

<p style="text-align: center;"><b>ACCI/API</b> <b>“The Joint Venture”</b></p>	
<p>VIDEO</p>	<p>AUDIO</p>
<p>FADE IN: (Video follows Audio)</p> <p>Machines grind, haul, bang. Men dig. They throw down sod and they sweat.</p> <p>VO</p>	<p><u>THIS</u> IS HISTORY, IN THE MAKING.</p> <p>IT’S A PROJECT CALLED: IROX: ADDING 2 LANES ON THE INSIDE OF A 30 MILE STRETCH OF I-75. IT’S THE LARGEST ROADWAY CONSTRUCTION PROJECT EVER IN FLORIDA</p>
<p>Richard Dun ((00:39:27:00))</p> <p>Edwin Santana ((00:50:40:00 - 00:51:25:00))</p> <p>Steven Coker</p>	<p>“We have 30 miles of interstate to widen, 24 bridges, 4 bridges to completely replace and we’ve got a contract time of 1150 days to do that in.”</p> <p>“You get that much time for the one interchange, now you have to do 30 miles. So, it’s intense. Everybody is looking at it to make sure that it keeps moving and we reach that goal of finishing the project on time.”</p> <p>It’s astronomical. It covers two counties so the magnitude of it is huge.. Every project I’ve ever worked on I’ve always been able to get my head around all the issues of the job but this one is so massive that trying to remember or recall all that is going on is a challenge.”</p>



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<p>Fade In: CG: Groundbreaking: <i>date</i> ((nats at 01:16:47:00)) Cermonial shovels held by the state’s political heavy hitters dig the earth.</p> <p>SOT: Porter Goss//Fmr. Representative &amp; CIA Director (00:28:10:18 - 00:28:36:00))</p>	<p>“...We all understand that successfully balancing infrastructure against the quality of life needs that we have in this special area like Southwest Florida, especially a dynamic growth area is indeed a very, very tricky business.”</p>
<p>SOT: Governor Charlie Crist// Florida  ((00:38:38:07 - 00:39:00:00))</p>	<p>“What we’re here about is to make your life more pleasant///...This total project is four hundred and thirty million dollars. That’s a lot of dough. Largest in the history of the state of Florida.”</p>
<p>Push out to a satellite shot of the 30 -mile expanse of project. VO</p>	<p>LAYING DOWN A PROJECT THIS LARGE COMES DOWN TO THE STRENGTH OF THE INDIVIDUALS ON THE GROUND. THAT’S WHY THE JOINT VENTURE HIRES THE BEST.</p>

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<p>Zoom down to Joe driving his truck.</p> <p>((00:28:47:00))</p> <p>Cut to shots of Joe interacting with crew out in the field.</p> <p>Incorporate Nats sequence at transition. Joe messes with crew. They laugh.</p> <p>Back to Joe in truck</p> <p>((00:08:24:00))</p>	<p>“It’s about how you manage your people. Now we’ve got 350, 400 people on this job and I myself, I try, I don’t know every single guy on this job, but you can be dang sure that every time I stop and I get out, right down there to /// the pipe crews in the bottom of the ditches digging, I get out and I ‘ll walk over and I’ll shake hands with them and I’ll let them know they’re important.”</p> <p>“I’m a pusher. I’m not gonna wait on anybody and if a sub is waiting on another sub, I’m gonna push to make sure they get the stuff out of the way to where this job keeps rollin’.”</p>
<p>Transition to project meeting.</p>	<p>SINCE THE BEGINNING, THE IROX LEADERSHIP HAS MET FREQUENTLY, TO HASH OUT STRATEGIES.</p>
<p>SOT: Edwin Santana Sr. Project Engineer</p>	<p>“During the week we are really communicating with each other. And working out whatever issues there are. So the meeting is more of a fact finding and bringing everybody together and determine where we are.”</p>
<p>SOT: David Gilbert Design Project Manager ((01:13:39:00))</p> <p>cut to brief sequence of Dave Gilbert working on plans.</p>	<p>“Normally, the designer and the contractors don’t talk much. The design is already done before the contractor even bids it so there’s very little contact. On this job, we have day to day contact so with that the communications has been great.”</p>

