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***PLANT CITY***

***P O L I C E***

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***2007 Christmas Parade Review &  
Investigation***

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<b>1</b>	<b>Executive Summary</b>
<b>2</b>	<b>Report by Chief of Police</b>
<b>3</b>	<b>Overhead Diagram of Crash Scene</b>
<b>4</b>	<b>Diagram of Subject Float</b>
<b>5</b>	<b>Fire Chief Report</b>
<b>6</b>	<b>Parade Route Lighting Measurements</b>
<b>7</b>	<b>Quotes for Purchase / Rental of Barricades</b>
<b>8</b>	<b>Example Guide on How to Build a Float</b>
<b>9</b>	<b>2007 Christmas Parade Route Measurements</b>
<b>10</b>	<b>Application Packet Completed by Greater Heights Family Worship</b>
<b>11</b>	<b>E Mail Correspondence</b>
<b>12</b>	<b>Media</b>
<b>13</b>	<b>Sample Parade Rules</b>
<b>14</b>	<b>Florida Strawberry Festival 2008 Grand Feature Parade Rules</b>
<b>15</b>	<b>Grand Feature Parade Route for 2008 Dr. Martin Luther King Jr. Parade Route 2008</b>

# **2007 Christmas Parade Report**

## **Executive Summary**

A review of the 2007 Plant City Christmas Parade was conducted in order to determine the cause of an accident that resulted in the death of Jordan Hays and to arrive at recommendations intended to improve parade safety in the future. Based upon that review, the following findings and recommendations were made:

### **Findings:**

- The in-parade death of Jordan Hays was accidental in nature.
- The accident that resulted in the death of Jordan Hays was preventable.
- The crowd of parade spectators at the accident site did not cause the death of Jordan Hays.
- Float design and use issues contributed to the death of Jordan Hays.
- There was no reckless or criminal action associated with the death of Jordan Hays.

### **Recommendations:**

- Prohibit the tossing or passing out of candy, beads, etc. during all parades.
- Utilize pedestrian barricades along the entire route of all parades.
- Establish and enforce float safety standards.
- Increase the utilization of parade marshals.
- Institute pre-parade safety inspections and briefings.
- Strictly regulate parade vendors.
- Utilize the Incident Command System for parade management.
- Cap the number of units participating in several parades.
- Reschedule the Christmas Parade to a daytime event.
- Reduce the length of two annual parades held in Plant City.
- Establish a working group to further refine and implement safety and management practices for all parades held in Plant City.

## **2007 Christmas Parade Report**

This report has been prepared at the direction of City Manager David Sollenberger. As a result of that charge, this report will address two separate, but related, issues:

- 1) The circumstances of the 2007 Christmas Parade which resulted in the death of nine-year-old parade participant Jordan Hays; and,
- 2) The recommendation of changes that could serve to improve parade safety and reduce the possibility for a future accident to occur during one of the several parades held each year in our city.

### **2007 Plant City Christmas Parade Incident**

#### ***Incident Overview:***

At approximately 8:14 p.m., December 7, 2007, the Greater Heights Family Worship Center float, which was unit 131 of the annual Plant City Christmas Parade, ran over and killed nine-year-old Jordan Hays. This accident occurred on the parade route just south of the intersection of South Collins Street (SR 39) and East Laura Street. (See Appendix 3 for aerial of accident site)

Jordan Hays was part of the group associated with the Greater Heights Family Worship Center's float. This float consisted of a full-sized Ford pickup truck pulling a 20-foot tandem axel trailer. Immediately prior to the accident, Hays was walking alongside the float in order to pass out candy to parade spectators.

As progress of the parade units slowed to a standstill, the truck/trailer float stopped at the above described accident location and Hays approached it, reportedly to retrieve candy to pass out to the crowd. Hays was positioned on the right side of the trailer, standing in front of the fender-shrouded wheels. The truck/trailer float began to move forward and Hays was pushed to the pavement and subsequently run over by the right-side wheels of the trailer.

Hays was fatally wounded by the crushing forces associated with the trailer rolling over his body.

#### ***Accident Facts:***

Based upon the information that has been gathered concerning the series of events that led up to and resulted in the death of Jordan Hays, the following statements can be made about the accident:

1. Jordan Hays was walking alongside the trailer portion of the Greater Heights Family Worship Center float in order to distribute candy to parade spectators.
2. Hays approached the right side of the trailer and positioned himself immediately in front of the fender-shrouded wheels.

3. Hays positioned himself in front of the trailer wheels in order to retrieve candy from a box that was located inside the trailer's side rails, just forward of the trailer wheels. (See Appendix 4 for a diagram depicting the trailer configuration.)
4. Parade spectators did not cause the death of Jordan Hays.
5. The individuals on the float and/or those walking alongside that float did not cause the death of Jordan Hays.
6. The driver of the pickup truck pulling the trailer that crushed Jordan Hays was unaware that the boy was standing in front of the trailer wheels when he began to move forward on the parade route.
7. None of the passengers in the pickup truck were aware that Jordan Hays was standing in front of the trailer wheels prior to the truck beginning to move forward on the parade route.
8. The span of time between Jordan Hays being crushed beneath the trailer wheels and those wheels being removed from atop his body was a matter of seconds.
9. Life-saving measures were begun on Jordan Hays immediately upon his being pulled from beneath the trailer wheels. However, the nature and extent of Hays' injuries were such that these life-saving measures were incapable of sustaining his life.

***Factors that Contributed to the Accident:***

1. Jordan Hays was younger than the Christmas Parade's recommended age for persons who should walk in the parade. More importantly, Hays was too young to be walking up to and around moving vehicles in the confined environment of the parade route.
2. The Greater Heights trailer-float's design included outrigger style wheels that created a hazard to persons approaching or standing forward of those wheels.
3. Candy was placed on the Greater Heights trailer at a position forward of the right-side wheels. This is where Jordan Hays stood to refill his candy supply for passing out to the parade spectators.
4. The truck pulling the Greater Heights trailer float was raised a minimum of eight-inches above standard factory levels. The resulting elevation of the vehicle cab, combined with other obstructive elements, probably reduced the driver's visual field.
5. The driver of the truck pulling the Greater Heights trailer moved forward from a stopped position without ensuring that it was safe to do so.
6. Adults on the Greater Heights float failed to realize the danger posed by positioning candy boxes forward of the trailer's wheels.
7. Alternatively, the adults on the Greater Heights float failed to eliminate the risk caused by placing boxes of candy in front of the trailer's wheels.

***Incident Investigation:***

The law enforcement investigation into the accident that killed Jordan Hays was conducted by members of the Plant City Police Department. The lead investigator of this incident was Senior Police Officer Trenton Eckard, who is a certificated Traffic

Homicide Investigator and current member of the police department's Traffic Management Unit. Eckard's primary responsibilities include traffic crash investigations and he has been specifically trained to investigate traffic crashes involving serious bodily injury and death.

Eckard's investigation of this accident included documentation of the scene, inspection of the vehicle and trailer involved, and numerous interviews of involved persons and witnesses.

Based upon his investigation, Eckard determined that the death of Jordan Hays was accidental in nature. Eckard further determined that there was no reckless or criminal action that caused the death of Jordan Hays.

The investigative finding that this death was accidental in nature means that there were no actionable elements of reckless or criminal behavior in the death of Jordan Hays. However, that does not imply, nor should it be construed as meaning, that this accident and the resulting death were not preventable.

At the time of this writing, the law enforcement investigation report is not available for public release due to the constraints of FSS 316.066(5).

***Public Safety Response:***

The total number of law enforcement officers, supervisors, and commanders working the 2007 Plant City Christmas Parade was 82. The deployment plan for the parade provided for one or more law enforcement officer at every intersection along the parade route, traffic control along the entire perimeter of the parade, crowd control, crime suppression patrols, and supervision and command of the event. The number of officers working the parade was appropriate to the event.

All public safety responses to the scene of this accident were within established standards and expectations.

Law enforcement personnel were on the scene of this accident immediately. One Highway Patrol Auxiliary Trooper was stationed at the accident location and took immediate action. Another Auxiliary Trooper was across the street and also came to Hays' aid within seconds. Law enforcement units of the Plant City Police Department were on the scene within a few seconds and continued to arrive over the next several minutes.

Fire Rescue Chief George Shiley has authored a report detailing his agency's response to the accident scene. That report is incorporated into this document for reference as Appendix 5. Pertinent to response times, Chief Shiley reported that fire rescue units were on scene and providing medical attention to Jordan Hays within six minutes of the call being received by the Plant City Police Department's Emergency Dispatch Center.

### *Crowd Issues:*

In the wake of the parade accident, a great deal of anecdotal information and speculation was circulated about crowd behavior in relationship to the death of Jordan Hays. The law enforcement investigation into this tragic accident has established that neither the crowd, nor the behavior of the crowd, were causal factors in this accident. Jordan Hays was not surrounded by a crowd at the trailer wheel when he was crushed, nor was he being pressed, pressured, or harassed by the crowd where and when he was killed. Statements from eye witnesses have made it clear that **there was ample and adequate clear roadway space between the crowd lining the parade route and Jordan Hays at the time of his death.**

Despite the fact that the crowd did not directly contribute to the death of Jordan Hays, it is clear that parade crowds are becoming increasingly challenging to manage. The growing restlessness and demanding nature of parade crowds has been a trend that has been noted by the Plant City Police Department over the past few years. The police department has modified its parade planning and staging practices in recent years to incorporate responses to this evolving crowd dynamic. Some of these measures have included an increase in the number of law enforcement personnel utilized to manage parades and the increasing use of crowd barricade systems along the routes of our larger parades, including the Strawberry Festival Grand Parade and the Plant City Christmas Parade.

Even though crowd behavior was not a proximate cause of the death of Jordan Hays, it is incumbent upon the City and all parade organizers to recognize the increasingly aggressive nature of some parade spectators and to take appropriate actions to mitigate the safety risks created by this behavior.

### *Street Lighting*

Street lighting along the entire route of the Christmas Parade was measured and compared to accepted standards as published by the Florida Department of Transportation (FDOT). Street lighting was found to meet or exceed the FDOT standard at all measured locations except one, which was the intersection of Collins Street with Alabama Street. Lighting at this intersection was below the standard due to an inoperative lighting fixture. This matter has been addressed to the appropriate agency for correction of the deficiency.

Lighting at the accident location was found to exceed the FDOT standard.

Details of the lighting assessment are presented in Appendix 6.

## **Parade Management Recommendations**

There are several changes that should be considered for parades held in our city so as to improve safety for participants and spectators alike. The following paragraphs detail recommended changes that the City should consider adopting and enforcing for all parades held in Plant City:

### ***Ban All Tossing and Passing Out of Items***

The practice of **tossing or passing out candy, beads, and other materials** from parade units should be prohibited. The distribution of any items from the parade route creates numerous risks that are simply not worth taking.

Tossing items from parade units increases the risks of: 1) a parade spectator being injured by the tossed items; 2) a child darting out into the parade route in order to retrieve a dropped item; and, 3) the possibility for a parade participant to be injured while tossing items.

As is demonstrable by the death of Jordan Hays, walking along the parade route to pass out items to the crowd, rather than tossing from a float, also poses a risk to parade participants. There are considerable risks for any individuals who place themselves in close proximity to a moving vehicle within a confined space, such as a parade route.

Another element that must be considered in support of a total ban of distributing items from the parade route is that of crowd behavior.

The behavior of many parade spectators is negatively influenced by the tossing or passing out of items by parade participants. Children of varying ages are tempted to dart out into the parade route to retrieve dropped items such as candy and beads, while other spectators -- children and adults alike -- become demanding and aggressive over receiving candy, beads, etc. This type of behavior not only results in increased safety risks for spectators and participants, but also has a negative impact on the overall parade experience. It can, therefore, be argued that prohibiting the distribution of candy, beads, etc., will not only improve parade safety, but will also serve to improve the overall enjoyment of the parade for all spectators and participants.

### ***Utilize Pedestrian Barricades along Entire Route of All Parades***

Barricading the entire route of any parade held in the city would be the best management practice for controlling crowd behavior, especially as it relates to keeping spectators off of the roadway surfaces utilized by parade units. The use of these barricades would be extremely beneficial in reducing the possibility for either accidental or intentional encroachment of the parade route. Barricading also serves to improve the effectiveness of law enforcement officers and parade marshals who are responsible for crowd control and route safety.

The acquisition, deployment, and subsequent retrieval of barricading sufficient to cover the entire route of the various parades held in Plant City would be a costly proposition. The estimated cost of purchasing enough barricading to secure the routes of the five parades held in Plant City each year could be as much as \$150,000. This cost does not include the expenses associated with loading those barricades on transport vehicles, delivering the barricades to the route, setting up the barricades, removing the barricades from the route, transporting the barricades to a storage location, and the attendant costs of storage and repair/replacement of barricades due to wear and tear and damage.

Renting the needed barricades is also an option. Quotes for renting enough barricades to secure the Christmas Parade have ranged from \$15,000 to \$28,000. This would be a recurring cost that would most likely increase each year to reflect increases in labor and transportation costs. Similar costs could be anticipated for the rental of pedestrian barricades for the following parades: Martin Luther King, Jr. Festival Parade; Black Heritage Parade; and, the Strawberry Festival Youth Parade. The cost of renting barricades for the Strawberry Festival Grand Parade would be substantially higher due to the length of that parade's route.

The use of pedestrian barricading is a practice that is increasingly common and is widely recognized as the best way to secure parade routes and other events/incidents wherein you are managing large crowds of people. Should the City elect to invest in pedestrian barricading, that investment would allow for improved crowd management of not only parades, but other large-scale events such as the Fourth of July Fireworks, Martin Luther King, Jr. Festival, Bike Fest, Car Show, etc. Of course, as explained above, the deployment of pedestrian barricading at these events would also result in increased costs to the City for the transportation and labor necessary to the delivery, setup, and removal of the barricades.

Based upon information available at the time of this writing, it appears that the City would need to be prepared to make an initial investment of approximately \$150,000 for the purchase of sufficient pedestrian barricading, an additional ~\$15,000 for an appropriate transport trailer, and an annual expense of approximately \$50,000 for labor costs associated with the transport, setup, and storage of the barricading.

The City could explore the option of charging various event organizers for the use of pedestrian barricading, but given what is known about the budgets of the various events where these barricades would be necessary, it is unlikely that cost recovery would be a viable option in the vast majority of the situations where the barricading would be needed.

Pedestrian barricades would not have prevented the death of Jordan Hays at the 2007 Christmas Parade. But, the use of pedestrian barricades at future parades will greatly reduce the chances for another tragic accident that could result from a child or other spectator darting out into a parade route. Pedestrian barricades will also enhance the overall safety and manageability of crowds at parades and other events, thereby further

reducing the potential for another tragic incident at one of our many well-attended public events.

Should the City elect to invest in pedestrian barricading, I recommend that the use and deployment of such barricades be managed by the police department, and that the transport and labor involved in setup, retrieval, and storage of the barricades be handled by one of the City's service department's such as Streets, General Services, Parks & Recreation, etc.

Purchase and rental quotes received to date are included with this report for review under Appendix 7.

### ***Establish & Enforce Float Safety Standards***

Every unit entered in a parade should be required to meet commonsense safety standards that are intended to protect persons who are riding on or walking/standing near the unit. Some examples of these standards would include:

- The use of floats that do not have protruding, outrigger wheels or other appendages that might snare and injure a bystander. The use of a trailer with protruding wheels as a float was a proximate cause of the death of Jordan Hays. A float with a flat surface consisting of skirting designed to keep pedestrians away from the wheels would have greatly reduced the chances of Hays being trapped under the wheels of the moving vehicle. (See the float building manual in Appendix 8 for examples of proper float construction.)
- Do not permit minor children of any age to walk alongside moving parade floats, vehicles, or other motorized units.
- Require safety monitors for all floats. These safety monitors would be responsible for coordinating vehicle movements with the driver of the float. These monitors would be tasked with ensuring that no pedestrians have placed themselves in a position to be struck or run over by the moving float. These monitors would be responsible for signaling the driver that it is safe to proceed with any movement of the float after the float has come to a stop for any reason or for any length of time, no matter how short. The driver of each float would be responsible for waiting until the "all clear" signal was received from each of the safety monitors assigned to the respective float. Two such safety monitors should be sufficient for all but the largest floats. Providing safety monitors and establishing appropriate communication protocols would be the responsibility of the organization or individual entering the float or unit into the parade. Parade organizers should assist parade participants by disseminating instructive safety rules and guidelines, including safety monitor requirements and recommended procedures, to all participants well in advance of the parade.

- Prohibit any unit, float, or vehicle from making aggressive, abrupt, or rapid movements at any point on the parade route. Demonstrations of maneuverability, horsepower, speed, agility, etc. should not be permitted by any unit in the parade, to include law enforcement motorcycles, Shriners' go-carts, modified trucks, race cars, etc.

### ***Increase the Utilization of Parade Marshals***

- Parade organizers should be required to stage marshals at regular intervals along the parade route to ensure that all units comply with the established rules, regulations, and safety standards for the parade. Additionally, these marshals should work with law enforcement to immediately rectify any safety violation that might be observed, up to and including removal of the offending unit from the parade at the earliest and safest opportunity.
- Parade marshals should wear readily identifiable vests or uniforms that clearly establish them as representing the interests of, and having the authority to act on behalf of, the parade organizers.
- Procedures should be in place between parade organizers, parade marshals, and public safety personnel that would facilitate the rapid and orderly removal from the parade of any unit found in violation of established guidelines for safety and conduct.

### ***Institute Pre-Parade Safety Inspections and Briefings***

Pre-parade safety inspections should be conducted by parade organizers to ensure that all entries meet established rules and regulations for safety, construction, and content.

Participant briefings prior to the parade are useful to ensure that everyone understands the rules and procedures relevant to the conduct of the parade. Information that should be covered in these briefings can include issues such as spacing, safety rules, parade flow, responsibilities of drivers and safety monitors, authority of parade marshals and public safety personnel over conduct of the parade, etc.

### ***Strictly Regulate Parade Vendors***

Prohibit the presence of all vendors on the parade route. Trinket vendors who access the parade route to sell their merchandise constitute a safety risk to themselves, participants, and spectators. Properly permitted vendors should be required to establish fixed sales sites at appropriate locations along the parade route by securing permission from private property owners. Any vendor found peddling from the parade route should be immediately removed from the route and appropriately dealt with by law enforcement.

### ***Utilize the Incident Command System for Parade Management***

Chief Shiley has recommended the use of Incident Command System (ICS) procedures for the management of future parades. As Chief of Police, I concur with Chief Shiley's recommendation on this matter. All of the City's law enforcement and fire rescue personnel are trained in ICS procedures and have used them successfully at various critical incidents in the past. Establishing a command post staffed by appropriate representatives from each of the safety agencies providing services to the parades would be necessary. Developing and implementing an ICS plan and command post will require additional time, resources, and expenses, but the use of this system could prove invaluable in dealing with future incidents that may occur during a parade in our city.

It should be understood that the implementation of an ICS approach to parade management is simply an enhancement of past practices and not an indictment of how these events have been managed previously. ICS is simply a way of strengthening and unifying the management of such events and enhancing the responses of the various emergency service providers that are involved in these events.

Furthering Chief Shiley's recommendation regarding ICS, I recommend that the chiefs of both the Police Department and the Fire Rescue Department work together to ensure that ICS is adopted and implemented as the standard for management of all large-scale events held in Plant City.

### **Other Considerations and Recommendations**

#### ***Cap the Number of Units Allowed in the Christmas Parade***

The annual Christmas Parade should be capped at 100 units in order to promote safety, improve management of the parade, improve the overall quality of entries, and provide for a more manageable time frame within which to conduct the parade.

Similarly, the Martin Luther King, Jr. Festival Parade and the Black Heritage Parade should also be limited to 100 units. Currently, neither of these parades exceeds the 100 unit limit, but the limitation should be established as a management threshold for these parades.

#### ***Reschedule the Plant City Christmas Parade***

The annual Christmas Parade could be rescheduled to a daytime, weekend event in order to improve safety.

Holding the Christmas Parade on a Saturday afternoon would eliminate all concerns about lighting along the route and would provide for an overall increase in safety. Additionally, holding the parade at a time other than end-of-the-week traffic rush hour would serve to reduce the number of problems that must be dealt with by law enforcement and other public safety agencies.

The Plant City Christmas Parade could be scheduled to start at either 11 a.m. or 1 p.m. on the second Saturday of December, instead of the first Friday evening of that month. By starting at either late morning or early afternoon there would ample time for floats and other units to report to the staging areas, go through inspections, etc., conduct the parade, and outflow all traffic and parade units prior to dark. The second Saturday of the month also avoids conflicts with the monthly Bike Fest and Car Show, both of which are held along portions of the parade route that passes through Downtown.

***Reduce the Length of the Martin Luther King, Jr. Festival & Black Heritage Parades***

These parades currently run along Dr. Martin Luther King, Jr. Boulevard from S. Waller Street to their terminus at the Dr. Martin Luther King, Jr. Recreational Center located between Maryland Avenue and Park Road. The first four-tenths of a mile of these parades are sparsely attended, with less than 100 persons lining this entire stretch of the parade route. Moving the setup area for this parade east to the intersection of Dr. Martin Luther King, Jr. Blvd and Wheeler Street would reduce the amount of barricading, traffic control, and support resources required to manage the parade. What was previously the first half-mile of parade route would instead become the setup area for the parade.

**Note:** The Plant City Police Department has already met with organizers of both of these parades and they have agreed to make this change to their respective parades.

**Conclusion**

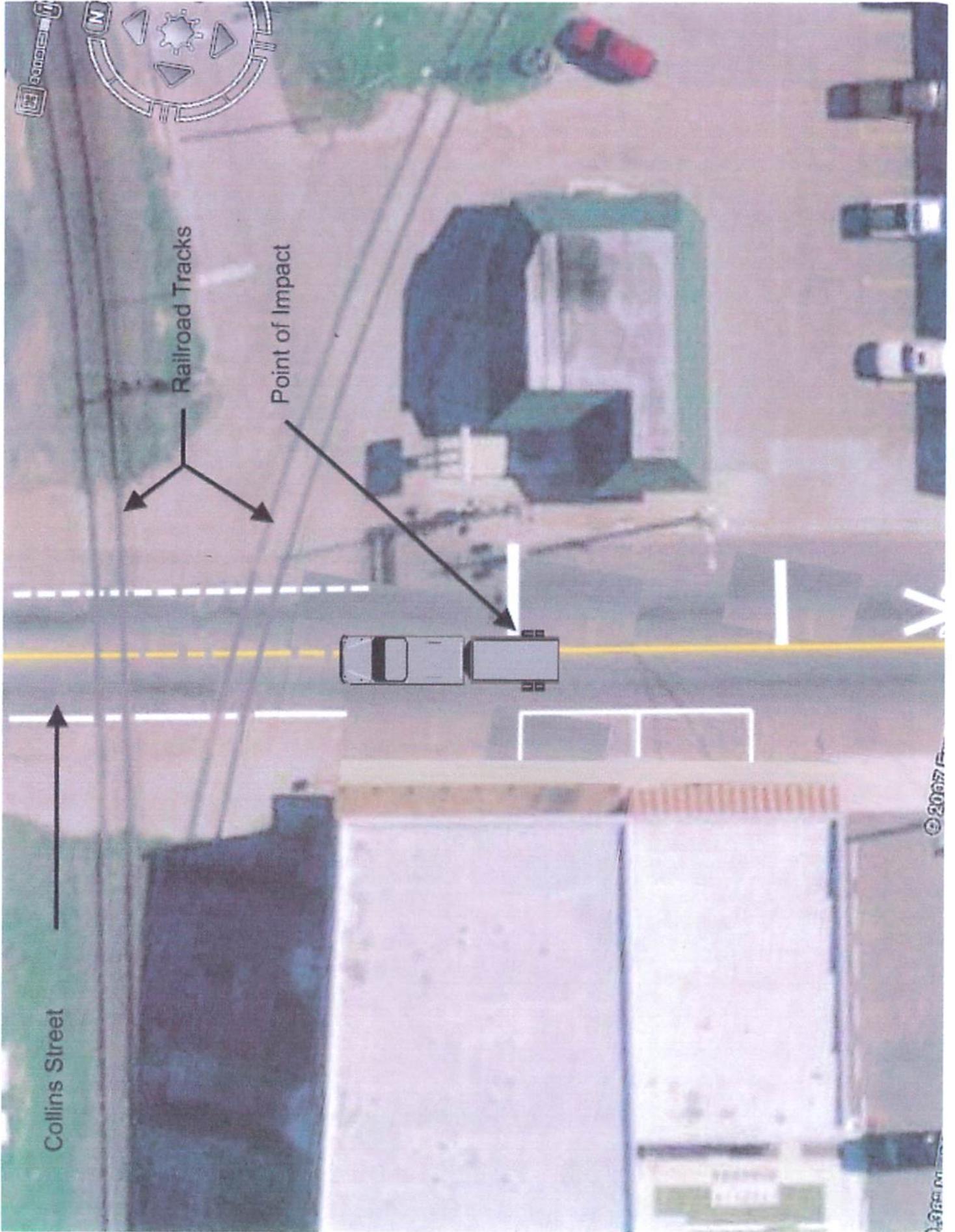
In furtherance of implementing the recommendations made in this report, as well as others that may arise from further study on the subject of parade management, I recommend that the Police Department be tasked with establishing a working group of the various parade organizers to develop and implement best-management-practices for all Plant City parades. This same working group could also work to establish uniform rules and regulations for all parade units, safety practices, and other parade management policies.

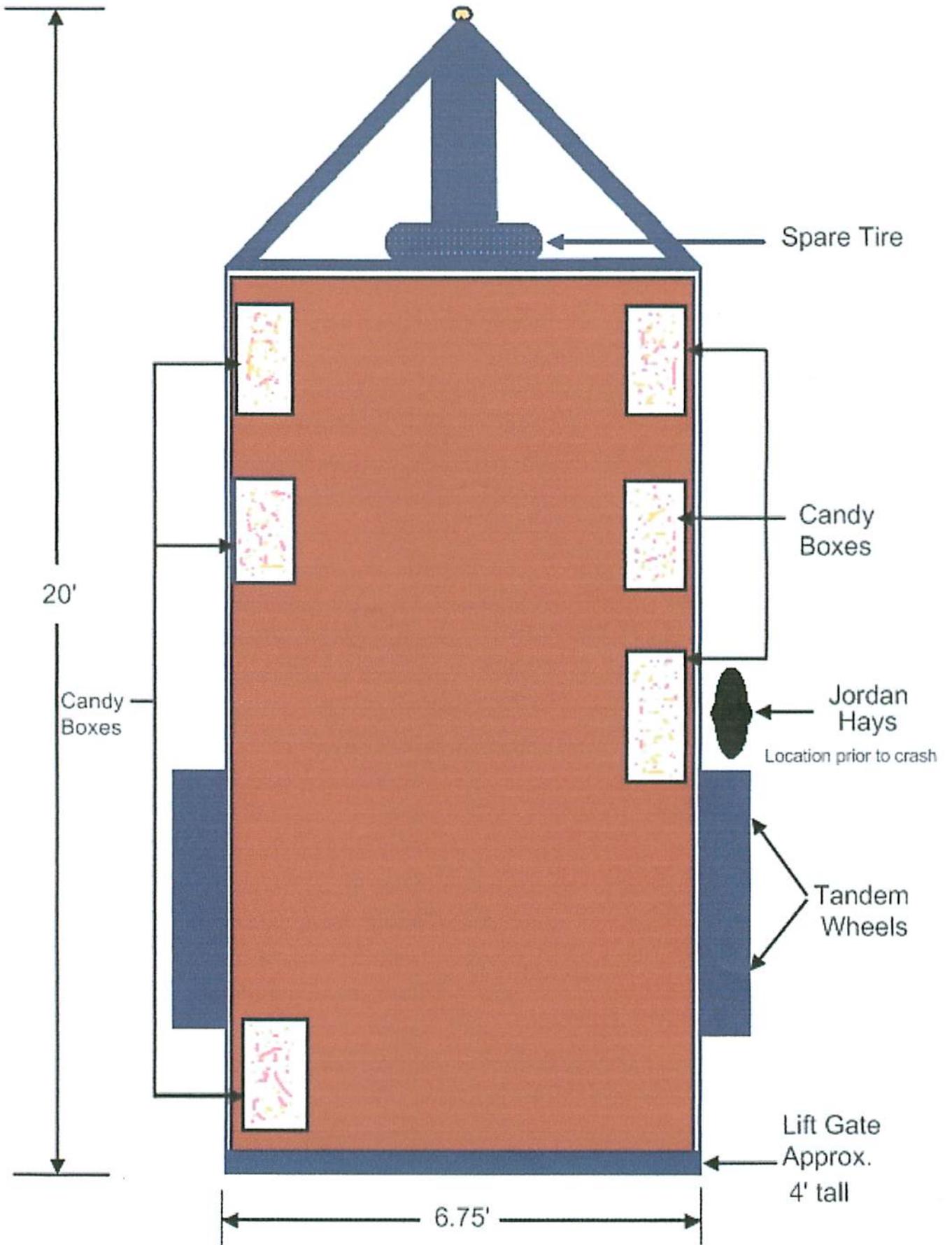
As may be necessary to the enactment of revised parade standards, the Chief of Police and the City Attorney should draft proposed city ordinances for review and action by the City Commission.

Respectfully Submitted,



Bill McDaniel  
Chief of Police  
January 4, 2008







City of Plant City  
Fire Rescue  
604 E. Alexander Street  
Plant City, FL 33563  
Ph: 813-757-9131  
Fx: 813-757-9133



# InterOffice

**To:** David R. Sollenberger  
**Dept:** City Manager  
**From:** George D. Shiley  
**Dept:** Fire Chief  
**Date:** December 19, 2007  
**Subject:** Parade Safety

Per your charge I have conducted an evaluation of Fire Rescue's response to the incident during the Christmas Parade on December 7, 2007. Listed are the facts and my findings:

## Call Detail Information from Dispatch Center

Date Received	Dec 7, 2007	20:16:27
Time Received	Dec 7, 2007	20:16:27
Time Dispatched	Dec 7, 2007	20:17:46
Time Enroute	Dec 7, 2007	20:18:48
Time Onscene	Dec 7, 2007	20:22:00
Time Depart	Dec 7, 2007	20:35:12
Time Destination	Dec 7, 2007	20:36:31
Time Complete	Dec 7, 2007	21:46:51

The above time log shows the call was received and processed by the dispatcher in 1 minute and 19 seconds. Tones were activated in the fire stations and the crews were responding in 1 minute and 2 seconds (time for personnel to get dressed, get to apparatus and start leaving station). First unit was on scene in 3 minutes 12 seconds. Paramedics estimated patient contact in 2 minutes after arriving on scene (this is time necessary to remove stretcher from back of ambulance, grab other equipment, take protective measures of putting on gloves, survey scene and move to the patient). All of the above times are within recommended benchmark time standards of 1 minute to process call, 1 minute out the door time for personnel and 4 minute response to the scene.

