PALM BEACH COUNTY BOARD OF COUNTY COMMISSIONERS <u>AGENDA ITEM SUMMARY</u>						
Meeting Date: August 21, 2007	[×] [ ]	Consent Workshop	[ ] Regular [ ] Public Hearing			
Submitted By: Department of Airports		CONTAINS N	GENDA ITEM MORE THAN 50 PAGES			
Submitted For: ====================================		IT MA' COUNTY	Y BE VIEWED IN ADMINISTRATION======			
Motion and Title: Staff recommends motion to						

Agenda Item:

- (A) Amendment No. 1 to the Agreement with URS Corporation Southern for Consulting/Professional Services in the amount of \$1,338,041 for the Department of Airports for the completion of additional services relative to the Environmental Impact Statement (EIS) for the Airfield Improvement Project at Palm Beach International Airport (PBIA); and
- (B) A Budget Amendment of \$1,003,531 in the Airport's Improvement and Development Fund to establish budget for Consulting/Professional Services.

Summary: On August 15, 2006 the BCC approved the Agreement (R-2006-1406) with URS Corporation Southern in the amount of \$2,873,952 for the completion of an EIS for the County's proposed Airfield Improvement Project (AIP) at PBIA. Through the Phase 1 Scoping Process, several additional items were identified through public comment and agreed to by the Federal Aviation Administration (FAA) for inclusion in subsequent phases of the analysis. Following is a brief summary of additional items to be included and addressed in Phase 2: inclusion of a Hazardous Air Pollutants (HAPs) emissions inventory; inclusion of a soot assessment study; expansion of the historic resources Area of Potential Effects (APE) for the enhanced evaluation of historic and archaeological resources; expansion and enhancement of the noise analysis, including but not limited to the use of supplemental noise metrics for further assessment, as well as an estimation of structural vibration effects; inclusion of a Spanish-language Executive Summary in the pre-Draft and Draft EIS (DEIS) documents and the development of Section 508 compliant versions of the DEIS and the Executive enhanced public involvement opportunities, including County Commission/Municipal Summary; Leader briefings, focus groups meetings and an Alternatives Workshop; and, additional public comment analysis services based on the increased opportunities for public comment through the expanded public involvement sessions. As such, the attached Scope of Services details the original Phase 2 scope as well as the additional items for inclusion in Phase 2.

A detailed description of the tasks contained in the scope is contained in Exhibit "A" Scope of Services. The fee for this Amendment is \$1,338,041. This effort will be eligible for State and Federal grant participation. 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 (CH2M Hill, Inc.) for the work that is eligible for grant funding. The DBE participation for this Amendment is 22.5%. <u>Countywide</u> (AH)

**Background and Justification:** In order to proceed with the proposed improvements to the airfield, an environmental review process, following strict Federal guidelines, must be completed. Therefore, the DOA is requesting approval of Amendment No. 1 to the Agreement with the FAA-selected firm of URS Corporation Southern to carry out the additional environmental analyses and public involvement in order to gain Federal approval and funding for this project.

#### Attachments:

- 1. Amendment No. 1 with URS Corporation 3 Originals
- 2. Budget Amendment

Recommended By:	Sen / Ped	7/26/07
Approved By:	Department Director	<b>Date</b> P(15/0)
	County Administrator	Date

#### **II. FISCAL IMPACT ANALYSIS**

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

Fiscal Years	20 <u>07</u>	20 <u>08</u>	20 <u>09</u>	20 <u>10</u>	20 <u>11</u>
Capital Expenditures Operating Costs	<u>\$1,338,041</u>				
External Revenues (Grants) Program Income (County) In-Kind Match (County)	<u>(\$1,003,531)</u> 				
NET FISCAL IMPACT	<u>\$ 334,510</u>	<u> </u>			
# ADDITIONAL FTE POSITIONS (Cumulative)				. <u></u>	

Is item included in Current Budget? Yes \_\_\_\_ No X

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

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

Approval of this Amendment will result in the expenditure of \$1,338,041 in the Airport's Improvement and Development Fund.

### C. Departmental Fiscal Review:

#### **III. REVIEW COMMENTS**

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

External Revenue is grant from the FAA, per Project Number: 3-12-0085-047-2007.

This amendment complies with our review requirements.

B. Legal Sufficiency:

Ø ent 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. 1 TO CONTRACT BETWEEN PALM BEACH COUNTY DEPARTMENT OF AIRPORTS AND URS CORPORATION SOUTHERN FOR

#### CONSULTING/PROFESSIONAL SERVICES

This Amendment No. 1 to the Contract is made as of the \_\_\_\_\_\_ day of \_\_\_\_\_\_, 2007, by and between Palm Beach County, Florida (County) and URS Corporation Southern, a corporation authorized to do business in the State of Florida, hereinafter referred to as the CONSULTANT, whose Federal Tax I.D. number is <u>59-2087895</u>.

#### WITNESSETH

WHEREAS, on August 15, 2006, the County entered in to an Agreement (R2006-1406) with the CONSULTANT for the CONSULTANT to provide General Airport Consulting Services for the Palm Beach County Department of Airports, for a period of two (2) years with up to two (2) additional one (1) year renewals at the County's Option (the Contract); and

WHEREAS, Article 2 of the Contract provides for modifications to the scope of work through the initiation of an amendment to the Contract, and

WHEREAS, it is the County's desire to include these additional services to the scope of work with the CONSULTANT under this contract.

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 additional Scope of Services and Fees as outline in Exhibit "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 \$1,338,041 (One Million Three-Hundred Thirty Eight Thousand Forty One) for services included in this Amendment No. 1 to the original Contract.
- 2. 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 First Amendment to the Contract to be signed by the Chairperson 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, URS CORPORATION SOUTHERN, has caused these present to be signed in its corporate name by its duly authorized officer THOMAG G. LOVET \_\_\_, 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:** 

WITNESS:

By:

#### **SHARON R. BOCK CLERK AND COMPTROLLER**

#### PALM BEACH COUNTY, FLORIDA **BOARD OF COUNTY COMMISSIONERS**

**Deputy Clerk** 

**SIGNATURE** 

Name (type or print)

By:\_

Addie L. Greene, Chairperson

**CONSULTANT:** 

Title

2

SOUTHERN URS (ORPOR AMON) **COMPANY NAME** Signature Klong A.S. ( )0 15-75 Name (type or print)

**APPROVED AS TO FORM** AND LEGAL SUFFICIENCY

BY:\_

**County Attorney** 

(Corporate Seal)

17

APPROVED AS TO TERMS AND CONDITIONS

By

Department Director



#### URS CORPORATION SOUTHERN CERTIFICATE OF ASSISTANT SECRETARY

EXTRACTS of resolutions adopted by unanimous written consent of the Board of Directors of URS Corporation Southern, a California corporation (the "Corporation") as of the dates indicated:

\* \* \* \* \* \* \*

#### Appointment of Officers as of June 1, 2002

<u>RESOLVED</u>, that the following persons be, and are hereby appointed, officers of the Corporation. Each officer hereby appointed is duly qualified to hold his/her respective office, and shall maintain such office unless or until he/she is removed, resigns, becomes otherwise unable to serve, or is succeeded by appointment at the next annual meeting.

IT IS FURTHER RESOLVED, that any officer previously appointed, but not named herein is hereby deemed to be removed from his/her office or offices.

#### <u>Name</u>

Kent P. Ainsworth

#### Office(s)

Jean-Yves Perez Thomas Logan Robert M. Gallen T. Wallace Hawkes III Carol Brummerstedt M. Janet Everett Carlos Garcia Ronald Giovannelli Steven G. Henriquez Mario G. Larrea Thomas G. Lovett Thomas A. Marsicano Joseph Masters James L. Mayo William H. McDaniel, Jr. Hugh W. Miller, Jr. Michael Nardone Jamshid Raoofi Milford A. Reisert Andrew Schechter Thomas Turton Frederick K. Walker Charles Wegman David F. Wood Kristin L. Jones

**Executive Vice President**, Chief **Financial Officer Executive Vice President** Senior Vice President Senior Vice President Senior Vice President Secretary Vice President Assistant Secretary



### Authority to Execute Documents on Behalf of the Corporation

<u>WHEREAS</u>, the conduct of the business of the Corporation is subject to the provisions of the URS Corporation and Subsidiaries Policies and Procedures Manual, as amended from time to time (the "P and P"), which includes provisions concerning persons who may execute and deliver documents on behalf of the Corporation; and

<u>WHEREAS</u>, the Board of Directors wishes to clarify any confusion that may arise between the provisions of the P and P and the provisions of the By-Laws of the Corporation or statutes concerning persons who may execute and deliver documents on behalf of the Corporation; it is

<u>NOW, THEREFORE, RESOLVED</u>, that, in conjunction with the P and P, each of the following persons (an employee of the Corporation or an affiliate and an officer of the Corporation) be and he or she hereby is authorized, directed and empowered to execute and deliver any and all documents on behalf of the Corporation:

Kent P. Ainsworth Jimmie D. Allison M. Janet Everett Robert M. Gallen Carlos Garcia **Ronald Giovannelli** Richard L. Haury T. Wallace Hawkes III Donald R. Henderson Steven Henriquez Mario Larrea Thomas Logan Thomas G. Lovett Thomas A. Marsicano Joseph Masters James Mayo William H. McDaniel, Jr. Hugh W. Miller, Jr. Michael Nardone Jamshid Raoofi Milford A. Reisert Andrew Schechter Thomas Turton Frederick K. Walker Charles Wegman David F. Wood

\* \* \*

\* \*

Appointment of Officers as of November 1, 2003

<u>RESOLVED</u>, that the following persons be, and are hereby appointed, officers of the Corporation. Each officer hereby appointed is duly qualified to hold his/her respective office, and shall maintain such office unless or until he/she is removed, resigns, becomes otherwise unable to serve, or is succeeded by appointment at the next annual meeting.



IT IS FURTHER RESOLVED, that any officer previously appointed, but not named herein is hereby deemed to be removed from his/her office or offices.

#### <u>Name</u>

#### Office(s)

Gary V. Jandegian Keith G. Greminger

President Vice President

#### Authority to Execute Documents on Behalf of the Corporation

<u>WHEREAS</u>, the conduct of the business of the Corporation is subject to the provisions of the URS Corporation and Subsidiaries Policies and Procedures Manual, as amended from time to time (the "P and P"), which includes provisions concerning persons who may execute and deliver documents on behalf of the Corporation; and

<u>WHEREAS</u>, the Board of Directors wishes to clarify any confusion that may arise between the provisions of the P and P and the provisions of the By-Laws of the Corporation or statutes concerning persons who may execute and deliver documents on behalf of the Corporation, it is

<u>NOW, THEREFORE, BE IT RESOLVED</u>, that, in conjunction with the P and P, each of the persons named in the foregoing resolution be and he or she hereby is authorized, directed and empowered to execute and deliver documents on behalf of the Corporation.

#### \* \* \* \* \* \*

#### Appointment of Officers as of July 1, 2004

<u>RESOLVED</u>, that the following persons be, and are hereby appointed, officers of the Corporation. Each officer hereby appointed is duly qualified to hold his/her respective office, and shall maintain such office unless or until he/she is removed, resigns, becomes otherwise unable to serve, or is succeeded by appointment at the next annual meeting.

IT IS FURTHER RESOLVED, that any officer previously appointed, but not named herein is hereby deemed to be removed from his/her office or offices.

#### <u>Name</u>

Office(s)

Julio C. Boucle Stephen N. Noppinger Douglas E. Prescott Rajendran Shanmugam Carlos H. Zea

Vice President Vice President Vice President Vice President Vice President

#### Authority to Execute Documents on Behalf of the Corporation

<u>WHEREAS</u>, the conduct of the business of the Corporation is subject to the provisions of the URS Corporation and Subsidiaries Policies and Procedures Manual, as amended from time to time (the "P and P"), which includes provisions concerning persons who may execute and deliver documents on behalf of the Corporation; and



<u>WHEREAS</u>, the Board of Directors wishes to clarify any confusion that may arise between the provisions of the P and P and the provisions of the By-Laws of the Corporation or statutes concerning persons who may execute and deliver documents on behalf of the Corporation; it is

<u>NOW, THEREFORE, RESOLVED</u>, that, in conjunction with the P and P, each of the following persons (an employee of the Corporation or an affiliate and an officer of the Corporation) be and he or she hereby is authorized, directed and empowered to execute and deliver any and all documents on behalf of the Corporation:

Julio C. Boucle Stephen N. Noppinger Douglas E. Prescott Rajendran Shanmugam Carlos H. Zea

\* \* \* \* \* \*

#### Appointment of Judy L. Rodgers as Vice President & Treasurer as of February 1, 2005

<u>RESOLVED</u>, effective as of the date thereof, David C. Nelson shall be removed as Vice President and Treasurer of the Corporation;

<u>RESOLVED FURTHER</u>, that, effective immediately, Judy L. Rodgers be and she is hereby appointed Vice President and Treasurer of the Corporation;

<u>RESOLVED FURTHER</u>, that her term of office shall continue at the pleasure of the Board or until her employment with the Corporation shall cease

#### Authority to Execute Documents on Behalf of the Corporation

<u>WHEREAS</u>, the conduct of the business of the Corporation is subject to the provisions of the URS Corporation and Subsidiaries Policies and Procedures Manual, as amended from time to time (the "P and P"), which includes provisions concerning persons who may execute and deliver documents on behalf of the Corporation; and

<u>WHEREAS</u>, the Board of Directors wishes to clarify any confusion that may arise between the provisions of the P and P and the provisions of the By-Laws of the Corporation or statutes concerning persons who may execute and deliver documents on behalf of the Corporation, it is

<u>NOW, THEREFORE, BE IT RESOLVED</u>, that, in conjunction with the P and P, the person named in the foregoing resolution be and she hereby is authorized, directed and empowered to execute and deliver documents on behalf of the Corporation.

\* \* \* \* \* \*



### Appointment of Martin Leahy as Senior Vice President and Controller as of April 1, 2005

<u>RESOLVED</u>, effective as of the date thereof, Peter J. Pedalino shall be removed as Vice President and Controller of the Corporation;

<u>RESOLVED FURTHER</u>, that, effective immediately, Martin Leahy be and he is hereby appointed Senior Vice President and Controller of the Corporation;

<u>RESOLVED FURTHER</u>, that his term of office shall continue at the pleasure of the Board or until his employment with the Corporation shall cease

### Authority to Execute Documents on Behalf of the Corporation

<u>WHEREAS</u>, the conduct of the business of the Corporation is subject to the provisions of the URS Corporation and Subsidiaries Policies and Procedures Manual, as amended from time to time (the "P and P"), which includes provisions concerning persons who may execute and deliver documents on behalf of the Corporation; and

<u>WHEREAS</u>, the Board of Directors wishes to clarify any confusion that may arise between the provisions of the P and P and the provisions of the By-Laws of the Corporation or statutes concerning persons who may execute and deliver documents on behalf of the Corporation, it is

<u>NOW, THEREFORE, BE IT RESOLVED</u>, that, in conjunction with the P and P, the person named in the foregoing resolution be and he hereby is authorized, directed and empowered to execute and deliver documents on behalf of the Corporation.

\* \* \* \* \* \*

### Appointment of Officer as of July 1, 2005

<u>RESOLVED</u>, that the following person be and she is hereby appointed officer of the Corporation, to hold the respective office set forth beside her name:

<u>Name</u>

Office

Yassamin M. Myers

Vice President

<u>RESOLVED FURTHER</u>, that Ms. Myers' term of office shall continue at the pleasure of the Board or until her respective employment with the Corporation shall cease.

### Authority to Execute Documents on Behalf of the Corporation

<u>WHEREAS</u>, the conduct of the business of the Corporation is subject to the provisions of the URS Corporation and Subsidiaries Policies and Procedures Manual, as amended from time to time (the "P and P"), which includes provisions concerning persons who may execute and deliver documents on behalf of the Corporation; and



<u>WHEREAS</u>, the Board of Directors wishes to clarify any confusion that may arise between the provisions of the P and P and the provisions of the By-Laws of the Corporation or statutes concerning persons who may execute and deliver documents on behalf of the Corporation; it is

<u>NOW, THEREFORE, RESOLVED</u>, that, in conjunction with the P and P, the following person (an employee of the Corporation or an affiliate and an officer of the Corporation) be and she is hereby is authorized, directed and empowered to execute and deliver any and all documents on behalf of the Corporation:

\* \* \* \* \*

Yassamin M. Myers

I, Kristin L. Jones, the undersigned, do hereby certify that I am the Assistant Secretary of URS Corporation Southern and that the foregoing are true and correct copies of the resolutions adopted by the Board of Directors of the Corporation by written consent as of the dates indicated. I further certify that said resolutions are in conformity with the Certificate of Incorporation and the bylaws of the Corporation. They have not been modified, amended or revoked and are in full force and effect as of the date hereof.

Dated in the City and County of San Francisco, California this 19<sup>th</sup> day of December, 2005

Kristin L. Jones, Assistant Secretary

		ICATE OF LIAE			F.		DATE	
PF	Willis North America 26 Century Blvd. P. O. Box 305191	877-945-7378 , Inc.	B   THIS CEF   ONLY AI   HOLDER.	RTIFICATE IS IS ND CONFERS   . THIS CERTIFIC	Page 1 of 3 SUED AS A MATTER O NO RIGHTS UPON TH CATE DOES NOT AMEN AFFORDED BY THE PO			
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	San Francisco, CA 9	4111		xington Insura			19437-000	
			INSURER C: Am	erican Interna	tional South Insurance	ce Co	40258-001	
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	NON-OWNED AUTOS				BODILY INJURY (Per accident) \$			
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A   a	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY	WC7181903	1/1/2007	1/1/2008	X TORY LIMITS ER			
C D	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED?	WC7181935			E.L. EACH ACCIDENT \$	1.0	00,000	
-	If yes, describe under SPECIAL PROVISIONS below	WC71B1937	1/1/2007	1/1/2008	E.L. DISEASE - EA EMPLOYEE \$		00,000	
E	OTHER	WC7181904/WC7181936 MMP 0005	<u>1/1/2007</u> 5/1/2007	1/1/2008	E.L. DISEASE - POLICY LIMIT \$		00,000	
	Professional Liability w/Limited Contractual - Claims Made Policy	1156494 E&O	5/1/2007		\$5,000,000. Each Clai \$5,000,000. Aggregate	m		
SIR	RIPTION OF OPERATIONS/LOCATIONS/VEHICLE Insured Retention: \$10,000 Retro Date 11/1	7/38						
lts Jiał	a Beach County Board of Officers, Employees and Dility policy, where req	County Commissioners, Agents are included uired by written cont	, A Political as Additiona tract.	Subdivision I Insured a	n of the State of s respects the Ge	Flo: nera	rida, 1	
CER	TIFICATE HOLDER		CANCELLATIO					
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			DATE THEREOF. 1	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL $30$ DAYS WRITTEN				
	Palm Beach County		NOTICE TO THE C	NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL				
	Departments of Airport-		IMPOSE NO OBLIC	IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR				
	Attn: Mr. Gary M. Sypek 846 Palm Beach Internation	al Dirport	REPRESENTATIVE	REPRESENTATIVES.				
	West Palm Beach, FL 33406	ar Arrport			h. A			
CO	RD 25 (2001/08) Col	1:1967856 Tpl:627045	Cert:8895577		© ACORD GORP	ORAT	ION 1988	
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FRODUCER	877-945-7378 Willis North America, Inc. 26 Century Blvd. P. O. Box 305191	THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATI ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICA HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND ALTER THE COVERAGE AFFORDED BY THE POLICIES BELO				
NSURED	Nashville, TN 372305191	INSURERS AFFORDING COVERAGE	NAIC#			
NJOHED	URS Corporation 600 Montgomery Street, 25th Floor	INSURERA: National Union Fire Ins Co of Pittsburgh	19445-100			
	San Francisco, CA 94111	INSURER B: Lexington Insurance Company	19437-000			
		INSURERC: American International South Insurance Co	40258-001			
	•	INSURER D: Insurance Company of the State of PA	19429-100			
ESCRIPTION		INSURERE: Lloyd's of London/A.F. Beazley Syndicate	15792-200			

ERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS Waiver of Subrogation applies in favor of the Additional Insured(s) as respects General Liability, where required by written contract.

Such insurance as is afforded for the additional insureds shall apply as primary insurance. Any other insurance maintained by the additional insureds or its officers and employees shall be excess only and not contributing on part of the additional insureds.

Severability of Interest Applies.

# Coll:1967856 Tpl:627045 Cert:8895577

### IMPORTANT

If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

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

#### DISCLAIMER

The Certificate of Insurance on the reverse side of this form does not constitute a contract between the issuing insurer(s), authorized representative or producer, and the certificate holder, nor does it affirmatively or negatively amend, extend or alter the coverage afforded by the policies listed thereon.

ACORD 25 (2001/08)

Coll:1967856 Tpl:627045 Cert:8895577

VI/24/2001 ID.DI FAX 81328(859]

DCG

Jul 24 07 02:50p

URSTAMPA

LETTER OF INTENT TO PERFORM AS A DEE SUBCONTRACTOR URS Corporation Southern (NAME OF PRIME CONTRACTOR) TOI 7650 West Courtney Campbell Causeway, Tampa, PL 33607-1462 (ADDRESS) CONTACT PERSON & TITLE: Allan M. Magy, Vice Prosident FROM: Donovan Consulting Group, Inc. (NAME OF SUBCONTRACTOR) 5636 Lake Mary Jess Shores Court, Orlando, PL 32839 (ADDRESS) CONTACT PERSON L TITLE: Deborah Donovan, President The undersigned intend to perform work in connection with the above project as (check one): an individual \_\_\_\_\_ a corporation a joint venture a partnership The undersigned is certified by Yalm Beach County Department of Airport as a DBE. Attach proof of DBE certification. 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:): Phase 2 (Additional Tasks) of the PBIA EIS - specifically providing support for public involvement activities. which is a <u>8.9</u> to be per \* of the total estimated dollar value of work performed on che named project. The undersigned will enter into a formal agreement for the described work with the above-named prime consultant upon an executed contract with Palm Beach County. PBC DEPARTMENT OF AIRPORTS PROJECT: EIS for Proposed Expansion of Runway 9R-27L at Palm Beach International Airport (Phase 2 -Additional Tasks) Donovan Consulting Group, Inc. (MAME OF LOR SUBCONSULTART RIRM) 505-795-4225 (TELEPHONE #) 100020 1124 07 (SIGNATORE OF REPRESENTATIVE) BY: (DATE) Deborah Donovan, President (MAME & TITLE OF SIGNATURE REPRESENTATIVE) PRINT/TYPE Revised 10/01/96

V1/24/2007 15:51 FAX 8132878591

Jul 24 07 02:50p DCG

URSTAMPA



# Florida Department of Transportation

JEE BUSH GOVERNOR 605 Suwannee Street Tailahassee, FL 32399-0450 JOSÉ ABREU SECRETARY

March 24, 2005

Donovan Consulting Group, Inc. Ms. Deborah Donovan, President 5636 Lake Mary Jess Shores Ct. Orlando, FL 32839

#### RE: DISADVANTAGED BUSINESS ENTERPRISE CERTIFICATION

Dear Ms. Donovan:

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 specially codes 300-Consultants(by type of service), 968-Public Relations Services, 950-Environmental Consulting Services, 980-Other Business Services(NEC).

JG/pb

CERTIFICATION EXPIRATION DATE:

March 23, 2008

John Goodeman Certification Manger

www.dotstate.flus

HUTTCLED PAPER

DCG

Jul 24 07 02:52p

### FLORIDA UCP

#### USDOT recipients and/or local government entities signing the Uniform Certification Program (UCP) Agreement as of 7/11/05, and who have provided the required signature page to FDOT.

Below are the recipients or government entities represented on the document signed, and the primary person to contact relative to the UCP. This list reflects only one (1) primary contact individual per UCP signatory.

- 1. Florida Department of Transportation (850) 414-4747 (C)
- 2. Melbourne Airport Authority (321) 723-6227 (x. 277) (C)
- Hillsborough County Aviation Authority (813) 870-8738 (C)
- 4. Sarasota Manatee Airport Authority (941) 359-5200 (x. 4230)

Arthur Wright arthur.wright@dot.state.fl.us

Laura Dumas ldumas@mlbair.com

Starla Ardoin sardoin@tampaairport.com

John Schussler john.schussler@srg-airport.com

- Panama City-Bay County Airport & Industrial District Pam Henderson (850) 763-6751 (x 202) <u>pheoderson@peairport.com</u>
- Council on Aging of St. Lucie, Inc. (772) 879-1287
- St. Lucie County (772) 462-1772
- 8. City of Ocala (352) 629-8529
- 9. Broward County (954) 357-7357 (C)
- 10. Panama City MPO (850) 595-8910
- Pinellas Suncoast Transit Authority (727) 533-4362
- 12. Miami-Dade County (305) 375-3189 (C)

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URSTAMPA

12	LYNX/Central Florida Regional Transpo	ortation Authority	Jenny Jacovazzi
4 - <b>-</b> 7 -	(407) 254-6110	jiacova	azzi@golynx.com

- 14. City of Tallahassee (850) 891-8184 (C)
- 15. Lee County Port Authority (941) 768-4859 (C)
- Jacksonville Airport Authority (904) 741-2426 (C)
- 17. Volusia County (386) 274-3437 (C)
- 18. Escambia County Area Transit (850) 595-3228 (x 12)
- Jacksonville Transportation Authority (904) 598-8709 (C)
- 20. Sarasota County Transportation Authority (941) 861-1018
- South Florida Regional Transportation Authority (954) 935-1933
- 22. City of St. Petersburg (727) 892-5180
- St. Petersburg/Clearwater International Airport (727) 453-7805 (C)
- 24. Greater Orlando Aviation Authority (407) 825-7133 (C)
- 25. Lee County Transit (941) 533-0331
- 26. Okaloosa County (850) 651-7533
- Indian River County Council on Aging (772) 569-0903

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Shrimatee Ojah-Maharaj Shrimatee Ojah-Maharaj@stpete.org

> Lynn Marschang gmarscha@co.pinellas.fl.us

Sylvia Ross sross@goaa.org

Susan Riley rileysp@leegov.com

Christy Johnson cjohnson@co.okaloosa.fi.us

Karen Wood Karen@irccoa.org Jul 24 07 02:51p DCG

URSTAMPA

- 28. Key West International & Florida Keys Marathon Airport (305) 797-0152 (C)
- 29. City of Umatilla (352) 669-3125
- 30. City of Leesburg (352) 728-9704
- 31. Manatee County Area Transit (941) 747-8621, ext. 246 or 229
- 32. Lee County (239) 335-2178
- Space Coast Area Transit
   (321) 635-7815

(561) 471-7456 (C)

Palm Beach International Airport

- 35. Palm Tran (561) 841-4254 (C)
- City of Key West, DoT (305) 292-8285

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Tim Scobie umatillacity@aol.com

Ron Stock (City Manager) citymanager@ci.lecsburg.fl.us

Christine Chapman christine.chapman@co.manarce.fl.us

> Jack Barden bardenim@lecgov.com

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nbrewing@pbi.org Noyte Brewington

dicaf@co.palm-beach.fl.us Dennis Leaf

mhernan@keywesteity.com Myra Hernandez

#### LETTER OF INTENT TO PERFORM AS A DBE SUBCONTRACTOR

URS Corporation Southern (NAME OF PRIME CONTRACTOR) TO: 7650 West Courtney Campbell Causeway, Tampa, FL 33607-1462 (ADDRESS)

CONTACT PERSON & TITLE: Allan M. Nagy, Vice President

FROM: TransSolutions, LLC

(NAME OF SUBCONTRACTOR) 14600 Trinity Boulevard, Suite 200, Ft. Worth, TX 76155 (ADDRESS) CONTACT PERSON & TITLE: Belinda G. Hargrove, Managing Principal

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

an individual \_ a corporation

a partnership a joint venture NOTE: TransSolutions, LLC is a Limited Liability Company. The undersigned is certified by Palm Beach County Department of Airport as a DBE.