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	<p>THE INVENTIVE DESIGN/BUILD STRUCTURE OF THE PROJECT ALLOWS PLANNING AND WORK TO GO ON AT THE SAME TIME. THIS SHAVES <u>YEARS</u> OFF OF THE SCHEDULE.</p>
<p>SOT Edwin Santana (:50:30:)</p>	<p>“It is the first time it’s been done, a project of this size people are looking at it, there’s a lot of expectations”</p>
<p>VO  Transition to Sequence Machines tear rock and shred trees. Men pound stakes, pull levers and throw down sod. We pan from a finished retention pond to the serene forest of Cypress and Pine beyond.</p>	<p>REAMS OF PLANS AND DESIGNS OFTEN HAVE TO BE ALTERED TO CONFORM WITH CONDITIONS IN THE FIELD.  THE FIELD -- WHERE MACHINE AND MAN WRESTLE WITH, AND ULTIMATELY, MERGE WITH THE ELEMENTS.</p>
<p>((CG=Dave Morgan// )) :08:15:29:23</p>	<p>“Everything is, is driven by environmental impacts as far as, you know, storm water and the uh, animals that we have to protect.”</p>
<p>CG: Box Culvert Operations (nats) IN 05:32:44:15 - culvert being cleaned.</p>	<p>TWENTY THREE EXISTING BOX CULVERTS ARE WIDENED, REINFORCED AND RESODDED. ALL THE CULVERTS ARE CLEANED OUT TO ENSURE NATURAL WATER FLOW ACROSS THE INTERSTATE.</p>
<p>Dave Morgan IN 07:50:34:23</p>	<p>“Water is what really uh, makes it a hard process we’re trying to get this done here before wet season because this area we’re standing in, we’d probably be neck deep in water in the middle of summer.”</p>

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<p>VO: (Graphic Rendering)</p>	<p>THE PROJECT HAS BEEN METICULOUSLY ENGINEERED TO PROTECT WATER. TWENTY THREE RETENTION PONDS HOLD RUNOFF THAT IS CARRIED BY A NETWORK OF CULVERTS AND DRAINAGE PIPES RUNNING UNDER I-75.</p>
<p>Dave Morgan</p>	<p>We have a steel casing that is pushed underneath the interstate with a drill bit inside it. // the pipe itself will be slid through and connected to the ponds or drainage structures. OUT 00:23:50:24 What this allows is no uh, disruption of traffic of the motoring public.</p>
<p>Cars zoom buy.</p> <p>A Joint Venture truck moves from the road onto the work area.</p>	<p><u>EVERY</u> PIECE OF WORK IS DONE WITH PRACTICALLY NO DISRUPTION OF TRAFFIC. THAT MAKES THE TASK OF ENSURING SAFETY A NON-STOP BATTLE.</p>
<p>SOT: Mandy Kustra 00:02:38:</p>	<p>“The traveling public is our main concern out there because they are going so fast, they’re not paying attention. Most of these//crews// they know the safety rules, //I always tell everybody listen because that will be the first sign that somethings going wrong when you hear barrels flying, brakes squealing, tires.”</p>
<p>VO</p>	<p>PROJECT LEADERS VIGILANTLY WATCH AND ENFORCE SAFETY RULES.</p>
<p>((nats - Joe stops a guy who has wandered onto the jobsite to use the restroom and gets him to a safe distance from the jobsite.)) FADE OUT</p>	