The initial call was toned out for Engine 2 and Rescue 2 to respond to Collins and Laura Streets for an accident, vehicle vs. pedestrian. The call location was in Engine 1 and Rescue 1 zone so they responded also. On the initial call we had both stations moving

toward the incident from different directions. Engine 2 and Rescue 2 responded by way of Alexander Street to W. MLK Blvd to Collins Street without delay and encountered no problems during their response. Engine 1 and Rescue 1 responded Alexander Street to Jim Redman which turns into Collins Street. The Captain of Operations responded from Plant City Stadium and turned onto Jim Redman in front of Engine 1 and Rescue 1. These three vehicles proceeded up Collins Street towards Laura Street but did encounter the remaining units of the parade somewhere between Alsobrook and Alabama Street. This did slow their respond because the parade was in the middle of the street and there were spectators on both sides of the road. The responding units remained to the right of the parade units and proceeded very cautiously and slowly to Laura Street.

Problems identified.

Engine 1 and Rescue 1 responded up Collins thinking the parade was over and were committed to Collins Street before being advised by dispatch to use Martin Luther King Blvd (Engine 2 and Rescue 2 was already responding on MLK).

Parade floats and participants did not or could not yield to the lights and sirens of emergency response vehicles coming up behind them.

Crowd control around the float involved and getting emergency personnel and equipment to the victim once on scene.

Recommendations.

All parades should operate using the Incident Command Structure for accountability. There would be one person in charge (the Incident Commander) and there could be as many sectors as necessary, i.e. police, fire, EMS, parade officials, etc. Or the Unified Incident Command structure could be used and maybe best for this type of event. If one radio system for communications can not be used then a Command Post should be established with all agencies involved located at one site to better communicate information. We may need to consider a partial activation of the Emergency Operations Center.

Restrict all use of emergency sirens of parade participants.

Notify all emergency responders in the parade and not on the parade route when the parade starts and finishes' by radio communications.

Pre-plan emergency responses routes to be used by both police and fire rescue to move around the perimeter of the parade and communicate that information to all involved.

Consider using off duty personnel to augment the on duty staffing during large scale events. Some personnel expressed various means to accomplish this – some more realistic than others. Regardless, we will continue to respond and meet the needs of our citizens and guests in a timely manner.

**In Conclusion**

This tragic event serves as a reminder we should not and can not take anything for granted. We need to plan and be vigil in everything we do.

Thank you for allowing me the opportunity to submit this report. In a sense, your direction for me to answer some questions has helped me deal with the incident. Tragic events like this take a heavy toll on all of us. As I talked with each and everyone of my personnel who responded they expressed a true confidence in there professional performance and of those who responded with them and the civilians who tried to assist.

Should you have any questions please do not hesitate to contact me.

Respectfully submitted,  
George D. Shiley

PARADE ROUTE  
ROADWAY LIGHTING  
MEASUREMENTS

## Plant City Police Department

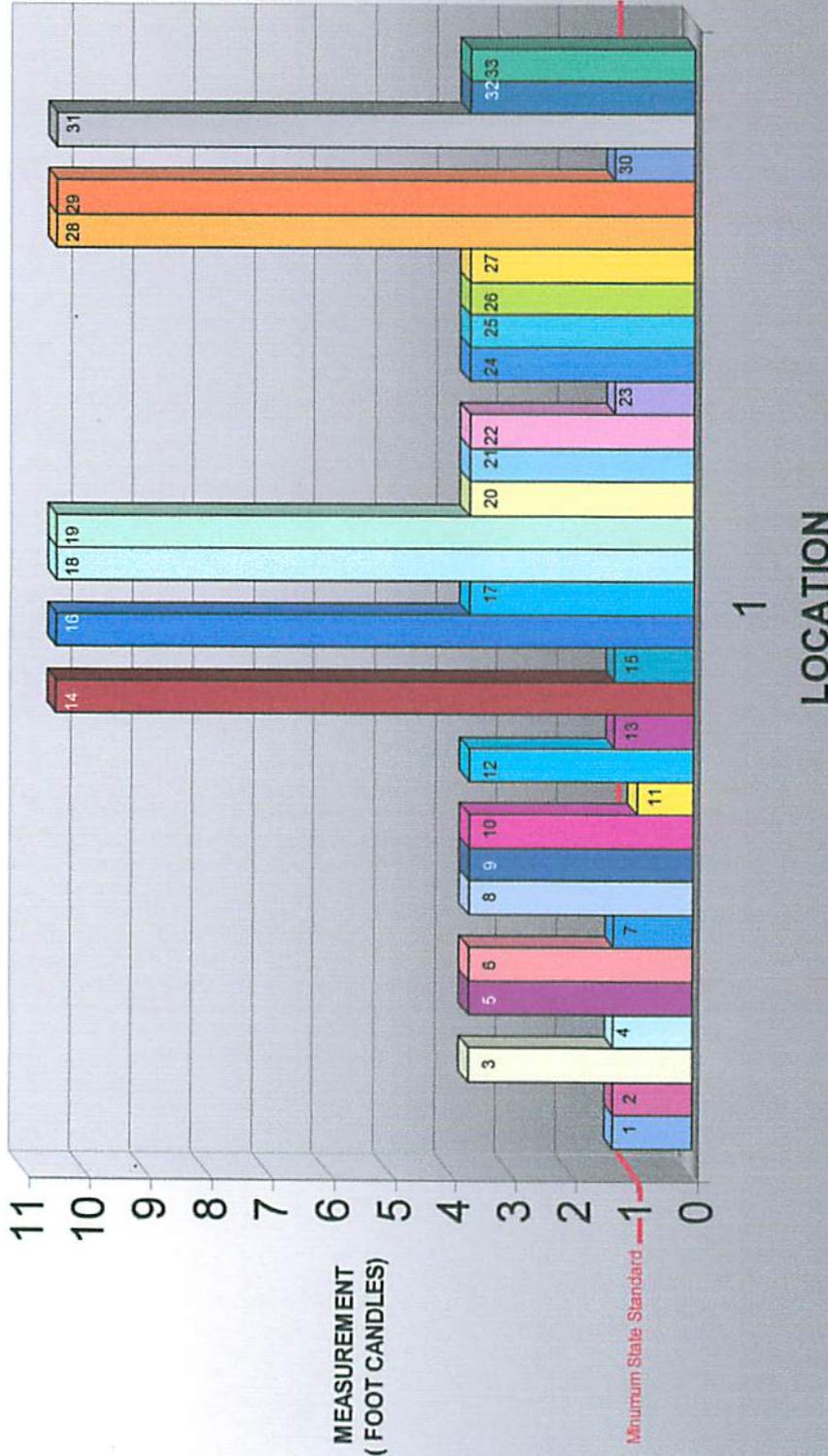
### Parade Route Lighting Analysis

#### Summary:

The attached chart represents measurements of overhead and ambient lighting along the 2007 Christmas Parade Route between 8:00 p.m. and 8:30 p.m. The measurements are in a lighting industry standards measurement of "foot candles". The Florida Department of Transportation requires a minimum of 1 foot candle along conventional roadways.

<b>Starting Point For Light Measurement</b>	<b>Foot Candles</b>
Alsobrook St.	1.31
Caston St.	1.31
715 S. Collins St.	3.72
712 S. Collins St.	1.31
702 S. Collins St.	3.72
Ball St.	3.72
622 S. Collins St.	1.31
618 S. Collins St.	3.72
609 S. Collins St.	3.72
600 S. Collins St.	3.72
Alabama St.	0.93
100' N of Alabama St	3.72
100' S of 510 S Collins St.	1.31
510 S. Collins St	10.51
504 S. Collins St.	1.31
Collins St/Warren St.	10.51
409 S. Collins St.	3.72
401 S. Collins St.	10.51
E. Renfro St.	10.51
314 S. Collins St.	3.72
Crash Site/POI	3.72
CSX R.R. Tracks	3.72
208 S. Collins St	1.31
Dr. ML King Blvd.	3.72
CSX "A" Line R.R.	3.72
E. Drane St	3.72
102 N. Collins St.	3.72
114 N. Collins St.	10.51
Collins St./Reynolds	10.51
104 E. Reynolds St.	1.31
109 E. Reynolds St.	10.51
Reynolds St/Palmer St	3.72
200 E. Reynolds St.	3.72

# PARADE ROUTE ILLUMINATION LEVELS



## Key

- |                                   |                               |                        |                              |                                |  |
|-----------------------------------|-------------------------------|------------------------|------------------------------|--------------------------------|--|
| 1. Alsobrook St // Collins St     | 2. Caston St // Collins St    | 3. 715 S. Collins St.  | 4. 712 S. Collins St.        | 5. 702 S. Collins St.          | 6. Ball St. // Collins St.               |
| 7. 622 S. Collins St.             | 8. 618 S. Collins St.         | 9. 609 S. Collins St.  | 10. 600 S. Collins St.       | 11. Alabama St. // Collins St. | 12. 100' N. of Alabama St. // Collins St |
| 13. 100' S. of 510 S. Collins St. | 14. 510 S. Collins St         | 15. 504 S. Collins St. | 16. Collins St. // Warren St | 17. 409 S. Collins St          | 18. 401 S. Collins St.                   |
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**FDOT  
ROADWAY LIGHTING  
STANDARDS**

## 7.3 Lighting

The designer responsible for a highway lighting project should be aware that the design must comply with various standards. In addition to the Department's Standard Specifications, the following standards should be consulted:

**Roadway Lighting Design Guide, AASHTO** - This is the basic guide for highway lighting. It includes information on warranting conditions and design criteria.

**AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, and FDOT Structures Manual**- This specification contains the strength requirements of the poles and bracket arms for the various wind loadings in Florida as well as the frangibility requirements. All luminaire supports, poles and bracket arms must be in compliance with these specifications.

**Design Standards** - These indexes are composed of a number of standard drawings or indexes which address specific situations that occur on a large majority of construction projects.

### 7.3.1 Design Criteria

The **AASHTO Roadway Lighting Design Guide** permits either the illuminance technique or the luminance technique to be used in the design of highway lighting. The luminance technique requires a more complex design process and knowledge of the reflective characteristics of the pavement surface used. These reflective characteristics change as the pavement ages and with variations in weather conditions. The Department has elected to use the illuminance technique for lighting design. The design values for light levels given by the **AASHTO Roadway Lighting Design Guide** are maintained values. The light levels given in this criteria have been adjusted and are listed as average initial foot candle. This, in effect, sets the maintenance factor to be used in the calculation process to a value of 1. Lighting criteria is contained in **Tables 7.3.1 – 7.3.5**. Refer to **Section 7.2.1** for Overhead sign lighting criteria.

Mounting height (M.H.) for conventional lighting is the vertical distance from the roadway to the light source, regardless of lateral placement of the pole. Pole setback is the horizontal distance from the edge of the travel lane to the pole.

Refer to **Chapter 29** of this volume for more information.

**Table 7.3.1 Conventional Lighting - Roadways**

ROADWAY CLASSIFICATIONS	ILLUMINATION LEVEL AVERAGE INITIAL HORIZONTAL FOOT CANDLE (H.F.C.)	UNIFORMITY RATIOS	
		AVG./MIN.	MAX./MIN.
INTERSTATE, EXPRESSWAY, FREEWAY & MAJOR ARTERIALS	1.5	4:1 or Less	10:1 or Less
ALL OTHER ROADWAYS	1.0	4:1 or Less	10:1 or Less
* PEDESTRIAN WAYS AND BICYCLE LANES	2.5	4:1 or Less	10:1 or Less

**Note:** These values should be considered standard, but should be increased if necessary to maintain an acceptable uniformity ratio. The maximum value should be one and one-half values.

\* This assumes a separate facility. Facilities adjacent to a vehicular roadway should use the levels for that roadway.

**Table 7.3.2 Highmast Lighting - Roadways**

ROADWAY CLASSIFICATIONS	ILLUMINATION LEVEL AVERAGE INITIAL (H.F.C.)	UNIFORMITY RATIOS	
		AVG./MIN.	MAX./MIN.
INTERSTATE, EXPRESSWAY, FREEWAY & MAJOR ARTERIALS	0.8 to 1.0	3:1 or Less	10:1 or Less
ALL OTHER ROADWAYS	0.8 to 1.0	3:1 or Less	10:1 or Less

**Table 7.3.3 Underdeck Lighting - Roadways**

LUMINAIRE TYPE	LIGHT SOURCE	MOUNTING LOCATION
PIER CAP	150 watt to 250 watt HPS	Pier or Pier Cap
PENDANT HUNG	150 watt to 250 watt HPS	Bridge Deck

**Note:**

1. The light levels for underdeck lighting shall be equal to the adjacent roadway lighting.
2. Underdeck lighting is accomplished by mounting either pier cap or pendant hung fixtures under the bridge structure.
3. Pier cap luminaires should be installed when bridge piers are located less than 15 ft. from edge of travel lane.
4. Pendant hung luminaires shall be mounted to the bottom of the bridge deck and should suspend where 50% of the lamp is below bridge beam.

**Table 7.3.4 Rest Area Lighting**

AREA ILLUMINATED	ILLUMINATION LEVEL AVERAGE INITIAL (H.F.C.)	UNIFORMITY RATIOS	
		AVG./MIN.	MAX./MIN.
ENTRANCE & EXIT	1.5	4:1 or Less	10:1 or Less
INTERIOR ROADWAYS	1.5	4:1 or Less	10:1 or Less
PARKING AREAS	1.5	4:1 or Less	10:1 or Less

**Table 7.3.5 Mounting Height Restrictions**

LUMINAIRE WATTAGE	LIGHT SOURCE	MOUNTING HEIGHT (MIN.) (FEET)
150	High Pressure Sodium (HPS)	25
200	High Pressure Sodium (HPS)	30
250	High Pressure Sodium (HPS)	30
400	High Pressure Sodium (HPS)	40
750	High Pressure Sodium (HPS)	50
1000	High Pressure Sodium (HPS)	80

## 7.3.2 Pole Design Criteria

### 7.3.2.1 General

**Chapter 2** of this volume specifies the minimum horizontal clearances for light poles. High mast lighting poles should not be located in gore areas within the runout length as defined in the **AASHTO Roadside Design Guide**. Engineering judgment should be used when locating high mast poles adjacent to bridges and high fills. All conventional height poles shall be frangible unless bridge or barrier wall mounted.

Frangible pole installations shall not be used in areas of heavy pedestrian traffic where the hazard of a falling pole is a greater hazard to others than it is to the motorist. See the **Design Standards** for frangibility requirements.

The installation of lighting in certain locations (e.g., adjacent to residential areas) may require the luminaires to be shielded. This is especially true for high mast poles.

Poles on bridges over open bodies of water or on causeway sections should be considered for dampers. These poles are subject to sustained winds of a critical velocity that may induce vibrations in the pole.

### 7.3.2.2 Standard Aluminum Light Poles

The Department has developed an aluminum light pole standard for Conventional Lighting. The standard provides details for 40, 45 and 50 foot luminaire mounting heights on poles mounted either at grade or on fills up to 25 feet in height, all of which accommodate fixture arm lengths of 8, 10, 12 and 15 feet. Standard Aluminum Light Poles have been designed for 110, 130 and 150 mph design wind speeds.

The manufacturer of the Standard Aluminum Light Poles will be pre-approved by the Department and added to the Qualified Products List (QPL). When the standard assemblies are used, neither design details in the plans nor Shop Drawing submittals are required. Special designs, for those locations where the Standard Aluminum Light Poles are not appropriate, will require the pole Fabricator's complete Shop Drawings and the Specialty Engineer's sealed calculations, all submitted as Shop Drawings in accordance with **Section 5** of the **Standard Specifications for Road and Bridge Construction**.

### 7.3.3 Foundations Criteria

Refer to **Section 7.6, Foundation Design**, for geotechnical requirements and **Chapter 29** of this volume for additional design information.

### 7.3.4 Wind Loading Criteria - Lighting

See **Chapter 29** of this volume.

### 7.3.5 Lighting Project Coordination

Coordination with other offices and other agencies is a very important aspect of project design. The offices discussed in this section are not intended to be an all inclusive list with which the designer should coordinate; instead it includes offices that are normally involved in projects.

**Roadway Design** - Normally the designer of a lighting project receives the base sheets for lighting design from the roadway designer. The roadway designer can also provide any required cross sections. If the lighting project is not an active roadway design project, base sheets may be obtained from existing plans.

**Utilities** - The District Utilities Engineer provides the coordination between the designer and the various utilities involved in the project. This usually is limited to agreements with the power company for electrical service. The Utilities Section can also identify potential conflicts with overhead and underground utilities or verify those which have previously been identified.

The Utilities Engineer should be contacted as soon as pole locations are set and the electrical load has been determined. The designer should indicate a preferred location for the electrical service.

**Drainage** - When the locations of high mast poles are established, they should be checked with the Drainage Section to determine if high water level is a problem. High mast poles are often located in the center of interchange loops. These same areas may be used as drainage retention areas. Coordination with the Drainage Section will alleviate this type problem.

**Structures Design** - Conventional height poles require the standard base shown in the *Design Standards* and *Standard Specifications*. A foundation design is only required in special cases. High mast poles, on the other hand, require foundation designs for each location. Soil bores are required for this design. The Engineer of Record for Structures Design provides the foundation design for high mast poles. He or she must be contacted early in the design phase to allow adequate time for coordination with the Geotechnical Engineer in obtaining necessary soils information.

Normally the District Traffic Operations Engineer in conjunction with the District Utilities Engineer obtains the required maintenance agreements. The designer should coordinate with these offices to ensure that this activity is either underway or scheduled.

Any lighting project, especially high mast, adjacent to or in the vicinity of an airport, may be a potential problem. Any lighting project within 3 miles of an airport should be discussed with the Office of Public Transportation, Aviation Office to determine if a problem exists.

### **7.3.6 Voltage Drop Criteria**

When determining conductor sizes for lighting circuits, the maximum allowable voltage drop from the service point on any one circuit is 7%.

### **7.3.7 Maintenance of Existing Lighting During Construction**

The maintenance of existing lighting shall be the responsibility of the contractor only if the lighting is affected by the construction. The contractor should not be expected to replace lamps and pole knockdowns or to repair wiring if these problems are not caused by the construction work. As an example, a milling and resurfacing project should have no effect on the roadway lighting and the contractor should not be responsible for the maintenance of the lighting system.

The plans should specify the scope of the contractor's responsibility for the maintenance of existing lighting.

### 7.3.8 Grounding

The grounding requirements for lighting systems shall be as follows:

1. Install 20' of ground rod at each conventional height light pole and at each pull box.
2. Install 40' of ground rod at each electrical service point.
3. At each high mast pole, install an array of 6 ground rods 20' in length, as shown in the *Design Standards, Index 17502*.

This information is covered in the *Design Standards*. The above lengths of ground rod will be installed at each pole, pull box and service point, and the cost will be incidental to the unit or assembly being installed.

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# PART I -- For the Float Builder

## How to Build a Parade Float

The noun "FLOAT" is like "parade" in that it can mean many things: A regulating device, a fishing bobber, a life preserver, a barometer gauge, a buoyant dock, a brewing vat, a plasterer's tool, a harrow, and so on. Looking down the list of definitions you will also find: "A flat-topped vehicle without sides for carrying displayed exhibits or objects in a procession; also, such a vehicle with its displayed exhibits or objects."

In the business of building floats, a float is often called a "production." The word "float" was probably first used to mean a parade car because that's what a float should seem to do— "float". And it achieves the appearance of floating through its special construction and its embellishments, including the all-important fringe, which hides the wheels and gives it the look of being suspended in the air, gliding along without support.

There are schools that offer credits to members of manual training classes for their work in building floats for the hometown parade. Many small business owners build their own float in their garage, keeping it carefully hidden until the day of glory. Some of them have become very adept at this do-it-yourself construction. Clubs have made wintertime projects of building floats. Private individuals with a flair for form and color have made a hobby of designing them. A float is a personal creation.

### *Making a Beginning*

To begin with, you will need four wheels, attached, of course, to axles, and a framework. In some cases, float builders have started with nothing but wheels and axles, sometimes only wheels and one axle. Two-wheeled floats can be found. But the four-wheeled variety is much more stable and easier to work with.

Floats may be built on trailers, trucks, cars, wagons — almost anything that can move, even boats, though the chance to build floating floats comes infrequently. Eighty per cent of all floats start with a flat platform: a truck bed or a trailer. If it's a truck, the design should blend the cab into the picture, or the cab may be removed and a special space left for the driver. A small tractor generally pulls a trailer, and that, too, is included in the decorative scheme.

Suppose you're planning to build a float, and you already have a trailer. Your next concern is a place for construction, and space of this type is at a premium. If several floats are to be built, the construction site should be a large, open building, preferably without roof-support posts. And with doors large enough for egress. An airplane hangar is the ideal location for float building. In a small town, the lumberyard building generally offers the roominess needed, as well as a good supply of basic materials.

### *Try for Novelty*

There are a few basic designs, which are always good, with different decorative touches, but you may prefer to try for novelty. You have two elements to work with: shape and color. Too often the effect of a float is spoiled because it sticks too closely to the

practical outlines of the vehicle on which it was built. The idea is to mask the underpinnings completely by varying the overall shape, by working curves and swirls into the ground plan, and developing an imaginative topside form. Almost every float has a climactic point: the place where the personalities ride, or the massive emblem is mounted, or an animated figure goes through its paces. The upper levels of the float are shaped to lead the eye to this point.

Once you have established your design, you fill out the ground outline with plain, light lumber, cut in whatever curves are necessary, and fastened securely with nails or bolts to the trailer bed. When your lateral shape is set, the vertical outlines, transverse, fore-and-aft, are cut in plywood or wallboard and securely mounted. If your float is to carry live figures, platforms for them must be rigidly built and provided with unobtrusive braces for float riders to hold on to. If several riders are to populate the float, they should be placed at two or three different levels, highest at the rear and center. Any float should be symmetrical, one side the same as the other. The sidewalk-bound onlooker will get no opportunity to move around and look at any mysteries on the other side.

In all this construction, you make allowance for wheel clearance, springing, and the turning radius of the float. You should inspect the parade route to note any bumps or depressions for which allowance must be made, so your float doesn't scrape a forward or rear overhang. If the float is on a truck, see to it that no flammable material is near the hot exhaust line. You may decide to rig a special extension to carry exhaust beyond the overhang. It's advisable, and it's wise, too, to wrap the exhaust pipe to increase the safety factor.

Having come this far, you have the skeleton of a float or basic framework, undecorated,

only partially shaped. Next you round out the shape, to form it into curves and hollows, or to give it that streamlined look. Perhaps part of the exposed portion of your float is solid material, woodcut to shape, or plaster. These surfaces should be painted before any of the other finishing material is added. You might sprinkle or glitter over the freshly painted surfaces to give these an eye-catching sparkle.

### Putting on the Finish

Many special decorative shapes are available already molded in heavy materials exclusively for float use. To the outline, after the exposed portions are painted, attach any of a number of finishing materials—vinyl or metallic floral sheeting, in a rainbow of colors, or with designs worked in; aluminum foil paper, also in many colors, used flat or crumpled before application to increase its light-scattering properties, sparkle sheeting, or any other of various finishes which may catch your eye. Artificial flowers, or real ones, may be attached, as may stars, crescents or other appropriate decorative cutouts..

Part of your float may require mats, or vinyl and metallic twists to accentuate its lines. Your choice is wide. The materials you select are applied with special adhesives or stapling devices. And the finish itself is subject to some corrective shaping to get exactly the outline you want.

Metallic or vinyl fringe goes around the bottom of the vehicle to mask the running gear. A float is generally built with its bottom level spaced from the pavement to suit the length of the fringe. If a fifteen-inch fringe is used, the float edge is built fifteen inches from the pavement. With a one-inch overlap for fastening, this allows a one-inch clearance, just right to create the illusion of floating.

You now have a standard float which, if your estimate of limitations is correct, is ready to go into the parade.

## The Animated Float

The standard float, without decorative sidecars, has some noteworthy cousins of more elaborate design. Animated floats have been built more and more cleverly each year. Fish blow bubbles, figures walk, dogs pull sleds, waterwheels turn, windmills revolve and mannequins play music.

These involve a basic departure in the building of a float; the groundwork for a powered float is at least twice that of the conventional production. The mechanized equipment must be built, installed, tested and anchored. It must stand the strain of traffic before the rest of the work goes forward. Endless belts, gear trains, eccentric mechanisms—virtually every transmission device has been used in float animation. What makes the whole idea possible is the portable power generator, and its installation involves still more wrinkles in basic float design. Provisions must be made for safely exhausting the small but efficient gas engines which run them. The design must also allow plenty of ventilation, since most of these engines are air-cooled.

The wiring that goes into some animated designs may be complex, and should be installed and tested when the float is in the frame state. There will be little opportunity to make changes after the production is decorated. In some cases, animation is powered by a driveshaft clutched and geared directly to a gas engine, eliminating wiring. Gas - electric power permits greater control. Occasionally power engines must be additionally muffled to prevent discord with the music of a following band, or just to mask the obvious.

Float design should allow for wind pressure, and internal bracing should guarantee that surfaces exposed to gusts of wind aren't damaged. Above all, with a powered float, make sure that its working parts are accessible for repair from the inside. Many a float sponsor has had his day ruined by learning that a spark plug couldn't be changed without breaking through the decorative capsule, necessitating additional repairs. Some sponsors insist that a float-builder be on hand, with materials, as a parade is about to start, to make decorative repairs quickly in case of minor accident.

## What Colors?

Too many builders, particularly those with limited experience, worry about color. Few colors will clash on floats. The materials are brilliant and more likely to accent the hues of other materials than to cause discord. Pastels are used more and more in float decoration, chiefly to set off strong colors, and it is in pastels that conflict is most likely. Don't imitate Christmas and do the job up in conventional red and green, but strive for novelty. You may find your color scheme in the theme of your parade, or in the idea of your float itself.

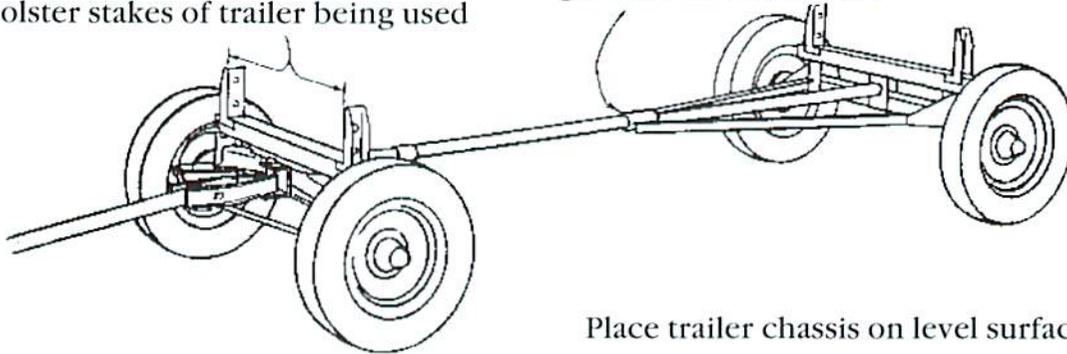
Some nationality groups with strong influences in parade cities prefer particular groups of colors, perhaps those of their old-country flags. Some of the new metallic materials, and the neutral plastics, make color selection unnecessary. It's show and glitter you're after, and the golds and silvers have it. A patriotic parade has a general color scheme already established.

