

**PALM BEACH COUNTY  
BOARD OF COUNTY COMMISSIONERS  
AGENDA ITEM SUMMARY**

Meeting Date: October 17, 2006

☒ Consent      ☐ Regular  
☐ Workshop      ☐ Public Hearing

Department:

Submitted By: Department of Airports

Submitted For:

**I. EXECUTIVE BRIEF**

**Motion and Title:** Staff recommends motion to approve: Amendment No. 3 to the General Consulting Agreement with CH2M Hill, Inc. in the amount of \$1,576,510 for the continued performance of professional planning and design services related to the approved Palm Beach County Airports Capital Improvement Program.

**Summary:** The General Consulting Agreement (R-2005-0319) with CH2M Hill, Inc. was approved on February 15, 2005 in the amount of \$2,443,804 to carry out the approved Capital Improvement Program for the County's Airports. On February 7, 2006 the County entered into Amendment No. 1 (R-2006-0194) in the amount of \$3,529,490 to provide additional services. On May 16, 2006 the County entered into Amendment No. 2 (R-2006-0841) in the amount of \$1,799,212 to provide additional services. The services identified and negotiated in this Amendment No. 3 are as follows: Property Acquisition Services, Stormwater Management Master Plan and SFWMD Conceptual Environmental Resource Permit Application, Letter of Intent Application and Benefit Cost Analysis, Delay and Capacity Simulation Study, Environmental Impact Statement Planning Support, FEMA Disaster Assistance and Request for Proposal (RFP) Development, as well as various miscellaneous and administrative services, including staff extension, planning and engineering, construction administration, maintenance support and County permitting reviews. The fee for this Amendment is \$1,576,510 bringing the total cumulative amount of the Agreement to \$9,349,016. Certain tasks performed during the term of this contract will be eligible for State and Federal grant participation. Including this amendment, more than 55 per cent of the total fee is eligible for State and Federal grant funding. The proposed fee was verified in accordance with FAA Advisory Circular 150/5100-14C by use of an Independent Fee Analysis conducted by a neutral third party firm (The LPA Group, Inc.) for those tasks that are eligible for grant funding. The DBE participation in this Amendment is 11.57%. The goal for this agreement is 25% and when combined with previous amendments, the total participation is 28.52%.

**Countywide (JCM)**

**Background and Justification:** In order to carry out the approved Capital Improvement Program for the County, the Department of Airports requires professional planning and design engineering services. On February 15, 2005 the County entered into a Consulting Agreement (R2005-0319) with CH2M Hill, Inc. for General Airport Planning and Design. The agreement is for 2 years with 2 one-year renewal options. On February 7, 2006 the County entered into Amendment No. 1 (R-2006-0194) to provide additional services. On May 16, 2006 the County entered into Amendment No. 2 (R-2006-0841) to provide additional services.

**Attachments:**

1. Amendment No. 3 with CH2M Hill, Inc. – 3 Originals
2. Project Summary

Recommended By: \_\_\_\_\_

Department Director

Date

Approved By: \_\_\_\_\_

County Administrator

Date

## II. FISCAL IMPACT ANALYSIS

### A. Five Year Summary of Fiscal Impact:

Fiscal Years	2007	2008	2009	2010	2011
Capital Expenditures	<u>1,576,510</u>	_____	_____	_____	_____
Operating Costs	_____	_____	_____	_____	_____
External Revenues (Grants)	<u>(672,503)</u>	_____	_____	_____	_____
Program Income (County)	_____	_____	_____	_____	_____
In-Kind Match (County)	_____	_____	_____	_____	_____
NET FISCAL IMPACT	<u>904,007</u>	_____	_____	_____	_____
# ADDITIONAL FTE POSITIONS (Cumulative)	_____	_____	_____	_____	_____

Is Item Included in Current Budget? Yes \_\_\_\_\_ No X

Budget Account No: Fund 4111 Department 121 Unit A259 Object 6505  
Reporting Category \_\_\_\_\_

### B. Recommended Sources of Funds/Summary of Fiscal Impact:

A Budget Amendment is being processed as a companion agenda item to provide an expenditure budget in the amount of \$1,576,510 and grant revenues of \$672,503 as authorized by the Federal Aviation Administration.

C. Departmental Fiscal Review: CM Swinn

## III. REVIEW COMMENTS

### A. OFMB Fiscal and/or Contract Development and Control Comments:

10-2-06  
OFMB  
10/2/06  
9-20-06  
10/4/06  
Contract Dev. and Control

### B. Legal Sufficiency:

This amendment complies with  
our review requirements.

10/6/06  
Assistant County Attorney

### C. Other Department Review:

\_\_\_\_\_  
Department Director

REVISED 9/03

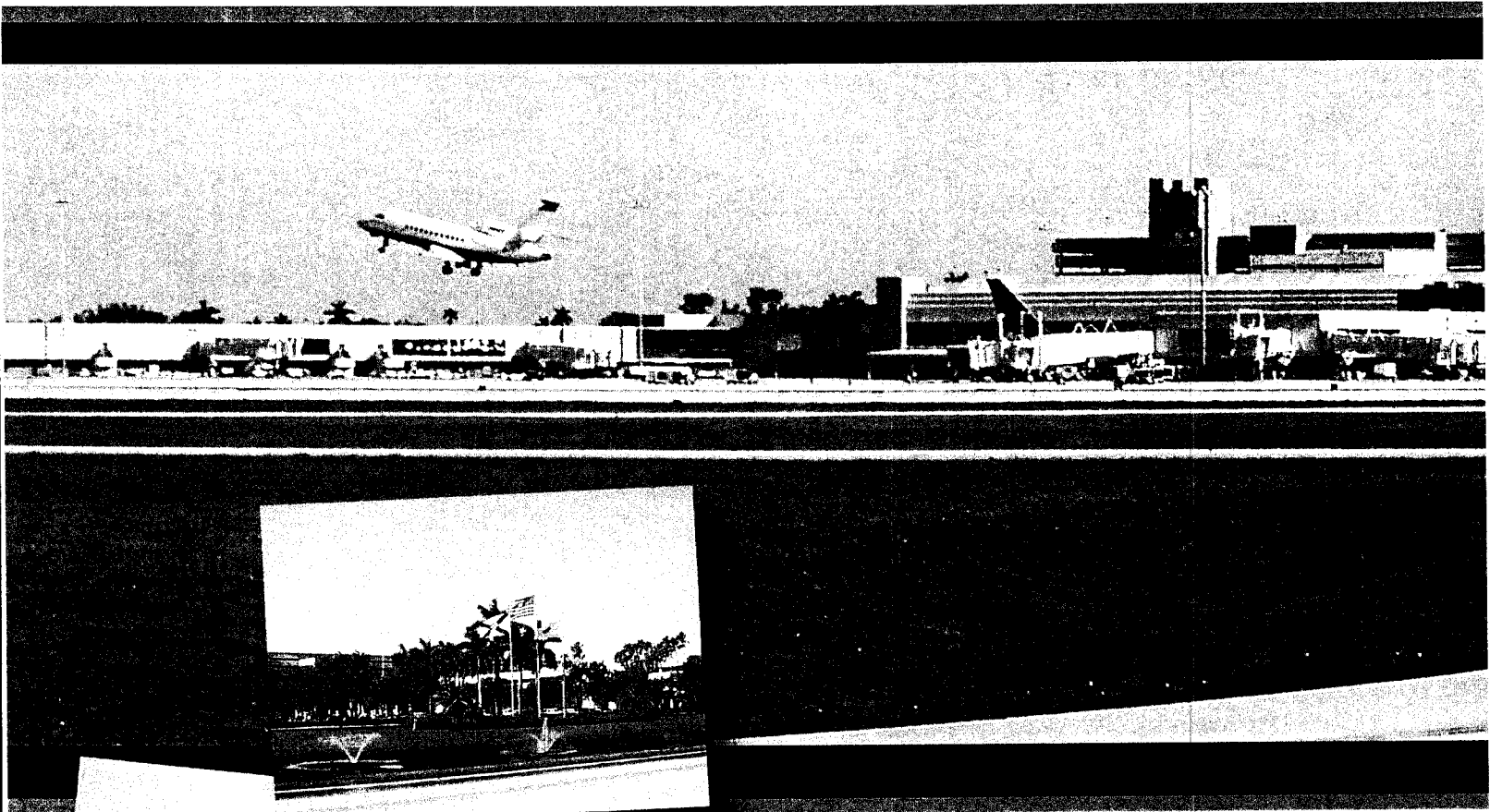
ADM FORM 01

(THIS SUMMARY IS NOT TO BE USED AS A BASIS FOR PAYMENT)

AMENDMENT NO. 3:

# General Consulting Services

*for Architectural/Engineering/Construction  
Management and Land Development*



Presented to:

**Palm Beach County  
Department of Airports**

**CH2MHILL**  
June 2006

**AMENDMENT NO. 3 TO CONTRACT  
BETWEEN  
PALM BEACH COUNTY DEPARTMENT OF AIRPORTS  
AND  
CH2M HILL, INC.  
FOR**

**GENERAL CONSULTING SERVICES FOR ARCHITECTURAL, ENGINEERING,  
CONSTRUCTION MANAGEMENT, AND LAND DEVELOPMENT**

This Amendment No. 3 to the Contract is made as of the \_\_\_\_\_ day of \_\_\_\_\_, 2006, by and between Palm Beach County, Florida ("County") and CH2M HILL, Inc., a corporation authorized to do business in the State of Florida, hereinafter referred to as the CONSULTANT, having its office and principal place of business at One Harvard Circle, West Palm Beach, Florida 33409 whose Federal Tax I.D. number is 59-0918189.

WITNESSETH

WHEREAS, on February 15, 2005, the County entered in to an Agreement (R2005 0319) with the CONSULTANT for the CONSULTANT to provide General Airport Consulting Services for the Palm Beach County Department of Airports, for a period of 24 months with up to two (2) additional twelve (12) month renewals at the County's Option (the Contract); and

WHEREAS, on February 7, 2006, the County approved Amendment No. 1 (R2006 0194) to agreement (R2005 0319) with the CONSULTANT, and

WHEREAS, on May 16, 2006, the County approved Amendment No. 2 (R2006 0841) to agreement (R2005 0319) with the CONSULTANT, and

WHEREAS, Article 25 of the Contract requires an amendment when the parties are able to define additional services and the parties have now defined those services.

NOW THEREFORE, in considerations of the mutual covenants herein contained, and such other good and valuable consideration, the receipt of which the parties hereby acknowledge, the parties agree to the following terms and conditions.

1. The parties hereby agree to amend the Contract to include the scope of Services and Fees as outlined in Attachment "A". The total amount to be paid by the County to the CONSULTANT for professional services, including any out of pocket expenses shall not exceed \$1,576,510.00 (One Million Five Hundred Seventy Six Thousand Five Hundred Ten Dollars) for services included in this Amendment No. 3 to the original Contract.

2. **EXHIBIT "B"**

**TABLE I SCHEDULE OF HOURLY LABOR BILLING RATES**

Hourly Billing Rates and Descriptions revised as indicated in EXHIBIT "B" Table I.

**TABLE II SCHEDULE OF SUBSISTENCE AND REIMBURSABLE EXPENSES**

Revise Personal Auto rate from \$0.36 per mile to \$0.445 per mile based on 2006 Palm Beach County Policies and Procedures Manual Travel – PPM# CW-F-009

3. **EXHIBIT "G" ADDITIONAL CONTRACT REQUIREMENTS FOR  
FEDERALLY FUNDED PROJECTS**

4. Except as specifically amended herein, all other terms and conditions of the Contract shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused the Third Amendment to the Contract to be signed by the Chairman of the Board of County Commissioners and the Seal of said Board to be fixed hereto and attested by the Clerk of said board, and the CONSULTANT, CH2M HILL, has caused these present to be signed in its corporate name by its duly authorized officer Terry A. Ruhl, acting on behalf of said CONSULTANT, and the Seal of said CONSULTANT to be affixed hereto and attested by the Secretary of said CONSULTANT, the day and year first written above.

ATTEST:

PALM BEACH COUNTY, FLORIDA  
BOARD OF COUNTY COMMISSIONERS

SHARON R. BOCK  
CLERK AND COMPTROLLER

By: \_\_\_\_\_  
Deputy Clerk

By: \_\_\_\_\_  
Tony Masilotti, Chairman

WITNESS:

CONSULTANT:

Paula W Chase  
SIGNATURE

CH2M HILL  
COMPANY NAME

PAULA W CHASE  
Name (type or print)  
ASST. SECRETARY

Terry A. Ruhl  
Signature

Terry A. Ruhl  
Name (type or print)

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY

Vice - President  
Title

BY: \_\_\_\_\_

County Attorney

(Corporate Seal)

APPROVED AS TO TERMS  
AND CONDITIONS

By: Sam Kelly  
Department Director

# AMENDMENT NO. 3

## INDEX

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### CERTIFICATE OF INSURANCE

### ATTACHMENT "A" AMENDMENT NO. 3

### EXHIBIT "A" SCOPE OF WORK FOR TASK I SPECIFIC PROJECTS

EXHIBIT A-I-8	TASK I-06-DOA-C-008 Supplement No.1 (Property Acquisition) .....	1-1
EXHIBIT A-I-16	TASK I-06-PBI-C-016 (Stormwater Management Master Plan and SFWMD Conceptual Environmental Resource Permit Application) .....	1-8
EXHIBIT A-I-17	TASK I-06-PBI-C-017  (Letter of Intent (LOI) Application and Benefit Cost Analysis)...	1-6
EXHIBIT A-I-18	TASK I-06-PBI-C-018  (PBIA Delay and Capacity Simulation Study) .....	1-8
EXHIBIT A-I-19	TASK I-06-PBI-C-019  (Environmental Impact Statement (EIS) Planning Support) .....	1-1
EXHIBIT A-I-20	TASK I-06-LNT-C-020 (Palm Beach County Park Airport Out Parcels Lease/Development RFP).....	1-3
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### EXHIBIT "B" – DETAILED FEES, EXPENSES, AND PAYMENTS

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Task III	Miscellaneous and Administrative Services for 2006.....	1-1
Table I	Schedule of Hourly Labor Billing Rates .....	1-21

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### EXHIBIT "D" – DBE

### SCHEDULE 1 – Participation by DBE

SCHEDULE 2 – Letter of Intent

EXHIBIT "G" – ADDITIONAL CONTRACT REQUIREMENTS FOR FEDERALLY FUNDED  
PROJECTS

# **CERTIFICATE OF INSURANCE**



MARSH

## CERTIFICATE OF INSURANCE

CERTIFICATE NUMBER  
SEA-000956099-01

## PRODUCER

MARSH USA INC.  
1225 17TH STREET, SUITE 2100  
DENVER, CO 80202-5534THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS  
NO RIGHTS UPON THE CERTIFICATE HOLDER OTHER THAN THOSE PROVIDED IN THE  
POLICY. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE  
AFFORDED BY THE POLICIES DESCRIBED HEREIN.

## COMPANIES AFFORDING COVERAGE

## COMPANY

A ZURICH AMERICAN INSURANCE COMPANY

## COMPANY

B ACE AMERICAN INSURANCE COMPANY

## COMPANY

C AMERICAN ZURICH INSURANCE CO.

## COMPANY

D

15TT4 -01234-ALL3-

WPB

956099

## INSURED

CH2M HILL, INC.  
ONE HARVARD CIRCLE  
WEST PALM BEACH, FL 33409

## COVERAGES

This certificate supersedes and replaces any previously issued certificate for the policy period noted below.

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

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	GENERAL LIABILITY	GLO3784726-02	05/01/06	05/01/07	GENERAL AGGREGATE \$ 5,000,000
	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY				PRODUCTS - COMP/OP AGG \$ 5,000,000
	<input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR				PERSONAL & ADV INJURY \$ 1,500,000
	<input type="checkbox"/> OWNER'S & CONTRACTOR'S PROT				EACH OCCURRENCE \$ 1,500,000
	<input checked="" type="checkbox"/> \$500,000 SIR				FIRE DAMAGE (Any one fire) \$ 1,500,000
					MED EXP (Any one person) \$
A	AUTOMOBILE LIABILITY	BAP8378516-11	05/01/06	05/01/07	COMBINED SINGLE LIMIT \$ 2,000,000
	<input checked="" type="checkbox"/> ANY AUTO				BODILY INJURY (Per person) \$
	<input type="checkbox"/> ALL OWNED AUTOS				BODILY INJURY (Per accident) \$
	<input type="checkbox"/> SCHEDULED AUTOS				PROPERTY DAMAGE \$
	<input type="checkbox"/> HIRED AUTOS				
	GARAGE LIABILITY				AUTO ONLY - EA ACCIDENT \$
	<input type="checkbox"/> ANY AUTO				OTHER THAN AUTO ONLY: \$
					EACH ACCIDENT \$
					AGGREGATE \$
B	EXCESS LIABILITY	XOOG23573611	05/01/06	05/01/07	EACH OCCURRENCE \$ 3,000,000
	<input checked="" type="checkbox"/> UMBRELLA FORM				AGGREGATE \$ 3,000,000
	<input type="checkbox"/> OTHER THAN UMBRELLA FORM				\$
C A A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY	WC8378566-12 (AOS)	05/01/06	05/01/07	<input checked="" type="checkbox"/> WC STATU- TORY LIMITS <input type="checkbox"/> OTH- ER \$
	<input checked="" type="checkbox"/> THE PROPRIETOR/ PARTNERS/EXECUTIVE OFFICERS ARE: <input checked="" type="checkbox"/> INCL <input type="checkbox"/> EXCL	WC8378565-11 (WI & MA)	05/01/06	05/01/07	EL EACH ACCIDENT \$ 1,000,000
		WC3784761-01 (HI & ID)	05/01/06	05/01/07	EL DISEASE-POLICY LIMIT \$ 1,000,000
					EL DISEASE-EACH EMPLOYEE \$ 1,000,000
	OTHER				

## DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS

RE: PROJECT #326417 - PALM BEACH COUNTY DOA GENERAL CONSULTING SERVICES; PM: P. PARTENHEIMER.  
PALM BEACH COUNTY BOARD OF COUNTY COMMISSIONERS, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA, ITS OFFICERS,  
EMPLOYEES AND AGENTS ARE NAMED AS ADDITIONAL INSURED AS THEIR INTEREST MAY APPEAR TO THE AUTOMOBILE LIABILITY AND AS  
PER THE BLANKET ENDORSEMENT TO THE GENERAL LIABILITY POLICY. COVERAGE PROVIDED BY THE ABOVE GENERAL LIABILITY AND

## CERTIFICATE HOLDER

PALM BEACH COUNTY DEPARTMENT OF AIRPORTS  
ATTN: JERRY ALLEN, DIRECTOR OF PANNING &  
DEVELOPMENT  
846 PALM BEACH INTERNATIONAL AIRPORT  
WEST PALM BEACH, FL 33406

## CANCELLATION

SHOULD ANY OF THE POLICIES DESCRIBED HEREIN BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF,  
THE INSURER AFFORDING COVERAGE WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE  
CERTIFICATE HOLDER NAMED HEREIN, BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR  
LIABILITY OF ANY KIND UPON THE INSURER AFFORDING COVERAGE, ITS AGENTS OR REPRESENTATIVES, OR THE  
ISSUER OF THIS CERTIFICATE.