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<p>FADE IN: (Video follows Audio)</p> <p>The rock crusher pounds and demolishes the solid ground. Front end loaders pick up the debris in its wake.</p> <p>SOT: Dave Morgan IN 00:10:02:18 IN 00:10:10:19</p>	<p>“It’s a hell of a machine.”</p> <p>“It chews up that, that rock like it’s no one’s business.”</p>
<p>VO</p> <p>transition from</p>	<p>A RETENTION POND IS DUG. THE GROUND UP CAP ROCK IS USED TO BUILD BERMS THAT SUPPORT SOUND WALLS.</p>
<p>VO ((CG: Paving Operation))</p> <p>Wet black polymer mix shoots onto the roadway.</p>	<p>EVERY ASPECT OF THE JOB IS OPTIMIZED TO REDUCE THE ENVIRONMENTAL IMPACTS.</p> <p>THAT INCLUDES THE FOUR HUNDRED THOUSAND TONS OF ASPHALT BEING LAYED DOWN.</p>
<p>((CG=Ajax Paving Plant)) Nat sound carries us through the process.</p>	<p>ALL THAT ASPHALT IS MADE HERE, AT THE STATE OF THE ART <i>EMISIONS FREE</i> AJAX PAVING PLANT. THE COMPOSITE MATERIAL USED TO CREATE THE DRIVING SURFACE IS MIXED AND PROCESSED TO PERFECTION.</p>

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<p>((CG=Mark Minich)) 01:12:00:23 “Pollution free” IN 01:10:53:09</p> <p>FADE OUT</p>	<p>“What that does is that takes all the dust and all the emi-, uh, emissions from the process that’s like a big vacuum, it sucks it off, it goes up through and down into that big long bag house and ///it’s takes the dust out of the process and the dust is uh, shaken off, they, it pulsates off the bags and the dust is reintroduced into the mix.”// OUT 01:12:10:23</p>
<p>FADE IN: (nats sequence) ((CG= Clearing and Grubbing Operation)) VO The Wood Hog eats trees and spits the remains out in neat piles along the side of the road.</p>	<p>EVEN REQUIRED CLEARING OF FOLIAGE IS LEVERAGED TO HELP THE ENVIRONMENT.</p> <p>THE MATERIAL IS SOLD TO SUGAR REFINERIES WHERE IT REPLACES OIL AS A FUEL SOURCE.</p> <p>BUT ON THIS DAY, THE WOOD GRINDING OPERATION HAS AN UNINTENDED CONSEQUENCE.</p>
<p>Joe enters the Chevrolet Dealership. He walks the grounds with the manager. They shake hands and smile. All is well.</p>	<p>“The grinding, the wind caught the grinding and blew the grindings all over// The <del>Ford</del> Dealership on Corkscrew//all over the new cars.”</p> <p>JOE COTHRAN, THE PUSHER, SMOOTHES OVER THE SITUATION WITH A SOFT TOUCH</p>

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<p>Nats.</p> <p>Cross Dissolve</p> <p>((CG=Bridge Test Pile Operation)) nats sequence.</p> <p>The Pile slams down with brute force. Transmitters beam their signals to the anxious analysts below.</p>	<p>“Bang, Bang”</p> <p>THE PILE DRIVER IS SOMEWHAT MORE HEAVY HANDED.</p> <p>ON THIS OPERATION, THE MUSCLE OF THE MACHINERY IS COUPLED WITH STATE OF THE ART TECHNOLOGY. TRANSMITTERS RELAY MEASUREMENTS OF FORCE AND RESISTANCE. ANALYSTS PROCESS THE DATA.</p>
<p>Transition from analysts to concluding montage sequence.</p> <p>Commuters cruise on the expressway. Managers review plans. Crewmen pound and dig.</p>	<p>IT ALWAYS COMES DOWN TO PEOPLE THROUGHOUT THIS EXPANSE OF WIDENING ROAD.</p> <p>THE PEOPLE WHO GAIN A BETTER QUALITY OF LIFE AND THOSE WHO PUT THEIR BRAINS AS WELL AS THEIR BACKS INTO BUILDING IT.</p>
<p>Crewman Ricky Helsil 01:36:45</p>	<p>“I think everybody out here is proud to be out here, you know.”</p>
<p>Steven Coker (:41:27:)</p>	<p>“...you feel a part of something, you’re doing more than just building the project. You’re providing that product to improve the economy, to help people move around to increase that mobility and there’s something to be said for contributing for the overall greater good and that’s what we’re doing here.”</p>
<p>Begin to pull out and up.</p> <p>A birds eye view of the 30 mile stretch of road.</p> <p>The Joint Venture Logo comes in as the music climaxes.</p>	<p>THIS IS IROX.</p> <p>HISTORY.</p> <p>THIS IS THE WORK OF THE JOINT VENTURE.</p>

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