#### Attach proof of DBE certification.

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:): <u>Phase 2 (Additional Tasks) of the PBIA EIS - specifically</u> <u>demand/capacity analysis and capacity modeling.</u>

which is a <u>1.5</u> % of the total estimated dollar value of work to be performed on the on the named project.

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

**PBC DEPARTMENT OF AIRPORTS PROJECT:** EIS for Proposed Expansion of Runway 9R-27L at Palm Beach International Airport (Phase 2 -Additional Tasks)

TransSolutions, LLC817-359-2950 (NAME OF DBE SUBCONSULTANT FIRM) (TELEPHONE #)

Bein los BY: \_\_\_\_ Do July 07 (DATE) (SIGNATURE OF REPRESENTATIVE)

> Belinda G. Hargrove, Managing Principal (NAME & TITLE OF SIGNATURE REPRESENTATIVE) PRINT/TYPE

Revised 10/01/96





Orlando International Airport One Airport Boulevard Orlando, Florida 32827-4399 (407) 825-2001

February 28, 2007

# **Certified Mail – Return Receipt Requested**

Ms. Belinda Hargrove, Managing Principal TransSolutions, LLC 14600 Trinity Blvd, Suite 200 Fort Worth, TX 76155

ANNIVERSARY DATE – Annually, on February 28, 2008

#### Dear Ms. Hargrove:

The Greater Orlando Aviation Authority [GOAA] is pleased to announce that your firm has been certified as a Disadvantaged Business Enterprise [DBE] in Florida, under a Unified Certification Program [UCP] in accordance with 49 CFR, PART 26.

DBE certification is continuing from the date of this letter, but is contingent upon the firm renewing its eligibility annually through this office. You will be notified in advance of your obligation to continue eligibility in a timely fashion. Failure to continue your eligibility will result in immediate action to decertify the firm.

As long as the firm is listed in the DBE Directory, it is considered DBE Certified by all Florida UCP Members.

DBE Certification is subject to actions by governmental agencies impacting the disadvantaged status of the firm.

Your firm will be listed in Florida's **UCP DBE Directory** which can be accessed via the internet, at <u>http://www.bipincwebapps.com/biznetflorida/</u> or through FDOT's website at <u>www.dot.state.fl.us/equalopportunityoffice</u> and by "clicking" on "DBE Directory" in the left hand margin, then "clicking" on "Directory" near the bottom of the page.

DBE certification is **NOT** a guarantee of work, but enables the firm to compete for, and perform, contract work on all USDOT Federal Aid (FAA, FTA and FHWA) projects in Florida as a DBE contractor, sub-contractor, consultant, sub-consultant or material supplier.

If, at any time, there is a material change in the firm, including, but not limited to, ownership, officers, Directors, scope of work being performed, daily operations, affiliations with other businesses or individuals or physical location of the firm, you must notify this office, in writing, without delay. Notification should include supporting documentation. You will receive timely instruction from this office as to how you should proceed, if necessary

Your firm may compete for, and perform, work on all USDOT Federal Aid projects throughout Florida, receiving DBE credit for work performed in the following areas:

NAICS:

Description \_\_\_\_

541310	Architectural Services
541330	Engineering Services
541614	Process, Physical Distribution and Logistics Consulting
	Services
541990	All Other Professional, Scientific and Technical Services

Questions or concerns should be directed to this office by mail or telephone. Our telephone number is 407. 825.7133.

Sincerely, aria,

Maria Rivera Assistant Director of Small Business Programs

CC: Renée D. Spann, Director of Concessions & Small Business Programs

# LETTER OF INTENT TO PERFORM AS A DBE SUBCONTRACTOR

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FROM	:	Eme	rge		С	onsul	ting,		Inc.
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	CONTACT	PERSON	& Τ	ITLE:_	Tammy	Thom	nas-Ant	hony,	President
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Revised 10/01/96

# LETTER OF INTENT TO PERFORM AS A DBE SUBCONTRACTOR

TO: URS Corporation Southern (NAME OF PRIME CONTRACTOR) 7650 West Courtney Campbell Causeway, Tampa, FL 33607-1462 (ADDRESS) CONTACT PERSON & TITLE: Allan M. Nagy, Vice President FROM: L.B. Limited & Associates, Inc. (NAME OF SUBCONTRACTOR) 120 S. Dixie Highway, Suite 205, West Palm Beach, FL 33401 (ADDRESS) CONTACT PERSON & TITLE: Bruce N. Lewis, President and CEO 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 Airport as a DBE. Attach proof of DBE certification. 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:): <u>Phase 2 (Additional Tasks) of the PBIA EIS - specifically</u> <u>conducting the public involvement program and preparation of</u> <u>collateral materials for public meetings.</u> which is a <u>11.5</u> to be per % of the total estimated dollar value of work performed on the named project. The undersigned will enter into a formal agreement for the described work with the above-named prime consultant upon an executed contract with Palm Beach County. **PBC DEPARTMENT OF AIRPORTS PROJECT:** EIS for Proposed Expansion of Runway 9R-27L at Palm Beach International Airport (Phase 2 -Additional Tasks) L.B. Limited & Associates, Inc. 561-833-8080 (NAME OF DEE SUBCONSULTANT FIRM) (TELEPHONE #) Shree L SIGNATURE OF DEPRESENTATIVE) BY: 107 20 (DÁTT Bruce N. Lewis, President and CEO (NAME & TITLE OF SIGNATURE REPRESENTATIVE) PRINT/TYPE Revised 10/01/96

#### EXHIBIT "A"

# Scope of Work – Final Version

# PHASE 2 – Draft EIS

### ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED AIRFIELD IMPROVEMENT PROJECT

### PALM BEACH INTERNATIONAL AIRPORT

The following details the tasks that are associated with Phase 2 of the EIS study for the proposed Airfield Improvement Project (AIP) defined by the Palm Beach County Department of Airports (PBC DOA) at Palm Beach International Airport (PBIA).

# TASK 2: ALTERNATIVES DEVELOPMENT AND EVALUATION

This task will document the Federal Aviation Administration (FAA's) development and evaluation of alternatives to the Sponsor's Proposed Project. In order to meet the spirit and intent of NEPA, the CONSULTANT will work with FAA to develop new alternatives, evaluate alternatives previously developed by the PBC DOA, and evaluate alternatives submitted to FAA as part of the Scoping process. [NOTE: Alternative concepts submitted to FAA as part of Scoping will be evaluated by the CONSULTANT to a level commensurate with the level of detail that has been provided to FAA in support of the individual alternative(s). Neither FAA nor the CONSULTANT will be responsible for undertaking detailed planning, economic, engineering nor other types of studies/analyses that may be required to bring alternative concepts can be accomplished by FAA/CONSULTANT].

The development and evaluation of alternatives for the Proposed Project will focus on the ability of the alternatives to meet the purpose and need for the Proposed Project at PBIA, which was developed by FAA and the CONSULTANT in Phase 1 of the EIS process. A test of reasonableness and practicality will be applied to each alternative to identify alternatives that the EIS will evaluate in detail. The feasibility and practicality of reasonable on- and off-site alternatives will be examined through a multi-layered screening process, which was developed by FAA and the CONSULTANT in the Definition of Alternatives Report prepared in Phase 1. In support of the alternatives analysis, this chapter of the DEIS will include: 1) a description of the alternatives development process; 2) a description of the evaluation used to compare the alternatives; 3) the reasoning why some alternatives were or were not retained for detailed analysis in the EIS; and 4) a summary description of the reasonable alternatives. Each of the alternatives will be defined clearly in text and illustrations. FAA and the CONSULTANT will develop comparison tables that clearly show how each of the alternatives was evaluated in the screening process.

Alternatives developed by the PBC DOA that will be independently evaluated by FAA and the CONSULTANT in this task. Those alternative will be limited to those included in the *Airfield Planning Alternatives Report*, June, 2006 and supplemented by memorandums from CH2M Hill to the PBC DOA regarding *Response to* 

FAA and URS Comments on Planning Alternatives Summary Document (December 21, 2006) and Response to FAA PBI Planning Comments, Pre-NOI (January 19, 2007).

The results of the alternatives review and analyses will be documented in a draft of the Alternatives Chapter of the DEIS, which will be provided to FAA in both hardcopy and electronic formats. Twelve (12) copies of the Draft Alternatives Working Paper will be produced and distributed to FAA by the CONSULTANT. Comments received from FAA on the Draft Alternatives Working Paper will be incorporated into the document as directed by FAA. The CONSULTANT will then print and distribute twelve (12) copies of the Final Alternatives Working Paper to FAA. Digital copies of the Final Alternatives Working Paper will also be provided. FAA will review and approve the alternatives retained for detailed evaluation prior to the detailed evaluation of environmental impacts in the Environmental Consequences chapter of the EIS.

The preliminary evaluation of Alternatives developed for the Definition of Alternatives in Phase 1 indicated that the Purpose and Need for the Proposed Project would not likely be met by an off-site alternative. Therefore this task does not include the detailed analysis of off-site alternatives beyond the initial Level 1, Purpose and Need, screening. If, after the screening of alternatives in Level 1 (Purpose and Need) it is determined that an off-site alternative warrants being carried forward into subsequent screening levels and that site specific environmental, economic and engineering data is required to fully evaluate the alternative, the CONSULTANT will coordinate with FAA and the PBC DOA, and determine the level of effort required to complete the screening analysis. The CONSULTANT will also review the remaining budget in this task and determine whether a Supplemental Agreement is needed to complete the evaluation.

Products: Draft and Final Alternatives Working Paper Responsibility: URS with assistance from subcontractors

### TASK 3: AFFECTED ENVIRONMENT

This task will build on the data acquisition efforts described in Task 1.7 of the Phase 1 Scope of Work. Per FAA Order 5050.4B, the CONSULTANT will prepare a concise description of the area affected by the project alternatives based on the on-site and off-site baseline environmental conditions identified in Task 1.7. This task will summarily note those areas that FAA and the CONSULTANT determine will not be affected by the project. The affected environment will be described by the following: location map, vicinity map, and Airport Layout Plan (ALP); description of existing and planned land uses and zoning in the airport vicinity, including residential areas, public parks, wildlife and water fowl refuges, designated areas of critical habitat, uplands, wetlands, floodplains, farmlands, recreation areas, and historic and archaeological sites; location of nearby schools and places of public assembly, hospitals, and adjacent jurisdictions potentially affected by the development-related alternatives; future planned activities in the Generalized Study Area (GSA), and existing noise and air quality conditions in the area around PBIA.

The extent of the discussion included in the Affected Environment Chapter of the DEIS will be commensurate with the anticipated level of environmental impacts associated with the alternatives retained for detailed analysis.

The initial data collection efforts and analyses for the Air Quality, Noise, and Historic/Archaeological

Resources categories are also components of the impact evaluations. For each of the three categories, additional detail describing the work efforts associated with developing information for the Affected Environment chapter of the DEIS is contained in the respective Scope discussions in Task 4, Environmental Consequences.

Products: Affected Environment Chapter of the DEIS. Responsibility: URS with assistance from subcontractors

# TASK 4: ENVIRONMENTAL CONSEQUENCES

This task includes the detailed environmental evaluation and technical analyses of the direct and indirect environmental effects of the No-Action Alternative and up to three (3) on-site "Build Alternatives" for the opening year (2013) and outside planning year (2018) for the specific environmental resource categories listed in FAA Orders 5050.4B and 1050.1E. If it is determined based upon additional information obtained in Phase 2 of the EIS that one or more off-site alternatives would meet the Purpose and Need for the Proposed Project, and that an off-site alternative warrants detailed environmental evaluation in the EIS, the evaluation will be accomplished at the direction of the FAA and under a Supplemental Agreement with the PBC DOA.

For each impact category, one of the following courses of action will be followed in determining the scope of material to be prepared by the CONSULTANT for the EIS:

- If analysis indicates the impacts are not significant, a brief but complete statement to this
  effect, including the reasons and reference to the appropriate section(s) of FAA Orders
  1050.1E and 5050.4B, will be prepared by the CONSULTANT and used in preparing the
  EIS
- If initial analysis indicates the impacts are significant, the CONSULTANT will recommend and perform additional analyses according to the provisions of this Scope of Work and the requirements of FAA Orders 1050.1E and 5050.4B. If additional analysis is beyond the requirements of FAA Orders 1050.1E and 5050.4B and this Scope of Work, the CONSULTANT will provide the FAA with a recommended course of action. The CONSULTANT will inform the PBC DOA of FAA's decision to conduct any additional analyses, should they be needed, and the ability of the budget to accommodate any additional studies.

Where applicable, this section will also address any mitigation measure options that may be required to offset adverse effects. Due to the nature of the project, it is anticipated that significant environmental impacts may not occur in some of the required disciplines.

CEQ 1508.25 states that cumulative actions should be considered when determining the scope of a NEPA process. CEQ 1508.7 defines a cumulative impact as the environmental effect resulting from the incremental

effects of the Proposed Project when added to the effects of other past, present, and reasonably foreseeable future actions, regardless of the entity (i.e., Federal or non-Federal) or person that would carry out those actions. FAA and the CONSULTANT will use Order 5050.4B, paragraph 9.q, to determine reasonably foreseeable actions. The CONSULTANT will coordinate with other local, State, and Federal agencies to help identify past or present cumulative actions as per 5050.4B, par. 910.c(2).

The cumulative projects that will be evaluated in this EIS will be considered part of both the No-Action Alternative and the other reasonable project alternatives. Inclusion of these projects in the EIS will be for disclosure purposes only to fulfill the requirements of CEQ. These projects will be briefly described, and their potential impacts will be qualitatively disclosed for each impact category. Where quantitative data is available for these projects, it will be utilized in the EIS as applicable. The EIS will not provide sufficient documentation to fulfill either the airport sponsor's or FAA's responsibilities for environmental review of proposed future airport development actions. If and when the PBC DOA determines that any reasonably foreseeable projects are needed, they will undergo independent environmental review by FAA.

The following future alternative scenarios will be examined in the Environmental Consequences section of the EIS:

Year 2013 (Implementation Year)

- 2013 No-Action Alternative
- 2013 Proposed Project
- Up to two (2) other reasonable, on-site Build Alternatives in 2013

Year 2018 (Implementation Year Plus Five Years)

- 2018 No-Action Alternative
- 2018 Proposed Project
- Up to two (2) other reasonable, on-site Build Alternatives in 2018

In this task, each of the above referenced alternatives will be examined in detail for their potential to result in impacts to the following environmental impact categories. The final product of each of the following subtasks will be the preliminary text, tables and graphics of each Chapter 5 subsection, associated technical appendices, and list of references for the Preliminary Draft EIS document.

#### Task 4.1: Air Quality

This Task contains Additional Services that were not included in the Preliminary Scope. These services are based on the inclusion of a HAPS emissions inventory, and the inclusion of a Soot Analysis in the refined Phase 2 Scope.

# 4.1.1 Data Collection, AQ Protocol, and Agency Consultation

This task will involve collecting data necessary to identify and describe the baseline conditions and the future conditions representing the No-Action and Proposed Action. The CONSULTANT anticipates that the majority

of data needed for this task will be obtained by review of the SIMMOD files provided by the PBC DOA and coordination and cross-utilization of data developed as part of the noise analysis in Task 4.13. For information that is not available from these sources, the CONSULTANT will prepare and submit a written request for data which will detail the specific information that will be required to complete the data collection, data review and processing, and emissions inventories tasks. This information includes (but may not be limited to) data for each analysis condition to be analyzed for: 1) aircraft landing/takeoff operations (LTOS); 2) airport-specific aircraft taxi/idle and queue times; 3) ground support equipment (GSE) fleet data; 4) motor vehicle traffic volumes using airport roadways and parking facilities; and 5) annual consumption of JET A, and Aviation Gasoline (AVGAS). The CONSULTANT will also conduct a two-day site-visit to PBIA to gather airport-specific data, such as airport-specific GSE times-in-mode and available passenger loading bridge (gate) services, needed for the air quality analysis.

The CONSULTANT will work closely with both PBC DOA and FAA, and coordinate efforts with the air quality staffs of U.S. Environmental Protection Agency (EPA) Region 4 and the Florida Department of Environmental Protection, Division of Air Resource Management (FDEP) to ensure that the appropriate methodologies and technical approaches for the air quality analyses needed to complete the DEIS will be implemented. The CONSULTANT will document the comments from the review agencies with respect to the scope, analytical methods, and modeling assumptions, and prepare an Air Quality Analysis Protocol document..

The CONSULTANT will submit this protocol to FAA for review; and, after incorporation of comments from FAA, the completed protocol will be submitted to the various oversight agencies that would be involved in reviewing the air quality analyses for the DEIS. Two (2) representatives of the CONSULTANT will also attend one (1) meeting with EPA Region 4 staff to discuss the Air Quality Analysis Protocol. The CONSULTANT will also coordinate the protocol with the Florida Department of Environmental Protection (FDEP) via e-mail and telecons, The final work protocol will reflect the comments received from each of the reviewing agencies. Based on the existing attainment status of Palm Beach County, no dispersion modeling analysis is included in this Scope. Should air quality dispersion modeling be required, the CONSULTANT will coordinate with FAA on the reasoning for that requirement, and determine if sufficient budget remains in Phase 2 to accomplish the work. If sufficient money is not available to complete that work, the work will be accomplished under a Supplemental Agreement or as part of Phase 3 services.

### Task 4.1.2: Criteria Pollutants Emissions Inventory

The CONSULTANT will estimate annual emissions (in tons per year) of volatile organic compounds (VOCs), nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), and particulate matter ( $PM_{10}$  and  $PM_{2.5}$ ) from mobile and stationary sources of air emissions routinely associated with airport activities for the Existing Condition (year 2006), the No Action Alternative, the Proposed Project and the reasonable "Build Alternatives" for the years 2013 and 2018. The sources of emissions to be evaluated will include (but may not be limited to): 1) aircraft; ground support equipment (GSE); 2) motor vehicles expected to operate on the airport roadways, in the parking facilities, and at terminal curbsides; and 3) off-site airport-related traffic in the immediate vicinity of, and associated with, PBIA.

Also included in the analysis will be the assortment of other stationary or area sources of air emissions (i.e. fuel storage facilities, generators, incinerators, fire training facility, etc.) expected to support the airport on a

day-to-day basis, in order to establish baseline emissions for the cumulative impacts analysis.

To estimate emissions, the CONSULTANT will use the latest version of FAA's Emissions and Dispersion Modeling System (EDMS) computer program (currently Version 5.0.1, dated March, 2007). The aircraft emissions analysis will be based on PBIA-specific aircraft operations, fleet mixes, and engine types, and operating time-in-mode in four specific operating modes, namely: approach, landing, takeoff, and taxi/idle/delay. Particulate emissions from many aircraft are calculated directly in EDMS, except for piston, turboprop, and military aircraft. Particulate emissions from these aircraft will be calculated based on FAA's guidance Memorandum *Use of the First Order Approximation (FOA) to Estimate Aircraft Engine Particulate Matter (PM) Emissions in NEPA Documents and Clean Air Act Conformity Analyses*, dated May 24, 2005. Since Florida is in attainment of all of the NAAQS, national default emission factors for VOC, NOx, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> for motor vehicles, which are included in EDMS, will be used to calculate emissions from airport-related motor vehicles.

Because the entire State of Florida is in attainment of all air quality standards, no General or Transportation Conformity Determinations are needed. Therefore, no conformity analyses or dispersion analyses are needed for this DEIS, or are included in this Scope. If it is determined after approval of this Scope that General or Transportation Conformity determinations or dispersion analysis are to be conducted for this DEIS, the CONSULTANT will coordinate with FAA and determine if sufficient budget remains in Phase 2 to accomplish the work. If the budget is not available to conduct that work, the work will be accomplished under a Supplemental Agreement or as part of Phase 3 services.

#### Task 4.1.3: Construction-Related Pollutants Emissions Inventory

As part of the air quality analysis, the CONSULTANT will estimate annual emissions (in tons per year) of volatile organic compounds (VOCs), nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) from construction-related activities associated with the construction of the reasonable alternatives. Construction-related emissions will be calculated for each year in which construction activities are expected to occur and will be based on information developed by the CONSULTANT in consultation with EPA and the FDEP specifically for this analysis with respect to equipment types and hours of operation needed for each construction activity. These estimates will be based on conservative assumptions of scheduling, manpower, and equipment required for the individual construction projects. The construction schedule developed for the DEIS analysis will be coordinated with the PBC DOA prior to conducting the emissions analysis. The latest version of EPA's NONROAD model will be used to generate onsite construction equipment emission factors, and the EPA's MOBILE6.2 program will be used to generate emission factors for construction-related motor vehicles traveling offsite. The NONROAD model computes the appropriate state-specific emissions factors and equipment load factors for off-road equipment.

# Task 4.1.4: Hazardous Air Pollutants Emissions Inventory

This Task is an Additional Service that was not included in the Preliminary Scope. For disclosure purposes only, the CONSULTANT will estimate annual emissions (in tons per year) of Hazardous Air Pollutants (HAPs) from airport-related emissions sources (i.e., aircraft operations, ground support equipment, on-airport motor vehicles using the airport access roads, parking facilities, and terminal curbsides, fuel

facilities, etc.) identified during FAA's review of the HAPS protocol. The conditions examined will examine the Existing Condition (2006), the No-Action Alternative, the Proposed Project, and the reasonable alternatives for the years 2013 and 2018. FAA/EPA-approved methodologies and speciation profiles, along with the VOC and particulate emissions data from the criteria pollutant emissions inventory will be used to develop the HAPs emissions inventory. The methodologies, data, and results will be provided in a Technical Appendix to the DEIS.

### Task 4.1.5: Cumulative Impacts

The CONSULTANT will compile available information on other projects near PBIA related by impact, time and/or proximity to the Proposed Project and describe their impacts on air quality in a qualitative manner. Should air pollutant emissions data be available for any of the identified cumulative projects, the CONSULTANT will include the information in the Cumulative Impacts Section (Section 4.21) of the DEIS.

#### Task 4.1.6: Mitigation Measures

This task will involve the identification of design, construction, and operational measures needed to address air quality effects of the planned improvements. The mitigation will be developed to lessen project-related air quality impacts on local or regional air quality. This information, based on PBC DOA documents, in-the-field surveys and/or other applicable resources, will be compiled and summarized in tabular format and discussed in the DEIS. If considered necessary for the DEIS, this analysis will quantify the actual or potential emissions reduction benefits and costs of up to 10 individual mitigation measures.

#### Task 4.1.7: Soot Assessment

This Task is an Additional Service that was not included in the Preliminary Scope. The Scope for the Soot Assessment study is made up of three main subtasks as described below. This study will use Advanced Chemical Fingerprinting or ACF techniques to determine whether exhaust (combustion byproducts) from aircraft operating at PBIA comprise a portion of existing soot/oily deposits currently found in some areas in proximity to PBIA.

#### Task 4.1.7.1: Sampling Program

The sampling program described in this section establishes the sampling sites (number and locations), the methods, and the sampling times to be used.

Sample Sites - Subject to final approval by FAA and PBC DOA, site availability and accessibility, the CONSULTANT will collect ambient deposition samples at up to six locations as follows:

- In an adjoining community on the west side of PBIA where there is a high potential of capturing deposits from aircraft, i.e., directly underneath the approach to Runway 9L to monitor the effects of arriving aircraft over flights;
- (ii iii) In two adjoining communities on the east side of PBIA where there is a high potential of

capturing deposits from aircraft, i.e., directly underneath the departure path from Runway 9L to monitor the effects of departing aircraft over flights;

- (iv) At one location near PBIA that is estimated to be minimally affected by aircraft emissions, to represent the community background levels;
- (v) At one location near Interstate Highway 95, to show the depositional characteristics of other vehicular transportation sources; and
- (vi) In a high activity area on the airport, near the end of Runway 9L, sufficiently close enough to the aircraft to be affected by their exhaust plumes in taxi queue/at beginning of take-off roll (for example, at the departure end of Runway 9L).

**Sampling Methods -** The CONSULTANT will use three types of sampling. The first type will be deposition sampling. Soot deposits, fuel droplets, or anything else with a finite settling velocity will be collected on a passive sampler containing an inert glass medium. This deposition sampling method will be used at all of the sites described above.

The second type of sampling will be swab sampling. Swab sampling will be used to collect deposits from the engine exhaust nozzle of representative jet and piston powered aircraft currently in service at PBIA as part of the source characterization effort. In this regard, the CONSULTANT will need assistance from PBC DOA staff to help gain access to a jet aircraft to collect this sample. Swab sampling will also be used to collect exhaust deposits from a residential property (i.e., automobile surface, patio furniture, etc.), a locally-fueled gasoline-powered motor vehicle, and a locally-fueled diesel-powered vehicle.

The third type of sampling will be collection of actual fuel samples. With the assistance of PBC DOA, the CONSULTANT will obtain small aliquots of jet fuel (Jet A) and aviation gasoline (AVGAS) that are stored and dispensed at PBIA. The CONSULTANT will also collect samples of diesel fuel and motor gasoline from local gas stations.

Sampling Times - For the deposition sampling, sampling times will vary from three to six weeks, depending on meteorological conditions and aircraft activity. CONSULTANT personnel will monitor the sample locations and attempt to protect the sample plates during periods of adverse weather. However, it is possible that a precipitation event will require that the sampling time be reinitiated in order to collect a useable sample. The swab sampling will be performed on previously deposited materials and therefore will be instantaneous. The fuel samples will also be collected instantaneously.

