

**PRE-MEETING AGENDA
MOUNTAIN BROOK CITY COUNCIL**

**PRE-COUNCIL (ROOM A106)
56 CHURCH STREET
MOUNTAIN BROOK, AL 35213**

SEPTEMBER 28, 2015, 6:00 P.M.

1. Roundabout project agreements with City of Birmingham and ALDOT – Steve Stine.
2. Stop sign on Randolph Road at its intersection with Fairway Drive – Chief Ted Cook.
3. Left-turn arrow signal modification on Old Leeds Road at Crosshill Road – Richard Caudle of Sain Associates.
4. South Brookwood Road/North Woodridge Road improvements.
 - a. Crosswalk at South Brookwood Road and North Woodridge Road – Richard Caudle.
 - b. Sidewalk improvements costs and options – Ronnie Vaughn.
 - c. Redo sidewalks and add additional guardrails on South Brookwood Road – Richard Caudle and Ronnie Vaughn.
5. Second floor Library carpet project (whether to outsource moving service).



Karen Fowler <fowlerk@mtnbrook.org>

Fwd: Roundabout Project Agreements

1 message

Karen Fowler <fowlerk@mtnbrook.org>
To: Karen Fowler <fowlerk@mtnbrook.org>

Thu, Sep 24, 2015 at 8:47 AM

From: "Steve Stine" <sstine@bishopcolvin.com>
Date: September 23, 2015 at 3:02:45 PM CDT
To: "Steve Boone" <boones@mtnbrook.org>
Cc: "Sam Gaston" <gastons@MTNBROOK.org>
Subject: RE: Roundabout Project Agreements

Steve, here is where we stand on the Roundabout agreements. After the last Mt. Brook City council meeting, I did revise the Cost Sharing Agreement. I coordinated with Judge Carl on these revisions, and now he and others on the Council have accepted the changes and now the Council is amenable to signing all the agreements related to this Project (3 with ALDOT and the Cost Sharing Agmt with the COB).

I sent the revised Cost Sharing Agreement to the COB representatives, and am waiting now on the COB to signal to us that it accepts the Cost Sharing Agreement. Right now, there is a unresolved question between the COB lawyer and me about what precise steps must be undertaken in order for the Cost Sharing Agmt to become effective; our position is that it can become effective if both the COB and Mt. Brook pass respective ordinances approving it, but the COB lawyer believes there are other administrative actions (including obtaining the approval of the Alabama Attorney General) before the Cost Sharing Agreement can ever become effective.

At this point, I would not put the Roundabout Agreements on the next Mt. Brook City Council agenda. I believe we should receive some indication from Birmingham that it accepts the Cost Sharing agreement before we do that. I will follow up again with the COB and see where Birmingham stands on this.

Steve Stine
1910 First Avenue North
Birmingham, Alabama 35203
Phone : (205) 251-2881
Fax : (205) 254-3987
Email: sstine@bishopcolvin.com

—Original Message—

From: Steve Boone [mailto:boones@mtnbrook.org]
Sent: Wednesday, September 23, 2015 10:51 AM
To: sstine@bishopcolvin.com
Subject: Roundabout

will you have a revised agreement for this agenda? If so, how soon do you think you can get it to me? Thanks.

Steven Boone

PRIVATE DRIVEWAY 48 FAIRWAY DRIVE

FAIRWAY DRIVE

Proposed
STOP
SIGN

RANDOLPH ROAD

PROPOSED VIEW



SCRUB



STREET SIGN POST

Old Leeds Road at Crosshill Road

A traffic study was undertaken for the intersection of Old Leeds Road at Crosshill Road to determine the advisability of installation of a protective-permissive left turn signal indication for traffic westbound on Old Leeds Road to turn left on Crosshill Road.