# Basic Steps of Parade Float Construction

Basic steps of construction for a 7' X 20' parade float on a 4-wheel trailer chassis

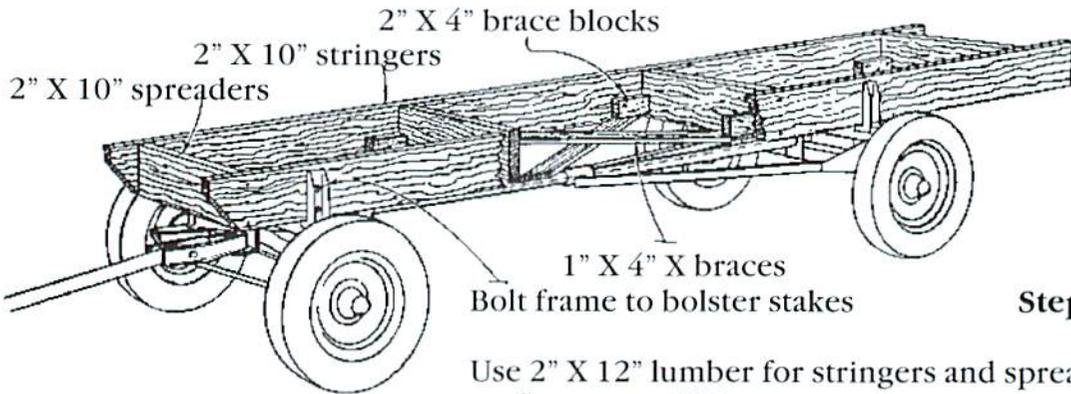
Width between bolster stakes will vary on different makes of trailers. Build 2" X 10" base frame (stringers and spreaders) to fit between bolster stakes of trailer being used

Extend reach bar to get desired wheel-base



Place trailer chassis on level surface

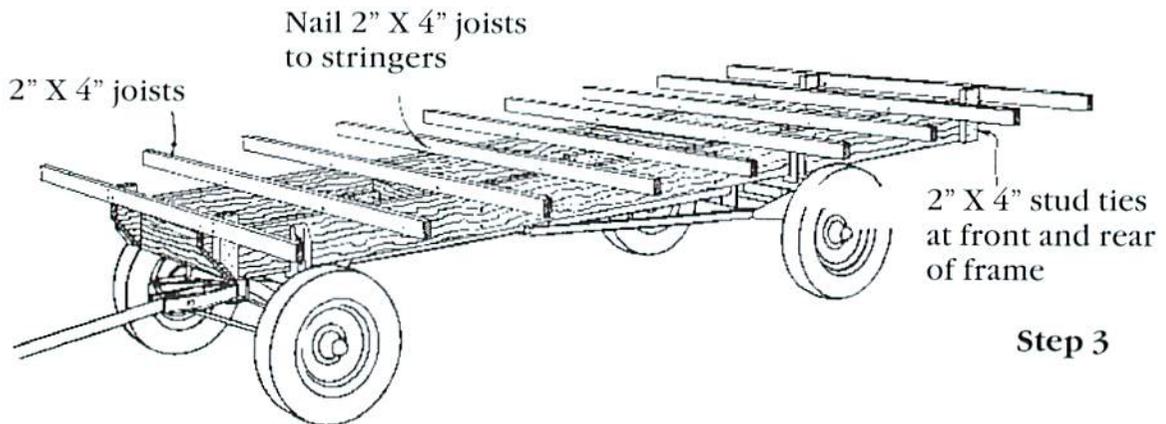
Step 1



Bolt frame to bolster stakes

Step 2

Use 2" X 12" lumber for stringers and spreaders on floats over 25' long

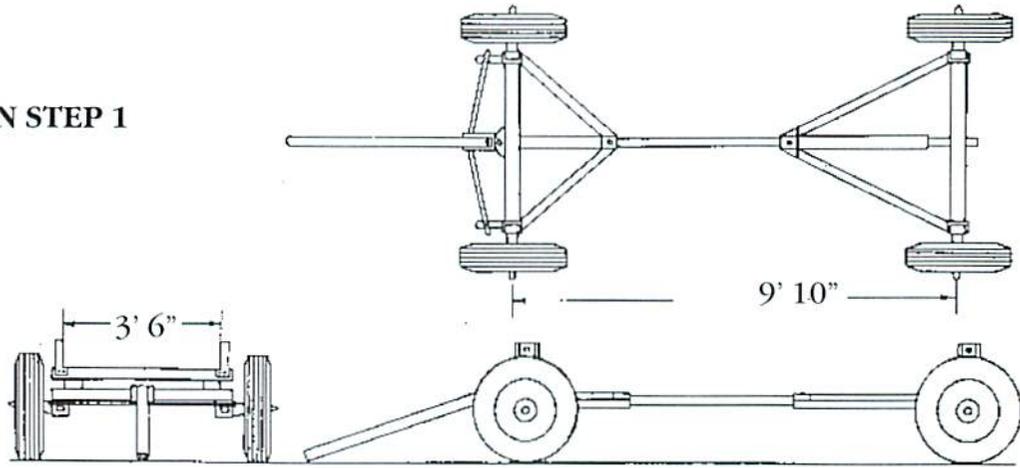


Nail 2" X 4" joists to stringers

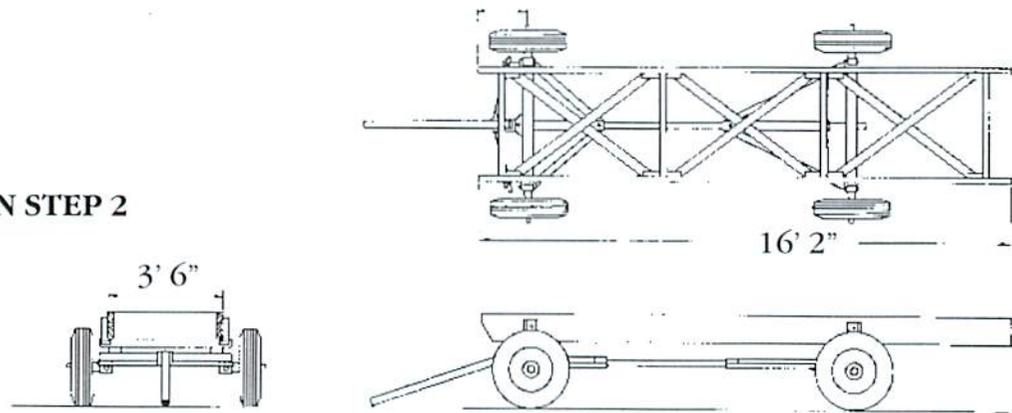
2" X 4" stud ties at front and rear of frame

Step 3

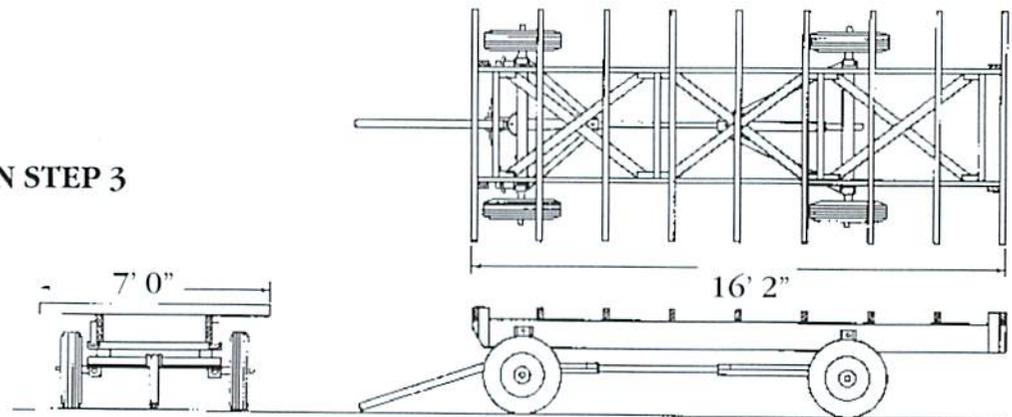
PLAN STEP 1



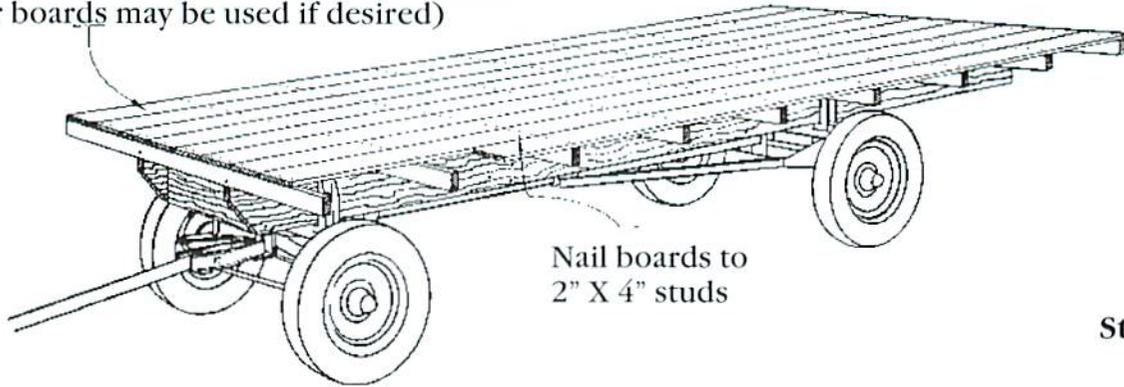
PLAN STEP 2



PLAN STEP 3



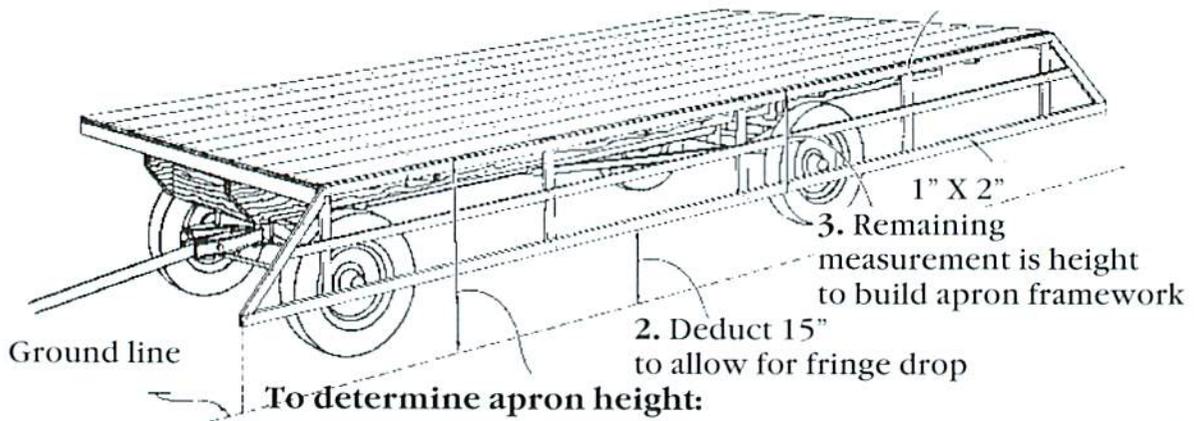
Floor in trailer platform with 1" X 6" boards  
(wider boards may be used if desired)



Nail boards to  
2" X 4" studs

Step 4

Nail apron to trailer platform



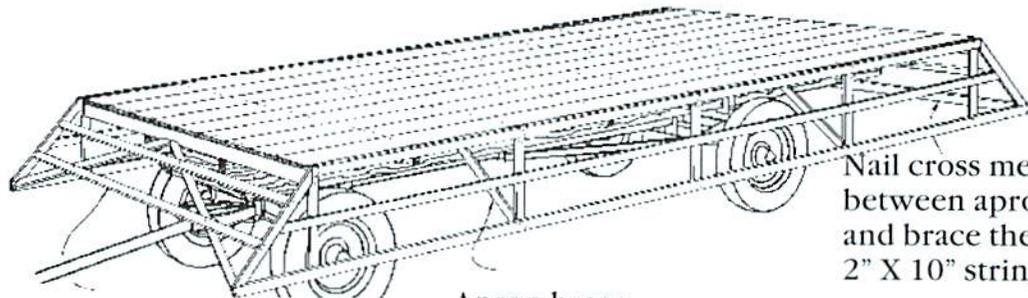
1" X 2"  
3. Remaining  
measurement is height  
to build apron framework

2. Deduct 15"  
to allow for fringe drop

To determine apron height:

1. Measure distance between top  
of trailer platform and ground

Step 5



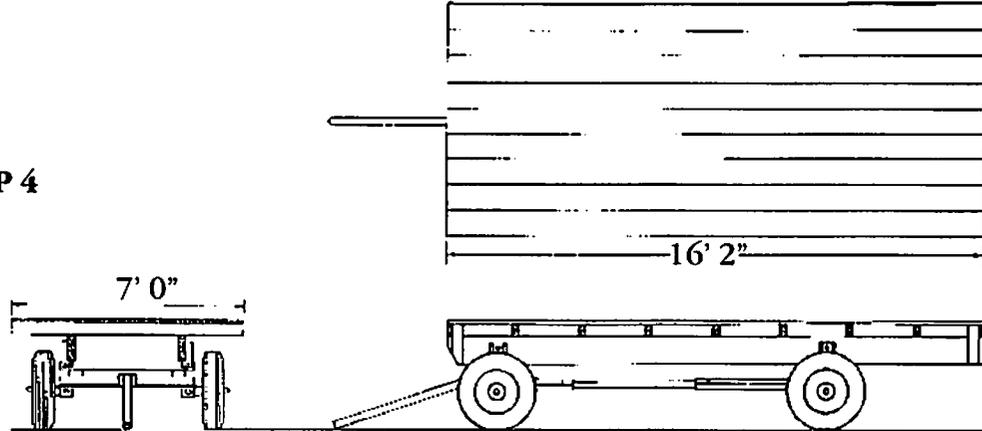
Nail cross members  
between apron sides  
and brace them to  
2" X 10" stringers

Apron brace

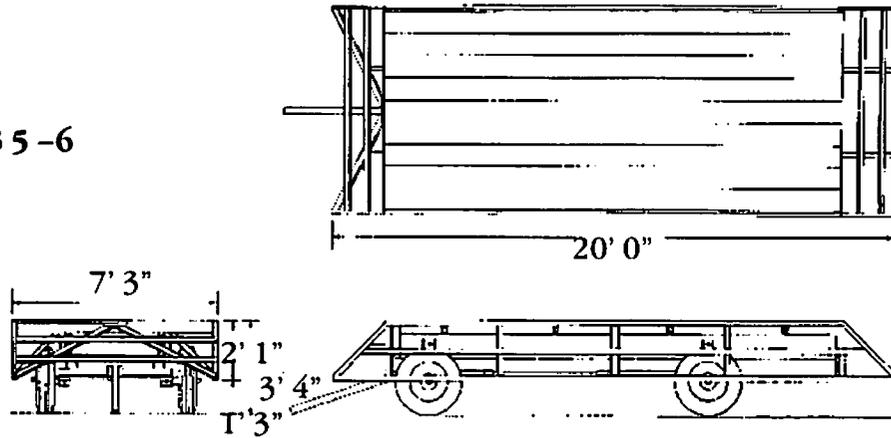
Lower cross member on apron front frame  
is elevated to allow for trailer tongue clearance

Step 6

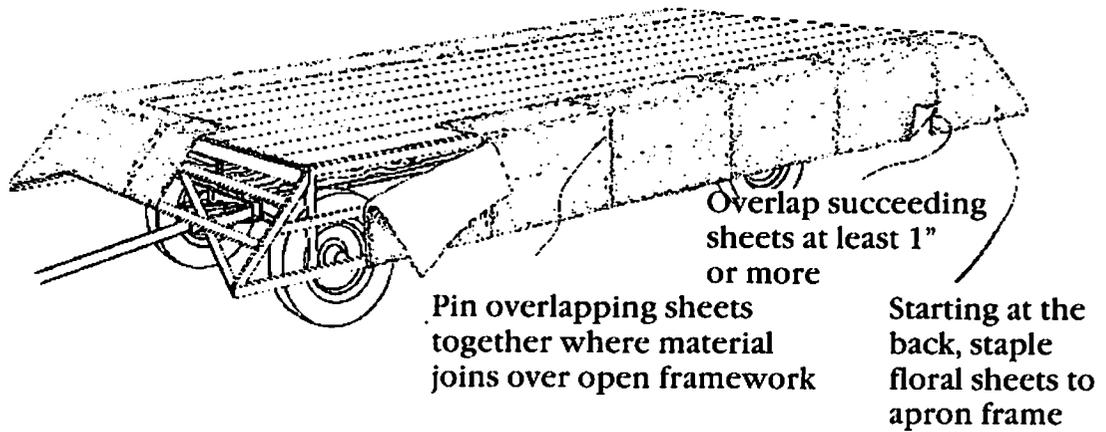
**PLAN STEP 4**



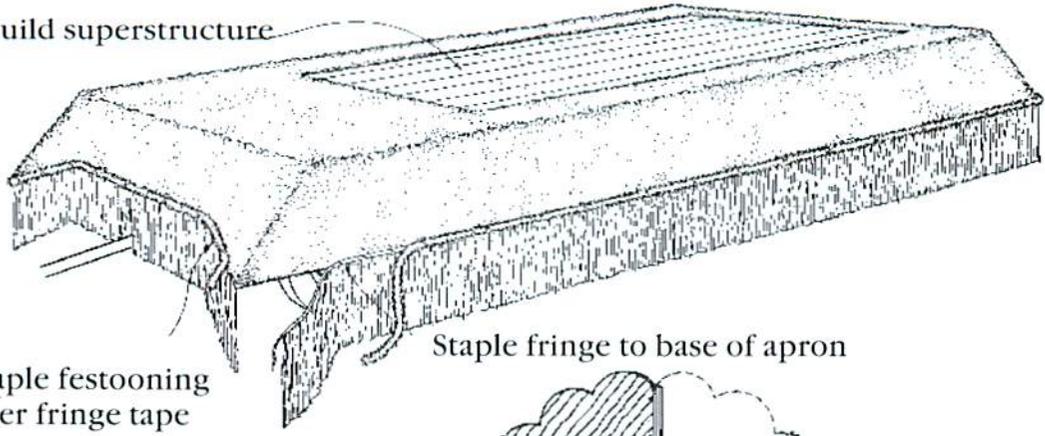
**PLAN STEPS 5-6**



**STEP 7**



Area to build superstructure



Step 8

Staple festooning over fringe tape

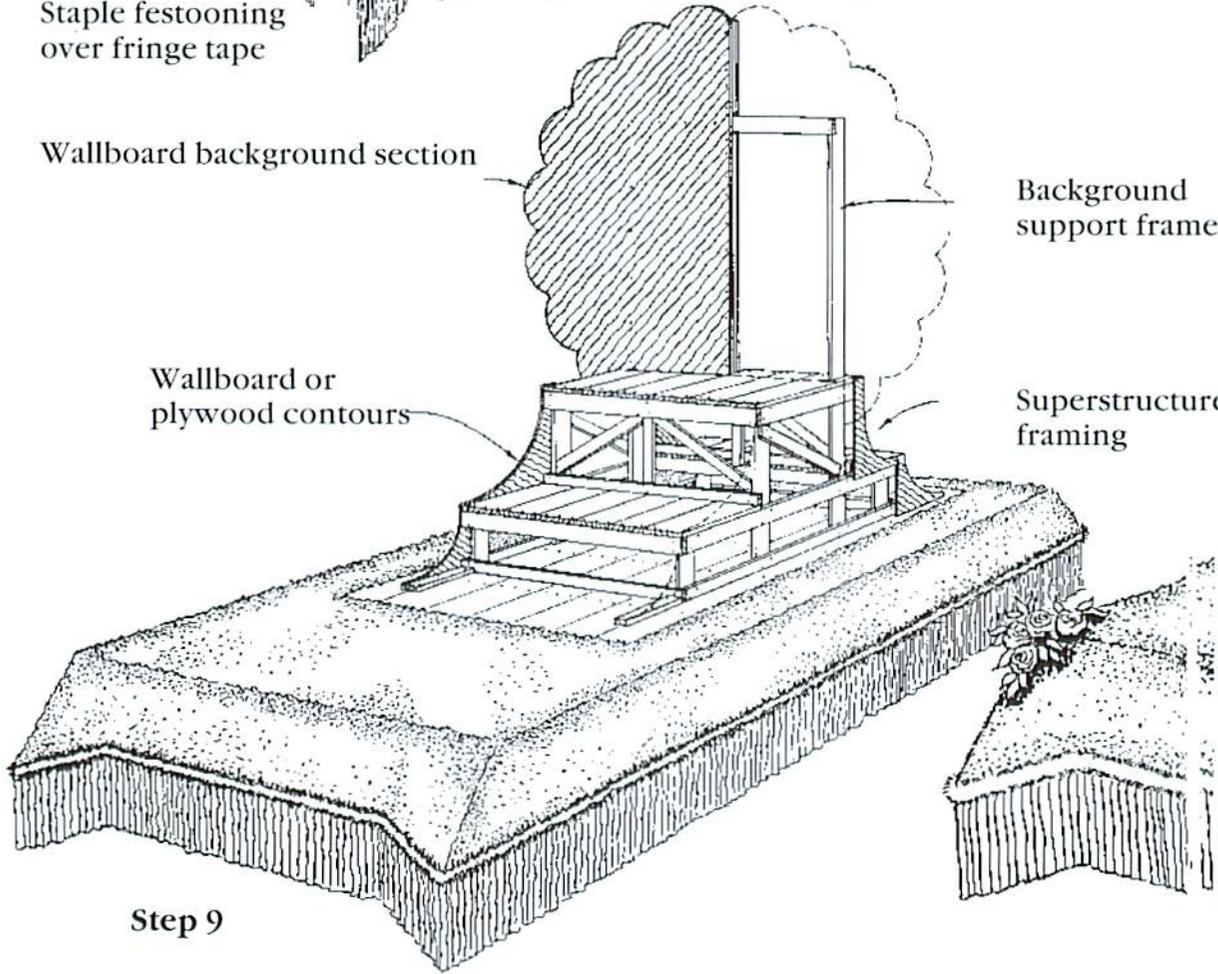
Staple fringe to base of apron

Wallboard background section

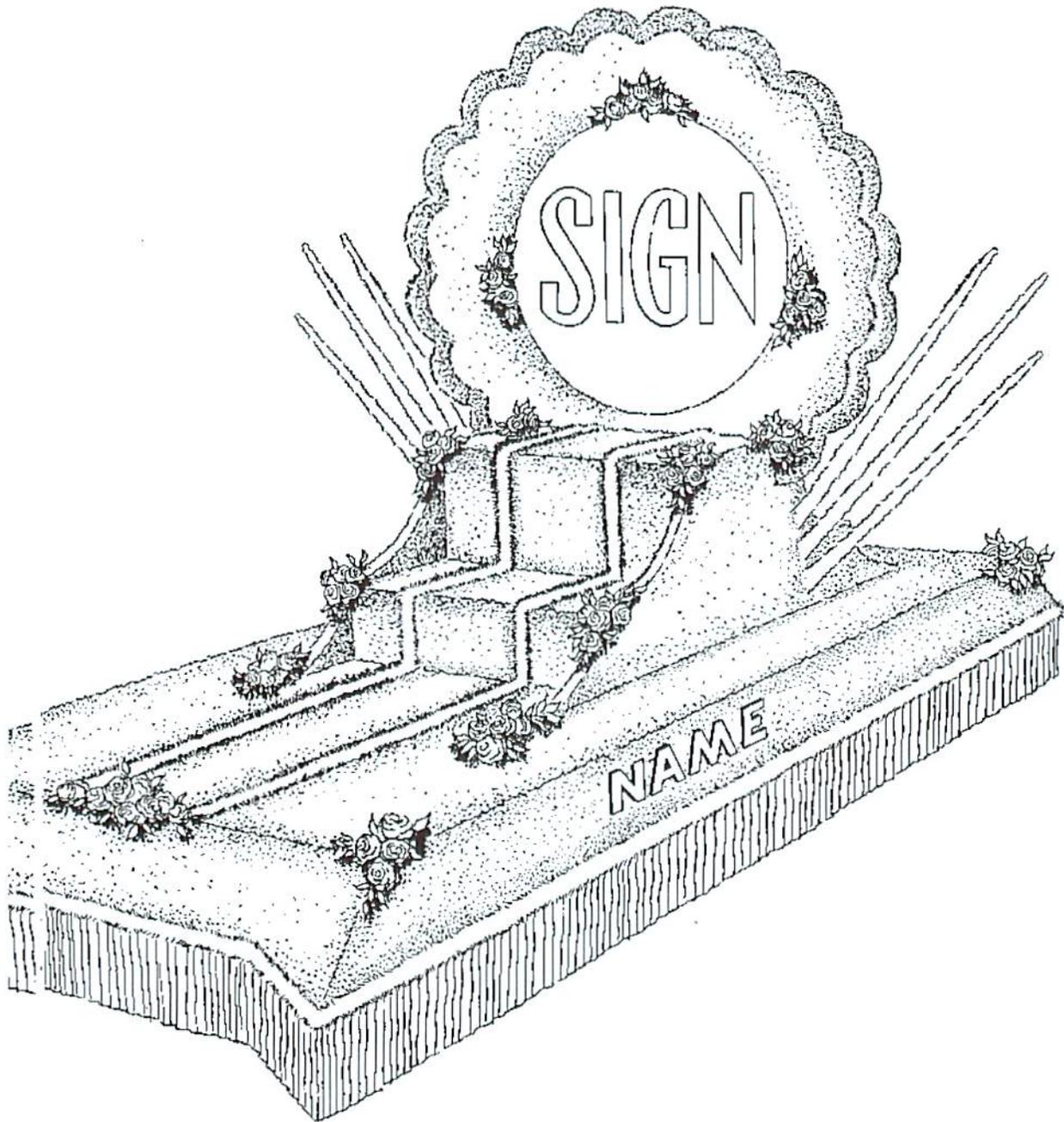
Background support frame

Wallboard or plywood contours

Superstructure framing

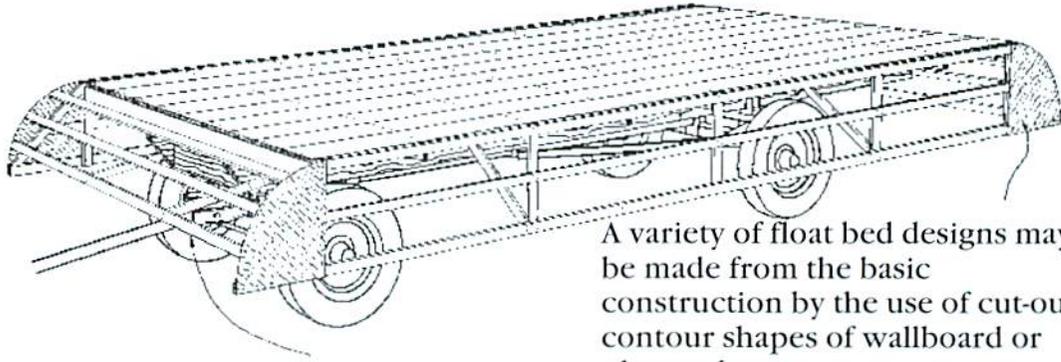


Step 9



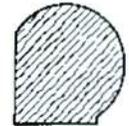
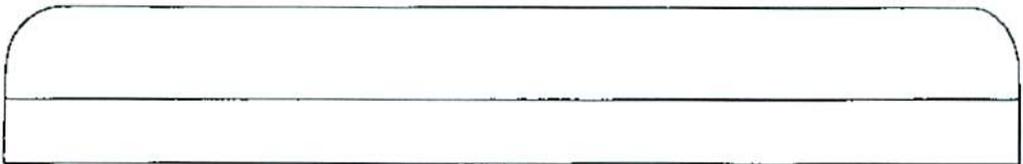
Step 10

*WALLBOARD OR PLYWOOD CONTOURS*

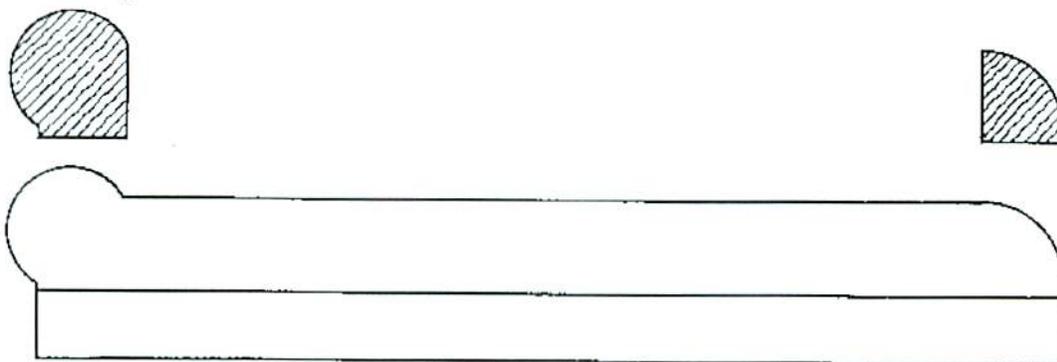


A variety of float bed designs may be made from the basic construction by the use of cut-out contour shapes of wallboard or plywood.

Nail 1" X 2" cross members between contours. Nail braces to these members from 2" X 10" stringers.

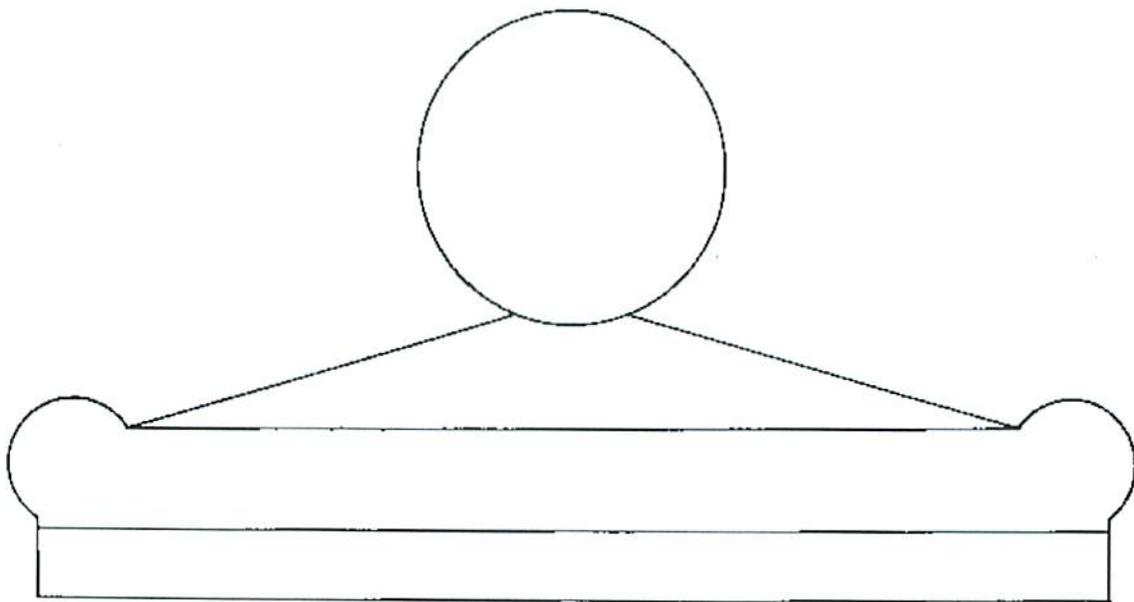
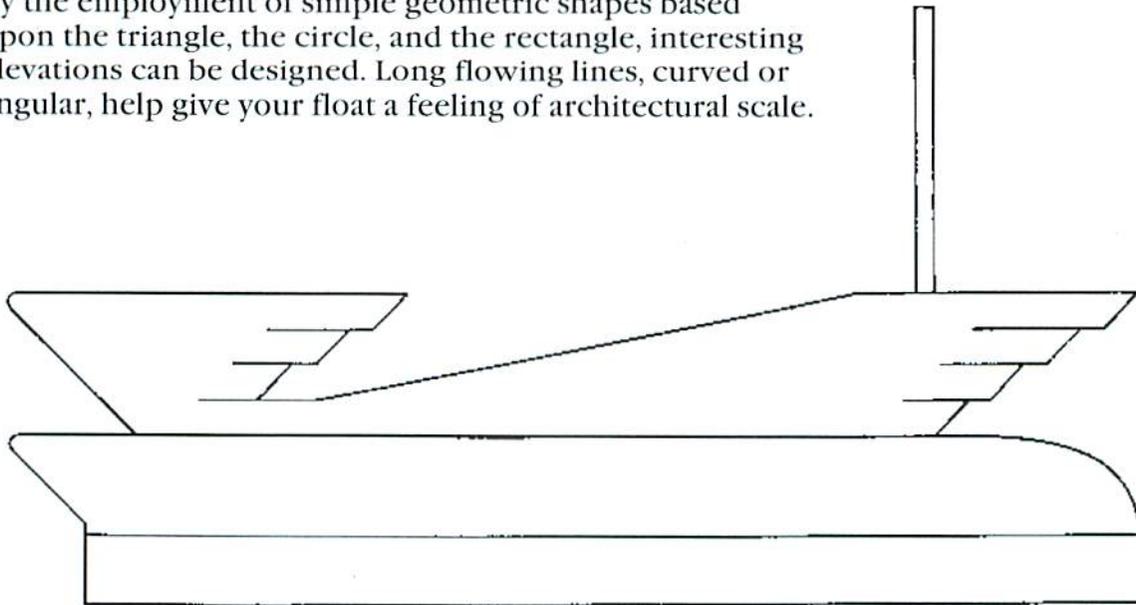


By the use of pliable wallboard attached to wood construction front and rear, you can easily disguise the box-like understructure. Curved or angular surfaces add to the streamlined rhythm of a float.