#### Task 4.1.7.2: Laboratory Analyses

Laboratory analyses of the collected samples will be conducted to determine if the depositional material collected are originating from the aircraft operating at the airport, or if they are attributed to other sources such as residential, commercial, and industrial fuel uses, heavy diesel trucks and buses on the local roads, boats in the intercoastal waterway, railroad engines or some other source. All samples will be transported with "chain-of-

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custody" documentation to a specialty laboratory for chemical fingerprinting and optical analysis. The laboratory will 'fingerprint' each of the samples and compare the results to the fingerprints or signatures of the various potential sources that are in the laboratory's database.

The laboratory will conduct enhanced gas chromatography/mass spectrometry (GC/MS) analyses on each of the samples. These analyses will provide the basis for the chemical fingerprinting of the sources of the potential "soot". The deposition samples will be solvent extracted and then subjected to GC/MS. The laboratory procedure will follow the ACF techniques, which will look at the principal components of polycyclic aromatic hydrocarbons and key index ratios of those components that exhibit the characteristics of particular emission source types.

#### Task 4.1.7.3: Report Preparation

The results of the sampling and analysis program will be documented as a draft technical report. The report will present the results of the laboratory testing and will compare the analyses of the collected samples with the reference 'source' samples (swabs and fuel samples). Differences and similarities will be identified and explained. The detailed data from the laboratory analysis will be appended to the draft technical report.

The CONSULTANT will respond to FAA and PBC DOA comments on the draft technical report and reflect these comments in the final report. The responses to comments will be limited to clarifications and text revisions where necessary, and will not include performing any new technical analysis. The final technical report will be summarized in the Air Quality section of the DEIS, and contained in its entirety as an appendix to the DEIS.

Product: Draft DEIS Sections describing the existing air emissions at PBIA, future emissions potential and evaluation of potential air quality impacts, electronic copies of the emission inventory and modeling input and output files for EPA review, Soot Assessment Summary and technical appendix. Responsibility: URS Corporation.

### TASK 4.2: COASTAL RESOURCES

An evaluation will be accomplished to determine the Proposed Project's and reasonable alternative's consistency with the Florida Coastal Zone Management Program (FCMP) the Federal Coastal Barriers Resource Act of 1982, and the Coastal Barrier Improvement Act of 1990 in accordance with FAA 5050.4B, paragraph 1208. The CONSULTANT will document the results of coordination with Federal, state and local agencies in the DEIS, as appropriate. Initial coordination conducted as part of Scoping indicates that the Proposed Project will not result in significant impacts to this environmental resource category. In accordance with Ex. Order 13089, the DEIS will evaluate the potential for the Proposed Action and reasonable alternatives to result in impacts to coral reef resources.

Product: Description of potential Coastal Zone Management, Coastal Barrier and Coral Reef impacts. Responsibility: DOA, FAA, and URS Corporation with assistance of Emerge Consulting.

### TASK 4.3: COMPATIBLE LAND USE

This task involves quantifying noise exposure by combining the noise contour analysis prepared in Task 4.13 with the GIS database prepared in Phase 1 of the EIS process and Task 3 of this Scope. From the database, the CONSULTANT will prepare an analysis of the potential noise impacts of the alternatives retained for detailed analysis on surrounding land uses. Noise impacts will be based on the findings of Task 4.13, Noise. Land use compatibility not associated with airport noise will be evaluated and addressed under the applicable tasks for the individual FAA Order 1050.1E impact categories. The Land Use section of the DEIS will also include the required sponsor assurance (under49 U.S.C, Section 47106(a)(1)) that reasonable actions have been or will be taken to assure compatibility of both existing and future land uses.

Quantification of impacts over noise sensitive land uses within the DNL 65 dBA noise contour will be assessed through the use of the GIS databases developed under Task 3 and will include a calculation of impacts on housing units, population, and other noise sensitive land uses, such as schools, churches, and nursing homes. Population and housing impacts will be quantified according to income levels and race. Sensitive land uses, including residential, educational, health, and religious structures and sites per FAA Order 5050.4B Section 1.9.n, will be quantified according to the numbers impacted. Potential impacts will be evaluated in accordance with FAR Part 150 Land Use Compatibility Guidelines and FAA Order 1050.1E, Appendix A, paragraph 14.3.

As per FAA AC 1050.1E, Appendix. A, paragraph 14.4g, noise sensitive sites will be evaluated according to the three conditions described below for the existing condition, the project implementation year, and five years after project build-out:

- 1. Noise-sensitive sites newly included in the 65 DNL noise contour of the development alternatives.
- 2. Noise-sensitive sites previously included in the 65 DNL contour of the No-Action Alternative which are projected to receive increased noise levels of DNL 1.5 dBA or more with the "Build Alternatives".
- 3. If the conditions in items 1 or 2 above are met, the EIS will also evaluate noise-sensitive sites previously included in the 60 DNL contour of the No-Action Alternative which are projected to receive increased noise levels of DNL 3.0 dBA or more with the "Build Alternatives".

The quantity of noise-sensitive land uses (residential, schools, churches, and nursing homes) within the DNL 65-dB contour affected by each alternative will also be considered. For vacant land, the zoning laws of the county and/or municipalities involved will be examined to determine if the alternatives would be compatible with the existing zoning ordinances. Similar comparisons will be made with official master plans and known development projects which have been endorsed by local governments. Two technical specialists will accomplish one, two-day windshield survey verification of potential impacted land uses within the projected noise contours. This task will include coordination with Palm Beach County as well as other local planning

agencies and municipalities in order to fully consider their land use planning goals, plans and priorities for the PBIA area.

If required, land use mitigation actions will be identified and recommended as necessary for each of the alternatives.

Product: Description of land use impacts of the alternatives. Recommended land use mitigation actions. Responsibility: URS Corporation with assistance from Emerge Consulting.

### TASK 4.4: CONSTRUCTION IMPACTS

Construction impacts associated with the Proposed Project and reasonable alternatives will be assessed primarily in conjunction with the applicable technical analyses discussed for the other impact categories (i.e. noise, water quality, air quality, solid wastes, surface traffic, etc.).

This information will be summarized under this task and presented in a coherent DEIS section that focuses only on construction. To the extent necessary, any other potentially significant construction-related impacts that were not assessed in conjunction with these individual impact categories will be assessed under this task.

This task will also identify, evaluate and discuss any potential impacts associated with construction activities that may require mitigation (i.e. storm water runoff, fugitive dust, construction equipment staging areas, construction material storage, disposal of construction debris, etc.). Where necessary, applicable mitigation measures will be outlined, their purpose and effectiveness explained, and the responsible parties identified. These could include such items as erosion control; temporary detention basins and designated construction material haul routes.

Any construction permits, licenses, prohibitions and/or applicable guidelines promulgated by Federal, state, regional or local agencies will also be identified under this task. The recommended provisions contained in FAA Advisory Circular 150/5370-10A, *Standards for Specifying Construction at Airports*, will be identified and discussed.

Product: Evaluation, summary information and discussion of potential construction-related impacts and their potential mitigation measures. Responsibility: URS Corporation.

### TASK 4.5: DOT ACT: SECTION 4(f)

A complete and detailed inventory and analysis of potential affected Section 4(f) properties (public parks or recreational areas, wildlife refuge, and sites of national, state or local significance) as well as 6(f) (Land & Water Conservation Fund Act lands) will be conducted as a part of this task. These properties within the Generalized Study Area (GSA) will be inventoried, identified, described and potential impacts to them evaluated as outlined in FAA 1050.1E, Appendix A, Section 6. The impact analysis will consider the total area (acres) affected, total number of facilities affected by each of the alternatives, and if the alternative would physically or constructively use the facility. Potential noise impacts to Section 4(f) / 6(f) sites will be evaluated

using a Grid-Point analysis and/or the difference contours developed in Task 4.13. If either use is expected to occur, analysis of prudent and feasible alternatives that avoid using the facility will occur. If none exists, appropriate mitigation measures will be identified, in consultation with the agency having jurisdiction over the affected resources. Consideration will be given to all potential uses of Section 4(f) and 6(f) lands including direct use (such as through acquisition or demolition) and constructive use (such as increased noise levels or changes in access).

The Section 4(f) analysis and impact evaluation will be closely coordinated with the work efforts being accomplished under Task 4.10, Historic /Archaeological Resources. This is to ensure, compliance with Section 4(f) provisions as they relate to properties on or eligible for inclusion on the National Register of Historic Places. Since that effort is closely related to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR Part 800 (Protection of Historic Properties), the Section 4(f) section will be integrated with the EIS section addressing Section 106 as needed. The Section 4(f) section will also integrate with the NEPA process being undertaken for this DEIS.

With the exception of the Mar-a-Lago Club, which is a National Historic Landmark, preliminary review of land uses surrounding PBIA indicate that the Proposed Project or its reasonable alternatives may have a low likelihood of causing direct or indirect impacts to Section 4(f) or 6(f) resources. Therefore, this Scope does not anticipate the need for the preparation of formal Section 4(f) or 6(f) Statements. If a formal Section 4(f) or 6(f) Statement is determined to be required, the CONSULTANT will coordinate with FAA and determine if sufficient budget remains in Phase 2 to accomplish the work. If the budget to prepare the needed Statement is not available, the work will be accomplished under a Supplemental Agreement or as part of Phase 3 services.

Product: Evaluation of potential Section 4(f) and 6(f) impacts, integration of Section 4(f) and Section 106 processes. Responsibility: FAA and URS Corporation.

#### TASK 4.6: FARMLANDS

Neither the No-Action Alternative nor the reasonable alternatives are anticipated to result in impacts to farmlands, since there are no farmlands on the airport property or in proximity to the airport. The EIS will document this conclusion and no work efforts are anticipated for this task beyond a review of existing soil survey maps and listings of Prime Soils types in the PBIA area.

Product: Description of no impacts to farmland and Prime soils from the proposed alternatives. Responsibility: URS Corporation.

# TASK 4.7: FISH, WILDLIFE, PLANTS AND FEDERALLY-LISTED ENDANGERED OR THREATENED SPECIES.

Biotic communities, including flora and fauna, which exist in the Detailed Study Area will be inventoried and documented in the DEIS. Field reviews were conducted during Phase 1 to identify vegetated communities and document animal and plant observations. Lists of significant habitat types and animal species known or having the potential to occur in the DSA will be compiled from available data and the Phase 1 field reviews and

presented in the DEIS. The potential impacts to these communities due to the construction and operation of the proposed improvements and reasonable alternatives will be quantified and compared. The results will be coordinated with the appropriate Federal, state, and local agencies including the US Fish and Wildlife Service (FWS) and the Florida Fish and Wildlife Conservation Commission (FFWCC). Based on a site review by the CONSULTANT and a Scoping briefing to FWS during Phase 1 of the EIS, impacts to significant habitat or animal and plant species are not anticipated. Therefore, this Scope does not include the development of mitigation measures.

The effect of the proposed improvements upon Federal and state listed plants and animals and their habitats will also be evaluated in this task. It is anticipated that the majority of information regarding Federal and state Endangered and Threatened Species on the PBIA property will be obtained from coordination with the USFWS, FFWCC, and from recent studies prepared by the PBC DOA. Coordination with these agencies will be included in the DEIS.

This Scope of Work does not anticipate the need for a Biological Assessment and formal Section 7 Consultation with the USFWS. If these are required, the CONSULTANT will coordinate with FAA and determine if sufficient budget remains in Phase 2 to accomplish the work. If budget is not available, the work will be accomplished under a Supplemental Agreement or as part of Phase 3 services.

Product: Description of potential impacts from the proposed alternatives to fish, wildlife and plants. Responsibility: URS Corporation.

### TASK 4.8: FLOODPLAINS

The effect of the Proposed Project and reasonable alternatives upon designated 100- year floodplains and floodways will be determined in compliance with Executive Order 11988. Such areas will be identified through Federal Emergency Management Administration (FEMA) Flood Insurance Rate Maps for the PBIA area and coordination with Palm Beach County. The evaluation will consider the direct and indirect potential of the actions to impact floodplains. Information from existing PBC DOA studies will be utilized to the fullest extent after independent verification by the CONSULTANT. In addition, the requirements of applicable state and local regulations will be identified and complied with.

Where floodplain/floodway impacts are determined to occur, the CONSULTANT will look for practical alternatives to avoid the floodplain impacts. If none exist, conceptual mitigation measures will be developed by the CONSULTANT and included in the DEIS. This task does not include detailed hydrological modeling or development of detailed mitigation plans. The results will be coordinated with Palm Beach County and the South Florida Water Management District.

*Product: Description of floodplain impacts of the proposed alternatives.* Responsibility: URS Corporation.

### TASK 4.9: HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE

Hazardous materials (including hazardous waste, environmental contamination and other similarly regulated substances) will be evaluated in this task as per the current FAA guidance contained in FAA Order 1050.1E, Appendix A, Section 10. Because sites and facilities containing hazardous substances or environmental contamination can have potentially significant impacts on soils, surface water, groundwater and air quality, this section of the DEIS will provide an overview of what is known about these areas located on, or in the vicinity of, PBIA and the sites of the proposed improvements, should they exist. This information will be used to help determine what effect, if any, the construction and operation of the Proposed Project and reasonable alternatives and their associated facilities at PBIA will have on these sites.

For the purposes of this analysis, this information will be collected and developed based on the following resources:

- Environmental agency electronic database survey;
- Contamination assessments, Remedial Action Plans, Level 1 and/or 2 environmental audits, hazardous material surveys and other documents, files and records provided by the PBC DOA;
- Review of current historical aerial photos, maps and figures;
- Discussions and other communications with knowledgeable persons or parties, and
- Visual surveys of the project areas.

Using this information, the absence or presence of areas involving hazardous substances and/or environmental contamination within the areas physically disturbed by the Proposed Project and the reasonable alternatives will be evaluated. In this way, the concerns over potential costs, conflicts, and delays associated with hazardous materials and contaminated sites can be addressed to the level currently recommended by FAA.

For this task, it is anticipated that regulatory agency documentation and reference materials will be obtained and evaluated from electronic sources and that no trips to Tallahassee to research state paper-files are required. Applicable data from the PBC DOA, such as the airport's stormwater pollution control plan, NPDES permit(s), and the airport spill prevention and control/containment plan will be obtained and reviewed. Field visits to all facilities associated with the Proposed Project and reasonable alternatives that have the potential to use/store or otherwise handle regulated substances will be conducted. Pre-field visit coordination will be conducted with the assistance of the PBC DOA in order to make introductions and gain access to the sites. This Scope does not include Level 1 or Level 2 Environmental Audits, sampling, testing or analysis of environmental media (i.e. soils, surface/ground water, building materials).

In addition, the potential impacts of the Proposed Project and reasonable alternatives upon solid waste generation rates and handling will be quantified and evaluated in this task as required in FAA Order 1050.1E, Appendix A, Section 10. The FAA approved forecasts of aviation activity at PBIA will be used to estimate any increase in solid waste generation as a result of the Proposed Project and the reasonable alternatives. Consultation with PBC DOA representatives and local officials will be made to determine the capacity of

existing and proposed solid waste disposal facilities and their ability to accommodate the estimated increased demand.

The analysis will also consider if the Proposed Project and reasonable alternatives will directly or indirectly affect any solid waste storage/disposal site. The analysis will determine if the location of these sites or other land uses that are recognized attractions to wildlife hazardous to aviation comply with the proximity recommendations and bird hazard guidelines contained in FAA Advisory Circular 150/5200.33A, as amended, and Procedures Memorandum (PPM) 5210.2, as amended.

Product: Description and summary of hazardous materials and solid waste impacts associated with the proposed project and reasonable alternatives.

Responsibility: URS Corporation with assistance from Emerge Consulting.

### TASK 4.10: HISTORIC AND ARCHAEOLOGICAL RESOURCES

This Task contains Additional Services that were not included in the Preliminary Scope. These services are based on the expansion of the Historic Resources APE beyond the limits of the area newly included in the future condition DNL 65 dBA noise contour for the Refined Phase 2 Scope.

### Task 4.10.1 Historic Architectural and Archaeological Resource Inventory

The tasks associated with identifying and assessing historic architectural and archaeological resources within the EIS Study Areas will be completed pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR Part 800: Protection of Historic Properties. It is the intent of this Scope and subsequent EIS to meet all applicable Section 106 requirements by fully integrating the NEPA and Section 106 processes, per 36 CFR Section 800.8. This Scope anticipates that the CONSULTANT's historic and archaeological efforts will consist of literature searches, Section 106 inventory efforts, agency coordination, public involvement, and the preparation of materials for inclusion in the DEIS. For development of this Scope, the CONSULTANT has made assumptions about the number of historic and archaeological resources has not been finalized by FAA. Therefore, the actual number of resources to be assessed and the level of effort required to meet Section 106 requirements is unknown at the time of the development of this Scope.

### TASK 4.10.1.1: Historic Architectural Resources

FAA has defined a preliminary APE for historic architectural resources for the Future No-Action and the Proposed Project alternatives. This APE may be refined by FAA following consultation with the Florida SHPO and further analyses of potential environmental resource impacts.

Literature Search---The CONSULTANT will conduct literature searches at the Florida Bureau of Historic Preservation (BHP) (which is Florida's State Office of Historic Preservation) and at the Departments of Planning of the City of West Palm Beach, the Town of Palm Beach, and the County of Palm Beach, in order to

identify previously inventoried historic architectural resources within the APE that:

- have been listed in the National Register of Historic Places (NRHP) or determined eligible for such listing;
- are listed in the Palm Beach County Register of Historic Places and the West Palm Beach Register of Historic Places and as Town of Palm Beach Historic Landmarks;
- have not been listed in or determined eligible for listing in the NRHP; and
- have not been included in the local registers of historic places and landmarks.

An architectural historian will make one (1) one-day trip to Tallahassee to research BHP records and one (1) two-day trip to Palm Beach County to research the records of the county and of West Palm Beach and Palm Beach. The CONSULTANT will conduct the trip to Palm Beach County along with the trip for the reconnaissance-level survey. The CONSULTANT will include a compilation of the results of the literature search in the reconnaissance-level survey report.

<u>Reconnaissance-Level Inventory</u>—In order to help FAA, in consultation with the BHP, identify any additional historic architectural resources within the APE that are potentially eligible for listing in the NRHP, the CONSULTANT will conduct a reconnaissance-level inventory of the APE. This inventory will include photographic recordation of the previously inventoried historic architectural resources within the APE. (Representative photographs will be taken of historic districts.) It will also include photographic recordation of historic architectural resources that appear to be 50 years old or older, or of exceptional importance, which have not been previously inventoried. For this Scope, it is estimated that 200 historic architectural resources will be recorded at the reconnaissance level. An architectural historian will make one (1) ten-day trip to Palm Beach County to conduct the reconnaissance-level inventory. Following the literature search and reconnaissance-level inventory, the CONSULTANT will prepare a reconnaissance-level survey report that will include a list of those historic architectural resources that are already listed in or have been determined eligible for listing in the NRHP, as well as a list of those resources that appear to be potentially eligible for NRHP listing and that therefore would merit receiving an intensive-level inventory.

Intensive-Level Inventory—Following review of the reconnaissance-level survey report by FAA and the BHP, the CONSULTANT will conduct an intensive-level inventory of those resources that FAA, in consultation with the BHP, has determined may be eligible for NRHP listing and therefore warrant further assessment. It is estimated for this Scope that 50 resources, including the Prospect Park/Southland local historic district in West Palm Beach and numerous early twentieth-century residences in Palm Beach and West Palm Beach, will be inventoried at the intensive level. An architectural historian will make two (2) twelve-day trips to Palm Beach County to conduct the intensive-level inventory and associated research. Following this effort, the CONSULTANT will prepare a draft intensive-level survey report that will include photographs, locations, descriptions, histories, contexts, National Register-eligibility assessments and recommendations and, where appropriate, proposed National Register boundaries for each of these resources or groups of resources. The CONSULTANT assumes reasonable access to all properties and features from public right-of-way or with

owner permission. Interior access is not assumed. Following review of the draft intensive-level survey report by the FAA and the BHP, the CONSULTANT will prepare a final intensive-level report. This report will include a list of those resources that FAA, in consultation with the BHP, the Advisory Council on Historic Preservation (ACHP) if needed, and interested parties—has determined are eligible for NRHP listing. These NRHP-eligible resources, as well as those previously listed in the NRHP or determined eligible for such listing, will be the historic architectural resources addressed in the Environmental Consequences section of the DEIS.

<u>Agency Coordination</u>—The CONSULTANT will assist FAA in its consultations with the BHP, the ACHP (if needed), and interested parties on determining which historic architectural resources within the APE are eligible for listing in the NRHP. Agency coordination efforts will include the attendance by the CONSULTANT at one (1) meeting associated with these consultations, as well as general communication associated with this meeting. The CONSULTANT will make one (1) two-day trip to Palm Beach County for this meeting.

<u>Public Involvement</u>—Public participation per 36 CFR Part 800 will include the release of information regarding the identification of historic architectural resources. These efforts, if required, will be combined with public involvement requirements for archaeological resources. It is anticipated that the PBC DOA, certain governmental organizations, individuals, and groups will be identified as having a defined interests in the undertaking, and will be further identified as consulting parties in the Section 106 process. If separate public involvement opportunities are not required, this information will be included with ongoing project initiatives for public involvement described in Task 7, of this Scope, including a Focus Group Meeting, Public Workshop, and posting on the EIS Website.

DEIS Materials—The CONSULTANT will summarize the results of the literature searches, reconnaissancelevel inventory, intensive-level inventory, and agency coordination within the DEIS.

**Product:** Reconnaissance-Level Historic Architectural Survey Report. Intensive-Level Historic Architectural Survey Report. Agency Coordination. DEIS Summaries. **Responsibility:** FAA and URS Corporation.

TASK 4.10.1.2: ARCHAEOLOGICAL RESOURCE INVENTORY

The APE for archaeological resources will consist of all lands that would experience physical disturbance as a result of the construction of the Proposed Project or reasonable alternatives, including parcels which would have to be acquired by the PBC DOA to implement an alternative retained for detailed analysis and known sources of fill material. All work efforts to identify archaeological resources within existing PBC DOA property or property to be acquired by the PBC DOA in order to implement any of the alternatives will be undertaken by the CONSULTANT.

Literature Search—The CONSULTANT will conduct literature searches at the BHP in order to identify previously inventoried archaeological resources within the APE that have been listed in the National Register of Historic Places (NRHP) or determined eligible for such listing, or that have not been so listed or determined eligible. A cultural resources specialist will make one (1) one-day trip to Tallahassee to research BHP records. In addition, the archaeologist will examine historic maps and air photos to assist in reconstructing past land

use and development of the airport property. In combination with environmental data on soil types, topography, and waterways, this will facilitate delineation of any portions of the APE that might still contain archaeological sites. This data will be obtained in Tallahassee and West Palm Beach and from other repositories. Data from West Palm Beach area sources will be collected during the same trip as for the field reconnaissance listed below.

<u>Field Reconnaissance</u>—The CONSULTANT will conduct a field reconnaissance of the archaeological APE to evaluate the extent to which disturbances from prior development and construction have removed the potential for the APE to contain intact, significant archaeological resources. The CONSULTANT will make one trip to Palm Beach County for this reconnaissance. This reconnaissance will include visual inspection and evaluation of soil profiles using a hand-held core sampler but will not constitute a systematic archaeological survey. Based on prior studies and currently available data, it is anticipated that the field reconnaissance will provide sufficient data to confirm that no archaeological resources will be affected by the Proposed Project or reasonable alternatives. If this cannot be confirmed, the field reconnaissance will provide sufficient data to define the scope of any systematic Phase I survey that may be needed.

<u>Phase I Survey/Phase II Inventory</u>— If the literature search and field reconnaissance determine that archaeological survey and inventory studies are needed, the CONSULTANT will coordinate with FAA and determine if sufficient budget remains in Phase 2 to accomplish the work. If budget is not available, the work will be accomplished under a Supplemental Agreement or as part of Phase 3 services.

<u>Agency Coordination</u>—The CONSULTANT will assist FAA in its consultations with the BHP, the ACHP (if needed), and interested parties on determining which archaeological resources (if any) within the APE are eligible for listing in the NRHP. Agency coordination efforts will include the attendance by the CONSULTANT at one (1) meeting associated with these consultations, as well as general communication associated with this meeting. The CONSULTANT will make one (1) two-day trip to Palm Beach County for this meeting.

<u>Public Involvement</u>—Public participation will include the release of information regarding the identification of archaeological resources. These efforts, if required, will be combined with public involvement requirements for historic architectural resources. If separate public involvement opportunities are not required, this information will be included with ongoing project initiatives for public involvement described in Task 7, including a Focus Group Meeting, Public Workshop, and posting on the EIS Website.

<u>DEIS Materials</u>—The CONSULTANT will summarize the results of the literature searches, field reconnaissance, and agency coordination within the DEIS.

**Product:** Literature Search, Archaeological Survey Report, Agency Coordination, DEIS Summary. **Responsibility:** FAA and URS Corporation.

### Task 4.10.2 Historic Architectural and Archaeological Resource Impact Assessment

The tasks associated with identifying and mitigating the environmental effects of the Proposed Project and its reasonable alternatives upon historic architectural and archaeological resources will be completed pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: Protection of Historic Properties. This Scope anticipates that the CONSULTANT's historic and archaeological efforts will consist of: documentation of resources; assisting FAA in its impact analysis; assisting FAA in its Section 106 coordination and consultation; and; assisting FAA develop Section 106 mitigation efforts, including the preparation of an assessment of effects report and a Memorandum of Agreement (MOA), agency coordination, public involvement, and the preparation of materials for inclusion in the DEIS.

### TASK 4.10.2.1: Historic Architectural Resources

<u>Assessment of Effects Report and Agency Coordination</u>—The CONSULTANT will undertake an assessment of effects to determine if the proposed project or reasonable alternatives would result in adverse effects (36 CFR 800.5) on NRHP-listed or eligible resources within the project's APE for historic architectural resources. The assessment of effects will include a refinement and confirmation of the APE based upon the development of additional data in other environmental tasks. The assessment of effects will also include a preliminary analysis of other proposed project alternatives and mitigation measures, and the analysis of these measures for any potential to adversely affect historic properties within the APE.

The adverse effect criteria (36 CFR 800.5 a.1 and 2) will be applied to each NRHP-listed or eligible historic architectural resources within the APE. The effects assessment will be prepared in a draft narrative summary report, with appropriate graphic display, and provided to the FAA, the BHP, the PBC DOA, and interested parties. (It is anticipated that certain governmental organizations, individuals, and groups will be identified as having a defined interest in the undertaking, and will be further identified as consulting parties in the Section 106 process.) Following review of comments, the CONSULTANT will prepare a final assessment of effects report for NRHP-listed and eligible historic architectural resources for FAA use.