Observations

Skipper Consulting, Inc. performed observations of the traffic signal operation at the intersection of Old Leeds Road at Crosshill Road on Wednesday, August 19 and Thursday, August 20, 2015. Observations were conducted from 7:15 to 8:05 a.m. and 2:40 to 3:30 p.m. The potential need for the addition of this protected left turn indication was evaluated based on the evaluation of two factors:

1. The delay experienced by vehicles turning left from Old Leeds Road onto Crosshill Road; and
2. The delay experienced by other drivers due to being stopped by a vehicle turning left from Old Leeds Road onto Crosshill Road.

In order to evaluate the delays described above, every queue was observed and four items of information recorded: 1) the time, 2) the total number of vehicles in the queue, 3) the number of left-turning vehicles in the queue, and 4) a subjective analysis of the delays as described above. Queues are formed on Old Leeds Road westbound due to two sources:

1. When the traffic signal gives a red indication when serving vehicles on Crosshill Road; and
2. When a vehicle is waiting to make a left turn from Old Leeds Road onto Crosshill Road.

Morning Peak Period Observations

During the morning observations, 50 queues were observed. Of these 50 queues, 15 queues were noted as having some level of delay associated with them. The following is a distribution of the subjective analysis of the delay experienced/caused by left turning vehicles:

No Delay	35
Little Delay	6
Some Delay	1
Moderate Delay	5
Severe Delay	3

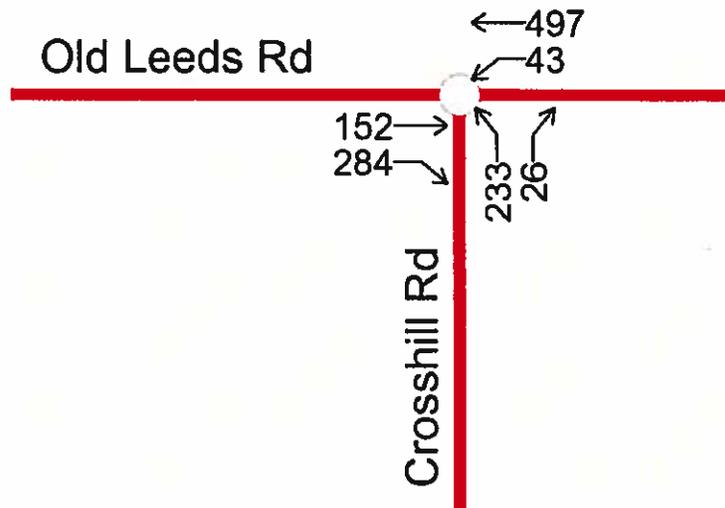
Afternoon Peak Period Observations

During the afternoon observations, 27 queues were observed. Of these 27 queues, 3 queues were noted as having some level of delay associated with them. The following is a distribution of the subjective analysis of the delay experienced/caused by left turning vehicles:

No Delay	24
Little Delay	2
Some Delay	1
Moderate Delay	0
Heavy Delay	0

Intersection Capacity Analysis

Based on the observations, it is apparent that the only time of day when a protected-permissive left turn arrow would be beneficial is during the a.m. peak period of traffic flow. An intersection turning movement traffic count was performed at the intersection of Old Leeds Road at Crosshill Road from 7:15 to 8:15 a.m. on Friday, September 18, 2015. The results of this traffic count are displayed below.



A.M. peak hour intersection capacity analyses were performed for the intersection of Old Leeds Road at Crosshill Road with and without a protective-permissive left turn arrow. The results of the analyses are displayed in the following table.

Approach	No Left Turn Arrow		With Left Turn Arrow	
	Level of Service	Delay	Level of Service	Delay
Eastbound	A	7 sec.	A	8 sec.
Westbound	B	16 sec.	B	14 sec.
Northbound	C	26 sec.	C	32 sec.
Overall Intersection	B	15 sec.	B	16 sec.

As seen in the table above, the introduction of a protected-permissive left turn arrow would have no effect on intersection levels of service. The delay for the westbound movement would improve, but at the expense of increases in delay on the eastbound and northbound movements.