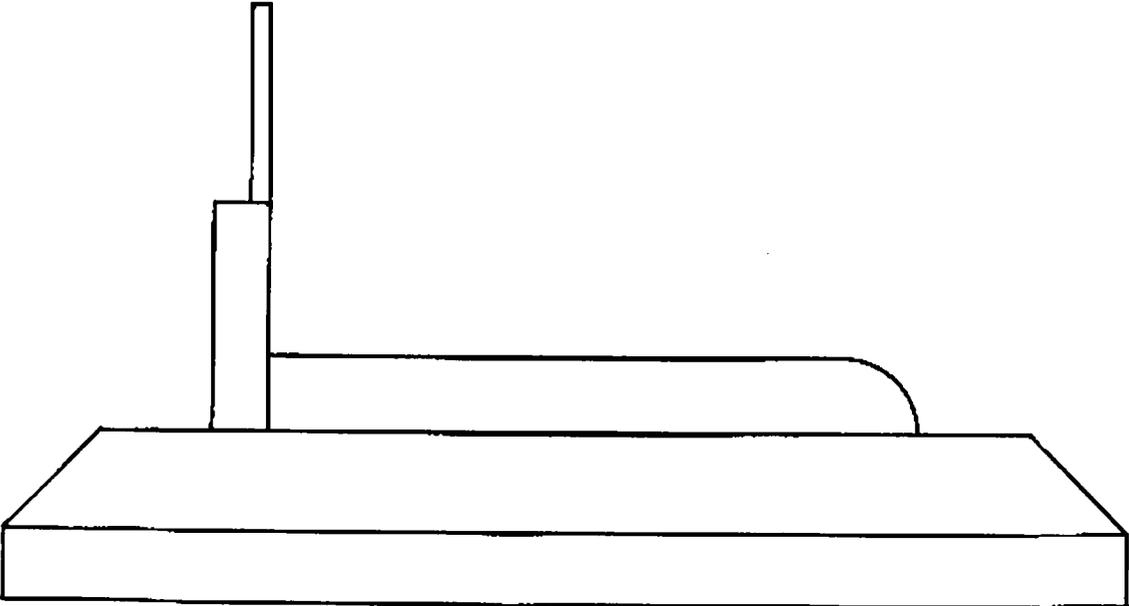
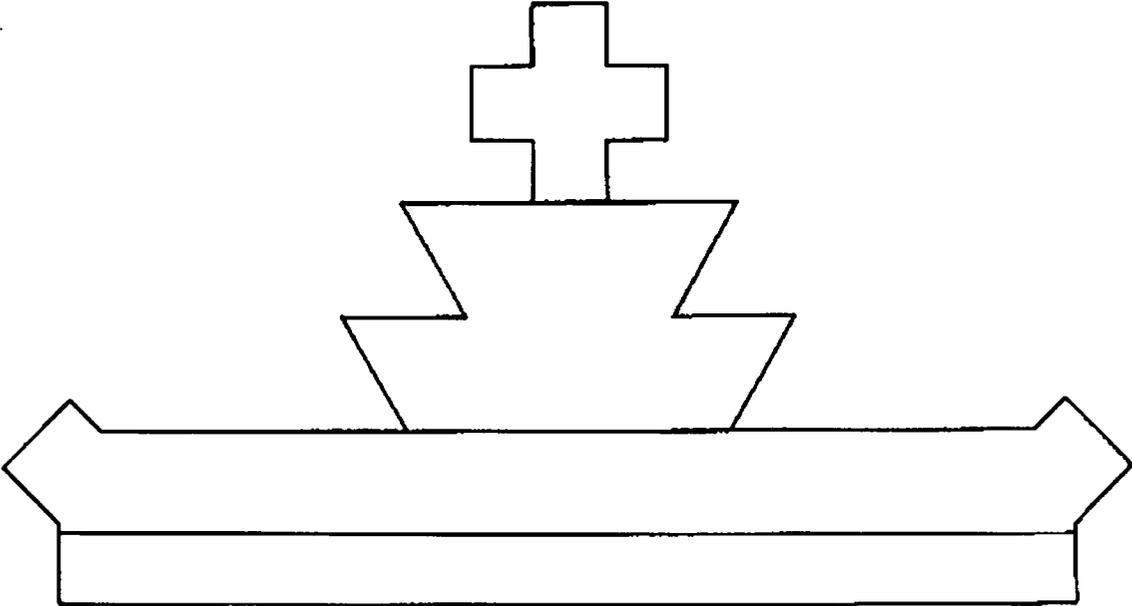


### *EXAMPLES OF SUPERSTRUCTURE*

By the employment of simple geometric shapes based upon the triangle, the circle, and the rectangle, interesting elevations can be designed. Long flowing lines, curved or angular, help give your float a feeling of architectural scale.

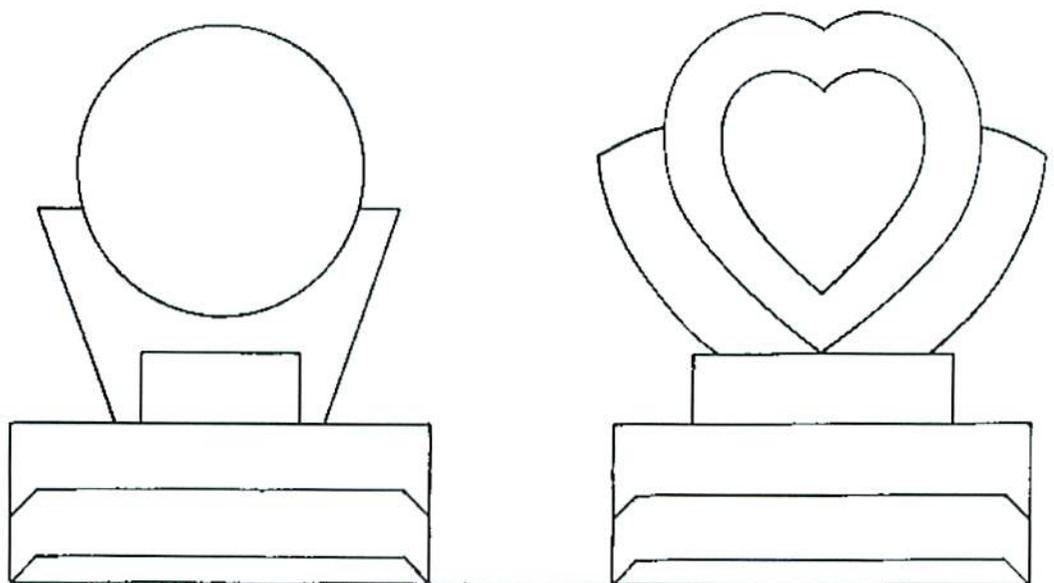
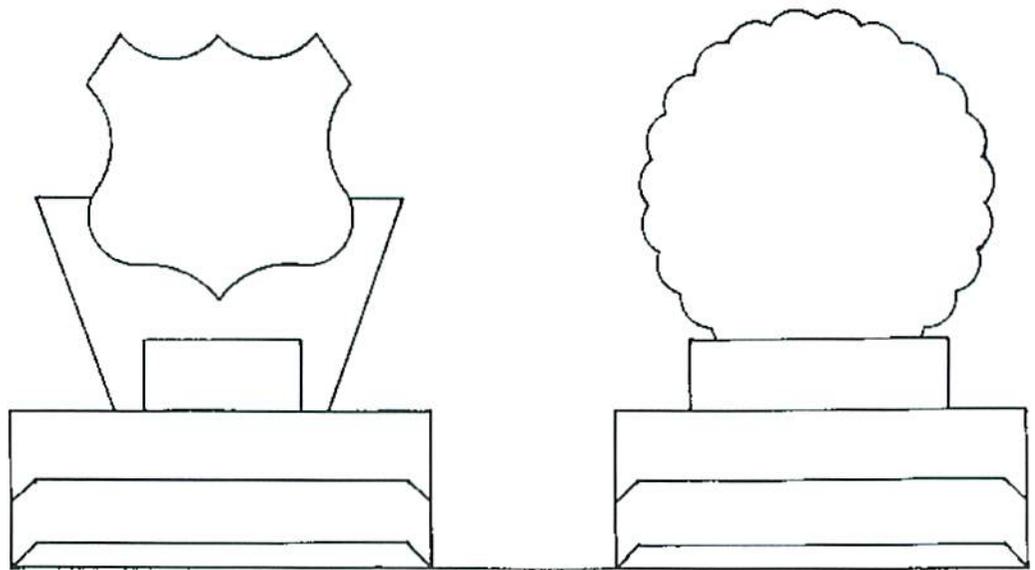


*EXAMPLES OF SUPERSTRUCTURE*

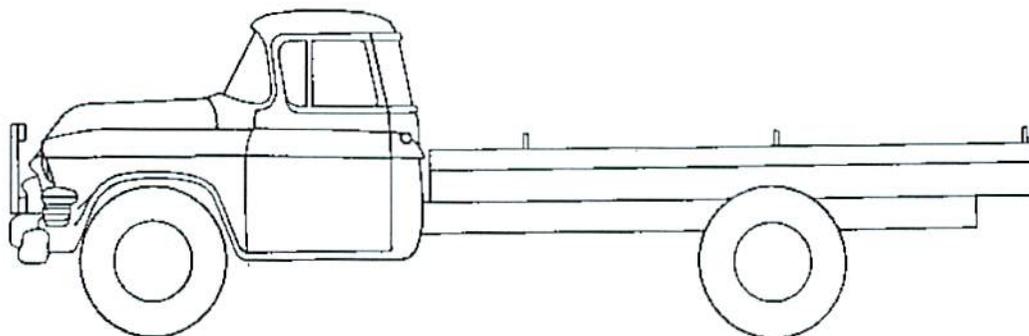
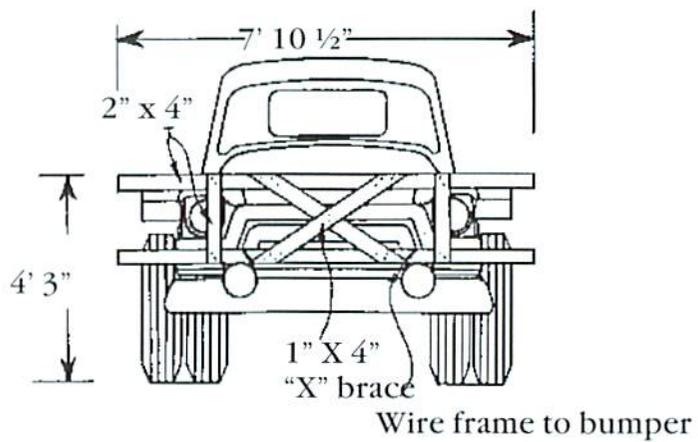
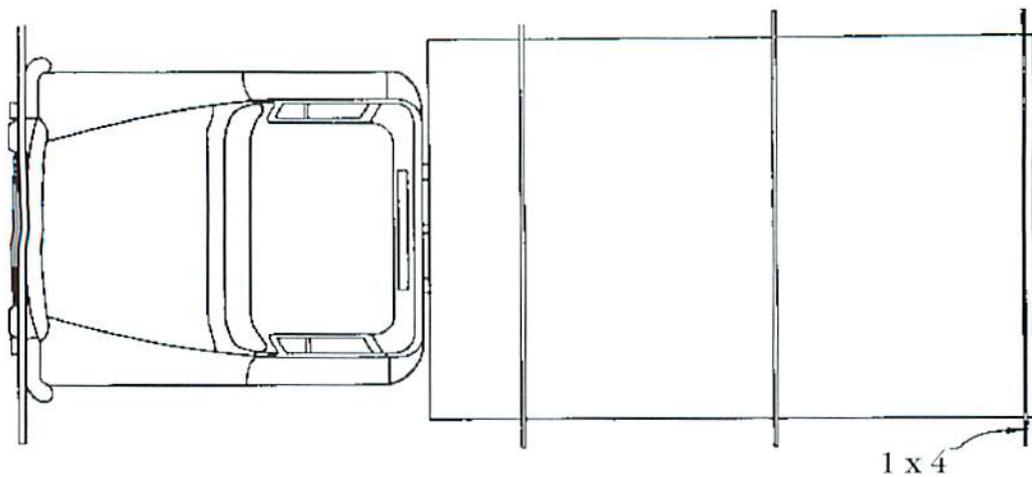


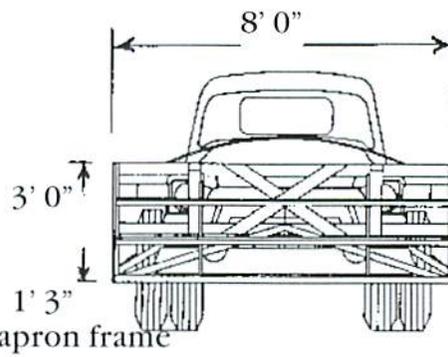
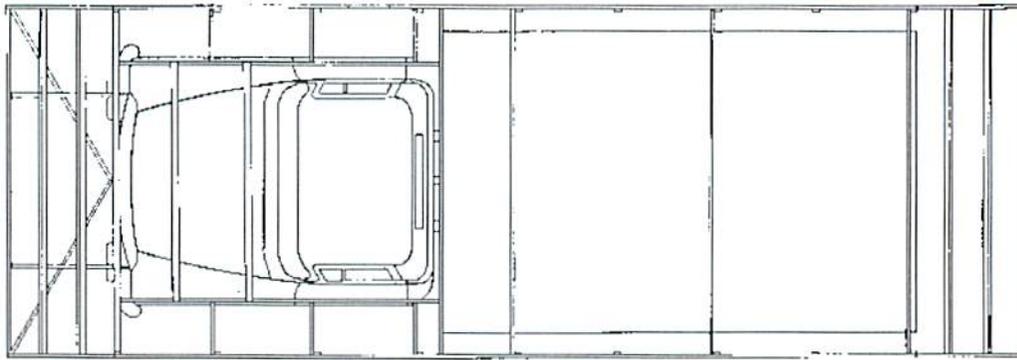
## *FLOAT DESIGNS VIEWED FROM THE FRONT*

Parade audiences are curious to see the float next in line. The front elevation must, therefore, be given careful thought. Simple geometric shapes are the basis of many interesting variations.

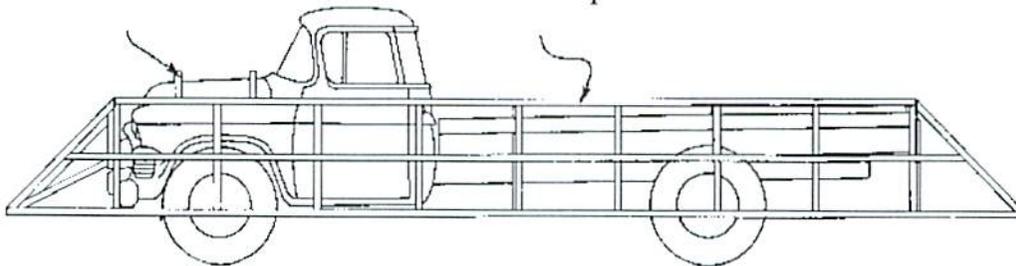


*BASIC CONSTRUCTION OF A FLOAT FRAME FOR A FLAT BED TRUCK*



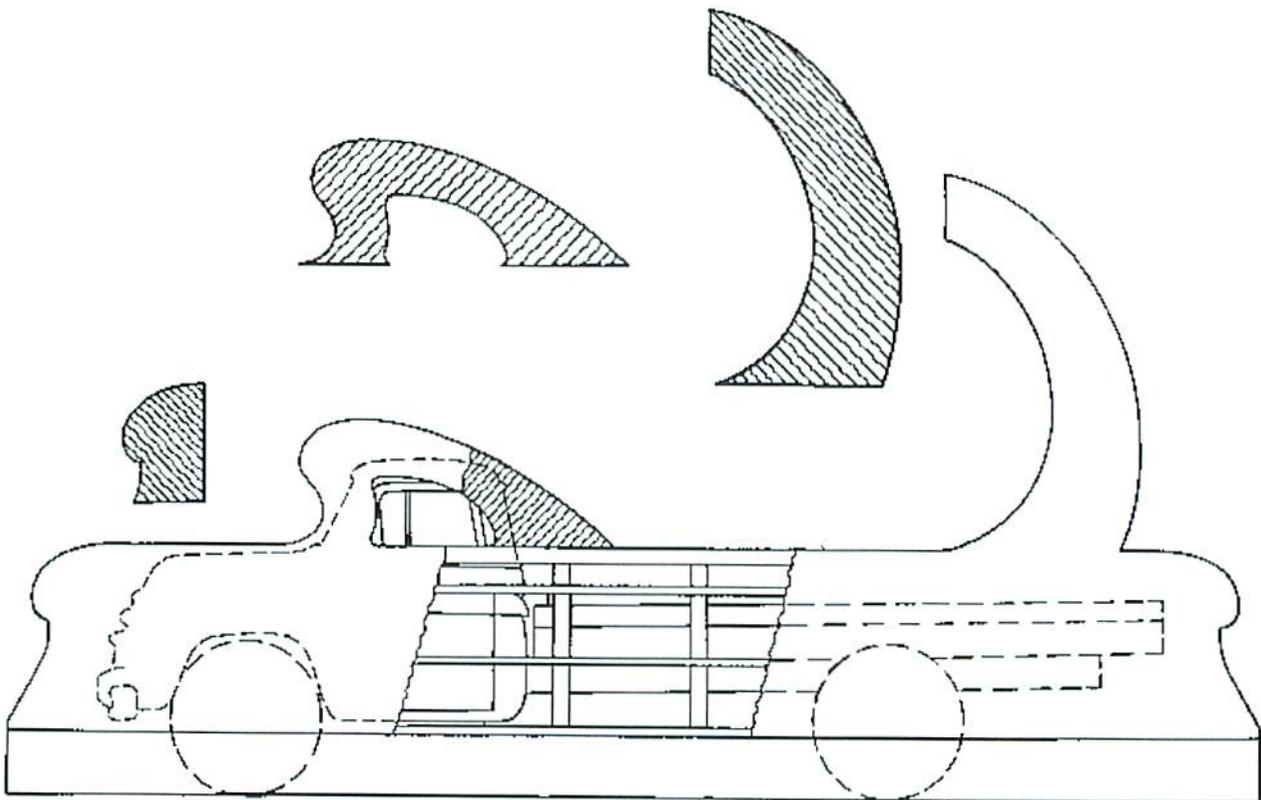
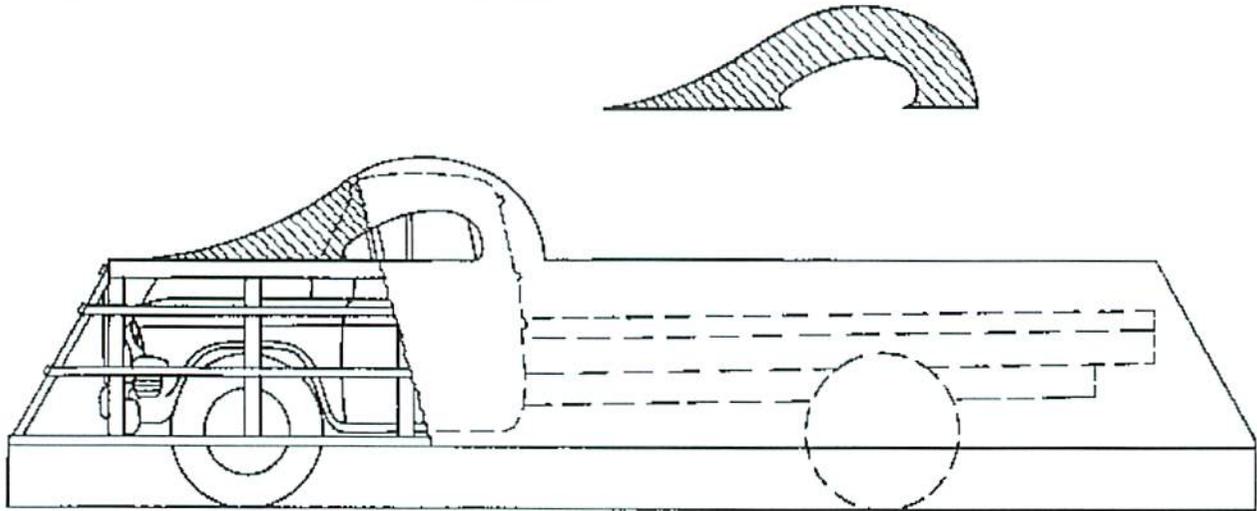


2" lattice



*CAMOUFLAGING THE TRUCK FORM*

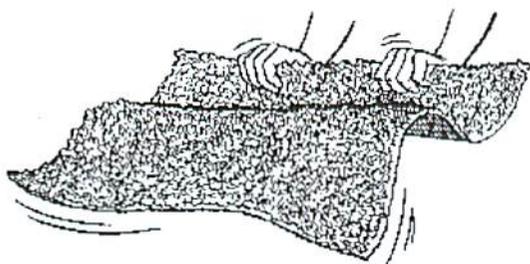
Wallboard cutouts can be used to hide the truck cab and also to produce a sweeping shape at the rear of the platform. Many variations are possible.



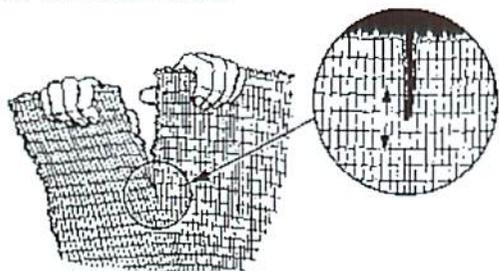
## APPLICATIONS OF FLORAL SHEETING

Floral sheeting, the most widely used of all the float covering materials, is a product especially manufactured for decorating parade floats. This material, made in a variety of colors, has hundreds of tissue floral petals glued on a cloth backing, giving it a thick, soft, fluffy appearance. This material is produced in sheets approximately 1 yard square and can be cut into pieces and joined together again with pins without the seams showing.

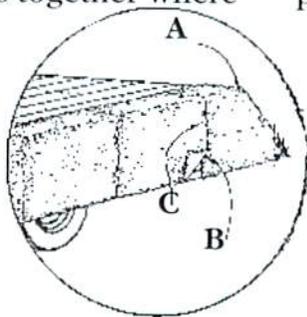
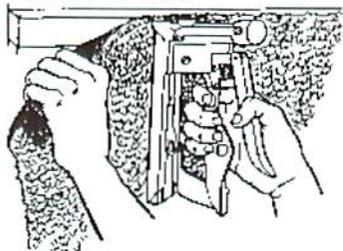
1. After unpacking sheets, "fluff" out petals by shaking, as you would a rug.



2. Floral sheeting may be torn into narrower pieces, tearing down the narrow weave of the cloth backing as illustrated. Use scissors for all other cuts.



3. [A] Starting at the back, staple floral sheets to apron frame.  
[B] Overlap succeeding sheets at least 1" or more.  
[C] Pin overlapping sheets together where material joins over open framework.



4. To pin sheets together, where the under side is inaccessible to punch pin back through the material with your fingers (such as chicken wire forms, etc.), use an ice pick to guide the pin as shown in illustrations A-B-C-D.

A. Push pin through material

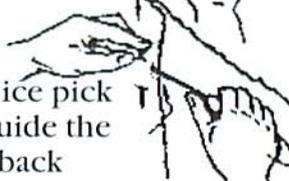


B.



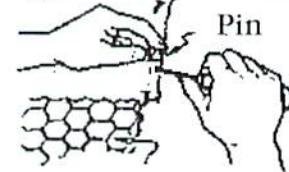
Push ice pick through material

C.



Use ice pick to guide the pin back

D.

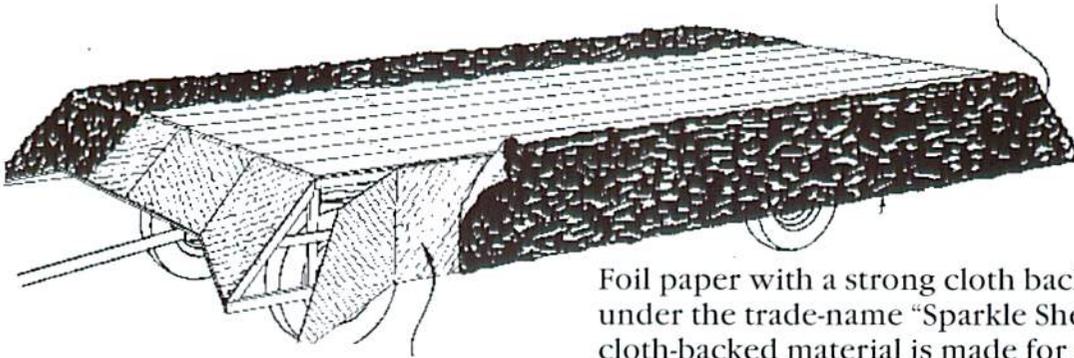


Chicken wire foam

## FOIL PAPER FOR DECORATING PARADE FLOATS

Foil paper is aluminum foil with a paper backing. This should be applied to solid surfaces such as wallboard, wooden platforms, etc.

After crinkling foil, staple securely to solid surfaces of float.

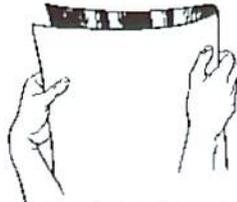


Nail wallboard, boxboard, or plywood over open framework to make a solid surface for stapling on foil paper

Foil paper with a strong cloth backing is produced under the trade-name "Sparkle Sheeting." This cloth-backed material is made for use over open framework, or it may be pinned onto irregular forms such as chicken wire contours.



1. Unroll foil paper



2. Fold foil down length at center but do not crease on the fold.



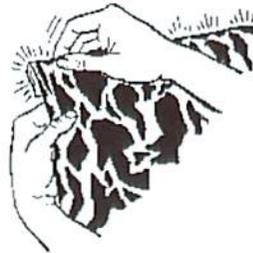
3. Repeat fold down the length of foil paper. Folded length should now be about 6½" wide.



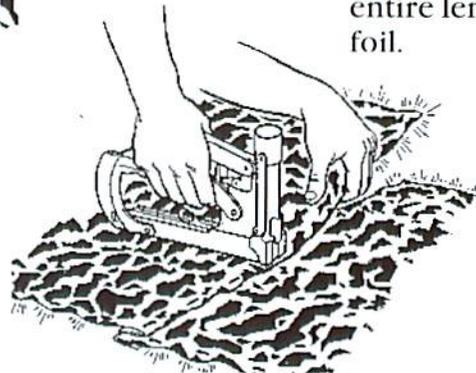
4. Using both hands, crush paper together down the entire length of foil.



5. Open the folds and lightly smooth out the foil paper. It will then have a crinkly, sparkling appearance.



6. Fold under the edges along the length of foil paper.



7. Staple the edges down and then staple at random over the entire surface of the foil paper to hold it down securely.

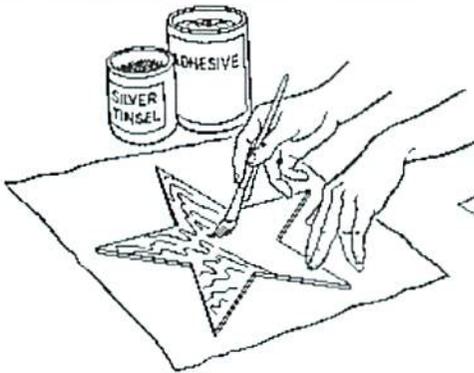
## TINSEL FLITTER AND DIAMOND DUST

Many effects may be achieved with these sparkling products. Gold, silver, or colored tinsel flitter gives a glittering, diamond-sparkle to stars, cut-out letters, figures, etc. A beautiful, snowy, sparkling appearance may be had by using white diamond dust over white or light-colored paints.

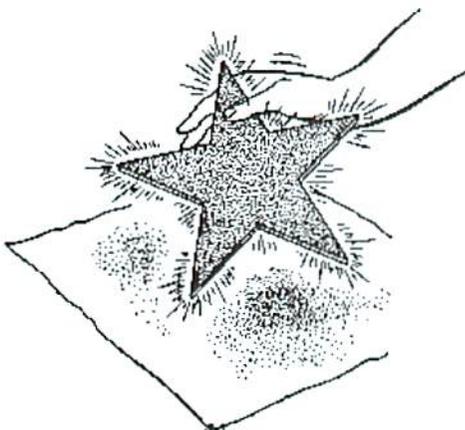
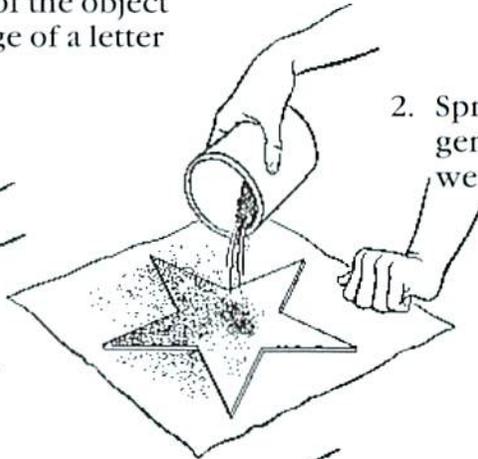
**Tinsel flitter and diamond dust may be applied with one of the following adhesives:**

- ★ White latex adhesive
- ★ Shellac
- ★ Glue
- ★ Waterglass
- ★ Paint

1. Place object to be flittered on a large piece of paper. Apply a coat of adhesive on the portion of the object to be flittered, such as on the outline edge of a letter or over the entire face of a cut-out star.

