SND BK:STATE STREET BANK AND TRUST ID:011000028 BNF:BANK OF AMERICA NA FBO COUNTY OF VOLUSIA ID:005502719218 BNF BK: ID: PAYMENT DETAILS: 0000000002 ORIGINATOR INFORMATION CONTINUED DELAND FL 32720-4615
------	--

Total # of Items: 2 5,000,000.00

Interest Matured Principal PMT 26,250.00 941307120000429 000000000000
(244)

Text	SFKTRN 334063834 848663 XSKM1 EFF DATE: 07-12-13
------	--

Total # of Items: 1 26,250.00

22 JUL PM 3:35

Commercial Deposit Credit (301)	3,030.00	813105142806713	000000000000
Commercial Deposit Credit (301)	8,058.48	906007122006715	000000104001
Commercial Deposit Credit (301)	8,055.07	906007122006714	000000104001
Commercial Deposit Credit (301)	4,890.80	906007122006712	000000450001
Commercial Deposit Credit (301)	84,804.68	906007122006707	000000456001
Commercial Deposit Credit (301)	1,473.41	906007122006708	000000456001
Commercial Deposit Credit (301)	128.34	906007122017126	000000472207
Commercial Deposit Credit (301)	96.30	906007122017128	000000472207
Commercial Deposit Credit (301)	70.42	906007122017127	000000472207
Commercial Deposit Credit (301)	4,016.00	906007122011848	000000475001
Commercial Deposit Credit (301)	46,073.51	906007122006687	000000699001
Commercial Deposit Credit (301)	45,040.24	906007122006686	000000699001
Commercial Deposit Credit (301)	58,979.80	906007122006694	000000699002

JUL 12 2013

16

2013040207283

[illegible]

Prepared By: Barbara Costa
Work Date: March 27, 2013
(386) 756-7496 ext. 4105

Interest Matured Principal PMT 46,200.00 941303280000603 000000000000
(244)

Text SFKTRN 922005818 848663 XSKM
EFF DATE: 03-28-13

Interest Matured Principal PMT 43,750.00 941303280000607 000000000000
(244)

Text SFKTRN 1329000727 848663 XSKM
EFF DATE: 03-28-13

Interest Matured Principal PMT 26,250.00 941303280000606 000000000000
(244)

Text SFKTRN 1329000644 848663 XSKM
EFF DATE: 03-28-13

Total # of Items: 5 14,116,200.00

Commercial Deposit Credit (301) 392.88 813105242848720 000000000000

Commercial Deposit Credit (301) 378.24 813105242848715 000000000000

Commercial Deposit Credit (301) 21.30 813105242848713 000000000000

Commercial Deposit Credit (301) 3,668.57 906003282006694 000000450001

Text DEPOSIT
CUR TRSF FR FLA0005502091871

Commercial Deposit Credit (301) 11,592.74 906003282006690 000000456001

Text DEPOSIT
CUR TRSF FR FLA0005502091839

Commercial Deposit Credit (301) 1,387.60 906003282006689 000000456001

Text DEPOSIT
CUR TRSF FR FLA0005502091839

Commercial Deposit Credit (301) 505.36 906003282006706 000000472203

Text DEPOSIT
CUR TRSF FR FLA0005502092155

Commercial Deposit Credit (301) 4,219.03 906003282006701 000000472900

Text DEPOSIT
CUR TRSF FR FLA0005502092113

1 APR PM 1:12

Commercial Deposit Credit (301) 3,608.89 906003282006702 000000472900

Text DEPOSIT
CUR TRSF FR FLA0005502092113

Commercial Deposit Credit (301) 4,380.00 906003282011202 000000475001

Text DEPOSIT
CUR TRSF FR FLA0898006384521

Commercial Deposit Credit (301) 627,534.74 906003282006672 000000699001

Text DEPOSIT
CUR TRSF FR FLA0005502091596

2013011104026

Prepared By:

Date of Work:

1/4, 1/5, 1/6, 2013

(386) 756-7496 ext. 4105

Commercial Deposit Credit (301)	143.78	813106550454889	000000000000
Commercial Deposit Credit (301)	93.20	813106550454895	000000000000
Commercial Deposit Credit (301)	21.30	813106550454899	000000000000
Commercial Deposit Credit (301)	15.98	813106550454901	000000000000
Commercial Deposit Credit (301)	15,869.08	906001072011527	000000118001
Commercial Deposit Credit (301)	3,279.05	906001072011523	000000450001
Commercial Deposit Credit (301)	440.00	906001072011525	000000451001
Commercial Deposit Credit (301)	26,275.37	906001072011518	000000456001
Commercial Deposit Credit (301)	2,486.22	906001072011519	000000456001
Commercial Deposit Credit (301)	234.98	906001072011544	000000472203
Commercial Deposit Credit (301)	1,552.39	906001072011538	000000472900
Commercial Deposit Credit (301)	1,240.59	906001072011539	000000472900
Commercial Deposit Credit (301)	786.88	906001072011537	000000472900
Commercial Deposit Credit (301)	661.33	906001072011540	000000472900
Commercial Deposit Credit (301)	640.59	906001072011536	000000472900
Commercial Deposit Credit (301)	494.51	906001072011535	000000472900
Commercial Deposit Credit (301)	233,812.44	906001072011502	000000699001
Commercial Deposit Credit (301)	58,345.06	906001072011500	000000699001
Commercial Deposit Credit (301)	220.00	906001072011499	000000699001
Commercial Deposit Credit (301)	247,885.83	906001072011506	000000699002
Commercial Deposit Credit (301)	222,810.65	906001072011511	000000699003
Commercial Deposit Credit (301)	57,186.99	906001072011516	000000699004
Commercial Deposit Credit (301)	160.00	906001072011515	000000699004
Commercial Deposit Credit (301)	5,855.83	906001072011529	000000699099

VDT

Text	DEPOSIT CUR TRSF FR FLA0005502092032
------	---

Commercial Deposit Credit (301)	71.14	906001072011530	000000699099
---------------------------------	-------	-----------------	--------------

Text	DEPOSIT CUR TRSF FR FLA0005502092032
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Total # of Items: 26	861,168.94
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Dep+ Transfer Credit (856)	68,559.34	906001072012205	000000000000
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Text	TFR TRANSFER CREDIT CUR TRSF FR FLA0005502718743
------	---

Total # of Items: 1	68,559.34
---------------------	-----------

8 JAN PM 4:02

Credit Totals	1,737,429.95
---------------	--------------

Detail Debits

Transaction	Amount	Bank Ref	Cust Ref
Float Adjustment Debit (408)	1,015.88	806001072000310	000000000000
Float Adjustment Debit (408)	113.40	806001072000309	000000000000

2012 111901804

include
\$ 1,260.97

(386) 756-7496 ext. 4105

Cash Letter Pre-Encoded Dep CR (187) 760.40 906011022008333 000000699099

Text	PRE-ENCODED DEPOSIT CUR TRSF FR FLA0005502092032
------	---

Total # of Items: 3 38,242.94

Commercial Deposit Credit (301)	3,870.00	813106550082080	000000000000
Commercial Deposit Credit (301)	159.76	813106550223230	000000000000
Commercial Deposit Credit (301)	7,088.54	906011022008329	000000104001
Commercial Deposit Credit (301)	5,525.58	906011022008330	000000104001
Commercial Deposit Credit (301)	12,312.50	906011022008327	000000118001
Commercial Deposit Credit (301)	1,538.05	906011022008325	000000450001
Commercial Deposit Credit (301)	27,942.64	906011022008320	000000456001
Commercial Deposit Credit (301)	1,501.14	906011022008321	000000456001
Commercial Deposit Credit (301)	7,753.95	906011022014219	000000475001
Commercial Deposit Credit (301)	716.00	906011022014218	000000475001
Commercial Deposit Credit (301)	230,446.43	906011022008299	000000699001
Commercial Deposit Credit (301)	59,812.76	906011022008302	000000699001
Commercial Deposit Credit (301)	150.00	906011022008300	000000699001
Commercial Deposit Credit (301)	252,736.50	906011022008304	000000699002
Commercial Deposit Credit (301)	27,184.55	906011022008305	000000699002
Commercial Deposit Credit (301)	7,457.47	906011022008306	000000699002
Commercial Deposit Credit (301)	1,583.71	906011022008307	000000699002
Commercial Deposit Credit (301)	80,821.57	906011022008312	000000699003
Commercial Deposit Credit (301)	100.00	906011022008313	000000699003
Commercial Deposit Credit (301)	58,834.13	906011022008316	000000699004
Commercial Deposit Credit (301)	240.00	906011022008317	000000699004

VDT

Total # of Items: 21 787,775.28

Miscellaneous Credit (399) 38.00 906011022014220 000000475001

Text	MISCELLANEOUS CREDIT CUR TRSF FR FLA0898006384521 1-1579943076: refund CHECK ORDER fee
------	--

12 NOV PM 4:10

Total # of Items: 1 38.00

Dep+ Transfer Credit (856) 18,256.68 906011022008793 000000000000

Text	TFR TRANSFER CREDIT CUR TRSF FR FLA0005502718743
------	---

Total # of Items: 1 18,256.68

Credit Totals 976,902.37

Detail Debits

Transaction	Amount	Bank Ref	Cust Ref
-------------	--------	----------	----------

9/10

NOV 02 2012

20

2012042706748

1878.46

Barbara Costa

4/19/2012

(386) 756-7496 ext. 4105

Commercial Deposit Credit (301)	76.25	813106650843172	000000000000
Commercial Deposit Credit (301)	45.00	813106650920255	000000000000
Commercial Deposit Credit (301)	8,747.06	906004202008219	000000104001
Commercial Deposit Credit (301)	7,468.38	906004202008220	000000104001
Commercial Deposit Credit (301)	1,786.48	906004202008217	000000450001
Commercial Deposit Credit (301)	9,296.92	906004202008212	000000456001
Commercial Deposit Credit (301)	1,398.71	906004202008213	000000456001
Commercial Deposit Credit (301)	1,951.50	906004202014404	000000475001
Commercial Deposit Credit (301)	365,307.50	906004202008194	000000699001
Commercial Deposit Credit (301)	226,567.16	906004202008193	000000699001
Commercial Deposit Credit (301)	100.00	906004202008192	000000699001
Commercial Deposit Credit (301)	155,136.09	906004202008197	000000699002
Commercial Deposit Credit (301)	26,139.86	906004202008200	000000699002
Commercial Deposit Credit (301)	6,960.53	906004202008198	000000699002
Commercial Deposit Credit (301)	3,675.13	906004202008199	000000699002
Commercial Deposit Credit (301)	27,771.59	906004202008206	000000699003
Commercial Deposit Credit (301)	150.00	906004202008207	000000699003
Commercial Deposit Credit (301)	24,275.69	906004202008210	000000699004
Commercial Deposit Credit (301)	9,086.04	906004202008226	000000699099

VOT

change

change

Text	DEPOSIT CUR TRSF FR FLA0005502092032		
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Commercial Deposit Credit (301)	1,041.74	906004202008224	000000699099
---------------------------------	----------	-----------------	--------------

Text	DEPOSIT CUR TRSF FR FLA0005502092032		
------	---	--	--

Commercial Deposit Credit (301)	220.00	906004202008225	000000699099
---------------------------------	--------	-----------------	--------------

Text	DEPOSIT CUR TRSF FR FLA0005502092032		
------	---	--	--

Total # of Items: 23	881,666.63
----------------------	------------

Dep+ Transfer Credit (856)	14,166.06	906004202008704	000000000000
----------------------------	-----------	-----------------	--------------

Total # of Items: 1	14,166.06
---------------------	-----------

Credit Totals	5,947,250.60
---------------	--------------

Detail Debits

Transaction	Amount	Bank Ref	Cust Ref
Float Adjustment Debit (408)	18.73	806004202000656	000000000000

Total # of Items: 1	18.73
---------------------	-------

Deposited Item Return Debit (555)	18.73	906004202008227	000000699099
-----------------------------------	-------	-----------------	--------------

Text	RETURN ITEM CHARGEBACK CUR TRSF TO FLA0005502092032 RETURN ITEM CHARGEBACK		
------	--	--	--

20

420-12

17

2012022104380

2-22-12
J8

Barbara Costa

Date of Work:

Phone:

(386) 756-7496 ext. 4105

Bank of America
Volusia, FL County of
Previous Day Summary and Detail with Text Report

1,845.32	000000450001	906002102008360			
	DEPOSIT				
	CUR TRSF FR FLA0005502091871				
19,346.37	000000456001	906002102008354	7,030.37	4,680.00	7,636.00
	DEPOSIT				
	CUR TRSF FR FLA0005502091839				
1,719.60	000000456001	906002102008355			
	DEPOSIT				
	CUR TRSF FR FLA0005502091839				
211.61	000000472206	906002102021178	46.61	155.00	10.00
	DEPOSIT				
	CUR TRSF FR FLA0898039246607				
162.00	000000472206	906002102021181			
	DEPOSIT				
	CUR TRSF FR FLA0898039246607				
107.06	000000472206	906002102021177			
	DEPOSIT				
	CUR TRSF FR FLA0898039246607				
34.80	000000472206	906002102021179			
	DEPOSIT				
	CUR TRSF FR FLA0898039246607				
27.60	000000472206	906002102021180			
	DEPOSIT				
	CUR TRSF FR FLA0898039246607				
6,048.00	000000475001	906002102014563			
	DEPOSIT				
	CUR TRSF FR FLA0898006384521				
288,029.79	000000699001	906002102008336	18,087.79	164,574.00	105,368.00
	DEPOSIT				
	CUR TRSF FR FLA0005502091596				
245,685.70	000000699001	906002102008335	17,753.70	118,231.00	109,701.00
	DEPOSIT				
	CUR TRSF FR FLA0005502091596				
113,167.30	000000699002	906002102008338	39,430.30	51,486.00	22,251.00
	DEPOSIT				
	CUR TRSF FR FLA0005502091635				
27,444.03	000000699002	906002102008340	0.00	0.00	27,444.00
	DEPOSIT				
	CUR TRSF FR FLA0005502091635				
14,057.21	000000699002	906002102008339	0.00	0.00	14,057.00
	DEPOSIT				
	CUR TRSF FR FLA0005502091635				
862.00	000000699002	906002102008341			
	DEPOSIT				
	CUR TRSF FR FLA0005502091635				
29,410.51	000000699003	906002102008348	4,842.51	13,313.00	11,255.00
	DEPOSIT				
	CUR TRSF FR FLA0005502091677				

15
2/10/12

Revenue Transmittal Form
County of Volusia
VOTRAN

Prepared By:

Date of Work:

24-1.0/-20-1-2

Phone:

(386) 756-7496 ext. 4105

2/2/12

Bank of America
Volusia, FL County of
Previous Day Summary and Detail with Text Report

80.26 000000000000 902338011313055
 LINK2GOV CORP DES:NID0050191 ID:LINK2LEC
 INDN:L2G VOLUSIA LEISURE CO ID:1621868563 CCD
 PMT INFO:/BID*0005951975
 59.00 000000000000 902338011313085
 LINK2GOV CORP DES:NID0050191 ID:VOLUSIA
 INDN:VOLUSIA CONTRAC. LIC. CO ID:1621868563 CCD
 PMT INFO:/BID*0005952231
 20.00 000000000000 902338011313073
 LINK2GOV CORP DES:NID0050191 ID:DAYTONA AIRPORT
 INDN:FLFSC-VOLUS-DARPT-00 CO ID:1621868563 CCD
 PMT INFO:/BID*0005951974

TOTAL	113,124.17	# of Items:	20	
--------------	------------	-------------	----	--

CASH LETTER PRE-ENCODED DEP CR

10,646.37	000000102555	906002082015135	2,817.37	25.00	7,804.00
PRE-ENCODED DEPOSIT					
CUR TRSF FR FLA0898027339843					

TOTAL	10,646.37	# of Items:	1	2,817.37	25.00	7,804.00
--------------	-----------	-------------	---	----------	-------	----------

COMMERCIAL DEPOSIT CREDIT

1,172.27	000000000000	813106550176718	374.27	0.00	798.00
824.94	000000000000	813106750443301	343.94	0.00	481.00
2,486.16	000000118001	906002082007362	0.00	2,337.00	149.00

DEPOSIT

CUR TRSF FR FLA0005502091952

1,234.50	000000118001	906002082007361			
----------	--------------	-----------------	--	--	--

DEPOSIT

CUR TRSF FR FLA0005502091952

3,969.38	000000450001	906002082007359			
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DEPOSIT

CUR TRSF FR FLA0005502091871

VOT

14,353.40	000000456001	906002082007355	5,954.40	7,714.00	685.00
-----------	--------------	-----------------	----------	----------	--------

DEPOSIT

CUR TRSF FR FLA0005502091839

1,454.72	000000456001	906002082007354			
----------	--------------	-----------------	--	--	--

DEPOSIT

CUR TRSF FR FLA0005502091839

1,783.00	000000475001	906002082013113			
----------	--------------	-----------------	--	--	--

DEPOSIT

CUR TRSF FR FLA0898006384521

287,831.28	000000699001	906002082007338	33,485.28	74,542.00	179,804.00
------------	--------------	-----------------	-----------	-----------	------------

DEPOSIT G

CUR TRSF FR FLA0005502091596

144,723.18	000000699001	906002082007339	13,866.18	71,328.00	59,529.00
------------	--------------	-----------------	-----------	-----------	-----------

DEPOSIT X

CUR TRSF FR FLA0005502091596

220,455.44	000000699002	906002082007345	43,514.44	46,218.00	130,723.00
------------	--------------	-----------------	-----------	-----------	------------

DEPOSIT D

CUR TRSF FR FLA0005502091635

Handwritten signature/initials

Handwritten date 2/8/12 and number 14

Bank of America
Volusia, FL County of
Previous Day Summary and Detail with Text Report

VOT

20.00	000000118001	906005242009921			
	DEPOSIT				
	CUR TRSF FR FLA0005502091952				
2,260.21	000000450001	906005242009919			
	DEPOSIT				
	CUR TRSF FR FLA0005502091871				
13,671.49	000000456001	906005242009914	6,407.49	6,707.00	557.00
	DEPOSIT				
	CUR TRSF FR FLA0005502091839				
1,561.63	000000456001	906005242009915			
	DEPOSIT				
	CUR TRSF FR FLA0005502091839				
14.00	000000472206	906005242025472			
	DEPOSIT				
	CUR TRSF FR FLA0898039246607				
12.00	000000472206	906005242025471			
	DEPOSIT				
	CUR TRSF FR FLA0898039246607				
8.00	000000472206	906005242025470			
	DEPOSIT				
	CUR TRSF FR FLA0898039246607				
7.93	000000472206	906005242025473			
	DEPOSIT				
	CUR TRSF FR FLA0898039246607				
18.68	000000472207	906005242025466			
	DEPOSIT				
	CUR TRSF FR FLA0898039246131				
15.71	000000472207	906005242025467			
	DEPOSIT				
	CUR TRSF FR FLA0898039246131				
10.63	000000472207	906005242025468			
	DEPOSIT				
	CUR TRSF FR FLA0898039246131				
14,640.00	000000475001	906005242017847			
	DEPOSIT				
	CUR TRSF FR FLA0898006384521				
11,412.00	000000475001	906005242017850			
	DEPOSIT				
	CUR TRSF FR FLA0898006384521				
10,286.90	000000475001	906005242017849			
	DEPOSIT				
	CUR TRSF FR FLA0898006384521				
6,347.70	000000475001	906005242017848			
	DEPOSIT				
	CUR TRSF FR FLA0898006384521				
685,426.00	000000699001	906005242009896	55,359.00	192,890.00	437,177.00
	DEPOSIT				
	CUR TRSF FR FLA0005502091596				