Findings and Recommendations

Based on the observations and analyses conducted and documented in this report, the following recommendations are offered to the City of Mountain Brook:

1. It appears that some benefit may be gained by modification of the traffic signal to allow a short protected green arrow for traffic turning left from Old Leeds Road southwest-bound onto Crosshill Road during the morning peak period of traffic flow only.
2. It does not appear that there would be any significant benefit gained by a protected green arrow at any other times of the day.
3. The addition of the protected green arrow during the morning peak period would have a minor adverse impact to traffic on other approaches to the intersection.
4. The existing traffic signal is capable of being modified to accommodate the protected green arrow.
5. The existing traffic signal controller is capable of being programmed to only serve the protected green arrow at certain times of the day. If this were implemented, consideration should be given to installation of a special sign notifying motorists that the green arrow will come on only during these certain times of the day.
6. A generalized cost estimate to construct the improvements would be approximately \$7,500.



Electrical Contractors, Inc.

City of Mountain Brook

September 22, 2015

RE: Old Leeds @ Crosshill

We are pleased to offer the following price for the traffic signal modifications on the above referenced location. Our price is based on the drawing by Skipper Consulting dated 9/22/2015. Our price will be \$4808.00, all work by IMSA Level II technician.

Best Regards,

J. Mark Roupe
Project Manager

South Brookwood Road and North Woodridge Road

This study addresses several traffic concerns related to the South Brookwood Road and North Woodridge Road. The specific concerns addressed include:

- The possibility of constructing a crosswalk crossing South Brookwood Road at the intersection of North Woodridge Road;
- The possibility of installation of a four-way stop at the intersection of North Woodridge Road at Spring Valley Court;
- The extension of the existing sidewalk on North Woodridge Road from its current terminus to Westbury Place; and
- The need for sidewalk and guardrail improvements along South Brookwood Road from Brookwood Forest Elementary School to South Brookwood Circle.

Crosswalk – North Woodridge Road at South Brookwood Road

In the vicinity of the intersection of South Brookwood Road at North Woodridge Road, there are existing sidewalks on the west side of South Woodridge Road and on the south side of South Brookwood Road. There is no crosswalk crossing South Brookwood Road to connect these two sidewalks. Observations and public comments confirm that there are a number of pedestrians who cross South Brookwood Road at this location, including school-age children. A request was received by the City of Mountain Brook to stripe a crosswalk at this location. A study was performed to determine if installation of a crosswalk at this location could be accomplished in a safe manner. In order to determine if a crosswalk could be safely installed, two questions are considered:

- First, can a pedestrian see a vehicle approaching with enough time to either make a decision to cross the roadway or complete the crossing without being struck?
- Second, can a vehicle driver see a pedestrian in the crosswalk and come to a stop before striking the pedestrian?

A speed study was performed of traffic on South Brookwood Road. This speed study indicated that the 85th percentile travel speed of traffic on South Brookwood Road in the westbound direction (toward Brookwood Road) is 28 miles per hour. The 85th percentile speed of traffic on South Brookwood Road in the eastbound direction (toward Overton Road) is 27 miles per hour. 28 miles per hour will be used as the design speed for this analysis.

In order to answer the first question, can a pedestrian see a vehicle approaching with enough time to either make a decision to cross the roadway or complete the crossing without being struck, sight distance measurements were made for the two possible pedestrian departure points. These are labeled P1 and P2 on Figure 1. These sight distance measurements were then compared to the walking time and vehicle travel speed/distance traveled in order to determine if a pedestrian can cross safely. The results of these comparisons are shown in Table 1. Please note that the pedestrian travel speed used was 3.5 feet per second, which is appropriate for elementary school-aged children.

It is possible to modify the intersection of South Brookwood Road at North Woodridge Road to construct a concrete island in place of the existing painted island. This would shorten the crossing distance. This is illustrated in Figure 2, along with a modified pedestrian departure point.