MARSH USA INC.

BY: Dorothy A. Stevens

*Dorothy A. Stevens*

MM1(3/02)

VALID AS OF: 06/06/06

ADDITIONAL INFORMATION		SEA-000956099-01	DATE (MM/DD/YY) 06/06/06
PRODUCER MARSH USA INC. 1225 17TH STREET, SUITE 2100 DENVER, CO 80202-5534		COMPANIES AFFORDING COVERAGE	
15114 -01234-ALL3-                      WPB                      956099		COMPANY E	
		COMPANY F	
INSURED CH2M HILL, INC. ONE HARVARD CIRCLE WEST PALM BEACH, FL 33409		COMPANY G	
		COMPANY H	
TEXT			
CONTINUED FROM DESCRIPTION SECTION:  AUTO POLICIES SHALL BE PRIMARY AND IS LIMITED TO THE LIABILITY RESULTING FROM THE NAMED INSURED'S OWNERSHIP AND/OR OPERATIONS. GENERAL LIABILITY, AUTO LIABILITY AND WORKERS' COMPENSATION POLICIES INCLUDE A WAIVER OF SUBROGATION.			
CERTIFICATE HOLDER			
PALM BEACH COUNTY DEPARTMENT OF AIRPORTS ATTN: JERRY ALLEN, DIRECTOR OF PANNING & DEVELOPMENT 846 PALM BEACH INTERNATIONAL AIRPORT WEST PALM BEACH, FL 33406			
		MARSH USA INC. BY Dorothy A. Stevens <i>Dorothy A. Stevens</i>	
Page			

<b>MARSH</b>		<b>CERTIFICATE OF INSURANCE</b>		<b>CERTIFICATE NUMBER</b> SEA-000956102-01	
<b>PRODUCER</b> MARSH USA, INC. 1225 17TH STREET, SUITE 2100 DENVER, CO 80202-5534		THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER OTHER THAN THOSE PROVIDED IN THE POLICY. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES DESCRIBED HEREIN.			
15114 -00005-ALL5M-                      WPB                      956102		<b>COMPANIES AFFORDING COVERAGE</b>			
<b>INSURED</b> CH2M HILL, INC. ONE HARVARD CIRCLE WEST PALM BEACH, FL 33409		COMPANY <b>A</b> ZURICH AMERICAN INSURANCE COMPANY			
		COMPANY <b>B</b>			
		COMPANY <b>C</b>			
		COMPANY <b>D</b>			
<b>COVERAGES</b> This certificate supersedes and replaces any previously issued certificate for the policy period noted below.					
THIS IS TO CERTIFY THAT POLICIES OF INSURANCE DESCRIBED HEREIN HAVE BEEN ISSUED TO THE INSURED NAMED HEREIN FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THE CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, CONDITIONS AND EXCLUSIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.					
<b>CO LTR</b>	<b>TYPE OF INSURANCE</b>	<b>POLICY NUMBER</b>	<b>POLICY EFFECTIVE DATE (MM/DD/YY)</b>	<b>POLICY EXPIRATION DATE (MM/DD/YY)</b>	<b>LIMITS</b>
	<b>GENERAL LIABILITY</b> <input type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input checked="" type="checkbox"/> CLAIMS MADE <input type="checkbox"/> OCCUR <input type="checkbox"/> OWNER'S & CONTRACTOR'S PROT				GENERAL AGGREGATE    \$ PRODUCTS - COMP/OP AGG    \$ PERSONAL & ADV INJURY    \$ EACH OCCURRENCE    \$ FIRE DAMAGE (Any one fire)    \$ MED EXP (Any one person)    \$
	<b>AUTOMOBILE LIABILITY</b> <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    \$  BODILY INJURY (Per person)    \$  BODILY INJURY (Per accident)    \$  PROPERTY DAMAGE    \$
	<b>GARAGE LIABILITY</b> <input type="checkbox"/> ANY AUTO				AUTO ONLY - EA ACCIDENT    \$ OTHER THAN AUTO ONLY:    \$ EACH ACCIDENT    \$ AGGREGATE    \$
	<b>EXCESS LIABILITY</b> <input type="checkbox"/> UMBRELLA FORM <input type="checkbox"/> OTHER THAN UMBRELLA FORM*				EACH OCCURRENCE    \$ AGGREGATE    \$ \$
	<b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b>  THE PROPRIETOR/ PARTNERS/EXECUTIVE OFFICERS ARE: <input type="checkbox"/> INCL <input type="checkbox"/> EXCL				<input type="checkbox"/> WC STATU- TORY LIMITS <input type="checkbox"/> OTH- ER    \$ EL EACH ACCIDENT    \$ EL DISEASE-POLICY LIMIT    \$ EL DISEASE-EACH EMPLOYEE    \$
A	<b>OTHER</b> PROFESSIONAL LIABILITY*	EOC3829621-04	05/01/06	05/01/07	\$5,000,000 EACH CLAIM AND TOTAL FOR ALL CLAIMS
<b>DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS</b> RE: PROJECT #326417 - PALM BEACH COUNTY DOA GENERAL CONSULTING SERVICES; PM: P. PARTENHEIMER. *FOR PROFESSIONAL LIABILITY COVERAGE, THE AGGREGATE LIMIT IS THE TOTAL INSURANCE AVAILABLE FOR CLAIMS PRESENTED WITHIN THE POLICY PERIOD FOR ALL OPERATIONS OF THE INSURED. THE LIMIT WILL BE REDUCED BY PAYMENTS OF INDEMNITY AND EXPENSE.					
<b>CERTIFICATE HOLDER</b>			<b>CANCELLATION</b>		
PALM BEACH COUNTY DEPARTMENT OF AIRPORTS ATTN: JERRY ALLEN, DIRECTOR OF PANNING & DEVELOPMENT 846 PALM BEACH INTERNATIONAL AIRPORT WEST PALM BEACH, FL 33406			SHOULD ANY OF THE POLICIES DESCRIBED HEREIN BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE INSURER AFFORDING COVERAGE WILL ENDEAVOR TO MAIL <u>30</u> DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED HEREIN, BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER AFFORDING COVERAGE, ITS AGENTS OR REPRESENTATIVES, OR THE ISSUER OF THIS CERTIFICATE. MARSH USA INC. BY: Dorothy A. Stevens <i>Dorothy A. Stevens</i>		
			MM1(3/02)      VALID AS OF: 06/06/06		

**AMENDMENT NO. 3**  
**TO**  
**CONTRACT FOR CONSULTING/PROFESSIONAL**  
**SERVICES**  
**(CONTRACT R2005 0319)**

# ATTACHMENT "A"

## AMENDMENT NO. 3

This Amendment No. 3 is in accordance with the Contract for Consultant/Professional Services by and between Palm Beach County (COUNTY) and CH2M HILL (CONSULTANT) dated February 15, 2005. The fees to be paid CH2M HILL are as estimated by the CONSULTANT and shown on Exhibit 'B'.

The following Exhibits outline the Scope of Services included within this Amendment for the following Services:

EXHIBIT A-I-8	TASK I-06-DOA-C-008 Supplement No.1	Property Acquisition
EXHIBIT A-I-16	TASK I-06-PBI-C-016	Stormwater Management Master Plan and SFWMD Conceptual Environmental Resource Permit Application
EXHIBIT A-I-17	TASK I-06-PBI-C-017	Letter of Intent (LOI) Application and Benefit Cost Analysis
EXHIBIT A-I-18	TASK I-06-PBI-C-018	PBIA Delay and Capacity Simulation Study
EXHIBIT A-I-19	TASK I-06-PBI-C-019	Environmental Impact Statement (EIS) Planning Support
EXHIBIT A-I-20	TASK I-06-LNT-C-020	Palm Beach County Park Airport Out Parcels Lease/Development RFP
EXHIBIT A-I-21	TASK I-06-DOA-C-021	Disaster Assistance for PBC Airports

**EXHIBIT "A-I-8"**  
**SCOPE OF WORK**  
**AMENDMENT NO. 3**

**Property Acquisition (TASK I-06-DOA-C-008 Supplement No.1)**

**PROJECT DESCRIPTION**

The CONSULTANT shall provide services for the acquisition, relocation and associated services for all remaining active parcels of the Runway 9-L West Project and up to three new parcels identified by the Department of Airports for acquisition. The CONSULTANT will provide project management and administration services. The CONSULTANT's subcontractor, O.R. Colan Associates of Florida, LLC (ORC), will provide the below services. The budget for these services is based on a term of service of approximately four (4) months.

All of the services contained in this scope will be prepared in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Specifically, the work will be completed in accordance with the FAA ORDER 5100.37A.

Services will include:

1. Consultant shall conduct negotiations with property owners for the purchase of properties in accordance with the FAA ORDER 5100.37A and 49 CFR Part 24.
2. Consultant shall provide relocation services for families, individuals and businesses in accordance with the Uniform Relocation Assistance Act, FAA ORDER 5100.37A and 49CFR Part 24.
3. Consultant shall prepare payment packages for negotiated settlements, relocation claims and move cost payments.
4. Consultant shall submit to the Department all recommendations for settlement, monthly progress reports, and intermediate reports as required by the FAA.
5. Consultant shall provide closings for acquired properties. The issuance of title insurance will be charged in addition to the stated fees at the state mandated promulgated rate.
6. Consultant shall coordinate and assist the Department with grant preparations and close outs for the FAA.
7. Consultant shall be available for assistance when audits are performed or meetings are requested by the Department, the FAA, or any other agency involved with the funding of the acquisition of properties.
8. Consultant shall prepare title searches for properties to be acquired.
9. Consultant shall provide appraisal services for properties to be acquired.
10. Consultant shall provide review appraisal reports for all properties to be acquired.
11. Consultant shall conduct negotiations with property owners for the purchase of properties in accordance with the FAA ORDER 5100.37A and 49 CFR Part 24.

**EXHIBIT "A-I-16"**  
**SCOPE OF WORK**

**AMENDMENT NO. 3**

**Stormwater Management Master Plan and South Florida Water Management District  
Conceptual Environmental Resource Permit Application (Task I-06-PBI-C-016)**

**DESCRIPTION**

The purpose of the scope of services is to develop a Conceptual Stormwater Management Master Plan and a Conceptual South Florida Water Management District (SFWMD) Environmental Resource Permit Application for the Palm Beach International Airport for the future build out identified under Phase II of the System Wide Airport Master Planning Study (Task I-06-DOA-C-004). The Conceptual Plan is required to compare the existing permitted stormwater management facilities to those proposed at final build out of the airport. The permit application will request a modification of the existing master plan permit.

The CH2M HILL Team (CONSULTANT) is composed of CH2M HILL professional engineers and modelers, the firm of ADA Engineering, a specialty firm in stormwater modeling and stormwater management permitting, and Southern Resources and Mapping of Miami, an aerial photography and digital mapping firm. The CONSULTANT will provide data collection, site investigation, ICPR modeling, South Florida Water Management District (SFWMD) agency coordination, Conceptual Plan permit preparation and submittal. The CONSULTANT will also participate on and coordinate with the Palm Beach County Stub Canal Task Force, an intergovernmental task force to reduce flooding on properties contiguous to the airports' western, northern and eastern stormwater basins. The CONSULTANT will provide project management and quality control functions in support of the Conceptual Stormwater Management Master Plan and Environmental Resource Permit. The Department of Airports (DOA), Palm Beach County, will be the primary County contact and Project Manager directing the CONSULTANT's activities and providing review and approval of deliverables.

**TASK 1 - PROJECT COORDINATION**

The CONSULTANT will provide project management of the preparation, modeling, development and submittal of the Conceptual Stormwater Management Master Plan and Environmental Resource Permit application for the Palm Beach International Airport. The coordination with SFWMD, Palm Beach County (PBC), and other governmental agencies, to include the Stub Canal Task Force is provided in this Task. The CONSULTANT will provide coordination with the DOA on the out parcel investigations and the integration of them into the Master plan and the ERP.

Quality control reviews of the processes, investigations, modeling, contiguous property conditions, and the deliverables to the agencies is an integral component of the project coordination.

The following meetings are central to the agencies coordination and the communication necessary to effectively complete the conceptual master plan and permit application and agency reviews.

Agency	No. of Mtgs	Meeting Purpose & No. of Meetings
SFWMD	4	Conceptual Plan and Environmental Resource Permit (ERP) Pre-application, submittal, & Request for Additional Information (RAI) coordination meetings (4)
	2	DOA ERP submittal and RAI coordination meetings (2)
DOA	7	The CONSULTANT and DOA will conduct a project kick-off meeting (1) to start the Conceptual Plan & environmental permit coordination. The CONSULTANT will attend monthly progress meetings with the DOA (6).
CONSULTANT	6	Preparation for the DOA meetings and the Internal CONSULTANT Team coordination/communication Mtgs (6)
	8	CONSULTANT will attend three (3) meetings with the DOA to review the proposed or possible development within the PBIA out parcels (exterior to the airport operations area), and to present stormwater modeling results for the evaluated out parcel development alternatives. Additional out parcel coordination meetings (5) will be conducted to support the interim and ultimate use of these parcels for commercial, airport operations, or stormwater benefits. CONSULTANT will prepare meeting summaries.
	2	Consultant will attend two (2) site visits to observe the existing airport stormwater management facilities and review the engineering as-built documentation
Stub Canal Task Force (SCTF)	15	Monthly Task Force meetings (12) and airport operations subcommittee mtgs (3) with PBC and SFWMD Stormwater modeling coordination and Pre-Task Force meetings (6)

The meetings are assumed to be 2 to 4 hours in length, generally to be held within the West Palm Beach vicinity, and to include conference calls, when possible, to facilitate the participation of the necessary professionals and agency personnel. Meeting Minutes will be



prepared by CONSULTANT and distributed to the CONSULTANT personnel, DOA, and participants.

The CONSULTANT will provide a monthly progress report which will summarize the activities accomplished, meetings attended, and an activities forecast for the up-coming month.

## **TASK 2 – DATA COLLECTION & EVALUATION**

The CONSULTANT will conduct site investigations and collect data supporting the Conceptual Stormwater Management Master Plan (Master Plan) and Environmental Resource Permit (ERP) applications to the SFWMD. The tasking includes the interaction with DOA engineering, operations and maintenance, and management personnel, SFWMD Operations Division, and Palm Beach County Road & Bridge staff.

Data collection will consist of readily available data from the SFWMD, DOA, and the Palm Beach County Road & Bridge Department. This data collection effort will be limited to that data not previously collected as part of the existing stormwater model development. As part of this task the CONSULTANT will review and document the available reports and information collected in a Technical Memorandum.

CONSULTANT will coordinate with DOA to obtain access to their infrastructure facilities for a visual view of existing conditions. Physical field data collection will not be performed as part of this task.

CONSULTANT will provide aerial photography and digital mapping of the airport property not completed under the System Wide Airport Master Planning Study in 2005 as shown on Exhibit 1-1. The production of the final mapping will include the following:

1. Analytical aerial triangulation and the creation of additional control points to support the photogrammetric work.
2. Planimetric stereo digitizing to include all visible features.
3. Graphically edit the planimetric data and integrate the updated field data into a complete graphic file.
4. Check polygons for accuracy and completeness. Lines will be extended, clipped, joined and spliced as necessary. Data will be labeled correctly. Text will be moved and globally changed as needed to ensure clarity and readability of the digital files.
5. Digital Terrain Models consisting of break-lines and mass of spot elevations along roads, CBs, and in high and low areas will be used to generate contours at 1' intervals for display in AutoCAD rel. 2000 format. 1<sup>st</sup> order analytical stereo plotters will be used in order to assure accurate vertical readings. Breaklines, such as: edge-of-pavements, runways, curbs (top, bottom, and back of curb), water lines, retaining walls (at ground level), parking lines, driveways, dirt roads, sidewalks, gutters, and catch basins that show any terrain changes and mass elevation points in characteristic areas will be used to supplement the breaklines.

The aerial photography and digital mapping will be used to support the airport build out design plans which will support the preparation of the Master Plan and ERP.