05-24-11

Revenue Transmittal Form
County of Volusia
VOTRAN

Prepared By:

Bank of America

Volusia, FL County of

Previous Day Summary and Detail with Text Report

437.80 000000000000 902330011544035
LINK2GOV CORP DES:NID0002419 ID:L2G SOLIDWASTE
INDN:VOLUSA SOLID WASTE CO ID:1621868563 CCD
PMT INFO:/BID*0005516719

433.51 000000000000 902330011544331
LINK2GOV CORP DES:NID0002420 ID:LINK2MARINE
INDN:VOL MARINE CO ID:1621868563 CCD
PMT INFO:/BID*0005517340

225.00 000000000000 902330011544041
LINK2GOV CORP DES:NID0002419 ID:LINK2WATER
INDN:VOLUSIA WATER CO ID:1621868563 CCD
PMT INFO:/BID*0005516721

52.50 000000000000 902330011544333
LINK2GOV CORP DES:NID0002420 ID:L2G WEB CONTR
INDN:L2G WEB CONTR CO ID:1621868563 CCD
PMT INFO:/BID*0005517341

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LINK2GOV CORP DES:NID0002419 ID:LINK2LEC
INDN:L2G VOLUSIA LEISURE CO ID:1621868563 CCD
PMT INFO:/BID*0005516713

TOTAL 42,465.94 # of Items: 19

COMMERCIAL DEPOSIT CREDIT

1,369.65 000000000000 813106650439902 675.65 659.00 35.00
386.40 000000000000 813106650439923 0.00 367.00 19.00
91.44 000000000000 813106650465902
6.07 000000000000 813106750214812
4.00 000000000000 813106750214814
3,849.00 000000118001 906008192009078 0.00 3,618.00 231.00

DEPOSIT
CUR TRSF FR FLA0005502091952

327.50 000000118001 906008192009079
DEPOSIT
CUR TRSF FR FLA0005502091952

151.00 000000118001 906008192009080
DEPOSIT
CUR TRSF FR FLA0005502091952

1,811.72 000000450001 906008192009076
DEPOSIT
CUR TRSF FR FLA0005502091871

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DEPOSIT
CUR TRSF FR FLA0005502091839

1,292.67 000000456001 906008192009071
DEPOSIT
CUR TRSF FR FLA0005502091839

807.71 000000472201 906008192009085 552.71 236.00 19.00
DEPOSIT
CUR TRSF FR FLA0005502092074

Uot

08/19

13

Revenue Transmittal Form
County of Volusia
VOTRAN

Prepared By:

Joel C. Miller

Date of Work:

2/22/2010

honey:

(386) 756-7496 ext. 4125

Bank of America
COUNTY OF VOLUSIA, FLORIDA
Previous Day Summary and Detail with Text Report

UOT

2,168.11	000000450001	906002232011381			
	DEPOSIT				
	CUR TRSF FR FLA0005502091871				
28,140.14	000000456001	906002232011376	8,256.14	18,566.00	1,318.00
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1,347.12	000000472900	906002232011395	1,199.12	0.00	148.00
	DEPOSIT				
	CUR TRSF FR FLA0005502092113				
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363.53	000000472900	906002232011392			
	DEPOSIT				
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351.74	000000472900	906002232011394			
	DEPOSIT				
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	DEPOSIT				
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3,430.80	000000475001	906002232020152			
	DEPOSIT				
	CUR TRSF FR FLA0898006384521				
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	DEPOSIT				
	CUR TRSF FR FLA0898006384521				
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	DEPOSIT				
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	DEPOSIT				
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	DEPOSIT				
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8,538.22	000000699002	906002232011366	0.00	0.00	8,538.00
	DEPOSIT				
	CUR TRSF FR FLA0005502091635				

Renee Schoen

02/23

6.21185

[illegible]

Prepared By:

Paul C. Miller

Date of Work:

9/30/2009

Phone:

(386) 756-7496 ext. 4125

9

Bank of America
COUNTY OF VOLUSIA, FLORIDA
Previous Day Summary and Detail with Text Report

VOT

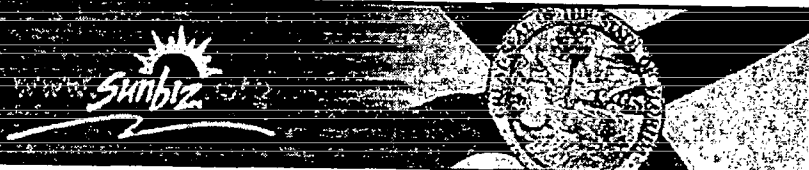
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	DEPOSIT				
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	DEPOSIT				
	CUR TRSF FR FLA0005502091839				
366.25	000000472900	906010012010580			
	DEPOSIT				
	CUR TRSF FR FLA0005502092113				
169.94	000000472900	906010012010581			
	DEPOSIT				
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137,863.90	000000699002	906010012010555	33,358.90	57,309.00	47,196.00
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	CUR TRSF FR FLA0005502091635				
24,466.74	000000699002	906010012010553	0.00	0.00	24,467.00
	DEPOSIT				
	CUR TRSF FR FLA0005502091635				
6,719.28	000000699002	906010012010552	0.00	0.00	6,719.00
	DEPOSIT				
	CUR TRSF FR FLA0005502091635				
5,988.02	000000699002	906010012010554	0.00	0.00	5,988.00
	DEPOSIT				
	CUR TRSF FR FLA0005502091635				
4,357.88	000000699002	906010012010551	0.00	0.00	4,357.00
	DEPOSIT				
	CUR TRSF FR FLA0005502091635				
60,971.76	000000699003	906010012010557	11,237.76	27,613.00	22,121.00
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	CUR TRSF FR FLA0005502091677				
91,164.71	000000699004	906010012010560	31,984.71	30,077.00	29,103.00
	DEPOSIT				
	CUR TRSF FR FLA0005502091716				
330.00	000000699004	906010012010561			
	DEPOSIT				
	CUR TRSF FR FLA0005502091716				

Pam Merrill

10/01

14

5

**FLORIDA DEPARTMENT OF STATE
DIVISION OF CORPORATIONS****Detail by Entity Name****Florida Profit Corporation**

ASSOCIATED MARKETING, INC.

Filing Information

Document Number	552181
FEI/EIN Number	591781851
Date Filed	11/30/1977
State	FL
Status	INACTIVE
Last Event	ADMIN DISSOLUTION FOR ANNUAL REPORT
Event Date Filed	09/27/2013
Event Effective Date	NONE

Principal Address

4188 DAIRY COURT
D
PORT ORANGE, FL 32129

Changed: 04/17/2012

Mailing Address

4188 DAIRY COURT
D
PORT ORANGE, FL 32129

Changed: 04/17/2012

Registered Agent Name & Address

GARTENLAUB, DOUGLAS K
200 SOUTH ORANGE AVENUE
SUITE 800
ORLANDO, FL 32801

Name Changed: 11/20/2011

Address Changed: 04/17/2012

Officer/Director Detail**Name & Address**

Title MGR

WAVERLY MEDIA, LLC
4188 DAIRY COURT
PORT ORANGE, FL 32129

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Report Year	Filed Date
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2011	11/20/2011
2012	04/17/2012

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State of Florida, Department of State

Detail by Entity Name

**FLORIDA DEPARTMENT OF STATE
DIVISION OF CORPORATIONS****Detail by Entity Name****Florida Limited Liability Company**

WAVERLY MEDIA, LLC

Filing Information

Document Number	L07000100331
FEI/EIN Number	113823250
Date Filed	10/02/2007
State	FL
Status	ACTIVE
Last Event	REINSTATEMENT
Event Date Filed	10/20/2011
Event Effective Date	NONE

Principal Address

4188 DAIRY COURT
SUITE D
PORT ORANGE, FL 32129

Changed: 04/17/2012

Mailing Address

4188 DAIRY COURT
SUITE D
PORT ORANGE, FL 32129

Changed: 04/17/2012

Registered Agent Name & Address

GARTENLAUB, DOUGLAS PA
200 SOUTH ORANGE AVENUE
SUITE 800
ORLANDO, FL 32801

Name Changed: 04/30/2010

Address Changed: 04/17/2012

Manager/Member Detail**Name & Address**

LOT00000100331

Florida Department of State
Division of Corporations
Public Access System

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((F107000245191 3)))



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Division of Corporations
Fax Number : (850) 617-6383

From:

Account Name : SMITH, HOOD, PERKINS, LOUCKS, STOUT, BIGMAN, LANE, BROCK, FA
Account Number : I20050000189
Phone : (386) 254-6875
Fax Number : (386) 257-1834

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SECRETARY OF STATE
TALLAHASSEE, FLORIDA

FLORIDA/FOREIGN LIMITED LIABILITY CO.

Waverly Media, LLC

Certificate of Status	0
Certified Copy	1
Page Count	03
Estimated Charge	\$155.00

07 OCT -2 AM 11:07

SECRETARY OF STATE
DIVISION OF CORPORATIONS
TALLAHASSEE, FLORIDA

Electronic Filing Menu

Corporate Filing Menu

Help

(H07000245191 3) SECRETARY
DIVISION
07 OCT -2 AM 11:07

ARTICLES OF ORGANIZATION

of

WAVERLY MEDIA, LLC

A Florida Limited Liability Company

The undersigned member, on behalf of the members of the within named limited liability company, hereby forms this limited liability company (hereinafter referred to as "this company") under the provisions of the Florida Limited Liability Company Act.

ARTICLE 1

NAME

The name of this company is **WAVERLY MEDIA, LLC**

ARTICLE 2

TERM OF EXISTENCE

The term of existence of this company is perpetual. The date and time at which the existence of this company begins is the date and time of filing of these articles of organization by the Department of State of the State of Florida.

ARTICLE 3

PURPOSE

The purpose for which this company is organized is to engage in any or all lawful acts or activities in which limited liability companies may engage under the Florida Limited Liability Company Act or under the laws of any other jurisdictions in which this company may conduct business. This company shall be authorized to conduct and transact any business and engage in any activity that is either lawfully authorized or not prohibited by law and, by way of illustration and not limitation, to invest the funds of this limited liability company in real estate, mortgages, stocks, bonds or any other type of investments, and to own real and personal property necessary or appropriate for the conduct or transaction of any such business or activity; to do anything necessary and proper for the accomplishment or furtherance of any of the purposes of this company enumerated in these articles of organization or any amendment thereof, and to do any act necessary or incidental to the protection and benefit of this company; and in general, either alone or in association with other limited liability companies, corporations, partnerships, individuals, or other entities, to carry on any lawful pursuit necessary or incidental to the accomplishment or furtherance of the purposes of this company.

(H07000245191 3)

(H07000245191 3)

ARTICLE 4
PRINCIPAL OFFICE

The mailing address and street address of the principal office of this company are:

Mailing address: 3624 S. Atlantic Avenue
Daytona Beach Shores, FL 32118

Street address: 3624 S. Atlantic Avenue
Daytona Beach Shores, FL 32118

ARTICLE 5
REGISTERED AGENT; REGISTERED OFFICE

The name and street address of the initial registered agent of this company in the State of Florida are as follows:

Name: Jeffrey P. Brock

Street Address: 444 Seabreeze Blvd., Suite 900
Daytona Beach, Florida 32118

ARTICLE 6
ADMISSION OF ADDITIONAL MEMBERS

The members of this company are given the right to admit additional members upon the condition that each new member is approved for admission by vote or consent in writing of not fewer than one hundred percent (100%) of the members then existing.

ARTICLE 7
CONTINUATION OF BUSINESS

The remaining members of this company are given the right to continue the business on the death, retirement, resignation, expulsion, bankruptcy, or dissolution of a member or the occurrence of any other event which terminates the continued membership of a member.

ARTICLE 8
MANAGEMENT

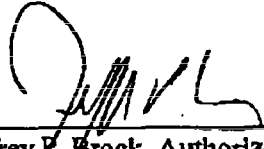
This company is to be managed by one or more managers and is, therefore, a manager-managed company.

Any manager of this company may also be a member of this company.

(H07000245191 3)

EXECUTION

The undersigned authorized representative on behalf of the members of this limited liability company executes these articles of organization this 1st day of October, 2007.

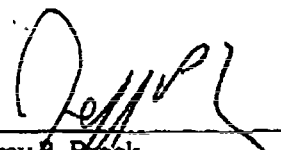


Jeffrey P. Brock, Authorized Representative

**STATEMENT OF ACCEPTANCE OF
APPOINTMENT AS REGISTERED AGENT**

Having been appointed as registered agent for the above named limited liability company at the street address stated in the foregoing articles of organization, I hereby accept such appointment and agree to act in this capacity. I further agree to comply with the provisions of all statutes relating to the proper and complete performance of my duties, and I am familiar with and accept the obligations of my position as registered agent as provided for in Chapter 608, Fla. Stat.

Dated: October 1, 2007



Jeffrey P. Brock

(H07000245191 3)

Waverley deposits

Advertising Checks

\$4,825.26 1/7/2013 > June / July / August
 \$1,260.97 11/1/2012 > March / April / May
 \$1,878.46 4/20/2012
 \$2,683.56 2/10/2012
 \$7,983.56 2/8/2012
 \$2,189.19 5/24/2011
 \$3,110.52 8/19/2010
 \$2,658.76 2/23/2010
 \$1,328.95 10/1/2009
 \$27,919.23

This payment included
 a deduct of \$21~~88~~88 from our
 tender in orange city

8629 - 1294.35
 15696.12 - 2354.42
 7976.46 - 1196.47
 32301.53 - 4845.24

July / August →
 Total = 23,672.62
 > \$4,825.26 pd to
 Votran - approx.
 20.383%

June →
 Total = 4,8629.00
 > 15% should be
 \$1294.35 > Nov 12
 Paid to Votran to
 \$1,260.97 approx 14.62%

Waverley Advertising Checks
10/2009 - Present (8/26/13)

[illegible]

Waverly Media LLC4188 Dairy Court Suite D
Port Orange, FL 32127
386-322-360005/2013
Fifth Third Bank

1

63-993/631

7/5/2013

PAY TO THE
ORDER OF

Votran/Volusia County

\$ **6,690.81

Six Thousand Six Hundred Ninety and 81/100*****

Votran/Volusia County
950 Big Tree Rd.
South Daytona, FL 32119DOLL.
Security 1
Included.
Details on

MEMO

Jan-June 2013 + Derbyshire

Kimberly S. Was
AUTHORIZED SIGNATURE

⑈001079⑈ ⑆063109935⑆ 7442002601⑈

Waverly Media LLC

10

Votran/Volusia County

7/5/2013

Date	Type	Reference	Original Amt.	Balance Due	Discount	Payment
1/31/2013	Bill	01/13 Comm.	1,006.13	1,006.13		1,006.13
2/28/2013	Bill	02/13 Comm.	977.07	977.07		977.07
3/31/2013	Bill	03/13 Comm.	1,204.90	1,204.90		1,204.90
4/30/2013	Bill	04/13 City Comm.	977.07	977.07		977.07
5/31/2013	Bill	05/13 City Comm.	1,082.07	1,082.07		1,082.07
6/30/2013	Bill	06/13 Comm.	1,032.57	1,032.57		1,032.57
7/5/2013	Bill	Derbyshire Pmts	411.00	411.00		411.00
					Check Amount	6,690.81

5/3 Checking 2601

Jan-June 2013 + Derbyshire

6,690.81

BUS BE. INVENTORY

Unincorporated Areas of Volusia County

12 months total ending September 2013

#	Address	Intersection	How Far	Bus Stop Yes/No	G.I.S.		Stop ID	Internet Name	Boardings	Alightings	Route
1	6090 So. Ridgewood Ave.	Harbor Rd.	.20 miles	Yes	29.05936	W080 58.244'	251	6065 U. S. 1 IB	54	18	41
2	6145 So. Ridgewood Ave.	Harbor Rd.	.15 miles	Yes	N29 05.984'	W080 58.223'	250	6149 US1 OB	18	21	41
3	6178 So. Ridgewood Ave.	Harbor Rd.	.40 miles	Yes	N29 05.646'	W080 58.252'	254	6162 U. S. 1 IB	9	3	41
4	6225 So. Ridgewood Ave.	Harbor Rd.	.40 miles	Yes	N29 05.664'	W080 58.229'		undetermined			41
5	2606 So. Ridgewood Ave.	Alice St.	40 feet	Yes	N28 57.356'	W080 53.213'		undetermined			41
6	2736 So. Ridgewood Ave.	Homeport Terr.	30 feet	Yes	N28 57.161'	W080 53.136'	45	US 1 & HOMEPORT OB	584	662	41
7	3380 US#1	Volco Rd.	50 feet	Yes	N28 56.499'	W080 52.923'	39	US 1 & VOLCO OB	199	352	41
8	3415 So. Ridgewood Ave.	Cory Dr.	20 feet	Yes	N28 56.583'	W080 52.924'	38	SOUTH CORY & US 1 IB	24	6	41
9	3532 US#1	Omni Dr.	20 feet	Yes	N28 56.209'	W080 52.793'	2217	OMNI & U.S. 1 IB	3	12	41
10	3531 US#1	Omni Dr.	20 feet	Yes	N28 56.220'	W080 52.776'	35	US 1 & OMNI DR. OB	6	9	41
11	3780 US#1	Rio Grande	40 feet	Yes	N28 55.760'	W080 52.582'	29	RIO GRANDE & US 1 IB	42	3	41
12	3729 US#1	Rio Grande	40 feet	Yes	N28 55.772'	W080 52.563'	31	US 1 & RIO GRANDE OB	27	90	41
13	4110 US#1	Whaler Way	50 feet	Yes	N28 55.242'	W080 52.331'	24	WHALER & US 1 IB	3	3	41
14	4061 US#1	Whaler Way	50 feet	Yes	N28 55.300'	W080 52.337'	23	US 1 & RELOCATION RD. OB	9	15	41
15	4388 US#1	River Park Blvd.	10 feet	Yes	N28 54.725'	W080 52.075'	18	RIVER PARK & US 1 IB	102	18	41
16	4379 US#1	River Park Blvd.	30 feet	Yes	N28 54.746'	W080 52.069'	19	US 1 & RIVER PARK OB	90	78	41
17	4626 US#1	Thomas St.	40 feet	Yes	N28 54.236'	W080 51.891'	15	THOMAS & US 1 IB	54	12	41
18	4613 US#1	Thomas St.	200 feet	Yes	N28 54.285'	W080 51.891'	14	US 1 & THOMAS OB	54	129	41
19	1133 Ocean Shore Blvd.	Sunny Shore Dr.	300 feet	Yes	N29 19.229'	W081 03.227'		undetermined			1
20	1150 Ocean Shore Blvd.	Sunny Shore Dr.	300 feet	Yes	N29 19.229'	W081 03.227'		undetermined			1
21	1359 Ocean Shore Blvd.	Breezeway Dr.	20 feet	Yes	N29 19.563'	W081 03.395'	1422	BREEZEWAY & A1A IB	2080	522	1
22	1360 Ocean Shore Blvd.	Breezeway Dr.	20 feet	Yes	N29 19.563'	W081 03.395'	1421	A1A & BREEZEWOOD OB	544	1383	1
23	1511 Ocean Shore Blvd.	Seaview Dr.	30 feet	Yes	N29 19.802'	W081 03.510'	1448	SEAVIEW DR. & A1A IB	1042	209	1
24	1510 Ocean Shore Blvd.	Seaview Dr.	20 feet	Yes	N29 19.802'	W081 03.510'	1445	A1A & OCEANEDGE OB	203	1208	1
25	1599 Ocean Shore Blvd.	Margaret Rd.	10 feet	Yes	N29 19.929'	W081 03.544'	1455	MARGARET RD. & A1A IB	2012	300	1
26	1598 Ocean Shore Blvd.	Margaret Rd.	10 feet	Yes	N29 19.929'	W081 03.544'	1453	A1A & MARGARET OB	282	1326	1
27	1635 Ocean Shore Blvd.	Roberta Rd.	10 feet	Yes	N29 20.035'	W081 03.544'	2939	BILL FRANCE INTL SPEEDWAY	10	5	1
28	1760 Ocean Shore Blvd.	Seacrest Dr.	30 feet	Yes	N29 20.213'	W081 03.631'	1480	SEACREST & A1A IB	973	167	1
29	1898 Ocean Shore Blvd.	Sandra Dr.	.10 miles	Yes	N29 20.388'	W081 03.731'	1501	BICENTENIAL PARK IB	623	82	1