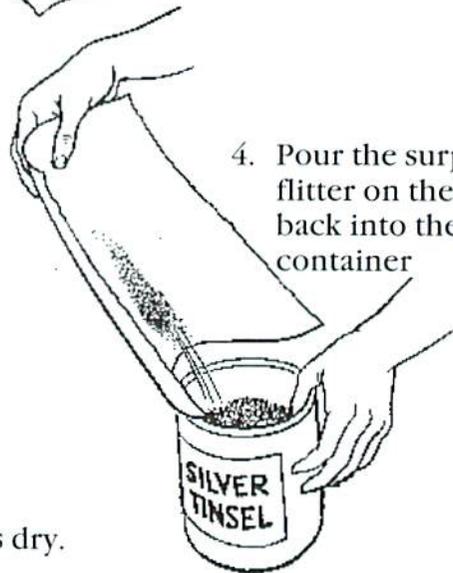


2. Sprinkle the flitter generously into the wet adhesive.



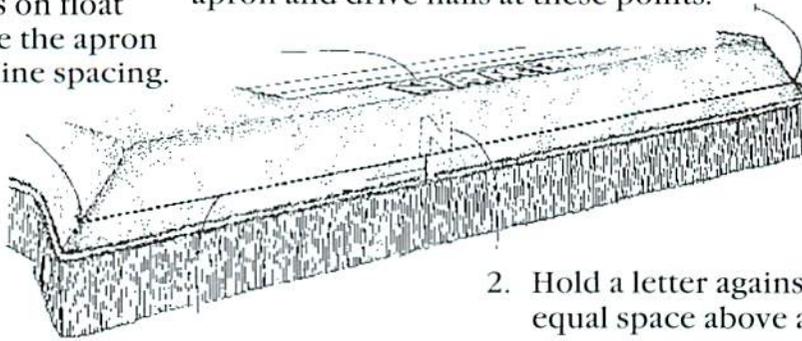
4. Pour the surplus flitter on the paper back into the container

3. Lift the object and shake off the surplus flitter onto the paper. Lay object aside until adhesive is dry.

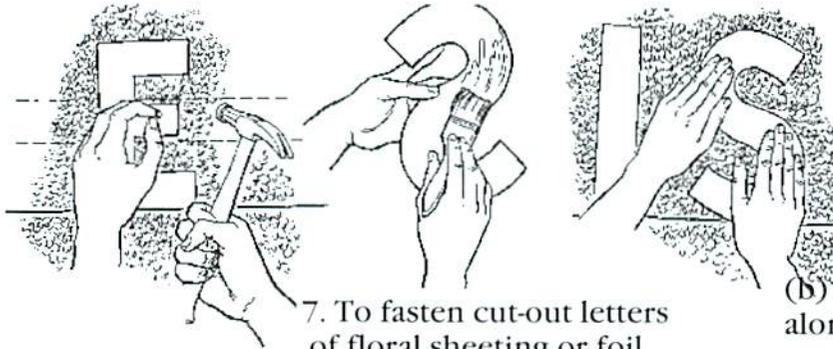


## THE APPLICATION OF CUT-OUT LETTERS TO FLOAT APRON

1. Arrange letters on float platform above the apron side to determine spacing.
4. Mark this measurement at each end of apron and drive nails at these points.



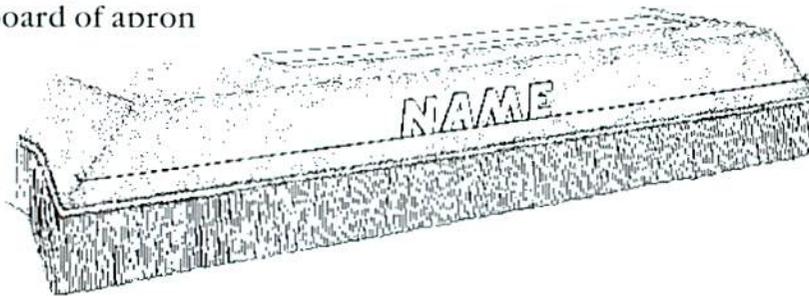
2. Hold a letter against apron side so there is equal space above and below it.
3. Measure space between lower apron and board and bottom of letter.
5. Tie a string tightly between nails. This is the lettering guide line.



6. To fasten cut-out wallboard letters, place bottom of letter along guide line string and nail to center board of apron

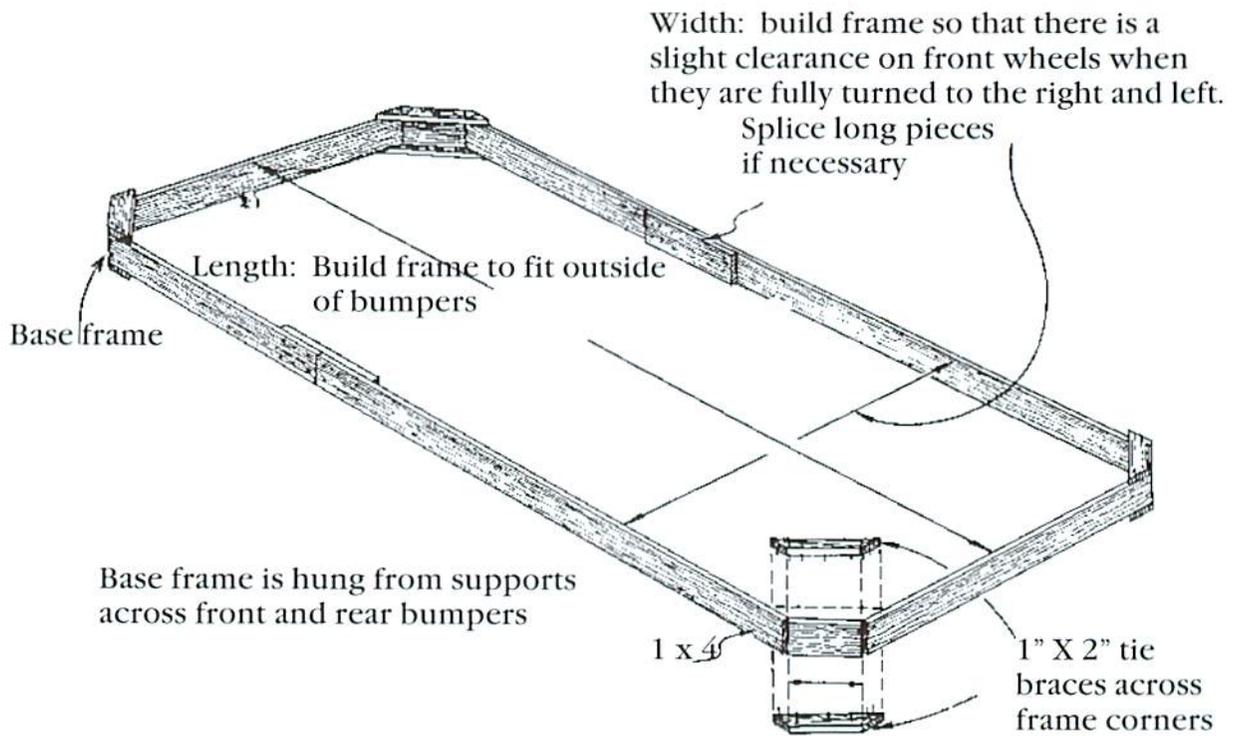
7. To fasten cut-out letters of floral sheeting or foil paper:  
(a) Apply a coat of adhesive to back of letter.

(b) Place bottom of letter along guide line string and press firmly over entire face of letter until it adheres to float.

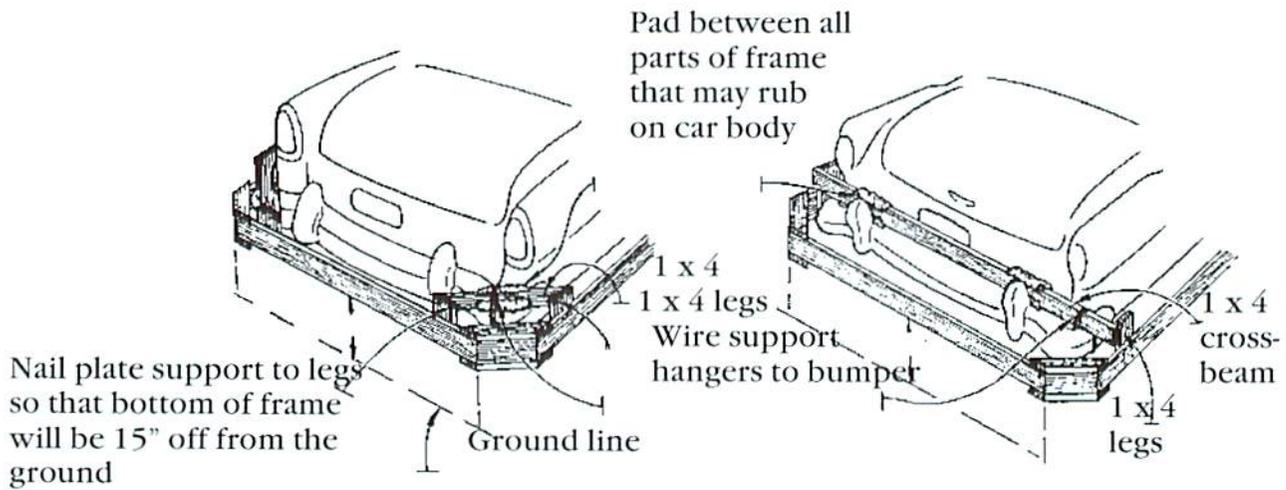


8. After all letters have been fastened to float, remove guide line string and pull nails.

# FLORAL CAR DECORATION



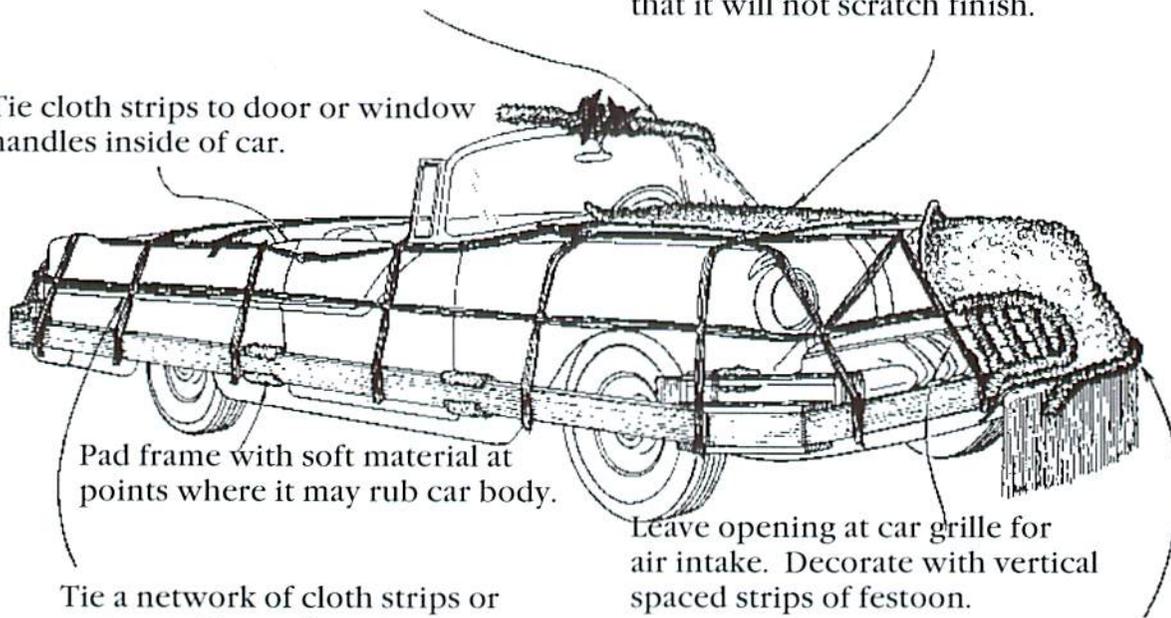
Hang base frame from bumpers as shown in illustration [A] or [B].  
 [A] For cars with bumpers close to body  
 [B] For cars with bumpers extended out from body



Fasten flowers and festoon trim on windshield with tape and string.

Starting at top of car, pin floral sheeting squares together to form blanket over body. Pin sheets to cloth strips frequently to hold blanket to car. Note: Always push pin-point back to outside so that it will not scratch finish.

Tie cloth strips to door or window handles inside of car.



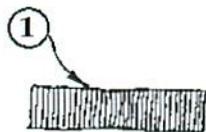
Pad frame with soft material at points where it may rub car body.

Tie a network of cloth strips or cotton twill tape from base frame over body of car.

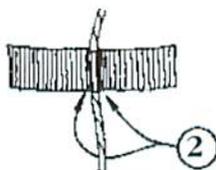
Leave opening at car grille for air intake. Decorate with vertical spaced strips of festoon.

Staple floral sheeting and fringe to base frame. Trim fringe tape heading with festoon.

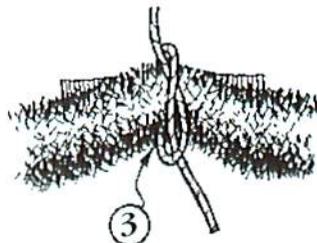
## HOW TO FASTEN FESTOON DECORATION TO AUTOMOBILE



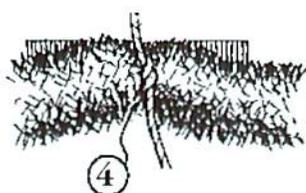
1  
Cut pieces of string about 12" long. Cut pieces of decorator's tape about 3" long.



2  
Tape string to auto at points where festoon is to be fastened. Press tape firmly down each side of piece of string.



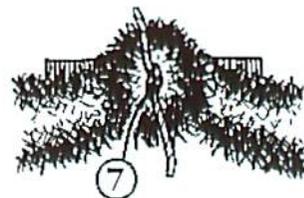
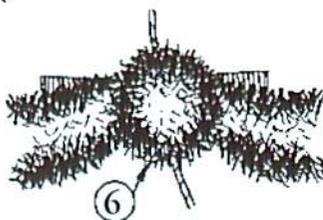
3  
Place festoon over tape and loop the string around it.



4  
Tie knot in string (do not tie so tight that tape will pull away from metal). Cut off long ends of string if rosette is not going to be used.

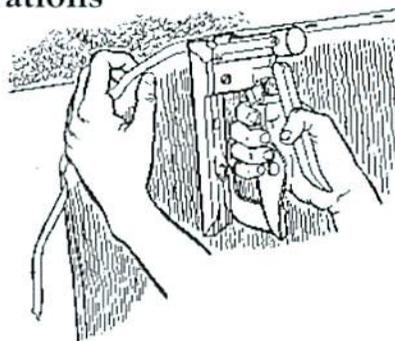


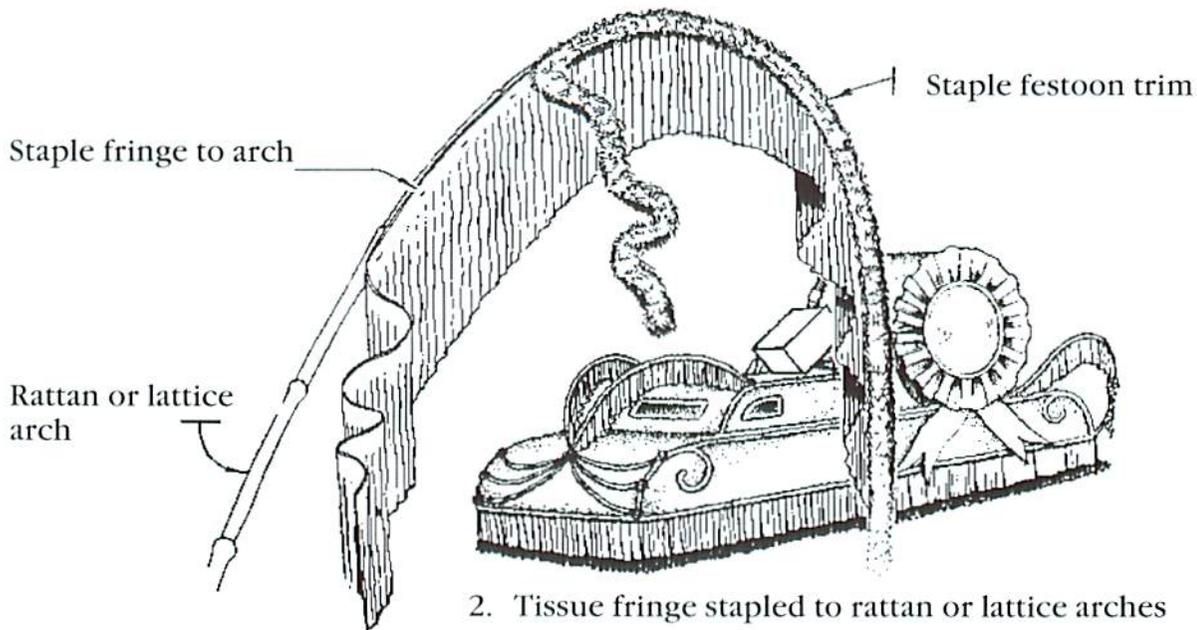
5  
To make rosettes at tie points, cut about a 9" piece of festoon of a contrasting color and roll into a ball.



## Trimming Materials for Floats and Car Decorations

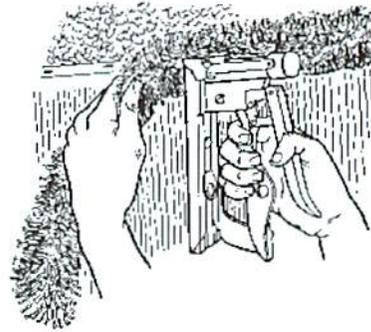
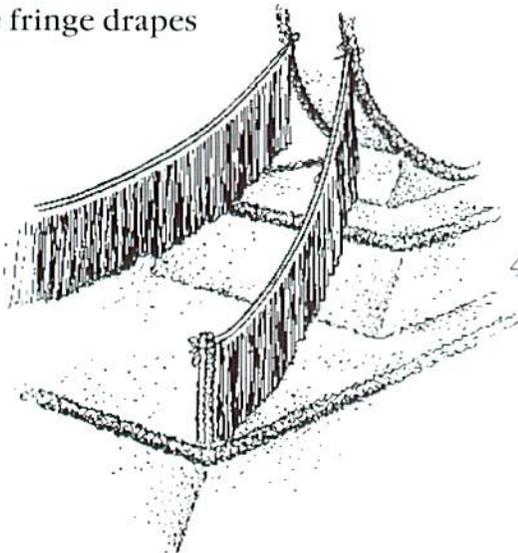
1. Tissue fringe is used basically as a drop between the apron frame and the ground to hide the wheels and give the display a "floating" appearance. It may be used, however, as an attractive decoration in many other ways, such as the examples in illustrations 2 and 3.





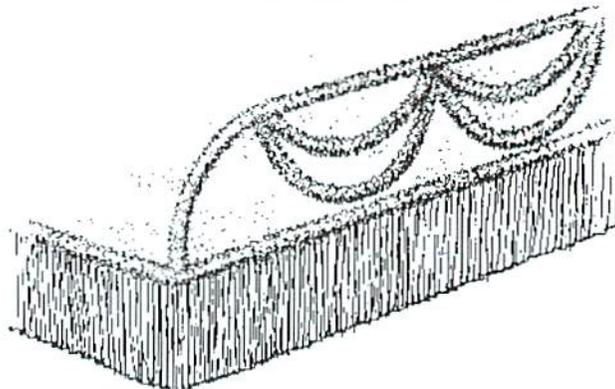
2. Tissue fringe stapled to rattan or lattice arches

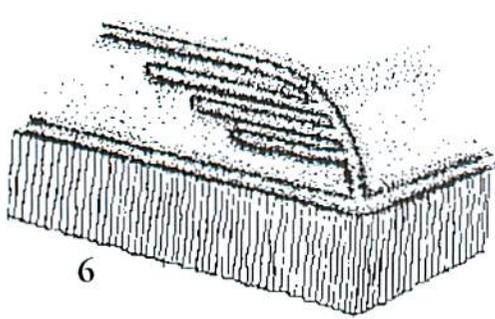
3. Tissue fringe drapes



4. Tissue festoon roping, the most versatile float trimming material, may be stapled around apron base to hide the fringe tape heading, or be used to achieve several other decorating effects, some of which are shown in illustrations 5-6-7-8.

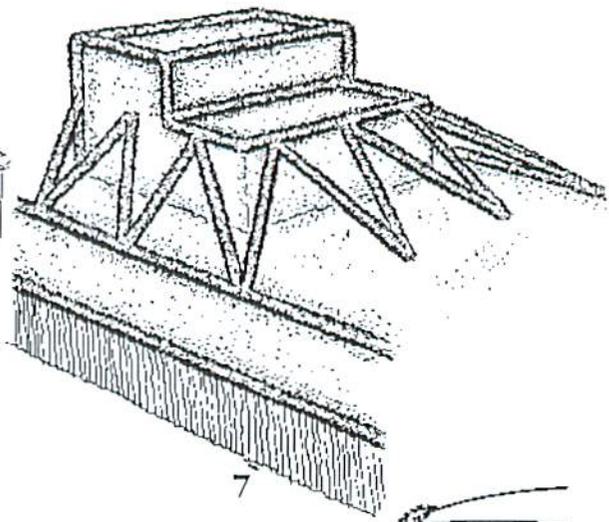
5. Festoon draped in a double row.





6

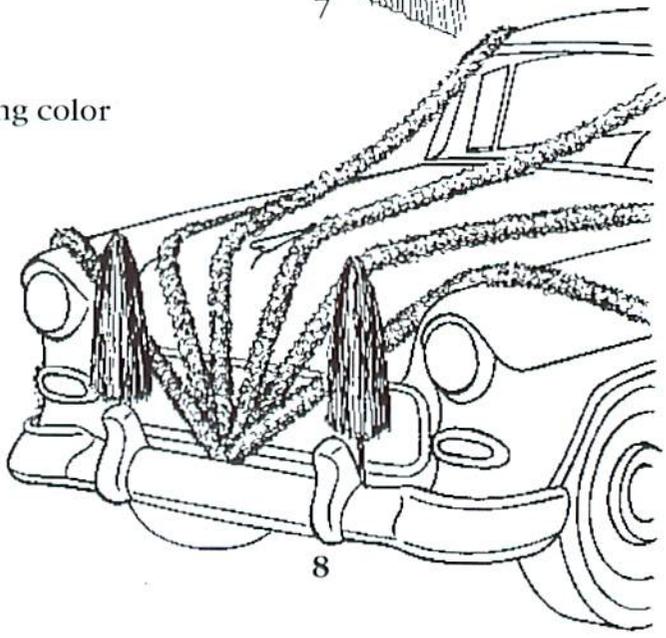
6. Modernistic lines of festoon



7

7. Festoon pattern trim

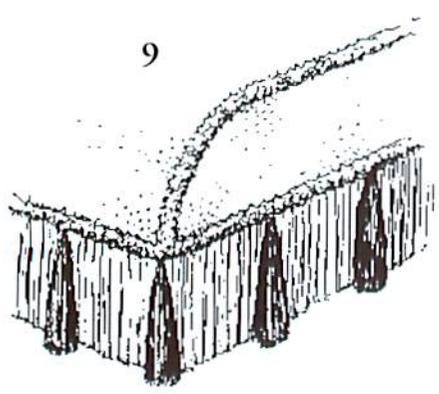
8. Car decoration



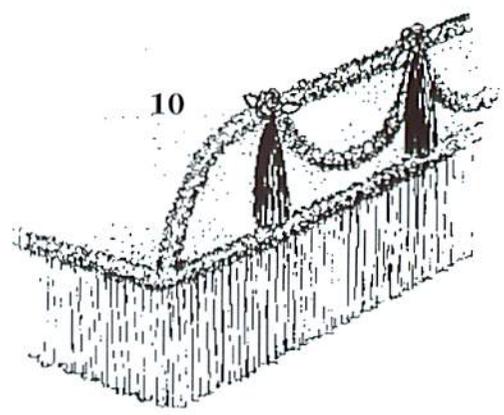
8

9. Tissue tassels of a contrasting color applied over fringe

10. Tissue tassels combined with flower rosettes and festoon drapes.



9



10

## EXAMPLES OF PARADE FLOAT DECORATING MATERIALS



Fringe adds a bright festive atmosphere to any event. Made of standard wet look Vinyl, fringe is the perfect trimming for any occasion.



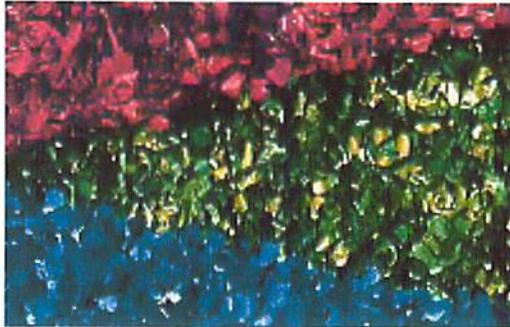
Festooning is the economical way to decorate. It's method of manufacture also allows for more color flexibility than twist because it can combine five colors for your theme. This combination tissue/vinyl product is a great way to decorate large areas inexpensively.



Plastic Decorating Pomps. Do you like that old fashioned look, but need weather resistant material? Our Plastic Pomps come in a wide variety of standard and metallic colors



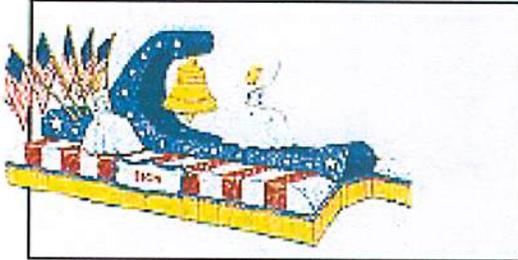
Vinyl Floral Sheeting is made of durable flame-resistant vinyl and comes in a multitude of rainbow colors



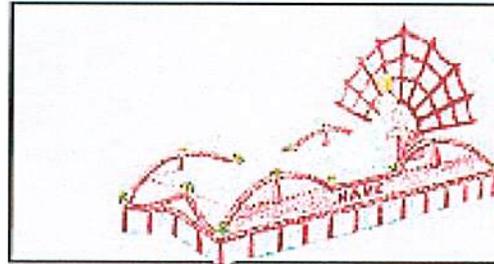
Premium metallic Sheeting is made of durable flame-resistant vinyl.