### **TASK 3 – DEVELOP STORMWATER MANAGEMENT MASTER PLAN REPORT**

CONSULTANT will use the conceptual hydrologic/hydraulic (H&H) models (developed under Phase II of the System Wide Airport Master Planning Study) of the existing conditions and assessment of proposed improvements to assist in the development of the Conceptual Stormwater Management Master Plan (Master Plan). CONSULTANT will develop an H&H model representing the future full PBIA build-out conditions proposed in the approved Airport Layout Plan (ALP). This model will be developed using the ICPR model Version 3.0. The model will include the PBIA primary system and will not include secondary drainage systems. It is assumed that the model will be limited to 25 drainage basins. This model will also include all of the DOA out parcels north of Gun Club Road; refer to the parcel map, Exhibit A-1. The out parcels will be evaluated to identify what areas could be used to mitigate storage volume loss within the PBIA limits and to define which land uses could be accommodated within the remaining upland areas of the out parcels. The upland areas of the out parcels will be evaluated as percent impervious relative to a proposed land use type. The model will not include detailed assessment of future development within the out parcels. Because the model will be conceptual, the model will not be calibrated or verified. The future conditions Stub Canal ICPR model will be used to address future Stub Canal Basin proposed improvements upstream of the PBIA (model is assumed to be provide by others for this use). The results of the Stub Canal Basin model will be used as boundary conditions to the PBIA model.

Each future full PBIA build-out model will be evaluated for the following design storm events:

- 5-year, 24-hour
- 10-year, 24-hour
- 10-year, 3-day
- 25-year, 3-day
- 100-year, 3-day

Water quality retention/detention requirements will be evaluated for only the full build-out PBIA conditions.

CONSULTANT will prepare a Master Plan Report for PBIA documenting the work accomplished as part of this work order and the previous existing model development tasking. The Master Plan report will include the following information:

1. Executive summary
2. Introduction, background and scope
3. Data collection and evaluation
4. Regulatory requirements
5. Existing conditions hydrologic/hydraulic analysis
6. Proposed Airport Layout Plan improvements

7. Hydrologic, hydraulic and water quality analysis of proposed stormwater management system associated with Proposed Airport Layout Plan improvements
8. Hydrologic, hydraulic and water quality analysis of proposed stormwater management system associated with DOA out parcels
9. Cost estimate of proposed improvements
10. Recommendations and implementation schedules

The CONSULTANT will prepare a preliminary cost estimates and a schedule for the recommended stormwater management facilities required to support the proposed ALP improvements. The format for these products, incorporated into the Master Plan, will be coordinated with DOA.

The CONSULTANT will provide the following engineering documents on an 11"x17" format to support the Master Plan:

- Cover sheet
- Aerial map
- Proposed Build Out improvements map
- Summary of Quantities
- Typical sections
- Geometry and facilities maps
- Grading and drainage maps
- Cross sections

The existing conditions model will not be modified to assess the existing hydrologic and hydraulic conditions of the out parcels. It is assumed that the allowable discharge from the out parcels will be based on the C-51 Basin allowable discharge criteria: 35 cubic feet per second per square mile for a 10-year design storm event frequency.

CONSULTANT will provide DOA five (5) copies of the draft Master Plan Report for review and comment. The DOA is assumed to complete the review in 14 calendar days and will within that time consolidate and provide to the CONSUTLANT all internal and other applicable stakeholder comments for incorporation into the final report. The CONSULTANT will incorporate applicable comments and provide five (5) hard copies and one (1) electronic copy of the final Master Plan Report.

#### **TASK 4 - ENVIRONMENTAL RESOURCE PERMIT APPLICATION**

The Consultant will use the information included in the Final Master Plan Report to prepare the conceptual ERP application for the proposed improvements associated with the approved PBIA ALP build out conditions, and assumed improvements within the DOA out parcels. The conceptual ERP will not include assessment and description of anticipated implementation phases. The existing onsite wetlands will be documented and delineated with longitude and latitude coordinates using hand held GPS units. It is assumed that there

will be minimal wetland impacts, as defined by the SFWMD, and mitigation, if applicable, will be addressed with the completion of ERP Section C - Items 2, 5 and 6, and Section E - Items II A-E. The Water Use Permit is not part of this task, but if required for modification could also be addressed under a separate task.

As part of this task, CONSULTANT will attend one (1) pre-application meeting and one (1) follow-up meeting with the SFWMD to address concerns and constraints that may arise during the review process.

CONSULTANT will perform a Uniform Mitigation Assessment Method (UMAM) to evaluate the quality of wetlands if present within the proposed development area. The CONSULTANT will complete the following items in support of this task:

- United States Army Corps of Engineers (COE) data sheets for each wetland.
- Flagging of the limits of each wetland using colored flagging material and identifying the top of bank (TOB) and other surface waters using topographic data which may be present within the airport area.
- One (1) field meeting each with SFWMD and COE if necessary to confirm the limits of wetlands and surface waters.
- Use Global Positioning Satellite (GPS) to locate flag limits and tie in wetland boundaries and limits of surface waters.
- Submit four (4) sets of completed sketches of these delineations to the SFWMD and COE for approval, if required. These reviewed sketches will be incorporated as exhibits into the ERP as appropriate. The following exhibits will be provided on a 11"x8.5" format to support the ERP:
  - Cover sheet
  - Aerial map
  - Proposed improvements map
  - Summary of Quantities
  - Typical sections
  - Wetland and other surface waters
  - Proposed impervious/pervious maps
  - Grading and drainage maps
  - Cross sections
- Coordination with the DOA to discuss mitigation, if required, based on the site investigation and a post site investigation/coordination meeting with the SFWMD.

The CONSULTANT will provide five (5) copies of the ERP application submitted to the SFWMD. It is assumed that the DOA will pay all permitting fees. CONSULTANT will

prepare up to two (2) Requests for Additional Information (RAI) response packages to address comments from the SFWMD staff. It is assumed the response packages will not include development of or modification to conceptual build out design plans. The CONSULTANT will incorporate wetland impacts and mitigation comments, if applicable. As part of this task, the CONSULTANT will attend two (2) meetings with the SFWMD staff to coordinate responses to the ERP application comments.

#### **TASK 5 – STUB CANAL TASK FORCE COORDINATION**

The Stub Canal Task Force has been established by the County to bring together stakeholders in the Stub Canal Basin to discuss the flooding which occurs during and after major storm events. The Task Force is currently establishing the goals of the organization through individual meetings with the County coordinator/facilitator for the Task Force. The northern and eastern airfield segments at PBIA are in the Stub Canal Basin. This includes the eastern lakes and the Airport Canal (Canal E-3 ½) on the western boundary of the airfield east of Military Trail, and the Airport out parcels, to the north and east of the airport.

This Task Order addresses the anticipated work to represent the DOA at the Stub Canal Task Force meetings (12), and to recommend and advise the DOA on responses to the Stub Canal reports, and recommendations on the possible airport impacts from proposed projects resulting from the stakeholders' directions within the Task Force. Specific tasking is anticipated to include:

1. Attendance at monthly Stub Canal Task Force Meetings for the next 12 months and submittal of meeting summaries with action items and recommendations.
2. Coordination with the County Facilitator prior to the Task Force Meetings to assist in response to stakeholder recommendations concerning PBIA property.
3. Coordination with the SFWMD Operations staff to define the stormwater management options for the Airport in discharging stormwater to the C-51 Canal, pre-storm, during the storm; and after the storm. Includes assignment as chair for a subcommittee on the Airport West Canal gate operation at C-51 (DOA, County, & SFWMD).

#### **KEY ASSUMPTIONS**

The scope of work outlined was developed with the following key assumptions:

1. Hydrologic/hydraulic models to be developed as part of this project will be conceptual to support the ERP application and future detailed design projects.
2. Future conditions Stub Canal Basin ICPR model will be provided to CONSULTANT to use as boundary conditions for future conditions modeling.
3. Proposed airport improvements and phasing area as defined in the ALP.
4. DOA will provide copies of available reports and data (as per Task 2).
5. DOA will provide access to existing plans and as-built drawings (required during Task 2).

6. DOA will provide timely review of all necessary plans and supporting documents to be submitted with permit applications and responses.
7. Permit fees will be paid by DOA.
8. Water use permits modifications will be supported under separate tasking.
9. The Cost Estimates as described herein will be developed following the industry standards of the American Association of Cost Engineers (Classification System 18R-97). A Class 4, or order-of-magnitude pre-design estimate will be developed. This is considered a conceptual or pre-design estimate and is typically based upon a design completion of approximately 15%. In providing opinions of probable construction costs, the CLIENT understands that the CONSULTANT has no control over costs of the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinions of probable construction costs provided herein are to be made on the basis of the CONSULTANT'S qualifications and experience. The CONSULTANT makes no warranty, expressed or implied, as to the accuracy of such opinions to bid or actual costs.

#### **DELIVERABLES**

1. Draft and final Conceptual Stormwater Management Master Plan documents
2. Draft and final SFWMD Conceptual ERP Application

#### **SCHEDULE**

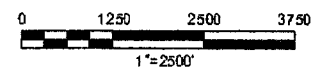
It is assumed that the preparation of the SFWMD Conceptual ERP Application will begin 30 calendar days after the start of the Conceptual Stormwater Management Master Plan.

<b>Activity</b>	<b>Calendar Days</b>	<b>Cumulative Calendar Days</b>
Draft Conceptual Stormwater Management Master Plan (Master Plan)	120	120
Draft SFWMD Conceptual ERP Application (ERP)	90	120
DOA Draft Master Plan review	14	134
DOA SFWMD draft ERP review	10	144
Final Master Plan	20	164
Final Conceptual ERP	10	174
SFWMD Conceptual ERP review	30	204
SFWMD RAI Responses	60	264
<b>Total Duration</b>		<b>264</b>

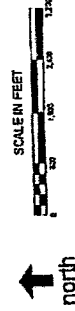
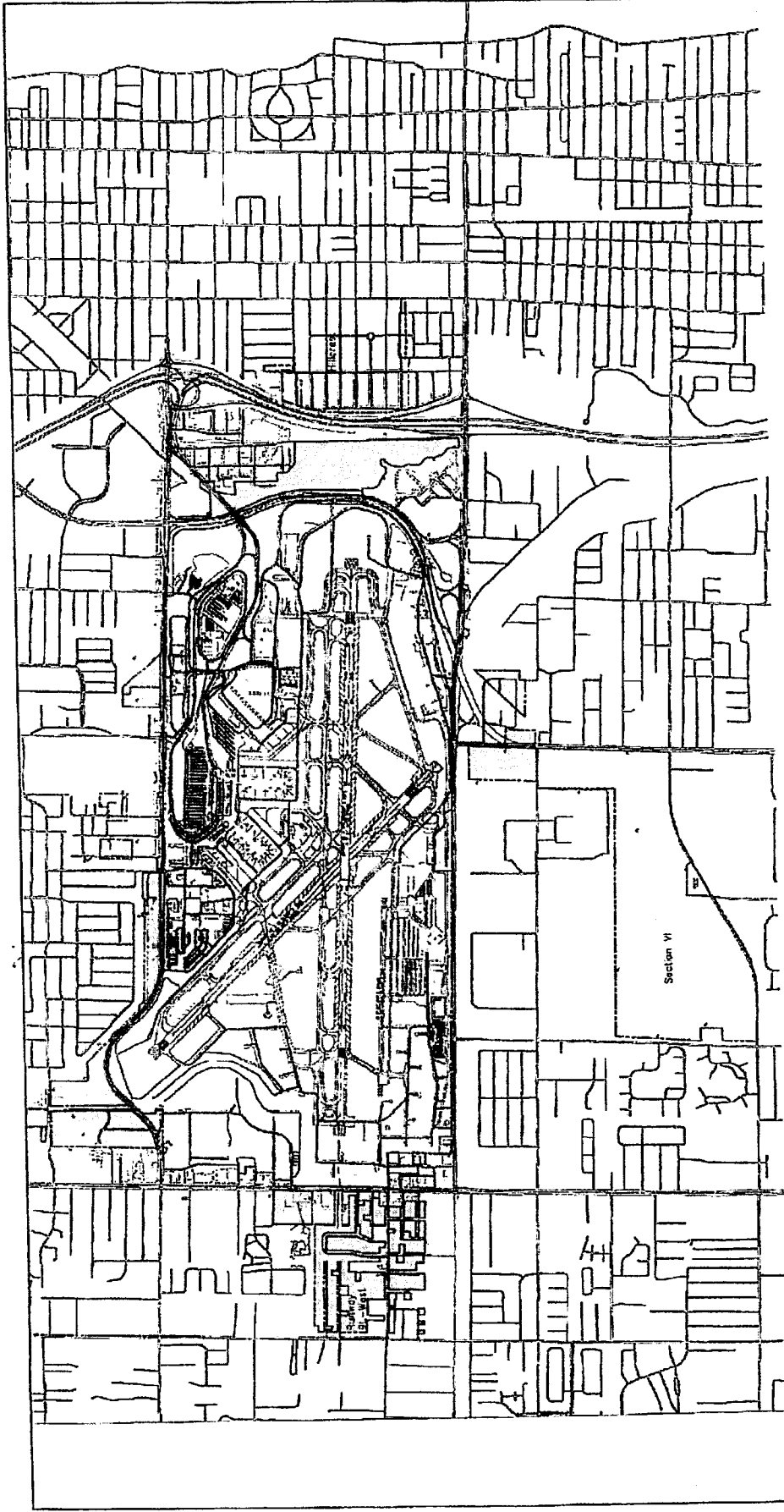


Source: Southern Resources and Mapping of Miami Aerial Photo July 2005  
Prepared by: CH2M HILL, Inc., May 2006

Exhibit 1-1



**Airport Mapping**



LEGEND	
Runway	Runway
Taxiway	Taxiway
Other	Other

<b>PALM BEACH INTERNATIONAL AIRPORT</b> COMPREHENSIVE AIRPORT PROPERTY MAP (ON/OFF-AIRPORT PROPERTY)		NOVEMBER 2002 NOVEMBER 2003 4 of 10
<b>Property Map w/ Out Parcels</b>		SECTION VI Runway out Parcels
PARCELS TO BE INCLUDED IN THE CONCEPTUAL SW MAP		PREPARED BY: [Signature] DATE: [Date]

EXHIBIT A-1



**EXHIBIT "A-I-17"**  
**SCOPE OF WORK**

**AMENDMENT NO. 3**

**Palm Beach International Airport - Airfield Development Project**  
**Letter of Intent (LOI) Application and Benefit Cost Analysis (Task I-06-PBI-C-017)**

**BACKGROUND AND DESCRIPTION**

Palm Beach County (PBC) is planning to enhance capacity at Palm Beach International Airport (PBI) through the Airfield Improvement Project (AIP) by 2013. This timing will allow PBC to meet its goal to accommodate demand with a minimum of delay, and thus maintain a high level of convenience and efficiency for all users. The following airfield enhancements collectively represent the Airfield Improvement Project for PBI:

- Extend and widen Runway 9R/27L to 8,000 feet long by 150 feet wide
- Increase runway separation to 800 feet between the parallel runways
- Shorten Runway 13/31 and add standard Runway Safety Areas (RSA's)
- Widen Taxiway L to 75 feet for Airplane Design Group (ADG) IV/V design criteria
- Land Acquisition for safety areas and some parcels underlying the Runway Protection Zone for relocated Runway 9R-27L
- FBO relocation (~32 acres) from the southeast quadrant to the northwest quadrant (Golfview area)
- Relocation of glide slope antennae for Runway 27R
- VOR relocation
- Facility relocation for facilities west of Runway 9R

The Airfield Improvement Project will yield numerous operational and airfield capacity benefits including:

- Dual air carrier compatible parallel runway system that also allows for separate arrival and departure streams;
- Intersection of Runway 13/31 and Runway 9L/27R removed; dependency eliminated and thus capacity enhanced
- More balanced utilization of PBI's airfield
- Cost-effective capacity enhancement; overall project yields relatively low-cost/high benefit since the improvements remain within existing airport boundaries

In addition to the immediate operational benefits from enhanced capacity, several non-capacity benefits and regional benefits to the South Florida region will also be realized including:

- Elimination of intersecting runways, thus reducing the probability for runway incursions

- Standard RSAs for Runway 13/31
- Added capacity to the South Florida region
- Additional airfield capacity and infrastructure that helps optimize the added airspace capacity being provided by the National Airspace Redesign initiatives

The Airfield Improvement Project is estimated to cost on the order of \$300 million. The project will be funded through a combination of federal, state and county sources including FAA Airport Improvement Program entitlement and discretionary grants, supplemented by state (FDOT) grants and Passenger Facility Charges (PFC's). This scope of services comprises the preparation of a Letter of Intent Application Package for federal funding assistance (i.e., discretionary funding) for PBI's Airfield Improvement Project.

CH2M HILL will be providing the project management services. The remaining sections of this document outline the scope of services to be provided by Ricondo & Associates, Inc. (R&A) for the completion of this LOI Application Package, inclusive of the benefit-cost analyses.

## **LUMP SUM TASKS**

### **Task 01                      LOI Application**

In 1994, the FAA implemented the *"Policy Regarding Revision of Selection Criteria for Discretionary Airport Improvement Program Grant Awards"* and *"Policy for Letter of Intent Approvals Under the Airport Improvement Program"*. In these policies, the FAA outlines three major criteria for evaluating LOI applications:

1. The proposed project's effect on overall system capacity
2. The proposed project's benefits and costs
3. The proposed project's financing and timing

In addition, these policies established the requirement for a Benefit-Cost Analysis (BCA) to demonstrate the merit of capacity projects for which airport sponsors are seeking Airport Improvement Program (AIP) discretionary funds. The FAA interprets capacity projects to include those involving new construction or reconstruction of airport infrastructure intended to accommodate or facilitate airport traffic.

The following tasks represent the Letter of Intent (LOI) Application elements that will be completed by R&A under this scope of services.

#### **Task 01A                      Ongoing FAA Coordination**

This task provides follow-up coordination with the FAA (both the Airports District Office and APP-510) on the benefit-cost analysis assumptions and methodology beyond that initially included in Simulation Modeling Support scope of services. It is anticipated that this task would entail up to two meetings in either Washington D.C. or Orlando, Florida.