30	22 Ocean Shore Blvd.	Sunset Blvd.	20 feet	Yes	N29 20.599'	W081 03.819'	1518	SUNSET BLVD. & A1A IB	632	71		1
31	2072 Ocean Shore Blvd.	Kathy Dr.	20 feet	Yes	N29 20.699'	W081 03.878'	1527	KATHY & A1A IB	182	43		1
32	2218 Ocean Shore Blvd.	Ocean Breeze Cir.	150 feet	Yes	N29 20.909'	W081 03.965'	2682	2238 OCEAN SHORE BLVD.	157	1887		1
33	2287 Ocean Shore Blvd.	Sunrise Ave.	10 feet	Yes	N29 21.062'	W081 04.030'	2464	A1A & SUNRISE OB	40	374		1
34	2288 Ocean Shore Blvd.	Sunrise Ave.	30 feet	Yes	N29 21.062'	W081 04.030'	1562	SUNRISE AV & A1A IB	297	38		1
35	2384 Ocean Shore Blvd.	Briggs Dr.	40 feet	Yes	N29 21.157'	W081 04.076'	1572	BRIGGS DR. & A1A IB	1548	306		1
36	2450 Ocean Shore Blvd.	Wisteria Dr.	150 feet	Yes	N29 21.266'	W081 04.128'		undetermined				1
37	2528 Ocean Shore Blvd.	San Jose Dr.	50 feet	Yes	N29 21.374'	W081 04.186'	1588	SAN JOSE & A1A IB	640	92		1
38	2792 Ocean Shore Blvd.	Surfside Dr.	75 feet	Yes	N29 21.712'	W081 04.353'	1610	A1A AND SURFSIDE IB	500	164		1
39	2858 Ocean Shore Blvd.	Ocean Grove Dr.	60 feet	Yes	N29 21.854'	W081 04.420'	1624	OCEAN GROVE DR. & OCEAN SHORE IB	603	162		1
40	3009 Ocean Shore Blvd.	Marlin Dr.	150 feet	Yes	N29 22.093'	W081 04.530'	1635	MARLIN DR & A1A IB	306	23		1
41	3285 Ocean Shore Blvd.	Capistrano Dr.	80 feet	Yes	N29 22.430'	W081 04.687'	1652	CAROLINE & FLEMING OB	1490	3535		1
42	3393 Ocean Shore Blvd.	Ocean Air Terr.	10 feet	Yes	N29 22.587'	W081 04.758'	1665	3398 OCEAN SHORE IB	135	21		1
43	3392 Ocean Shore Blvd.	Ocean Air Terr.	150 feet	Yes	N29 22.587'	W081 04.758'	1666	A1A & OCEANAIRE TERRACE OB	419	3446		1
44	3556 Ocean Shore Blvd.	Seabridge Dr.	100 feet	Yes	N29 22.840'	W081 04.890'	1680	SEABRIDGE & A1A IB	435	107		1
45	3609 Ocean Shore Blvd.	Bass Dr.	100 feet	Yes	N29 23.029'	W081 04.964'	1699	A1A & BASS	245	1070		1
46	1141 No. US#1	Wall Ave.	10 miles	Yes	N29 18.878'	W081 06.237'	1755	WALL AV. & U.S. 1 IB	99	26		1
47	1105 No. US#1	Lowndes Ave.	200 feet	Yes	N29 18.753'	W081 06.097'	1748	US 1 & LOWNDES OB	1	9		1
48	1199 No. US#1	Wall Ave.	300 feet	Yes	N29 19.051'	W081 06.426'	2489	US 1 & WALL OB	63	109		1
49	1355 No. US#1	Southland Rd.	20 feet	Yes	N29 19.530'	W081 07.002'	1773	SOUTHLAND & HUDSON TOOL OB	41	185		4
50	1538 No. US#1	Benton St.	200 feet	Yes	N29 20.016'	W081 07.711'	1782	US 1 & I - 95	947	7		4
51	1990 Carolina Ave.	Fleming Ave.	50 feet	Yes	N29 15.496'	W081 04.690'	1652	CAROLINE & FLEMING OB	2053	4871		4
52	1892 Carolina Ave.	Arroyo Pkwy.	10 feet	Yes	N29 15.329'	W081 04.597'	1641	ARROYO PKWY & CAROLINE IB	1114	208		6
53	1891 Carolina Ave.	Arroyo Pkwy.	10 feet	Yes	N29 15.329'	W081 04.597'		undetermined				6
54	1594 Derbyshire Rd.	Flomich St.	150 feet	Yes	N29 14.688'	W081 04.277'	1603	FLOMICH & DERBYSHIRE IB	30	31		6
55	1595 Derbyshire Rd.	Flomich St.	10 feet	Yes	N29 14.688'	W081 04.277'	1602	DERBYSHIRE & FLOMICH ST. OB	542	1282		6
56	1546 Derbyshire Rd.	Elvora St.	150 feet	Yes	N29 14.630'	W081 04.246'	1595	ELVORA & DERBYSHIRE IB	1758	379		6
57	1546 Derbyshire Rd.	Elvora St.	150 feet	Yes	N29 14.630'	W081 04.246'	1594	DERBYSHIRE & ELVORA ST. OB	38	238		6
58	1492 Derbyshire Rd.	Wright St.	50 feet	Yes	N29 14.493'	W081 04.172'	1581	WRIGHT & DERBYSHIRE IB	1469	652		6
59	1282 Derbyshire Rd.	13th St.	40 feet	Yes	N29 14.315'	W081 04.075'	1570	13TH ST. & DERBYSHIRE IB	651	193		6
60	1193 Derbyshire Rd.	Aragon St.	50 feet	Yes	N29 14.216'	W081 04.021'	1561	ARAGON & DERBYSHIRE IB	159	33		6

61	J8 Derbyshire Rd.	Leon Ln.	150 feet	Yes	N29 14.034'	W081 03.919'	1546	LEON LN. & DERBYSHIRE IB	1746	237	6
62	1039 Derbyshire Rd.	Leon Ln.	150 feet	Yes	N29 14.034'	W081 03.919'	1543	DERBYSHIRE & DENECEE OB	284	1337	6
63	1231 8th St.	Beacon Dr.	10 feet	Yes	N29 13.775'	W081 03.676'	1492	DUNN & NATIONAL HEALTH CARE OB	69	99	6
64	1007 8th St.	Holly St.	100 feet	Yes	N29 13.933'	W081 03.285'	2459	8TH ST. & DERBYSHIRE OB	665	1726	6
65	1008 8th St.	Holly St.	150 feet	Yes	N29 13.754'	W081 03.166'	1499	DERBYSHIRE & 8TH ST. IB	1613	257	6
66	4001 So. Clyde Morris Blv	Carlisle Dr.	800 feet	Yes	N29 08.278'	W081 02.016'	1081	CLYDE MORRIS & COLONY IN THE WOOD OB	177	235	12
67	1831 So. Clyde Morris Blv	Pine St.	750 feet	Yes	N29 08.611'	W081 02.317'		undetermined			
68	3145 W. Speedway Blvd.	Frances Dr.	40 feet	Yes	N29 09.661'	W081 05.687'	1732	FRANCES & INT'L SPEEDWAY IB	721	180	60
69	3015 W. Speedway Blvd.	Tomoka Farms Rd	1,000 feet	Yes	N29 09.407'	W081 05.353'	2911	TOMOKA FARMS ISB	77	86	60
70	3497 W. Speedway Blvd.	Educators Rd.	50 feet	Yes	N29 08.623'	W081 07.175'	1778	INT'L SPEEDWAY & EDUCATOR'S RD. OB	8	53	60
71	3594 W. Speedway Blvd.	Fire Tower Rd.	10 feet	Yes	N29 08.449'	W081 07.583'	1781	INT'L SPEEDWAY FIRETOWER RD.	731	11766	60
72	3633 W. Speedway Blvd.	4th St.	1,000 feet	Yes	N29 08.188'	W081 07.776'	1780	EAST OF 4TH ST. ON ISB IB	9700	609	60
73	3650 W. Speedway Blvd.	4th St.	40 feet	Yes	N29 08.352'	W081 07.893'	1784	INT'L SPEEDWAY & 4TH ST. OB	52	292	60
74	3651 W. Speedway Blvd.	4th St.	40 feet	Yes	N29 08.352'	W081 07.893'	1783	4TH ST. & INT'L SPEEDWAY IB	228	28	60
75	3716 W. Speedway Blvd.	Roosevelt Blvd.	500 feet	Yes	N29 08.274'	W081 08.154'	1785	ROOSEVELT & INT'L SPEEDWAY IB	544	91	60
76	3715 W. Speedway Blvd.	Roosevelt Blvd.	40 feet	Yes	N29 08.278'	W081 08.155'	1786	INT'L SPEEDWAY & ROOSEVELT OB	92	451	60
77	3756 W. Speedway Blvd.	Genl. Custer Rd.	10 feet	Yes	N29 08.231'	W081 08.290'	1787	GENERAL CUSTER & INT'L SPDWAY IB	2502	985	60
78	3759 W. Speedway Blvd.	Genl. Custer Rd.	50 feet	Yes	N29 08.230'	W081 08.290'	1788	INT'L SPEEDWAY & GENERAL CUSTER OB	1157	2749	60
79	3777 W. Speedway Blvd.	Colin Kelly Ave.	40 feet	Yes	N29 08.164'	W081 08.446'	1789	COLIN KELLY & INT'L SPEEDWAY IB	973	248	60
80	1315 Red John Rd.	West Speedway	750 feet	Yes	N29 08.109'	W081 08.976'	1795	RED JOHN & INT'L SPEEDWAY OB	1738	1481	60
81	1316 Red John Rd.	West Speedway	750 feet	Yes	N29 08.109'	W081 08.976'		undetermined			60
82	2761 East Speedway Blvd.	Big John Dr.	500 feet	Yes	N29 05.053'	W081 14.237'	1912	BIG JOHN RD. & INT'L SPEEDWAY IB	1941	2509	60
83	2768 East Speedway Blvd.	Big John Dr.	300 feet	Yes	N29 05.052'	W081 14.235'	1915	INT'L SPEEDWAY & BIG JOHN DR. OB	2652	2081	60
84	2463 East Speedway Blvd.	4th Ave.	300 feet	Yes	N29 04.107'	W081 15.363'	1937	INT'L SPEEDWAY & WEST PARKWAY OB	215	177	60
85	2345 East Speedway Blvd.	4th Ave.	.25 miles	Yes	N29 03.987'	W081 15.508'	1936	WEST PARKWAY & INT'L SPEEDWAY IB	819	1028	60
86	2091 East Speedway Blvd.	Kepler Rd.	500 feet	Yes	N29 03.791'	W081 15.812'	2563	KEPLER & INT'L SPEEDWAY IB	597	520	60
87	2034 East Speedway Blvd.	Kepler Rd.	1,000 feet	Yes	N29 03.716'	W081 15.909'	2564	INT'L SPEEDWAY & KEPLER OB	724	787	60
88	2336 East Speedway Blvd.	Kepler Rd.	400 feet	Yes	N29 03.833'	W081 15.699'		undetermined			60
89	1995 East Speedway Blvd.	Oak St.	30 feet	Yes	N29 03.735'	W081 15.924'	1952	INT'L SPEEDWAY & OAK ST. OB	127	69	60
90	1035 West Speedway Blv	Spring Garden Av	500 feet	Yes	N29 03.282'	W081 19.415'	2655	SPRING GARDEN & INT'L SPEEDWAY IB	133	280	20
91	1447 No Spring Garden Av	West Speedway	500 feet	Yes	N29 03.198'	W081 19.501'	2141	INT'L SPEEDWAY & 15A IB	145	355	20

92	5 No. Stone St.	Orange Ave.	200 feet	Yes	N29 02.998'	W081 18.988'	2134	STONE & N. ORANGE OB	1958	2556		20
93	1427 No. Stone St.	West Speedway	50 feet	Yes	N29 03.242'	W081 18.944'		undetermined	3762	3789		20
94	1857 No. Woodland Blvd.	Grace St.	500 feet	Yes	N29 03.956'	W081 18.265'	2093	N WOODLAND BLVD & GRACE ST OB	282	46		24
95	2086 No. Woodland Blvd.	Molly Ave.	250 feet	Yes	N29 04.217'	W081 18.301'	2102	LAKE MOLLY AVE & US 17 IB	613	336		24
96	2213 No. Woodland Blvd.	Glenwood Rd.	150 feet	Yes	N29 04.330'	W081 18.349'	2610	N WOODLAND BLVD & GLENWOOD 24 OB	177	228		24
97	2513 No. Woodland Blvd.	Robinhood Dr.	100 feet	Yes	N29 04.667'	W081 18.785'	2125	N WOODLAND BLVD & ROBIN HOOD DR OB	1207	671		24
98	2514 No. Woodland Blvd.	Robinhood Dr.	100 feet	Yes	N29 04.667'	W081 18.785'	2123	ROBINHOOD & US 17 IB	563	382		24
99	2779 No. Woodland Blvd.	Melodie Ln.	40 feet	Yes	N29 04.865'	W081 19.010'	2137	N WOODLAND BLVD & MELODIE LANE OB	19	131		24
100	3525 No. US#17	W. Virginia Ave.	100 feet	Yes	N29 05.865'	W081 19.723'	2146	N US HWY 17 & LINGERING LANE OB	444	1404		24
101	3524 No. US#17	W. Virginia Ave.	50 feet	Yes	N29 05.463'	W081 19.723'	2145	VIRGINIA AVE. & US 17 IB	258	181		24
102	3879 No. US#17	Golden Hills Blvd	1,000 feet	Yes	N29 05.777'	W081 20.011'		undetermined				24
103	4406 No. US#17	Mills Rd.	30 feet	Yes	N29 06.073'	W081 20.282'	2148	MILLS RD 7 US 17 IB	8	31		24
104	4685 No. US#17	E. Davis St.	50 feet	Yes	N29 06.670'	W081 20.908'	2151	DAVIS & U.S. 17 IB	937	39		24
105	4684 No. US#17	E. Davis St.	50 feet	Yes	N29 06.670'	W081 20.908'	2152	4715 N US 17 OB	12	112		24
106	5012 No. US#17	Webb St.	100 feet	Yes	N29 07.119'	W081 21.126'	2614	US 17 AND WHEELER ST 24 IB	698	251		24
107	5161 No. US#17	Baxter St.	200 feet	Yes	N29 07.376'	W081 21.097'	2154	US 17 & BAXTER ST. OB	339	849		24
108	5162 No. US#17	Baxter St.	200 feet	Yes	N29 07.376'	W081 21.097'	2159	PONCE DELEON BLVD. & U.S. 17 IB	397	802		24
109	5491 No. US#17	Spring Gardn Ranc	100 feet	Yes	N29 08.100'	W081 21.144'	2160	SPRING GARDEN AVE & US 17-IB	228	108		24
110	5492 No. US#17	Spring Gardn Ranc	100 feet	Yes	N29 08.100'	W081 21.144'	2161	N US 17 & SPRING GARDEN RANCH OB	27	69		24
111	5621 No. US#17	Lake Winona Rd.	100 feet	Yes	N29 08.396'	W081 21.570'	2162	N US 17 & LAKE WINONA RD OB	46	147		24
112	1725 So. US#17	East S.R.#40	200 feet	Yes	N29 11.225'	W081 25.212'	2616	US 17 AND SR 40 24 IB	1921	490		24
113	1687 So. US#17	East S.R.#40	500 feet	Yes	N29 11.228'	W081 25.216'		undetermined				24
114	1158 Howland Blvd.	Lefils Ln.	500 feet	Yes	N28 53.757'	W081 09.934'		undetermined				21
115	1008 Howland Blvd.	Golden Hills St.	150 feet	Yes	N28 53.475'	W081 09.933'		undetermined				22

AGREEMENT

This Agreement entered into this _____ day of _____, 1979/
between the County of Volusia, State of Florida, hereinafter referred to as County,
and Associated Marketing, Inc., a Florida corporation for profit, hereinafter
referred to as AMI.

WHEREAS, the County owns, controls and has the right to use many locations
within the County of Volusia, such as bus stops, parks, rights-of-way, streets and
other public places where it is desirable to place benches for the convenience of
the public; and

WHEREAS, AMI proposed to supply benches to be placed at certain said locations
without charge to the County; and

WHEREAS, the County and AMI feel it is beneficial to provide the benches for
the convenience of the citizens and visitors to the County of Volusia; and

WHEREAS, the County is experiencing energy difficulties and both the County and
AMI feel that it is beneficial to encourage citizens and visitors to use public
transportation by providing bus benches for the use of citizens and visitors.