## Examples of Parade Float Kits

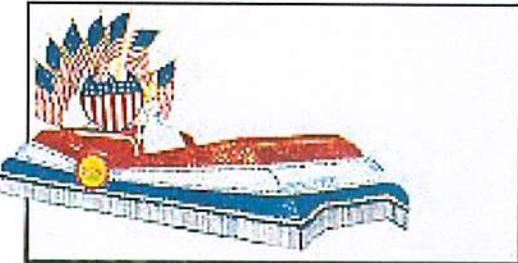
F504 7' x 21'



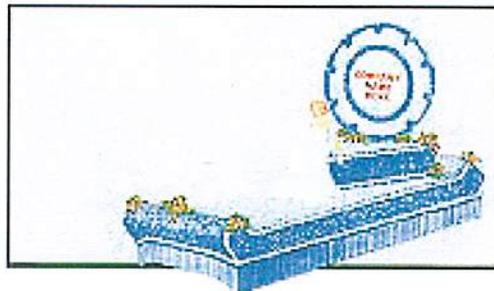
F150A 7' x 16'



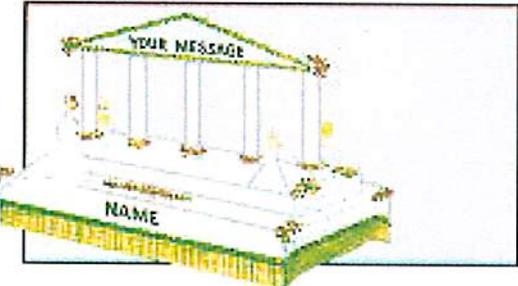
F503 7' x 22'



F169 7' x 16'



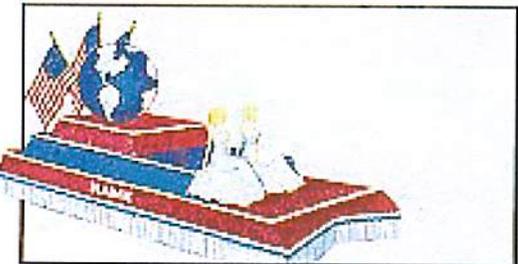
F710 7' x 20'



F509 8' x 18½'



F184 7' x 21'



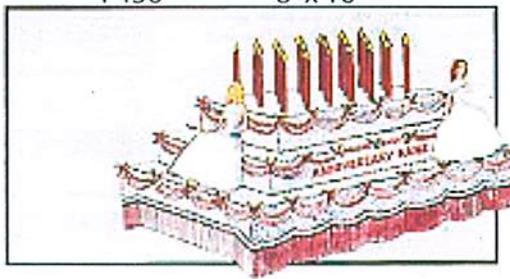
F170 7' x 17'



F602 7' x 18 ½'



F436 8' x 16'



F451 7' x 15'



F618 7' x 20'



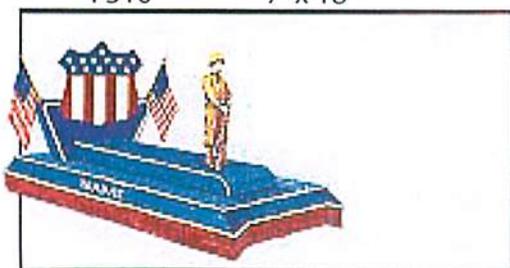
F300A 7' x 16'



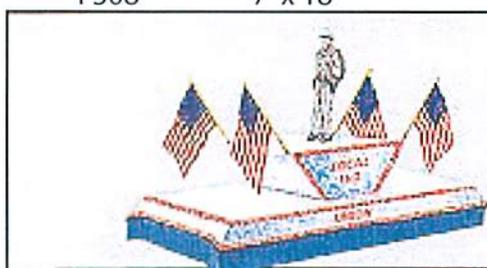
F316 7' x 17'



F310 7' x 18'



F308 7' x 18'



PARADE ROUTE  
ROADWAY  
MEASUREMENTS  
AND  
MAPS

**PLANT CITY POLICE DEPARTMENT**

**2007 CHRISTMAS PARADE ROUTE DISTANCES**

<b>Starting from:</b>	<b>Ending at:</b>	<b>Distance</b>
<b>E. Alsobrook St.</b>	<b>Caston St.</b>	<b>170</b>
<b>Caston St.</b>	<b>E. Ball St.</b>	<b>459</b>
<b>E. Ball St.</b>	<b>E. Alabama St.</b>	<b>660</b>
<b>E. Alabama St.</b>	<b>E. Ohio St.</b>	<b>200</b>
<b>E. Ohio St.</b>	<b>E. Warren St.</b>	<b>250</b>
<b>E. Warren St.</b>	<b>E. Renfro St.</b>	<b>291</b>
<b>E. Renfro St.</b>	<b>E. Laura St.</b>	<b>253</b>
<b>E. Laura St.</b>	<b>CSX R.R. Track Hub</b>	<b>52</b>
<b>CSX R.R. Track Hub</b>	<b>E. Dr. ML. King Blvd.</b>	<b>268</b>
<b>E. Dr. ML. King Blvd.</b>	<b>J. Arden Mays Blvd.</b>	<b>290</b>
<b>J. Arden Mays Blvd.</b>	<b>E. Drane St.</b>	<b>171</b>
<b>E. Drane St.</b>	<b>E. Reynolds St.</b>	<b>290</b>
<b>E. Reynolds St.</b>	<b>N. Palmer St.</b>	<b>251</b>
<b>N. Palmer St.</b>	<b>NB CSX R.R. Tracks</b>	<b>300</b>
<b>NB CSX R.R. Tracks</b>	<b>N. Michigan St.</b>	<b>367</b>
<b>Total Parade Route Distance (LF)</b>		<b>4272</b>

**\* All Measurements are in linear feet and one way.**

**\* The Total Parade Route Distance should be doubled and 7' added to determine total linear feet for both sides of the route.**



COURTHOUSE  
MICHIGAN AVE // REYNOLDS ST

Plant City, FL

**Fuler** [X]

Line Path [v]

Length: 8,552.22 Feet [Clear]

Mouse Navigation

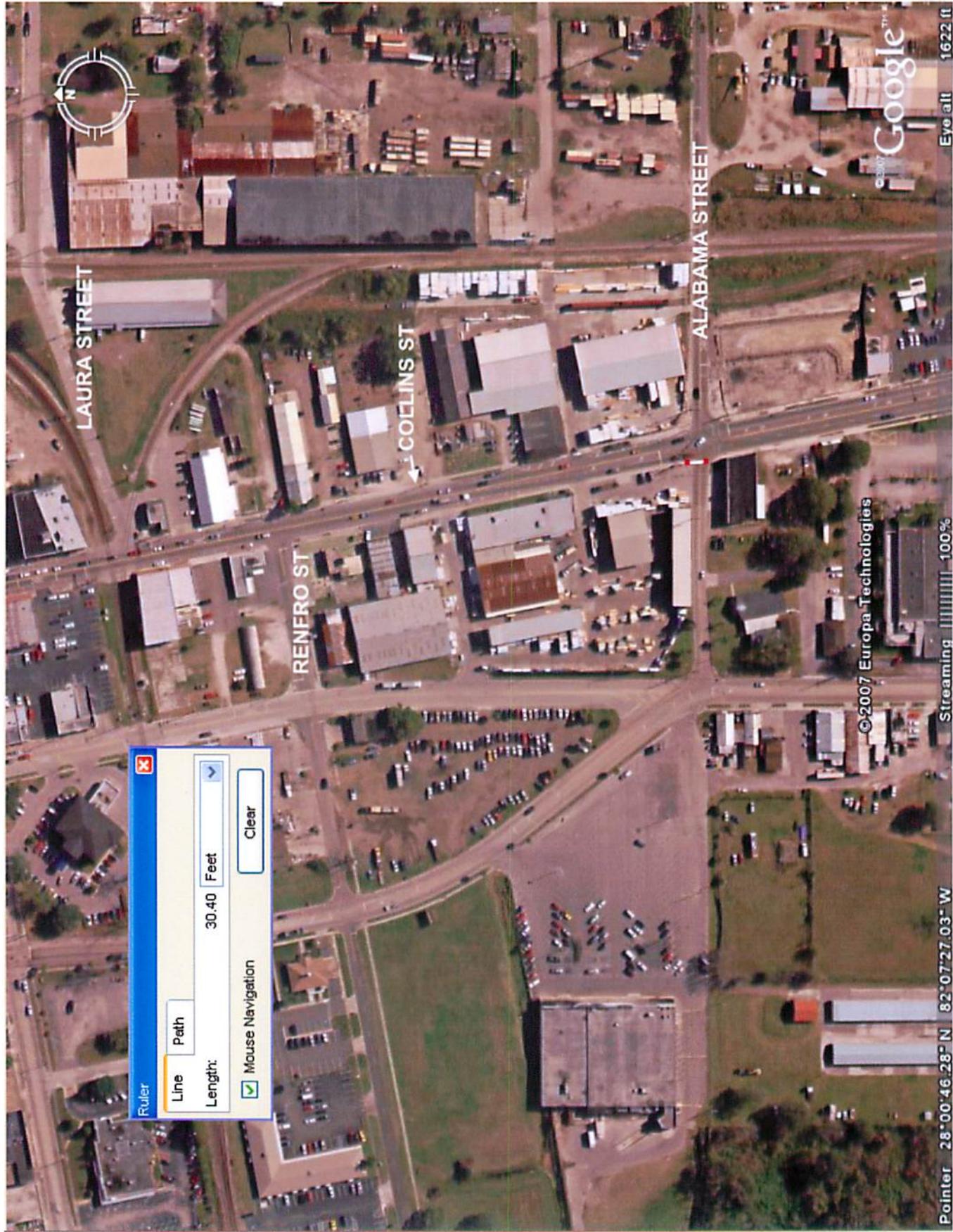
© 2007 Europa Technologies

© 2007 Google™

Pointer 28°00'31.06" N 82°07'23.08" W

Streaming [|||||] 100%

Eye all 4742 ft



LAURA STREET

RENERO ST

COLLINS ST

ALABAMA STREET

Ruler

Line Path

Length: 30.40 Feet

Mouse Navigation

Clear

© 2007 Europa Technologies

Google

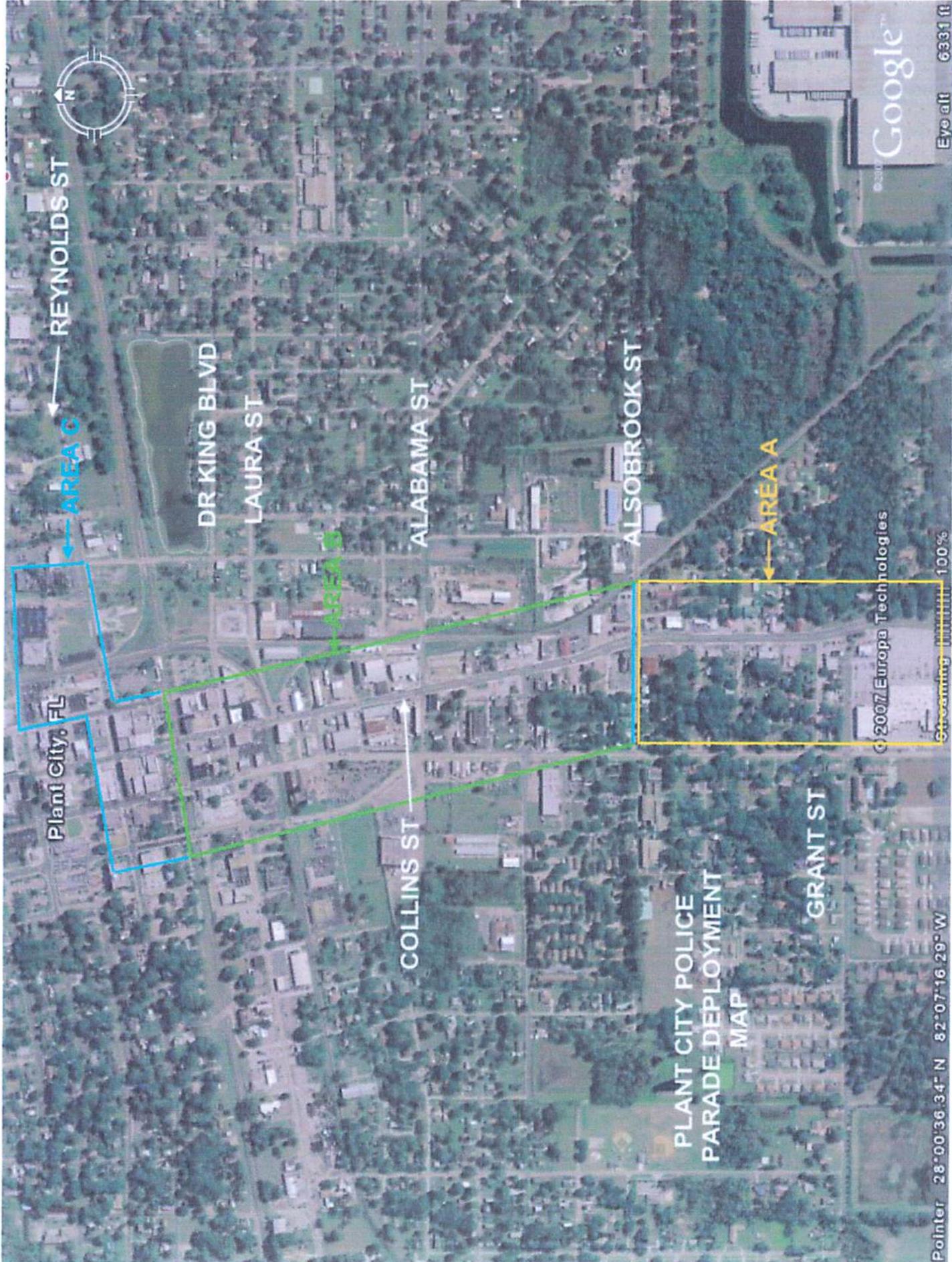
Pointer 28°00'46.28" N 82°07'27.03" W

Streaming 100%

Eye all

1622 ft

PLANT CITY POLICE  
2007  
CHRISTMAS PARADE  
DEPLOYMENT MAP



REYNOLDS ST

AREA C

DR KING BLVD

LAURA ST

ALABAMA ST

ALSOBROOK ST

AREA A

Plant City, FL

AREA B

COLLINS ST

PLANT CITY POLICE  
PARADE DEPLOYMENT  
MAP

GRANT ST

© 2007 Europa Technologies

Pointer 28°00'36.34" N 82°07'16.29" W

Streaming 100%

Google

Eye alt 6331 ft

# CHRISTMAS PARADE

RULES, MAP, APPLICATION AND  
INSURANCE PACKET

DISTRIBUTED TO FLOAT OPERATOR FOR  
GREATER HEIGHTS FAMILY WORSHIP

# PLANT CITY CHRISTMAS PARADE

PO Box 2306  
PLANT CITY, FL 33564



HELLO!

WE ARE PLEASED TO ANNOUNCE THE 24<sup>TH</sup> ANNUAL PLANT CITY CHRISTMAS PARADE. IT IS BUSINESSES & ORGANIZATIONS SUCH AS YOURS THAT WILL HELP MAKE THIS PARADE A SUCCESS ONCE AGAIN. THE PARADE IS SCHEDULED TO BEGIN PROMPTLY AT 6:30 PM FRIDAY, DECEMBER 7<sup>TH</sup>, 2007. A COPY OF THE ROUTE IS PRINTED ON THE REVERSE SIDE FOR YOUR CONVENIENCE. PARADE MARSHALLS WILL ASSIGN YOUR LINE-UP NUMBER & NUMBERS ARE NOT GIVEN OUT BEFORE THAT TIME.

## RULES

1. PLEASE MAINTAIN A CHRISTMAS THEME WITH YOUR ENTRY, MUSIC & ATTIRE.
2. DEADLINE FOR ENTRY IS NOVEMBER 16, 2007.
3. ALL UNITS MUST BE IN LINE-UP AREA BY 5:30 PM AS STREETS ARE CLOSED.
4. THE PARADE STARTING POINT & VIEWING AREA BEGINS AT ALSOBROOK & HWY 39/COLLINS WINDING THROUGH THE DOWNTOWN AREA & DISBURSING AT THE COURTHOUSE ANNEX.
5. YOU MUST HAVE LIABILITY INSURANCE TO COVER YOUR UNIT.
6. THE PARADE IS 1.5 MILES LONG, SO CHILDREN UNDER 10 SHOULD RIDE IF AT ALL POSSIBLE. CHILDREN RIDING ON FLOATS MUST BE A MINIMUM OF 5 YRS OLD. AN ADULT MONITOR MUST MARCH THE ENTIRE LENGTH OF THE PARADE WITH YOUR GROUP. EACH GROUP WILL SUPPLY THEIR OWN MONITOR.
7. CANDY MAY BE GIVEN OUT BUT ABSOLUTELY NOTHING MAY BE THROWN INTO THE CROWD. THIS MATTER STILL PRESENTS US WITH PROBLEMS. UNITS WILL BE REMOVED FROM THE PARADE BY EITHER PARADE MARSHALLS OR THE POLICE IF THEY DO NOT COMPLY. PLEASE IMPRESS THIS ON YOUR GROUP.
8. UNITS SHOULD REMAIN THE SAME DISTANCE APART THROUGH THE ROUTE SO AS NOT TO BE SCATTERED.
9. PLEASE OBEY ALL ORDERS OF PARADE MARSHALLS AS THEY HAVE OUR CHILDREN'S SAFETY TO PROTECT.
10. THERE WILL BE ONLY ONE SANTA CLAUS ALLOWED & HE WILL BE SUPPLIED BY THE PARADE COMMITTEE.
11. THE TOTAL NUMBER OF UNITS IN THE PARADE IS DETERMINED BY THE PARADE COMMITTEE.
12. SIGNS OF ALL TYPES ARE ALLOWED ON YOUR UNIT BUT MUST HAVE A CHRISTMAS THEME. PLEASE KEEP THEM NEAT & IN GOOD TASTE.

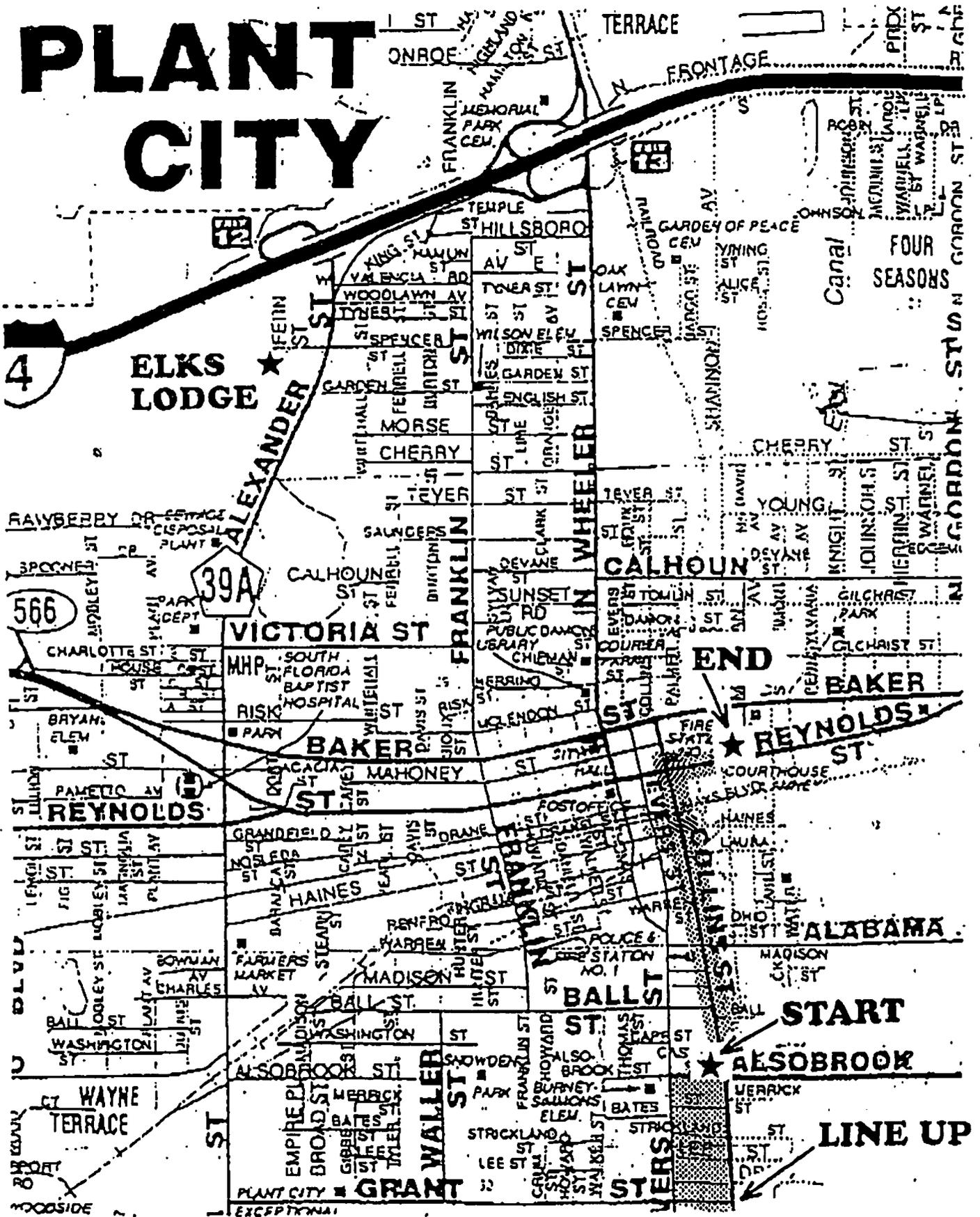
A PARADE APPLICATION IS ENCLOSED FOR YOUR PROMPT COMPLETION BY THE DEADLINE DATE. SHOULD YOU HAVE ANY QUESTIONS PLEASE FEEL FREE TO CALL FRAN NEILSEN, CO-CHAIRMAN AT 404-2227 OR YOU MAY CONTACT THE CHAMBER OF COMMERCE AT 754-3707. WE'RE LOOKING FORWARD TO SEEING YOU AFTER THE PARADE WHEN THE ROTARY CLUB & PARADE COMMITTEE WILL HOLD A POST PARADE PARTY FOR ALL PARADE PARTICIPANTS SERVING HOT DOGS & SODA. THE LOCATION IS IN FRONT OF THE COURTHOUSE ANNEX IN THE GRASSY PARKING AREA. HAVE A HAPPY & HEALTHY HOLIDAY SEASON. SEE YOU PARADE DAY!

CORDIALLY:

FRANK LABARBERA  
CO-CHAIR

FRAN NEILSEN  
CO-CHAIR  
404-2227

# PLANT CITY



LINE UP

START

ALSOBROOK

ALABAMA

BALL'S

GRANT

ELKS LODGE

FOUR SEASONS

END

BAKER

REYNOLDS

REYNOLDS

VICTORIA ST

CALHOUN

WHEELER

FRANKLIN

ALEXANDER

566

4

39A

RAYBERRY DR

SPOONES

CHARLOTTE ST

BRYAN ELEM

PAMETIC AV

FIG ST

WASHINGTON

WAYNE TERRACE

REPORT

WOODSIDE

MHP

RISK

MAHONEY

ST

GRANDFIELD

HAINES

MADISON

BALL ST

WASHINGTON

ALSOBROOK

EMPIRE

BROAD ST

PLANT CITY

SALVAGES

FRANKLIN

Organization, business or individual:

Greater Heights Family Worship Center

PERSON TO CONTACT: Ryan Wynn

ADDRESS: 3301 Murray Farms Rd

Street

Plant City FL

City/State

33564

Zip

PHONE: Office (813) 621-7511 x 51905

Home (813) 482-7768

CHECK ONE: \*\*FLOAT  MARCHING UNIT

\*EQUESTRIAN UNIT  CAR

\*\*(Length \_\_\_\_\_ Width \_\_\_\_\_)

DESCRIPTION:

(Please give brief description of float or other unit you wish to enter as applicable, below. Also include all information and interesting items about your organization, business or individual, names of parade participants and interesting points about your unit, i.e. size, materials, etc. Use back of this sheet if necessary.)

We will have a "hay ride" style trailer approx 16 ft which will be covered in hay and various Christmas Decor. Our youth group will be on board passing out brochures and candy.

If entering unit other than float, please enclose photo of unit.

DEADLINE

NOVEMBER 16, 2007

Signature of Authorized Person

*Ryan Wynn*

Date

11/8/07

SEND APPLICATION TO:

PLANT CITY CHRISTMAS PARADE  
P O BOX 2306  
PLANT CITY, FL 33564-2306

Call 813/404-2227 if you have any questions, and ask for Fran Neilsen who is Co-chairman.

Or you may contact the Chamber at 754-3707.

Must have own clean-up detail.

# ACORD CERTIFICATE OF LIABILITY INSURANCE

PLAN-15 | 11/15/07

ISSUER  
 Florida Insurance Center Inc  
 1<sup>st</sup> N Alexander Street  
 City FL 33563  
 Phone: 813-754-3561 Fax: 813-764-8402

SURED  
 Plant City Christmas  
 Parade  
 P.O. Box 2306  
 Plant City FL 33564

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		NAIC #
INSURER A:	Colony 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.

SR ADD'L TR	INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS	
A	X	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC	GL3527115	12/07/07	12/08/07	EACH OCCURRENCE \$ 300,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 50,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 300,000 GENERAL AGGREGATE \$ 300,000 PRODUCTS - COMP/OP AGG \$ 300,000	
		AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS				COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$	
		GARAGE LIABILITY <input type="checkbox"/> ANY AUTO				AUTO ONLY - EA ACCIDENT \$ OTHER THAN EA ACC AGG \$	
		EXCESS/UMBRELLA LIABILITY <input type="checkbox"/> OCCUR <input type="checkbox"/> 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 OTHER				WC STATU-TORY LIMITS OTH-ER 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  
 Certificate holder is named as additional insured.

<b>CERTIFICATE HOLDER</b>	<b>CANCELLATION</b>
CITY/OFF City of Plant City Police Department 611 S. Collins Street Plant City FL 33566	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 <i>Bruce C. Brounlee</i>

**Bill Mcdl**

---

**From:** Dave Sollenberger  
**Sent:** Monday, December 10, 2007 10:15 AM  
**To:** Bill Mcdl; Fire Chief; Fran Neilsen  
**Cc:** Ken Buchman; Gregory Horwedel; Virginia Helper; Sanders Bush; Martin Wisgerhof; Mike Karr; Dan Raulerson (dan@eprcpa.com); Mary Thomas-Mathis (mythomas00@aol.com); Rick Lott (rlott@zenosolutions.com); Robert Brown (sunstfed@aol.com); William Dodson (billdodson@floridabrickandclay.com)  
**Subject:** Parade Safety

## TO EACH ADDRESSEE

I am asking each of you to review the tragic event of last Friday evening at the Christmas parade so measures can be identified and put into effect to avoid recurrence.

Specifically:

- Police Chief: complete a thorough investigation as to what happened, how it happened and provide a comprehensive set of recommendations as to how this may be avoided in the future.
- Fire Chief: evaluate Fire/Rescue response in terms of ability to reach the scene, whether there were problems and if there were provide recommendations to avoid a repeat.
- Parade Co-chairs: From your perspective provide any recommendations you wish to or improved parade safety.

Let me know when you have completed your work. Thereafter we will meet to discuss. Following the review and opportunity for the addressees and me to meet we will present a report to the City Commission. Some recommendations may be accomplished administratively others may require City Commission authorization. Timing for presenting to the Commission will be in January.

Dave

David R. Sollenberger, City Manager  
City of Plant City  
302 West Reynolds Street  
Plant City, Florida 33563  
Phone: 813-659-4200  
Fax: 813-659-4232  
[www.plantcitygov.com](http://www.plantcitygov.com)

[Click here](#) to subscribe to the City of Plant City Email Newsletter.

12/10/2007

**Bill Mcdl**

---

**From:** Dave Sollenberger  
**Sent:** Wednesday, December 12, 2007 4:02 PM  
**To:** Bill Mcdl  
**Subject:** FW: Christmas Parade

---

**From:** Liz Brock  
**Sent:** Wednesday, December 12, 2007 4:01 PM  
**To:** dsollenberger@plantcitygov.com  
**Subject:** Christmas Parade

Dave:

I have just now talked with one of the drivers (lining up for the Strawberry Parade) and his suggestion was not to allow anyone, regardless of age, to walk between the floats or vehicles as well as along the side of floats and vehicles...

*Liz Brock  
Executive Assistant  
City Manager Department  
659-4200, extension 4157*

12/17/2007

 This message was sent with low importance.

police

**From:** Diane Hunt [dhunt48@tampabay.fl.com]

**Sent:** Tue 12/11/2007 4:35 PM

**To:** police

**Cc:**

**Subject:** Christmas parade tragedy

**Attachments:**

I'm so sorry to read about the youngster killed when running out into the street for candy during the Christmas parade. I have been in many parades in Michigan and we have instituted certain procedures to prevent such a tragedy. Candy cannot be thrown from floats, cars, or units in the parade. If organizations or groups in the parade want to distribute candy they must carry the candy in buckets and walk along the edges of the parade route...distributing candy to onlookers and not throwing the candy. This also enables less mobile parade viewers (i.e. folks in wheelchairs) to get some of the candy. All participants are expected to follow this practice.

This is idea that hopefully will be helpful in your deliberations regarding how to prevent such a tragedy. I do not know if the procedure has become local or state law in Michigan. It's become a common practice in all of the parades in which I have participated.

Diane Hunt

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[Click here to protect your inbox from Spam.](#)

**Bill Mcdl**

---

**From:** Dave Sollenberger  
**Sent:** Monday, December 10, 2007 9:54 AM  
**To:** Lawrence Satmary  
**Cc:** Bill Mcdl; Fire Chief; Fran Neilsen; Ken Buchman; Gregory Horwedel  
**Subject:** RE: Parade safety

Mr. Satmary:

Thank you for writing. I am passing your comments on to the Police and Fire Chiefs and co chair of the parade committee.

I am asking each to review the tragic event of Friday night and to recommend measures that may be taken to avoid a recurrence and your comments will be taken into consideration as part of the review.

David R. Sollenberger

---

**From:** Lawrence Satmary [mailto:lasatmary@yahoo.com]  
**Sent:** Sunday, December 09, 2007 10:59 PM  
**To:** Dave Sollenberger; Dave Sollenberger  
**Cc:** I s  
**Subject:** Parade safety

Dear Mr. Sollenberger,

I am greatly saddened by the tragedy at the parade Friday night. The family of young Jordan and those involved in the accident have been in my thoughts and prayers.

My wife, our youngest daughter and I were in attendance and left just a few minutes before it happened. We had stayed only long enough to see our older daughter who was in the parade with a group from the Plant City High Adult Night School Cosmetology Program. My daughter and I moved our chairs out of range about 15 minutes after the parade began. We couldn't see much from our chairs, didn't feel like standing in the crowd and were tired of being pelted by candy and beads we didn't want. My wife stuck it out much longer but finally retreated. Being the tallest I stood on a short wall well behind the mob until I was able to spot my daughter's group coming. We then fought through the crowd to near the front of the pack so we could yell to her so she would know we were there for her. As soon as she passed we went to where we were sitting 20 feet behind the crowd, folded our chairs and hit the road.

Truthfully, we couldn't get out of there fast enough. As we walked away we decided that we had just experienced our last Plant City parade. It is no longer possible to sit in chairs and watch a parade. No matter how early you arrive and how good your seats are to start with you are going to end up behind a standing mob of children and adults six to eight people deep with hands outstretched for beads and candy. The handouts are not only a safety hazard but have literally ruined what once was a very nice parade. I have no desire to return to a mob where children are put at risk as they learn to ask for handouts as they greedily load bags with candy handed to them and picked up off the street.

If candy and trinkets were eliminated perhaps fewer people would attend the parade but those who did attend would actually be able to see it. It would also be easier to maintain order and provide a safer environment for all. Please consider a return to a parade that people can appreciate rather than the "great candy and trinket giveaway" it has become.

Lawrence A Satmary  
Sydney, Fl

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12/10/2007

**Bill Mcdl**

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**From:** Dave Sollenberger  
**Sent:** Monday, December 10, 2007 1:50 PM  
**To:** Bill Mcdl; Fire Chief; Fran Neilsen  
**Cc:** Ken Buchman; Gregory Horwedel; Sanders Bush; Martin Wisgerhof; Mike Karr; Dan Raulerson (dan@eprcpa.com); Mary Thomas-Mathis (mythomas00@aol.com); Rick Lott (rlott@zenosolutions.com); Robert Brown (sunstfed@aol.com); William Dodson (billdodson@floridabrickandclay.com)  
**Subject:** FW: Parade Changes

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**From:** Dave Sollenberger  
**Sent:** Monday, December 10, 2007 1:45 PM  
**To:** 'LynnCATW@aol.com'  
**Subject:** RE: Parade Changes

Ms. Tournade

Thank you for writing.

I have asked for a complete review and set of recommendations for the Policed Chief, Fire Chief and Parade co-chair and am forwarding your e-mail to them as part of the review.