#### **Task 01B                      Identification of the Airport's Role in the National Airspace System**

This task will focus on illustrating the Airport's role in the National Airspace System (NAS) and, to the extent appropriate, the delay reductions that could be anticipated throughout the

NAS as a result of this project. The level of effort required for the quantification of these overall NAS benefits are subject to coordination with the FAA; however, for the purposes of this scope it is anticipated that empirical relationships between local and downstream delay will be utilized.

**Task 01C                      Benefit-Cost Analysis (BCA)**

The FAA requires a thorough qualitative and quantitative analysis of any capacity-enhancing project seeking AIP funding of \$5 million or more. The BCA performed should follow the procedures outlined in the FAA's BCA Guidance issued on December 15, 1999. This analysis would present a clear demonstration of the project's economic feasibility and builds upon the discussion on the role of the Airport in the NAS. Please refer to Task 02 for a detailed scope of services for the BCA.

**Task 01D                      Financial Plan**

The LOI application must demonstrate a sound financial picture of not only the proposed project, but also other capital improvement projects (CIP) at the Airport and prior financial commitments. The financial plan shows both anticipated costs and funding sources for each federal fiscal year of the project, and should demonstrate how the proposed LOI funding leverages funding available from non-FAA sources. Thus, the financial plan would place the LOI application in the context of the Airport's overall Capital Improvement Program, and illustrate the financial integrity of the proposed project. Utilizing information prepared as part of the System Plan Study tasks, R&A will develop appropriate tables and graphics depicting the LOI Project in the context of the overall CIP, and the impacts of LOI funding on the project's funding plan. To the extent necessary, revisions to the rates & charges model and any analyses performed using the rates & charges model will be performed by the DOA's staff.

It is anticipated that funding of this financial plan would come from Task 12.4, Financial Planning Services, previously included in the General Consulting Services Contract Amendment approved by the County in February of 2006.

**Task 01E                      Documentation of LOI Application Package**

The various elements of the LOI Application will be compiled into one document that will be transmitted and reviewed by the FAA. Six copies of a draft document will be prepared and forwarded to the DOA. Upon receipt of comments from the DOA, fifteen copies of the Final LOI Application document will be prepared and transmitted to the DOA and the FAA. This task also includes the preparation of Standard Form 424 to accompany the LOI Application Package.

**Task 02                      Benefit-Cost Analysis**

While the overall process for the preparation of BCA's is fairly consistent from project to project, it is important to understand and not underestimate the customization required for all successful BCA studies. The quantification of benefits will vary for each project. Variables utilized in the derivation of project benefits will be influenced by local economic conditions and the Airport's operating environment. In addition, local coordination with the Airport, the FAA ADO, FAA Region, and FAA Headquarters throughout the study is vital to its overall success. Periodic reviews of methodologies and assumptions used to

estimate project costs and benefits will serve as verification on the reasonableness of the analyses prior to the formal submission of the BCA study.

The benefit-cost ratio establishes whether or not an airport project has total discounted benefits that exceed its total discounted costs. A proposed project with a ratio of discounted benefits to costs of 1 or more will return at least as much in benefits as it costs to implement, indicating that the project is worth undertaking. In other words, the benefit-cost ratio is used to verify the validity of a project. The FAA does not however use the benefit-cost ratio for purposes of ranking projects in order to assess how AIP discretionary funds will be allocated.

The BCA submitted to the FAA should provide information to determine if:

- 1) There is adequate information indicating the need for and consequences of the proposed project;
- 2) Potential benefits to society justify potential costs, recognizing that not all benefits and costs can be described in monetary or even quantitative terms;
- 3) The proposed project will maximize net benefits to society; and
- 4) Data used in the BCA are the best reasonably obtainable technical, economic, and statistical information.

The following tasks detail the scope of services identified for the preparation of the BCA for PBI's Airfield Improvement Project.

**Task 02A Identification of Project Objectives**

The project objective should be stated in the context of an identified problem or need at the Airport. It is anticipated that this information will be obtained from the Project Definition document for the Airfield Improvement Project (prepared in early 2006) or information prepared by the EIS Consultant Team.

**Task 02B Formulation of Assumptions About Future Airport Conditions**

A set of assumptions about the most likely future of the Airport must be explicitly stated at the outset of the study. These assumptions serve as a framework for the consideration of all potential investments at the Airport and should include realistic assessments of future traffic, traffic management improvements, constraints on future capacity, etc. It is anticipated that this information will be obtained from the Project Definition document for the Airfield Improvement Project (prepared in early 2006) or information prepared by the EIS Consultant Team

**Task 02C Identification of Base Case**

The base case represents the best course of action that would be pursued in the absence of a major initiative to obtain the specified objectives. The base case is critical to the BCA because it represents the reference point against which the incremental benefits and costs of the proposed project will be measured. In this case, it is anticipated that the base case is

represented by the No Action alternative evaluated in the EIS for the Airfield Improvement Project.

**Task 02D                      Identification and Screening of Reasonable Alternatives Capable of Meeting the Stated Objectives**

To the extent available, reasonable and feasible alternatives to the proposed projects will be identified. It is anticipated that a qualitative/quantitative screening of alternatives will be performed by and obtained from the EIS Consultant. It is not anticipated that significant operational analysis will be required under this effort.

**Task 02E                      Identification of Assumptions and Methodologies**

The assumptions and methodologies that will be used in the BCA study will be identified and reviewed with the DOA early in the study formulation. It is also anticipated that one meeting will be held with the FAA to review these assumptions and proposed methodologies in order to obtain their concurrence on the BCA approach early in the study (the budget for this meeting has already been included in Task 01A).

**Task 02F                      Quantification of Project Costs**

The costs associated with the base case, proposed project, and any other alternatives identified by R&A will be identified and quantified. Total costs include all resources that would be consumed to achieve the objectives of the project. It is assumed that R&A will not prepare any detailed cost estimates for any of the projects that will be included in this LOI application and BCA study. Construction cost estimates for use in this BCA study will be provided by CH2M Hill. R&A will be responsible for specifying the scope and level of detail of any cost estimates needed for the BCA study and establishing the timeline for the delivery of these cost estimates.

In addition, R&A will coordinate with the DOA to obtain operating & maintenance (O&M) costs for the airfield at PBI. Using this information, and existing pavement condition studies prepared for PBI, an estimate of future O&M expenses will be derived. Salvage values will also be estimated from the detailed construction costs provided for the Airfield Improvement Projects.

**Task 02G                      Quantification of Project Benefits**

Under this task the value (in dollars) of all quantifiable benefits and costs will be estimated for each year of the project life span. Typical benefits include aircraft delay reduction benefits, passenger travel savings, reduction in taxi times and/or runway occupancy times. In addition, the identification and description of those benefits that cannot be evaluated in dollar terms (i.e. Hard to Quantify Benefits) will also be included.

**Task 02H                      Conduct Net Present Value Analysis**

Most airport projects involve the expenditure of large sums of money and resources at the outset of the project in return for an annual flow of benefits to be realized in the future. Because benefits are not realized simultaneously with costs, the analysis must compare total benefits and costs in a manner that recognizes that the present value of money decreases with time. The FAA BCA Guidance requires that benefits and costs be estimated for each year of the project life and discounted to their present values.

#### Task 02I Sensitivity Analyses

This is an important tool for evaluating the impacts of uncertainty on the proposed project. The basic approach is to vary key assumptions, estimates, and forecasts systematically over appropriate ranges and observe the impact(s) on the results. For certain items, the impact may be insignificant while for others it may be quite large. For budgeting purposes, it is assumed that up to two (2) sensitivity tests will be included in this BCA study.

#### Task 02J Documentation of BCA Study

A report, documenting the assumptions, methodologies, and findings of the BCA will be completed. Six copies of a draft BCA document will be prepared and transmitted to the DOA for its review and subsequent review by the FAA. Upon the receipt of the DOA's and FAA's comments, a final BCA document will be prepared for inclusion into the LOI Application.

#### EXCLUSIONS:

The following items have been excluded from this scope of services and accompanying budget estimate:

- Aviation Activity Forecasts
- Tenant or Stakeholder Surveys
- Construction Cost Estimates
- Environmental Analyses and Noise Modeling
- Economic Impact Analysis
- Airfield Modeling using SIMMOD or TAAMs beyond that already included within the Simulation Modeling Services in Support of the EIS (please refer to separate scope of work for these simulation modeling services)
- Any revisions or additional work following submission of the Final LOI Application Package (including BCA) to the FAA.

The above items, or other out-of-scope analyses may be performed at the DOA's request on a time and materials basis or via an amendment to this scope of services and labor/expense budget.

#### Schedule

Initial Draft BCA (for use by the EIS Consultant)	April 2007
Final Draft BCA (for FAA ADO/Regional Office/APP-510 review)	January 2008
Final LOI Application Package (including BCA)	March 2008

Each of the aforementioned submittals will be preceded by a DOA draft 30 calendar days in advance of the aforementioned timelines.

**EXHIBIT "A-I-18"**  
**SCOPE OF WORK**

**AMENDMENT NO. 3**

**Palm Beach International Airport – Airfield Improvement Project (AIP)**  
**PBIA Delay and Capacity Simulation Study (Task I-06-PBI-C-018)**

**DESCRIPTION**

In the Winter of 2005/2006, the Federal Aviation Administration procured the services of a consultant for the preparation of an Environmental Impact Statement (EIS) for the Airfield Improvement Project (AIP) at Palm Beach International Airport (PBI). The AIP includes several capacity enhancements to the PBI airfield that collectively help alleviate existing delays while also providing the capacity needed to serve future demand growth.

The EIS study for PBI's AIP is being undertaken as a collaborative effort between the EIS Consultant, the FAA, and the Department of Airports (DOA). In general, the DOA role will be to support the EIS process with any existing and supplemental planning analyses that is needed by the FAA and the EIS Consultant in order to allow for the uninterrupted and effective undertaking of the EIS study activities. One area that the FAA and EIS Consultant have agreed could and should be initiated by the DOA and its general consulting team involves the commencement of the airfield simulation modeling analysis, that would specifically include calibration of the proposed airfield simulation model, and the modeling of the EIS No Action alternative (to be defined in close coordination with the FAA and EIS Consultant) and the Proposed Action (i.e., the proposed AIP). The resulting airfield simulation model will be developed in close coordination with the EIS Consultant, with the intent of ultimately transferring the simulation model files to the EIS Consultant for its use in the alternatives analyses included in the EIS. Ultimately, the results of the airfield simulation analysis completed by the DOA and the EIS consultants will also be used in a benefit-cost analysis that will be completed as part of the Letter of Intent Application Package for federal discretionary funding for the AIP (the benefit-cost analysis and Letter of Intent Application Package will be prepared by the DOA and submitted to the FAA concurrent with the Draft EIS).

This scope of services comprises the work required to complete model calibration, No Action and Proposed Action (fast-time) simulations. These simulations would provide output data which would be the basis for the Purpose and Need, Noise Analysis and Air Quality Analysis for the EIS.

A total of three demand levels will be modeled in the No Action and Proposed Action simulations using the Airport and Airspace Simulation Model (SIMMOD version 7.1). The simulation analyses will include both East and West Flow operations under Visual Metrological Conditions (VMC) allowing visual approaches, Marginal Visual Metrological Conditions (MVMC) precluding visual approaches, and Instrument Metrological Conditions (IMC). In addition to the No Action and the Proposed Action alternatives, the existing

airfield will also be modeled in order to measure the existing delays being experienced at the Airport.

These simulations will provide the following technical analyses needed to support the EIS and Benefit Cost Analysis (BCA):

- Capacity and delay curves and complete travel time statistics to support the EIS Purpose and Need, EIS Alternative analyses, BCA Determination of Benefits and BCA Comparison of benefits and Costs.
- Total aircraft operations, aircraft fleet composition, Day/Night distribution of aircraft operations, runway use, and flight track geometry with track utilization for Aircraft Noise section of the Environmental Consequence Analysis.
- Hourly counts of arrival and departure operations, runway use, arrival travel times, queuing lengths and locations, departure travel times, unimpeded arrival taxi times from runway to gate, unimpeded departure taxi-out times from gate to runway fleet composition summary by modeled gates for Air Quality section of the Environmental Consequence Analysis.

CH2M HILL will be providing the project management services. The remaining sections of this document outline the scope of services to be provided by Ricondo & Associates, Inc. (R&A) for the completion of this simulation study.

## **Task 1            Inventory**

Various operational data including airfield, airspace and ground operating parameters specific to PBI will be collected for input into the simulation model. Schedules of aviation activity will be developed to calibrate the model, and for use in the No Action airfield simulations and the Proposed Action airfield simulations.

### Task 1.1 Identify VMC and IMC calibration days and develop gated schedule

Weather data at PBI will be analyzed to identify representative VFR and IFR days. For the VMC calibration model a representative VMC day in March 2006 will be selected to create a flight schedule. One schedule for representative IFR day will also be selected. The calibration schedules will be gated with matching turnaround (matching arrival and departing) flights. Data for days that the Airport was operating in East Flow under VMC and IMC weather with a similar traffic level will be compared to the modeled cases for calibration.

### Task 1.2 Develop gated schedule for No Action and Proposed Action

Peak month average day (PMAD) schedules will be developed based on the FAA approved forecasts for PBI and gated for each of the three demand levels (2006, 2013 and 2018). If necessary, two constrained schedules will be developed for the future years.

### Task 1.3 Data Collection/Observations

Observations (up to two days of on-site observations from the Air Traffic Control Tower) will be made of airfield operations for model input, including:



- Runway procedures
- Runway occupancy times
- Departure wheels-off location
- Arrival exit utilization
- Taxi routing
- Taxi speed
- Runway crossing, and
- Pushback/powerback times.
- Runway departure queue locations

#### Task 1.4 Compile Air Traffic Control (ATC) Inventory for Existing and No Action Runway Procedures

A meeting with representatives of PBI's ATC will be held to establish the current rules for runway use, runway balancing, runway blocking time/distance, and taxiway routes. This data will serve as input to the Calibration and No Action scenarios.

#### Task 1.5 Compile ATC Inventory for Proposed Action Procedures

Rules for runway use, balancing, blocking time/distance, and taxiway routes will be established for the future Proposed Action airfield. This data will serve as input to the Proposed Action simulation models.

#### Task 1.6 Analyze taxi in and out times for calibration days

Calibration day Aircraft Addressing and Reporting System (ACARS) data will be analyzed to determine aircraft taxi in and out times for the reporting airlines. For other airlines, data from Airport Noise and Operations Monitoring System (ANOMS) will be used to compare landing and take-off times with on- and off-ramp time data to determine taxi times. These taxi times will be compared with the model results for calibration purposes.

## **Task 2            RADAR Data Analysis**

Airport RADAR data from PBI's ATC Tower will be analyzed to compute the minimum interval distances between successive arrival aircraft at two geographical points, the outer marker and the middle marker. The intervals will be calculated at the peak arrival hour during VMC, MVMC and IMC conditions. In addition to the arrival interval analysis, the RADAR data will also be analyzed to determine the following:

- Airspace routing,
- Aircraft speeds and altitudes,
- Runway utilization, and
- Runway flow rates

#### Task 2.1 Analyze RADAR data for Model Calibration and No Action Alternative Modeling

A total of three arrival peak hours will be analyzed. Multiple days will be included to ensure a large sample size. This information will be used for the Calibration and the No Action model input. These interval distances will be reviewed with ATC staff and modified based on operator experience.

#### Task 2.2 Analyze RADAR data for Proposed Action

Similar analyses will be conducted using RADAR data from Miami International Airport (MIA). The north airfield at MIA (i.e. Runway 8-26 and Runway 9L-27R) offer a parallel runway configuration similar in both geometry and anticipated runway usage to the Proposed Action under peak operating conditions (i.e., it represents a closely-spaced parallel runway system that allows for the segregation of arriving operations from departing operations when traffic volumes permit). A total of three arrival peak hours will be analyzed. Multiple days will be included to ensure a large sample size. The information will be used for the future airfield scenario representing the Proposed Action. These interval distances will be reviewed with ATC staff and modified based on operator experience.

### **Task 3            Model Calibration**

The purpose of model calibration is to ensure that the simulation reasonably reflects the actual operation of the airfield/airspace system as characterized by key operating statistics. The calibration involves following iterative process:

- (1) Comparing model outputs to actual measured data,
- (2) Visually verifying that the model is routing traffic appropriately,
- (3) Making refinements to the model inputs, and
- (4) Rerunning the model until the outputs approximate the measured data and operational characteristics.

Inputs to the model will be coordinated with the DOA and FAA ATC personnel. Results of the model calibration would be reviewed and approved in a meeting with PBI's ATC. A subsequent meeting will also occur with the FAA EIS team to brief the team and obtain concurrence prior to utilizing the model to analyze the No Action and Proposed Action alternatives.

Two operating configurations will be modeled and calibrated. The East Flow (when the aircraft are landing and departing to the east) configuration is most frequently used in VMC. Flight operations data for the VMC day identified in Task 1.1 will be collected and utilized in the model along with the other existing operating parameters. Results will be compared with the actual operating statistics for that date and the model will be adjusted accordingly.

The other condition would be a configuration in IMC. East Flow operational and schedule data from that date identified in Task 1.1 will be collected and utilized in the model. Results will be compared with the actual operating statistics for that date and the model will be adjusted accordingly.

### **TASK 4            No Action Simulations**

Representative runway operating configurations at PBI are depicted in Table 1. These representative configurations will be simulated using SIMMOD at three demand levels (2006, 2013 and 2018).