Figure 1. Pedestrian Departure Points



Figure 2. Modified Pedestrian Departure Point

**Table 1
Pedestrian Crossing Time and Vehicle Travel Distances**

Departure Location	Looking to the...	Pedestrian Clearance Distance	Pedestrian Clearance Time	Vehicle Travel Distance	Available Pedestrian Sight Distance	Crossing Safety
P1	Left	14'	4 sec.	164'	335'	OK
P1	Right	30'	9 sec.	369'	305'	NO
P2	Left	30'	9 sec.	369'	320'	NO
P2	Right	42'	12 sec.	492'	490'	Marginal
P2*	Left	14'	4 sec.	164'	320'	OK
P2*	Right	30'	9 sec.	369'	490'	OK

As shown in Table 1, there is insufficient sight distance available to the pedestrian to safely make a decision to cross South Brookwood Road at the intersection of North Woodridge Road. This is true for pedestrians on either the north or south sides of South Brookwood Road if the crosswalk is striped with the intersection in its current configuration. If a concrete island is constructed, the crossing would be safe for pedestrians on the north side of South Brookwood Road (P2*) but would still remain unsafe for pedestrians on the south side of South Brookwood Road (P1).

In order to answer the second question, can a vehicle driver see a pedestrian in the crosswalk and come to a stop before striking the pedestrian, stopping sight distance measurements were conducted for drivers on South Brookwood Road approaching the intersection of North Woodridge Road, specifically to determine the distance at which a driver could see a pedestrian in a crosswalk. This measurement was compared to the minimum required stopping sight distance from the AASHTO Policy on the Geometric Design of Highways and Streets. The results of this analysis are presented in Table 2.

**Table 2
Stopping Sight Distances**

Vehicle Approach	Sight Distance Required	Sight Distance Available	Sight Distance Adequate
Eastbound	120'	420'	OK
Westbound	107'	250'	OK

As shown in Table 2, a driver will be able to see a pedestrian crossing South Brookwood Road and be able to come to a stop before striking the pedestrian.

Conclusion. The results of the analyses indicate that a pedestrian will not be able to see an oncoming vehicle with enough time to make a decision whether or not to cross South Brookwood Road. This situation is helped but not fully mitigated if a concrete island is constructed in the intersection in place of the existing painted island. The analyses do, however, indicate that a vehicle approaching the intersection would have enough time to stop after the driver sees a pedestrian in the crosswalk. For the westbound direction of travel (toward Brookwood Road), this is true for speeds up to 35 miles per hour.

Recommendation. Based on the results of analyses and observations, it is recommended that the City of Mountain Brook favorably consider installation of a striped crosswalk crossing South Brookwood Road at North Woodridge Road, including construction of a raised concrete island in place of the existing striped island at the intersection. The crosswalk should be marked with high-visibility (ladder-style) markings and appropriate advance signage installed.

Four Way Stop – North Woodridge Road at Spring Valley Court

The intersection of North Woodridge Road at Spring Valley Court is currently controlled by stop signs on North Woodridge Road only. The City of Mountain Brook has received a request to install additional stop signs on Spring Valley Court in order to make the intersection a four-way stop. In order to evaluate this request, traffic counts and sight distance measurements were performed at the intersection. The daily traffic counts are summarized as follows:

Average Daily Traffic	
North Woodridge Road	1,500 vehicles per day
Spring Valley Court	340 vehicle per day

The traffic counts indicate that North Woodridge Road is the major road at the intersection and Spring Valley Court is the minor roadway. The stop sign placement indicates the opposite.

The sight distance measurements indicate that all sight distances significantly exceed requirements except for the sight distance looking to the left from North Woodridge Road northbound (see Figure 3). Sight distance is limited by landscaping, trees, and a house.



Figure 3. Sight Distance

The 85th percentile travel speed on Spring Valley Court eastbound approaching the intersection is 24 miles per hour. The minimum required sight distance to execute a left turn from North Woodridge Drive onto Spring Valley Court is 280 feet. The available sight distance is 275 feet. Therefore, the existing sight distance is marginal.

Recommendation. Based on the traffic volumes and sight distance limitations, it is recommended that the intersection of North Woodridge Road at Spring Valley Court be converted to an all-way stop. This would involve installing two additional stop signs, painting two white stop lines, and installation of four "ALL WAY" placards.