<u>Public Involvement</u>—Public participation will include the release of information regarding the effects of the proposed airport project and reasonable alternatives upon NRHP-listed and eligible historic architectural resources. These efforts, if required, will be combined with public involvement requirements for archaeological resources. If separate public involvement opportunities are not required, this information will be included with ongoing project initiatives for public involvement described in Task 7, including a Focus Group Meeting, Public Workshop, and posting on the EIS Website.

<u>DEIS Materials</u>—The CONSULTANT will summarize the results of the effects report and agency coordination and public involvement within the DEIS.

**Product:** Assessment of Effects Report. Agency Coordination. Public Involvement. DEIS Summaries. **Responsibility:** FAA and URS.

#### TASK 4.10.2.2: Archaeological Resources

<u>Assessment of Effects Report and Agency Coordination</u>—The CONSULTANT will undertake an assessment of effects to determine if the proposed project or reasonable alternatives would result in adverse effects (36 CFR 800.5) on NRHP-listed or eligible resources within the project's APE for archaeological resources. The

assessment of effects will include a refinement and confirmation of the APE based upon the development of additional data in other environmental tasks. The assessment of effects will also include a preliminary analysis of the other reasonable alternatives and mitigation measures, and the analysis of these measures for any potential to adversely affect historic properties within the APE.

The adverse effect criteria (36 CFR 800.5 a.1 and 2) will be applied to each NRHP-listed or eligible archaeological resource within the APE. The effects assessment will be prepared in a draft narrative summary report, with appropriate graphic display, and provided to FAA, the BHP, the PBC DOA, and interested parties. (It is anticipated that certain governmental organizations, individuals, and groups will be identified as having a defined interest in the undertaking, and will be further identified as consulting parties in the development of an MOA.) Following review of comments, the CONSULTANT will prepare a final assessment of effects report for NRHP-listed and eligible archaeological resources.

<u>Public Involvement</u>—Public participation will include the release of information regarding the effects of the proposed airport project upon NRHP-listed and eligible archaeological resources (if any). These efforts, if required, will be combined with public involvement requirements for historic architectural resources. If separate public involvement opportunities are not required, this information will be included with ongoing project initiatives for public involvement described in Task 7 of this Scope, including a Focus Group Meeting, Public Workshop, and posting on the EIS Website.

<u>DEIS Materials</u>—The CONSULTANT will summarize the results of the effects report and agency coordination and public involvement within the DEIS.

**Product:** Assessment of Archaeological Effects Report. Agency Coordination. Public Involvement. DEIS Summaries.

Responsibility: URS.

# Task 4.10.2.3: Section 106 Memorandum of Agreement (MOA) for Historic Architectural and Archaeological Resources and Section 4(f) Coordination

Working with FAA, the BHP, PBC DOA, the National Park Service (if needed) and the ACHP (if needed), the CONSULTANT, with FAA and the appropriate agencies will identify and examine measures that avoid, minimize, or mitigate identified adverse effects on NRHP-listed and eligible historic architectural and archaeological resources within the APEs for these resources. The CONSULTANT will assist with coordination efforts between FAA, PBC DOA, the BHP, NPS, and the ACHP in which they will negotiate appropriate mitigation measures.

Should the project be determined to have an adverse effect, the CONSULTANT will work with FAA to draft an MOA. The CONSULTANT will submit, and coordinate comments, from FAA, PBC DOA, the BHP, the NPS, the ACHP, and all other identified consulting parties as FAA directs it to do so. FAA will provide the CONSULTANT with written FAA uniform comments. The CONSULTANT assumes that it will prepare up to three drafts of the MOA, as well as the final MOA.

The CONSULTANT will provide two (2) professionals to attend four (4) one-day meetings between FAA, PBC DOA, the BHP, NPS, and the ACHP, and other consulting parties to develop the MOA.

The CONSULTANT assumes that FAA consultation with the BHP, the NPS, the ACHP, tribal representative (as needed), and other consulting parties (including the DOA or other organizations and individuals who may be concerned with the possible effects of the agency action on historic properties) will be conducted early in the integrated NEPA/Section 106 processes, when the Purpose and Need for the proposed project is developed as well as when the range of reasonable alternatives are under consideration. It is anticipated that involvement of consulting parties will be integrated with other DEIS public participation tasks, such as Focus Groups, Public Workshops and Web site updates per 36 CFR 800.8. In addition, the CONSULTANT will attend two (2) separate Focus Group Meetings with historic architectural and/or archaeological resources as the primary topic of each meeting. These meetings may precede the issuance of the DEIS but will not precede the drafting and finalization of a MOA.

The CONSULTANT also anticipates that this task will include additional interagency coordination to the extent necessary for the evaluation of effects and determination of constructive use to Section 4(f) properties within the APEs of the Proposed Project.

**Product:** Draft and Final MOA. Agency Coordination. Public Involvement. Section 4(f) Coordination for Historic Properties. **Responsibility:** FAA and URS Corporation.

#### TASK 4.11: LIGHT EMISSIONS

The potential for the intrusion of additional light emissions in light-sensitive areas will be evaluated in this task per FAA Order 1050.1E, Appendix A, Section 12. The analysis will consider the effects of new airport lighting systems and light emissions from aircraft on the human and natural environment. If impacts are expected to occur, suitable mitigation measures will be evaluated and described.

Product: Description of light emission impacts. Responsibility: URS Corporation.

### TASK 4.12: ENERGY SUPPLY AND NATURAL RESOURCES

The effects of the proposed improvements to PBIA on energy supplies and energy-producing natural resources will be evaluated and documented under this task per Order 1050.1E, Appendix A, Section 13. This includes the quantification of fuel use by aircraft, the potential increase in electrical requirements and the involvement of any energy-producing resources that may be in limited supply. Energy conservation measures associated with the improvements will also be described. Finally, the analysis will discuss the impacts, if any, on known deposits of energy-bearing natural resources (i.e. oil, coal, natural gas, etc.) in the vicinity of the airport.

Product: Description of impacts to energy supply and natural resources. Responsibility: URS Corporation

#### TASK 4.13: NOISE

This Task contains Additional Services that were not included in the Preliminary Scope. These services are based on the inclusion of existing and future operating conditions other than the average annual day, the addition of operational alternatives, the addition of Supplemental Metrics analysis, and the addition of a literature review of existing airport-related vibration studies with an estimation of potential structural vibration effects associated with noise levels at PBIA.

This Task consists of modeling of airport-related noise levels associated with the existing conditions at PBIA, and the future conditions with and without the proposed Airport Improvement Program per FAA Order 1050.1E, Appendix A, Section 14. It also includes the evaluation of noise-related impacts, and evaluating and recommending mitigating measures for noise related significant impacts, should they occur. It may also include supplemental noise analyses.

For aviation noise analysis, the FAA has determined that the cumulative noise energy exposure of individuals to noise resulting from aviation activities must be established in terms of annual day/night average sound level (DNL) as FAA's primary metric for determining the intensity of noise impacts.

All detailed noise analyses will be performed using Version 7.0 of FAA's Integrated Noise Model (INM). All noise analyses will be performed using the INM's standard and default data, unless analysis of radar data indicates that stage length adjustments or customized user-defined profiles are warranted. This Scope does not anticipate any changes to the airspace surrounding PBIA as a result of the Proposed Project or reasonable alternatives. As a result, aircraft arrivals will be modeled from 7,000 feet Above Ground Level (AGL) to ground level, and departures will be modeled from the ground level to 10,000 ft. AGL.

FAA Orders 1050.1E, Appendix A, Section 14.3 establishes the Threshold of Significance for noise impacts to be a 1.5 DNL or greater increase in noise at any noise-sensitive areas within the 65 DNL contour when compared to the future No Action Alternative. (U.S. Department of Transportation [DOT], FAA, 2004).

To comply with FAA's guidance provided in 1050.1E and the recommendations of the 1992 Federal Interagency Committee on Noise (FICON), noise sensitive areas between 60 and 65 DNL will be evaluated with the INM for increases of 3.0 DNL or greater relative to the future No Action Alternative if an increase of 1.5 DNL occurs at any noise-sensitive area within the 65 DNL.

To comply with guidance provided in FAA Order 1050.1E, for proposed air traffic actions above 3,000 feet above ground level (AGL), potential noise impacts resulting from changes in airport arrivals and departures should be disclosed. If appropriate, and subject to FAA approval, noise sensitive areas between 45 and 60 DNL will be evaluated with the INM for increases of 5.0 DNL or greater.

### Task 4.13.1: Define Existing Noise Conditions

The purpose of this task is to define the existing noise conditions at PBIA. Existing noise conditions refer to the noise associated primarily with aircraft operations. The assessment of aircraft noise levels will utilize aircraft operations and flight track data from PBIA's Airport Noise and Operations Management System (ANOMS). In addition, existing noise studies will be obtained from the PBC DOA, including the Annual Noise Reports from 2001-2005.

The tasks that are included in this Scope as part of the definition of existing conditions is described below.

### 4.13.1.1 Collect Aircraft Operational Information

The development of aircraft noise contours requires the collection of accurate, existing aircraft operational conditions at the airport. The types of operational data that will be collected for the EIS, with the assistance of FAA and the PBC DOA includes, but is not limited to:

- Total number of aircraft flight operations
- Aircraft flight and run up operations by type of aircraft type (e.g., passenger, cargo)
- Aircraft flight and run up operations by airline and type
- Aircraft flight and run up operations by time of day
- Aircraft flight operations by runway
- Aircraft flight operations by flight track
- Aircraft operational flight procedures
- Aircraft run-up locations and procedures (time of day, location, a/c type, power settings, etc.)

Sources that will be used to determine this information include: Airport Traffic Control (ATC) operational summaries, Official Airline Guide (OAG), analysis of calendar year 2006 ANOMS operations and radar data, coordination with PBC DOA staff and ATC personnel, and review of existing noise studies (Annual Noise Reports from 2001-2005).

A 3-day site visit by two (2) CONSULTANT personnel will be conducted in order to interview applicable airport users/operators and assemble any outstanding data needed for the noise analysis.

PBIA ANOMS data for calendar year 2006 will be provided directly by PBC DOA or from their vendor (Lochard), and processed by the CONSULTANT. This data will include: Track Operation Number, Noise Event ID, Date and Time, Airport ID, Aircraft ID, Owner Name, Aircraft Type, Aircraft Category, Beacon Code, Arrival/Departure Flag, Waypoint, Origin/Destination Airport, Runway Name, Minimum Altitude, Maximum Altitude, Minimum Range, Maximum Range, and Number of Track Points, Track Point Position (x,y,z,v,t). Data will be provided for each day of calendar year 2006, in both text file and GIS shapefile formats.

The existing aircraft and airport operations, developed from the sources listed above, will be compiled and analyzed to determine the operational characteristics for the average annual day for the year 2006. This information will be formatted for input into the INM.

As a result of Scoping, additional noise modeling scenarios will be conducted for and disclosed in the EIS. The additional aircraft operational information work efforts included in this Scope include: analysis of PBIA ANOMS operations data to determine operational characteristics for the peak month average day and average busy day for the year 2006. This information will be formatted for input into the INM.

#### 4.13.1.2 Obtain and Process Aircraft Flight Track Data

The flight tracks and procedures used at PBIA will be determined from review of published flight procedures, review of the modeled flight tracks from PBIA's previous Annual Noise Reports (2001-2005), analysis of calendar year 2006 ANOMS radar data, interviews with FAA ATC and field observations. PBIA ANOMS data for calendar year 2006 will be provided directly by PBC DOA or from their vendor (Lochard), and processed by the CONSULTANT. From these sources, flight tracks representative of various existing conditions (e.g., average annual day, peak month average day, average busy day) will be estimated for noise modeling purposes.

The CONSULTANT will review the collected radar data and other available materials and prepare proposed flight tracks for departure and arrival operations. Each proposed flight track will represent a corridor that will consist of a primary flight track (or backbone track) and up to eight additional dispersion sub-tracks. This process will allow the CONSULTANT to better model each flight corridor by accounting for variability attributed to weather, traffic, pilot technique and other factors. The proposed flight tracks will be coordinated with FAA and PBC DOA and refined prior to modeling with the INM. Radar data will be analyzed to determine runway utilization and flight track utilization by aircraft type and time of day for the average annual day conditions.

The ANOMS radar data will also be used to refine the departure climb profile assumptions for noise modeling purposes. The departure profiles in the INM are assigned based on stage length, which is the distance between the origin and destination airport, and is intended to be a surrogate for aircraft weight. The departure profiles used in the INM will be compared to the departure climb profiles identified from the radar data. A comparison of INM profiles and radar climb profiles will be made for the ten most predominant aircraft types in the existing fleet mix. The CONSULTANT will determine if the INM departure profiles are reasonably representative of average conditions at PBIA. If necessary, the CONSULTANT will suggest refinements to the INM departure profiles by adjusting departure stage lengths in order to be more consistent with average departure climb profiles. The proposed profile adjustments will be coordinated with FAA and PBC DOA (in the event that profiles were modified for "Real Contour" purposes) and refined prior to modeling with the INM. Documentation of proposed departure profile adjustments will be prepared and submitted to FAA APP-400, which will forward them to FAA's Office of Environment and Energy (AEE) for review and approval.

The ANOMS radar data will also be used to refine the arrival profile assumptions for noise modeling purposes. The arrival profiles used in the INM assume a standard, continuous, 3-degree descent from 6,000 feet above field elevation (AFE). Because of the high volume of air traffic in the South Florida airspace, aircraft approaching PBIA are often assigned a long, level flight segment prior to initiating their final descent into PBIA. The arrival profiles used in the INM will be compared to the arrival profiles identified from the radar data. A comparison of INM profiles and radar profiles will be made for the ten most predominant aircraft types in the existing fleet mix. The CONSULTANT will determine if the INM arrival profiles are reasonably representative of

average conditions at PBIA. If necessary, the CONSULTANT will suggest refinements to the INM arrival profiles by including a level flight segment in order to be more consistent with average arrival profiles. The proposed profile adjustments will be coordinated with FAA APP-400 which will forward them to FAA AEE and refined prior to modeling with the INM. Documentation of proposed arrival profile adjustments will be prepared and submitted to FAA AEE for review and approval.

Any refinements to the profiles other than those described above are not included in this Scope.

As a result of Scoping, additional noise modeling will be conducted for the EIS. The additional noise modeling work efforts included in this Scope that were not included in the Preliminary Scope consist of: analysis of radar data and development of flight tracks for peak month average day and average busy day conditions, analysis of radar data for runway utilization and flight track utilization on the peak month average day and average busy day and average busy day, analysis and adjustment of departure climb profiles (described above), analysis and adjustment of arrival profiles (described above), preparation of documentation for FAA review and approval.

### 4.13.1.3 Develop Existing Conditions Aircraft DNL Contours and Noise Exposure Estimates

DNL contours will be developed in increments of 65, 70, and 75 DNL for the average annual day for impact analyses. The noise contour compatibility analysis in terms of land use types, housing and population will be performed based on the 65 DNL and higher noise exposure contours. The DNL 65, 70 and 75 dBA contours will be incorporated by the CONSULTANT into the GIS mapping. The noise exposure in terms of population, housing units and area by land use type will be estimated within the DNL 65, 70 and 75 dBA contour ranges by the CONSULTANT as part of this task.

Additional Services included in this Scope that were not included in the Preliminary Scope consist of: The development of noise contours noted above and noise exposure estimates for peak month average day and average busy day for disclosure purposes only to address scoping comments.

### 4.13.1.4 Conduct Existing Conditions Aircraft Noise Grid-Point Analysis

For this Scope, the Grid-Point analysis of noise-sensitive land uses is limited to up to eighty (80) specific noise-sensitive locations. This limit is based on past experience and is established for cost estimation purposes. Data points for the Grid-point analysis will be consistent with those used in previous PBIA studies (if available) including permanent noise monitoring locations, as well as noise sensitive locations identified by FAA and PBC DOA, as well as the public during the EIS Scoping process (i.e. schools, historic properties/districts), and noise sensitive areas defined by FAA Order 5050.4B Section 1.9.n. The INM grid analysis feature will be used to compute site-specific DNL for the existing condition average annual day, peak month average day, and average busy day.

If directed by FAA, supplemental noise metrics will be calculated using the INM grid analysis feature in order to compute noise exposure in metrics other than DNL for the various existing conditions. Possible supplemental metrics considered may include site specific Lmax (Maximum Sound Level), SEL (Sound Exposure Level), Leq (Equivalent Sound Level), and TA (Time-Above). Results will be developed for each of the 80 Grid-Point

locations using the same input data used to develop the noise contours, as described above. Tables of sitespecific results will be prepared for the various existing conditions.

Additional Services included in this Scope that were not included in the Preliminary Scope consist of: DNL Grid-Point Analysis for peak month average day and average busy day. Supplemental Metrics Grid-Point Analysis for existing condition average annual day, peak month average day, and average busy day, and the addition of a literature review of existing airport-related vibration studies with an estimation of potential structural vibration effects associated with existing noise levels at PBIA.

### 4.13.1.5 Prepare Existing Conditions Supplemental Noise Analysis

DNL is the primary noise metric for evaluating aircraft noise exposure in this EIS. However, supplemental noise metrics will be used to characterize specific noise effects. A Supplemental Noise Analysis Protocol will be developed in conjunction with PBC DOA and FAA, which will identify specific metrics, criterion levels, analysis methodology, and method of presenting results for each of the specific noise effects identified below. Metrics and criterion levels will be based on the most recent widely-accepted research. Results may be presented in tables of site-specific noise levels and/or as contours of the number of events above a specified threshold. The Supplemental Noise Analysis will be conducted for the existing condition average annual day, peak month average day, and/or average busy day. The Supplemental Noise Analysis Protocol will be submitted to the FAA APP-400 which will forward it to FAA AEE for review and approval prior to conducting any analysis.

For the Supplemental Noise Analysis, it is anticipated that the results of the acoustical testing from PBC DOA's Sound Insulation Program (if available) will be utilized to establish an outdoor-to-indoor noise level reduction for houses and/or schools in the vicinity of PBIA that have been sound insulated. For those structures that have not been sound insulated, the analysis will use the average, nation-wide value of 15 dBA with windows open and 20 dBA with windows closed.

The Supplemental Noise Analysis Protocol will address the following specific noise effects:

- Speech Interference,
- Sleep Disturbance,
- Effect on Children's Learning, and
- Noise-induced Vibration.

#### Speech Interference

Potential for speech interference will be evaluated based on a criterion established for indoor noise levels that will permit 100 percent sentence intelligibility. If feasible, outdoor-to-indoor noise level reduction will be established based on local conditions, or national average OILR will be utilized to calculate an outdoor noise level that will result in an indoor noise level that will permit 100 percent speech intelligibility. Daytime noise levels will be calculated at noise-sensitive receptors such as schools, churches, etc. Criteria will be specified as a maximum outdoor noise level. Analysis will be conducted utilizing the INM. Results will be presented for the average annual day, peak month average day, and average busy day, for the No-Action, Proposed Project,

and up to 2 additional Build Alternatives. Further details regarding specific methodology, criteria, and presentation of results, for the evaluation of speech interference will be addressed in the Supplemental Noise Analysis Protocol.

#### Sleep Disturbance

Potential for sleep disturbance will be evaluated based on criteria established for indoor noise levels that will result in less than 10 percent awakenings for a single nighttime aircraft noise event, per the latest FICAN curve (1997) and Fidell curve (2000). If feasible, outdoor-to-indoor noise level reduction will be established based on local conditions, or national average OILR will be utilized to calculate an outdoor noise level that will result in an indoor noise level that will result in less than 10 percent awakenings. Criteria will be specified as an outdoor noise level. Nighttime noise levels will be calculated for residential areas. Recent research that establishes a dose-response relationship to account for multiple aircraft during the night will be investigated, and incorporated, if directed by the FAA. Analysis will be conducted utilizing the INM's Single Event Limit function. Results will be presented for the average annual day, peak month average day, and average busy day, for the No-Action, Proposed Project, and 2 additional Build Alternatives. Further details regarding specific methodology, criteria, and presentation of results, for the evaluation of sleep disturbance will be addressed in the Supplemental Noise Analysis Protocol.

#### Effect on Children's Learning

The American National Standards Institute (ANSI) has developed a standard for classrooms that states that the sound level during the noisiest hour should not exceed a one-hour average Leq of 40 dBA for schools exposed to intermittent noise sources such as aircraft noise (ANSI, 2002). The standard further states that the hourly Leq should not be exceeded more than 10% of the noisiest hour (i.e., Leq should not exceed L10). The Supplemental Noise Analysis Protocol will investigate these criteria and determine whether they are consistent with FAA policy. If feasible, outdoor-to-indoor noise level reduction will be established based on local conditions, or national average OILR will be utilized to calculate an outdoor noise level that will result in an indoor noise level that will meet the established criteria. "School hours" noise levels will be calculated at all schools within the study area. Criteria will be specified as an outdoor noise level. Analysis will be conducted utilizing the INM. Results will be presented for the average annual day, peak month average day, and average busy day, for the No-Action, Proposed Project, and 2 additional Build Alternatives. Further details regarding specific methodology, criteria, and presentation of results, for the evaluation of effect on children's learning will be addressed in the Supplemental Noise Analysis Protocol.

#### Noise-induced Vibration (Rattle)

The American National Standards Institute (ANSI) has developed a standard for evaluation of human exposure to vibration in buildings (ANSI, 1983). The "Hubbard criteria" for assessing human annoyance from noise-induced vibration established criteria based on C-weighted noise levels. Criteria will be specified as an outdoor noise level. Noise levels will be calculated for residential areas. Analysis will be conducted utilizing the INM. Results will be presented for the average annual day, peak month average day, and average busy day, for the No-Action, Proposed Project, and 2 additional Build Alternatives. Further details regarding specific methodology, criteria, and presentation of results, for the evaluation of human annoyance resulting from noise-induced vibration will be addressed in the Supplemental Noise Analysis Protocol.

### Noise-Induced Vibration Analysis to Assess the Potential for Structural/Architectural Effects

Comments received by FAA during Scoping have indicated that noise vibrations from aircraft and other noise sources are possible causes of structural damage to older structures in the vicinity of PBIA. FAA's research indicates that there are a number of structures in the environs of PBIA that are listed or potentially eligible for listing in the National Register of Historic Places, either individually or as contributing buildings to a potentially eligible historic district. To address these Scoping comments, this Scope of Work includes an analysis to assess the potential for structural/architectural effects to these older structures as a result of aircraft noise-induced building vibration.

Under this Scope, the CONSULTANT will compile and review existing relevant scientific literature regarding aircraft noise-induced building vibration and its potential to cause structural/architectural effects. Several of the existing studies suggest that there are predictable relationships between structural vibration (indicated by window, wall, and floor acceleration levels) and aircraft noise levels (indicated by outdoor sound pressure levels). This relationship will be identified from the available studies and the CONSULTANT will develop a vibration screening assessment (VSA) protocol for potential application of this relationship to structures in the vicinity of PBIA. Historical outdoor sound pressure levels that have been recorded by PBIA'S ANOMS system combined with quantified data from the previous studies will be utilized for this analysis. No noise or vibration measurements will be conducted by the CONSULTANT as part of this Scope.

The protocol for conducting the VSA will be coordinated with FAA, the Advisory Council on Historic Preservation, the Florida State Historic Preservation Officer and the National Park Service (if needed). Upon approval of the protocol, the CONSULTANT will conduct the analysis and the results of the VSA will be coordinated with the appropriate agencies. If the analysis indicates no potential for structural/architectural effects, the study will be concluded and the results documented in the EIS. If the results of the VSA indicate a potential for significant effect, and it is deemed necessary by the reviewing agencies, a vibration measurement program and site specific analysis of effects will be developed and implemented at the direction of the FAA. The Scope and Cost for the vibration measurement program and site specific analysis of Scope of Services.

### Task 4.13.2: Define Future Noise Conditions

Noise exposure contours and associated data for the 65, 70, and 75 DNL contours for the year 2013 conditions will be included in the EIS. This includes modeling of the year 2013 and 2018 No-Action Alternative using the airport's existing runway configuration and aviation activity forecasts. It also includes modeling of the year 2013 and 2018 Proposed Project alternative and reasonable alternatives using the same forecasts noted earlier. Appropriate changes in flight tracks, runway use percentages, day/night splits, and operational levels associated with each additional alternative scenario will be prepared for inclusion in the EIS. Also included in the INM analysis will be any engine run-up noise from maintenance facilities located at PBIA.

### 4.13.2.1 Analyze Forecast of Future Aircraft Operations

Aviation related data will be obtained from various sources including:

Palm Beach County System Wide Master Plan Study (Ricondo & Associates, October 2005),

- Technical Report #3-PBIA Palm Beach International Airport Forecast Study (CH2M Hill, December 2005),
- Palm Beach International Airport Airfield Improvement Project Modeling Assumptions (Ricondo & Associates, November 2006),
- PBI Average Annual Day Aircraft Operations 2013 and 2018 (Ricondo & Associates, January 2007).

The future aircraft and airport operations, developed from the sources listed above, will be compiled and analyzed to determine the operational characteristics for the average annual day. In addition, due to seasonal operations at PBIA and comments received during Scoping, peak month average day, and average busy day for the years 2013 and 2018 will also be examined. This information will be formatted for input into the INM.

Additional Services included in this Scope that were not included in the Preliminary Scope consist of development of future operational characteristics for peak month average day and average busy day.

### 4.13.2.2 Develop Future Build Alternative Flight Tracks

Development of the Build Alternative flight tracks, and runway/flight track utilizations will be based on the analysis performed in Task 4.13.1.2 of this Scope. The CONSULTANT will coordinate with the PBIA Airport Traffic Control Tower (ATCT) during the development of future flight track locations and runway/flight track utilizations. It is anticipated that two (2) meetings at PBIA with ATCT representatives and two (2) CONSULTANT team representatives will occur during Phase 2 for the development of the noise model inputs.

Flight tracks will be developed for the No Action Alternative and Proposed Project Alternative. Based on the Alternatives analysis conducted in Task 2 of this Scope, flight tracks will be developed for up to two (2) additional build alternatives, and up to two (2) additional operational alternatives. Flight tracks and runway/flight track utilization will be developed for the average annual day conditions. The No-Action flight tracks and runway/flight track utilization will be the similar to those in the Existing Condition, which were developed in Task 4.13.1.2.

As a result of Scoping, additional noise modeling will be conducted for the EIS. The additional noise modeling work efforts included in this Scope that were not included in the Preliminary Scope consist of: development of flight tracks and runway/flight track utilization for up to two (2) additional operational alternatives, and development of flight tracks and runway/flight track utilization for the peak month average day and average busy day.