NOW, THEREFORE, in consideration of the premises and the mutual covenants
hereafter set forth and for the further consideration of Ten Dollars (\$10.00) and
other valuable considerations by each of the parties hereto the other in hand paid,
the receipt and sufficiency whereof is hereby acknowledged, it is mutually
covenanted, understood and agreed between the parties hereto as follows:

1. The County hereby gives and grants to AMI the exclusive right and privilege
to place benches at all bus stops in the ~~County~~ ^{unincorporated area of Volusia}, and at such other locations in the
~~County~~ ^{unincorporated area} as selected by AMI and approved by a person or persons designated by the
County, such approval not to be withheld unreasonably, for a period of five (5) years
from the date of this Agreement, such period to be renewed upon mutual consent.
2. During the term of this Agreement AMI shall have the exclusive right to
place benches within the County at such locations as selected by AMI and approved by
the County and at the expiration of this Agreement, all rights, titles and interest
in said benches shall remain vested in AMI and AMI hereby agrees to immediately remove,
or cause the removal of said benches from the streets, sidewalks, rights-of-way and
other County property where said benches are located, at the request of the County
upon the termination of this Agreement unless extended by the parties hereto.

3. It is hereby agreed that AMI may place neat and attractive advertising on both sides of the back slats of each bench, provided such advertising does not endanger or offend the health, safety, welfare and morals or the community of the County of Volusia. The proceeds of said advertising shall be the sole compensation derived by AMI from the placement of said benches. The County shall receive compensation in the amount of fifteen (15) percent of gross revenues collected during the term of this agreement and any extensions or renewals thereof. The said sums shall be paid on a quarterly or semi-annually basis, which ever is agreed to by both parties.

4. AMI agrees to indemnify, hold harmless and defend the County from and against any and all liability, loss or damage, or for any injury or damage to person or persons or property caused by said benches or any cause connected with said benches or based upon any intentional tort, negligence, or breach of contract caused by AMI. AMI shall secure and maintain a comprehensive public liability insurance policy with a company authorized to do business in Florida and acceptable to the County in an amount not less than a combined single-limit of One Hundred Thousand Dollars (\$100,000.00) or limits of One Hundred Thousand Dollars (\$100,000.00) per occurrence/Fifty Thousand Dollars (\$50,000.00) per person/Fifty Thousand Dollars (\$50,000.00) property damage. AMI shall have an affirmative duty to provide and update proof of such insurance in a form acceptable to the County. Such policy shall not be materially altered or cancelled without at least thirty (30) days notice to the County.

5. AMI hereby agrees to maintain and keep said benches in good repair at all times without cost or expense to the County. AMI reserves the right to remove any bench in the event such bench should prove unprofitable to AMI and AMI shall have the right to temporarily remove, for a period not to exceed thirty (30) days, any such bench for the purpose of repairing, renovating or replacing the same. The benches to be furnished by AMI are to be constructed with concrete ends, wooden seats and backrests and are to be constructed in a substantial and workmanlike manner. The County reserves the right to inspect said benches from time to time and direct removal or repair by AMI of any benches not found to be fit for further use. AMI shall provide the County with an address and a telephone number for which to provide AMI with notice of the necessity for removal or repair of any bench. AMI shall remove or cause to be removed such bench or benches or take any other action as approved by the County necessary to protect the public, within ten (10) work days after written or telephonic notification. In the event the County determines and notifies AMI that any bench constitutes an immediate danger to the public, AMI shall cause

the removal of said bench within forty-eight (48) hours (excluding non-work days of the County) from receipt of such notification.

6. In the event that either party should breach any of the terms of this Agreement, the other party shall give notice to the party breaching the terms of this Agreement, in writing specifically identifying the alleged breach or default. If the breaching party fails within thirty (30) days of the notice to cease such breach or cure such default, the other party shall have the right to terminate and cancel this Agreement. Any failure of notice of breach or default shall not be deemed to waive future rights and privileges that exist under this Agreement.

7. Notices under this Agreement shall be furnished to the below addresses and phone number as designated and any changes shall be effective only upon written notice by certified mail to the appropriate party.

a. Concerning the general terms of this Agreement

To the County: Phone: 904-258-7000
The County Manager
P.O.Box 429
DeLand, FL 32720

To Associated Marketing, Inc. Phone: 904-253-2133
The General Manager
218 Seabreeze Blvd.
Daytona Beach, FL 32018

IN WITNESS WHEREOF, the parties have caused these presents to be executed by their duly authorized officers and seals to be affixed in duplicate as of the day and year first above written.

Witnesses:

THE COUNTY OF VOLUSIA

County Manager

Attest: _____

Secretary

Witnesses:

ASSOCIATED MARKETING, INC.

President

Attest: _____

General Manager

Approved as to form and legality:

County Attorney

AGREEMENT

This agreement is made and entered into on this the 11th day of June, 2008, by and between the CITY OF HOLLY HILL, a municipal corporation in Volusia County, FL, hereinafter referred to as "City", with it's mailing address at 1065 Ridgewood Ave Holly Hill, FL 32117 and WAVERLY MEDIA, LLC, a Florida limited liability company with it's principal place of business at 3624 S. Atlantic Ave, Daytona Beach Shores, FL 32118, hereinafter referred to as "Waverly".

WITNESSETH:

WHEREAS, Waverly shall supply bus benches at bus stop locations and other locations as needed by the City including Votran bus route, school bus stops, and other locations that would benefit from the placement of convenience benches within the City for public use; and

WHEREAS, Waverly shall supply such bus benches at no cost to the City, and shall pay the City a fee for such right, so long as Waverly may use any portion of the bus bench structure for advertising; and

WHEREAS, The City finds that the availability of bus benches at such locations mentioned above within the City of Holly Hill, would benefit the public, by making bus benches available without charge to the public and by requiring Waverly to pay a fee for the rights granted herein; and

WHEREAS, Pursuant to §337.408(1), FL. Stat. (1999), the City may enter into an agreement permitting the installation of bus benches without competitive bidding for the right.

NOW THEREFORE, in consideration of the mutual covenants hereafter set forth, it is mutually covenanted, understood and agreed between the parties hereto as follows:

1. The City hereby grants to Waverly, its successors and assignees, the right, privilege and license which shall not in any manner be construed as a public utility, to, without cost to the City, place benches upon public space within the corporate City limits of the City at various points of pedestrian convenience and necessity as hereinafter permitted.
2. For and in consideration of the grant of the above right, privilege or license, Waverly shall undertake the placement of benches within the corporate limits of the City and shall have the further right, privilege and license, to lease advertising space on said benches, providing that such advertising shall not advocate or promote smoking or the use of alcohol, identify a business or company which manufactures

or produces cigarettes or alcoholic beverages, or anything of an immoral nature including any adult entertainment establishment.

3. Waverly agrees to supply benches at all Votran bus stops, as requested by either the City or Votran, even those where advertising dollars may not be available. The City shall have the right to pre-approve any location other than Votran stops.

4. In consideration of the granting by the City of the right to place advertisements on the bus benches, Waverly agrees:

- a) To pay the City a sum equal to fifteen percent (15%) of gross revenue received from advertising. Additionally, Waverly shall pay the sum of \$100 per bench per year for every bench which contains advertising that provides revenue to Waverly. All payments will be made semiannually, the \$100 per bench fee shall be split \$50 in the first semiannual payment and \$50 in the second semiannual payment, provided revenue producing advertising is in place during the extent of that time frame. Waverly shall make payment on July 31st for the period from January through June, and on January 31st for the period from July through December. All payments shall be promptly submitted to the City's Finance Director and shall designate this agreement and the particulars of the payment period. A list of the locations along with revenue amounts and advertisers name will be provided with payment. The City has the right to audit Waverly's records to confirm the accuracy of the payment. Any unpaid balance of fees not paid when due shall bear an interest charge of eighteen percent (18%) per annum until paid.
- b) To provide four (4) advertising panels for City sponsored advertising messages. This allocation of free space shall be utilized as public service announcements only. The City shall provide Waverly 45 days notice of date of intended use to facilitate planning and insure panels are available. In no event shall Waverly be required to remove a paying customer's ad space which the City wants to utilize for City messages. The City has the right to select the location, subject to the previously mentioned limitation.

5. The City reserves the right to exclude benches from any section of its corporate limits. Further, the City shall have the right to, upon reasonable notice to Waverly, order the removal of any bench which the City in its good judgment believes not to be located to the public benefit. Waverly agrees to restore the area where the bench was removed to a reasonable condition.
6. The term of this contract shall be for an initial five (5) years and renews for a additional five (5) year periods upon the same terms and conditions. It is expressly understood and agreed that the rights and

obligations created by the acceptance of this proposal by the City shall remain in full force and effect for each period from and after the inception of such agreement and, thereafter, such rights and obligations shall self extend and renew for like periods without restrictions in number upon the same terms, covenants and conditions. The parties acknowledge and agree that the payments as proposed and accepted shall be firm for the initial agreement term and the first renewal term. The payments for subsequent terms shall be subject to negotiation between the parties for each extension term and shall reflect the current economic conditions in the City, number of benches proposed and anticipated revenues from those bus benches for the extension terms. Waverly shall submit to the City its proposed adjustments to the payments at least ninety (90) days prior to the expiration of the contract term then in effect. The City may, after examination, refuse to accept the proposed adjustments if they are not properly documented, increases are considered insufficient, or decreases are considered excessive. In the event the City does not wish to accept the adjusted annual payments, and this matter cannot be resolved to the satisfaction of the City, the City reserves the right to cancel the agreement upon giving ninety (90) days written notice to Waverly. After the elapse of such ninety (90) day period, the agreement shall terminate and Waverly shall have an additional ninety (90) days in which to remove all existing bus benches that have been installed pursuant to this agreement.

7. Waverly agrees to actively work with City officials and CRA members toward designing and implementing a bench design in the CRA Designated Area that is acceptable to the City, the CRA and Waverly. Waverly agrees to provide these special "CRA benches" to the City at no expense.
8. Bench limitations:
 - a) No bench shall be more than 52 inches (52") high nor more than 84 inches (84") long, nor more than 28 inches (28") wide, unless other designs approved by the City are utilized.
 - b) No advertising affixed thereon shall appear other than on the front or rear surface of the backrest area of the bench and shall not be greater than 6 feet (6') in length and 2 feet (2') in height.
 - c) No bench, unless otherwise authorized, may be placed so that it is closer than 18 inches (18") to the face of the curb.
 - d) Waverly agrees to maintain said benches in a good and substantial state of repair, at no cost to the City, and, upon failure or neglect to keep the said benches in a good and substantial state or repair, the City shall have the right to remove said benches after twenty (20) days written notice to Waverly objecting to the state of repair.
 - e) Waverly shall, prior to this agreement becoming effective, furnish to the City and at all times thereafter keep in force and maintain an occurrence general liability insurance and shall provide the

City with a certificate of insurance as evidence of the same; the insurance shall be in the minimum amount of \$1,000,000 combined single coverage. Waverly further agrees that the City of Holly Hill shall be named as an additional insured with respect to the liability policy to be maintained by Waverly. Waverly hereby agrees to indemnify and hold harmless the City from any and all claims, damages and liabilities for both property damage and bodily injuries arising out of or in any way related to this agreement.

9. Should Waverly be found to be in default of any of the conditions contained herein, then the City shall give written notice to Waverly, and thereafter thirty (30) days shall be allowed Waverly to correct the deficiencies complained of. Notice of any deficiency shall be given by the City at the office of Waverly set out above. In the event that the deficiency is not cured or corrected or appropriate actions undertaken within thirty (30) days after receipt of written notice of deficiency, then the City shall have the right to terminate this Agreement at the expiration of the thirty (30) day notice.
10. Should any provision herein be, for any reason, found invalid or unlawful or unconstitutional, it is understood and agreed that such provision shall be severed from this agreement, but the remainder of this agreement shall remain in full force and effect.
11. It is understood and agreed that inspection, maintenance, repair and replacement of the benches herein described are the sole responsibility of Waverly. Nothing herein contained shall make Waverly the agent of the City for any purposes whatsoever.
12. If, in the event the City determines that any bench placed under this agreement is in such a condition that it constitutes a danger or a hazard to persons using it, then, in that event, the City shall have the absolute right to remove such bench so as to prevent injury to persons who may use same.
13. Venue for any litigation arising out of or in any way related to this Agreement shall be in State Court, Seventh Judicial Circuit, Volusia County, Florida. The prevailing party in any litigation arising out of or in any way related to this Agreement shall be entitled to be reimbursed reasonable attorney fees and costs, including all costs of appeal.

CITY OF HOLLY HILL, FLORIDA,
A municipal corporation

Approved by: _____
City Attorney

IN WITNESS WHEREOF, Waverly has this: 11th day of June, 2008, set its hand and seal by and
in its Managing Member.

WAVERLY MEDIA, LLC.

A Florida Limited Liability Company

By: Romana J. Arredondo

Municipality County	Map ID	Description	Customer
Deland/ Daytona	38	Woodland S of Glenwood (ESR)	
	39	Woodland N of Robinhood (ESR)	
	40	Woodland Across Robinhood (WSR)	Rue Law
	41	Woodland N of Melodie (ESR)	Grace House
	42	Woodland @ Phonix Estate (ESR)	
	43	Woodland Across Phonix Estate (WSR)	Politis
	44	Woodland Across Mills Rd (WSR)	
	45	Woodland S of W Davis (WSR)	Politis
	46	Woodland N of W Davis (ESR)	Laundry Mat
	47	17-92 N of Baxter (ESR)	Politis
	65	17-92 S of Spring Garden (WSR)	Laundry
	66	17-92 S of Lake Winona(WSR)	Politis
	67	17-92 S of 40 (WSR)	
	68	17-92 N of 40 (ESR)	
	81	ISB E of Jacobs (SSR)	Rue Law
	82	ISB Across State Troopers Bldg (SSR)	Skydive Deland
	83	ISB IFO State Troopers Bldg (NSR)	Planet Fitness
	84	ISB W of Olympia/Oak (SSR)	
	85	ISB W of Olympia/Oak (NSR)	Noahs Ark
	86	ISB W of Kepler (NSR)	BFC Fence
	87	ISB E of Kepler (SSR)	
	88	ISB E of Mid FL Golf Carts (NSR)	Planet Fitness
	89	ISB W of West Parkway (SSR)	
	90	ISB W of West Parkway (NSR)	
	91	ISB W of Big John (NSR)	
	92	ISB E of Big John (SSR)	
	93	Red John N of IBS (ESR)	T Mott
	94	Red John N of IBS (WSR)	T Mott
	95	ISB E of Collin Kelly (SSR)	
	96	ISB E of Gen. Cluster (SSR)	
	97	ISB W of Gen. Custer (NSR)	Keiser
	98	ISB W of Roosevelt (NSR)	
	99	ISB E of Roosevelt (SSR)	
	100	ISB W of 4th St (SSR)	Fox Mat.
	101	ISB E of 4th St (SSR)	Keiser
	102	ISB E of 4th St (NSR)-	
	103	ISB @ Fire Tower Road (NSR)	
	104	ISB E of Fire Tower Rd (SSR)	
	105	ISB E of Educators (NSR)	
rt Orange	12	US 1 S of Nova (WSR) IFO Scoot Inn	
	13	US 1 S of 1st bridge (WSR)	JB Fish
	14	US 1 S of Spruce Creek Park (WSR)	Dr Lester
	15	US 1 S of Divito (WSR)	B Davenport

17 Benches	16	US 1 Across from Spruce Creek Park (ESR)	
	17	US 1 @ Palm Shores Park (ESR)	Air Specialists
	18	US1 S of Magnolia (ESR)	
	95	Clyde Morris N of Big Tree (ESR) IFO BB&T	Family First
	96	Clyde Morris S of Pine (ESR)	
	97	Clyde Morris N of Pine (ESR)	
	98	Clyde Morris N of Sun Pointe Apts (ESR)	
	99	Clyde Morris N of Springwood Dr (ESR)	Do Shuttle
	100	Clyde Morris S of Springwood Dr (WSR)	Do Shuttle
	101	Clyde Morris IFO Ospray Landing (WSR)	
	102	Clyde Morris S of Georgetowne (WSR)	
Ormond by the Sea	103	Clyde Morris IFO Morristown Apts. (WSR)	Planet Fitness
	104	Clyde Morris N of Big Tree (WSR) IFO Park	Family First
	1	A1A N of Brooks (ESR) IFO Surfside North	Look Twice
	2	A1A @ Breezeway (ESR)	Keiser
	3	A1A across Seaside (ESR)	
	4	A1A across from Carol (ESR)	Cow
	5	A1A N of Roberta (ESR) IFO Beach Patrol	Bettys Café
	6	A1A across Sunrise (ESR)	Cow
	7	A1A S of Bass (WSR)	Politis
	8	A1A @ Seabridge (WSR)	Cow
	9	A1A @ Ocean Aire (ESR)	Politis
28 Benches	10	A1A S of Ocean Aire (WSR)	Pig
	11	A1A S of Capistrano (WSR)	
	12	A1A S of Capri (WSR)	Cow
	13	A1A S of Ocean Grove (WSR)	Pig
	14	A1A S of Surfside (WSR)	
	15	A1A S of San Jose (WSR)	Cow
	16	A1A S of Wisteria (WSR)	
	17	A1A S of Briggs (WSR)	
	18	A1A S of Berkley (WSR)	Pig
	19	A1A S of Sunrise (WSR) IFO Sunrise Condo	Murrys
	20	A1A IFO Ocean House Condo (WSR)	Murrys
	21	A1A S of Kathy (WSR)	Pig
	22	A1A N of Sunset (WSR)	Keiser
	23	A1A IFO Bicentennial Park (WSR)	Daves Fence
	24	A1A N of Seacrest (WSR)	Ash-Lee
	25	A1A N of Carol (WSR)	Crime Stoppers
	26	A1A N of Seaside (WSR)	Keiser
	27	A1A IFO Stavros (WSR)	Keiser
	28	A1A S of Tropical IFO Citgo	Ash-Lee
Ormond Beach	86	US 1 N of Coquina (ESR)	Cow
	87	US 1 N of Iron Horse (ESR)	Politis
	88	US 1 across Adilac Concrete (ESR)	
	89	US1 across Hull (ESR)	

11 Benches	90	US1 N of Southland (ESR)	Cow
	91	US1 S of Ormond Commerce Park (ESR)	Flooring Outlet
	92	US1 Across Hawiian Tropics (ESR)	Pig
	93	US1 S of 95 (WSR) IFO McDonalds	Politis
	94	US1 S of Southland (WSR)	
	95	US1 @ Hull (WSR)	CM Custom
	96	US1 IFO Hawiian Tropics (WSR)	Pig