North Woodridge Road Sidewalk Extension

There is an existing sidewalk along the western side of North Woodridge Road from the intersection of South Brookwood Road up to a point approximately 170 south of Westbury Court. The City of Mountain Brook has received a request to extend the existing sidewalk. Two alternatives have been proposed for the extension. One alternative extends the sidewalk to Westbury Place (approximately 170 feet). The second alternative extends the sidewalk to Bethune Drive, which would connect to an existing sidewalk system (approximately 2,280 feet).

The extension of the sidewalk from its current terminus to Westbury Place could be accomplished by City forces for the price of materials, plus the cost to relocate one utility pole (see the following picture).



The estimated cost to extend the existing sidewalk 170 feet is approximately \$10,200 for materials and relocation of the existing utility pole.

The alternative to extend the sidewalk to Bethune Drive would involve 2,280 feet of sidewalk, four ADA wheelchair ramps, and 14 driveway crossings. Some of the driveway crossings would require significant regrading of the driveway due to the grade of the driveway. The estimated cost for this work is \$250,000. The cost estimate assumes the work would be performed by a contractor due to the length of time that would be required for the work to be performed by City forces. The first step to perform this work would be to perform a design and get a detailed cost estimate.

Recommendation. Using City forces, extend the existing sidewalk from its current terminus to Westbury Place. Consider the further extension of the sidewalk as part of a future City budget item.

Sidewalks and Guardrail – South Brookwood Road

Staff from the City of Mountain Brook and Skipper Consulting, Inc. met on-site on Monday, September 21, 2015 to review a request to widen the existing sidewalk and install guardrail along South Brookwood Road, from the vicinity of Brookwood Forest Elementary School westward to the vicinity of South Brookwood Circle, a distance of approximately 1,780 feet. The existing roadway and sidewalk has a variety of cross sections through the project. In general, the existing sidewalk is four feet wide the length of the project. The cross section varies between four typical sections:

- 4' sidewalk, 2' grass strip, valley gutter, travel lane
- 4' sidewalk, little to no grass strip, no valley gutter, travel lane
- 4' sidewalk, variable width grass strip with guardrail, valley gutter, travel lane
- 4' sidewalk, variable width grass strip with guardrail, travel lane

The City of Mountain Brook has received a quote for installation of guardrail for the length of the project, which is approximately \$85,000, but this does not take into account sidewalk and drainage work which would need to be performed in order to have sufficient space to install the guardrail. This budget does not include any improvement to the width of the existing sidewalk.

For example, in the following photograph, there is insufficient space to install the guardrail, so the existing sidewalk would need to be relocated. Relocation of the sidewalk would require modification to the existing drainage. Widening the sidewalk may require piping the existing ditch.



In the following photograph, there is sufficient space to install a guardrail. Widening of the sidewalk would require installation of a wall.



It should be noted that the majority of the bank along South Brookwood Road is composed of clay and weathered shale. These materials will not remain competent if disturbed and would require the installation of walls to prevent sloughing.

Another question arises concerning the need for guardrail in certain cross sections. For example, in an area where there is an existing grass strip and valley gutter (as illustrated in the following photograph), there is a question whether guardrail is warranted.



Based on staff review and discussions, there are several questions regarding the project which are unresolved:

- What are the limits for installation of guardrail?
- What is the appropriate width for the sidewalk?
- What are the impacts to existing drainage?
- Where will walls be required if the sidewalk is widened or relocated?
- How will installation of guardrail affect parking for the school during special events?

- Will installation of guardrail on the edge of South Brookwood Road increase the number of sideswipe vehicle crashes?

Recommendation. Due to the number of unresolved issues and the interrelationship of the proposed guardrail, sidewalk improvements, drainage, and retaining walls, it is recommended that the City hire a consulting civil engineer to perform the necessary studies and design efforts to resolve the questions listed above, develop construction plans, and a prepare a cost estimate for the project. This effort should include interaction with the City, neighborhood, and school in order to meet the needs and expectations of all stakeholders.