Table 1  
Simulation Experimental Design  
Palm Beach International Airport - 04/24/2006

Legend: — Runways — Departure Purposes Only ⇨ Primary Arrivals ⊕ Overflow Arrivals ⇨ Primary Departures							
Experiment	Airfield	Weather	Flow	Runway Configurations	Runway Diagram	Demand Level	Comments
<b>Calibration</b>							
1	2006	VFR	EAST	Arr 9L, 13, 9R Dep 9L, 13, 9R		Calibration	No Jet operations on 9R.
2	2006	IFR	EAST	Arr 9L Dep 9L, 13		Calibration	No Jet operations on 9R.
<b>No Action</b>							
10	2006	VFR1	East	Arr 9L, 13, 9R Dep 9L, 13, 9R		2006	No Jet operations on 9R.
11	2006	VFR2	East	Arr 9L, 13, 9R Dep 9L, 13, 9R		2006	No Jet operations on 9R.
12	2006	IFR1	East	Arr 9L Dep 9L, 13		2006	No Jet operations on 9R.
13	2006	VFR1	West	Arr 27R, 31, 27L Dep 9L, 13, 9R		2006	No Jet operations on 27L.

Table 1  
Simulation Experimental Design  
Palm Beach International Airport - 04/24/2005

Legend: — Runways — Departure Purposes Only → Primary Arrivals ⊕ Overlow Arrivals → Primary Departures

Experiment	Airfield	Weather	Flow	Runway Configurations	Runway Diagram	Demand Level	Comments
14	2005	VFR2	West	Arr 27R, 31, 27L Dep 9L, 13, 9R		2005	No Jet operations on 27L.
15	2005	IFR1	West	Arr 27R Dep 9L, 13, 9R		2005	No Jet operations on 27L.
20	2013	VFR1	East	Arr 9L, 13, 9R Dep 9L, 13, 9R		2013	No Jet operations on 9R.
21	2013	VFR2	East	Arr 9L, 13, 9R Dep 9L, 13, 9R		2013	No Jet operations on 9R.
22	2013	IFR1	East	Arr 9L Dep 9L, 13		2013	No Jet operations on 9R.
23	2013	VFR1	West	Arr 27R, 31, 27L Dep 9L, 13, 9R		2013	No Jet operations on 27L.

Table 1  
Simulation Experimental Design  
Palm Beach International Airport - 04/24/2006

Legend: — Runways — Departure Purposes Only — Primary Arrivals — Overflow Arrivals — Primary Departures

Experiment	Airfield	Weather	Flow	Runway Configurations	Runway Diagram	Demand Level	Comments
24	2013	VFR2	West	Arr: 27R, 31, 27L Dep: 9L, 13, 9R		2013	No Jet operations on 27L
25	2013	IFR1	West	Arr: 27R Dep: 9L, 13, 9R		2013	No Jet operations on 27L
30A	2018	VFR1	East	Arr: 9L, 13, 9R Dep: 9L, 13, 9R		2018	No Jet operations on 9R
31A	2018	VFR2	East	Arr: 9L, 13, 9R Dep: 9L, 13, 9R		2018	No Jet operations on 9R
32A	2018	IFR1	East	Arr: 9L Dep: 9L, 13		2018	No Jet operations on 9R
33A	2018	VFR1	West	Arr: 27R, 31, 27L Dep: 9L, 13, 9R		2018	No Jet operations on 27L

Table 1  
Simulation Experimental Design  
Palm Beach International Airport - 04/24/2006

Legend: — Runways — Departure Purposes Only → Primary Arrivals ⊙ Overhaul Arrivals → Primary Departures

Experiment	Airfield	Weather	Flow	Runway Configurations	Runway Diagram	Demand Level	Comments
34A	2018	VFR2	West	Arr 27R, 31, 27L Dep 9L, 13, 9R		2018	No Jet operations on 27L.
35A	2018	IFR1	West	Arr 27R Dep 9L, 13, 9R		2018	No Jet operations on 27L.
30B	2018 Constrained 1	VFR1	East	Arr 9L, 13, 9R Dep 9L, 13, 9R		2018 Constrained 1	No Jet operations on 9R.
31B	2018 Constrained 1	VFR2	East	Arr 9L, 13, 9R Dep 9L, 13, 9R		2018 Constrained 1	No Jet operations on 9R.
32B	2018 Constrained 1	IFR1	East	Arr 9L Dep 9L, 13		2018 Constrained 1	No Jet operations on 9R.
33B	2018 Constrained 1	VFR1	West	Arr 27R, 31, 27L Dep 9L, 13, 9R		2018 Constrained 1	No Jet operations on 27L.

Table 1  
Simulation Experimental Design  
Palm Beach International Airport - 04/24/2009

Legend: — Runways — Departures/Purposes Only — Primary Arrivals — Overflow Arrivals — Primary Departures

Experiment	Airfield	Weather	Flow	Runway Configurations	Runway Diagram	Demand Level	Comments
34B	2018 Constrained 1	VFR2	West	Arr 27R, 31, 27L Dep 9L, 13, 9R		2018 Constrained 1	No Jet operations on 27L.
35B	2018 Constrained 1	IFR1	West	Arr 27R Dep 9L, 13, 9R		2018 Constrained 1	No Jet operations on 27L.
30C	2018 Constrained 2	VFR1	East	Arr 9L, 13, 9R Dep 9L, 13, 9R		2018 Constrained 2	No Jet operations on 9R.
31C	2018 Constrained 2	VFR2	East	Arr 9L, 13, 9R Dep 9L, 13, 9R		2018 Constrained 2	No Jet operations on 9R.
32C	2018 Constrained 2	IFR1	East	Arr 9L Dep 9L, 13		2018 Constrained 2	No Jet operations on 9R.
33C	2018 Constrained 2	VFR1	West	Arr 27R, 31, 27L Dep 9L, 13, 9R		2018 Constrained 2	No Jet operations on 27L.

Table 1  
Simulation Experimental Design  
Palm Beach International Airport - 04/24/2006

Legend: — Runways — Departures/Purposes Only → Primary Arrivals ⇌ Overflow Arrivals → Primary Departures




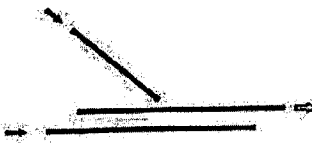

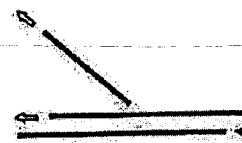
Experiment	Airfield	Weather	Flow	Runway Configurations	Runway Diagram	Demand Level	Comments
34C	2018 Constrained 2	VFR2	West	Arr 27R, 31, 27L Dep 9L, 13, 9R		2018 Constrained 2	No Jet operations on 27L
35C	2018 Constrained 2	IFR1	West	Arr 27R Dep 9L, 13, 9R		2018 Constrained 2	No Jet operations on 27L
<b>Proposed Action</b>							
40	2006	VFR1	East	Arr 9R, 13 Dep 9L		2006	
41	2006	VFR2	East	Arr 9R, 13 Dep 9L		2006	
42	2006	IFR1	East	Arr 9L Dep 9R		2006	
43	2006	VFR1	West	Arr 27L Dep 27R, 31		2006	



Table 1  
Simulation Experimental Design  
Palm Beach International Airport - 04/24/2006

Legend: — Runways — Departure Purposes Only ⇨ Primary Arrivals ⊕ Overflow Arrivals ⇨ Primary Departures

Experiment	Airfield	Weather	Flow	Runway Configurations	Runway Diagram	Demand Level	Comments
44	2008	VFR2	West	Arr 27L Dep 27R, 31		2008	
45	2008	IFR1	West	Arr 27R Dep 27L, 31		2008	
50	2013	VFR1	East	Arr 9R, 13 Dep 9L		2013	
51	2013	VFR2	East	Arr 9R, 13 Dep 9L		2013	
52	2013	IFR1	East	Arr 9L Dep 9R		2013	
53	2013	VFR1	West	Arr 27L Dep 27R, 31		2013	

Table 1  
Simulation Experimental Design  
Palm Beach International Airport - 04/24/2006

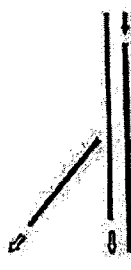

Legend: — Runways — Departure Purposes Only → Primary Arrivals ⊕ Overflow Arrivals → Primary Departures

Experiment	Airfield	Weather	Flow	Runway Configurations	Runway Diagram	Demand Level	Comments
54	2013	VFR2	West	Arr 27L Dep 27R, 31		2013	
55	2013	IFR1	West	Arr 27R Dep 27L, 31		2013	
60	2018	VFR1	East	Arr 9R, 13 Dep 9L		2018	
61	2018	VFR2	East	Arr 9R, 13 Dep 9L		2018	
62	2018	IFR1	East	Arr 9L Dep 9R		2018	
63	2018	VFR1	West	Arr 27L Dep 27R, 31		2018	

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Table 1  
Simulation Experimental Design  
Palm Beach International Airport - 04/24/2006

Legend: Runways Departures Purposes Only Primary Arrivals Overflown Arrivals Primary Departures

Experiment	Airfield	Weather	Flow	Runway Configurations	Runway Diagram	Demand Level	Comments
64	2018	VFR2	West	Arr 27L Dep 27R, 31		2018	
65	2018	IFR1	West	Arr 27R Dep 27L, 31		2018	

Source: Recondo & Associates, Inc.  
Prepared By: Recondo & Associates, Inc.

#### Task 4.1 Develop SIMMOD No Action models

The calibration models would be used as the basis for developing the No Action models. As depicted in Table 1, the No Action analysis includes 30 scenarios. The simulations will include two configurations (East and West Flow), three weather conditions (VMC, MVMC, and IMC), and three demand levels (2006, 2013, and 2018). It is anticipated that the 2018 demand level will exceed the existing airfield capacity, thus requiring the development of a constrained schedule. Two additional demand levels, to determine the maximum capacity of the existing airfield, would be simulated. Results of the No Action simulations would be reviewed and approved in a meeting with PBI's ATC. A subsequent meeting with the FAA EIS team would brief the team and collect additional comments prior to collecting final statistics and preparing environmental data packages.

#### Task 4.2 Collect Final Run Statistics

A total of 10 multi runs will be conducted for each configuration to compute the average statistics. These simulations will produce the following:

- Demand and delay curves to determine the current and future capacity of PBI's airfield when operating under the various No Action runway configurations.
- Operational data including travel and delay time summaries produced from the schedules of aviation activity processed by the simulation will be provided in data package format as described below under Task 6.

### **Task 5 Proposed Action Simulations**

Representative runway operating configurations with the Proposed Action for PBI are also depicted in Table 1. These representative configurations will be simulated using SIMMOD at three demand levels (2006, 2013 and 2018).

#### Task 5.1 Develop SIMMOD Proposed Action Models

Proposed Action models will be developed based on the Proposed Action airfield. As shown in Table 1 the Proposed Action analysis includes 18 scenarios. R&A will simulate two configurations (East and West flow), three weather conditions (VMC, MVMC, and IMC), and three demand levels (2006, 2013, and 2018). Results of the Proposed Action simulations will also be reviewed and approved in a meeting with PBI's ATC personnel. A subsequent meeting with the FAA EIS team will be held to brief the team, collect additional comments, and obtain concurrence prior to collecting final statistics and preparing environmental data packages.

#### Task 5.2 Collect Final Run Statistics

A total of 10 multi runs will be conducted for each configuration to compute the average statistics. These simulations will produce the following:

- Demand and delay curves to determine the current and future capacity of PBI's airfield when operating under the various Proposed Action runway configurations.

- Operational data including travel and delay time summaries produced from the schedules of aviation activity processed by the simulation will be provided in data package format described below under Task 6.

## **TASK 6      Preparation of Data Packages**

The purpose of the data package is to identify and provide the necessary output data from the SIMMOD simulation analyses for the use in EIS airport noise and air quality analyses. This data package will include operational data produced from the schedules of aviation activity processed by the simulations. The information will be included for each of the configurations modeled under the No Action and Proposed Action scenarios.

### Task 6.1 Data Package for Noise Analysis

SIMMOD Summary Statistics for Noise Analysis will include the following information in the data package for each of the modeled configurations under the No Action and Proposed Action alternatives:

- Operations Levels: Flight operations output from simulation runs for 2006, 2013 and 2018 will be provided. The events file will include simulated arrival time, departure time, airline, and equipment type for each of the modeled configuration. PMAD schedules will be converted to Average Annual Day (AAD). The AAD for PBI will be determined. The PMAD flight schedules will then be adjusted using the ratio of AAD to PMAD
- Fleet Mix: A summary table of aircraft fleet by operator, arrivals and departures.
- Day/Night Distribution: Arrival and departure operations by hour of day.
- Runway Use: Runway use for each of the configurations and annualized runway use.
- Flight Track Geometry/Utilization: Simulated flight track geometry and weighting will be based on airfield/airspace modeling data. Flight track geometry will be provided in the dxf format and the percent utilization of each of the modeled flight track will be in a tabular format.

### Task 6.2 Data Package for Air Quality Analysis

SIMMOD Summary Statistics for Air Quality Analysis will include the following information in the data package for each of the modeled configurations under No Action and Proposed Action alternatives:

- Hourly counts by arrivals and departures from the PMAD schedules
- Runway Use
- Arrival Travel Times
- Departure Travel Times
- Arrival Unimpeded Taxi-in Times from Runway to Gate
- Departure Unimpeded Taxi-out Times from Gate to Runway end
- Queuing Lengths and locations
- Fleet Mix Summary by Modeled Gates

## **Task 7            Documentation**

A report will be completed to document the calibration effort and results of the simulation analyses for the No Action and Proposed Action scenarios. The summary report will include the following:

- SUMMARIES OF INVENTORY/DATA COLLECTION/INTERVIEWS
- CALIBRATION METRICS
- FINAL RUN STATISTICS FOR CALIBRATION SIMULATIONS
- COMPARISONS OF CALIBRATION METRICS AND SIMULATION STATISTICS.
- NO ACTION METRICS FOR EACH DEMAND LEVEL
- PROPOSED ACTION METRICS FOR EACH DEMAND LEVEL

## **Task 8            Meetings and Coordination**

Meetings and coordination for obtaining PBI's ATC and the FAA EIS team's concurrence with simulation modeling results will be held near the completion of the calibration, No Action and Proposed Actions simulations (as outlined within previous tasks included in this scope of services). At these meetings comments will be received, reviewed and acted upon as appropriate. The PBI-ATC meetings will be held at PBI. These meetings will be followed by meetings at the FAA Airport District Office in Orlando, Florida or other such location as designated by the FAA EIS team.

## **Task 9            Coordination with the FAA's Financial Analysis and PFC Branch (APP-510)**

The focus of this task is to coordinate with the FAA (both the Airports District Office and APP-510) on the areas of analyses that are anticipated to be applicable to both, the EIS and the Benefit-Cost Analyses for the Airfield Improvement Project. This is anticipated to include, but not be limited to the following:

- Review of the draft EIS Consultant scope of services with the DOA and appropriate representatives from the FAA's APP-510, Financial Analysis and PFC Branch to ensure that the scope thoroughly addresses the identification of alternatives to the proposed project and the inclusion of the appropriate level of capacity and delay benefits analysis for the alternatives, and the proposed project. It is anticipated that this could include up to one meeting in the FAA's ADO office in Orlando (to be coupled with one of the other simulation coordination meetings previously described), and up to one meeting in the APP-510 offices in Washington, D.C.
- Preparation of a Comprehensive EIS and LOI schedule using Microsoft Project software. The schedule will be prepared using the EIS schedule included in the approved FAA-Consultant EIS contract and superimposing the LOI application and BCA development activities, commencing with the EIS Notice to Proceed and terminating with the Record of Decision and anticipated LOI approval. This

schedule would be used to communicate the DOA's timeline for the completion of the environmental and funding request processes within the various branches of the FAA and to other project stakeholders as appropriate.

- Briefing Meetings with the APP-5120 (up to two) to provide and discuss the data collected and assumptions and methodologies used in the simulation modeling effort for assessing PBI's existing airfield capacity and the proposed project, including input received from Air Traffic Control personnel and airfield utilization assumptions considered.

A follow-up meeting with the ADO and the APP-510 branch will also be scheduled to discuss the next step in the LOI Application development process – the development of a benefit-cost analysis (anticipated to occur during calendar year 2007).

**EXHIBIT "A-I-19"**  
**SCOPE OF WORK**

**AMENDMENT NO. 3**

**Environmental Impact Statement (EIS) Planning Support (Task I-06-PBI-C-019)**

**Continuing Planning Support**

Under this on call Task Order, CH2M HILL will provide continued planning support, beyond that provided under Phase II of the System Wide Airport Master Planning Study (I-06-DOA-C-004) to allow the start of the EIS to occur expeditiously.

To the extent the time and materials budget (\$100,000.00) for this Task Order will allow, CH2M HILL will conduct new or refined planning needed throughout the EIS process to enable FAA and the EIS consultant team to address changing Department of Airports needs. This may range from site selection for ancillary and support facilities, detailed planning and programming of individual projects comprising the Proposed Action (or its alternatives), and investigation of best mitigation opportunities for unavoidable impacts of the Proposed Action. CH2M HILL will also assist the DOA in preparing formal inquiries of and responses to the EIS process to help meet the DOA's needs. Finally, CH2M HILL will assist with review of documents evolving from the EIS process for DOA's needs, NEPA sufficiency, cohesion with other planning and operations at PBI, and the associated coordination with the involved parties.

**Permit Planning and Strategy**

While the EIS will be an FAA project, permitting is the responsibility of the DOA. To the extent the time and material budget (Not-to-Exceed Amount) for this Task Order will allow, CH2M HILL will assist DOA with identification of wetland, land use and related environmental permits needed for the Proposed Action and with the development of a permitting strategy and timeline that will yield permit approvals shortly after FAA issues the Record of Decision for the EIS. To reach this goal, permit applications and requisite agency coordination will shadow the EIS process closely. This planning and strategy work will occur in conjunction with the EIS Scoping process. Development of permit applications, submission, processing and permit procurement would be scoped separately.