95 Total Benches

12/11/12 @ 2:30

65 approx. Unincorporated

Finance - CR

Municipality County	Map ID	Description	Customer
Deland/ Daytona	38	Woodland S of Glenwood (ESR)	
	39	Woodland N of Robinhood (ESR)	
	40	Woodland Across Robinhood (WSR)	Rue Law
	41	Woodland N of Melodie (ESR)	Grace House
	42	Woodland @ Phonix Estate (ESR)	
	43	Woodland Across Phonix Estate (WSR)	Politis
	44	Woodland Across Mills Rd (WSR)	
	45	Woodland S of W Davis (WSR)	Politis
	46	Woodland N of W Davis (ESR)	Laundry Mat
	47	17-92 N of Baxter (ESR)	Politis
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	66	17-92 S of Lake Winona (WSR)	Politis
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	83	ISB IFO State Troopers Bldg (NSR)	Planet Fitness
	84	ISB W of Olympia/Oak (SSR)	
	85	ISB W of Olympia/Oak (NSR)	Noahs Ark
	86	ISB W of Kepler (NSR)	BFC Fence
	87	ISB E of Kepler (SSR)	
	88	ISB E of Mid FL Golf Carts (NSR)	Planet Fitness
	89	ISB W of West Parkway (SSR)	
	90	ISB W of West Parkway (NSR)	
	91	ISB W of Big John (NSR)	
	92	ISB E of Big John (SSR)	
	93	Red John N of IBS (ESR)	T Mott
	94	Red John N of IBS (WSR)	T Mott
	95	ISB E of Collin Kelly (SSR)	
	96	ISB E of Gen. Cluster (SSR)	
	97	ISB W of Gen. Custer (NSR)	Keiser
	98	ISB W of Roosevelt (NSR)	
	99	ISB E of Roosevelt (SSR)	
	100	ISB W of 4th St (SSR)	Fox Mat.
	101	ISB E of 4th St (SSR)	Keiser
	102	ISB E of 4th St (NSR)	
	103	ISB @ Fire Tower Road (NSR)	
	104	ISB E of Fire Tower Rd (SSR)	
	105	ISB E of Educators (NSR)	
Port Orange	12	US 1 S of Nova (WSR) IFO Scoot Inn	
	13	US 1 S of 1st bridge (WSR)	JB Fish
	14	US 1 S of Spruce Creek Park (WSR)	Dr Lester
	15	US 1 S of Divito (WSR)	B Davenport



Statewide Transit Facility Standards, Criteria, and Guidelines

A Quick Reference Guide

Draft Report
November 2010





Statewide Transit Facility Standards, Criteria, and Guidelines

A Quick Reference Guide

Draft Report

November 2010

Prepared for:
Florida Department of Transportation - Public Transit Office



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Project Objectives

This report is prepared as part of the Statewide Transit Accessibility and Facilities Design Course initiated and funded by the Florida Department of Transportation (FDOT) Public Transit Office. The project focuses on providing comprehensive training on how to incorporate transit facilities into roadway, infrastructure, and other improvement plans. In addition, the training also will include detailed instruction related to implementing the requirements of the Americans with Disabilities Act (ADA) regulations relating to transit facilities located within State rights of way. Finally, the training will incorporate various principles for enhancing pedestrian mobility by improving access and safety to transit stops. The training course will be designed for Public Transportation, Planning, Design, Engineering, Permitting and Maintenance, Construction, Traffic Operations, and other staff from FDOT, local transit agencies, city and county public works departments, permitting agencies, and others as appropriate.

A number of various standards, criteria, and guidelines have been developed by FDOT Districts and the Transit Office. The Statewide Transit Accessibility and Facilities Design Course includes a synthesis to identify a single set of statewide standards to be used in the training program, which is summarized in this report. The ADA regulations have been evolving over the past 20 years and will be incorporated into the training to provide a resource of best practices and include the most up-to-date regulatory conditions available. The training will be designed to facilitate discussion and coordination between local and state staff regarding the design and placement of various stop facilities.

As indicated previously, this report summarizes the effort to identify a single set of statewide standards, criteria, and guidelines to be used in the training program, and a draft set of statewide transit facilities standards, criteria, and guidelines for the Statewide Transit Accessibility and Facilities Design Course training program prepared and conducted by FDOT. Also, these will be used as a basis for the next update to the *Accessing Transit: Design Handbook for Florida Bus Passenger Facilities*.



Key Resources

The State Transit Office developed and published the *Accessing Transit: Design Handbook for Florida Bus Passenger Facilities* in 2004, and completed an updated Version II in 2008. In 2007, the FDOT District Four Office of Modal Development published the *District 4 Transit Facilities Guidelines, Version 3*, to provide guidance on design standards for transit facilities along FDOT rights of way within the District. Additionally, FDOT Districts One and Seven jointly completed and published the *FDOT Districts One and Seven Transit Facility Handbook* in 2007. All three of these resources were welcome tools and have been well received throughout the state and respective districts.

While all three documents include ideas on best practices and provide excellent guidance on the design requirements of transit infrastructure in State rights of way, discrepancies among them have been identified and have resulted in a number of conflicting issues or concerns. Also, periodic updates, interpretations of regulations, and legal challenges related to the Americans with Disabilities Act (ADA) regulations and other standards regulated by the U.S. Department of Justice and U.S. Department of Transportation have led to the need to synthesize the various guidelines into one up-to-date and inclusive set of design standards, resulting in a single set of statewide transit facility standards, criteria, guidelines, and best practices for Florida, which is summarized in this report.

In compiling key resources for this effort, FDOT Public Transit Office first made a concerted effort to gather all necessary resources for identifying applicable transit facility design standards, including the three documents referenced previously, the ADA regulations, and other federal and state regulatory sources. The applicable standards in these resources were then reviewed and compared to formulate a single set of design standards, criteria, guidelines for transit facilities being placed within State rights of way. These standards, criteria, guidelines are developed to rectify existing discrepancies and indicate best practices in facility design and implementation.

The full list of reference material used in this effort is summarized in Appendix A.



Transit Facilities Design Standards, Criteria, and Guidelines

This section presents the Transit Facilities Design Standards, which are categorized into the two key components; curb-side and street-side. The curb-side standards are intended to improve the accessibility to buses and bus mobility in the right of way, while street-side standards intend to improve the bus passenger experience at the street level. A broad spectrum of various curb-side and street-side standards that are applicable to Florida are identified. In addition, best practices also are listed for each category of the curb-side and street-side standards, providing general directions/guidance beyond meeting the minimum standards and enhancing bus transit facility design and use throughout the state of Florida.

A number of general guidelines were followed in developing a single set of statewide standards for the design of Florida's transit facilities. These include the following.

- **Design Terminology** - The terminology used at the federal level is adopted where necessary in order to increase the consistency at local, state, and federal levels, as well as to enhance the usefulness and user-friendliness of the transit facility design standards to all stakeholders involved. For example, instead of using the terms "Curb-side Bus Stop Pads," which is currently used in FDOT's *Accessing Transit* and other similar documents on transit facilities guidelines in Florida, the term "Bus Stop Boarding and Alighting Areas" is used.
- **Beyond the Minimum Requirement** - Using applicable and current federal, state, and local resources, a careful effort was made to identify the minimum requirements that can be categorized as standards, criteria, and guidelines in designing transit facilities in Florida. While these standards are intended to verify conformity with any applicable rules and regulations that guide transit facilities, the inventory of best practices also is included for each element to provide the Florida transit agencies with a resource to move beyond the minimum requirements in serving its patrons.

The elements included in each of the two key components for the Transit Facilities Design Standards, i.e., curb-side and street-side, are listed on the following page and presented in the remainder of this report.



Curb-side

- Bus Stop Boarding and Alighting Areas
- Bus Stop Shelters
- Bus Stop Signs
- Bus Benches
- Bus Stop Shelter Hurricane Wind Loads
- Bus Stop Information and Way-Finding Devices
- Bus Stop Shelter Lighting
- Landscaping
- Bus Stop Leaning Rails
- Bus Stop Trash Receptacles
- Bollards
- Bike Racks at Bus Shelters
- Shopping Cart Storage at Bus Shelters
- Public Telephones
- Police Call Box
- Vending Machines

Street-side

- Roadway & Special-Use Lanes
- Traffic Signals and Giving Transit Priority
- Street Lighting
- Vehicle Characteristics
- Pavement Markings
- Bus Stop Locations
- Emergency Medical Services (EMS) Access
- Road-Side Bus Stops
- Bus Bays/Queue Jumper Bus Bays

- Bus Bulbs/Intersection Nubs
- Off-Street Half-sawtooth Bus Bays
- Bus Stops and Railroad Crossings
- Bike Lanes
- Pedestrian Crossings
- Raised Pedestrian Crossing/Speed Tables
- Pedestrian Islands
- Transit Provision During Construction
- Street Signage

In addition to presenting standards, criteria, guidelines, and best practices for each of these elements, a checklist of the associated reference materials also is included. These include the following.

- *FDOT Accessing Transit, Version II* (2008)
- *FDOT District 4 Transit Facilities Guidelines, Version 3* (2007)
- *FDOT Districts 1 and 7 Transit Facility Handbook* (2007)
- ADA regulations
- *Florida Greenbook (Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways)* (2007)
- *American Association of State Highway and Transportation Officials Guide for Geometric Design of Transit Facilities on Highways and Streets*- **Ballot Draft** (2009)
- *Florida Building Code* (FBC) - Chapter 11
- FDOT Rules from other resources including *Plans Preparation Manual, Volume 1 & 2* and *Florida Administrative Code (FAC)* - Chapter 14-20.



Table 1

FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices



Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices

Accessing Transit

District 1 & 7

District 4

ADA Regulations

Florida Greenbook

AASHTO Guide for Geometric Design

FBC Chapter 11

FDOT Rules

Curb-Side

Bus Stop Boarding & Alighting Areas									
Standards, Criteria, and Guidelines									
1.1.1	The dimensions of bus stop boarding & alighting (B&A) areas may be adjusted as necessary to accommodate site conditions. The minimum size of bus stop boarding & alighting areas, per ADA requirements, shall be 3 feet (perpendicular to roadway) by 5 feet (parallel to roadway).	x	x	x	x		x	x	
1.1.2	Bus stop boarding & alighting areas must be connected to streets, sidewalks or pedestrian paths by an accessible route, the criteria for which are defined by the ADA regulations.	x	x	x	x			x	
1.1.3	Bus stop boarding & alighting areas must be designed to maintain a minimum clear width of 4 feet and vertical clearance of 6 feet 8 inches minimum along the accessible route.	x	x	x	x			x	
1.1.4	ADA and FAC require a maximum cross slope of 2 percent (ADA maximum cross slope is 2.02%).	x	x	x	x			x	
1.1.5	The boarding & alighting area concrete pad must be located within the specified clear zone for the roadway environment being used according to Florida Department of Transportation (FDOT) Design Standards, Index Number 700.	x	x						x
Best Practices									
1.1.1	Free edges of pavement should be strengthened with reinforcement.	x							
1.1.2	Wheelchair and scooter users, older adults, individuals with disabilities, and passengers needing assistance (such as parents with strollers and shoppers with bags), will have less difficulty boarding and alighting the bus when there is a stable, level, and unobstructed boarding & alighting area to operate the wheelchair lift and ramp.	x	x	x	x			x	
1.1.3	In urban areas, and where right-of-way permits, the ideal is to provide a continuous 8-foot wide concrete pad along the entire length of the bus stop (40 feet for a standard bus and 60 feet for an articulated bus) adjacent to the curb and gutter. An additional 50-foot length is recommended for each additional bus expected to stop at the bus stop.	x	x	x					
1.1.4	The boarding & alighting area concrete pad should extend 6 inches beyond the area under the shelter canopy in order to prevent soil erosion caused by runoff.	x	x	x					
1.1.5	Any easement obtained for installing a boarding & alighting area concrete pad should extend 2 feet beyond the pad.	x	x	x	x				
1.1.6	The ideal bus stop boarding & alighting area size is 10 feet by 30 feet. When the available space for a pad is less than 10 feet by 30 feet, the pad should be as large as possible.	x	x	x					
1.1.7	An area the length of the bus for transit purposes provides a comfortable waiting, alighting, and boarding area for both front and rear doors and denotes the transit agency's presence.	x	x	x			x		
1.1.8	Bus stop boarding & alighting areas should be constructed of reinforced concrete over an aggregate base or alternatively they may be made of recycled plastic or rubber aggregate.	x							
1.1.9	Stop area amenities such as benches, shelters, and bicycle racks can be placed on a boarding & alighting area.	x	x	x					
1.1.10	If a shelter is planned for the location, the boarding & alighting area should follow the shelter profile.	x		x					
1.1.11	The installed boarding & alighting area concrete pad thickness will vary according to the design of the anchoring required for various bus stop elements as affected by expected wind loads.	x	x	x					x
1.1.12	Boarding & alighting areas for sheltered stops may include conduits and junction boxes for utilities.	x	x	x					

Bus Stop Shelters									
Standards, Criteria, and Guidelines									
1.2.1	Bus shelters shall be located a minimum of 12 feet from an intersection at a near-side stop as measured along the tangent line of the state road beginning at the point of the intersection of the radius of the connecting road and tangent of the state road.	x	x	x					x

Table 1
FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

 Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices		Accessing Transit	District 1 & 7	District 4	ADA Regulations	Florida Greenbook	4ASHTO Guide for Geometric Design	FBC/Chapter 11	FDOT Rules
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Curb-Side

1.2.2	A minimum 4-foot pedestrian pathway, per FAC requirements (3-foot minimum per ADA), shall be maintained on three sides of the shelter. In areas with high pedestrian volumes, a 6-foot pathway on one side of the shelter is preferred.	x	x	x	x			x	
1.2.3	The ADA boarding & alighting area can be extended into the clear space within the shelter (no obstructions to 5' X 8' area allowed).				x				
1.2.4	The shelter shall provide a clear space 30" X 48" minimum to accommodate a wheelchair fully within the shelter.	x	x	x	x		x	x	
1.2.5	Shelter access entry and exit points shall provide a minimum clear width of 3 feet to meet ADA regulations and 4 feet to meet FAC requirements.	x	x		x			x	
1.2.6	There shall be no change in elevation greater than 1/4 inch untreated or 1/2 inch treated to a slope of 1:2 along the walking surfaces between the sidewalk or bus pad and the shelter.	x			x			x	
1.2.7	Shelters within the clear zone shall incorporate breakaway mechanisms in order to be frangible or breakaway. Breakaway mechanisms include slip bases and bases incorporating a component with low impact strength.	x							x
1.2.8	Acceptable breakaway mechanisms for shelters include hardware that breaks away without slowing the vehicle by more than 15.4 feet per second (5 meters per second) and that leaves a stub with no substantial remains taller than 4 inches (100 mm).	x							x
1.2.9	The maximum height of a shelter cannot exceed 10 feet.								x
1.2.10	All pedestrian walking surfaces must provide an accessible (firm, stable, and slip-resistant) surface.		x	x		x		x	
1.2.11	Shelters must be built in compliance with Florida Building Code wind loading criteria.	x	x						x
1.2.12	Flashing lights on shelters are prohibited.		x						x
1.2.13	All lights must be placed or shielded so they do not interfere with motorists on the roadway and lights are not permitted for the sole purpose of illuminating advertising.								x
1.2.14	Compliance with Wind-borne Debris Zone requirements is important to ensure that shelters or amenities do not become the source of flying debris during high wind events.	x	x						x
1.2.15	Bus shelters provided by the private sector, whether located on the public right-of-way or private property, must meet all applicable local building codes, permit requirements, land development codes, and these guidelines.		x	x					x
1.2.16	Shelters are prohibited in medians and on limited access roads.			x					x
1.2.17	A shelter may be erected only at bus stops designated by a public transit agency or at bus stops designated by the local school board and identified as having service a minimum number of times in a five-day period, excluding weekends and holidays.								x
1.2.18	Shelters erected outside of the urban limits shall be spaced so that no more than two shelters are erected per mile of a two-lane highway and no more than four shelters are erected per mile on highways with four or more lanes.								x
1.2.19	The shelter location must meet the setback and minimum clear recovery zone requirements as established in the Florida Department of Transportation (FDOT) Design Standards, Index Number 700.								x
1.2.20	Prior to the installation of the shelter, the impacted utility companies must be notified to determine location of utilities and prevent conflicts.								x
1.2.21	All shelter utility connections shall comply with Rule 14-46.001 F.A.C. and must be approved by the appropriate city or county building department.								x
1.2.22	The owner of abutting property shall be notified by certified mail of the proposed shelter location if there will be advertising.								x
1.2.23	Companies engaged in the business of outdoor advertising shall obtain and maintain a current license pursuant to Section 479.04, F.S., and Rule 14-10.003, F.A.C.								x

Table 1

Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices

Accessing Trans

District 1 & 2

District 4

ADA Regul

~~Regulations
Florida~~

Greenbook
AASHTO

PHOTO Guide for Geometric Design

Design
FBC/Chapter

Curb-Side

Best Practices

Table 1
FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

	Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices	Related Resources							
		Accessing Transit	District 1 & 7	District 4	ADA Regulations	Florida Greenbook	AASHTO Guide for Geometric Design	FBC Chapter 11	FDOT Rules

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1.2.20	Concrete pads with 8-inch thickness and adequate reinforcement are recommended.		x	x						
1.2.21	The location of bus shelters should minimize walking distances for waiting passengers.	x								
1.2.22	Shelters can also be designed to incorporate benches and/or leaning rails and may also include telephones, newspaper vending, and trash receptacles.	x	x					x		
1.2.23	When available right-of-way is limited, it is better to provide a smaller shelter than not to provide a shelter at all.	x	x							
1.2.24	Shelter canopies should take into account sun and rain protection. Shelters should be designed to maximize shading and to encourage cooling air movement.	x	x	x				x		
1.2.25	Sun shade protection should exist on all sun-exposed sides of the shelter. Shelters oriented to the southeast and southwest may be uncomfortable for passengers if adequate shade is not provided.	x	x	x				x		
1.2.26	Shelters should use local recycled or renewable materials in bus shelter designs and should consider reusing existing bus shelters when possible.	x								
1.2.27	The architecture of the various shelters should be indicative of nearby land uses. Agencies should consider soliciting local artists with a competition to modify the design and look of individual shelters.	x								
1.2.28	Agencies should investigate opportunities for using renewable energy technologies.	x								
1.2.29	Agencies should consider constructing bus passenger facilities surfaces (e.g., shelter canopy, boarding & alighting area, and sidewalks) from light-colored, high-albedo materials in order to reduce heat absorption.	x								
1.2.30	Cameras can be installed inside and outside the shelter to monitor activities.		x					x		