North Woodridge rd. Sidewalk Extension to Westbury Pl.

170'x5'x4" Sidewalk

Concrete :	\$ 2,667.00
Power Pole Relocation:	\$ 4,000.00
Inlet Modification :	\$ 1,000.00
Form Materials :	\$ 500.00
ADA Brick :	\$ 500.00
Landscaping :	\$ 1,000.00
Misc. Materials :	\$ 500.00
Total Materials :	\$ 10,167.00

This is a estimate and prices can change due to changing prices of materials.

ALABAMA GUARDRAIL, INC.
 P O BOX 126
 CLEVELAND, ALABAMA 35049
 TELEPHONE (205) 625-3880
 FACSIMILE (205) 625-3879

QUOTE SHEET

TO:	FROM:
Johnny Harris	Keith Dillard
COMPANY:	DATE:
City of Mountain Brook	September 15, 2015
FAX/EMAIL:	TOTAL NO. OF PAGES INCLUDING COVER:
(205) 967-2631	1
PHONE NUMBER:	SENDER'S REFERENCE NUMBER:
(205) 802-3869	
RE:	YOUR REFERENCE NUMBER:
QUOTE - REVISION #1	

We respectfully submit the following quote for guardrail material and installation, as per your request, on your project: So. Brookwood @ School to So. Brookwood Circle @ Marks

<u>ITEM DESCRIPTION</u>	<u>QTY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>EXTENDED PRICE</u>
<u>Site #1</u>				
Install Steel Beam Guardrail Class A, Type 2	175	LF	\$36.00	\$6,300.00
Install Guardrail End Anchor Type 20 Series	2	EA	\$3,200.00	\$6,400.00
			QUOTE AMOUNT SITE #1	\$12,700.00
<u>Site #2</u>				
Install Steel Beam Guardrail Class A, Type 2	1100	LF	\$36.00	\$39,600.00
Install Guardrail End Anchor Type 20 Series	2	EA	\$3,200.00	\$6,400.00
			QUOTE AMOUNT SITE #2:	\$46,000.00

TOTAL QUOTE AMOUNT SITE #1 & SITE #2: \$58,700.00

- Unit price includes mobilization, disposal, labor, material and equipment to install.
- All quotes are based on customer provided quantities.
- Payment is due on actual quantities installed.
- Alabama Guardrail, Inc. is not responsible for utilities
- Presence of any existing utilities will need to be relocated before installation.
- Price is good for 30 days.
- Request contract be issued Per Unit Price, lump sum contract not acceptable.

We are pleased to submit this quote for consideration. If approved, a Purchase Order, Work Agreement or Contract will be required prior to scheduling the work to be done. Thank you for thinking of us for your guardrail needs.

Keith Dillard
 Keith Dillard, Vice President



Karen Fowler <fowlerk@mtnbrook.org>

Fwd: North Woodridge Road Issues

1 message

Ted Cook <cookt@mtnbrook.org>

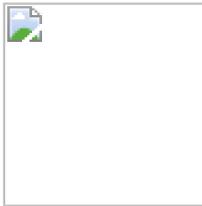
Thu, Sep 24, 2015 at 2:15 PM

To: Karen Fowler <fowlerk@mtnbrook.org>

Another email favoring the numerous items around South Brookwood rd. for the Council packet.

Thanks
Ted

Chief Ted Cook
Mountain Brook Police Department
 101 Tibbett St.
 Mountain Brook, AL 35213
 (205) 802-3852



----- Forwarded message -----

From: **Cecil Ingram** <cecilingramprop@gmail.com>

Date: Thu, Sep 24, 2015 at 2:12 PM

Subject: North Woodridge Road Issues

To: cookt@mtnbrook.org

Chief Cook

At the City Council meeting on September 14th Stefanie Davis presented four suggestions regarding pedestrian safety:

- *Installing a pedestrian crossing at South Brookwood Road and North Woodridge Road*
- *Reconstructing sidewalks and adding guardrails along South Brookwood Road*
- *Extending the sidewalk on North Woodridge Road*
- *Creating a four-way stop sign at North Woodridge and Spring Valley Court, where there is now a two-way stop*

I am a local resident and I firmly support our neighbor; I believe the above suggestions should be implemented immediately. I see the number of children and adults in our area who utilize our streets to walk to school, to visit with friends or a means of exercise. It could also raise the property value in our area. Safer and new sidewalks / crosswalks are more than nice to have - they are a necessity. We would love to improve our pedestrian life and prevent a serious accident before it occurs.