## 4.13.2.3 Develop Future Conditions Aircraft DNL Contours and Noise Exposure Estimates

DNL contours will be developed in increments of 65, 70, and 75 DNL for the average annual day, peak month average day, and average busy day for each of the study years. The DNL 65, 70 and 75 dBA contours will be incorporated by the CONSULTANT into the GIS mapping. The noise exposure in terms of population, housing units and area by land use type will be estimated within the DNL 65, 70 and 75 dBA contour ranges by the CONSULTANT as part of this task.

Noise contours will be developed for the No-Action Alternative using the airport's existing runway configuration and the Proposed Project Alternative with the Airfield Improvement Project. Based on the Alternatives analysis conducted in Task 2 of this Scope, noise contours will be developed for up to two (2) additional build alternatives, and up to two (2) additional operational alternatives.

Each build alternative and operational alternative will be compared to the No-Action Alternative for the same time period, and the net increase or decrease in population, housing units, and area by land use type will be identified.

Additional Services included in this Scope that were not included in the Preliminary Scope consist of: development of future noise contours and noise exposure estimates for peak month average day and average busy day, and development of future noise contours for the reasonable alternatives.

#### 4.13.2.4 Develop Future Conditions Aircraft DNL Difference Contours

Difference contours will be generated to identify noise sensitive areas where there are increases in noise exposure of DNL 1.5 dBA within the DNL 65 dBA contour. If such areas occur, contours will be developed to depict noise sensitive areas located between the DNL 60 and 65 dBA contours that would experience increases in noise exposure of DNL 3.0 dBA. Contours for each Build Alternative, relative to the future No Action Alternative, for each of the study years will be developed.

The DNL 1.5, and 3.0 dBA difference contours will be incorporated by the CONSULTANT into the GIS mapping. Noise-sensitive land uses within the DNL 1.5 and 3.0 dBA difference contours will be identified. Significant noise impacts in terms of population, housing units and area by land use type will be estimated for noise sensitive areas within the DNL 65 dBA contour experiencing a DNL 1.5 increase. Information about the 3-dBA increases will be presented for disclosure purposes only.

As a result of Scoping, additional difference contour noise modeling will be conducted for the EIS. The additional difference noise contour modeling work efforts that were not included in the Preliminary Scope consist of: development of difference contours and noise exposure estimates for the reasonable alternatives.

### 4.13.2.5 Conduct Future Conditions Aircraft Noise Grid-Point Analysis

The 80 Grid-Point locations identified in Task 4.13.1.4 will be analyzed for the future condition No-Action and Build Alternatives for each of the study years. The INM grid analysis feature will be used to compute site-specific DNL for the average annual day, peak month average day, and average busy day.

If directed by FAA, supplemental noise metrics will be calculated using the INM grid analysis feature in order to compute noise exposure in metrics other than DNL for the various future conditions. Possible supplemental metrics considered may include site specific Lmax (Maximum Sound Level), SEL (Sound Exposure Level), Leq (Equivalent Sound Level), and TA (Time-Above). Results will be developed for each of the 80 Grid-Point locations using the same input data used to develop the noise contours, as described above. Tables of site-specific results will be prepared for the various future conditions.

As a result of Scoping, additional noise grid-point analysis will be conducted for the EIS. The additional gridpoint analysis included in this Scope that was not included in the Preliminary Scope consists of: DNL Grid-Point Analysis for peak month average day and average busy day, and for up to two (2) additional operational alternatives. Supplemental Metrics Grid-Point Analysis for future condition average annual day, peak month average day, and average busy day, and for up to two (2) additional operations.

### 4.13.2.6 Prepare Future Conditions Supplemental Noise Analysis

DNL will be the primary noise metric for evaluating aircraft noise exposure in the EIS. However, supplemental noise metrics will be used to characterize specific noise effects and to help explain project-related noise impacts as needed. The Supplemental Noise Analysis Protocol developed in Task 4.13.1.5 will identify the specific metrics, criterion levels, analytical methodology, and method of presenting results for each of the specific noise effects identified below. Results may be presented in tables of site-specific noise levels and/or as contours of the number of events above a specified threshold. The Supplemental Noise Analysis will be conducted for the future conditions average annual day, peak month average day, and average busy day.

The Supplemental Noise Analysis Protocol, which FAA must review and approve before its use, will address the following specific noise effects:

- Speech Interference,
- Sleep Disturbance,
- Effect on Children's Learning, and
- Noise-induced Vibration.

Additional Services included in this Scope that were not included in the Preliminary Scope consist of: supplemental noise analyses for future conditions average annual day, peak month average day, and/or average busy day; and the addition of a literature review of existing airport-related vibration studies with an estimation of potential structural vibration effects associated with future noise levels at PBIA.

### Task 4.13.3: Noise Abatement Measures

This Task will present an evaluation of potential aircraft operational measures that could be established to offset potential impacts identified in Task 4.13.2.5. The analysis will include a quantitative comparison of the potential noise reduction benefits associated with each noise abatement measure. Evaluation in this Task is limited to up to six (6) specific noise abatement operational measures. This limit is based on past experience and is established for cost estimation purposes. Each noise abatement measure will be evaluated for one of the build alternatives (not all three of the build alternatives), one of the average day conditions (not all three average day conditions), and one study year (not both study years). If additional build alternatives, average day conditions, or study years are needed, it will be counted as one of the six noise abatement measures. No more than six contour scenarios will be modeled. For each mitigation measure, noise contours, data tables and text descriptions will be included in the DEIS.

#### Task 4.13.4: Non-Aviation Related Noise

This Task will provide a qualitative overview of the effects of non-aviation noise upon the noise contour and grid analysis and the potential effects of non-aviation noise on noise sensitive sites. Non-aviation noise sources considered will be limited to roads, highways, and railroads (i.e., Interstate 95 and the Tri-Rail). This overview will be presented in general terms based on existing published information. No site-specific analysis will be conducted as part of this Scope. The discussion will be limited to the land area within the 65 DNL contour to help determine if the proposed action combined with existing noise levels would cause significant, cumulative noise impacts.

Product: Overview of aviation and non-aviation related noise impacts for disclosure in the DEIS Responsibility: URS Corporation.

### TASK 4.14: SECONDARY (INDUCED) IMPACTS

### Task 4.14.1: Induced Impact Area Analysis

The CONSULTANT will use the results of the Affected Environment information compiled in Task 3 to determine the economic and population impacts for the Generalized Study Area (GSA).

The social and economic impacts resulting from the Proposed Project and reasonable alternatives will be determined in this task. The population and employment from 2006 through 2018 for the No Action Alternative and the reasonable alternatives will be documented based on existing and forecast data available from the state and Palm Beach County. The beneficial and adverse changes as the result of the Proposed Project with regard to neighborhoods, community cohesion, and social groups such as the elderly, handicapped, minority and ethnic groups will be analyzed. The discussion of secondary impacts will distinguish between anticipated trends that result from the Proposed Project and trends that would take place irrespective of the Proposed Project.

The potential for applicable induced socioeconomic impacts to the extent that they are influenced by the operation of the airport will be assessed. The analysis will concentrate on the effect of projected changes in internal delays at PBIA as a result of the proposed improvements and the cost savings that will result. The impacts of projected cost savings include those realized both by users as well as operators. The impact analysis will consider both beneficial as well as adverse induced economic impacts, changes in the economic structure of the area (including effects on the tax base from relocation of homes/businesses), economic opportunities and potential displacements resulting from shifts in economic demand. Issues regarding land use development, potential growth areas, and compatibility with existing, planned land use will be examined both with and without the Proposed Project. General overall impacts to population, employment, and regional growth patterns will be identified as appropriate.

Product: Description of induced socioeconomic impacts of the alternatives. Responsibility: URS Corporation with assistance from Emerge Consulting

### TASK 4.15: SOCIOECONOMIC, ENVIRONMENTAL JUSTICE, AND CHILDREN'S HEALTH AND SAFETY

#### Task 4.15.1: Relocations

The potential for residential and business relocations as a result of each of the Proposed Project and reasonable alternatives for the 2013 and 2018 study years will be evaluated in this task. Potential relocations will be discussed with regard to the guidelines established in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (PL 91-646).

Product: Description of potential relocations as a result of the proposed alternatives. Responsibility: URS Corporation with assistance from Emerge Consulting

#### Task 4.15.2: Community Disruption

The Proposed Project and reasonable alternatives will be evaluated with respect to those issues associated with the potential for community disruption, including the disruption of existing communities and/or community development plans, and alterations in surface transportation patterns. Of primary importance will be the effects of potential disruption in transportation patterns, social cohesiveness, local recreational opportunities and other issues identified by the public during the Scoping process.

Product: Description of social impacts of the proposed alternatives. Responsibility: URS Corporation with assistance from Emerge Consulting

#### Task 4.15.3: Environmental Justice

Potential impacts of the Proposed Project and reasonable alternatives will be assessed with regard to compliance with Federal Environmental Justice guidelines (Executive Order 12898 and DOT Order 5610.2) to determine if there would be a disproportionate adverse impact to minority and low income communities as a result of implementation of the Proposed Project and the reasonable alternatives (including the No-Action Alternative), and to quantify these impacts, should they occur. The results of the air quality, land use and noise analyses conducted in Tasks 4.1, 4.3 and 4.13, respectively, as well as the analyses conducted for other applicable impact categories will be used as the basis for this determination.

Product: Description of environmental justice impacts. Responsibility: URS Corporation with assistance from Emerge Consulting

### Task 4.15.4: Children's Health and Safety

Potential impacts of the Proposed Project and reasonable alternatives will be assessed with regard to compliance with Executive Order 13045 "Protection of Children from Environmental Health Risks and Safety Risks." The location of schools and day care centers in the Generalized Study Area will be identified, and any specific health and/or safety concerns or issues for children from direct or indirect impacts associated with the Proposed Project and reasonable alternatives will be discussed.

Product: Description of Child Health issues. Responsibility: URS Corporation with assistance from Emerge Consulting

### TASK 4.16: WATER QUALITY

The effects of the Proposed Project and reasonable alternatives upon water quality and quantity in the PBIA area will be examined in this task. Efforts will include an estimation of runoff volumes, methods to control peak flow, and methods to mitigate water quality impacts. Measures to ensure compliance with FAA AC 150/5370-10A, Standards for Specifying Construction at Airports, as well as state or local water quality regulations and the current stormwater management and permitting requirements will be discussed. This Scope anticipates that PBIA's Stormwater Master Plan (SMP) and Stormwater Pollution Prevention Plan (SWPPP) will be made available to the CONSULTANT. The CONSULTANT will independently verify the data contained in these reports, and if it is found to be reasonable, this data will be utilized to the fullest extent for much of the evaluation and analysis contained in this section. The CONSULTANT will coordinate with Federal, state, and local agencies including the South Florida Water Management District (SFWMD) to determine permit requirements and mitigation measures needed to complete this work. Two members of the CONSULTANT Team will accomplish one (1), two-day trip to PBIA to obtain information and discuss the analysis with regulatory agency representatives. This task will include the identification of potential permits and approvals that would be required of the PBC DOA in order to implement the Proposed Project or the reasonable alternatives, as well as a description of the level of effort and timeframe required to obtain the permits/approvals. This Scope does not include any actions necessary to obtain a stormwater, NPDES, ERP or any other type of permit, nor does it include chemical or biological water quality sampling and analysis.

A general discussion of the cumulative impacts of PBIA development and other development proposals in the vicinity of the airport will be addressed qualitatively.

Product: Description of water quality impacts of the proposed alternatives. Responsibility: URS Corporation

### TASK 4.17: WETLANDS (JURISDICTIONAL AND NON-JURISDICTIONAL)

Potential wetland habitats and Waters of the U.S. in the Detailed Study Area were identified in the field and delineated on aerial photographs during Phase 1 of the EIS. During Phase 2 of the EIS, coordination with the U.S. Army Corps of Engineers (USACE), South Florida Water Management District (SFWMD), and other appropriate agencies will take place to assess the jurisdictional status and functional value of the identified wetlands (jurisdictional and non-jurisdictional) and Waters of the U.S. within the DSA. A formal jurisdictional delineation of wetland boundaries is not included as part of this Scope due to the fact that permitting is being done separately by the PBC DOA, and because the Proposed Project impact area does not appear to contain wetlands, but rather an "upland cut ditch", for which mitigation may not be required.

The CONSULTANT will prepare appropriate documentation and scaled mapping of the wetland (jurisdictional and non-jurisdictional) and Waters of the U.S. boundaries, which will be included in the DEIS. The wetland

(jurisdictional and non-jurisdictional) and Waters of the U.S. functional value for each area identified within the DSA will be assessed utilizing the Uniform Mitigation Assessment Method (UMAM) (Chapter 62-345, Florida Administrative Code (F.A.C.)). This methodology provides a standardized procedure for assessing the functions provided by wetlands and other surface waters, the amount that those functions are reduced or benefited by a proposed activity, and the amount of mitigation necessary or provided by the activity.

Potential impacts to wetlands (jurisdictional and non-jurisdictional) and Waters of the U.S. as a result of the construction and operation of the Proposed Project and the reasonable alternatives will be quantified in the DEIS. Potential cumulative impacts to wetlands (jurisdictional and non-jurisdictional) and Waters of the U.S. as a result of other constructed or planned projects will be qualitatively evaluated in the DEIS. If quantitative data is available for these projects, it will be included in the DEIS.

Based on the information collected in Phase 1, no mitigation measures for impacts to jurisdictional or nonjurisidictional wetlands or Waters of the U.S. is anticipated to be required for the Proposed Project or reasonable alternatives. Therefore, this Scope does not include the development of mitigation measures. This Scope also does not include any actions necessary to obtain a state Environmental Resource Permit (ERP) or Federal Section 404 (Dredge and Fill) permit or any other type of permit, as it is the CONSULTANTS understanding that these activities will be carried out by the PBC DOA separately from the EIS process.

Product: Description of wetland (jurisdictional and non-jurisdictional) and Waters of the U.S. impacts of the proposed alternatives. Responsibility: URS Corporation

## TASK 4.18: WILD AND SCENIC RIVERS

Based on the data collected during Phase 1 of the EIS, there are no Wild and Scenic Rivers in the EIS Generalized Study Area, Therefore, neither the Proposed Project nor the reasonable alternatives at PBIA will result in impacts to Wild or Scenic Rivers. This will be documented in the EIS document.

Product: Description of no potential for impacts to wild and scenic rivers in the EIS. Responsibility: URS Corporation.

### TASK 4.19: SURFACE TRANSPORTATION

The Proposed Project will not have an affect on surface transportation in the EIS study area because: 1) there are no on-or off-airport roadway improvements included in the Sponsor's Proposed Project, 2) there are no terminal improvements included in the Sponsor's Proposed Project, and 3) the number of aircraft operations at PBIA will be the same in the EIS future study years for both the No-Action Alternative and the Proposed Project. Therefore, this section of the EIS will provide an overview of the existing roadway network within and around PBIA, and document the fact that the Proposed Project will not result in surface transportation impacts. This Scope does not include any efforts to prepare a detailed analysis of physical impacts associated with non-airport related roadway improvements, nor does it contain any provisions for modeling efforts, roadway

capacity analysis or agency coordination efforts. If these work efforts are required, or if an alternative that would have physical impacts on the roadways surrounding PBIA is carried through the alternatives screening process and is retained for detailed analysis, additional services may be required and will be coordinated with FAA and PBC DOA.

Product: Description and summary of surface transportation features in the DSA. Responsibility: URS Corporation.

### **TASK 4.20: OTHER CONSIDERATIONS**

Other environmental considerations that may be applicable or pertinent to the Proposed Project and reasonable alternatives will be addressed in this section of the DEIS as required in FAA Orders 5050.4B and 1050.1E. The Proposed Project's relationship to other plans, directives, and goals of the local community will be studied. The major elements of other proposed development actions will be discussed. In addition, a qualitative discussion of the potential positive and negative consequences of the proposed improvements upon other local communities will be provided.

Product: Description of other considerations/issues of the proposed action. Responsibility: URS Corporation with assistance from Emerge Consulting.

### TASK 4.21: CUMULATIVE IMPACTS

The cumulative impacts of the future PBIA AIP improvements, when coupled with the significant past, existing or , projects reasonably foreseeable (as defined in Order 5050.4B paragraph 9.q) will be discussed in this task. For the purposes of this Scope, cumulative projects discussed within the DEIS will be limited to the PBC DOA projects previously described in this Scope, that would affect the same resources the proposed action would affect. In addition, the cumulative analysis will examine impacts to those resources that the proposed project and non-airport projects would affect. These projects, which are not directly connected to or associated with the Proposed Project at PBIA, will be referred to as Cumulative projects. Cumulative actions or projects are projects which have independent utility from the EIS Proposed Project, that affect the same resources the proposed action would affect. Often these projects include those with the potential to be constructed within the same time frame as the study period established for the EIS which are not ripe for decision at this time but are reasonably foreseeable and which may or may not be exempt from the need to prepare a Federal environmental impact analysis. These projects will be examined in the DEIS and will be considered part of both the No-Action Alternative and the other reasonable alternatives. Inclusion of these projects in the DEIS will be for disclosure purposes only to fulfill the requirements of CEQ. These projects will be briefly described, and their potential impacts will be qualitatively disclosed for each impact category as applicable. If quantifiable data is available for these projects, it will be included in the DEIS analysis as appropriate. The DEIS will not provide sufficient documentation to fulfill the Airport Sponsor's, FAA's or other jurisdictional bodies' responsibilities for environmental review of their proposed development actions. If and when the appropriate agency/governmental entity determines that any of these projects are needed, they will have to undergo independent environmental review by the appropriate jurisdictional agency.

Product: Description of cumulative projects and qualitative disclosure of potential impacts. Responsibility: URS Corporation with assistance from Subconsultants.

### **TASK 5: MITIGATION PROGRAM DEVELOPMENT**

This task will involve the development of a Conceptual Mitigation Program to lessen the unavoidable environmental impacts resulting from the construction and operation of the Proposed Project and reasonable alternatives. Based on the impacts disclosed for each of the environmental categories listed in Task 4, a series of potential mitigation concept options will be developed and discussed in this section of the DEIS document. These mitigation measures will be developed such that they could be applied to all of the reasonable alternatives. The CONSULTANT, with the assistance of FAA and PBC DOA, will develop potential mitigation measures, and will coordinate with and obtain a conceptual consensus from Federal, state, and local agencies on the proposed mitigation measures for unavoidable impacts. With input from FAA and PBC DOA, these potential mitigation measures will be refined to a recommended mitigation program for FAA's preferred alternative, once a preferred alternative is identified by FAA in the FEIS. All EIS mitigation efforts will be closely coordinated with the PBC DOA and their other ongoing permitting efforts that will be occurring at the same time as the EIS.

Product: Development of Preliminary Mitigation Measures, Coordination with Federal, state, and local agencies.

Responsibility: URS Corporation with assistance from Subcontractors.

### TASK 6: DRAFT EIS REPORT PREPARATION

This Task contains Additional Services that were not included in the Preliminary Scope. These services are based on the inclusion of a Spanish Language Executive Summary in the Pre-Draft and Draft EIS documents and the development of Section 508 compliant versions of the DEIS and Executive Summary.

The CONSULTANT will be responsible for preparing, printing, and distributing the Preliminary Draft EIS (PDEIS) and Draft EIS (DEIS) documents.

#### Task 6.1: Preliminary Draft EIS

The CONSULTANT will document the results of the project coordination and analyses described above in Tasks 1 through 5 in a series of PDEIS documents to be submitted to the FAA for review and comment. The PDEIS documents will be provided in hard-copy format, as well as on electronic media (CD's) to the FAA. The documents will also be placed on the CONSULTANTS Document Locator system for review purposes. The PDEIS will be organized in a format consistent with FAA Orders 1050.1E and 5050.4B. To address FAA guidance to reduce document complexity, the PDEIS will be formatted in such a manner that detailed

information important to the document (e.g. complicated tables and figures) will be included in the appendices of the document, and not in the main volume of the EIS. Other relevant useful information not essential to the EIS document will be included in supplemental reference documents that will not be widely circulated. Reference materials will also be compiled in the Supplemental Reference Documents. Other environmental process documents, if needed (e.g. Draft Section 4(f) Statement, Draft Section 106 Report etc.) will be prepared concurrently with the PDEIS and will be included as Appendices in the PDEIS documents that are submitted for review to the FAA.

This Scope anticipates that up to three (3) versions of the PDEIS will be prepared by the CONSULTANT. The first version (PDEIS Version 1) will be a compilation of all work completed to date and will be submitted to FAA for review and comment. FAA's comments on PDEIS Version 1 will be incorporated by the CONSULTANT into a revised document (PDEIS Version 2), which will then undergo FAA legal sufficiency review. FAA comments on PDEIS Version 2 will be incorporated into PDEIS Version 3, which will be submitted to FAA as a "Check-Copy" to confirm that all edits from PDEIS Version 2 have been incorporated by the CONSULTANT. This Scope anticipates that up to ten (10) hard copies of Volume 1 (Documentation) and ten (10) CD-ROMS of each version (all Volumes) of the PDEIS will be produced and distributed via overnight shipment to the FAA by the CONSULTANT.

Each of the three versions of Volume 1, Documentation, of the PDEIS will be electronically formatted such that they meet the intent of FAA's guidance on the preparation of NEPA documentation for purposes of compliance with Section 508 of the Americans with Disabilities Act (ADA). A copy of the Section 508 compliant electronic Volume 1 of Versions 2 and 3 of the PDEIS will be forwarded to FAA's ADA Compliance Officer for review and comment, such that the electronic files are deemed fully compliant when it is time top produce the DEIS. The technical appendices of the PDEIS will not be formatted for Section 508 compliance..

#### Task 6.2: Draft EIS

Final FAA comments received from review of PDEIS Version 3 will be incorporated by the CONSULTANT into a DEIS document, which will be provided to the FAA, government and local agencies and the general public in both hardcopy and digital format. An Executive Summary will be prepared and included in the DEIS and will also serve as a stand-alone document for broad distribution and posting on the project web-site. Both the DEIS and the Executive Summary will be Section 508 compliant.

The CONSULTANT will provide FAA with a draft distribution list for the DEIS. The FAA will review the draft distribution list and provide the CONSULTANT with an approved final distribution list and a signed distribution letter on FAA letterhead. The CONSULTANT will be responsible for reproduction and distribution of the letter and DEIS. The CONSULTANT will prepare and publish the newspaper notice of availability (NOA) of the DEIS in the Palm Beach Post and La Palma Newspapers. This Scope anticipates that up to one-hundred fifty (150) hard copies of Volume 1 (Documentation) of the DEIS, one-hundred fifty (150) CD-ROMS of the DEIS (all volumes), one-hundred (150) hard copies of the stand-alone English Language Executive Summary will be produced and distributed by the CONSULTANT.

Products: PDEIS (Versions 1, 2, and 3, DEIS, Supplemental Technical documents, Executive Summary and Reference Material, shipping and distribution of the PDEIS and DEIS, Newspaper NOA. Responsibility: URS with assistance from subcontractors

#### Task 6.3: Spanish Language Summaries for PDEIS and DEIS

A Spanish-language version of the Executive Summary will be prepared by the CONSULTANT and submitted to FAA for review and comment along with PDEIS Versions 1, 2 and 3. For the DEIS, this Scope anticipates that up to one-hundred fifty (150) hard copies of the stand-alone Spanish Language Executive Summary will be produced and distributed by the CONSULTANT. The Spanish Language Executive Summary will also be prepared such that it is Section 508 compliant.

Products: Spanish Language Executive Summary for PDEIS and DEIS. Responsibility: URS.

### TASK 7: PUBLIC INVOLVEMENT

This Task contains Additional Services that were not included in the Preliminary Scope. These services are based on the inclusion of County Commissioner Briefings, Focus Group Meetings, an Alternatives Workshop, and a Hispanic Minority Outreach Workshop in the Refined Phase 2 Scope.

The public involvement program that was started in Phase 1 of the EIS process will be continued to allow interested agencies, groups, and individuals an opportunity to review project related information and comment on study. During the course of the EIS, all comments on the EIS process and the proposed project will be carefully reviewed and considered by the FAA.

A program to provide EIS information to area residents and interested parties that includes workshops, focus group meetings, a minority outreach meeting, local government official briefings, web-based information posting and a combination Public Workshop / Public Hearing is outlined below.

#### Task 7.1: Mailing List

The CONSULTANT will assemble and maintained a mailing list initially based on the Scoping Meeting notification and the Scoping Meeting attendance lists. The list will be updated for each public involvement event. The list will include Federal, state, and local regulatory agencies and elected officials, organizations, interest groups, and public attendees of the meetings. The list will be expanded through the course of the study as necessary.

#### Task 7.2: Project Web Site

The CONSULTANT will develop web ready materials for posting on the public EIS web-site and will administer and maintain the World-Wide-Web site that was created by the CONSULTANT in Phase 1 of the study. The web-site will be updated on a regular basis by the CONSULTANT to provide project-related information to the interested public and agencies. Content of the site will be 508 compliant and will primarily consist of an explanation of the EIS process, updates on the current status of the EIS and announcements of upcoming opportunities for public involvement and comment on the EIS. Also posted on the web-site will be the Executive Summary of the DEIS (in English and Spanish), Volume 1 of the DEIS and an overview of issues raised during the course of the EIS process.

### Task 7.3: Palm Beach County Board of County Commissioners and Municipal Government Briefings

This Task is an Additional Service that was not included in the Preliminary Scope. The CONSULTANT will arrange and participate in up to three (3) briefings with County Commissioners, and local government representatives to provide project related information and status updates. These briefings will occur at the following milestones in Phase 2:

- At the start of Phase 2 of the EIS;
- Approximately one week prior to the Alternatives Public Workshop, and
- After the release of the DEIS and before the DEIS Public Workshop / Public Hearing

The CONSULTANT will prepare briefing materials, agendas and other informational materials as needed for each of the briefings. This Scope anticipates that each briefing will take up to two days to accomplish and that up to three (3) members of the CONSULTANT Team (2 URS, 1 LB Limited) will participate in each briefing.

#### Task 7.4: Facilitated Focus Group Meetings

This Task is an Additional Service that was not included in the Preliminary Scope. The CONSULTANT will make arrangements for and participate in up to six (6) FAA-controlled and scheduled sets of Facilitated Focus Group Meetings over the course of Phase 2 of the EIS for a total of twelve (12) FAA-controlled and scheduled Facilitated Focus Group Meetings. The goal of the Facilitated Focus Group Meetings will be to allow the public an opportunity to gain an understanding of the EIS process, the Proposed Project objectives and for the FAA to identify public sensitivities and issues relative to the Proposed Project. All of the Facilitated Focus Group Meetings will be lead by a professional Facilitator.

This Scope anticipates that two (2) Focus Groups will be formed. One group will generally be representative of communities to the east and south of PBIA, and the other will be representative of communities to the west and north of PBIA. The six Facilitated Focus Group Meetings discussed in the following paragraphs will be conducted for each of the two Focus Groups.