Bus Stop Signs										
Standards, Criteria, and Guidelines										
1.3.1	Transit signs must be located near the bus stop B&A area in a place where they are visually accessible to passengers.	x	x					x		x
1.3.2	Bus stop signs must be posted at all bus stops and bus passenger facilities.	x	x					x		x
1.3.3	Sign and signpost placement must conform to ADA requirements for height, width, visibility, and other design criteria.	x	x			x	x	x	x	
1.3.4	Sign characters shall be selected from fonts where the width of the uppercase letter "O" is 55 percent minimum and 110 percent maximum of the height of the uppercase letter "I." Characters shall not be italic, oblique, script, highly decorative, or other unusual form. Characters and their background shall have a non-glare finish and shall contrast with their background with either light characters on a dark background or dark characters on a light background. The minimum height of characters necessary to identify the system and routes served at a given bus stop must be determined based on the horizontal and vertical viewing distance, but not less than 2 inches.					x	x			x
1.3.5	The Florida Department of Transportation (FDOT) Design Standards apply on all state roads. Index 700, FDOT Design Standards, requires a minimum clearance of 4 feet from the face of the curb to frangible signposts.	x								x
1.3.6	Index 17302, FDOT Design Standards stipulates on rural or non curbed roads that the lateral offset from the nearest edge of the sign itself must be at least 12 feet from any travel lanes and at least 6 feet from the edge of any paved shoulder.	x								x
1.3.7	On non-state roads, according to the <i>Manual on Uniform Traffic Control Devices (MUTCD)</i> , a minimum offset of 1 foot from the face of the curb to the nearest edge of the sign may be used in urban areas where the sidewalk width is constrained or where other vertical structures (e.g. utility poles) are located close to the curb.	x	x	x						x
1.3.8	Bus stop signs must comply with all the applicable requirements set forth in the MUTCD.	x	x	x				x		x
1.3.9	Signposts must break away without slowing the vehicle by more than 15.4 feet per second (5 meters per second) and leaving a stub of no more than 4 inches (100 mm).	x								x
1.3.10	Signposts placed near intersections must be of an omni-directional design, meaning that the support is symmetrical and will break safely when struck from any direction.	x								x

Table 1
FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

 Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices		Accessing Transit District 1 & 7 District 4 ADA Regulations Florida Greenbook AASHTO Guide for Geometric Design FBC Chapter 11 FDOT Rules									

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1.3.11	Signposts in the clear zone (a roadside that is traversable and unobstructed by fixed objects to allow vehicles that leave the roadway to recover safely) must be designed with breakaway mechanisms or else protected by a barrier or crash cushion.	x								x
1.3.12	The bus stop sign must neither block jurisdictional signs nor be blocked by other signs, trees, or buildings.		x							x
1.3.13	Signs shall not be installed where signing interferes with the functions or visibility of existing traffic control devices.									x
1.3.14	Transit bus stop signs shall be attached to supports meeting the location, height, and lateral placement requirements established in the Department's Design Standards, Index Number 17302, incorporated herein by reference.									x
Best Practices										
1.3.1	Signposts should be located farther away from the face of the curb in order to be visible to the bus operator.	x								
1.3.2	The bus stop pole should indicate an alignment point for accessing the wheelchair lift.	x	x							
1.3.3	The bus stop sign poles should be designed in such a way that passengers with visual impairment can distinguish it from other poles in the same area.	x	x				x			
1.3.4	Signs should be placed downstream of traffic such that they do not block view of passenger or bus driver.		x							x
1.3.5	Transit bus stop signs may be attached to an existing sign support provided that there is no more than one other supplementary sign already in place.									x
1.3.6	Existing signposts can be used depending on the policies of the sign maintaining agency and the transit agencies' design specifications.		x							x
1.3.7	Easily understood symbols should be used in lieu of written information when possible.	x								
1.3.8	For nighttime visibility, signs should use retro-reflectivity.	x								
1.3.9	High-contrast colors on bus stop signs can be employed to enhance readability.	x								
1.3.10	The maximum distance from the curb to the signpost should be 8 feet to maintain visibility for bus operators.		x	x ¹						
1.3.11	The edge of the sign may be as close as 2 feet from the edge of the road in business or residential areas.	x	x	x						x
1.3.12	Bus stop signs should be designed with a uniform size and shape and should coordinate with the agency's identity package.	x								
1.3.13	Suggested information on signs includes the transit agency logo, the transit agency telephone number, the route number, the hours of operation, and schedule information.	x								
1.3.14	Existing schedule displays and signs can be retrofitted with self-contained, solar-powered bus stop signposts to provide bus-flagging capability, security lighting, and on-demand sign illumination with a renewable energy source.	x								

Bus Benches										
Standards, Criteria, and Guidelines										
1.4.1	Placement and design of bus benches is governed by Rule 14-20.003, "Placement of Transit Bus Benches," Florida Administrative Code.	x	x	x						x
1.4.2	Bench seat dimensions shall be as follows: between 1 foot 8 inches and 2 feet in depth; 3 feet 6 inches minimum in height; between 1 foot and 5 inches (preferred) to 1 foot 7 inches above the ground or floor; and shall provide back support that extends from a minimum of 2 inches above the seat to a maximum of 1 foot 6 inches above the seat.	x	x							x
1.4.3	Benches must be able to support 250 pounds of force applied at any point on the seat, fastener, mounting device, or supporting structure.	x								x
1.4.4	Benches placed in shelters must be placed to provide a clear space (30" X 48") for wheelchairs at either end.		x			x			x	
1.4.5	The Department allows placement and maintenance of benches on the right-of-way of a state highway pursuant to written approval by the appropriate city or county government within whose jurisdiction the bench is to be located.									x
1.4.6	Benches placed on the right-of-way shall not exceed 6 feet 2 inches in length, 2 feet 4 inches in depth, and 3 feet 8 inches in height.									x

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FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

	Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices	Accessing Transit	District 1 & 7	District 4	ADA Regulations	Florida Greenbook	AASHTO Guide for Geometric Design	FBC Chapter 11	FDOT Rules
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1.6.6	Agencies should consider using multiple languages in areas with large visitor or other non-English speaking populations.	x								
1.6.7	The overall design of maps and schedules should also consider the needs of sight- and hearing-impaired passengers. For instance, for the visually-impaired, a button may be provided that gives audio information when pressed.	x								
1.6.8	Real-time information displays at key bus stops give patrons up-to-the-minute information on bus arrival times and delays.	x								

Bus Stop Shelter Lighting										
Standards, Criteria, and Guidelines										
1.7.1	All shelter utility connections shall comply with Rule 14-48.001 F.A.C. and must be approved by the appropriate city or county building department.								x	
1.7.2	Flashing lights on shelters are prohibited. All lights must be placed or shielded so they do not interfere with motorists on the roadway.	x								x
1.7.3	Lights are not permitted for the sole purpose of illuminating advertising.	x								
Best Practices										
1.7.1	Adequate lighting greatly influences actual safety and passengers' perception of safety, especially at off-street facilities.	x	x	x				x		
1.7.2	Light should be concentrated at the shelter or the stop while minimizing overthrow of glare onto the street.	x	x	x						
1.7.3	Local transit stops without shelter should be located within 30 feet of an overhead light source.	x	x	x						
1.7.4	Light fixtures should be visually non-obtrusive so as not to attract the attention of vandals.	x		x						
1.7.5	If pedestrian paths adjacent to transit stops are illuminated, the height of the light fixture should be appropriately scaled. (7 feet)	x	x	x						
1.7.6	Off-site lighting and night sky light pollution can be avoided through proper lighting direction and lamp shielding.	x								
1.7.7	For road lighting installations, light near and above the horizon should be minimized to reduce glare and visual intrusion.	x	x	x						
1.7.8	Specifically-designed lighting equipment may be used to minimize the upward spread of light.	x								
1.7.9	Illumination should also be achieved to prevent harsh shadows, which could pose a security hazard.	x	x	x						
1.7.10	Lumination level should be between 2.0 and 5.0 foot-candles. The lower end of this range may be as effective for enhancing safety as the higher end, and care should be taken to avoid "over lighting" or "spotlighting" the shelter, which may make it difficult for patrons to observe their surroundings.	x	x							
1.7.11	The fixtures should be vandal-resistant and durable.	x	x	x						
1.7.12	Lamp compartments and electrical access areas should be secured with a recessed hex head screw or equal means.	x								
1.7.13	Electrical services should be low voltage to reduce the risk of electrical shock.	x								
1.7.14	Cutoff luminaires, low-reflectance surfaces and low-angle spotlights can be employed to reduce light pollution.	x								
1.7.15	Agencies should consider employing solar lighting in areas where there is currently no utility service or as a temporary measure until utilities can be established for the shelter or stop.	x	x	x						
1.7.16	Portable solar lighting may be used when transit service is detoured during construction projects.	x	x							
1.7.17	The Crime Prevention Through Environmental Design (CPTED) Program seeks to prevent certain crimes within a specific boundary by manipulating variables within the physical environment. Lighting is the most critical factor in the CPTED Program.			x						
1.7.18	Other technologies, including LEDs, are also very energy-efficient and can provide agencies with cost savings as a result.	x		x				x		

Table 1
FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

	Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices	Accessing Transit District 1 & 7 District 4 ADA Regulations Florida Greenbook AASHTO Guide for Geometric Design PBCC Chapter 11 FDOT Rules
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Landscaping									
Standards, Criteria, and Guidelines									
1.8.1	In order to ease maintenance and ensure longevity, native plants and wild flowers shall be used. In landscapes installed in coastal areas, plants should also be salt tolerant. Exotic plants should be avoided.	x	x	x					x
1.8.2	All landscaping along FDOT rights of way must comply with standards in the latest editions of the <i>Plans Preparation Manual</i> (PPM), the <i>Florida Highway Landscape Guide</i> , and the <i>FDOT Design Standards</i> , Indices 546 and 700.	x	x	x					x
1.8.3	Trees shall be pruned to allow 12 feet of vertical clearance from sidewalks or B&A areas.	x				x	x ¹	x ¹	x
1.8.4	In order to maintain a defensible space and preserve visibility, the height of groundcover plants should not exceed 2 feet and the height of shrubs should not exceed 3 feet at maturity.	x	x	x					x
Best Practices									
1.8.1	Prevent landscaping from obstructing views and thus presenting both accessibility and safety hazards.	x	x	x		x	x	x	
1.8.2	Landscaping should be located so that it buffers waiting passengers from traffic and provides them some degree of protection from the weather.	x	x	x					x
1.8.3	Transit agencies shall coordinate landscape installation with the state or local agency assigned the responsibility of maintaining the landscaping.	x	x	x					x
1.8.4	Trees can provide transit patrons with a low-cost shelter from wind and rain and can, together with other landscaping elements, make a bus stop more inviting, both visually and physically.	x	x	x					
1.8.5	Low vegetation should not block air movement beneath the shelter.	x							
1.8.6	Efforts should be made to shade all constructed surfaces.	x		x					
1.8.7	Shade trees should be high branching so that they do not interfere with breezes or sightlines.	x							
1.8.8	When river-rock and other masonry materials are used, the material should be grouted to prevent removal by hand. River-rock should be grouted so that only one-third of the rock is exposed above ground.	x							
1.8.9	Whenever possible, agencies should minimize the use of potable water in landscape irrigation through the use of high efficiency irrigation systems, low water use native plants, or the reuse of storm water or gray water for irrigation.	x							
1.8.10	Recycled materials like plastic or rubber may be used for sidewalk installed near trees to allow water to seep in between panel seams. They also can be easily relocated when tree roots surface and avoid the maintenance problems associated with concrete.	x							

Notes:

1. Landscaping should be pruned to allow a minimum clearance height of 7 feet along walkways

Bus Stop Leaning Rails									
Best Practices									
1.9.1	Leaning rails should be constructed of anodized aluminum in order to enhance their durability.	x							
1.9.2	Leaning rails can be mounted on shelter walls, be freestanding, or can be built into the landscape.	x							
1.9.3	Freestanding leaning rails should be between 2 feet 3 inches and 3 feet 6 inches in height.	x							
1.9.4	Leaning rails attached to bus shelters should be no more than 27 inches in height.	x							
1.9.5	Leaning rails should have a round as opposed to square or rectangular section, with a diameter of 1½ to 2½ inches.	x							
1.9.6	Leaning rails can be sheltered or unsheltered. When unsheltered, landscaping should be provided to shield patrons from the weather.	x							

Table 1
FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

 Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices		Accessing Transit	District 1 & 7	District 4	ADA Regulations	Florida Greenbook	AASHTO Guide for Geometric Design	FDOT Chapter 11	FDOT Rules
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1.9.7	Depending on clear zone requirements, standard bus stop design and accessibility measures such as guard and hand rails immediately adjacent to canal or dropoff locations should be implemented.		x	x					x
1.9.8	The use of pedestrian railings and median landscaping can also be utilized to discourage crossings at unauthorized locations.			x					

Bus Stop Trash Receptacles									
<i>Standards, Criteria, and Guidelines</i>									
1.10.1	Trash receptacles must be placed so as not to interfere with the accessibility of the site or with passage along any adjacent sidewalks and so that the containers are accessible.	x		x		x		x	x
1.10.2	Trash receptacles shall not be placed on wheelchair B&A areas to comply with the ADA.	x			x	x		x	
1.10.3	The trash receptacle location must meet the set back and minimum clear recovery zone requirements established in the Florida Department of Transportation Design Standards, Index Number 700.								x
<i>Best Practices</i>									
1.10.1	Maintenance of trash receptacles and trash pick-up are important considerations when receptacles are provided.	x	x						
1.10.2	Transit agencies should choose receptacles that can be used by those with difficulty manipulating objects with their hands, such as those with arthritis or other disabilities.	x							
1.10.3	Receptacles may also be attached to the side of the shelter as a pre-fabricated feature.	x							
1.10.4	Trash receptacle designs should coordinate with benches and other furniture at the bus stop or transfer center with regard to material and finish color.	x							
1.10.5	If vandalism is a concern, agencies should consider trash receptacles with lockable lids or other anti-vandal features.	x							
1.10.6	Trash receptacles should be placed at least 4 feet back from the face of the curb.	x							
1.10.7	The receptacles should be anchored to the pavement or B&A area in order to prevent unauthorized movement.	x	x						x
1.10.8	The receptacles should be placed so that they do not obstruct a driver's vision while turning.	x							
1.10.9	Trash receptacles should not be placed in direct sunlight. Direct sunlight exposure may result in odors.	x							
1.10.10	Trash receptacles could be subject to storing explosive devices. If the bus stop or transfer center is going to be used by a large number of people, the transit agency should consider placing explosive containment trash receptacles in the facility.	x	x				x		x
1.10.11	Trash receptacles should be made out of steel with a powder-coat paint finish. Steel receptacles are capable of handling a certain amount of explosives; agencies should ensure that the container itself does not become shrapnel during an explosion.	x							

Bollards									
<i>Standards, Criteria, and Guidelines</i>									
1.11.1	Bollards must not interfere with the accessibility of pedestrian routes, either around or to and from bus stops.	x			x	x		x	
1.11.2	Bollard location must meet the set back and minimum clear recovery zone requirements established in the Florida Department of Transportation Design Standards, Index Number 700.								x
<i>Best Practices</i>									
1.11.1	Bollards should be installed at bus parking spaces where errant buses may "jump" the curb and collide with pedestrians.	x					x		

Table 1

FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices		Accessing Transit	District 1 & 7	District 4	ADA Regulations	Florida Greenbook	AASHTO Guide for Geometric Design	FDOT Chapter 11	FDOT Rules
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1.11.2	When used to separate pedestrians and vehicles, bollards should be spaced sufficiently close to clearly define the desired separation of space and to prevent intrusion of automobiles, but not so close that passage of wheelchairs is impeded.	x							
1.11.3	Bollards should be tall enough to discourage vehicle access (standard height of 2 feet to 4 feet) and spaced far enough apart to allow bicycle, wheelchair, and pedestrian access.	x							
1.11.4	A single bollard should be designed to stop a 35,000-pound vehicle traveling at 4 mph.	x							
1.11.5	At bus parking areas, three bollards of concrete-filled, 8-inch diameter, heavy-wall steel pipe should be located ahead of the bus. The pipes should be set vertically in a 6-foot, auger-drilled hole and retained by reinforced concrete.	x							
1.11.6	Bollards should be spaced at 5 feet on center in heavily trafficked locations to protect pedestrian-only zones.	x							
1.11.7	Bollards can either be permanently installed by embedding or may be made removable through the introduction of an in-ground sleeve or receiver, in order to provide temporary service and emergency access.	x							
1.11.8	Some bollards can be equipped to accommodate chains (e.g., eyebolts). If chain barriers are used in conjunction with bollards, care should be taken to assure that the chain is easily visible and not a hazard.	x							
1.11.9	Bollards separate pedestrian and vehicular areas in order to protect people, buildings, and site elements. They are especially important in areas where errant buses may threaten waiting passengers or pedestrians.	x							
1.11.10	Bollards may be pre-manufactured or custom designed in a style that compliments the bus stop architecture and other site furniture.	x							
1.11.11	When placing bollards in pedestrian areas one should give consideration to marking them with contrasting color bands (e.g., white or red on black bollards) or retro-reflective squares or panels.	x							

Bike Racks at Bus Shelters

Standards, Criteria, and Guidelines									
1.12.1	Bike racks shall not be placed on ADA-mandated B&A areas.	x			x	x		x	
1.12.2	Bike racks shall not be placed so as to obstruct pedestrian traffic either on the sidewalk or to and from the bus stop B&A area.	x	x	x		x		x	x
1.12.3	Upper elements of the bicycle rack shall not protrude, creating an obstacle for a blind traveler.			x		x		x	x
1.12.4	Bike rack location must meet the set back and minimum clear recovery zone requirements established in the Florida Department of Transportation Design Standards, Index Number 700.								x
Best Practices									
1.12.1	Inverted "U" racks provide more security for bicycles than the traditional "comb" bicycle racks.	x		x					
1.12.2	Bike racks and lockers should never be located in the corner of a parking garage or in other areas with low visibility.	x							
1.12.3	Bicycle parking areas should be provided on the upstream side of the B&A area.	x	x						x
1.12.4	The height of bike racks should not exceed 4 feet from the paved surface.		x	x					x
1.12.5	Association of Pedestrian and Bicycle Professionals guidelines mention that bike racks should support bikes by their frames at two points (as opposed to supporting them by the wheel as common in comb and toast racks).	x		x					
1.12.6	Bike racks should provide 4-foot aisles, measured from tip to tip of bike tires across the space between racks or between the tip of the tire and an adjacent obstacle.	x		x ¹					x
1.12.7	One person should be able to walk one bike through the aisle.	x							
1.12.8	Six feet of depth should be allowed for each row of parked bicycles.	x							
1.12.9	Racks should be located no less than 2 feet from walls. Inverted "U" racks should be placed no less than 3 feet apart widthwise.	x							
1.12.10	Providing bike commuters better access to buses must be accomplished in a manner that maintains full access for other patrons.	x		x					