**EXHIBIT "A-I-20"**  
**SCOPE OF WORK**

**AMENDMENT NO. 3**

**Palm Beach County Park Airport Out Parcels Lease/Development RFP**  
**(Task I-06-LNT-C-020)**

**Background:**

The Palm Beach County Department of Airports (DOA) desires to lease two parcels of land at the Palm Beach County Park Airport. These parcels are known as Parcel #1, 19.11 acres and located at the East Side of Congress Avenue, North of Lantana Road and Parcel #2, 14.965 acres and located at the Northeast Corner of Congress Avenue and Lantana Road. The DOA has requested that CH2M HILL assist with the development of a Request For Proposal (RFP) which the DOA will issue in order to identify and potentially select one or more appropriate Developers who may develop and lease the parcels, thereby generating revenue for the County and review and evaluation of responses. CH2M HILL will assist the DOA with identification of key factors affecting the potential for attracting a leasor, as well as those which would impact or affect future development, and the DOA's ability to maximize its lease revenue. It is anticipated that the DOA will issue a public request for proposal (RFP) and select an appropriate Leasor (or Leasors) to develop the parcels in accordance with Palm Beach County codes, rules, regulations, as well as those codes, rules, and regulations of the FAA, and the South Florida Water Management District..

- Task 1. Review the known existing entitlements and encumbrances on the two parcels which may affect the potential interest of respondents to the RFP, as well as the terms and conditions of the lease. These include entitlements and encumbrances that may be imposed by Palm Beach County, the Federal Aviation Administration, South Florida Water Management District, State of Florida, or other agency having jurisdiction over the property. Review of Text Amendment land use designation changes underway by the County. Review of CRALLS and roadway access to and from parcels.
- Task 2. Review the conditions of the property that are visually apparent from aerials or the road to identify conditions that may affect the terms and conditions of the lease. Review the results of a Phase I Site Assessment report prepared for the parcels by a subconsultant and identify any pertinent information which may be included as "information only" in the final RFP package (subject to respondent verification).
- Task 3. Identify issues which are considered by CH2M HILL to potentially impact the value of the lease, and propose alternative ways to optimize the potential for successful leasing and development of the parcels.

- Task 4. Review all RFP and Lease Agreement templates and draft documents as provided by the DOA and prepare a draft RFP for the lease and development of the two parcels. The RFP will be prepared in a format similar to that currently followed by the DOA.
- Task 5. Review and recommend amendments to the DOA's draft lease agreement for incorporation into the RFP, and ultimately for the leasing of the property.
- Task 6. Prepare a recommended selection criteria and ranking that will be included in the RFP.
- Task 7. Submit the draft RFP, draft lease, selection criteria, and related exhibits or attachments, to the Department of Airports for distribution and review by appropriate County agencies.
- Task 8. Coordinate with the DOA the comments of all involved reviewing agencies and/or DOA and County parties, and compile and prepare a final draft RFP package.
- Task 9. Assist DOA in preparing responses to requests for information during the RFP process.
- Task 10. Assist the DOA with the review and evaluation of the proposals received as a result of the RFP as requested by the DOA.
- Task 11. Attend coordination and review meetings with the DOA during development of the RFP package. Assumes an initial meeting with 2 attendees on behalf of CH2M HILL, one coordination meeting with 4 attendees, two coordination meetings with 3 attendees, and one coordination meeting with 2 attendees.
- Task 12. Attend pre-proposal conference, oral presentations, and Selection Committee review meetings. Assumes an initial meeting with 4 meetings with 3 attendees on behalf of CH2M HILL.
- Task 13. Provide support to the DOA in the review and evaluation of the respondent's submittals, and support

**Schedule:**

The RFP and Lease Agreement development schedule is attached as Exhibit "A" hereto.

**Deliverables:**

CH2M HILL will provide draft and final RFP package (including all noted exhibits and attachments), brief written responses to requests for additional information, and brief letter report on the evaluation of the respondent's submittals for the two (2) parcels noted herein.

**Assumptions:**

CH2M HILL will compile and develop the draft and final RFP package utilizing document templates and drafts, as well as data and information related to the current parcel conditions, zoning, text amendment changes underway, CRALLS, provisions for stormwater easements, and other information as related to the parcels and as provided by the DOA, or compiled on their behalf.

**EXHIBIT "A-1-21"**  
**SCOPE OF WORK**

**AMENDMENT NO. 3**

**Disaster Assistance for PBC Airports (TASK I-06-DOA-C-021)**

**PROJECT DESCRIPTION**

This statement of work describes and defines the services required for disaster recovery administrative support, project management and other services for Palm Beach County Department of Airports (DOA). CH2M HILL will provide all professional services described herein and other services required to assist Palm Beach County Department of Airports in completing emergency and permanent work projects related to damages caused by any named tropical storm or hurricane weather event as authorized by the DOA. Activities include site visits, damage assessment, grant and project worksheet preparation and review, project management and FEMA and state coordination.

This task will be authorized by a Notice to Proceed from the DOA as needed and will be performed on a Time & Materials basis. The NTP will be effective as specified in the NTP. It is assumed that the NTP will be effective no later than two days before the date of the weather event.

Note: CH2M HILL will advise and assist the Palm Beach County Department of Airports with managing recovery projects as necessary, but CH2M HILL cannot assume the Palm Beach County Department of Airports' duties and responsibilities as a grant recipient.

The CONSULTANT agrees to furnish COUNTY the following specific services:

**I. SUBGRANTEE ADMINISTRATIVE SUPPORT**

CH2M HILL will prepare or review grant applications and FEMA Project Worksheets, which includes:

Accompanying Department of Airport Personnel on Site Inspections. Pursuant to 44 CFR 206.202, an authorized local representative is required to ensure that all eligible work has been identified, and that all costs for disaster-related damages have been submitted to FEMA for funding. CH2M HILL will assist the Department of Airports' representative to ensure that all eligible work is identified and that accurate estimates of damage are submitted to FEMA for funding. This also includes technical support from structural engineers to determine the extent of the damage caused by the weather event.

Preparing or Reviewing FEMA Small Project Worksheets. Pursuant to 44 CFR 206.202, a local government authority may prepare Project Worksheets for projects that are estimated to cost less than \$54,100, or as re-defined by FEMA for each event. CH2M HILL will assist

Palm Beach County Department of Airports with preparing or reviewing any small project worksheets for FEMA Categories A-G for the weather event.

Assisting the Palm Beach County Department of Airports/FEMA with Representation/Review of Large Project Worksheets. CH2M HILL will assist the Palm beach County Department of Airports with preparing large project worksheets and will represent the Palm Beach County Department of Airports' interests in dealing with FEMA and the State of Florida.

Identifying Improved or Alternative Projects. Pursuant to 44 CFR 206.203, the Palm Beach county Department of Airports may apply for FEMA funding for alternative or improved projects. CH2M HILL will advise the Palm Beach County of Airports on the appropriateness of requesting this type of funding from FEMA and will assist the Palm Beach County Department of Airports in applying for this type of funding.

Identifying Cost-effective Mitigation Measures under Stafford Act Section 406. Pursuant to 44 CFR 206.226, cost-effective hazard mitigation measures may be incorporated in the restoration of damaged facilities. CH2M HILL will assist the Palm Beach County of Airports in identifying hazard mitigation opportunities and will assist the Palm Beach County Department of Airports with preparing benefit/cost analyses and hazard mitigation funding applications. (This is in addition to funding available through the Hazard Mitigation Grant Program under Section 404 of the Stafford Act.)

Identifying /Resolving Other Special Considerations. CH2M HILL will assist the Palm Beach County Department of Airports with identifying and resolving special consideration issues such as insurance, floodplain management, environmental issues, and historic preservation issues. CH2M HILL will review any insurance settlements for accuracy and will ensure that the insurance settlement is properly incorporated into the FEMA project worksheet. CH2M HILL will work with the Palm Beach County Department of Airports, FEMA and the State of Florida to ensure compliance with the National Environmental Policy Act (NEPA), the Clean Water Act, the Clean Air Act, the Endangered Species Act, the national Historic Preservation Act, and other federal statutes and executive orders.

## II. PROJECT MANAGEMENT

CH2M HILL will assist the Palm Beach County Department of Airports with managing projects.

The CONSULTANT agrees to furnish COUNTY the following specific services:

Coordination with FEMA and Florida Department of Emergency Management. CH2M HILL will assist the Palm Beach County Department of Airports in coordination with the State of Florida and FEMA in the overall management and completion of disaster recovery activities.

Procurement Activities. CH2M HILL will assist the Palm Beach County Department of Airports with procurement activities to support architectural or engineering services, and for the performance of repair and reconstruction work.

Design Review, CH2M HILL will assist the Palm Beach County Department of Airports by reviewing and approving project design work.

Overseeing Contractor Performance. CH2M HILL will oversee contractor performance to ensure that FEMA mandated work deadlines are completed in a timely manner. According to 44 CFR 2063.204, emergency work projects must be completed within 6 months of the disaster declaration. CH2M HILL will assist the Palm Beach County Department of Airports with ensuring the reconstruction work progresses in a timely manner and the FEMA deadlines are met. CH2M HILL will also assist the Palm Beach County Department of Airports with the applying for time extensions as necessary.

Conducting Interim Inspections. CH2M HILL will assist Palm Beach County Department of Airports with performing interim grant inspections to ensure that the work is progressing timely and that all documentation is being maintained in an orderly manner. CH2M HILL will also assist the Palm Beach County Department of Airports with preparing progress reports for FEMA and the State of Florida.

Conducting Final Inspections. CH2M HILL will assist Palm Beach County Department of Airports with performing final grant inspections to ensure work completion and to document all eligible costs for FEMA reimbursement.

Assisting with Grant Closure. CH2M HILL Will assist the Palm Beach County Department of Airports with final reconciliation of grant funds and will assist the Palm Beach County Department of Airports with completion of the FEMA P4 documentation for grant closure.

Assisting with Audit Defense. CH2M HILL will assist the Palm Beach County Department of Airports with the defense of any audits conducted by the FEMA office of the Inspector General (Additional fees may be required depending on the amount of time involved.)

Assisting with Appeals. CH2M HILL will be available to Palm Beach County Department of Airports with submitting appeals to FEMA if necessary (Additional fees may be required depending on the amount of time involved.)

### III. OTHER DISASTER RECOVERY SERVICES

CH2M HILL will assist the Palm Beach County Department of Airports with long-term redevelopment to the extent requested by the Department of Airports. This may include:

- Assisting the Palm Beach County Department of Airports with grant applications for FEMA Hazard mitigation Program funds pursuant to Section 404 of the Stafford Act.
- Supporting long-term recovery planning and visioning to ensure the sustainable redevelopment of airport facilities in Palm Beach County.
- Supporting the identification of and application for alternate (non-FEMA) funding sources.

**EXHIBIT "B"**  
**AMENDMENT NO. 3**  
**DETAILED FEES, EXPENSES AND PAYMENT**

**EXHIBIT "B"**  
**TABLE I**  
**SCHEDULE OF HOURLY LABOR BILLING RATES**

The following hourly billing rates are for use during 2007 and apply to the Palm Beach County Department of Airports General Engineering Services Contract.

The CONSULTANT'S key personnel include:

**CONSULTANT: CH2M HILL**

DESCRIPTION	HOURLY BILLING RATES
Program Manager/Principal/Senior Consultant	\$220.00
Project Manager/Design Manager/Task Leader	\$157.50
Project Engineer/Planner	\$126.00
Staff Engineer/Planner	\$92.40
Senior Technician	\$100.80
Design Technician	\$75.60
Environmental Scientist	\$101.85
Graphics Support/Administrative Manager	\$64.05
Administrative Assistant	\$58.80
Threshold Inspector	\$154.50
Construction Manager	\$143.00
Document Control Specialist	\$80.34
Construction Inspector Grade 3	\$101.97
Construction Inspector Grade 4	\$107.12
Project Estimator/Scheduler	\$123.60



**CONSULTANT: A.D.A. ENGINEERING**

DESCRIPTION	HOURLY BILLING RATES
Program Manager/Principal/Senior Consultant	\$96.00
Project Manager/Design Manager/Task Leader	\$182.00
Project Engineer/Planner	\$160.00
Staff Engineer/Planner	\$110.00
Senior Technician	\$78.00
Design Technician	\$75.00
GIS Specialist	\$98.00
Technical Editor	\$87.00
Administrative Assistant	\$67.00

**CONSULTANT: AVIATION FACILITIES COMPANY**

DESCRIPTION	HOURLY BILLING RATES
Officer - CEO	\$225.00
Officer - COO/CFO	\$205.00
Director	\$150.00
Manager	\$125.00
Analyst - Level 1	\$75.00
Analyst - Level 2	\$100.00

**CONSULTANT: APPLE DESIGNS, INC.**

DESCRIPTION	HOURLY BILLING RATES
Principal/Designer	\$150.00
Sr. Associate/Designer	\$120.00
Associate/Project Manager	\$95.00
Senior Designer	\$85.00
Designer	\$75.00
CADD/Designer	\$70.00
Technical Support	\$60.00
Administrative	\$40.00

**CONSULTANT: BROWN & PHILLIPS**

DESCRIPTION	HOURLY BILLING RATES
Professional	\$110.00
Survey Technician	\$75.00
CAD Technician	\$75.00
Survey Crew (3 person)	\$125.00
Survey Crew (2 person)	\$110.00
Draftsperson	\$65.00
Clerical	\$45.00

**CONSULTANT: ENTEL ENVIRONMENTAL**

DESCRIPTION	HOURLY BILLING RATES
Project Officer	\$100.00
Associate	\$95.00
Quality Control	\$90.00
Certified Auditor	\$85.00
Field Services	\$80.00
Asbestos Inspector	\$80.00
Drafting	\$75.00
Clerical	\$70.00

**CONSULTANT: ENVIROTRANS SOLUTIONS**

DESCRIPTION	HOURLY BILLING RATES
Senior Environmental Planner	\$123.60

**CONSULTANT: HILLERS ELECTRICAL ENGINEERING**

DESCRIPTION	HOURLY BILLING RATES
Project Manager	\$100.00
Senior Engineer	\$95.00
Professional Engineer	\$90.00
Project Engineer	\$80.00
Field Engineer	\$75.00
CADD Technician	\$70.00
Clerical	\$35.00

**CONSULTANT: HARRIS MILLER MILLER & HANSON**

DESCRIPTION	HOURLY BILLING RATES
Supervisory Consultant	\$255.00
Principal Consultant/Engineer I	\$225.00
Principal Consultant/Engineer II	\$200.00
Senior Consultant/Scientist I	\$175.00
Senior Consultant/Scientist II	\$150.00
Senior Consultant/Scientist III	\$130.00
Consultant I	\$120.00
Consultant II	\$110.00
Consultant III	\$100.00
Senior Project Support	\$180.00
Project Support	\$95.00
Graphics	\$90.00
Programmer/Software Support	\$175.00
Senior Programmer	\$225.00

**CONSULTANT: ICOM Software Inc.**

DESCRIPTION	HOURLY BILLING RATE CATEGORY		
Access application development services	Principal	Employee	Contractor
SQL DBMS development services	\$75.00	\$75.00	\$75.00
VB/.Net/Office Automation development services	\$75.00	\$75.00	\$75.00
Training and Application documentation services	\$75.00	\$75.00	\$75.00
Contractual & Corporate Administration Services	\$75.00	n/a	n/a
Data Entry and Clerical Services	\$75.00	\$25.00	\$25.00

**CONSULTANT: Lewis Longman & WALKER, P.A.**

DESCRIPTION	HOURLY BILLING RATES
Shareholders	\$235.00
Associates	\$190.00
Paralegal	\$115.00

**CONSULTANT: LPE ENTERPRISES**

DESCRIPTION	LEVEL	RATE
Construction Assistant/Administrative Assistant	Grade 1	\$42.85
Construction Assistant/Administrative Assistant	Grade 2	\$53.56
Construction Assistant/Administrative Assistant	Grade 3	\$61.80
Document Controls Administrator	Grade 1	\$40.17
Document Controls Administrator	Grade 2	\$48.20
Document Controls Administrator	Grade 3	\$53.56
Construction Inspector	Grade 1	\$77.66
Construction Inspector	Grade 2	\$93.73
Construction Inspector	Grade 3	\$101.97
Construction Inspector	Grade 4	\$107.12

**CONSULTANT: NODARSE & ASSOCIATES**

DESCRIPTION	HOURLY BILLING RATES
Principal Engineering/Scientist	\$ 150.00
Senior Project Manager	\$ 120.00
Senior Project Engineer	\$ 120.00
Project Engineer	\$ 90.00
Senior Environmental Technician	\$ 60.00
Senior Engineering Technician	\$ 55.00
Engineering Technician	\$ 47.50
Threshold Inspector Representative	\$ 65.00
CADD Operator/Draftsman	\$ 50.00
Secretarial/Word Processing	\$ 47.50
Expert Witness/Testimony	\$ 270.00