The CONSULTANT will coordinate with FAA to develop a draft and final Mission Statement identifying the purpose and function of the Focus Groups, will help identify key stakeholders from the community to participate in the Focus Groups, and will help establish an on-going communication plan for Focus Group participants. The CONSULTANT will prepare draft and final Invitation Letters to the prospective Focus Group

participants requesting their participation in the Focus Groups and outlining their responsibilities and authority. The Invitation Letters will be printed on FAA letterhead and signed by an FAA official.

The CONSULTANT will work with FAA to establish a schedule for all related Focus Group activities. It is anticipated in this Scope of Work that the Facilitated Focus Group Meetings will held at the following milestones and/or address the following issues during Phase 2 of the EIS process:

- Summary of Scoping and Overview of Phase 2 of the EIS;
- Overview of the EIS Alternatives Analysis;
- Proposed Project-Related Noise Issues;
- Proposed Project-Related Air Quality Issues;
- Proposed Project-Related Historic Resources Issues, and
- Overview of the DEIS

The CONSULTANT will maintain a data base of all Facilitated Focus Group participants including contact information for mailings, sign-in sheets for each meeting, comment cards, written and email comments, etc., which will become part of the Administrative File for the EIS.

The CONSULTANT will be responsible for all cost associated with the Facilitated Focus Group Meetings including mailings, presentation materials, venue rental, audio-visual aids, refreshments and advertisements.

This Scope anticipates that up to five (5) members of the CONSULTANT Team (not counting FAA or PBC DOA representatives) will participate in each Facilitated Focus Group Meeting. It is also anticipated that the meetings on the six individual topics discussed above will be conducted for a period of up to four (4) hours each, on two consecutive evenings.

The CONSULTANT will conduct de-briefing EIS Team meetings immediately following the Facilitated Focus Group Meetings and will prepare meeting summary reports after each Focus Group Meeting for inclusion in the EIS documentation and Administrative File.

#### Task 7.5: Alternatives Analysis Public Workshop

This Task is an Additional Service that was not included in the Preliminary Scope. The CONSULTANT will be responsible for arranging an appropriate location, time, and other facilities and materials needed to conduct a Public Workshop that will be held after completion of the EIS alternatives analysis. The objective of the Alternatives Public Workshop will be to provide a brief summary of the Purpose and Need and Alternatives Analysis chapters of the DEIS and to obtain input into the analysis from the public and representatives of Federal, state and local government agencies.

The Public Workshop will be held in an open-house format late in the afternoon to early in the evening for a period of three (3) hours, between 5 p.m. and 8 p.m. Representatives of the FAA and the CONSULTANT will staff the meeting during the entire period to talk individually with citizens and obtain their input. The CONSULTANT will work closely with FAA, its public relations officer, and PBC DOA press liaison personnel

and will involve FAA and DOA press liaison personnel in any media briefing held prior to, or during the Public Workshop. The media briefing will be led by a designated FAA representative. During the Public Workshop, information presented will include the results of the purpose and need analyses and the evaluation of alternatives. Written comments or private oral comments (to a court reporter) will be accepted during the Public Workshop. Originals of all transcripts and comment letters will be directed to the FAA then copied by the FAA and forwarded to the CONSULTANT for inventory and processing.

Up to fifteen (15) members of the CONSULTANT Team will participate in the Alternatives Public Workshop. The CONSULTANT will cover all costs associated with the workshop including newspaper advertisements (two display ads in the Palm Beach Post and two Spanish language display ads in La Palma), meeting room facilities (same facilities as those used for Scoping), audio-visual aids and informational materials (25 presentation boards, video presentation, audio/visual equipment). The CONSULTANT will also have one (1) Spanish language translator available for the entire workshop.

### Task 7.6: Other Facilitated Focus Group Meeting

This Task is an Additional Service that was not included in the Preliminary Scope. The CONSULTANT will make arrangements for and participate in up to one (1) Facilitated Focus Group Meeting during Phase 2 of the EIS. This meeting will be in addition to those discussed in Task 7.4. The topic(s) to be discussed and the participants invited to this meeting will be determined by FAA over the course of Phase 2 of the EIS. The purpose of the meeting will be to allow FAA the opportunity to address issues of concern to the established Focus Groups that were unresolved during the individual meetings, or to address issues that required extensive follow-up activities either by FAA or the Focus Group members.

The CONSULTANT will be responsible for all cost associated with the meeting including mailings, presentation materials, venue rental, audio-visual aids, refreshments and advertisements. This Scope anticipates that up to five (5) members of the CONSULTANT Team (not counting FAA representatives) will participate in the meeting. It is also anticipated that the meeting will be conducted for a period of up to four (4) hours.

The CONSULTANT will conduct an EIS Team de-briefing meeting immediately following this Focus Group Meeting and will prepare a meeting summary report for inclusion in the EIS documentation and Administrative File.

### Task 7.7: Combined DEIS Public Workshop/Public Hearing

The CONSULTANT will be responsible for arranging an appropriate location, time, facilities, presentation materials, hearing officer, and verbatim transcription for a combined Public Workshop/Public Hearing to be held approximately 30 to 45 days after the release of the DEIS. The objective of the Public Workshop/Public Hearing will be to provide a summary of the information contained in the DEIS and to obtain input from the public and representatives of Federal, state and local government agencies.

The Public Workshop portion of the meeting will be held in an open-house format late in the afternoon to early in the evening for a period of three (3) hours, between 4 p.m. and 7 p.m. Representatives of the FAA, PBC

DOA and the CONSULTANT will staff the meeting during the entire period to talk individually with citizens and to obtain their input and comments on the DEIS.

The Public Hearing portion of the meeting, if one is requested after the DOA issues a Notice of Opportunity for Public Hearing (as per FAA 5050.4B, paragraphs. 402-406) will be held concurrently with the final hour of the Public Workshop, starting at 6 pm and ending after the last speaker has had an opportunity to present their comments to the Hearing Officer, FAA and PBC DOA. The CONSULTANT will make arrangements for and bear the costs for identifying and retaining the services of a designated Hearing Officer, who will oversee the orderly hearing of comments during the Public Hearing. The Hearing Officer will be approved in advance by both FAA and PBC DOA.

Written comments or private oral comments (to a court reporter) will be accepted during the Public Workshop/Public Hearing. All statements made by the Hearing Officer and comments from the public will be documented by a court reporter. Originals of all transcripts and comment letters will be directed to the FAA then copied by the FAA and forwarded to the CONSULTANT for inventory and processing. Up to fifteen (15) members of the CONSULTANT Team will participate in the combined Public Workshop/Public Hearing. The CONSULTANT will cover all costs associated with the Public Workshop/Public Hearing including newspaper advertisements (two display ads in the Palm Beach Post and two Spanish language display ads in La Palma), meeting room facilities, and informational materials (25 presentation boards, video presentation, audio/visual equipment). The CONSULTANT will also have a Spanish language translator available for the entire Workshop/Hearing.

Products: Implementation of Phase 2 Public Involvement Program Responsibility: URS with assistance from subcontractors

### TASK 8: DEIS AND PUBLIC COMMENT ANALYSIS

This Task contains Additional Services that were not included in the Preliminary Scope. These services are based on the processing of additional comment letters (1,500) from increased opportunities for public comments throughout the Phase 2 process.

The CONSULTANT will compile and conduct a preliminary review of comments received during the course of Phase 2, including comments from the Focus Group Meetings, Alternatives Workshop, County Commissioner Briefings, the Hispanic Outreach Workshop, those submitted to the EIS web-site and those received on the DEIS, including letters, e-mails, comment forms, petitions and court reporter transcripts. Comments directed to the FAA will be forwarded to the CONSULTANT for processing. Comment submittals will be inventoried through a computerized database system. All comments will be reviewed, summarized, and cross referenced to the commentor. The comments will be organized into a format to be included within an appendix to the FEIS in Phase 3 of the study. The CONSULTANT will prepare a list of issues based on comments received, including a summary statement of each issue. The CONSULTANT will identify comments on the DEIS and make recommendations to the FAA as to whether additional technical studies need to be performed as part of the FEIS or whether the analyses and conclusions contained in the DEIS are sufficient to allow the preparation of technical responses to the comments received. In the former case, the CONSULTANT will recommend, and perform if so directed by the FAA, necessary additional investigations or studies and / or prepare additional or modified material for inclusion in the FEIS in response to the comment. If required, these

additional studies or analyses will be conducted as part of Phase 3 of this EIS. The cost projected for this task assumes that a maximum of 1,500 comment letters, e-mails, forms or statements (from verbal commentors) will be received for processing by the CONSULTANT during Phase 2. Should more than 1,500 comment letters/statements be received, then the CONSULTANT will review the remaining budget to determine if adequate funds remain within the original budget to re-allocate between tasks to cover the costs. If adequate funds are not available, the CONSULTANT will process the unanticipated comment letters at the direction of the FAA under a Supplemental Agreement with the PBC DOA.

Products: Compilation and initial review of comments received during Phase 2 including those from Public Involvement activities and those on the DEIS; Preliminary Comment Database Responsibility: URS with assistance from subcontractors

### TASK 9: ASSISTANCE WITH ADMINISTRATIVE RECORD

The CONSULTANT will continue the activities initiated in Phase 1 to assist in the preparation and management of the FAA's Administrative Record (AR) for Phase 2. This will consist of ongoing assistance in the maintenance of the Administrative Record files for the project. It includes inventory, filing and indexing of the comments received between Scoping and the combined Public Workshop / Public Hearing, as well as any initial comments received as a result of the Public Workshop / Public Hearing. The AR will also be expanded to include reference materials that were used in the development of the PDEIS and DEIS documents. The AR will continue to be maintained at the CONSULTANTS office in Tampa, Florida.

This scope includes two Administrative Record Specialists making up to five (5) trips to Tampa, for a total of twenty (20) working days to maintain the AR over the course of Phase 2 of the EIS.

Products: Phase 2 Administrative Record assistance. Responsibility: URS with assistance from CAS

### TASK 10: REFINEMENT OF THE PHASE 3 SCOPE

The CONSULTANT will use the preliminary review of comments received during Phase 2 and particularly those received on the DEIS to refine the conceptual Scope of Work for Phase 3 of the EIS. The conceptual Scope provided at the beginning of Phase 1 will be expanded, if needed, to cover unanticipated work efforts needed to review and respond to comments on the DEIS, accomplish any necessary additional technical studies, publish the FEIS and to complete the study. The CONSULTANT will make the appropriate revisions to the Scope and Cost Estimate and submit the refined Phase 3 Scope of Work, Cost Estimate and Schedule for Phase 3 of the EIS to FAA for review. One (1) meeting will be held in Orlando, FL between the FAA, the PBC DOA and the CONSULTANT to discuss the refined Phase 3 Scope, Cost, and Schedule. Up to three (3) representatives of the CONSULTANT team will participate in the one-day meeting.

Products: Refined Scope of Work, Cost Estimates and Schedule for Phase 3 of the EIS. Responsibility: URS with assistance from subcontractors

### TASK 11: DOCUMENT MANAGEMENT

The document management system using the URS Document Locator (DL) initiated in Phase 1 will be continued throughout Phase 2 of the EIS process. It is anticipated that during Phase 2, the system will be used extensively in the review of the Alternatives Chapter of the PDEIS as well as for the reviews of PDEIS Version 1, 2 and 3, and reviews of all materials developed for the Public Involvement program.

All draft documents will be posted on a secure website for review, with accessibility limited to specific members, or groups of members, of the EIS Team (FAA, CONSULTANT). This task includes the refinement of the protocol for the use of the system developed in Phase 1 to ensure that all parties' needs are continued to be met, monthly maintenance throughout the duration of Phase 2, and additional training on the use of the system. This Scope includes one (1) half-day meeting in the CONSULTANT'S office with representatives of the FAA to discuss any revised system parameters, access and training, and up to two (2) two-hour conference calls to discuss modifications/improvements to the system that will be uncovered as a result of its use throughout Phase 2.

**Products:** Continued use of the system, Process Revisions, Monthly Maintenance, Training and Modification of the Document Locator System. **Responsibility:** URS.

### TASK 12: PHASE 2 PROJECT MANAGEMENT

This task involves the routine coordination and management of Phase 2 of the EIS project. The CONSULTANT will continue the activities initiated for project management in Phase 1 of the study. It includes monthly invoicing and Project Progress Report preparation, updating and maintaining the EIS Schedule (as practicable), meeting minutes preparation, subcontractor coordination, FAA and PBC DOA coordination, work plan updates, and project management-related meetings with the FAA and the PBC DOA. The CONSULTANT proposes to submit monthly written reports on the progress of work to FAA with concurrent copies to the PBC DOA. The CONSULTANT will also continue the weekly telecoms with FAA to discuss the status of the EIS. This Scope anticipates that during Phase 2, the CONSULTANT will participate in up to fifteen (15) project management-related meetings with the FAA and PBC DOA, with up to three (3) representatives of the CONSULTANT Team in attendance. These meetings are anticipated to occur in Orlando (five meetings), West Palm Beach (five meetings) and Tampa (five meetings).

Products: Monthly Invoices and Progress Reports, Weekly Telecoms, Schedule maintenance and Project Management Meetings

Responsibility: URS

### TASK 13: ADDITIONAL ENVIRONMENTAL ANALYSES

This task includes additional environmental analyses to be performed on an as-needed basis during the

course of Phase 2 of the EIS process. This task could include additional analyses required after additional agency coordination and consultation. If additional environmental analyses are required for the EIS, the CONSULTANT will provide a detailed scope of services and cost estimate for review and approval by FAA and PBC DOA. No additional analyses will be initiated without prior written approval from FAA and PBC DOA.

Products: Additional environmental analyses provided as needed. Responsibility: URS

### Airport: Palm Beach International Airport

Estimate:	EIS - Phase 2	Summary
Project #:	12006681	by Team
Date:	July 26, 2007	Member

	Or	iginal Tasks		A	dditional Tasl	K\$	GRAND	
Team Member	Labor	Expense	Total	Labor	Expense	Total	TOTAL	Percent
URS	\$1,138,828	\$81,175	\$1,220,003	\$890,906	\$145,889	\$1,036,795	\$2,256,798	79.3%
CAS	\$28,640	\$11,180	\$39,820	\$0	\$0	\$0	\$39,820	1.4%
DCG	\$0	\$0	\$0	\$112,800	\$6,752	\$119,552	\$119,552	4.2%
Emerge	\$90,600	\$303	\$90,903	\$7,440	\$82	\$7,522	\$98,425	3.5%
LB Limited	\$55,132	\$13,690	\$68,822	\$123,298	\$30,186	\$153,484	\$222,306	7.8%
TransSolutions	\$83,860	\$5,552	\$89,412	\$19,072	\$1,616	\$20,688	\$110,100	3.9%
TOTAL	\$1,397,060	\$111,900	\$1,508,960	\$1,153,516	\$184,525	\$1,338,041	\$2,847,001	100.0%

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#### MASTER LABOR

#### Airport: Palm Beach International Airport

Estinate: EIS - Phase 2 Project #: 12006681 Date: July 26, 2007 Original Phase 2 Tasks

MASTER LABOR

ask	Description		rincipal	10,00	t Director	Fruit	ot Managar	or. v	oneultant	<b>⊢</b> "	neultant		onevitent	8p	eolaliat	Tec	hnician						Grand
		Houre	Cost	Houre	Cost	Houre	Cast	Houra	Coat	Hours	Cont	Hours	Coet	Hours	Çaet	Hours	Cost	Houre (	Cost	Hours	Coat		
2	ALTERNATIVES DEVELOPMENT AND EVALUATION	32	\$7,551	102	\$12,564	40	\$6,720	420	\$43,440	72	\$8,624	24	\$1,680	82	\$2,880	23	\$1,510	16	\$848	761	\$83,910	\$5,892	589
3	AFFECTED ENVIRONMENT	0	\$0	4	\$902B	120	\$20,160	174	\$25,752	220	\$21,540	230	\$16,750	120	\$10,800	40	\$2,800	40	\$2,120	948	\$100,850	\$3,510	\$10
٩	ENVIRONMENTAL CONSEQUENCES																						ļ
4.1	Air Quality*	0	<b>\$</b> 0	0	\$0	8	\$1,344	80	\$1,840	120	\$11,040	80	\$5,600	8	\$720	0.	\$0	0	\$0	296	\$30,544	\$2,030	\$32
4.2	Coastal Resources	D	<b>S</b> 0	0	50	0	<b>S</b> 0	0	\$0	36	\$3,572	30	\$2,250	0	8	0	\$0	0	<b>\$</b> 0	66	\$5,822	\$19	\$5.
4.5	Competible Land Use	0	\$0	Q	\$0	24	\$4,032	16	\$2,368	54	\$5,356	56	\$4,120	40	\$3,600	0	\$0	0	<b>\$</b> 0	190	\$19,478	\$1,193	\$20
4.4	Construction impacts	0	\$0	0	\$0	8	\$1,344	0	\$0	8	\$736	٥	<b>\$</b> 0	0	88	a	8	0	so	18	\$2,680	\$0	\$2
4,5	DOT Act: Section 4(!)	a	\$0	D	\$ <b>0</b>	в	\$1,344	٥	\$0	40	\$3,680	8	\$560	16	\$1,440	Q	50	0	\$0	72	\$7,024	\$0	\$7
4.6	Farmlanda	0	\$0	0	50	0	so	Q	\$0	4	\$368	0	<b>\$</b> 0	4	\$380	G	<b>5</b> 0	a	83	8	\$728	\$0	\$
4.7	Fish, Wildlife, and Plents	0	\$0	0	\$0	0	<b>\$</b> 0	5	\$740	32	\$2,944	0	\$0	16	\$1,440	0	so	0	\$0	53	\$5,124	\$21	\$5
4.8	Floodplains	٥	\$0	D	\$0	8	\$1,344	18	\$2,368	32	\$2,944	0	\$0	8	\$720	0	\$0	а	\$424	72	\$7,800	50	\$7
4.9	Hazardous Materials, Pollution Prevention, and Solid Waste	0	\$0	0	\$0	8	\$1,344	0	so	46	\$4,622	40	\$3,000	8	\$720	0	\$D	a	\$0	102	\$9,586	\$19	59
4.10	Historic, Architectural, Archenological, and Cultural Resources*	D	\$0	4	\$928	32	\$5,376	0	90	210	\$19,320	0	50	0	\$0	0	so	8	\$424	254	\$26,048	\$4,703	\$30
	Light Emissions	0	50	0	<b>5</b> 0	٥	\$0	a	\$0	8	\$736	0	50	0	\$0	0	<b>\$</b> 0	0	80	8	\$736	8	5
4 1	Energy Supply and Natural Resources	٥	\$0	٥	\$0	٥	\$0	D	\$0	16	\$1,472	8	\$560	0	120	0	<b>\$</b> 0	0	\$0	24	\$2,032	\$0	\$2
4.1	Noiae*	16	\$3,776	20	\$2,664	110	\$18,480	36	\$5,328	230	\$21,160	280	\$19,600	290	\$25,200	16	\$1,120	24	\$1,272	1012	\$38,800	\$4,453	\$10
4,1	Secondary (Induced) Impacts	0	50	0	\$0	8	\$1,344	6	\$1,184	18	\$1,472	8	\$560	4	\$360	0	\$0	0	\$0	44	\$4,920	\$0	\$4
4.1	Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Satety Risks	0	\$0	0	\$0	16	\$2,688	16	\$2,368	92	\$9,244	56	\$4,120	24	\$2,160	0	\$0	0	\$0	204	\$20,580	\$37	\$2
	Water Quality	0	\$0	0	\$0	8	\$1,344	. 16	\$2,368	48	\$4,415	24	\$1,680	12	\$1,080	0	\$0	0	<b>\$</b> 0	108	\$10,688	\$1,060	\$1
4.1	Wetlands	0	\$0	0	50	0	\$0	4	\$592	40	\$3,680	D	\$0	10	\$1,440	0	so	0	\$0	ø	\$5,712	50	st
4,1	Wild and Scenic Rivers	0	\$0	0	\$0	0	\$0	0	\$0	4	\$368	0	\$0	0	\$0	0	\$0	0	<b>\$</b> 0	4	\$368	80	5
4.1	Surface Transportation	0	\$D	0	50	8	\$1,344	24	\$3,552	в	\$738	0	\$0	8	\$720	0	50	0	<b>S</b> O	48	\$6,352	\$0	8
4.2	Other Considerations	0	50	0	\$0	24	\$4.032	16	\$2,368	16	\$1,472	8	\$560	8	\$720	0	\$0	٥	\$0	72	\$9,152	<b>5</b> 2	55
4.2	I Cumulative Impacts	0	\$0	0	\$0	32	\$5,376	24	\$3,552	32	\$2,944	16	\$1,120	16	\$1,440	0	\$0	0	\$0	120	\$14,432	\$0	\$1
	Subtotal Task 4	18	\$3,775	24	\$5,792	30/2	\$50,738	261	\$35,625	1092	\$102,284	614	\$43,730	468	\$42,120	18	\$1,120	40	\$2,120	2833	\$288,306	\$13,554	\$34
5	MITIGATION PROGRAM DEVELOPMENT	•	\$0	8	\$1,856	80	\$13,440	160	\$23,660	140	\$12,880	109	\$7,530	64	\$5,760	24	\$1,680	18	\$848	501	\$67,774	\$2,586	\$7
6	DRAFT EIS REPORT PREPARATION*								·	1		1				1							
6.	1 Proliminary Draft EIS	0	50	64	\$11,296	280	\$47,040	280	\$41,440	500	\$48,080	500	\$36,100	280	\$25,200	280	\$19,600	240	\$12,720	2424	\$241,478	\$4,216	\$2
6.	2 Draft E\3	в	\$1,616	40	\$7,504	160	\$28,880	180	\$26,640	280	\$26,020	270	\$19,100	160	\$14,400	200	\$14,000	240	\$12,720	1538	\$148,660	\$22,2B9	\$1
	Subtotal Task 6	B	\$1,616	104	\$18,800	440	\$75,920	460	\$68,080	780	\$74,100	770	\$55,200	440	\$39,600	480	\$33,600	480	\$25,440	3962	\$390,356	\$28,504	\$4
7	PUBLIC INVOLVEMENT*		· · ·		· · · ·			-		1													
7	Mailing List	0	\$0	0	\$0	0	\$0	66	\$11,625	4	\$368	8	\$560	0	\$0	0	\$0	4	\$212	82	\$12,785	\$135	s
7	2,Project Wab Site	0	50	0	\$0	0	<b>S</b> 0	0	50	4	\$368	16	\$1,120	24	\$2,160	0	\$0	0	\$0	44	\$3,648	\$0	\$
7	7 Combined Draft EIS Public Workshop / Public Hearing	24	\$5,864	24	\$2,904	40	\$6,720	287	\$49,427	76	\$7,200	74	\$5,260	12	\$1,080	8	\$560	0	\$0	545	\$76,815	\$36,498	\$1
	Subtolal Tank ;	7 24	\$5,664	24	\$2,904	40	\$6,720	353	\$61,052	84	\$7,986	98	\$6,940	38	\$3,240	Б	\$560	4	\$212	871	\$95,228	\$36,632	\$1
8	DRAFT EIS COMMENT ANALYSIS*	16	\$3,778	48	\$7,584	60	\$18,440	150	\$23,680	276	\$25,500	298	\$20,000	0	\$0	120	\$8,400	121	\$6,413	1110	\$109,793	\$67	\$1
9	ASSISTANCE WITH ADMINISTRATIVE RECORD	0	\$0	200	\$16,000	280	\$25,440	100	\$14,800	160	\$14,720	80	\$5,600	0	\$0	80	\$5,600	59	\$4,717	689	\$86,477	\$11,483	\$
10	REFINEMENT OF THE PHASE & SCOPE	12	\$1,584	8	\$968	80	\$13,440	70	\$10,360	48	\$4,520	21	\$1,470	D	\$0	0	\$0	20	\$1,05Q	259	\$33,402	\$206	5
11	DOCUMENT MANAGEMENT	0	\$0	0	\$0	64	\$10,752	111	\$16,428	120	\$11,040	170	\$11,900	0	\$0	60	\$5,600	80	\$4,240	625	\$59,960	\$2,900	5
12	PHASE 2 PROJECT MANAGEMENT	8	\$1,610	80	\$18,560	200	\$33,500	80	\$11,840	120	\$11,040	28	\$1,820	0	50	0	\$0	40	\$2,120	654	\$80,596	\$8,754	\$
	TOTAL - ORIGINAL TASK	0 110	\$25,584	602	\$82,100	1726	\$254,928	2349	\$314.060	3112	\$279.404	2440	\$165,990	1160	\$98,640	871	\$59,290	945	\$49,290	13322	\$1,397,050	\$111,900	\$1