Table 1
FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

 Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices		Accessing Transit	District 1 & 7	District 4	ADA Regulations	Florida Greenbook	AASHTO Guide for Geometric Design	FBC Chapter 11	FDOT Rules
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1.12.11	When locating bike racks, agencies should note that many Bikes-on-Bus (BOB) users only need their bicycle on one end of the transit trip, typically from home to transit stop and vice versa.	x							
1.12.12	Bike racks should be placed at bus stops along routes where bus-mounted bike racks are at capacity and cannot accommodate more bike passengers without causing those passengers to wait for the next bus.	x		x					
1.12.13	Along routes where bus-mounted bike racks are at capacity, transit agencies should consider installing three-bike capacity racks and allowing patrons to bring bicycles on board (when the wheelchair area is vacant).	x							
1.12.14	At park-and-ride lots, it may be appropriate to add a bike-and-ride section to encourage use in a more secure area.	x							
1.12.15	Bicycle storage areas should be placed in spaces that are physically and visually accessible.	x	x	x					
1.12.16	Placement along heavily trafficked streets and walkways protects bicycles from theft and vandalism.	x	x	x					
1.12.17	A good rule of thumb is one bike space for every 20 parking spots.		x						
1.12.18	Multiple racks can be installed to create a "bicycle parking lot" depending on the size of the transit stop and projected use.			x					
1.12.19	An inverted "U" is a simple effective design for a bicycle rack.	x		x					
1.12.20	If the bike rack is covered, it should be designed so that explosive devices cannot be hidden in the area.	x							
1.12.21	Bicycle racks should be kept underneath a covered area to protect the bikes from exposure to the weather.	x		x					
1.12.22	To avoid unnecessary water damage to bicycles, bike racks should not be placed near sprinkling systems.	x							

Notes:

1. Bike Racks should provide 30" aisles.

Shopping Cart Storage at Bus Shelters									
Standards, Criteria, and Guidelines									
1.13.1	To maintain accessibility, bus stop B&A areas may not be used for shopping cart storage.	x	x			x		x	
1.13.2	Shopping cart location must meet the set back and minimum clear recovery zone requirements established in the Florida Department of Transportation Design Standards, Index Number 700.								x
Best Practices									
1.13.1	The transit agency should make arrangements with shopping center managers to have the cart corrals periodically emptied.	x	x						
1.13.2	The frames for shopping cart corrals should be constructed from steel pipe.	x							
1.13.3	Surface mounted flanges should be constructed from flat steel bars.	x							
1.13.4	Standard hot-dipped galvanized steel pipes should be used, to resist corrosion and rust.	x							
1.13.5	Shopping cart storage should be provided at bus stops adjacent to retail centers. It should be located at least 4 feet back from the face of curb and should remain clear of sidewalks.	x							

Public Telephones									
Standards, Criteria, and Guidelines									
1.14.1	Where public telephones are provided, at least one telephone must be accessible by persons using wheelchairs.	x	x		x	x		x	
1.14.2	Public telephones must be located so that the receiver, coin slot, and control are no more than 4 feet above the floor.	x			x	x		x	
1.14.3	Public telephones shall be fixed on a clear floor or ground space at least 2 feet (61 inches) by 4 feet, not impeded by bases, enclosures, and fixed seats and allows either a forward or parallel approach by a person using a wheelchair.	x	x	x	x	x		x	
1.14.4	The highest operable part of the telephone and telephone books shall be located within the reach of wheelchair users and no higher than 48 inches.	x			x	x		x	

Table 1
FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

 Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices		Accessing Transit District 1 & 7 District 4 ADA Regulations Florida Greenbook ASHTO Guide for Geometric Design FBC Chapter 11 FDOT Rules							

Curb-Side

1.14.5	The length of cord should be a minimum of 29 inches. Phones shall be hearing aid compatible and volume control equipped.	x			x	x		x	
Best Practices									
1.14.1	Telephones at bus stops offer many potential benefits for bus patrons, including the ability to make personal and emergency calls while waiting for the bus.	x					x		
1.14.2	The phone and the bus stop waiting area should be separated by a short distance when possible.	x							
1.14.3	Public telephones at bus stops should be limited to outbound calls only.	x							

Police Call Box									
Standards, Criteria, and Guidelines									
1.15.1	The call box must be located in such a place that it does not obstruct access to the stop.	x				x	x	x	
1.15.2	Call boxes may be identified instantly in the event of an emergency and must be suitable for users with hearing impairments and those using a wheelchair.	x				x		x	
Best Practices									
1.15.1	Police call boxes establish a safe environment, especially at stops with fewer patrons as well as those located in suburban and rural areas.	x	x						
1.15.2	Police call boxes require less maintenance, do not encourage loitering by non-bus patrons, and can be solar powered.	x							

Vending Machines									
Standards, Criteria, and Guidelines									
1.16.1	Vending machines, newspaper boxes, and other street furniture cannot reduce clear spaces required by ADA Accessibility Guidelines. A 30" x 48" minimum clear space must be provided (ADA and FAC).	x	x	x		x	x	x	
1.16.2	Vending machine location must meet the set back and minimum clear recovery zone requirements established in the Florida Department of Transportation Design Standards, Index Number 700.								x
Best Practices									
1.16.1	Vending machines can provide passengers with reading materials while they wait for the bus.	x					x		
1.16.2	ADA mobility guidelines should be followed for improved site circulation.	x			x	x	x	x	
1.16.3	Vending machines should be anchored to the ground to reduce vandalism and placed at least 4 feet back from the face of the curb.	x							x

FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices		Accessing Transit	District 1 & 7	District 4	ABA Regulations	Florida Greenbook	AASHTO Guide for Geometric Design	FBC/Chapter 11	FDOT Rules
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Street-Side

Roadway		Standards, Criteria, and Guidelines							
2.1.1	Construction procedures to build transit facilities along state roads must comply with FDOT requirements. Under all conditions, all facilities must comply with applicable FDOT and local regulations.	x							x
Best Practices									
2.1.1	Agencies responsible for the following should be contacted during the planning process: utilities, electricity supply and maintenance, traffic impacts and related issues, environmental planning, historic preservation, and adjacent property owners, especially in cases where construction could, temporarily or permanently, affect residents' sight view, access to property, etc.	x							

Special-Use Lanes		Best Practices							
2.2.1	The High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT) requirements vary widely depending on local policies. Occupancy requirements can be raised in order to maintain a desired level of service and increase person-moving capacity.	x							
2.2.2	HOV/HOT lanes can be adjusted to reduce the negative public perception caused by the "empty lane" syndrome and maintain the beneficial effects on transit travel times.	x							

Traffic Signals and Traffic Signal Priority (TSP)		Best Practices							
2.3.1	TSP systems should be used on high ridership corridors with moderate numbers of buses.	x					x		
2.3.2	Bus routes with greatest delays should be considered as the highest priority for TSP system implementation.	x					x		
2.3.3	Bus detectors should be placed farther upstream if bus stops are located on the far side of an intersection.	x							
2.3.4	Active signal priority should be used at far-side bus stops to ensure that signal priority calls are not wasted for stopped vehicles.	x	x						
2.3.5	Unconditional signal priority should be implemented only for express bus service during off-peak hours and should be implemented by placing limits on green extension and red truncation lengths, especially at intersections with busy cross streets.	x							
2.3.6	Transit agencies must contact the traffic operations department for authorization to own and operate signal preemption devices. Additionally, before implementing signal preemption, an educational campaign should be carried out throughout the affected area.		x						
2.3.7	Techniques should also utilize a variety of different control strategies such as phase suppression, synchronization, compensation, and green recall.	x							
2.3.8	The volume of bus passengers, degree of existing congestion level and delay to non-transit vehicles are all important variables that must be considered in developing a Transit Signal Priority (TSP) strategy.	x					x		

FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices



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Street-Side

2.3.9	TSP allows: (1) the ability to track bus movements accurately; (2) the ability to measure and record statistics on the bus routes to form transit plans based on statistical analysis and to consider traffic volume, passenger occupancy, and other related data; (3) the ability to offer a wide variety of priority techniques for different situations; (4) the ability to minimize delay to non-transit traffic and to offer compensation to that traffic; (5) the ability to estimate cost to both passenger and transit agency (based on average delay) associated with enacting any given priority method.	x							
2.3.10	An effective TSP system ensures that transit vehicles in all directions can be assisted without excess delay to non-transit vehicles.	x	x				x		
2.3.11	There are several ways to realize a TSP system: vendors can install entire systems, software and hardware can be purchased from different vendors or entirely customized solutions can be developed by consultants.	x	x						
2.3.12	Though some small delay to non-transit traffic is inevitable, it can be minimized through signal controls that limit the green light extension for buses. Additionally, at highly congested intersections, green extensions are limited to every other cycle.	x	x						
2.3.13	Active priority systems, where signal is adjusted for each bus on detection at intersection approach, use both real- and fixed-time control strategies and schedule- and headway-based control strategies. In general, active priority systems are viewed as more effective than passive ones.	x							
2.3.14	Passive priority systems, where the signals are adjusted to suit the bus schedule along the route, prioritize the traffic signals using a combination of fixed-time and schedule-based control strategies. Passive priority is usually implemented only on roads with high transit usage, often close to the buses' origin point where departure schedules are fixed.	x							
2.3.15	The implementation of a TSP system may call for changes in the positioning of bus stops in order to gain the highest potential benefits from the technology.	x							

Street Lighting

Best Practices

2.4.1	Lighting along streets should be designed for smoother vehicular movement and meet illumination requirements of a transit stop.	x							
2.4.2	Places such as mid-block crossings associated with bus stops, where significant vehicle-pedestrian interactions may occur, should be illuminated to enhance the safety of bus patrons.	x	x						
2.4.3	In rural areas, efforts should be made to maximize the safety and security of bus stops with cost feasible lighting.	x	x				x		
2.4.4	The conditions for lighting transit facilities in rural areas should be reviewed on a location-specific basis.	x	x						
2.4.5	Local transit stops should be located within 30 feet of an overhead light source. A minimum distance of 15 feet is recommended between a shelter and light pole.		x						
2.4.6	Lighting fixtures of any height should have minimum glare that could otherwise adversely impact drivers and provide even and uniform illumination over the whole area.		x						
2.4.7	As needed, lighting should be made suitable for stop areas.	x							
2.4.8	When possible, solar lighting should be used to reduce operating costs and to increase functionality during black out periods. Solar lighting should also be considered where utility service is not readily available.	x	x				x		
2.4.9	Lighting scaled to the human body helps create pedestrian-friendly environments. Agencies should consider lighting installation at bus stops that attract significant ridership in the evenings or early mornings.	x	x						
2.4.10	Pedestrian-scale lighting at stops near neighborhood business areas, malls, hospitals, and recreational/sports facilities can be achieved through public-private initiatives by contacting adjacent facility owners.	x	x						

FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices		Accessing Transit	District 1 & 7	District 4	ADA Regulations	Florida Greenbook	AASTHO Guide for Geometric Design	FBC/Chapter 11	FDOT Rules
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Street-Side

2.4.11	Uniform illumination, rather than lighting patterns that produce bright and dark areas, is also helpful in preventing crime at bus stops. Lighting access is also an integral part of Crime Prevention through Environmental Design (CPTED) methods.	x							
2.4.12	Lighting fixtures should be oriented so stop area infrastructure such as a shelter or amenities do not cast a shadow on the waiting area and the bus driver should be able to see the waiting passengers.		x						

Pavement Marking									
Standards, Criteria, and Guidelines									
2.6.1	Pavement markings shall be in compliance with maintaining agency regulations and standards in the Manual of Uniform Traffic Control Devices (MUTCD).	x					x		
2.6.2	Physical obstructions in and around bus stops, if identified as a hazard to vehicular or pedestrian safety, must be removed or adequately marked by painting or by use of other highly-visible material.	x				x		x	

Bus Stop Location									
Standards, Criteria, and Guidelines									
2.7.1	FAC/Section 14-20.003 requires that a minimum 15-foot distance be maintained between a bus stop and an on-street parking space for persons with disabilities.		x						x
2.7.2	If a shelter is to be placed, a minimum 15-foot distance from a fire hydrant and 12 feet from the intersection point of curve/tangent should be maintained. Site conditions or other regulations may require more distance.		x						
2.7.3	The actual passenger loading area for a stop must not be located in a driveway where slopes exceed ADA standards.			x					
Best Practices									
2.7.1	It is desirable that a shelter be placed at a 15-foot distance from a pole. Under all circumstances, a minimum distance of 8 feet should be maintained.		x						
2.7.2	Near-side stops are preferred on two-lane roadways without a bus bay, where vehicles are restricted from going around the bus.			x					
2.7.3	Far-side stops are recommended in most other applications, particularly when the street is wide enough to permit other vehicles to pass uncontrolled around the stopped bus.			x					
2.7.4	Transit stops should ideally be located at a minimum of 200 feet from any existing driveway. It is recommended that a bus stop be located downstream of traffic movement from a driveway.			x					
2.7.5	Roundabouts should be treated similarly to conventional intersections. Since the bus stop should, where possible, be located on the far side of the roundabout after the exit, the stop should either utilize a bus bay or be far enough downstream from the splitter island to avoid a long queue from interfering with circulation within the roundabout.	x							
2.7.6	Far-side bus stops are generally preferred to near-side stops because they result in fewer traffic delays, provide better vehicle and pedestrian sight distances, and cause fewer conflicts among buses, cars, pedestrians, and bicyclists.	x					x		
2.7.7	Avoid near-side stops at intersections with dedicated right-hand turn lanes where right-on-red turning is permitted.	x							
2.7.8	Mid-block stops are generally to be avoided. They are appropriate only when: route alignments require a right turn and the curb radius is short; the distances between intersections are unusually long and major transit generators are located mid-block and cannot be served at the nearest intersection; and the pedestrian crossing is accompanied by pavement marking and road lighting.	x							



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[District 1 & 7](#)
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[illegible]

FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices



Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices

Accessing Transit
District 1 & 2
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ADA Regulations
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Street-Side

2.7.25	A minimum distance of 5 feet should be kept between a bus stop and the edge of a crosswalk or end of a radius, whichever is farther from the intersection.		x							
2.7.26	The transit agency should consult roadway authorities and property owners when there is a possibility of a transit vehicle blocking the only access route to a property.		x							

Emergency Medical Services (EMS) Access

Best Practices

2.8.1	When planning transit facilities near hospitals, fire stations, and police stations, those agencies should be contacted to seek their input on bus stop locations.	x	x							
2.8.2	Bus facilities should not obstruct fire lanes or other similar emergency facilities and equipment.	x	x							
2.8.3	During the operation of transit signal priority, buses must accommodate emergency vehicles at all times.	x	x				x			
2.8.4	Exceptions to parking prohibitions at bus stops should be permitted to allow standing-by emergency vehicles.	x								

Road-Side Bus Stop

Standards, Criteria, and Guidelines

2.9.1	Bus stops must be located so that the front door ADA boarding & alighting area is located outside the driveway to ensure compliance with ADA maximum slope requirements.	x				x			x	
2.9.6	ADA level change requirements for ground and floor surfaces requires that if level change is less than ¼ inch, then no special treatment is required. If a level change is between ¼ and ½ inch, a bevel with a maximum slope of 1:2 is needed. If a level change is more than ½ inch, then a ramp with a maximum slope not greater than 1:12 is needed.		x		x	x			x	
Best Practices										
2.9.1	Ideally, curb-side stops are provided at locations where: the design speed is less than or equal to 45 mph; there is adequate space in the right-of-way for improvement of shelters and benches; access can be provided for passengers with disabilities; major trip generators are nearby; connections exist to pedestrian facilities; nearby major intersections are signalized; street lighting exists for nighttime routes; and adequate curb length is present to accommodate the bus stop zone.	x								
2.9.2	Consider relocating a bus stop to a downstream parcel should a corner location prove to be unacceptable.	x								
2.9.3	In a constrained right-of-way location adjacent to a canal, adequate canal flows must be maintained in areas where the bus stop encroaches into the canal section. A continuous handrail or pedestrian/bicycle rail on a barrier wall should be provided around stops immediately adjacent to canals.		x	x						
2.9.4	Bus stops should be located so that passengers are not forced to wait for a bus in the middle of a driveway.	x								
2.9.5	Pedestrian access behind the guardrail should be limited to the area of the bus stop.		x							
2.9.6	For rural and suburban areas without a fixed-route service, customer feedback and special requests should be considered proxy for the need to place a fixed-stop with an ADA-compliant infrastructure.		x			x				
2.9.7	The stopped bus should not block driveways.	x						x		
2.9.8	It is desirable that all bus stops in urban areas be located at least 20 feet from canals and 6 feet from a drop-off location.		x							
2.9.9	Far-side curb-side bus stops should be a minimum of 90 feet in length.	x						x		
2.9.10	Near-side curb-side stops should be a minimum of 100 feet in length.	x						x		

FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

	Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices	Accessing Transit	District 1 & 7	District 4	ADA Regulations	Florida Greenbook	AASHTO Guide for Geometric Design	FBC/Chapter 11	FDOT Rules

Street-Side

2.9.11	Mid-block curb-side stops should be a minimum of 150 feet in length.	x						x		
2.9.12	When a guardrail runs parallel to a roadway that has or will have transit service, the bus stop should be located outside the guardrail and an opening provided in the guardrail to permit pedestrian access. A B&A area must be provided at the guardrail opening to permit access to the bus.		x							

Bus Bay										
Standards, Criteria, and Guidelines										
2.10.1	Signing and pavement markings near bus bays shall differentiate bus bays from travel lanes. Generally, a broken 6-inch white stripe, 2-feet by 4-feet skip, should be used in the areas where buses will be entering and leaving the bus bay (acceleration and deceleration tapers). A solid 6-inch white stripe should be used between the dashed areas to delineate the travel lane for through vehicles.			x						
Best Practices										
2.10.1	Bus bays may be appropriate at mid-block stops associated with destinations that are major transit trip generators.	x		x						
2.10.2	The design of bus bays should aim to reduce automobile-bus conflicts, provide greater separation between traffic and pedestrians waiting for the bus, and allow the bus to quickly regain its travel speed upon its re-entry into traffic.	x								
2.10.3	Bus bays at far-side stops should be placed at signalized intersections so that the signal provides gaps in traffic that permit bus re-entry into the travel lane.	x						x		
2.10.4	Near-side bus bays should be avoided because of conflicts with right-hand turning vehicles and delays in service resulting from the difficulty associated with bus re-entry into the travel lane.	x								
2.10.5	When site constraints do not prevent it, closed bus bays should be used instead of open bus bays to minimize the disturbance to other vehicular movements.	x						x		
2.10.6	Bus bays should be placed in a recessed curb area of the roadway, separated from moving lanes of traffic.	x								
2.10.7	Length of the bus bay should be increased by 50 feet for each additionally 40-foot bus and 70 feet for each additionally 60-foot articulated bus expected to be at the stop simultaneously.	x								
2.10.8	The bus bay sidewalk should be connected to existing sidewalk or accessible to the shoulder.	x								
2.10.9	Bus bays should be considered when: (1) traffic in the curb lane exceeds 250 vehicles during the peak hour; (2) passenger volume at the stop exceeds 20 boardings per hour; (3) traffic speed is greater than 40 miles per hour; (4) bus volumes are 10 or more per peak hour; (5) recurrent crash patterns are present; (6) right-of-way and suitable roadway geometrics are available; (7) buses are expected to layover at the end of a route or at transfer locations; (8) average peak-hour dwell time exceeds 30 seconds per bus; (9) improvements such as widening are planned; and (10) roadway profile low points can be avoided and a 2-percent cross slope can be achieved on the roadway.		x					x		
2.10.10	When bus bays are placed at a near-side location, the arterial design speed should be less than 40 mph to lessen potential conflicts as the bus re-enters the flow of traffic.	x								
2.10.11	The total length of the bus bay should allow room for an entrance taper, a deceleration lane, a stopping area, an acceleration lane, and exit taper. However, in some cases it may be acceptable to use the through lane as the acceleration and deceleration lane and provide only the tapers and the stopping area.			x				x		
2.10.12	Open bus bays are not recommended on six or more lane facilities.			x						
2.10.13	In curb and gutter locations, the bus bay pavement should slope into the roadway at a 2-percent cross slope that directs run-off to a drainage structure located outside of the bus bay area.			x				x		
2.10.14	In the absence of curb and gutter, bus bay pavement or B&A areas should be sloped away from the roadway (2-percent cross slope minimum or matching the adjoining roadway pavement slope) to direct runoff to roadway drainage ditches.			x				x		

FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices		Accessing Transit	District 1 & 7	District 4	ADA Regulations	Florida Greenbook	AASHTO Guide for Geometric Design	FBC Chapter 11	FDOT Rules
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Street-Side

2.10.15	Lighting design for bus bay pavement areas should meet the same criteria for minimum illumination levels, uniformity ratios, and max-to-min ratios that are being applied to the adjoining roadway based on FDOT Lighting Design Criteria.			x					
2.10.16	Typical size of an open bus bay for a 40-foot bus with a design speed of 40/60 mph consists of a 50-foot stop area for one bus and a 60-foot acceleration lane.		x				x		
2.10.17	Standard asphalt pavements are normally adequate to handle bus traffic, including bus bays.	x							
2.10.18	For concrete pavements, it is important to provide adequate sub-grade drainage, thickness, and joint details.	x					x		
2.10.19	Various bus bay and right turn configurations include three basic options: (1) most desirable design: the bus bay is placed entirely upstream from the right turn lane; (2) second most desirable design: the bus bay is placed partially upstream from the right turn lane since the bus bay and right turn lane share the bus exit and right turn entry taper; (3) minimum design: the bus bay and right turn lane share space but with the bus bay located as far upstream as feasible.			x					
2.10.20	Bus bays should not be located on profile low points to avoid placing passengers in areas of potential ponding.			x					
2.10.21	A mid-block crosswalk can be used in locations where there is a major transit-oriented activity center or the distance to the next intersection is greater than 300 feet.	x		x					
2.10.22	Signalization may be provided as per the MUTCD.	x					x		
2.10.23	Drainage structures should not be located within the bus bay stopping area. Additionally, drainage structures should be kept away from the passenger loading areas.	x							
2.10.24	For alternative pavement treatments (patterns or textures), the Plans Preparation Manual (PPM) should be used for guidance. Architectural pavers are not acceptable for use on the state highway system in the travel way, but can be used elsewhere as specified in Volume I, Subsection 2.1.6.1, PPM.	x							
2.10.25	Alternatives to bus bays should be looked at when: The traffic volumes exceed 1,000 vehicles per hour per lane and in high-density commercial areas with on-street parking. Bus bulbs are potential alternatives to bus bays.		x				x		
2.10.26	Near-side bus bays should be avoided because of conflicts with right turning vehicles, delays to transit service as buses attempt to re-enter the travel lane, and obstruction of traffic control devices and pedestrian activity.			x					
2.10.27	Near-side bus bays may cause operational conflicts as transit drivers may not pull completely into the bus bay due to the difficulty of re-entering the mixed travel lane.			x					

Queue Jumper Bus Bay

Best Practices

2.11.1	Near-side stops increase bus dwell time creating signal prioritization difficulties and preventing effective use of the queue jumper lane.	x							
2.11.2	When using a queue jumper bus bay, the bus stop should be located at the far side of an intersection.	x					x		

Bus Bulb/Nub

Best Practices

2.12.1	Bus bulbs are not appropriate on facilities with: (1) high operating speeds, generally 45/60 mph or greater; (2) high traffic volumes; (3) transit corridors that serve a large wheelchair dependent population; (4) less than 24-hour on-street parking available; (5) low transit ridership or pedestrian activity; or (6) transit layover stations.			x			x		
2.12.2	Bus bulbs tends to reduce delays associated with buses reentering traffic lanes.	x					x		

FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

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Street-Side

2.12.3	Bulbs should be located in following areas: (1) where parking is critical (and bus bays may take up too much space); (2) where buses experience delays in re-entering the traffic lane; (3) where traffic calming is desired; (4) on streets that are perceived to be pedestrian friendly; (5) on the near-side of signalized intersections; (6) on streets with design speeds up to 40 mph; (7) in low traffic volume areas or on streets with diagonal or parallel parking; and (8) where mid-block stops may be appropriate to serve a transit demand generator.	x					x		
2.12.4	Bus bulbs should not be located on streets with design speeds greater than 40 mph or high-volume facilities.	x					x		
2.12.5	Bus bulbs should not be located at stops where the bus route requires the bus to make a right hand turn, unless the bulb precedes a right-turn lane.	x					x		
2.12.6	Nubs should be designed to allow for bus turning movement and can form bus bulbs that allow buses to make curb-side stops without weaving in and out of the travel lane. They also have a traffic calming effect.	x							
2.12.7	Nubs should be avoided at intersections where the bus route requires the bus to make a right turn.	x							
2.12.8	Nubs should also be avoided in low speed central business districts to avoid congestion of traffic.	x							
2.12.9	Nubs should extend into the street for the width of a parking lane.	x							
2.12.10	Nubs should be used at mid-block crossings where feasible.	x							
2.12.11	Nubs are appropriate in areas where there are significant volumes of pedestrian traffic and at intersections with roads that have parallel or diagonal on-street parking.	x							

Off-Street Half-Sawtooth Bus Bay									
Standards, Criteria, and Guidelines									
2.13.1	Half-sawtooth bus bays allow for shorter stations, but require greater station widths.	x					x		
Best Practices									
2.13.1	Half-sawtooth bus bays should be used at off-line transfer centers where the length of the site is limited but where the depth of the site is adequate to accommodate bus movement in and out of bays.	x					x		
2.13.2	Half-sawtooth bus bays are also preferred at locations where parallel buses may result in delays caused by more than two buses stopping at one time.	x					x		
2.13.3	The loading lane width of 43 feet is the minimum berth length required for 40-foot buses with bus-mounted bike racks. The bus berth lengths must be increased by 20 feet for articulated buses.	x					x		

Bus Stops and Railroad Crossings									
Standards, Criteria, and Guidelines									
2.14.1	Per Florida Statute 316.1945 (1), a minimum distance of 50 feet should be maintained between bus stops and the nearest railroad crossing.		x	x					x
Best Practices									
2.14.1	When possible, it is recommended to place bus stops on the near side of a railroad crossing to avoid creating a queue that would conflict with the crossing.	x							
2.14.2	Near-side bus stops shall be located so that railroad warning signs are not obstructed by a stopped bus.	x							
2.14.3	For bus routes parallel to railway tracks, bus stops should be placed outside of the clear zone of the railroad (minimum 8 feet) or be protected by crash walls.		x						

Table 2
FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

 Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices		Accessing Transit	District 1 & 7	District 4	ADA Regulations	Florida Greenbook	AASHTO Guide for Geometric Design	FBC Chapter 11	FDOT Rules

Street-Side

2.14.4	For bus routes perpendicular to railway tracks, near-side bus stops are recommended and should be located such that railroad-warning signs are not obstructed by a stationary bus. Supplemental left-side signs should be provided at all near-side bus stop locations.		x						
2.14.5	Bus stops should be located on the near side of the crossing in advance of the railroad crossing stop bar.			x					
2.14.6	If a bus stop must be located on the far side of a crossing, it should be located at least 450 feet beyond the crossing.			x					
2.14.7	The stopping sight distance for a bus stop near a railway crossing should be consistent with Indices 17346 and 17882, FDOT's Design Standards for railroad marking and sign details.	x							x

Bike Lanes									
Standards, Criteria, and Guidelines									
2.15.1	Bike networks should connect with other modes of transportation.	x							
2.15.2	When the bus stop is located in a bus bay, dashed line pavement markings consistent with the MUTCD must be used to notify bicyclists and transit operators of the potential conflict.		x	x		x			x
2.15.3	Where bicycle paths (facilities not immediately adjacent to the travel lane) are provided, bus stops should be coordinated so that they are located in the proximity of the bicycle path access points to the roadway. Refer to the AASHTO Guide for the Development of Bicycle Facilities for information on the design of bicycle facilities.			x			x		
2.15.4	On curb and gutter roadways, a 4-foot minimum bicycle lane width measured from the lip of the gutter is required.								x
2.15.5	A 5-foot minimum width shall be provided when the bicycle lane is adjacent to on-street parking, a right turn lane, guardrail, or other barrier.								x
Best Practices									
2.15.1	Dashed line pavement markings can be used where buses are allowed to move in and out of bike lanes.	x							
2.15.2	Use of bikes in combination with public transit ensures improved low-density, urban, and suburban public transportation. When conflict is inevitable, the shared area should be marked for visual attention.	x							

Pedestrian Crossings									
Standards, Criteria, and Guidelines									
2.16.1	Pedestrian crossings should be provided at the following locations: (1) intersections where bus passengers are required to cross streets to transfer between routes; (2) signalized intersections in urban areas with marked crosswalks on all four corners unless there is a specific reason to direct pedestrians to alternative crossing locations; (3) where a marked crosswalk can channel pedestrians to a single crossing location; (4) where there is a need to delineate an ideal crossing location due to confusing street geometries; (5) and unsignalized intersections where there are no signalized crossings within 600 feet.	x							
2.16.2	Conditions for not providing crosswalks at unsignalized intersections are: (1) the posted speed is greater than 40 mph; (2) a roadway with four or more lanes without a raised median or crossing island that has (or will soon have) average traffic of 12,000 vehicles per day or greater; (3) a roadway with four or more lanes with a raised median or crossing island that has (or will soon have) average traffic of 15,000 vehicles per day or greater.	x							
2.16.3	Crosswalks shall be no less than 6 feet wide. Crosswalks of at least 10 feet in width are preferred. Greater widths may be necessary where the volume of pedestrian traffic is high.	x							x

Table 2
FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices

 Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices											
		Accessing Transit	District 1 & 7	District 4	ADA Regulations	Florida Greenbook	AASHTO Guide for Geometric Design	FBC Chapter 11	FDOT Rules		

Street-Side

2.16.4	ADA-compliant curb ramps (at all curbs along accessible routes) shall be provided at all crosswalks, marked and unmarked. Curb ramps should not interfere with free access to the bus stop. Bus stop locations should not be interrupted by curb ramps. Curb ramps must be fully within striped crosswalks.	x			x	x		x			
2.16.5	The following must be considered to ensure that crosswalks are in compliance with ADA requirements: (1) the Access Board requires that curb ramps must be provided wherever there is a difference in level on an accessible path; (2) curb ramps should not be located at places where water accumulates or the access is blocked by vehicles; (3) ramps should also have detectable warning surfaces and the running slope should not exceed 1:12; (4) crosswalk markings should be located so that a pedestrian in a wheelchair should not have to leave the crosswalk to enter or exit the street and; (5) the curb ramp shall be wholly contained within the crosswalk markings, excluding any flared sides.	x			x	x		x			
2.16.6	If a raised central median extends into the crosswalk, an ADA-compliant channel must be provided through the median.	x			x			x			
Best Practices											
2.16.1	Crosswalks are essential to bus passengers who may have origins or destinations on either side of the roadway.	x									
2.16.2	Streets within walking distance from a transit stop should be designed to accommodate pedestrians, as well, with an emphasis on pedestrian safety.	x									
2.16.3	In an area where major transit destinations and origins are located, but where crosswalks would be dangerous, consideration should be given to installing a pedestrian bridge over the roadway if transit ridership would suggest such an investment.	x					x				
2.16.4	MUTCD allows use of colored pavement between white lines at crosswalks if it does not degrade contrast.	x									
2.16.5	Too much pavement texturing should be avoided, as it may negatively impact wheelchair and cane users.	x									
2.16.6	Crosswalk and pavement markings increase the visibility of the crosswalk.	x									
2.16.7	Where the curb ramp is completely contained within a planting strip or other non-walking surface, so that pedestrians would not normally cross the sides, the curb ramps can have steep sides, and even be vertical-turned curbs.	x									
2.16.8	Crosswalks should have an audio component to signal to the blind when it is and is not safe to cross.			x							
2.16.9	At mid-block stop locations, if a significant number of pedestrians cross roadways, signalized crossings should be considered. In such cases, crosswalks should be located such that incoming traffic is visible to pedestrians.		x								
2.16.10	Median refuges should be considered in the following situations: (1) wide crossings with high pedestrian volume; (2) mid-block stops with high pedestrian volume; (3) street crossings with a high number of elderly, young pedestrians, and wheelchair users; (4) bus stops located around schools; and (5) areas where pedestrians are likely to use strollers or carry bags.		x								
2.16.11	Sidewalks should be constructed along both sides of arterial roadways that are not provided with shoulders, even though pedestrian traffic may be light.	x									
2.16.12	In urban areas, it is desirable to provide two curb cuts; the road agency with jurisdiction should be consulted about design and construction of curb ramps along public roadways.	x									

Transit Provision During Construction											
Standards, Criteria, and Guidelines											
2.20.1	When detours are required, the geometry of the detour route should be compared against the operational requirements of transit vehicles. While designing detours, ADA requirements should be considered. If a transit stop or route needs to be relocated, appropriate signage and advance notification to passengers should be provided.	x			x	x					x

**Table 2
FDOT Transit Facilities Design Standards, Criteria, Guidelines, and Best Practices**

 Transit Facilities Design Standards, Criteria, Guidelines, & Best Practices		Accessing Transit	District 1 & 2	District 3	ADA Regulations	Florida Greenbook	AASHTO Guide for Geometric Design	FBC Chapter 11	FDOT Rules
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Street-Side

		Best Practices							
2.20.1	If a road improvement project affects transit services, transit agencies should be involved in the planning of traffic control during construction.	x							
2.20.2	Traffic control devices should not be placed in locations where they will block transit stops or passenger access to stops.	x							
2.20.3	Typically, roadway construction or improvement projects should have a Temporary Traffic Control Plan (TTCP), which is a set of specific sheets, references to standard (typical) layouts, and/or notes on roadway plans describing how traffic should be controlled through a work zone.	x							x

Street Signage									
		Standards, Criteria, and Guidelines							
2.21.1	All signs must be in compliance with the Manual on Uniform Traffic Control Devices (MUTCD).	x	x				x		x
2.21.2	The sign must be securely mounted at an angle perpendicular to the street. Existing signposts can be used depending on the policies of the sign maintaining agency and the transit agencies' design specifications.	x	x						
2.21.3	The bus stop sign must neither block jurisdictional signs nor be blocked by other signs, trees or buildings.	x	x						x
2.21.4	The sign must be easily visible to the approaching bus driver. For curb and gutter sections, the FDOT Design Standards require a minimum 2-foot distance from the face of the curb to the bus stop sign. For typical rural shoulder sections, the minimum distance is 12 feet from the edge of the traveled way and 6 feet from edge of the shoulder. The minimum distance will vary according to the design speed of the road.	x	x						
2.21.5	Signs shall provide a minimum 7-foot vertical clearance from the paved surface (sidewalk or roadway pavement). If the vertical clearance is less than 7 feet, a barrier to warn people with visual impairment should be provided.	x	x		x				x
		Best Practices							
2.21.1	Wherever required or applicable, signs should include the international symbol of accessibility (wheelchair logo).		x		x	x			
2.21.2	The Access Board has developed the guidance in section 409.5 of its Revised Draft Guidelines for signs on public right-of-way. This guidance has not been formally adopted in federal rulemaking, but is considered best practice at this time.		x		x				

Appendix A: References



References

1. *Accessing Transit: Design Handbook for Florida Bus Passenger Facilities*, Public Transit Office, Florida Department of Transportation, 2008.
2. *Districts 1 and 7 transit facility standards and guidelines*, Florida Department of Transportation District 1 & 7, 2008.
3. *FDOT District 4 transit facility guidelines*, District Office of Modal Development, Florida Department of Transportation, 2002.
4. *Design Standards, Index No. 700*, Florida Department of Transportation, 2010, <http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm>
5. *Design standards, Index No. 17302*, Florida Department of Transportation, 2010, <http://www.dot.state.fl.us/rddesign/rd/RTDS/06/17302.pdf>
6. *Plans Preparation Manual*, Florida Department of Transportation, 2010, <http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm>
7. Fla. Admin. Code Ann. r. 14-20.0032, 2008, <https://www.flrules.org/gateway/RuleNo.asp?ID=14-20.0032>
8. *Guide for Geometric Design of Transit Facilities on Highways and Streets—Ballot Draft*, American Association of State Highway and Transportation Officials, 2009
9. *Americans with Disabilities Act and Architectural Barriers Act Accessibility Guidelines*, U.S. Architectural and Transportation Barriers Compliance Board (Access Board), 2004.
10. *Florida Building Codes*, Florida Department of Community Affairs, 2007, http://www2.iccsafe.org/states/florida_codes/
11. *Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways*, Florida Department of Transportation, May 2010, <http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm>



From: Charles Hargrove ✓
To: Schnebly, Tura
Date: 1/28/2011 5:29 PM
Subject: Fwd: ADA Compliance at Bus Stops

FYI.

Sincerely,

Charles D. Hargrove
Assistant County Attorney
County Attorney's Office
County of Volusia
123 West Indiana Avenue, Ste. 301
DeLand, Florida 32720-4613
Telephone: (386) 736-5950
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>>> Gary Cooney <GCooney@deltonafl.gov> 1/27/2011 2:51 PM >>>
Mr. Hargrove,

Jamie Seaman informs me that you are the attorney to go to with ADA compliance issues. I have tried unsuccessfully to reach you via telephone.

The City of Deltona has received a complaint concerning ADA compliance at bus stops within the city. The complaint alleges the stops are non-compliant in that they do not have the allegedly required 5 x 8 paved access ramps. FDOT appears to be of the same opinion as the complainant. As the complaint involves Votran, county roads and city roads, I wanted to coordinate with the County concerning any measures to be taken.

Please contact me at your earliest convenience.

Thanks,

Gary J. Cooney
City Attorney
City of Deltona

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