I have lived on this street 22 years and have wanted to get this done but have not acted. I am so glad we have a group of thoughtful and energetic new parents to push these needed changes. Thank you for your time.

Sincerely,

Cecil

Cecil W. Ingram, III

President

Cecil Ingram Properties LLC

2212 3rd Avenue North

Birmingham, AL 35203

cecil@cecilingramproperties.com

www.cecilingramproperties.com

(205) 967-0000

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MEMO

TO: Steve Boone
FROM: Sue DeBrecht *SD*
DATE: September 17, 2015
SUBJ: Moving Services for Carpet Replacement / 2nd Floor

As discussed, we are in the process of planning for carpet replacement for the second floor of the library. When replacing carpet on the first floor, book carts were rented and library staff physically removed all books from shelving in order for shelving to be moved for carpet replacement. This project required close to 800 staff hours to complete along with the expense of book cart rental and included one worker's compensation claim.

Considering the increased number of books and weight involved in the project of carpet replacement on the second floor, we obtained a quote from the company Hoover Public Library used in their recent renovation project to move their books and shelving, Florida Library Designs, Inc. After negotiating with Florida Library Designs, Inc., we obtained a quote for \$26,645 (lower than the original quote of \$32,394) to move the second floor shelving using an air lift system which does not require books to be taken off the shelves. Using this system would not only speed the project, requiring less disruption to the patrons, but would also greatly minimize the possibility of further worker's compensation claims during this project.

Below is a summary of expense incurred with the first floor project. The Library Board as well as myself believe this expense is warranted to complete the carpet replacement project. As the new carpet is carpet tile, shelves will not need to be moved in future carpet replacement projects.

Your consideration in approval of this request is appreciated.

First Floor Carpet Replacement:
Staff hours \$15,700
Book cart rental \$ 1,421
Workers Comp Claim



Quote

Quote # CN1529

Customer:

Deborah Stewart
 Emmet O'Neal Library
 Mountain Brook, AL
 205-445-1129

September 2, 2015

Quote/Project Description
Revised Emmet O'Neal Library

Item	QTY	Description	Net	Line
1		<p>Florida Library Designs, (FLD), provides professional moving services using the Universal Air Lift. Double Face shelving will be moved using the UAL.</p> <p>Single Face shelving will be unloaded onto book carts, shelving will be moved off the wall, after new carpet is install, shelving and collection will be placed back against the wall.</p> <p>Price Includes: All traveling expenses FLD supplying all moving equipment.</p> <p>Job estimated to take 5 to 7 days with FLD working side by side with carpet company,</p>		<p>-</p> <p>26,645.00</p> <p>-</p>

Special Notes and Instructions

Terms: Net 30 Days F.O.B. as specified above. Subject to our credit department approval. This is valid for 30 days, is made for immediate acceptance, and is subject to change without notice. Prices do not include applicable taxes, unless noted otherwise. Collection of past due balances beyond stated terms are subject to .05% interest per day of past due balance, reasonable attorney's fees and court costs. Any color selections must be noted in writing for items to be ordered or fabricated. Indication of color selection verbally by purchaser shall be binding.

Subtotal \$	26645.00
Sales Tax \$	
Freight \$	
Total \$	26645.00

Please confirm your acceptance of this quote by signing this document, Email to Chris@1FLD.COM

Signature	Print Name	Date
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Thank you for your business!

Florida Library Designs, Inc
 28010 NW 142nd Ave, High Springs, FL 32643
 386-454-7855