DESCRIPTION	UNIT	RATE
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**SOILS TESTS****A. Compaction and Stabilization****1. Moisture-Density Relationship**

a. Standard or Modified Proctor on Soil  
(AASHTO T-99 or T-180, 4" Mold)

each \$ 90.00

b. Modified Proctor on Limerock  
(AASHTO T-180, 6" Mold)

each \$ 90.00

**2. Laboratory LBR or CBR including Modified Proctor Test**

each \$350.00

**3. Florida Bearing Value**

each \$ 35.00

**B. Compaction Tests\*****1. Calibrated Drive Sleeve Method**

each \$ 25.00

**2. Sand Cone Method**

each \$ 40.00

**3. Nuclear Gauge Method**  
\*Minimum 4 Tests/Trip

each \$ 25.00

**C. Sampling for Laboratory Tests**

per hour \$ 45.00

**CONCRETE QUALITY CONTROL, INSPECTION AND TESTING****A. Inspections of ready mix plants, pre-stressed yards, concrete product plants, and concrete structures.**

per hour \$ 55.00

B. Mold, transport, cure and test all cylinders or beams including one slump test.		
1. Set of up to 4 cylinders	per hour & per set	\$ 47.50 \$100.00
2. Additional cylinders	each	\$ 25.00
3. Set of 3 beams	per set	\$150.00
4. Additional Beams	each	\$ 50.00
5. Waiting beyond one hour of arrival at site	per hour	\$ 47.50
6. Extra slump test (ASTM C-143)	each	\$ 15.00
7. Air content-Volumetric Method (ASTM C-231)	each	\$ 20.00
8. Unit weight of fresh concrete	each	\$ 30.00
C. Concrete cylinders molded and delivered to Nodarse & Associates laboratory by others, cured, tested and reported. (Up to 4 cylinders)		
1. Additional Cylinders	each	\$ 15.00
D. Concrete cylinders molded by others, picked up, cured, tested and reported by Nodarse & Associates		
1. Concrete Cylinders	per set	\$ 80.00
2. Additional Cylinders	each	\$ 20.00
3. Pick-Up Charge for Travel	per hour	\$ 47.50
E. Evaluation of In-Place Hardened Concrete		
1. Obtaining and Testing Hardened-Concrete Cores		
a. Set-Up Charge	each	\$200.00
b. Coring (per man)	per hour	\$ 47.50
c. Compressive Strength Testing (ASTM C-42)	per core	\$ 65.00
d. Length Evaluation (ASTM C-174)	per core	\$ 32.00
2. Windsor Probe Testing		
a. Set-Up Charge	each	\$ 55.00
b. In-Place Testing	per hour	\$ 60.00
3. Swiss Hammer Testing		
a. Set-Up Charge	per hour	\$ 55.00
b. Testing	each	\$ 60.00
F. Concrete Material Testing		
1. Sieve Analysis, Dry, ASTM C-136 Incl. finer than #200 Sieve ASTM C-177	each	\$ 64.00
2. Specific Gravity, ASTM C-127 or C-128		
a. Coarse	each	\$ 53.00
b. Fine	each	\$ 53.00
3. Absorption, ASTM C-127 or C-128		
a. Coarse	each	\$ 53.00
b. Fine	each	\$ 53.00

4. Unit Weight, ASTM C-29	each	\$ 26.00
5. Organic Impurities Colorimetric (ASTM C-40)	each	\$ 22.00
6. Effects of Organic Impurities ASTM C-87	each	\$ 160.00
7. Clay Lumps in Aggregates (AASHTO T-112)	each	\$ 22.00
8. Soft Particles, ASTM C-142	each	\$ 53.00
9. Friable Particles, ASTM C-142	each	\$ 53.00
10. Los Angeles, Abrasion ASTM C-131	each	\$267.00
G. Obtaining and Testing of Molded Masonry Mortar Cubes for Compressive Strength (ASTM C-780)		
1. Set of 3 cubes	per hour	\$ 75.00
2. Additional cubes	each	\$ 15.00
H. Sampling and Testing Grout for Compressive Strength (ASTM C-1019)		
1. Set of 3 prisms	per hour	\$ 75.00
2. Additional prisms	each	\$ 15.00
I. Concrete Masonry Units		
1. Compressive Strength (ASTM C-140)	each	\$ 65.00
2. Absorption and Moisture Content (ASTM C-150)	each	\$ 50.00
J. Testing and Evaluation of Lightweight Insulating Concrete		
1. Obtaining and testing samples of lightweight insulating concrete during construction (ASTM C-495)		
a. Set of 3 compressive strength and dry unit weight cylinders	per set	\$100.00
b. Wet unit weight tests of plastic insulating concrete	each	\$ 30.00
2. Obtaining and testing samples of hardened in-place lightweight insulating concrete (ASTM C-153)*		
	Quoted on Project Requirements	
*Roofing cuts and patching to be done by roofing contractor and this cost is not included in test and evaluation.		

## SOIL-CEMENT DESIGN AND CONSTRUCTION

A. Laboratory determination of optimum cement content to produce a structurally sound soil-cement base for road construction. Standard Proctor Test (AASHTO T-134) and preparing, curing and testing two specimens each at 3 varying cement contents, in accordance with a Modified version of PCA's "Short Cut Procedures for Sandy Soils".	each	\$ 500.00
B. Soil-Cement Design, using Wet/Dry-Freeze/Thaw Test Methods as described by Portland Cement Association.	each	\$2,000.00
C. Construction monitoring including resident inspection during application and processing of soil-cement.	per hour	\$ 55.00
a. Laboratory Compressive Strength Tests (Set of up to 3)	per set	\$ 50.00



D. Evaluation of In-Place Soil Cement

1. Walk-Through Inspection	per hour	\$ 55.00
2. Obtaining and Testing In-Place Soil Cement Cores		
a. Set-Up Charge	each	\$ 125.00
b. Coring (per man)	per hour	\$ 55.00
c. Compressive Strength Testing	per core	\$ 65.00
d. Length Evaluation	per core	\$ 32.00

ASPHALT MIXTURES

A. Bitumen Content	each	\$ 85.00
B. Gradations of Extracted Aggregates	each	\$ 60.00
C. Marshall Stability (includes density, flow and stability of 3 specimens)	each	\$120.00
D. Items A, B and C above	each	\$245.00
E. Core Density and Thickness Determination		
a. Coring Equipment Mobilization	each	\$200.00
b. Coring (per man)	per hour	\$ 47.50
c. Density and Thickness Testing	per core	\$ 60.00
F. Asphalt Plant/Paving Inspections	per hour	\$ 55.00

STRUCTURAL STEEL INSPECTION AND TESTING

A. Visual inspection on structural steel weldments and monitoring of welding processes in accordance with A.W.S. D1.1.	per hour	\$ 65.00
B. Mechanical testing of A-325 or A-490 high strength bolted connections in accordance with AISC standards.	per hour	\$ 65.00
C. Magnetic particle, dye penetrant, and radiographic examination of weldments	Price Based on Evaluation Of Requirements and Condition of each project.	
D. Inspection and thickness checks of fire-proofing material applied to structural steel.	per hour	\$ 65.00
E. Special scaffolding, high lifts, etc., if required, will be furnished by us on a cost plus basis.	Cost +15%	
F. Visual inspection of reinforcing steel to verify the size, number, spacing, securement, grade and placement conform to the project plans and specifications.	per hour	\$ 65.00
G. Observation of placement and securement of post-tension tendons and/or tensioning operations, including measurements of elongations and monitoring jacking force to each tendon.	per hour	\$ 65.00
H. Threshold inspection services performed by threshold inspector's representative.	per hour	\$ 65.00

NOTES:

- A. Hourly rates for technicians are portal to portal.
- B. An overtime multiplier of 1.5 will be applied to the above rates for any work performed between 6:00 p.m. to 7:00 a.m., weekends, holidays and over 8 hours/day.
- C. Rates for services not listed will be provided, as requested.

**CONSULTANT: OR COLAN**

DESCRIPTION	HOURLY BILLING RATES
Principal in Charge	\$171.22
Acquisition/Relocation Agent	\$136.64

**CONSULTANT: QUEST CORPORATION OF AMERICA**

DESCRIPTION	HOURLY BILLING RATES
Principal/Partnering Facilitator	\$150.00
Project Manager/Senior Public Information Officer	\$125.00
Public Information Specialist	\$95.00
Data Control/Other IT	\$80.00
Website/Graphics	\$75.00
Survey Support	\$55.00
Administrative	\$45.00

**CONSULTANT: RICONDO & ASSOCIATES**

DESCRIPTION	HOURLY BILLING RATES
Officer-in-Charge	\$232.00
Officer	\$215.00
Project Manager	\$194.00
Director	\$189.00
Managing Consultant	\$158.00
Senior Consultant	\$126.00
Consultant	\$105.00
Technical Specialist/Support	\$84.00
Administrative Support	\$68.00

**CONSULTANT: THE SUN GROUP**

DESCRIPTION	HOURLY BILLING RATES
Principal Architect	\$150.00
Senior Architect	\$95.00
Associate Architect	\$75.00
CADD Technician	\$57.00
Clerical	\$40.00

**EXHIBIT "B"**  
**TASK I, II, III**  
**SUMMARY OF FEES**  
**AMENDMENT NO. 3**

<b>TASK</b>	<b>BUDGET</b>
TASK I-008 Supplement No.1 Property Acquisition	\$104,000
<b>TOTAL - SUPPLEMENT NO.1 PROPERTY ACQUISITION</b>	<b>\$104,000</b>
TASK I-016 SWMMP and SFWMD Conceptual Environmental Resources Permit Application	\$365,300
<b>TOTAL - SWMMP and SFWMD CONCEPTUAL ENVIRONMENTAL RESOURCES PERMIT APPLICATION</b>	<b>\$365,300</b>
TASK I-017 Letter of Intent (LOI) Application and Benefit Cost Analysis	\$101,170
<b>TOTAL - LETTER OF INTENT (LOI) APPLICATION AND BENEFIT COST ANALYSIS</b>	<b>\$101,170</b>
TASK I-018 PBIA Delay and Capacity Simulation Study	\$430,200
<b>TOTAL - PBIA DELAY AND CAPACITY SIMULATION STUDY</b>	<b>\$430,200</b>
TASK I-019 Environmental Impact Statement (EIS) Planning Support	\$100,000
<b>TOTAL - ENVIRONMENTAL IMPACT STATEMENT (EIS) PLANNING SUPPORT</b>	<b>\$100,000</b>
TASK I-020 Palm Beach County Park Airport Out Parcels Lease/Development RFP	\$66,940
<b>TOTAL - PALM BEACH COUNTY PARK AIRPORT OUT PARCELS LEASE/DEVELOPMENT RFP</b>	<b>\$66,940</b>
TASK I-021 FEMA Disaster Assistance for PBC Airports	\$148,900
<b>TOTAL - FEMA DISASTER ASSISTANCE FOR PBC AIRPORTS</b>	<b>\$148,900</b>
<b>TOTAL - TASK I SERVICES</b>	<b>\$1,316,510</b>
<b>TOTAL - TASK III SERVICES</b>	<b>\$260,000</b>

**TOTAL CONTRACT AMOUNT \$1,576,510**

**EXHIBIT "B"**  
**DETAILED FEES, EXPENSES, AND PAYMENTS**

**A. METHOD OF PAYMENT FOR SERVICES AND EXPENSES OF CONSULTANT:**

**1. TASK I      SPECIFIC PROJECTS FOR 2006:**

For labor and expenses expended by CONSULTANT for Specific 2006 Projects, COUNTY shall pay CONSULTANT the amounts as follows:

Task	Lump Sum Labor Amount	T&M Labor Amount	Lump Sum Expense	Reimbursable Expense	Total Cost
I-06-DOA-C-008 Supplement No. 1 Property Acquisition	\$104,000	-	-	-	\$104,000
I-06-PBI-C-016 SWMMP and SFWMD Conceptual Environmental Resource Permit Application	\$365,300	-	-	-	\$365,300
I-06-PBI-C-017 Letter of Intent (LOI) Application and Benefit Cost Analysis	\$101,170	-	-	-	\$101,170
I-06-PBI-C-018 PBIA Delay and Capacity Simulation Study	\$430,200	-	-	-	\$430,200
I-06-PBI-C-019 Environmental Impact Statement (EIS) Planning Support		\$95,000		\$5,000	\$100,000
I-06-LNT-C-020 Palm Beach County Park Airport Out Parcels Lease/Development RFP	\$66,940	-	-	-	\$66,940
I-06-DOA-C-021 FEMA Disaster Assistance for PBC Airports	-	\$148,900	-	-	\$148,900
<b>TOTALS</b>	<b>\$1,067,610</b>	<b>\$243,900</b>	<b>-</b>	<b>\$5,000</b>	<b>\$1,316,510</b>
				<b>T&amp;M SUBTOTAL</b>	<b>\$248,900</b>
				<b>LUMP SUM SUBTOTAL</b>	<b>\$1,067,610</b>
				<b>TOTAL COST</b>	<b>\$1,316,510</b>

Paid vacations, holidays, sick leave and leaves of absence are included in the billing rates as CONSULTANT'S overhead and shall not be billed separately.

The Time & Material payment by the COUNTY to the CONSULTANT for rendering basic services for Task I projects as described in Exhibit "A-I-19" and "A-I-21" including labor costs, is \$243,900.00. Reimbursable Expenses for Task I service is \$5,000.00. The Total Lump Sum payment for Task I projects as described in Exhibit "A-I-08", "A-I-16", "A-I-17", "A-I-18" and "A-I-20" including labor costs is \$1,067,610.00. The Total for Labor and Expenses for Task I services shall be \$1,316,510.00.

If it necessary to increase the compensation beyond said allowances, prior to written approval shall be obtained from the COUNTY authorizing said increase in compensation.

## 2. TASK III MISCELLANEOUS AND ADMINISTRATIVE SERVICES FOR 2006:

For labor and expenses expended by CONSULTANT for Miscellaneous Services, COUNTY shall pay CONSULTANT the amounts as follows:

Task	Annual Lump Sum Labor Amount	Annual T&M Labor Amount	Annual Lump Sum Expense	Annual Reimbursable Expense	Annual Total Cost
III-06-DOA-C-001 Staff Extension	Annual Maximum Allowance		\$120,000		
III-06-DOA-C-002 Misc. Planning and Engineering Services	Annual Maximum Allowance		\$100,000		
III-06-DOA-C-003 Misc. Construction Administrative Services	Annual Maximum Allowance		\$15,000		
III-06-DOA-C-004 Misc. Maintenance Support Services	Annual Maximum Allowance		\$15,000		
III-06-DOA-C-005 Misc. County Permitting Reviews	Annual Maximum Allowance		\$10,000		
<b>TOTALS</b>					
<b>\$260,000</b>					

Paid vacations, holidays, sick leave and leaves of absence are included in the billing rates as CONSULTANT'S overhead and shall not be billed separately.

**EXHIBIT "D"**  
**AMENDMENT NO. 3**  
**DBE**



**EXHIBIT "D"**  
**SCHEDULE FOR PARTICIPATION BY DISADVANTAGE BUSINESS ENTERPRISE CONSULTANTS**  
**(FORM DBE SCHEDULE 1)**

PROJECT NAME: Airports General Consulting Services PROJECT NO: 326417  
NAME OF PRIME: CH2M HILL, INC.  
CONTACT PERSON: Philip E. Partenheimer, P.E. PHONE NO: 561-515-6516  
SUBMITTAL DATE: 28-Aug-06

**THIS FORM MUST ACCOMPANY "LETTER OF INTENT TO PERFORM BY DBE SUBCONSULTANTS"**

Name, Address and Telephone Number of Minority Contractor	Type and Description of Work To Be Performed	Black	Hispanic	Women	Other (Please Specify)
1. A.D.A. Engineering 1800 Old Okeechobee Rd., Suite 102 West Palm Beach, FL 33409 (561) 615-8880	Stormwater and Environmental		8.29%		
2. The Sun Group 900 E. Indiantown Rd., Suite 115 Jupiter, FL 33477 (561) 746-7706	Architectural				Asian 0.00%
3. Brown & Phillips 3969 N. Haverhill Rd., Suite 105 West Palm Beach, FL 33417 (561) 615-3988	Land Surveying	0.00%			
4. Southern Resources and Mapping of Miami, Inc. 20197 NE 16th Place Miami, FL 33179 (305) 655-2211	Aerial Photogrammetry and Mapping			1.76%	
5. Hillers Electrical Engineering, Inc. 23257 State Road 7, Suite 100 Boca Raton, FL 33428 (561) 451-9165	Electrical Engineering		1.52%		
6. LPE Enterprises 798 Ponce De Leon Road Boca Raton, FL 33432 (800) 573-5739	Construction Management			0.00%	
7. Nodarse & Associates, Inc. 2448 Metrocentre Blvd. West Palm Beach, FL 33407 (561) 616-0870	Geotechnical			0.00%	
8. Quest Corporation of America, Inc. 3837 Northdale Blvd., #242 Tampa, FL 33624 (813) 926-2942	Public Involvement			0.00%	
9. Entel Environmental 270 Las Palmas Street Royal Palm Beach, FL 33411 (561) 798-3785	Environmental			0.00%	
10. EnviroTrans Solutions 2473 Flowering Dogwood Drive Orlando, FL 32828 (386) 943-5707	Environmental			0.00%	
11. Apple Designs, Inc. 606 Front Street Celebration, FL 34747 (407) 566-1416	Wayfinding			0.00%	
12. Westside Reprographic 6470 Garden Road Riviera Beach, FL 33404 (561) 842-0404	Reprographics			0.00%	
	<b>TOTAL</b>	<b>0.00%</b>	<b>9.81%</b>	<b>1.76%</b>	<b>0.00%</b>
<b>Total % Participation</b>	<b>11.57%</b>				

# LETTER OF INTENT TO PERFORM AS DBE CONSULTANT

TO: CH2M HILL, INC.

(NAME OF PRIME CONSULTANT)

ONE HARVARD CIRCLE, WEST PALM BEACH, FLORIDA 33409

(ADDRESS)

CONTACT PERSON AND TITLE: TERRY A. RUHL, P.E., PROGRAM MANAGER

FROM: A.D.A. Engineering, Inc.