Additional	Phase 2	Tasks Identified	During Fi	S Sconing

		P	rincipal	Ртојск	a Director	Projet	ct Menager	Sr. C	onsultant	Co	nsultant	Jr. G	Consultant		Graphics ectailet		sument hnician	Adi	nin/WP	T.	stel Labor	Ехрепесс	Grand To
usk	Description	lours	Cost	Hours	Cont	Houre	Cost	Hours	Gout	Houre	Cost	Hours	Cost	Hourn C	Coat	Hours	Coel	Houre	Goet	Houre	Cost		
		-Jure		10014									Sectore and All		inguises d'Uranti								
	ENVIRONMENTAL CONSEQUENCES							1															
				····-						_		12	\$840	0	50	•	50	a	50	44	\$4,232	so	\$4,23
4.1.4	Air Quality - HAPa Emissions Inventory	0	\$0	0	\$0	•	\$0	8	\$1,184	24	\$2,208	-	· · · ·						\$0	700	\$74.072	\$37,461	\$111,5
4.1.7	Air Quality - Sool Assessment	٥	\$0	0	\$0	Ð	\$0	258	\$39,664	184	\$15,049	240	\$16,800	28	\$2,520	•	\$0	0				\$14,244	\$91,6
4,10	Historic - Expansion of the Historic Resources APE	0	50	o	\$0	0	\$0	٥	<b>\$</b> 0	803	\$73,876	0	\$0	0	50	0	\$0	70	\$9,710	873	\$77,586		
4.13.1	Noise - Existing Conditions Contour/Grid Point Analysis of Peak Month Avg. Day and Avg. Busy Day	0	\$0	0	\$0	76	\$12,768	8	51,184	88	\$8,096	172	\$12,040	64	\$5,760	12	\$840	12	\$636	432	\$41,324	\$0 	\$41,3
4,13.1.2	Noise - Obtain and Process Aircraft Flight Track Data (Modified Flight Profile Development)	0	\$0	0	so	48	\$8,064	80	\$11,840	40	\$3,680	80	\$5,600	320	\$28,800	4	\$280	4	\$212	676	\$58,476 \$109,028	\$0	\$58,4
4.13.1.5	Noise - Prepare Existing Conditions Supplemental Noise Analysis (Includes Vibration Testing)	0	\$0	0	\$0	220	\$36,960	120	\$17,760	220	\$20,240	254	\$18,480	124	\$11,160	36	\$2,520	35	\$1,908	1020			
4.13.2	Noise - Future Conditions Contour/Grid Point Analysis of Peak Month Avg, Day and Avg. Busy Day	0	\$0	0	\$0	64	\$14,112	0	\$0	144	\$13,248	220	\$15,400	144	\$12,980	16	\$1,120	16	\$848	624	\$57,688	\$0	\$57,6
4.13.2.2	Noise - Develop Future Build Alternative Flight Tracks (Modified Flight Profile Development)	٥	50	0	\$0	12	\$2,016	16	\$2,368	20	\$1,840	32	\$2,240	12	\$1,080	4	\$280	4	\$212	100	\$10,038	\$0	
4.13.2.6	Noise - Propare Future Conditions Supplemental Noise	0	\$0	0	\$0	160	\$26,880	64	\$9,472	160	\$14,720	240	\$16,800	160	\$14,400	16	\$1,120	16	\$848	816	584,240	\$0	\$84,2
	Subtolal Task 4	o	\$0	0	\$0	690	\$100,800	564	\$83,472	1563	\$152,998	1260	\$88,200	852	\$76,680	68	\$5,160	158	\$8,374	5185	\$516,682	\$54,725	\$571,-
6	DRAFT EIS REPORT PREPARATION		1																ļ				
6.3	Spanish Language Summaries for PDEIS and DEIS	0	\$0	0	\$0	0	\$0	40	\$5,920	32	\$2,944	24	\$1,680	Q	\$0	24	\$1,680	0	\$0	120	\$12,224	\$0	\$12,2
	Subtotal Tank 6	D	ŝu	0	\$0	0	\$0	40	\$5,920	32	\$2,944	24	\$1,680	0	\$0	24	\$1,680	0	\$0	120	\$12.224	\$0	\$12,5
7	PUBLIC INVOLVEMENT			1																<u> </u>			
7.3	Palm Beach County Board of County Commissioners Brielings	0	so	8	\$1,855	140	\$23,520	202	\$33,469	D	<b>\$</b> 0	160	\$11,200	24	\$2,160	16	\$1,120	24	\$1,272	574	\$74,617	\$2,530	\$77,8
7.4	Facilitated Foous Group Moolinge	•	\$0	0	\$0	200	\$33,600	889	\$139,345	240	\$22,080	100	\$7,000	40	\$3,600	40	\$2,800	24	\$1,272	1533	\$209,697	\$26,683	\$236,
7.	5 Alternatives Analysis Public Workshop	32	\$7,552	40	\$5,728	60	\$10,080	381	\$63,893	135	\$12,720	136	\$9,600	80	\$7,200	40	\$2,800	24	\$1,272	929	\$120,845	\$36,560	\$157,
7.	5 Other Fectilitated Focus Group Meeting	0	\$0	D	\$0	36	\$6,048	160	\$26,011	80	\$7,360	40	\$2,800	40	\$3,600	8	\$560	Ð	\$424	372	\$46,603	<b>\$5</b> ,318	\$83,
	Subtotel Task 7	32	\$7,552	48	\$7,584	436	\$73,248	1632	\$252,738	458	\$42,160	430	\$\$0,800	184	516,560	104	\$7,280	80	\$4,240	3408	\$451,882	\$72,811	\$524,
	DEIS AND PUBLIC COMMENT ANALYBIS			1-				Γ-											ļ	$\vdash$	ļ		
	8 Processing of additional comment submittals (1,500 total)	16	\$3,776	32	\$3,672	40	\$6,720	240	\$35,520	352	\$32,600	496	\$34,800	٥	50	40	\$2,800	80	\$4,240	1296	\$124,528	\$304	\$124
	Subtotal Taak 5	16	\$3,778	32	\$5,872	40	\$6,720	240	\$35,620	352	\$32,800	496	\$34,800	0	\$0	40	\$2,800	80	\$4,240	1298	\$124,528	\$\$04	\$124
13	ADDITIONAL ENVIRONMENTAL ANALYSES	o	\$0	0	50	60	\$10,080	60	\$8,880	180	\$16,560	180	\$12,600	0	\$0 	•	80	•	30	450	\$48,120	\$56,986	\$105
	TOTAL - ADDITIONAL TASKS	48	\$11,328	80	\$11,458	1138	\$1 90,848	2536	\$396,530	2683	\$247,450	2398	\$167,680	1036	\$93,240	256	\$17,920	318	\$10,654	10489	\$1,153,518	\$184,525	\$1,336

TOTAL	<u>،</u>	P	Tinolpel	Proje	ict Director	Proje	ect Manager	Sr. (	Consultant	Ge	onaultant	Jr. (	Consultant		Graphica pacieliat		chelolan	Ad	min/WP		otal Labor	Expenses	Grand Total
Taak	Description	Hours	Cost	Hours	Cont	Houre	Coat	Hours	Cost	Houre	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Houre		Houra	Cast		11. A. / 11. A. / 12.
		116	\$25,584	602	\$82,100	1726	\$254.928	2349	5314.060	3112	\$279,404	2440	\$165,990	1150	\$98,640	871	\$59,290	946	\$49,290	13322	\$1,397,060	\$111,900	\$1,508,960
	TOTAL - ADDITIONAL TASKS	48	\$11,328	80		1136		2538	\$396,530	2683	\$247,460	2396	\$167,680	1036	\$93,240	256	\$17,920	318	\$16,854	10489	\$1,153,516	\$184,525	\$1,338,041
	GRAND TOTAL - Phase 2	164	\$36,912	682	\$93,556	2862	\$445,776	4585	\$710,590	5795	\$526,864	4835	\$553,870	2196	\$191,880	1127	\$77,210	1264	\$96,144	25811	\$2,550,578	\$296,425	\$2,847,001

\* Does not include Additional Phase 2 Tasks Identified during EIS Scoping

#### URS TPA Labor

#### Airport: Palm Beach International Airport

URS TAMPA LABOR DETAIL

Estimate: EIS - Phase 2 Project #: 12006681 Date: July 25, 2007 **Original Phase 2 Tasks** 

		Pri	Incipal	Proje	at Director	Projec Teal	st Manager / k Manager		. Plannar / Sz. Inginear		ronmentel Planner	Jr.Em P	vironmental fanner		Graphice pecietist	Do Techr	cument lical Editor	Ad	min/11/9	το	stal Labor	Expenses	Grand To
Taak		\$/HR:	\$202		\$232	\$/HR:	\$168	s/HR:	\$148	\$/HR:	\$92	\$/HR:	\$70	\$/HR:	\$90	\$/HR:	\$70	S/HR:	\$53				L
		Houre	Cost	House	Cost	Hours	Cost	Houre	Coat	Hours	Cost	Hours	Cont	Hours	Cost	Hours	Corl	Hours	Cost	Houre	Cost		With the spin man pro-
-	ALTERNATIVES DEVELOPMENT AND EVALUATION							.															\$31.4
		0	\$0	- 2	\$484	40	\$8,720	80	\$8,880	72	\$6,624	24	\$1,680	82	\$2,860	23	\$1,810	18	\$848	260	\$29,768	\$1,758	
		0	\$0	4	\$928	120	\$20,160	174	\$25,752	120	\$11,040	100	\$7,000	120	\$10,800	40	\$2,690	40	\$2,120	718	\$80,600	\$3,465	\$84,04
4	ENVIRONMENTAL CONSEQUENCES																						
4.1	Air Quality"	0	\$0	0	\$0	8	\$1,344	60	\$11,840	120	\$11,040	80	\$5,600	8	\$720	٩	\$0	0	\$0	295	\$30,544	\$2,030	\$32,57
4.2	Cosstal Resources	D	50	D	\$0	0	\$0	0	\$0	16	\$1,472	0	\$0	0	<b>\$</b> 0	o	\$0	0	\$0	16	\$1,472	\$0	\$1,47
4.3	Compatible Land Use	o	\$0	0	80	24	\$4,032	16	\$2,368	24	\$2,208	16	\$1,120	40	\$3,600	0	<b>\$</b> 0	0	\$0	120	\$13,328	\$1,145	\$14,47
4.4	Construction Impacts	0	<b>\$</b> 0	D	\$0	8	\$1,344	0	so	8	\$736	0	\$0	o	\$0	0	\$0	0	\$0	16	\$2,080	\$0	\$2,06
4,5	OOT Act: Section 4(1)	0	\$0	0	\$0	8	\$1,344	0	\$0	40	\$3,680	6	\$560	16	\$1,440	0	\$0	٥	50	72	\$7,024	\$0	\$7,02
4.6	Farmlands	0	\$0	0	50	0	\$0	0	\$0	4	\$368	0	\$0	4	\$360	0	so	0	\$0	8	\$728	\$0	\$726
4.7	Fish, Wildlife, and Plants	0	so	-,	50	0	50	5	\$740	32	\$2,944	0	50	16	\$1,440	0	\$0	0	<b>\$</b> 0	53	\$5,124	\$21	\$5,14
	Ficedolains	0	\$0	0		8	\$1,344	16	\$2,368	32	\$2,944	. 0	\$0	8	\$720	D	50	6	\$424	72	\$7,800	50	\$7,80
	Hazardous Materials, Pollution Provention, and Solid Waste	0		0	** \$Q			0	32,300 S0			0	\$0 80	8	\$720		\$0 \$0	0	\$0	52	\$3,536	50	\$3,53
4.10	Historic, Architectural, Archaeological, and Cultural						\$1,344		÷.	16	\$1,472			-				в	\$424	254	\$26.048	\$4,703	\$30,75
	Resources*	0	\$2	4	\$926	32	\$5,376	0	50	210	\$19,320	0	\$0	0	\$0	0	\$0					54,703 50	
	UgN Emissions	0	\$0	•	\$0	0	\$a	•	\$0	8	\$736	•	\$0	0	\$0	0	\$0	D	\$0	8	\$736		\$736
	Energy Supply and Natural Resources	0	\$0	٥	\$0	D	50	0	50	16	\$1,472	8	\$560	0	\$2	0	\$0	D	\$0	24	\$2,032	\$0	52,03
4.13	Noise*	0	\$0	4	\$928	110	\$18,480	36	\$5,328	230	\$21,160	280	\$19,600	280	\$25,200	16	\$1,120	24	\$1,272	980	\$33,088	\$4,453	\$97,54
	Secondary (Induced) Impacts	n	\$0	0	<b>\$</b> 0	8	\$1,344	8	\$1,184	16	\$1,472	6	\$560	4	\$360	D	\$ <b>0</b>	0	so	44	\$4,920	\$0	\$4,92
	Socioeconomic Impacts, Environmental Justice, and Children's Environmental Heelth and Satety Risks	0	\$0	0	\$0	16	\$2,688	16	\$2,366	32	\$2,944	16	\$1,120	24	S2,160	D	50	0	\$0	104	\$11,280	\$0	\$11,2
4.16	Water Quality	0	\$2	0	50	6	\$1,344	16	\$2,366	48	\$4,416	24	\$1,680	12	\$1,080	0	\$0	0	\$0	108	\$10,858	\$1,060	\$11,9
4.17	Wellands	0	\$0	0	\$0	0	<b>\$</b> 0	4	\$592	40	\$3,680	0	\$0	16	\$1,440	0	\$0	0	50	6Q	\$5,712	\$0	\$5,71
4.18	Wild and Scanic Rivers	0	\$0	o	\$0	0	50	0	\$0	4	\$358	a	\$0	0	\$0	0	50	0	\$0	4	\$368	\$0	\$36
4.19	Surface Transportation	0	\$0	0	\$0	8	\$1,344	24	\$3,562	8	\$738	0	\$0	8	\$720	0	<b>\$</b> 0	D	so.	48	\$6,352	<b>\$</b> 0	\$6,35
4.20	Other Considerations	e	\$0	0	\$0	24	\$4,032	16	\$2,368	16	\$1,472	a	\$560	8	\$720	0	50	0	\$0	72	\$9,152	\$0	\$9,15
4.21	Comutative Impacts	0	\$0	o	50	82	\$5,376	24	\$3,552	32	\$2,944	16	\$1,120	16	\$1,440	0	\$0	0	50	120	\$14,432	\$0	\$14,4
	Subtotal Task 4	0	\$0	8	\$1,855	302	\$50,739	281	\$38,628	952	\$87,584	464	\$32,480	468	\$42,120	16	\$1,120	40	\$2,120	2511	\$256,644	\$13,433	\$270,0
5	MITIGATION PROGRAM DEVELOPMENT	0	\$0	8	\$1,856	60	\$13,440	160	\$23,690	140	\$12,680	109	\$7,680	84	\$5,780	24	\$1,680	18	3848	601	\$87,774	\$2,585	\$70,58
6	ORAFT EIS REPORT PREPARATION*			-	+		1.4		1.01000							<u> </u>				<u> </u>			
	Proliminary Draft EIS	0	\$0	32	\$7,424	280	\$47,040	280	\$41,440	340	\$31,280	280	\$19,600	280	\$25,200	280	\$19,600	240	\$12,720	2012	\$204,304	<b>54</b> ,179	\$208,4
	Dreit EIS	8	\$1.616	34 24							<u> </u>	230	\$15,000	160	\$14.400	200	\$14,000	240	\$12,720	1462	\$141,844	\$22,270	\$164,1
					\$5,568	160	\$25,860	180	\$26,640	260	\$23,920					<u> </u>				3474	\$345,148	326,449	\$372,5
	Subtotal Taak 6	8	\$1,810	50	\$12,992	440	\$73,920	460	\$58,050	600	\$55,200	510	\$35,700	440	\$39,600	480	\$33,600	480	\$25,440	3974	\$340,148	326,649	4372,0
	PUBLIC INVOLVEMENT*							L								ļ	ļ			_			
7.1	Meiling List	0	\$0	•	\$0	0	50	•	50	4	\$366	8	\$560	0	\$0	a	\$0	4	\$212	16	\$1,140	\$135	\$1,27
7.2	Project Web Site	a	\$0	0	\$0	0	\$0	0	\$0	4	\$368	16	\$1,120	24	\$2,160	٥	\$0	•	\$0	44	\$3,648	\$0	\$3,6
7.7	Combined Draft EIS Public Workshop / Public Hearing	0	<b>\$</b> 0	0	នា	40	\$6,720	40	\$5,920	60	\$5,520	58	\$4,060	12	\$1,080	8	\$560	0	\$0	218	\$23,560	\$21,110	\$44,5
	Subtotal Task 7	0	\$0	0	\$0	40	\$8,720	40	\$5,920	68	\$8,258	82	\$5,740	38	\$3,240	8	\$560	4	\$212	276	\$28,648	\$21,244	\$46,8
8	DRAFT EIS COMMENT ANALYSIS*	0	\$0	16	\$3,712	80	\$13,440	160	\$23,660	260	\$23,820	290	\$29,300	D	ŝū	120	\$8,460	121	\$8,413	1047	\$99,665	\$157	\$99,9
\$	ASSISTANCE WITH ADMINISTRATIVE RECORD	0	\$0	0	\$0	80	\$13,440	100	\$14,800	160	\$14,720	80	\$5,600	0	\$0	BO	\$5,600	89	\$4,717	589	\$58,677	\$305	\$59,1
10	REFINEMENT OF THE PHASE & SCOPE	0	\$0	0	\$0	80	\$13,440	70	\$10,360	40	\$3,680	21	\$1,470	D	\$0	0	\$0	20	\$1,060	281	\$30,010	\$208	\$30,5
11	BOCUMENT MANAGEMENT	0	\$0	0	\$0	64	\$10,752	111	\$15,428	120	\$11,040	170	\$11,900	p	\$0	80	\$5,600	60	\$4,240	625	\$59,660	\$2,900	\$62,
	PHASE 2 PROJECT MANAGEMENT		\$1,618	80	\$18,500	200	\$33,600	80	\$11.840	120	\$11,040	26	\$1,620	0	SD	p	\$0	40	\$2,120	654	\$80,598	\$8,764	\$#¥2,3
12	PRASE 2 PROJECT MANAGEMENT																						

#### Additional Phase 2 Tasks Identified During EIS Scoping

uunic	onal Phase 2 Tasks Identified Du	nig i	213 300	oping	<u> </u>																	· · · · ·	
		Pri	ncipel	Proje	ct Director		ct Manager / k Manager		v. Planner / Br. Engineer		Ironmental Planeer		vironmental Nanner		Graphics secialist		cument Icai Editor	Ad	min/WP	Te	stel Labor	Expenses	Grand Total
Task	Description	\$/HR:	\$202	\$/HR:	\$292	\$/HR:	\$168	S/HR:	\$148	\$/HR:	\$92	\$/HR:	\$70	SAHR:	\$90	\$/HR:		MHR;	\$53				ļ
		Houre	Cost	Hours	Cost	Hours	Cast	Houra	Coal	Hours	Cost	Hours	Coel	Hours	Cost	Hours	Cost	Houre	Cout	Houra	Cost		a waa aha aha aha aha aha
				2012.02								T											
4	ENVIRONMENTAL CONSEQUENCES																						
4.1.4	Air Quality - HAPs Emissions Inventory	0	\$0	0	<b>\$</b> 0	٥	\$0	8	\$1,184	24	\$2,206	12	<b>\$840</b>	a	so	0	\$0	•	\$0	44	\$4,232	<b>\$</b> 0	\$4,232
4.1.7	Air Quality - Soot Assessment	0	\$D	0	88	0	<b>\$</b> 0	268	\$39,664	164	\$15,088	240	\$16,800	28	\$2,520	٥	\$0	0	<b>\$</b> 0	700	\$74,072	\$37,481	\$111,553
4,10	Historic - Expansion of the Historic Resources APE	0	50	0	s	0	\$0	0	\$0	803	\$73,875	٥	\$0	0	\$0	Ø	\$0	70	\$3,710	873	\$77,586	\$14,244	\$91,830
4.13.1	Noise - Existing Conditions Contour/Orid Point Analysis of Peak Month Avg. Day and Avg. Busy Day	0	<b>\$</b> 0	0	<b>\$</b> 0	76	\$12,76B	8	\$1,164	88	\$8,096	172	\$12,040	64	\$5,760	12	\$840	12	\$636	432	\$41,324	\$0	\$41,324
4.13.1.2	Noise - Obtain and Process Aircraft Flight Track Data (Modified Flight Profile Development)	a	\$0	a	sö	48	\$8,064	80	\$11,840	40	\$3,680	80	\$5,600	320	\$26,800	4	\$280	4	\$212	576	\$58,476	\$0	\$58,478
4.13.1.5	Noise - Prepare Existing Conditions Supplemental Noise Analysis (Includes Vibration Analysis)	0	\$0	0	\$0	220	\$36,960	120	\$17,760	220	\$20,240	264	\$18,480	124	\$11,160	36	\$2,520	36	\$1,908	1020	\$109,028	\$3,000	\$112,028
4.13.2	Noise - Fulure Conditions Contour/Grid Point Analysis of Peak Month Avg. Day and Avg. Busy Day	0	\$0	0	\$0	84	\$14,112	0	\$0	144	\$13,248	220	\$15,400	144	\$12,960	16	\$1,120	16	\$848	624	\$57,688	\$0	\$57,688
4.13.2.2	Noise - Develop Future Build Alternative Flight Tracks (Modified Flight Profile Development)	0	50	0	ສ	12	\$2,016	16	\$2,368	20	\$1,840	32	\$2,240	12	\$1,080	4	\$280	4	\$212	100	\$10,036	\$0	\$10,036
4.13.2.6	Noise - Prepare Future Conditions Supplemental Noise Analysis	٥	\$0	0	\$0	160	\$26,880	84	\$9,472	160	\$14,720	240	\$15,800	160	514,400	16	\$1,120	16	\$848	816	\$84,240	so	\$84,240
	Subtotel Taak 4	D	\$0	D	<b>\$</b> 0	600	\$100,800	564	\$88,472	1663	\$152,998	1260	\$88,200	852	\$76,680	88	\$8,160	158	\$8,374	6185	\$516,682	\$54,725	\$571,407
6	DRAFT EIS REPORT PREPARATION																	<u> </u>		!			
6.3	Spenish Language Summaries for PDEIS and DEIS	0	<b>\$</b> 0	D	\$0	a	\$0	40	\$5,920	32	\$2,944	24	\$1,680	•	\$0	24	\$1,680	0	\$0	120	\$12,224	\$0	\$12,224
	Subtotal Taak 5	0	\$0	0	\$0	0	\$0	40	\$5,920	32	\$2,844	24	\$1,680	<u> </u>	\$0	24	\$1,680	¢	\$0	120	\$12,224	\$0	\$12,224
7	PUBLIC INVOLVEMENT							1		1						L				<u> </u>			
7.3	Palm Beach County Board of County Commissioners Briefings	0	50	8	\$1,856	140	\$23,520	٥	\$0	0	50	160	\$11,200	24	\$2,160	16	\$1,120	24	\$1,272	372	\$41,128	\$1,755	\$42,883
7.4	Facilitated Focus Group Meetings	0	\$0	0	<b>\$</b> 0	200	\$33,600	100	\$14,800	240	\$22,080	100	\$7,000	40	\$8,600	40	\$2,800	24	\$1,272	744	\$85,152	\$9,098	\$94,250
7.5	Alternatives Analysis Public Workshop	0	\$0	8	\$1,856	60	\$10,080	40	\$5,920	120	\$11,040	120	\$8,400	80	\$7,200	40	\$2,600	24	\$1,272	492	\$48,568	\$21,712	\$70,280
7.6	Other Facilitated Focus Group Meeting	0	\$0	0	50	36	\$6,048	40	\$5,920	80	\$7,360	40	\$2,800	40	\$3,500	8	\$560	8	\$424	252	\$26,712	\$1,310	\$28,022
	Sublotal Tesk 7	0	\$0	16	\$3,712	436	\$73,248	180	\$28,640	440	\$40,480	420	\$29,400	184	\$18,650	104	\$7,260	80	\$4,240	1860	\$201,560	\$38,675	\$235,435
8	DEIS AND PUBLIC COMMENT ANALYSIS		L					ļ	ļ									ļ		<u> </u>			
	Processing of additional comment submittals (1,500 total)	0	\$0	•	\$0	40	\$8,720	240	\$35,520	320	\$29,440	480	\$33,600	0	\$0 	40	\$2,800	60	\$4,240	1200	\$112,320	\$304	\$112,624
	Subtotal Tesk 8	0	\$0	0	\$0	40	\$8,720	240	\$35,520	320	\$29,440	480	\$83,600	0	\$0	40	\$2,800	60	\$4,240	1200	\$112,320	\$304	\$112,824
13	ADDITIONAL ENVIRONMENTAL ANALYSES	0	\$0	•	\$0	60	\$10,080	60	\$8,880	180	\$18,560	180	\$12,600	0	\$0	D	\$0	0	\$0	480	\$48,120	\$66,980	\$105,108
	TOTAL - ADDITIONAL TASKS	•	\$0	18	\$3,712	1136	\$190,848	1084	\$160,432	2635	\$242,420	2564	\$165,480	1086	\$93,240	256	\$17,920	318	\$16,854	8845	\$590,906	\$1 45,889	\$1,038,795

#### TOTALS

		P.	incipal	Proj	et Director	Proje	et Manager		nvironmental Planner		frommental Planner		vironmental Nanner		Graphica peciellat		nical Editor	Ad	inte/WP	τ	otel Labor	Expenses	Grend Tot
Task	Description	S/HR:	\$202	\$/HR:	\$232	S/HR:	\$158	\$/HR:	\$148	\$/HR:	\$92	S/HR:	\$70	\$/HR:	\$90	S/HR:	\$70	\$/HR:	\$53				
		Hours	Cost	Hours	Cont	Houre	Cost	Houre	Cost	Houre	Cost	Hours	Cost	Houre	Cost	Hours	Gost	Houra	Cost	Houre	Cont	2011 10 14 C	w an an order the star
			and the second s		Andreas Statement Colored	2944-C2****	1 4. 1 1. 4 March 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	14				Concernance on			CT HILLS IN STREET								
	TOTAL - ORIGINAL TASKS	16	\$3,232	174	\$38,512	1526	\$242,928	1676	\$224,368	2652	\$231,104	1876	\$123,690	\$180	\$98,640	871	\$59,290	945	\$49,290	10897	\$1,138,628	\$61,175	\$1,220,0
	TOTAL - ADDITIONAL TASKS	0	\$0	16	\$3,712	1135	\$190,848	1084	\$160,432	2635	\$242,420	2364	\$165,480	1036	\$93,240	256	\$17,920	318	\$16,854	8845	\$890,906	\$145,889	\$1,036,2
	GRAND TOTAL - Phase 2	16	\$3,232	190	\$42,224	2662	\$433,776	2760	\$384,800	5287	\$478,524	4940	\$289,170	2196	\$191,880	1127	\$77,210	1284	\$68,144	19742	\$2,029,784	\$227,084	\$2,256