DAVID R. SOLLENBERGER

---

**From:** LynnCATW@aol.com [mailto:LynnCATW@aol.com]  
**Sent:** Monday, December 10, 2007 11:20 AM  
**To:** Dave Sollenberger  
**Subject:** Parade Changes

Good morning. I understand changes to the Christmas parade are going to be made. As a participant in many PC Christmas parades, the change I would like to see is that nothing be thrown, tossed, or handed to the spectators. Our group, Girl Scouts, was handing & tossing candy into the crowds and they were throwing it back at us screaming - "we want beads". The crowds did seem a bit unruly and by the turn onto Reynolds, they were really crowding the parade path.

My heart goes out to everyone involved in this awful accident, and that is just what is was. There was no way more police or barricades would have prevented this from happening. It all stems from the distribution of items to the crowds.

Thank you,

Lynn Tournade  
Service Unit Manager  
Girl Scouts

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Check out AOL Money & Finance's list of the [hottest products](#) and [top money wasters](#) of 2007.

12/10/2007

**Bill Mcdl**

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**From:** Dave Sollenberger  
**Sent:** Tuesday, December 11, 2007 1:16 PM  
**To:** stonejal@verizon.net  
**Cc:** Bill Mcdl  
**Subject:** FW: Parade Accident

Mrs. Stone:

Thanks you for your e-mail.

This information will be considered in the review process and I am forwarding it to the Police Chief for that purpose.

DAVID R. SOLLENBERGER  
City Manager

---

**From:** Liz Brock  
**Sent:** Tuesday, December 11, 2007 8:50 AM  
**To:** dsollenberger@plantcitygov.com  
**Subject:** FW: Parade Accident

*Liz Brock*  
*Executive Assistant*  
*City Manager Department*  
*659-4200, extension 4157*

---

**From:** JANET STONE [mailto:stoneja1@verizon.net]  
**Sent:** Monday, December 10, 2007 6:31 PM  
**To:** Liz Brock  
**Subject:** Parade Accident

In viewing the news footage of the tragic parade accident, my husband made the observation that the wheels of the float exceeded the width of the sides of the float. When the child ran to the side of the float, he was right in front of the wheels. This could have happened to an adult as easily as to a child. I wonder if some sort of legislation should be passed to the effect that sides of floats must be at least the width of the tires of any vehicle used in a parade.

12/12/2007

## Bill Mcdl

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**From:** Dave Sollenberger  
**Sent:** Tuesday, December 11, 2007 1:09 PM  
**To:** Bill Mcdl  
**Subject:** FW: Barricades at special events/parades

**Importance:** Low

-----Original Message-----

**From:** Matt Hendrix [mailto:matt.hendrix@myusafence.com]  
**Sent:** Tuesday, December 11, 2007 10:58 AM  
**To:** Dave Sollenberger  
**Subject:** Barricades at special events/parades  
**Importance:** Low

Dear Purchasing/Special Events Planner,

By now I'm sure you've been informed of the horrible tragedy involving Jordan Hayes, a young Plant City boy who tragically died Saturday December 8th 2007, after being run over by a parade float. Our thoughts and prayers go out to Jordan's family and friends during these difficult times. This is a tragic event that saddens many but also reinforces the importance of safety at outdoor public events. We here at USA Fence feel that we need to do our part for the friends and families of our communities to prevent this tragedy from occurring in the future.

SA Fence has partnered with the City of Tampa in which we provide barricade services for crowd control during all of their outdoor public events. The City of Tampa has entrusted us to provide the protective barriers needed to ensure the safety of its community attending these special events. Our barricade, rental fence, and fence installation services have allowed the City of Tampa to continue enjoying these events safely. We take pride in this responsibility and provide this service quickly, efficiently, and economically.

We are extending our services to your community as well in the hopes of providing an even safer environment for your friends and families at any outdoor event, particularly parades. It is important for us to remember that safety should always come first. There is no cost comparable to the cost of one's life. Please contact us anytime if we can be of service to you.

Respectfully,

Matt Hendrix  
USA Fence Co.  
Estimator/Project Manager  
Office: (941)-756-8727  
Mobile: (941)-812-7132  
Fax: (941)-753-2109  
E-mail: matt.hendrix@myusafence.com

**Bill Mcdl**

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**From:** Dave Sollenberger  
**Sent:** Tuesday, December 11, 2007 1:21 PM  
**To:** Bill Mcdl  
**Subject:** FW: DRAFT 2008 Christmas Parade Suggestions

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**From:** Fran Neilsen [mailto:afscmefran@yahoo.com]  
**Sent:** Monday, December 10, 2007 5:16 PM  
**To:** Dave Sollenberger  
**Subject:** DRAFT 2008 Christmas Parade Suggestions

## DRAFT 2008 CHRISTMAS PARADE SUGGESTIONS

1. BAN DISTRIBUTION OF ANY ITEMS; BEADS, CANDY, LITERATURE, ETC
2. NO FEET OR LEGS HANGING OVER THE UNIT; MUST BE CONTAINED INSIDE
3. PARTICIPANTS MUST SIGN A LIABILITY DISCLAIMER
4. ENFORCE NOISE ORDINANCE & VENDOR ORDINANCE
5. MORE METAL BARRIERS
6. INCREASED LAW ENFORCEMENT & PARADE MARSHALLS PRESENCE

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12/17/2007

**Bill Mcdl**

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**From:** Mike Karr

**Sent:** Tuesday, December 11, 2007 9:53 AM

**To:** Dave Sollenberger; Gregory Horwedel; Ken Buchman; Martin Wisgerhof; Bill Mcdl; Fire Chief; Daniel D. Raulerson; Mary Thomas Mathis; Rick A. Lott; Robert P. Brown; William D. Dodson

**Subject:** St. Pete Times: Plant City remembers boy

[tampabay.com](http://tampabay.com) Know it now.

## Plant City remembers boy

**Officials want to know how the 9-year-old was crushed by a parade float.**

By ANDREW MEACHAM and ABBIE VANSICKLE, Times Staff Writers

Published December 11, 2007

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PLANT CITY - Mayor Rick Lott recalled the beautiful and tragic night. The stars were out Friday; the weather, perfect. One could see joy on the faces of kids and parents, all along the parade route.

Jordan Hays, 9, was among them, passing out candy from a float.

"And, then, in the blink of an eye," said Lott, "we were reminded just how fragile and how precious life is."

Jordan, a spirited Lake Panasoffkee boy, had been crushed and killed by a float in Plant City's Christmas parade.

City leaders vowed Monday that it must never happen again.

The city manager, David Sollenberger, said at a City Commission meeting Monday night that he had launched an inquiry and would report back to the commission in January.

"Let's get to the bottom of it," he said.

The police chief, Bill McDaniel, was also investigating. "I have a lot of questions," he said.

The minister from the church that sponsored the float raised questions about crowd control.

Senior pastor Joe Kelley of Greater Heights Family Worship Center wondered if there were enough barricades at this year's parade.

"This is the first time we've had a float in the parade in three years," he said. "I know Plant City has grown tremendously. There were just so many people it was just unreal."

McDaniel, the police chief, said there were barricades in congested parts of the route. He said he has attended the

parade for more than 20 years and did not believe the crowd was unusual.

"I have no information that the crowd was a factor in this accident," he said.

No one has been cited in the incident, which happened at 8:14 p.m. Friday. The float was driven by Jordan's cousin, Ricky Tarlton, 33, of Plant City.

Jordan didn't attend Greater Heights, but his cousin organized youth group events at the church.

"The boy was running between the float and the crowd, distributing candy," McDaniel said. "He ran back to the float and his foot got caught in the wheel well. The second wheel was on top of the boy when the crowd yelled at them to stop.

"Unfortunately, the driver then backed up and the first wheel ran again over the boy," McDaniel said.

Jordan died at 8:55 p.m. at South Florida Baptist Hospital in Plant City, police said.

The pastor said Tarlton is trying to deal with the death.

"Ricky is doing better - having a hard time sleeping," Kelley said.

At Inverness Primary School, Jordan's classmates knew him as "the entertainer."

On Monday, his third-grade classmates spent the morning remembering him. Principal Marlise Bushman and Jordan's teachers, Hildi Bunce and Holly Herndon, helped students write letters and draw pictures for Jordan's family.

"Jordan had a contagious joy," Herndon said.

Kelley released a statement by the family.

"He was our little comedian with intentions of making everyone that he came into contact with giggle and laugh out loud," it read. "Everyone that he met loved him dearly. It was impossible to know Jordan without loving him."

The family has set up a foundation in Jordan's memory. Called Jordan's Wish, it is set up to donate toys for needy children. To donate, drop off toys at Knott's Hardware in Plant City.

His parents, Jerry and Connie Hays, also have a fund set up in their names at Suncoast Schools Federal Credit Union to pay burial expenses.

Viewing will be 5 to 8 p.m. Thursday at the Chas. E. Davis Funeral Home, 3075 S. Florida Ave., Inverness. The funeral will be 11 a.m. Friday at the Floral City Methodist Church, 8480 E Marvin St., Floral City.

*Times researcher John Martin contributed to this report. Abbie VanSickle can be reached at [vansickle@sptimes.com](mailto:vansickle@sptimes.com) or 813-226-3373.*

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[http://www.sptimes.com/2007/12/11/Hillsborough/Plant\\_City\\_remembers\\_.shtml](http://www.sptimes.com/2007/12/11/Hillsborough/Plant_City_remembers_.shtml)

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Posted by ( bbarco ) on December 8, 2007 at 9:42 a.m. ( [Suggest removal](#) )

I want this child's family to know that our love and prayers are with them. I can't help but feel that this tragic accident could have been prevented. My family was sitting right at the accident sight. In that area, prior to the accident, there was already chaos and the feeling of almost a riot. Children and adults alike were 4-6 feet off of the curb begging for beads and candy. If you ask the drivers of the floats, they will tell you that these people were walking right in front of them. The people walking beside the floats, as this child was, were driven back and mobbed by the crowd. Our group asked a State Trooper standing at the RR track several times to push back the mob, but he did nothing. He was standing probably 10 ft from the accident scene. Also, the accident occurred just as the float was crossing the RR track. In hindsight, it probably isn't the greatest idea to carry children on the back of a flat bed over a RR track while surrounded by an unruly mob of people. Also, there were crowd control barriers installed further down Collins Street, but not in the downtown area. I am a long time resident and business owner in Plant City. I love this town. But I think it 's important for the driver of the float and the parents of the child to know that there were other circumstances that contributed to this child's death. We must make changes to ensure that a tragedy such as this never happens again.

Posted by ( WritnRiverGirl ) on December 8, 2007 at 6:48 a.m. ( [Suggest removal](#) )

The parade route is very dark. Most especially in this area of the street.

Children should NOT be walking in a night parade. Not only that but, many of the "floats" are nothing more than small, decorated trailers - no sides, with people standing on, being pulled by huge trucks.

Honestly, it is a miracle that nothing has happened before now.

This is such a tragedy....I cannot imagine how the family must feel.

Our prayers go out to everyone involved.

Posted by ( Keira ) on December 8, 2007 at 7:30 a.m. ( [Suggest removal](#) )

What a horrible tragedy. My thoughts and prayers go out to the family, and to the people of Plant City who had to witness such a terrible accident.

The parade is a beautiful tradition that brings out the best in Plant City. Here is hoping that this does not signal the end to this beautiful tradition that puts smiles on children's faces and brings out the kid in many an adult.

The parade symbolizes the best that is Plant City.

Posted by ( dolphin0526 ) on December 8, 2007 at 5:25 p.m. ( [Suggest removal](#) )

I was sitting on the opposite side of the tracks where this happened, we all thought there was a fight, I ran over to help break it up but realized when I got there that a child had been run over. I know what his parents are going through, I too have lost a child. I speak for my entire family when

I say our thoughts and prayers are with his parents and with the Bridges family also. God bless both families.

Posted by ( duonnolo ) on December 8, 2007 at 6:06 p.m. ( [Suggest removal](#) )

This is such a horrific tragedy. This was the first time my children and I have attended this event. I work in Plant City and heard that it was a great parade and family event. I have to say that I am not surprised that something happened though... I was sitting with my children at the corner of Collins and Reynolds and was very concerned and displeased with the way the children and parents were mobbing the floats for beads and candy. I repeatedly had to pull not only my own children back, but children that were continuously running towards the floats. It looked like something you would see in a movie featuring a high poverty country where the kids were starving, begging for food and money. If there is anything to be taken from this sad, sad tragedy; do away with the beads and candy. Let everyone enjoy the parade as we have other parades in the past. My heart, thoughts and prayers sincerely go out to the family and friends, as well as the bystanders whom witnessed this.

Posted by ( Serena\_Harlow ) on December 9, 2007 at 11:45 a.m. ( [Suggest removal](#) )

They should ban beads/candy being thrown out at parades. With people running back and forth across the street in front of floats, squabbling over who gets what, it's amazing there hasn't been more tragedies like this. If the only reason you're going to a parade is to get cheap beads and candy, save yourself the trouble. Go to the Dollar Store and pick some up for yourself. It might just save your life. Or your child's.

#### **Report Abuse**

Posted by ( fletcher378 ) on December 9, 2007 at 1:30 p.m. ( [Suggest removal](#) )

There is no reason to band beads and candy. #1 there are so many parades that have rails up so that they children dont get in the street. #2 if the parents where watching there children and making sure there back out of the road then there would be no reason to band anything..people need to wake up and take care of your children and stop blaming everything that happens on everyone else. I was there and there is not one reason why the 5 cops we had in our areas had to keep telling all these children to get back get back.... I send my love and prays to the family. I just want to say thanks to Mr Knots for all you did god has a special hand on you. Merry Christmas and Happy New Year. Jordan is dancing on the streets of Gold ....Our next parade should be named Jordans Christmas Parade.

#### **Report Abuse**

Posted by ( Serena\_Harlow ) on December 9, 2007 at 3:58 p.m. ( [Suggest removal](#) )

Not to trivialize such a terrible accident, but if the 25 cent beads and penny candy weren't being thrown, would this accident have happened? Granted that it's a regular event during parades all over, but is it necessary considering what could happen? It's a sad, tragic accident which leads to the sad possibility that if beads and candy aren't banned, it could jeopardize the future of any parades in Plant City because of the liability that falls on the City should anything go wrong.

### Report Abuse

Posted by ( [disgustedwithsociety](#) ) on December 9, 2007 at 5:19 p.m. ( [Suggest removal](#) )

yes this is a tragic accident and I do feel for and pray for those involved. But as with all accidents things can be learned from them if we wish. A little extra effort on the part of float makers they could simply add a caged area around the wheels as an extra security. But rest assured this was an accident and unless you are willing to let your God given rights be taken away because of an accident it will happen again somewhere. We all try to be as safe as we can but we cannot prevent all things from happening unless we lock our doors and stay away from everything

### Report Abuse

Posted by ( [luckylucy](#) ) on December 9, 2007 at 6:14 p.m. ( [Suggest removal](#) )

Just curious.....what is a "God given right"???

### Report Abuse

Posted by ( [dolphin0526](#) ) on December 9, 2007 at 8:42 p.m. ( [Suggest removal](#) )

So many children look forward to the beads and candy that I don't think banning them will solve anything. I do however think that there should be barricades all along the parade route, to keep the children out of the street. I also think that as parents we should all do our part in protecting our children by watching them better. My wife and I took turns standing with our son because he was getting pushed around. It's time for a change, I'm just sorry that this little boy had to lose his life for it to happen.



Tribune Photo

## Parade Ends Tragically When Float Kills Boy, 9

By RAY REYES, GEORGE H. NEWMAN and KEVIN BRADY, The Tampa Tribune

Published: December 8, 2007

[Photos](#) | [Sign Guest Book](#)

PLANT CITY - A Christmas parade tailored to instill wonder in children took a tragic turn Friday night when a 9-year-old boy was run over and killed by a float.

Jordan Hayes of Inverness was walking beside the float of The Greater Heights Family Worship Center handing out beads and tossing candy to the crowds when his foot was caught by a wheel and he was dragged under, Plant City Police Chief Bill McDaniel said.

Patrons of the annual Plant City Christmas Parade on Collins Street began to shout at the driver of the float, Jerry Bridges, to back up, McDaniel said. Bridges, who is Hayes' cousin, reversed his four-wheel drive truck, running over Hayes a second time, McDaniel said.

"This is a tragedy that defies words," McDaniel said. "This was supposed to be a time of celebration and joy, but it has turned into a terrible tragedy."

Hayes was taken to South Florida Baptist Hospital in Plant City where he later died from his injuries, police said.

Hayes was in Plant City to visit his brother Joshua Miller, Bridges said. Bridges did not comment further.

"This is a horrific, freak accident," said Plant City Mayor Rick Lott, who consoled Bridges and other family members after the accident, which occurred at 8:05 p.m. Friday. "This puts a shadow over Christmas."

"It's just unbelievable," said Joe C. Kelley Jr., senior pastor at Greater Heights Family Worship Center. Kelley was on his way from the parade to the hospital. "It was a bad accident." The church, at 3301 Clemens Road, was founded in 1968 south of Plant City.

Lott spoke with Hayes' parents, Jerry and Connie, who drove from Inverness when they heard what happened to their son. The couple declined to comment.

Lott described the scene at South Florida Baptist as almost too intense and emotional for words.

"Everyone's in shock," Lott said. "It's a tragic, tragic scene."

Parade organizer Fran Neilsen said no tragedy had befallen the parade in its 24-year history. "It's the first time we've had anything like this happen," she said.

The parade was winding down and there were only 10 floats left when Hayes was run over, Neilsen said. A 4x4 pickup pulled the church's float, a flat-bed, tandem-axle trailer decorated with silver garland and green fabric.

More than 100 floats participated in this year's parade, which was to end with the arrival of Santa Claus, a highlight for the children, Neilsen said.

"This is an absolutely tragic day for the city of Plant City," Lott said. "All we can do now is pray for his family and reach out to them."

**Reporters Ray Reyes and George H. Newman can be reached at (813) 865-4430.**

St. Pete Times:

**December 08, 2007**

## Boy killed by float at Plant City Christmas parade



PLANT CITY -- Friends and family mourned the death of a 9-year-old Sumter County boy who was killed at the Plant City Christmas parade Friday night when he was run over by a float.

Plant City police said Saturday that they were still investigating the death of Jordan Hays of Lake Panasoffkee, a town just over the Citrus County line. Police said Hays had been handing out candy for a float by the Greater Heights Family Worship Center of Plant City about the time he was hit.

At about 8:14 p.m., police said, Hays was getting more candy from the float trailer when he was hit by a trailer tire. The driver, Ricky Tarlton, 33, of Plant City, the boy's cousin, felt a bump as he drove the pickup truck that pulled the float trailer.

A family member walking beside the boy started screaming. Tarlton, family said, stopped the truck immediately.

Jerry Bridges, a second cousin of the boy who was in the passenger seat of the vehicle, jumped out and began performing CPR until firefighters arrived.



Bridges' wife, Tammy, who was walking next to Jordan, said his "little feet" got caught up in the trailer's wheels, two of which apparently rolled over the boy.

Jordan died at 8:55 p.m. at South Florida Baptist Hospital in Plant City, police said.

Hays was a third grader at Inverness Primary School who has attended the school since pre-kindergarten.

"He's touched so many lives," said IPS principal Marlise Bushman. "He was so full of energy, so full of life. He was just a wonderful child."

Recently, Jordan's brother, Joshua Miller, who is in the Air Force, visited the school, sharing with Jordan's classmates his experiences in the military and then sharing lunch with his brother. "They just had a wonderful reunion," she said.

His teachers were "devastated" by the news, Bushman said. "It's just so tragic. I know it's an accident. But it's so hard to understand why a child's life that had just barely begun had to end. It's just so hard to understand."

Bushman plans to call the Citrus school district's crisis team into the school on Monday for both her staff and her students.

The boy's cousin, Charlena Simonds, also of Lake Panosoffkee, was at the house trying to provide support for the grieving family.

She said Jordan wanted to be with his brother on Friday because he brother was getting ready to be shipped off to Italy.

She called Jordan "the entertainer." He enjoyed his four wheeler and his dogs, a Jack Russell terrier named Jack and a boxer named Junior, Simonds said. "He loved people," she said.

And he looked up to his dad, an area district manager for Cemex. "He wanted to be like his dad," Simonds said.

Funeral arrangements have not yet been completed. On Saturday afternoon, friends and family gathered at the parents home, where family wept at the loss. A Christmas tree stood in the living room. The parents declined to comment.

*Times staff writer*

[**Photo 1:** Jordan Hays was a student at Inverness Middle School.] **Special to the Times**]

[**Photo 2:** A memorial sits at the corner of Collins St. and Laura St. in Plant City. **Ross Mantle | Times**]

December 08, 2007 in [Hillsborough](#) | [Permalink](#)

## Boy Killed by Christmas Parade Float

12 hours ago

PLANT CITY, Fla. (AP) — A 9-year-old boy died after being run over by a church float in a Christmas parade.

Jordan Hayes was walking alongside the float, handing out beads and candy, when his foot was caught by a wheel and he fell under the float Friday night, said Police Chief Bill McDaniel.

Parade watchers shouted at the driver to back up, but the pickup truck pulling the Greater Heights Family Worship Center float ran over Jordan a second time. The driver, Jerry Bridges, is a cousin of Jordan, authorities said.

Jordan, of Inverness, had been in Plant City visiting a brother.

"This is a tragedy that defies words," McDaniel said. "This was supposed to be a time of celebration and joy, but it has turned into a terrible tragedy."

## City To Probe Boy's Death In Parade

By GEORGE NEWMAN And CARLOS MONCADA, The Tampa Tribune

Published: December 9, 2007

[Man Recalls Fruitless Effort To Save Boy Hit By Float](#)

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PLANT CITY - The city manager says he will call for an investigation and changes in parade rules after a child died Friday at the Plant City Christmas Parade.

"I want to know how and why this accident happened. I want recommendations for future changes to avoid this type of tragedy," City Manager David Sollenberger said Saturday. He said he has asked the police and fire chiefs to review the accident.

Jordan Hayes, 9, of Inverness, was walking beside the float of The Greater Heights Family Worship Center, handing out beads and candy, when his foot got caught under a wheel and he was dragged under.

Parade safety rules already call for children under 10 years old to ride on the float "if at all possible."

"If the rules cannot be adhered to, then the rules must be changed or strengthened so such violations cannot occur," parade organizer Fran Neilsen said Saturday. "My recommendation will be to eliminate any and all items distributed from the floats in any way."

Sollenberger said he will make his request to the city commission when it meets at 7:30 p.m. Monday at city hall.

"I know that nothing can be made completely safe," he said. "I don't know what the answers are. A thorough analysis of what happened and steps needed to make sure it doesn't happen again will be our goal."

The policy now is for parade rules to be "distributed and impressed upon the participants," Neilsen said.

Among the rules is a requirement to have liability insurance to protect the vehicles, the sponsor and people on and near the floats, Neilsen said.

Also required is an adult monitor to walk the length of the parade with each group. She said she would recommend that in the future only the monitors be allowed to walk with floats.

"This whole thing takes my breath away," Neilsen said. "I can't stop thinking about that little boy. I can't stop thinking about the children who were there and witnessed this horrible accident."

For several years, the Florida Strawberry Festival, also based in Plant City, has been considering barring participants in its Grand Parade from walking alongside floats, said Mike Sparkman, the event's vice president. The 2008 festival runs from Feb. 28 to March 9.

"There's been concern on the safety," he said. "It's getting more and more difficult for us to get liability insurance to cover the parade. It's something we are very concerned about, particularly after last night."

News of the tragedy upset him greatly, said Sparkman, a former Plant City mayor.

"It is just heart-wrenching," he said. "Particularly, the reason for the parade and this time of year for the family. Our hearts and prayers go out to them."

This month, a 7-year-old boy was injured in a Christmas parade in St. Augustine. He was sitting on a float with his feet dangling over the edge. They became entangled with a tire and he was dragged down.

St. Augustine parade organizers required participants to sign a liability disclaimer.

Now, as a result of the incident, parade director Linda Abbott says she plans to add a rule that says anyone riding on a float must be contained inside the float, with no feet hanging over the side. If they won't sign, she won't let them participate, she said.

She also said participants cannot throw candy from the float, although they can walk beside it and hand it out.

"The reason they cannot throw it from the float is if a piece drops by the float, these little kids will run out and get it," she said.

The parents of Hayes could not be reached Saturday.

Joe C. Kelley Jr., pastor of Greater Heights Family Worship Center, whose float ran over the boy, said he would have a statement from the family Monday. Kelley said he had canceled today's services as a result of the accident.

An autopsy was conducted Saturday. Preliminary results will be available Monday, police said.

Previous reports of the identity of the float driver were incorrect. Police Chief Bill McDaniel said Saturday the driver of the 2007 Ford pickup pulling the trailer of the church float was Rickie Tarlton, 11535 Tuton Road, Lithia.

McDaniel said the accident occurred when the boy went back to the float to retrieve more candy to hand out to the crowd. Witnesses told police Hayes got caught in the twin tires of the trailer and was pulled under the wheels. Someone called 911 to report the accident at 8:16 p.m.

McDaniel said the boy was pinned under the wheels of the trailer, which ran over his chest. The driver stopped almost immediately but the boy was apparently being crushed by the wheels.

"The driver said he heard someone order him to back up. As the trailer moved, the boy was ran over again, by at least one of the wheels," McDaniel said. "The investigation continues. But the family and many of our officers will live with this day forever."

**Reporter George Newman can be reached at (813) 865-4430 or [gnewman@tampatrib.com](mailto:gnewman@tampatrib.com).**

**Reporter Carlos Moncada can be reached at (727) 451-2333 or [cmoncada@tampatrib.com](mailto:cmoncada@tampatrib.com).**



Bouquets of flowers adorn a small memorial Saturday in Plant City for Jordan Hayes, 9, of Inverness, who was killed Friday night after being run over by a float that he was walking beside during the city's annual Christmas parade

## Man Recalls Fruitless Effort To Save Boy Hit By Float

By GEORGE NEWMAN, The Tampa Tribune

Published: December 9, 2007

[City To Probe Boy's Death In Parade](#)

[Previous Coverage](#) | [Sign Guestbook](#) | [Photos](#) | [Video](#)

PLANT CITY - When a 9-year-old boy fell under the wheels of a float Friday night in the Plant City Christmas Parade, onlookers rushed to help him.

Johnny Knotts, who had been watching the parade from the west side of South Collins Street, was among the first to kneel beside the injured child. His Knotts hardware store stands across the street, just south of Laura Street.

"The float in front of me suddenly stopped," Knotts said. "People on the east side of the street were screaming. It was obvious that something horrible had happened. I ran to the other side of the float and saw the boy lying under the trailer."

Jordan Hayes, who was walking alongside the Greater Heights Christian Center float, had fallen under the wheels of the trailer.

Knotts, 47, said he and several others carefully removed the boy from under the float and tried to determine what could be done. The boy was bleeding heavily.

"Someone gave us a towel and we wiped the blood off his face," Knotts said. "Within seconds, the blood was back. It seemed to come from everywhere."

As paramedics with Plant City Fire Rescue edged through the line of floats and thousands of spectators lining Collins Street, Knotts said he and others did what they could to help the boy. As Knotts held the boy's legs, another person held his head off the pavement, and a third gave chest compressions to aid the boy's heart.

"Deep down in my heart, I knew the little boy was gone," Knotts said. "It seemed like only two minutes went by but when the police told us to stand back and let the rescue workers take over, I was mentally exhausted. The boy's uncle was with us. I tried to console him. And then I walked away from the whole thing and got physically sick."

Knotts said he didn't sleep all night. He couldn't get the scene out of his mind.

"It was such a helpless feeling to be so close and be powerless to change anything," he said. "It was really in God's hands then. Just as it is now. I want his parents to know there was a great deal of love surrounding their little boy when he died.

"Right now, I am angry about the whole thing," Knotts said as he sat in his office Saturday morning.

"None of us had anything to do with what happened. But we will all feel guilty for the rest of our lives," he said.

**Reporter George Newman can be reached at (813) 865-4430 or at [gnewman@tampatrib.com](mailto:gnewman@tampatrib.com).**

Posted by ( mamkmm2 ) on December 8, 2007 at 4:35 p.m. ( [Suggest removal](#) )

My thoughts and prayers are with everyone involved with this. But, I do have a question. How was a 9 year old child allowed to walk so close to a float trailer? Was there an adult that he was supposed to be walking with?

The story doesn't give very much detail at all.

Posted by ( Serena\_Harlow ) on December 8, 2007 at 4:39 p.m. ( [Suggest removal](#) )

Very very sad story indeed, especially so close to Christmas. And mamkmm2, he was part of the parade and while the floats were stopped for a moment, he went over to get more beads when it happened.

Horrible accident for everyone. I hope the family and witnesses will find some comfort and solace in the coming weeks.