(NAME OF SUBCONSULTANT)

1800 Old Okeechobee Rd., Suite 102, West Palm Beach, FL 33409

(ADDRESS)

CONTACT PERSON AND TITLE: Ivette O. Argudin, Vice President

The undersigned intend to perform work in connection with the above project as (check one):

                     An individual                      X                      A corporation  
                     A partnership                                           A joint venture

The undersigned is certified by Palm Beach County Department of Airports as a WBE. Certification date: November 3, 2004

Attach proof of DBE certification, either letter or certificate from certifying agency of DBE firm is not listed in current Palm Beach County Department of Airports Directory.

The undersigned is prepared to perform the following described work in connection with the above project (specify in detail particular work items or parts thereof to be performed):

Stormwater and Environmental

Which is 8.29% of the total estimated dollar value of work to be performed on the named project.

The undersigned will enter in to a formal agreement for the described work with the above-named prime consultant upon an executed contract with Palm Beach County.

PBC DEPARTEMENT OF AIRPORTS:

GENERAL CONSULTING SERVICES

A.D.A. Engineering, Inc

(NAME OF DBE CONSULTANT FIRM)

(305) 551-4608

(TELEPHONE #)

BY:

Ivette O. Argudin

(SIGNATURE OF PRERESENTATIVE)

8/29/06  
(DATE)

Ivette O. Argudin, Vice President

(NAME & TITLE OF SIGNATURE REPRESENTATIVE)



## Florida Department of Transportation

JEB BUSH  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JOSÉ ABREU  
SECRETARY

November 3, 2004

A.D.A. Engineering, Inc.  
Ms. Ivette Argudin, President  
11401 SW 40<sup>th</sup> Street, Suite 470  
Miami, FL 33165

**RE: DISADVANTAGED BUSINESS ENTERPRISE CERTIFICATION**

Dear Ms. Argudin:

The Department is pleased to announce that your company has been certified as a Disadvantaged Business Enterprise (DBE) which is subject to continued eligibility and also subject to actions of any other governmental agencies which may affect the minority status of your firm. This agency's certification enables the company to compete for Department work as a minority owned and operated company. It is not a guarantee that the company will receive work.

DBE certification by the Department shall be for a period of three (3) years. On each anniversary date during the three (3) year certification period an Affidavit of Continuing Eligibility must be submitted. If at any time there is a change in the ownership for recertification at the end of the three (3) year period a new UCP Application must be submitted to the Department ninety (90) days prior to expiration of your current certification.

Your firm can participate in FDOT contracts for DBE credit in the following specialty codes-941-Civil Engineering Services, 942-Electrical Engineering Services, 945-Mechanical Engineering Services, 947-CADD Services, 950-Environmental Consulting Services, 963-Economic Consultant Services.

Sincerely,

John Goodman  
Certification Manager

JG:pb

**CERTIFICATION EXPIRATION DATE:**

**August 17, 2007**

**LETTER OF INTENT TO PERFORM AS DBE CONSULTANT**TO: CH2M HILL, INC.

(NAME OF PRIME CONSULTANT)

ONE HARVARD CIRCLE, WEST PALM BEACH, FLORIDA 33409

(ADDRESS)

CONTACT PERSON AND TITLE: TERRY A. RUHL, P.E., PROGRAM MANAGERFROM: Southern Resource and Mapping of Miami, Inc.

(NAME OF SUBCONSULTANT)

20197 NE 16<sup>th</sup> Place, Miami, FL 33179

(ADDRESS)

CONTACT PERSON AND TITLE: Joseph Bilu, Vice President

The undersigned intend to perform work in connection with the above project as (check one):

                     An individual                     X                     A corporation                     A partnership                     A joint ventureThe undersigned is certified by Palm Beach County Department of Airports as a WBE. Certification date: 06/22/2004

Attach proof of DBE certification, either letter or certificate from certifying agency of DBE firm is not listed in current Palm Beach County Department of Airports Directory.

The undersigned is prepared to perform the following described work in connection with the above project (specify in detail particular work items or parts thereof to be performed):

Aerial Photogrammetry and Mapping

Which is 1.76% of the total estimated dollar value of work to be performed on the named project.

The undersigned will enter in to a formal agreement for the described work with the above-named prime consultant upon an executed contract with Palm Beach County.

PBC DEPARTEMNT OF AIRPORTS:


GENERAL CONSULTING SERVICESSouthern Resource and Mapping of Miami, Inc.

(NAME OF DBE CONSULTANT FIRM)

(305) 655-2211

(TELEPHONE #)

BY:



(SIGNATURE OF PRERESENTATIVE)

8/29/06

(DATE)

Joseph Bilu, Vice President

(NAME &amp; TITLE OF SIGNATURE REPRESENTATIVE)



June 22, 2004

Certification Date: 06/22/2004 - 06/22/2007

Vendor Code: VC0000004665

SERVICES: Aerial Photography - Aircraft Operations Services  
Surveying and Mapping (except Geophysical)

Office of  
Small Business Assistance  
50 S. Military Trail, Suite 209  
West Palm Beach, FL 33415  
(561) 616-6840  
Fax: (561) 616-6850  
www.pbcgov.com

Southern Resource Mapping of Miami, Inc.  
6716 Green Island Circle  
Lake Worth, FL 33463

Attn: Tova Bilu

The Palm Beach County Office of Small Business Assistance has completed its review of the documents you submitted for renewal of your firm's certification and is pleased to announce that your firm has been certified as a Small/Minority Business Enterprise (S/WBE) for three (3) years.

Your firm shall be subject to the provisions of the Palm Beach County Purchasing Ordinance and all State and Federal laws relating to the transaction of business.

This certification entitles you to participate in contracting opportunities when the products and services offered by your firm are being considered for bid. As an additional service to your firm, you will be included in the Palm Beach County Directory of certified SBE firms. If you wish to have your firm's listing changed, please contact our office at (561) 616-6840.

Your company's certification is subject to periodic review to verify your continued eligibility. Any changes you report to the Purchasing Department must also be reported to OSBA. Your company name and vendor code must be the same in both departments. Failure to report changes in the status of your firm may result in your firm being decertified. Remember, whenever you respond to a County bid you must do so under the name of Southern Resource Mapping of Miami, Inc., with vendor code VC0000004665.

Sincerely,

*Vicki Hobbs*

Vicki Hobbs  
Certification Technician

Palm Beach County  
Board of County  
Commissioners

Karen T. Marcus, Chair

Tony Masilotti, Vice Chairman

Jeff Koons

Warren H. Newell

Mary McCarty

Burt Aaronson

Addie L. Greene

County Administrator

Robert Welsman

"An Equal Opportunity  
Affirmative Action Employer"

printed on recycled paper

LETTER OF INTENT TO PERFORM AS DBE CONSULTANT

TO: CH2M HILL, INC.  
(NAME OF RRIME CONSULTANT)

ONE HARVARD CIRCLE, WEST PALM BEACH, FLORIDA 33409  
(ADDRESS)

CONTACT PERSON AND TITLE: TERRY A. RUHL, P.E., PROGRAM MANAGER

FROM: Hillers Electrical Engineering, Inc.  
(NAME OF SUBCONSULTANT)

23257 State Road 7, Suite 100, Boca Raton, FL 33428  
(ADDRESS)

CONTACT PERSON AND TITLE: Paul Hillers, President

The undersigned intend to perform work in connection with the above project as (check one):

An individual ☒ A corporation  
A partnership ☐ A joint venture

The undersigned is certified by Palm Beach County Department of Airports as a DBE. Certification date: October 05, 2004

Attach proof of DBE certification, either letter or certificate from certifying agency of DBE firm is not listed in current Palm Beach County Department of Airports Directory.

The undersigned is prepared to perform the following described work in connection with the above project (specify in detail particular work items or parts thereof to be performed):


Electrical Engineering

Which is 11.57% of the total estimated dollar value of work to be performed on the named project.

The undersigned will enter in to a formal agreement for the described work with the above-named prime consultant upon an executed contract with Palm Beach County.

PBC DEPARTEMNT OF AIRPORTS: GENERAL CONSULTING SERVICES

Hillers Electrical Engineering, Inc. 561-451-9165  
(NAME OF DBE CONSULTANT FIRM) (TELEPHONE #)

BY:  8/29/06  
(SIGNATURE OF PRERESENTATIVE) (DATE)

Paul Hillers, President  
(NAME & TITLE OF SIGNATURE REPRESENTATIVE)



# Florida Department of Transportation

3B PISH  
IV R

605 Suwannee Street  
Tallahassee, FL 32399-0450

JOSÉ ABREU  
SECRETARY

October 5, 2004

Hillers Electrical Engineering, Inc.  
Mr. Paul Hillers, President  
23257 State Rd. 7, Suite 100  
Boca Raton, FL 33428

## RE: DISADVANTAGED BUSINESS ENTERPRISE CERTIFICATION

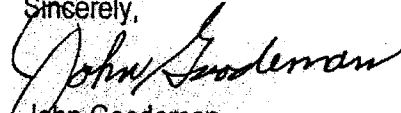
Dear Mr. Hillers:

The Department is pleased to announce that your company has been certified as a Disadvantaged Business Enterprise (DBE) which is subject to continued eligibility and also subject to actions of any other governmental agencies which may affect the minority status of your firm. This agency's certification enables the company to compete for Department work as a minority owned and operated company. It is not a guarantee that the company will receive work.

DBE certification by the Department shall be for a period of three (3) years. On each anniversary date during the three (3) year certification period an Affidavit of Continuing Eligibility must be submitted. If at any time there is a change in the ownership for recertification at the end of the three (3) year period a new UCP Affidavit must be submitted to the Department ninety (90) days prior to expiration of your current certification.

Your firm can participate in FDOT contracts for DBE credit in the following specialty code 942-Electrical Engineering Services.

Sincerely,

  
John Goodeman  
Certification Manager

JG:pb

CERTIFICATION EXPIRATION DATE:

September 14, 2007

[www.dot.state.fl.us](http://www.dot.state.fl.us)

 RECYCLED PAPER

**EXHIBIT "G"**  
**AMENDMENT NO. 3**  
**ADDITIONAL CONTRACT REQUIREMENTS FOR**  
**FEDERALLY FUNDED PROJECTS**



**Exhibit "G"**  
**ADDITIONAL CONTRACT REQUIREMENTS FOR**  
**FEDERALLY FUNDED PROJECTS**

The following terms and conditions are applicable to all contracts funded in whole or part by Federal funds including, but not limited to, AIP funds.

**ACCESS TO RECORDS AND REPORTS**

The Contractor shall maintain an acceptable cost accounting system. The Contractor agrees to provide the Sponsor, the Federal Aviation Administration and the Comptroller General of the United States or any of their duly authorized representatives access to any books, documents, papers, and records of the contractor which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The Contractor agrees to maintain all books, records and reports required under this contract for a period of not less than three years after final payment is made and all pending matters are closed.

**AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, SECTION 520 - GENERAL CIVIL RIGHTS PROVISIONS**

The contractor assures that it will comply with pertinent statutes, Executive orders and such rules as are promulgated to assure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or benefiting from Federal assistance. This provision obligates the tenant/concessionaire/lessee or its transferee for the period during which Federal assistance is extended to the airport a program, except where Federal assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon. In these cases the provision obligates the party or any transferee for the longer of the following periods: (a) the period during which the property is used by the airport sponsor or any transferee for a purpose for which Federal assistance is extended, or for another purpose involving the provision of similar services or benefits or (b) the period during which the airport sponsor or any transferee retains ownership or possession of the property. In the case of contractors, this provision binds the contractors from the bid solicitation period through the completion of the contract. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964.

**BREACH OF CONTRACT TERMS**

Any violation or breach of terms of this contract on the part of the contractor or their subcontractors may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement. The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION**

The bidder/offeror certifies, by submission of this proposal or acceptance of this contract, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency. It further agrees by submitting this proposal that it will include this clause without modification in all lower tier transactions, solicitations, proposals, contracts, and subcontracts. Where the bidder/offeror/contractor or any lower tier participant is unable to certify to this statement, it shall attach an explanation to this solicitation/proposal.

## **CIVIL RIGHTS ACT OF 1964, TITLE VI – CONTRACTOR CONTRACTUAL REQUIREMENTS**

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

**1.1 Compliance with Regulations.** The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

**1.2 Nondiscrimination.** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

**1.3 Solicitations for Subcontracts, Including Procurements of Materials and Equipment.** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

**1.4 Information and Reports.** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

**1.5 Sanctions for Noncompliance.** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to:

- a. Withholding of payments to the contractor under the contract until the contractor complies, and/or
- b. Cancellation, termination, or suspension of the contract, in whole or in part.

**1.6 Incorporation of Provisions.** The contractor shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the sponsor or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Sponsor to enter into such litigation to protect the interests of the sponsor and, in addition, the contractor

may request the United States to enter into such litigation to protect the interests of the United States.

#### **DISADVANTAGED BUSINESS ENTERPRISES**

**Contract Assurance (§26.13)** - The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.

#### **LOBBYING AND INFLUENCING FEDERAL EMPLOYEES**

(1) No Federal appropriated funds shall be paid, by or on behalf of the contractor, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the making of any Federal grant and the amendment or modification of any Federal grant.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any Federal grant, the contractor shall complete and submit Standard Form-LLL, "Disclosure of Lobby Activities," in accordance with its instructions.

#### **RIGHTS TO INVENTIONS**

All rights to inventions and materials generated under this contract are subject to regulations issued by the FAA and the Sponsor of the Federal grant under which this contract is executed.

#### **TRADE RESTRICTION CLAUSE**

The contractor or subcontractor, by submission of an offer and/or execution of a contract, certifies that it:

- a. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms published by the Office of the United States Trade Representative (USTR);
- b. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country on said list, or is owned or controlled directly or indirectly by one or more citizens or nationals of a foreign country on said list;
- c. has not procured any product nor subcontracted for the supply of any product for use on the project that is produced in a foreign country on said list.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to a contractor or subcontractor who is unable to certify to the above. If the contractor knowingly procures or subcontracts for the supply of any product or service of a foreign country on said list for use on the project, the Federal Aviation Administration may direct through the Sponsor cancellation of the contract at no cost to the Government.

Further, the contractor agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in each contract and in all lower tier subcontracts. The contractor may rely on the certification of a prospective subcontractor unless it has knowledge that the certification is erroneous.

The contractor shall provide immediate written notice to the sponsor if the contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The subcontractor agrees to provide written notice to the contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

This certification is a material representation of fact upon which reliance was placed when making the award. If it is later determined that the contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the Sponsor cancellation of the contract or subcontract for default at no cost to the Government.

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001.

#### **TERMINATION OF CONTRACT**

a. The Sponsor may, by written notice, terminate this contract in whole or in part at any time, either for the Sponsor's convenience or because of failure to fulfill the contract obligations. Upon receipt of such notice services shall be immediately discontinued (unless the notice directs otherwise) and all materials as may have been accumulated in performing this contract, whether completed or in progress, delivered to the Sponsor.

b. If the termination is for the convenience of the Sponsor, an equitable adjustment in the contract price shall be made, but no amount shall be allowed for anticipated profit on unperformed services.

c. If the termination is due to failure to fulfill the contractor's obligations, the Sponsor may take over the work and prosecute the same to completion by contract or otherwise. In such case, the contractor shall be liable to the Sponsor for any additional cost occasioned to the Sponsor thereby.

d. If, after notice of termination for failure to fulfill contract obligations, it is determined that the contractor had not so failed, the termination shall be deemed to have been effected for the convenience of the Sponsor. In such event, adjustment in the contract price shall be made as provided in paragraph 2 of this clause.

e. The rights and remedies of the sponsor provided in this clause are in addition to any other rights and remedies provided by law or under this contract.



**Attachment 2**  
**Summary of Specific Projects (Task I) Contained in CH2M Hill Agreement**

Agreement/Amendment	Task	Amount	Funding Source(s) <sup>1</sup>
Base Agreement	Airport System Study-Phase I	\$ 1,523,307	FAA, FDOT
	Cabin Air System Evaluation	\$ 35,656	PFC, FDOT
	Terminal Signage Master Plan & Graphics Standards	\$ 152,554	PFC, FDOT
Amendment 1	Airport System Study-Phase II	\$ 1,811,690	FAA, FDOT
	Cabin Air System Improvement Construction Docs	\$ 125,370	PFC, FDOT
	Terminal Signage Construction Documents	\$ 459,870	PFC, FDOT
	FEMA Disaster Assistance for PBC Airports	\$ 148,900	Local
	Property Acquisition	\$ 65,000	Local
	Phase I Environmental Site Assessments	\$ 28,000	Local
	2006 Feasibility Report	\$ 119,110	Local
	Pahokee Facility Reconstruction	\$ 131,570	Local
	PFC Application	\$ 123,200	Local
Amendment 2	Parking Garage Construction Management Services	\$ 1,615,898	Bonds
	PBIA Concourses B and C Panel Repairs	\$ 97,036	FAA
	PBIA Terminal Skylight Replacement	\$ 86,278	FAA
Amendment 3	Property Acquisition - Supplement No. 1	\$ 104,000	Local
	SWMMP & SFWMD Conceptual Env Res Permit App	\$ 365,300	FAA
	Letter of Intent (LOI) App & Benefit Cost Analysis	\$ 101,170	FAA
	PBIA Delay and Capacity Simulation Study	\$ 430,200	FAA
	Environmental Impact Statement (EIS) Planning Support	\$ 100,000	Local
	Palm Beach County Park Airport Out Parcel Lease/Dev RFP	\$ 66,940	Local
	FEMA Disaster Assistance for PBC Airports	\$ 148,900	Local
Total Task I (Specific) Projects		\$ 7,839,949	
Additional Tasks II & III (Annual Services and Misc. and Admin. Services) Projects		\$ 1,509,067	
<b>Total Agreement</b>		<b>\$ 9,349,016</b>	

<sup>1</sup> FAA - Airport Improvement Program funds (Entitlements or Discretionary); FDOT - Florida Department of Transportation grant funds;  
Local - Airport funds