Posted by ( greensouthern ) on December 8, 2007 at 5:59 p.m. ( [Suggest removal](#) )

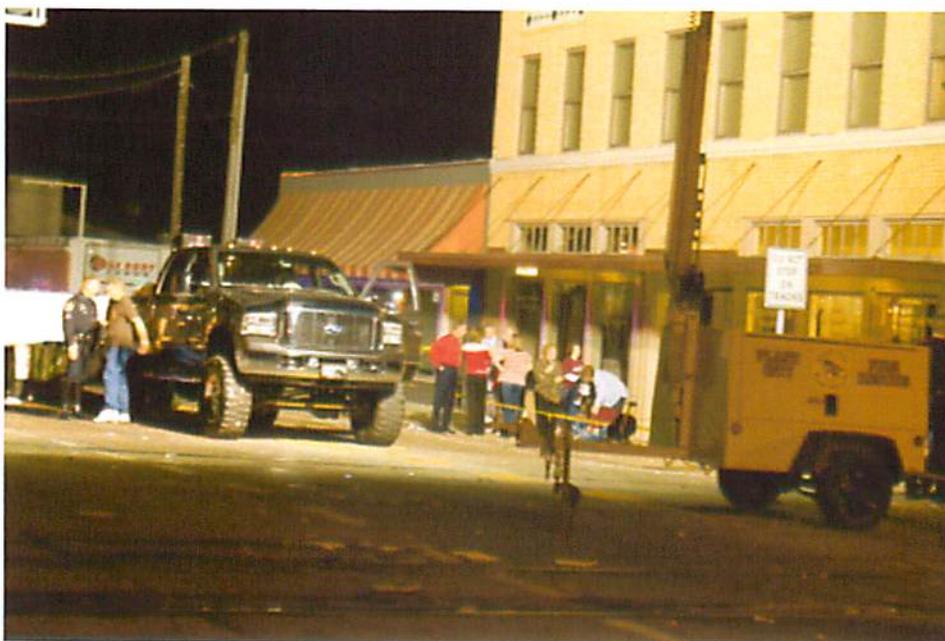
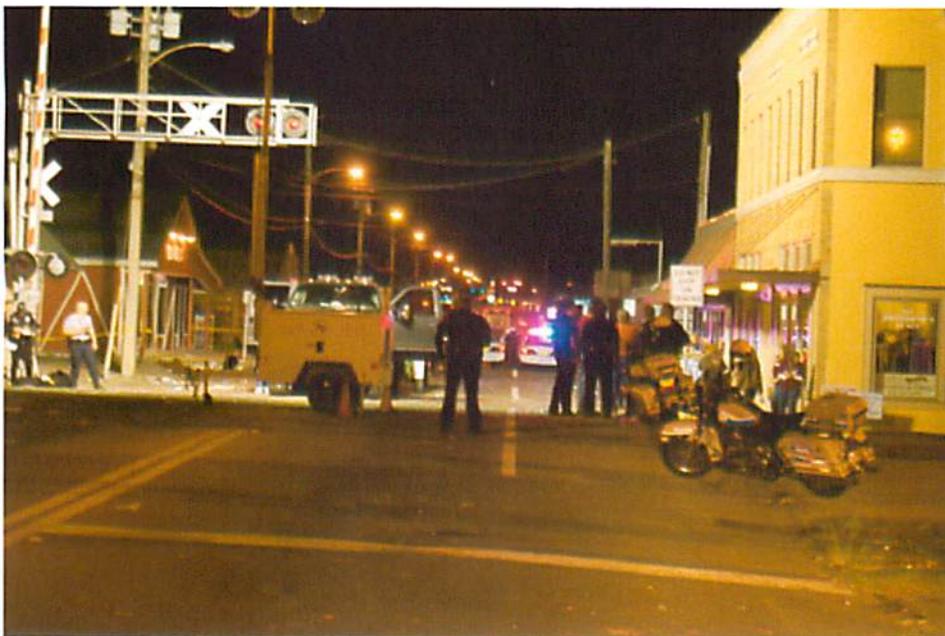
a tragic reminder to never, ever be embarrassed to keep your children close to you and protect them always (no matter their age) poor little guy.

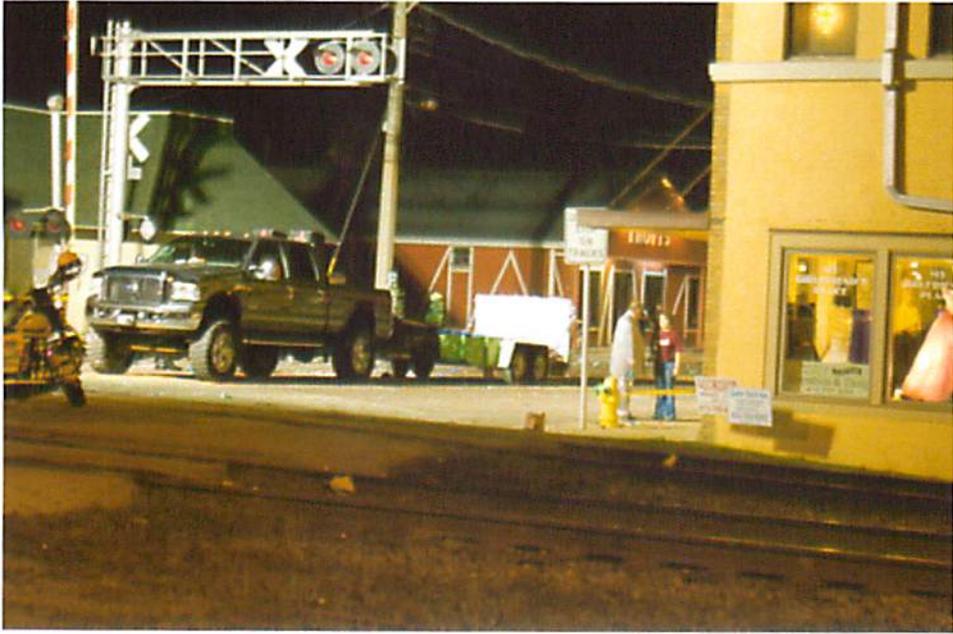
i was born & raised in plant city. had to go through town today & just felt awful for everyone involved. no one's fault, just a horrible accident. (Ecclesiastes 9:11)

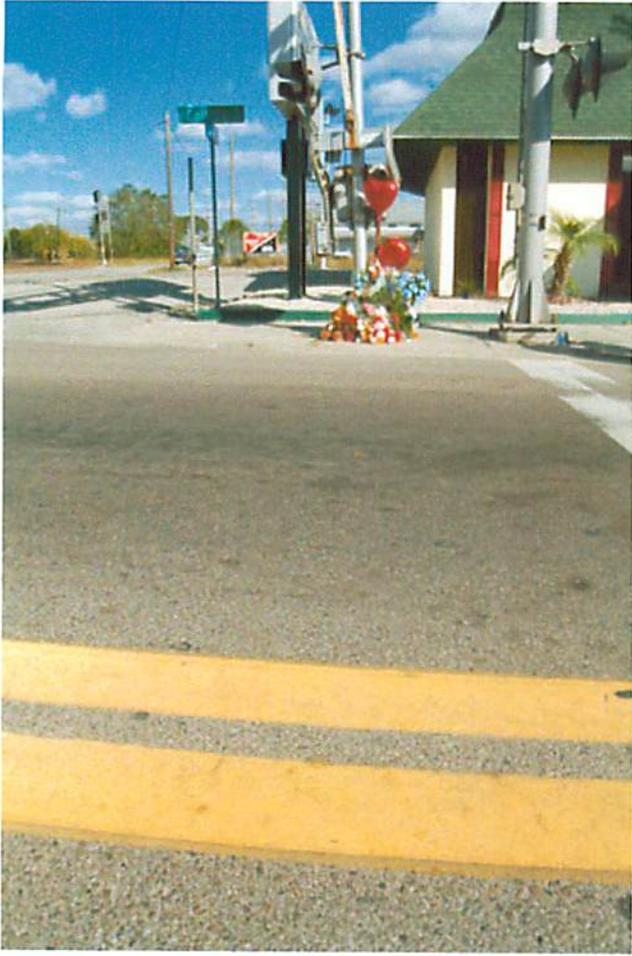
Posted by ( Oops ) on December 9, 2007 at 7:34 a.m. ( [Suggest removal](#) )

My condolences to the family, and my scorn upon the event planners who should have foreseen this eventuality. And to the crowd - I hope you can see how dangerous your 'mob mentality' can be. I've

seen it in New Orleans - the greedy mob mentality, where everyone pushes in toward the float, screaming for something free - in this case, a 29-cent strand of beads, or a piece of candy worth less than a penny.







# SAMPLE PARADE RULES

## **4TH OF JULY PARADE RULES & REGULATIONS**

The intent of the City of Monterey's 4<sup>th</sup> of July Parade is for participants of all ages to have fun and the themes conveyed should be understandable by children and appropriate for viewing by children. The Parade is intended to be a fun, local event for the Monterey community to celebrate Monterey and the 4th of July.

This Parade is not judged or sanctioned. No awards will be given to any parade entry.

The Parade will be limited to participation by 100 units. A Parade unit is limited to no more than 50 persons and a maximum of 2 vehicles. The 100 entries to the Parade will be selected in the order that the application is received. This requirement is intended to limit the time of the Parade to approximately one hour and a half, so as to move participants along to the Lawn Party, which begins at 11:00.

No entry will be allowed that conveys any obscene message, as viewed by the Monterey parade viewing community, which includes children of all ages.

All participants, in consideration of participation in this event, agree to indemnify, hold harmless and release the City of Monterey, its agents and employees, from any and all liability for any injury or damage which may arise out of or in any way be connected with participation in the City of Monterey 4th of July Parade.

Applications must be thorough and complete and submitted by the deadline set by the Recreation and Community Services Department. Each section must be filled out completely. Incomplete forms will NOT be processed and parade entry will not be allowed. Applications must be submitted in person to the Recreation and Community Services Department. Applications submitted before the opening date, and those received after the deadline, will NOT be accepted.

Parade entry descriptions should include a comprehensive description of the entry. The City reserves the right to edit the description of your unit to fit within the time frame allowed for the Parade. Changes to the Parade entry description must be submitted to the Recreation & Community Services Department prior to July 1. No changes will be accepted after that date.

You will be informed of your entry's acceptance to participate in the Parade no later than May 15. Decisions made by staff under these Rules and Regulations can be appealed to the City Manager or his representative.

Applicants are required to comply with the Parade entry description set forth in their application. Additions to parade entries of persons or vehicles are not allowed due to limited spacing.

Line-up information will be mailed to all units no later than June 15. It will include the unit's staging area and position in the Parade. It is the applicant's responsibility to inform all members of the unit's official entry name, number, position and other instructions.

## **4TH OF JULY PARADE RULES & REGULATIONS**

Parade line-up will be based on proper flow and movement of the Parade, Parade staging space and safety. Parade dignitaries will be placed toward the front of the Parade. Parade units with musical aspects will be evenly spaced throughout the Parade. Only the Parade marshal(s) can authorize a switch of the line-up on the day of the Parade. If a Parade unit changes its line-up, without approval, its entry in future events will be denied.

All entries must indicate if they have music or sound amplifying systems, and shall maintain a volume that will not interfere with other entries, especially those with animals. If a unit is informed by the Parade marshal(s) or the Police that the noise generated by their unit is too loud; they shall immediately turn the volume down or take other steps identified by the marshal or the Police.

Entries with children under the age of 18 must also have parents or other adult chaperones walking alongside who provide supervision. Applicants are required to ensure the safety of persons riding on the floats. Persons riding on floats or flatbed trucks must be seated if there are no protective restraints. The City is not responsible for the safety of the float or the persons riding the float. The applicant is required to comply with all applicable laws to ensure everyone's safety.

No material may be thrown, discarded or sprayed by or from any entry. No horns shall be honked (especially air horns). Printed literature, samples, gifts, candy, etc. are not to be distributed by Parade units, as they cause a litter problem. We do not want any children running into the streets in front of cars so candy may NOT be tossed into the crowd. If the Parade marshal(s) or the Police find that any unit is throwing material, the unit will be removed from the Parade.

All dogs in the Parade must be kept on leashes and held by someone strong enough to manage them.

Animals participating in the Parade must be kept under control. If you cannot control your animal or its presence presents any safety issue, please leave the Parade area with your animal rather than risk a problem.

Entries involving animals of any kind must provide their own clean-up, or "pooper-scooper" immediately following their entry.

Participants on bicycles, scooters, skates, skateboards, etc. must wear a helmet and proper safety equipment.

No smoking is allowed by any participant in the staging area or in the Parade.

The consumption of alcohol beverages either in the staging area or in the Parade is strictly prohibited.

## **4TH OF JULY PARADE RULES & REGULATIONS**

No firearms may be fired, no open flames allowed and all entries that will be including a float must have a legal 2A-10BC rated (or larger) fire extinguisher on board. Decorations must be flame resistant.

This is a forward motion Parade; entrants may not stop to perform in front of the announcing stand, and there will be no stopping anywhere along the Parade route.

Participants will be informed of their unit's arrival time no later than June 15. Parade units that arrive after 9:45 a.m. on July 4 will not be allowed to enter the staging area and participate in the 4th of July Parade.

Please follow the direction of Recreation and Community Services Department staff members, Parade marshal(s) and/or the Police. The Parade marshal(s) and the Police have the right to accept, reject, reclassify, or remove any entry, which does not adhere to the Parade Rules or Regulations.

The Parade marshal(s) and the Police reserve the right to reject or dismiss any entry, which violates the above-stated Rules and Regulations. Entrants who violate the Parade Rules and Regulations may be declined entry in future parades.

By applying to participate in the 4th of July Parade and Flag Raising Ceremony, the signatory and all participants in that unit agree to abide by all of the Parade Rules and Regulations. These rules and related information have been developed in the hope that the Parade will be fun, safe, patriotic, and a reflection of the Community we love so much.

# 2007 Christmas Parade Rules & Regulations

In order for everyone to have a safe and enjoyable parade, all participants (as part of a unit or individually) must agree to obey all rules and regulations. Failure of any one person to do so may cause your entire group to be barred from this and future parades. Your group is responsible for disseminating this information to all persons involved in your entry, especially those that will drive vehicles in the parade and/or to the lineup area.

## Safety Regulations

There will be a strictly enforced, zero tolerance policy towards reckless or dangerous driving both during the parade and the lineup period. Within the lineup and drop-off areas, any display of reckless or dangerous driving, "road-rage," etc. will absolutely not be tolerated. *This applies not only to the float drivers, but to all persons related to the entry, especially those bringing drop-off people to walk in the parade.* In the event that someone does display extremely dangerous driving, reckless disregard for traffic barricades/directions from traffic personnel, endangering pedestrians, etc., the consequences will be severe and immediate. Depending on the incident, the driver may be issued a citation (Class C Misdemeanor). Then, the entire entry (all 10, 50, or 200 participants) will be disqualified from the parade. If necessary, a police officer will escort you from the premises.

Within the lineup and drop-off areas, the speed limit is 5 mph.

Within the lineup and drop-off areas, drivers must watch out for and yield to pedestrians, anytime, anywhere. Pedestrians need to watch out for and be aware of moving vehicles throughout the lineup area, and stay out of the main traffic lanes unless absolutely necessary.

Within the lineup and drop-off areas, all drivers must obey all directions given by the traffic personnel, and follow designated traffic patterns as indicated with barricades and orange cones.

All trailers must conform to state laws and safety regulations. The stability of the vehicle on which the float is structured must be demonstrated to parade officials before the float enters the parade route if there are any doubts as to its safety.

Test and know how to use your emergency brake. The vehicle emergency brake system is cable activated, operating independently of the hydraulic brakes.

An ABC 5-pound extinguisher is required on each float.

Bring plenty of drinking water. Do not use glass containers.

Look for signs of fatigue in your marchers. The parade distance is 2½ miles (plus up to ¼ mile in the lineup area!). Do not allow children under the age of 7 to walk.

Do not allow members of your group to throw things (candy, gifts, etc.) to or at the crowd as this can cause a dangerous situation if children run in front of the entries to pick up the treats. You may walk along the parade route and hand the candy/gifts to the spectators. If your group throws things from your entry, you WILL be disqualified from the judging and may be banned from future parades. Exhibiting dangerous behavior and/or tricks may also lead to disqualification and expulsion.

## General Regulations

All members of your group will be expected to obey all instructions from parade officials. Failure to do so may result in the disqualification of your entry.

Entry numbers and mounting instructions will be provided at the Mandatory Line-Up Meeting. In addition to this entry number, the name of the group or organization must be legibly printed on a sign no smaller than a standard poster board, 22"x28", and mounted on the entry in a position that is easily visible to the spectators and television cameras. Marching and Specialty Units must provide an identification banner to precede your unit. The name of the group must be legibly printed on a sign no smaller than a standard poster board, 22"x28", and carried in a way that is easily visible to the spectators and the television cameras.

A float shall be a vehicle on wheels of which the frame cannot exceed 14 feet maximum from the pavement to the top of the float. The length of the float must allow for a normal turning radius along streets taken by the parade route, and within the lineup area. Floats and/or miscellaneous vehicles must be COMPLETELY DECORATED, including sides and ends. Float towing vehicles would be enhanced in appearance if decorated, but it is not a requirement.

Motorized entries are limited to 10 vehicles. All street vehicles must meet all State of Texas laws regarding registration and vehicle inspection. Proof of insurance must be provided for each motorized vehicle (as allowed by law). Entries using non-street vehicles must provide proof of blanket insurance coverage for all vehicles and participants in the entry. This is due at the time of registration.

Specialty and marching units must be in uniform related to their group, or costumes relevant to the parade holiday theme.

The ONLY entry that is allowed to have a live Santa Claus will be the official Parade Santa Float (the very last entry in the parade). Any group failing to adhere to this will be removed from the lineup (it is disturbing to children for there to be more than one Santa).

Performances must NOT hold up the parade for more than one minute per stop. If a group's performance goes longer, it will be disqualified from being judged. Please plan one of these routines to occur in front of the TV cameras and grandstands. Marching Units must perform a series of routines along the parade route, not just cadence.

Entries that do not meet all specifications will be allowed to enter only with the special permission of the parade chairman, but they will not be eligible for prizes.

The parade will go on, rain or shine. In all the years, it's been canceled only once, due to extreme weather. In any case, a decision to cancel will not happen until very close to 2:00 p.m. The time-of-day deadlines required for your group to be in the parade spot, ready to go are absolute regardless of the weather.

Very loud music or noises will not be allowed during the parade or in the lineup area. The only music allowed to be played for the spectators is Christmas/Holiday music. The music must be pleasant and acceptable for all spectators, especially children. If your group does not follow this regulation, you will be disqualified from the judging and banned from future parades.

Please bring bags or containers for trash, and haul out your trash with you. There are no trash containers in the lineup area.

There will be porta-potties available in the lineup area.

## Judging and Awards

A first and second place plaque will be awarded in each of the major, judged categories.

Special grand prize cash awards will be given to the most outstanding float entries.

For the mounted units, an award will be given for the best decorated "Pooper Scooper."

Floats, specialty units and all entries will be judged both in the lineup area and as they pass the reviewing stands.

Judging shall be based on the following criteria: compliance with regulations, relevance to theme, originality, use of design and color, and overall appeal and entertainment value. All decisions made by the judges WILL BE FINAL AND MAY NOT BE CHALLENGED.

This year's theme is: **Holly Jolly Christmas**

## Lineup Instructions

The "lineup" occurs before the parade as the entry participants, vehicles, floats, etc. arrive and park in designated spots, in the parade order. This process will be covered in-depth at the mandatory lineup meeting; you will be given a lot of information, including your entry number (location within the parade), detailed instructions, parking locations, maps and parking passes, etc.

For the lineup, there will be two general parking areas: The lineup area, and the drop-off area. The lineup area is for only those vehicles that will be in the parade. All other vehicles must park in the drop-off area.

Vehicles that are in the parade will be issued a lineup parking pass. Only these vehicles displaying a pass will be allowed into the lineup parking areas. All other vehicles are what we call "drop-off" vehicles. These vehicles are not in the parade, but bring people that are in the parade (persons to walk in the parade or ride on a float). Drop-off vehicles will NOT be allowed into the lineup area. **THIS WILL BE STRICTLY ENFORCED.**

Drop-off vehicles must park in the designated drop-off parking area, and then occupants must walk (rain or shine) to their entry's designated parking spot within the lineup parking area.

We **STRONGLY** urge you to carpool in the drop-off vehicles. If four people can arrive in one car instead of four cars, the traffic

will be reduced by 75%. Otherwise, you can expect traffic jams and delays in getting to your spot on time.

If you have equipment or supplies that must be a part of the parade entry, this must be brought by a lineup vehicle (with a parking pass to allow access into the lineup area). **VEHICLES WITHOUT A LINEUP PARKING PASS WILL NOT BE ALLOWED INTO THE LINEUP AREA. THIS WILL BE STRICTLY ENFORCED.**

Your group will be issued only 2 lineup parking passes, with the exception of multi-vehicle entries such as car clubs, tractor clubs, etc. These types of entries will be issued one pass for each allowed vehicle (up to 10 maximum). Additional passes for single vehicle entries may be issued to a given group at the discretion of parade officials. This can be done only at the mandatory lineup meeting.

If your group has any other special needs, please let us know at the mandatory lineup meeting.

If your entry has no vehicles (for example a marching unit), you may use your two lineup parking passes for vehicles to bring in supplies, equipment or people.

All entries (whether you choose to be judged or not) must be in place, decorated and otherwise ready to roll by 1:00 p.m. This time deadline is absolute, **REGARDLESS** of the weather. If you arrive late, you may lose your position in the parade.

Very loud music or noises will not be allowed within the lineup area. Sound systems may be tested, but only for a few seconds. Music, sirens, etc. may be turned on ONLY when you are on the parade route, approaching the KAMU-TV-DT platform and reviewing stand. The only music allowed to be played along the parade route is Christmas/Holiday music. The style of music, and the volume at which it is played, must be pleasant, tolerable, and acceptable for all listeners, especially children. If you do not follow this regulation, you will be disqualified from the judging and banned from future parades.

## Mandatory Lineup Meeting

There will be a lineup meeting at the College Station Conference Center, 1300 George Bush Drive, College Station on Tuesday, November 27<sup>th</sup>, from 7-9 p.m.

**THIS IS A MANDATORY MEETING THAT MUST BE ATTENDED BY A REPRESENTATIVE(S) FROM YOUR GROUP. FAILURE TO ATTEND (WITHOUT MAKING PRIOR ARRANGEMENTS WITH US) WILL RESULT IN YOUR DISQUALIFICATION FROM THE PARADE.**

At this meeting, you will be given your official parade packet, which will include your entry number (location within the parade), maps, parking locations, vehicle passes, etc. This is the information you will need for the lineup period which occurs the morning of the parade.

**THE REPRESENTATIVE(S) OF EACH PARADE ENTRY ATTENDING THE MANDATORY LINEUP MEETING WILL BE RESPONSIBLE FOR DISTRIBUTING ALL INFORMATION OBTAINED AT THIS MEETING TO ALL MEMBERS OF THEIR GROUP. THIS INCLUDES NOT ONLY THE FLOAT VEHICLE DRIVERS, BUT ALSO DRIVERS WHO BRING ENTRY PARTICIPANTS INTO THE DROP-OFF PARKING AREAS.**

**THERE IS ONLY A SHORT AMOUNT OF TIME BETWEEN THIS MEETING AND THE PARADE. YOU MUST PLAN NOW ON HOW YOU ARE GOING TO CONTACT EVERYONE INVOLVED WITH YOUR ENTRY, TO GET THEM COPIES OF THE MAPS AND PARKING LOCATIONS/DIRECTIONS FOR THE LINEUP.**

Please don't rely only on passing out copies of your packets. You really need to meet with your group to discuss this information. Make sure whoever attends the Mandatory Meeting can also relay this information on to your group in a way that all involved will understand. It is usually best for the driver and one other person to be at this meeting.

We will answer questions, only after we have gone over all the information in the packets. Please ask your question when people are still there, as the answer may help them, also. Please give us your courtesy by not leaving during this time, as it is very disruptive and noisy.

This information will be on our website: [www.bcsparade.com](http://www.bcsparade.com)

**FLORIDA STRAWBERRY FESTIVAL®**  
**GRAND FEATURE PARADE**  
**MONDAY, MARCH 3, 2008 1:00 P.M.**  
**Moves through downtown Plant City to Sammonds Road**

**Chairperson:** David Miles (813) 376-4444  
**Applications Available:** Monday, November 26, 2007  
**Applications also Available at** [www.flstrawberryfestival.com](http://www.flstrawberryfestival.com)  
**Application Deadline:** Friday, January 11, 2008, 4:00 P.M.  
**Parade Position Letters Mailed:** Week of February 4, 2008

Over 100,000 viewers jam-pack the parade route to view the beautiful floats, outstanding musical groups, and unique special feature units that plunge you into the glamour and excitement which this parade encompasses.

**RULES AND REGULATIONS**

1. All applications are subject to approval by the Parade Committee. On acceptance, an official position letter will be mailed to you. Entries are approved by the committee based on “**SHOW VALUE**” to the overall parade and/or theme. Understanding that a parade, by its nature is an entertainment medium, the contribution of each unit to this concept is critical. Artistic beauty, use of colors, animation, special effects, originality, rider personnel, and visual appeal all come into play in determining the acceptability of the entry. Because of this “total show concept,” our parades are not a platform for social issues or targeted special groups. **By making application for entry, it is understood and agreed that the decision of our committee is final.**
2. A photo, sketch, design and description plans for your entry must accompany this application. On arrival at the parade formation area, entries not conforming with description as per application may be prohibited from participation in the parade.
3. The use of “Queens” and similar individuals will be limited to our own Festival royalty and invited visiting royalty.
4. Firearms, rifles, pistols, or cannons firing blanks or powder charges may not be used in the parade. Firecrackers may not be discharged in the staging area or in the line of march.
5. All automobiles must be completely decorated, with the exception of candidates for public office. Automobiles not completely decorated will not be allowed in the parade, unless approved individually by the parade committee. **Proof of Insurance required.**
6. Walking units are limited to musical units, drill teams or unique units approved by the parade committee. **No one younger than 12 years of age will be allowed to walk in the parade.**
7. Antique cars are cars that were built before 1969. **Proof of Insurance required.**

**FLORIDA STRAWBERRY FESTIVAL®**  
**GRAND FEATURE PARADE (continued)**

8. Units composed of live animals must be followed by a “clean-up” crew throughout the parade. Only organized equestrian units may enter the parade. **All units of live animals must submit with their application proof of liability insurance.**
9. The consumption of alcoholic beverages in the staging area or in the line of march will not be tolerated.
10. Only one vehicle per fire department.
11. **NO TOSSING OR THROWING OF ANY OBJECTS FROM MOVING UNITS OR WALKING PARTICIPANTS WILL BE PERMITTED**
12. No stopping at any point in the parade line of march. All units must move forward at all times.
13. Smoking will not be permitted in the line of march.
14. All parade entries must have with their unit the Official Position Letter.
15. **Anyone participating in this contest by way of entry, hereby agrees and consents to the use of any picture of contestant in any or all publications, TV, publicity brochure, internet, etc., that the Florida Strawberry Festival® may desire.**

**PRIZES**

1st, 2nd, and 3rd prizes will be given for the following divisions:

Most Outstanding Business/Commercial Float  
Most Outstanding Visiting City, County or Festival Float  
Best Marching/Special Feature Unit  
Most Outstanding Mounted Group  
Best Civic/Church Float

First prize will be a Plaque.

**2008 FLORIDA STRAWBERRY FESTIVAL®  
GRAND PARADE APPLICATION**

Parade Date: Monday, March 3, 2008 1:00 P.M..

**DEADLINE: APPLICATIONS ARE DUE JANUARY 11, 2008 BY 4:00 P.M.**

Name of Business/Organizatin/Club/Group: \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ St \_\_\_\_\_ Zip \_\_\_\_\_

Name of Individual in Charge: \_\_\_\_\_ Ph# \_\_\_\_\_

**NO TOSsing OR THROWING OF ANY OBJECTS FROM MOVING UNITS  
OR WALKING PARTICIPANTS WILL BE PERMITTED**

TYPE OF ENTRY (check one)

\_\_\_ **Float:** Title appearing on float \_\_\_\_\_

Built by \_\_\_\_\_ Will there be music on float? \_\_\_\_\_

\_\_\_ **Antique Car:** Cars built before 1969. **(Proof of Insurance to be submitted with application)**

\_\_\_ **Automobiles:** Groups, Civic Clubs, etc., are allowed one decorated automobile. All automobiles will have to be **completely decorated**, with the exceptions of candidates for public office. **(Proof of Insurance must be submitted with application)**

\_\_\_ **Animal Units:** Type of Animal Unit \_\_\_\_\_

Units composed of live animals must supply a "clean up" crew throughout the parade.

Only organized equestrian units may enter the parade. **All units with live animals must submit proof of liability insurance with their application.**

\_\_\_ **Walking Units:** Describe the unit (type) \_\_\_\_\_

Units are limited to musical units (other than bands), drill teams, or unique units approved by the Parade Committee. **No one younger than 12 years of age will be allowed to walk in the parade.**

\_\_\_ **Other:** Describe \_\_\_\_\_

**REQUIRED: Description of unit, to be used by Emcee, TV, Radio and Newspaper.**

**Mail Applications to:** Florida Strawberry Festival®, Parade Committee, P.O. Drawer 1869,  
Plant City, FL 33564-1869, or Fax to (813) 754-4297  
or email to berryinfo@flstrawberryfestival.com.

Anyone participating in this event by way of entry, hereby agrees and consents to the use of any picture of contestant in any or all publications, TV, publicity brochure, internet, etc., that the Florida Strawberry Festival® may desire.

The Applicant, shall indemnify and hold the Florida Strawberry Festival®, Inc. harmless from any claims, damages, causes of action, suits, personal injuries and/or property damage (including attorney's fees and costs of defense at both the trial and appellate levels) resulting from the operation of the Applicant's parade entry, any actions or inactions (including the violation of any of the attached rules and regulations) of Applicant or of any individuals participating, riding on, or walking with the Applicant's parade entry. A copy of liability insurance coverage must be attached with this application and must identify the Florida Strawberry Festival, Inc. as an additional insured. **NO EXCEPTIONS.**

**I, the undersigned, have read the attached rules and am familiar with the rules and regulations governing the Grand Parade and agree to abide by them as set forth.**

**Signature** \_\_\_\_\_ **Date** \_\_\_\_\_

GRAND PARADE  
ROUTE  
MEASUREMENTS

DR. MARTIN LUTHER KING JR  
PARADE ROUTE

Plant City

Maryland Ave

Dr. King Blvd

Alabama Street

Plant City, FL

← Wheeler St

← Collins St

Measurement is one way

Ruler

Line Path

Length: 5,095.36 Feet

Mouse Navigation

Clear



© 2007 Google

Eye alt 4995 ft

© 2007 Europa Technologies

Streaming 100%

Pointer 28°00'48.50" N 82°07'00.84" W

DR. MARTIN LUTHER KING JR  
PARADE ROUTE  
MEASUREMENTS

# FLORIDA STRAWBERRY FESTIVAL GRAND PARADE ROUTE



Baker St

Festival Grounds

Alexander St

Plant City

Reynolds St

Evers St

Dr. King Blvd

Distance is one way

Ruler

Line Path

Length: 10,658.02 Feet

Mouse Navigation

Clear

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Google

Pointer 28°00'48.60" N 82°08'15.48" W

Streaming 100%

Eye alt 8614 ft