\* Does not include Additional Phase 2 Tasks Identified during EIS Scoping

## Airport: Paim Beach International Airport Estimate: EIS - Phase 2 Project #: 12006681 Date: July 26, 2007

		TASK 2			TASK 3			Task 4.1		. · · ·	Task 4.2		<b>-</b>	Task 4.3		1	Task 4.4		1	Task 4.5			Tesk 4.6			Task 4.7			Task 4.8			Task 4.9	-
Expense (Unit Measurement)	Quantity	Unit Cost	Total	Quantity	Unit Cost			Unit Cost			Unit Cost	Total		Unit Cost	Total	Quantity	Unit Cost			Unit Cost		Quantity	Unit Cost	Total	Quantity	Unit Cost						Unit Cost	
Airfare (Roundtrip) TPA-PBI	2	\$200,00	\$400	4	\$200,00	\$800	2	\$200.00	\$400	0	\$200.00	\$0	2	\$200.00	\$400	0	\$200.00	\$0	0	\$200.00	\$0	¢	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	D	\$200.00	\$0
Hotel (nights)	4	\$180.00	\$720	8	\$180.00	\$1,440	4	\$180.00	\$720	0	\$180.00	\$0	2	\$180.00	\$360	0	\$180.00	\$0	D	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$C	0	\$180.00	\$0
Meals (Days)	4	\$36.00	\$144	8	\$36.00	\$288	4	\$36.00	\$144	0	\$36.00	\$0	4	\$36.00	\$144	0	\$36.00	\$0	0	\$36.00	\$D	0	\$36.00	\$0	0	\$35.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0
Car Rental (Days)	4	\$70,00	\$280	8	\$70.00	\$560	4	\$70.00	\$280	0	\$70.00	\$0	2	\$70.00	\$140	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	_ 0	\$70.00	<b>\$</b> 0	0	\$70.00	\$0	0	\$70.00	\$0
Parking (Days)	4	\$18.00	\$72	8	\$18.00	\$144	4	\$18.00	\$72	0	\$18.00	\$0	4	\$18.00	\$72	0	\$18.00	\$0	D	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0
Miscellaneous Reproduction (Copies)	97	\$0.07	\$7	1132	\$0.07	\$79	200	\$0.07	\$14	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	_300	\$0.07	\$21	0	\$0.07	\$0	0	\$0.07	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	a	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0
Presentation Boards - 30'x40" color boards (Quantity	0	\$50.00	\$0	C	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0		\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$D
Document Production - binding (Quantity)	0	\$0.25	\$0	15	\$0.25	\$4	٥	\$0.25	SC	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0
Overnight Shipping (Packages)	3	\$15.00	\$45	10	\$15.00	\$150	C	\$15.00	\$0	0	\$15.00	\$0	2	\$15.00	\$30	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	C	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0
Postage - Letters (Quantity)	0	\$0,75	\$0	0	\$0.75	\$0	۵	\$0.75	SC	0	\$0.75	\$0	0	\$0,75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
Mileage - Tampa-Orlando-Tampa (Miles)	180	\$0.49	\$88	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0		\$0.49	\$0	0	\$0.49	\$0	0	\$0.49 \$0.00	\$0 \$0
Airfare (Roundtrip) TPA-ATL	0	\$0.00	\$0	0	\$0.00	\$0	1	\$400.00	\$400	0	\$0.00	\$0	0	\$0.00	\$0	<u> </u>	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0		\$0.00	\$0		\$0.00	\$0	0	<u> </u>	\$0
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	<u> </u>	\$0.00	\$0	0	\$0.00	<u>\$0</u>		\$0.00	\$0	0	\$0.00	\$0		\$0.00 \$0.00	\$0
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	<u> </u>	\$0.00	\$0	<sup>0</sup>	\$0.00	\$0	0	\$0.00	\$0	<u> </u>	30.00	\$0 \$0
TOTAL			\$1,756			\$3,465			\$2,030			\$0	I	I	\$1,146			\$0		1	\$0			\$0			ا∡ھ			÷0		است الم	

		Task 4.10			Task 4.11			Task 4.12			Task 4.13			Task 4.14			Task 4.15			Task 4.16			Task 4.17			Task 4.18			Task 4.19		I	Task 4.20	
	Quantity	Unit Cost		Quantity	Unit Cost	Total	Quantity	Unit Cost		Quantiliy	Unit Cost	Total		Unit Cost	Total	Quantity	Unit Cost	Total		Unit Cost			Unit Cost			/ Unit Cost			Unit Cost				Total
Ainfare (Roundtrip) TPA-PBI	0 0	\$200.00	SC	0	\$200.00	\$D	0	\$200.00	\$0	6	\$200.00	\$1,200	0	\$200.00	\$0	0	\$200.00	\$0	2	\$200.00	\$400	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	<u> </u>	\$200.00	\$0
Hotel (nights) PBI	12	\$180.00	\$2,160	0	\$180.00	\$0	0	\$180.00	\$0	10	\$180.00	\$1,800	0	\$180.00	\$0	0	\$180.00	\$0	2	\$180.00	\$360	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0		\$180.00	\$0
Meals (Days)	12	\$36.00	\$432	0	\$36.00	SO	0	\$36.00	\$0	14	\$36.00	\$504	0	\$36.00	\$0	0	\$36.00	\$0	4	\$36.00	\$144	0	\$36.00	\$0	<u> </u>	\$36.00	\$0	0	\$36.00	\$0		\$36.00	\$0
Car Rental (Days)	12	\$70.00	\$840	0	\$70.00	\$0	0	\$70.00	\$0	7	\$70.00	\$490	0	\$70.00	\$0	0	\$70.00	\$0	2	\$70.00	\$140	0	\$70.00	\$0	0	\$70.00	\$0	<u> </u>	\$70.00	\$0		\$70.00	\$0
Parking (Days)	12	\$18.00	\$216	0	\$18.00	\$0	0	\$18.00	\$0	7	\$18.00	\$126	0	\$18.00	\$0	0	\$18.00	\$0	2	\$18.00	\$36	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0		\$18.00	\$0
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	443	\$0.07	\$31	Ö	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0		\$0.07	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	<u> </u>	\$0.50	\$0	0	\$0.50	\$0		\$0.50	\$0
Presentation Boards - 30"x40" color boards (Quantity)	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0		\$50.00	\$0		\$50.00	\$0
Document Production - binding (Quantity)	5	\$0.25	\$1	0	\$0,25	SO	0	\$0.25	\$0	10	\$0.25	\$3	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0		\$0.25	_\$0
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	20	\$15.00	\$300	0	\$15.00	\$0	0	\$15.00	\$0	D	\$15.00	\$0	0	\$15.00	\$0	•	\$15.00	\$0	0	\$15.00	\$0		\$15.00	\$0
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0		\$3.00	\$0		\$3.00	\$0
Postage - Letters (Quantity)	5	\$0.75	\$4	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	<u> </u>	\$0.75	\$0	<u> </u>	\$0.75		0	\$0.75	- \$0
Postage - Postcards (Quantity)	0	\$0.19	\$0	D	\$0.19	\$C	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0,19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0		\$0.19	\$0
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	SC	0	\$0.49	\$0	0	\$0.49	\$0	, o	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	D	\$0.49	\$0	0	\$0.49	<u>- 30</u>
Airfare (Roundtrip) RDU-TAL	1	\$350.00	\$350	0	\$0.00	SO	0	\$0.00	\$0	0	\$0.00	\$0	D	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	<b>↓</b> °	\$0.00	\$0	· · · ·	\$0.00	\$0		\$0.00	\$0
Airfare (Roundtrip) RDU-PBI	2	\$350.00	\$700	ō	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	- O	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	<u> </u>	\$0.00	\$0	0	\$0.00	\$0		\$0.00	\$0
Renare (noonoun)/ noon or	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	<b>\$</b> 0	٥	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	50	0	\$0.00	\$0		\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0 \$0
TOTAL			\$4,703			\$0	1		\$0			\$4,453			\$0			\$0		_	\$1,080	L	1	\$0	L		\$0			\$0		<u> </u>	_+J

······		Task 4.21		<b></b>	TASK 5		r	Task 6.1			Task 6.2			Task 7.1			Task 7.2			Task 7.7			TASK 8			TASK 9			TASK 10		i	TASK 11	
Expense (Unit Measurement)		Unit Cost	Total	Quantity	Unil Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cast	Total	Quantity	Unit Cost	Total		Unit Cost	Total	Quantity	Unit Cost			Unit Cost					Quantity			Quantity	Unit Cost	Total
State and a state of the state of				CARLES STREET			100000000000000000000000000000000000000			and in the second				\$200.00	\$0	0	\$200.00	SD	7	\$200.00	\$1,400	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0
Airfare (Roundtrip)	0	\$200.00	\$0	4	\$200.00	\$800	0	\$200.00	\$0	0	\$200.00	\$0	0	\$180.00	<u> </u>	· · · ·	\$180.00	30 to	,	\$180.00	\$1.620	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0
Hotel (nights)	٥	\$180.00	\$0	4	\$180.00	\$720	0	\$180.00	\$0	0	\$180.00	\$0	0		\$0	U .		40	a	\$36.00	\$504	~ ~	\$36.00	\$0 \$0		\$36.00	\$72	2	\$36.00	\$72		\$36.00	\$0
Meals (Days)	0	\$36.00	\$0	8	\$36.00	\$288	Q	\$36.00	\$9	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$D	. 14		\$280		\$70.00	#0 #0	<u> </u>	\$70.00	\$0		\$70.00	\$0		\$70.00	\$0
Car Rental (Days)	0	\$70.00	\$0	4	\$70.00	\$280	C C	\$70.00	\$C	0	\$70.00	\$0	0	\$70.00	\$0	<u> </u>	\$70.00	\$0	4	\$70.00	4444	0	\$19.00	\$0	<u> </u>	\$18.00	\$0	<u> </u>	\$18.00	\$0		\$18.00	\$D \$D
Parking (Days)	0	\$18.00	\$0	8	\$18.00	\$144	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	14	\$18.00	\$252		\$10.00	\$67	780	\$10.00	\$55	683	\$10.00	\$48		\$0.07	\$0
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	394	\$0.07	\$28	1621	\$0.07	\$114	1000	\$0.07	\$70	200	\$0.07	\$14	0	\$0.07	\$0	3834	\$0.07	\$268	957	40.01	\$67	780	\$0.50	\$05	000	\$0.50	340 50		\$0.07	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	30	\$0.50	\$15	150	\$0.50	\$75	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0		\$0.50	\$0 \$0	- <u>v</u>	\$50.00	50 SC		\$50.00	\$0
Presentation Boards - 30"x40" color boards (Quantity)	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	30	\$50.00	\$1,500	0	\$50.00	\$0	<u> </u>	\$0.25	30 \$0	- <u>·</u>	\$0.25	30 \$0		\$0.25	\$0 SO
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$D	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	40	<u> </u>	\$0.25	 \$0	F. V	\$15.00	50	<u> </u>	\$15.00	30 S0
Overnight Shipping (Packages)	0	\$15.00	\$0	10	\$15.00	\$150	- 30	\$15.00	\$450	125	\$15.00	\$1,875	3	\$15.00	\$45	0	\$15.00	SO	10	\$15.00	\$150	0	\$15.00	\$0	<u> </u>		 \$0			<u> </u>		\$3,00	\$0
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	20	\$3.00	\$60	0	\$3.00	\$0		\$3.00	 	<u> </u>	\$3.00 \$0.75	\$0	<u> </u>	\$0.75	\$0 \$0
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	SC	0	\$0.75	\$0	0	\$0.75	\$	50	\$0.75	\$38	0	\$0.75	\$0	50	\$0.75	\$38	0	\$0.75	30		\$0.75		··· ·		\$0 \$0		\$0.19	s0
Postage - Postcards (Quantity)	0	\$0,19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	200	\$0.19	\$38	0	\$0.19	\$0	200	\$0,19	\$38	0	\$0.19	\$0	<u>↓_</u> °	\$0.19	\$0 \$0	<u> </u>	\$0.19 \$0.00	\$0 \$0		\$0.00	30 50
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$ <b>2</b>	0	\$0.00	\$0	0.	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	44.44	\$U \$176	400		\$U \$88		\$0.49	30 50
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	360	\$0.49	\$176	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	360	\$0.49	\$176	180	\$0.49	306		\$0.00	\$0
Document Production-Printing/Binding per Vol. (Quan	0	\$0.00	\$0	0	\$0.00	\$0	30	\$120.00	\$3,600	150	\$120.00	\$18,000	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0		+		0	\$0.00	\$0 \$0	<u>-</u>		
Document ProPrinting/Binding per ES (Quant)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	150	\$15.00	\$2,250	0	\$0.00	\$0	0	\$0.00	\$0	<u> </u>	\$0.00	\$0	<u> </u>	\$0.00	\$0		\$0.00	\$0		\$0.00	ψυ		\$0.00	\$0 \$0
Video Production		\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	D	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	1	\$14,000		0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0		\$0.00	
Document Locator		\$0.00	\$0	1 ô	\$0.00	\$0	i o	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0	\$0	0	\$0.00	\$0	<u> </u>	\$0.00	\$0				15	\$193.33	\$2,900
		\$0.00	\$0	t õ	\$0.00	\$0	1 n	50.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	4	\$250	\$1,000	0	\$0.00	\$0	0	\$0.00	\$0					\$0.00	
Hearing Officer (# of Hours) TQTAL			\$0	<u>+</u>		\$2,586			\$4,179			\$22,270	1		\$135			\$0			\$21,110			\$67	L		\$303	I		\$208	ł	<b>لا</b>	\$2,900

## UHS TPA Expenses

Airport:	Palm Beach International Airport
Estimate:	EIS - Phase 2
Project #:	12006681
Date:	July 26, 2007

		TASK 12		Ade	ditional Task 4	6.1.4	Add	itional Task	4.1.7	Add	itional Task	4.10	Addi	uonal Task	\$.13.1	Addit	<i>ional</i> Task 4	.13.1.2	Addit	<i>ional</i> Task	4.13.1.5	Add	<i>tional</i> Task	4.13.2	Addi	tional Task 4	,13.2.2	Addit	<i>ional</i> Task 4	1.13.2.6	Ade	<i>ditional</i> Tas	ik 6.3
Expense (Unit Measurement)		Unit Cost		Quantity	Unit Cost	Total		Unit Cosl			Unit Cost			Unit Cost	Total		Unit Cost			Unit Cos			Unit Cost	Total		Unit Cost	Total		Unit Cost			Unit Cost	
Airfare TPA-PBI (Roundtrip)	8	\$200.00	\$1,600	0	\$200.00	\$0	9	\$200.00		0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	SO	4	\$200.00		D	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	
Hotel (nights)	8	\$180.00	\$1,440	0	\$180.00	\$0	55	\$180.00	\$9,900	36	\$180.00	\$6,480	0	\$180.00	\$0	0	\$180.00	\$0	6	\$180.00	41,000	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	Q	\$180.00	\$0
Meals (Days)	14	\$36.00	\$504	0	\$36.00	\$0	63	\$36.00	\$2,268	36	\$36.00	\$1,296	0	\$36.00	\$0	0	\$36.00	\$0	6	\$36.00	+	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0
Car Rental (Days)	4	\$70.00	\$280	0	\$70.00	\$0	9	\$70.00	\$630	36	\$70.00	\$2,520	0	\$70.00	\$0	0	\$70.00	\$0	6	\$70.00	\$420	0	\$70.00	\$0	<u> </u>	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0
Parking (Days)	8	\$18.00	\$144	0	\$18.00	\$0	13	\$18.00	\$234	36	\$18.00	\$648	0	\$18.00	\$0	0	\$18.00	\$0	6	\$18.00	\$108	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0
Miscellaneous Reproduction (Copies)	1520	\$0.07	\$106	0	\$0.07	\$0	1430	\$0.07	\$100	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	1086	\$0.07	\$76	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0
Presentation Boards - 30°x40° color boards (Quantity)	0	\$50.00	\$0	C	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	Q	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	<u> </u>	\$50.00	\$D	0	\$50.00	\$0	0	\$50.00	\$0
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	SO	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	SC SC
Overnight Shipping (Packages)	15	\$15.00	\$225	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	10	\$15.00	\$150	<u> </u>	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0
Transcripts (Pages)	0	\$3.00	\$0	D	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	SC	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0
Postage - Postcards (Quantity)	0	\$0.19	\$0	Ð	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$C	0	\$0.19	\$0
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	. 0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	50
Mileage - Tampa-Orlando-Tampa (Miles)	540	\$0.49	\$265	0	\$0.49	\$0	0	\$0.49	S0	0	\$C.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0
InterCall Conference Call Service (# of 1 hr. Conf. Cal	60	\$70.00	\$4,200	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
Airfare RDU-TAL (Roundtrip)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	1	\$500.00	\$500	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
Airfare RDU-PBI (Roundtrip)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	7	\$400.00	\$2,800	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
Mileage (Miles)							100	\$0.49	\$49										0	\$1.00	\$0	1	<u> </u>			1							L
Van Rental (Months)							2.5	\$1,200	\$3,000										0	\$2.00	\$0		L										
ACF Sample Processing (Lab Analysis)							1	\$19,500	\$19,500										٥	\$3.00	\$0	L										L	<u> </u>
Documentation Retrieval									\$0							1			15	\$10.00	\$150	L											í —
TOTAL			\$8,764			\$0			\$37,481			\$14,244			\$0	I		\$0	L		\$3,000	L		\$0			\$0			\$0			\$0

	Add	itional Task	7.3	Ad	ditional Task	7.4	Ado	litional Tas	<b>\$</b> 7.5	Add	litional Tas	k 7.6	A	dditional Ta	sk 8	Ade	<i>litional</i> Tas	ik 13"	. I	RAND TOT	AP										
Expense (Unit Measurement) ~	Quantity	Unit Cosl	Total	Quantity	Unit Cost	Total	Quantity	Unit Cosl	Total	Quantity	Unit Cost	Total		Unit Cost			Unit Cost														
	1. Sec. 2 & Lat	a second and a	ALC: ALC: ALC: ALC: ALC: ALC: ALC: ALC:	THE REPORT	COMPANY AND DESCRIPTION					2019/06/07/17/1				\$200.00	\$0	ACCOUNT OF A	A CONTRACTOR OF A CONTRACTOR	\$0	Contraction of the local sectors		ST. S. C. Marson	10000	several sectors and	1.000	2 / Contract of Contract				- SALADARA	Solution of the second	NO. SALANG. P.C. MARANG.
Airlare (Roundtrip)		\$200.00	\$600	15	\$200.00	\$3,000	8	\$200.00		2	\$200.00	\$400	···· ·			<b>+</b>	<u> </u>	4. <u> </u>		+		1		 	+				<u> </u>		
Hotel (nights)	3	\$180.00	\$540	15	\$180.00	\$2,700	10	\$180.00		2	\$180.00	\$360	•	\$180,00	\$0			\$0						 		-					
Meals (Days)	6	\$36.00	\$216	30	\$36.00	\$1,080	16	\$36.00	\$576	4	\$36.00	\$144	0	\$36.00	\$0		<b></b>	\$0	L			ļ		 · · · · · ·		1	<u> </u>				
Car Rental (Days)	3	\$70.00	\$210	7	\$70.00	\$490	4	\$70.00	\$280	2	\$70.00	\$140	0	\$70.00	\$0			\$0								· · · · ·					
Parking (Days)	6	\$18.00	\$108	30	\$18.00	\$540	16	\$18.00	\$288	4	\$18.00	\$72	0	\$18.00	\$0			S0						 	I				<u> </u>		
Miscellaneous Reproduction (Copies)	250	\$0.07	\$18	1000	\$0.07	\$70	6000	\$0.07	\$420	150	\$0.07	\$11	3000	\$0.07	\$210			\$0		L					<u> </u>				<u>[.                                    </u>		
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	S0	Q	\$0.50	\$0	0	\$0.50	\$0			\$0													
Presentation Boards - 30 x40 color boards (Quantity)	0	\$50.00	\$0	20	\$50.00	\$1,000	30	\$50.00	\$1,500	3	\$50.00	\$150	0	\$50.00	\$0			\$0				L			I			_			
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	15	\$0.25	\$4			\$0													
Overnight Shipping (Packages)	3	\$15.00	\$45	12	\$15.00	\$180	10	\$15.00	\$150	1	\$15.00	\$15	6	\$15.00	\$90		L	\$0						 							
Transcripts (Pages)	Ó	\$3.00	\$0	0	\$3.00	\$0	20	\$3.00	\$60	0	\$3.00	\$0	0	\$3.00	\$0	I		\$0				· · · · · · · · · · · · · · · · · · ·									
Postage - Letters (Quantity)	25	\$0.75	\$19	50	\$0.75	\$38	50	\$0.75	\$38	25	\$0.75	\$19	0	\$0.75	\$0			\$0						 							
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	SO	0	\$0.19	\$0			\$0													
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$D	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			\$0							I				I		
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0			\$0						 							
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0		_	\$0	TOTAL -	TOTAL -											
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			\$0	Original	Additions	GRAND										
Video Production	0	\$0.00	\$0	0	\$0.00	\$0	1	\$15,000	\$15,000	0	\$0.00	\$0	0	\$0.00	\$0			\$0	Tasks	/ Tasks					L						
TOTAL			\$1,755			\$9,098			\$21,712			\$1,310		1 .	\$304	1	1	\$56,986	\$81,175	\$145,889	\$227,064					1.					

\* Actual expense costs for Additional Task 13 are not known at this time.

## Airport: Palm Beach International Airport

Estimate: EIS - Phase 2 Projact #: 12006681 Date: July 26, 2007 Original Phase 2 Tasks

CAS LABOR DETAIL

		Pr	incipel		min Record socialist		min Record Socialist	Sr. Pr	Anciese to		invoivement scialist		vironmentel Planner		Graphics		cumunt Ical Editor	Ad	min/WP	Tat	al Labor	Expenses	Grand Total
Task	Description	\$/HR:	\$80	S/HR:		S/HR:		S/HRI:		\$/HA:		S/HR:		S/HB:		MR:		S/HR:					
		Ratina	Coat	Hours	Coal	Ноцга	Cost	Houre	Cost	Hours	Cost	Hours	Cost	Hours	Cost	lours	Cost	Hours	Cost	Hours	Cost		
								<u> </u>				<u> </u>											
	ALTERNATIVES DEVELOPMENT AND EVALUATION	0	\$0	¢	\$0	•	\$0	0	\$0	0	\$0	0	\$0	•	\$0 \$0	0	\$0 \$0	0	\$0 \$0	0 0	\$0 \$0	\$0 \$0	\$0 \$0
		· · · ·	\$a	0	\$0	•	\$0	<u> </u>	\$0	0	\$0		\$0	0	50		30	Ů	40	<u> </u>	**		
4																							
4.1	Air Quality*	٥	\$0	0	S0	0	<b>\$</b> 0	0	\$0	0	\$0	0	\$0	0	\$0	0	so	0	\$0	0	\$0	<b>\$</b> 0	\$0
4.2	Coastal Resources	a	\$0	۵	\$0	0	\$0	Ð	\$0	0	\$0	D	\$0	0	<b>\$</b> 0	٥	\$0	0	<b>S</b> 0	0	\$0	50	50
4.3	Compatible Land Use	Q	<b>S</b> O	0	\$0	0	\$0	0	\$0	0	50	0	\$0	0	\$0	0	50	0	so	0	50	so	50
4.4	Construction Impacts	ō	\$0	D	\$0	٥	\$0	0	so	0	\$0	0	50	0	<b>S</b> 0	0	ຄ	0	\$0	0	<b>\$</b> 0	<b>S</b> 0	50
4.5	DOT Act: Section 4(I)	0	\$0	D	\$0	0	\$0	0	50	a	\$0	0	\$0	0	\$0	0	\$0	0	\$0	a	so	50	50
4.6	Familands	٥	\$0	0	50	•	\$0	0	50	0	\$0	0	\$0	0	\$0	a	\$0	0	50	٥	<b>\$</b> 0	\$0	\$0
4.7	Fish, Wildlife, and Plants	0	\$0	0	\$0	0	\$0	0	\$0	0	<b>5</b> 0	0	50	0	\$0	٥	\$0	0	\$0	0	\$0	\$0	\$0
4.8	Floodplains	D	50	Ð	\$0	-	\$0	0	50	0	<b>\$</b> 0	0	\$0	0	\$0	٥	\$0	٥	\$0	0	\$0	80	so
4.9	Hazardous Materials, Pollution Prevention, and Solid Waste	0	\$0	•	50	D	\$0	0	\$0	0	\$0	- 0	50	1.	50	0	\$a	a	\$0	0	\$0	şo	\$0
	Historic, Architectural, Archaeological, and Cultural Resources*	0			50	0	\$0	0	\$0		\$0	0	50	0		0	50	•	\$0	0	\$0	<b>\$</b> 0	\$0
	Resources"	D D	50		50	0	50	0	~~ ≲0	0	50	0	50		\$0		\$0	0	50	0	so	50	so
				-	ļ	-	**							-		0	50	ů	50		\$0	50	\$0
	Energy Supply and Natural Resources	0	<b>SO</b>	0	\$0	0	50	0	50	0	<b>\$</b> 0	0	\$0	a	\$0			_		,	50 50	50	50
	Noise"	0	\$0	0	\$0	0	\$0	0	\$0	, °	\$0	0	\$0	0	\$2	0	50	0	\$0		30 50		 
	Secondary (Induced) Impacts	0	\$0	a	\$0	0	\$0	0	\$0	D	50	0	\$0	•	\$0	0	\$0	0	<b>\$</b> 0	0			
4.15	Socioeconomic Impacts, Environments/ Justice, and Children's Environmental Health and Safety Risks	•	\$0	•	\$0	0	\$0	0	50	0	50	0	\$0	0	<b>\$</b> 0	0	\$0	0	\$0	0	\$0	\$0	\$0
4.16	Water Quality	0	\$0	0	\$0	0	\$0	٥	\$0	0	\$0	0	\$0	D	<b>S</b> Q	0	\$0	0	\$0	<u> </u>	\$0	\$0	80
4.17	Wetlande	0	\$0	0	\$0	0	\$0	٥	\$0	0	50	•	\$0	0	\$0	0	50	D	\$0	<u> </u>	\$0	\$0	\$0
4,18	Wild and Scenic Rivers	0	\$0	•	\$0	0	<b>\$</b> 0	0	\$0	0	\$0	0	\$0	D	\$0	0	so	0	\$0	٥	\$0	\$0	<b>\$</b> 0
4,19	Surface Transportation	a	\$0	a	50	٥	50	0	\$0	0	\$0	0	\$0	o	\$0	0	\$0	0	\$0	٥	50	\$0	\$0
4.20	Other Considerations	0	\$0	٥	50	0	so	0	<b>\$</b> 0	0	\$0	0	\$0	0	50	0	\$0	0	\$0	0	\$0	<b>S</b> 0	\$0
4.21	Cumulative Impacta	0	\$0	c	\$0	0	\$0	0	\$0	0	.90	0	\$0	0	<b>\$</b> 0	٥	\$0	0	\$0	D	\$0	<b>S</b> 0	so
	Subtotal Task 4	e	\$0	0	\$0	a	\$0	D	\$0	a	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
5	MITIGATION PROGRAM DEVELOPMENT	•	\$0	•	\$0	a	\$0	0	\$0	0	\$0	0	50	0	\$0	0	50	0	\$0	•	50	\$0	\$0
6	DRAFT EIS REPORT PREPARATION*	$\square$			· · · · · -	1		+	<u> </u>			-			h								
<b>8</b> .1	Preliminary Draft EIS	•	50	0	50	0	50	0	50	0	\$0	0	\$0	D	\$0	0	\$0	0	\$0	•	\$0	\$0	\$0
	Drait EIS	0	\$0	0	\$0	0	\$0	D	so	0	50		50	0	\$0	•	\$0	0	50	a	\$0	\$0	50
	Subtotal Taak 6		50	0	50	0	\$0	0	50	0	50	1.	\$0	0	30	0	\$0	0	\$0	a	\$0	\$0	\$0
7	PUBLIC INVOLVEMENT*	+ <sup>v</sup>	<u>+</u>	+ "		+	<u> </u>	+		Ť	+	Ť	+	+-			+	$\vdash$	+				<u> </u>
	Mailing List					<u> </u>		+		0	50		50	-	\$0	0	50	0	\$0	- <del>.</del>	\$0	50	\$0
		0	\$20	•	\$0	0	\$0	0	\$0	+	\$0 \$0	0	50	0	50	0		1.	80	.   .	80	50	\$0
	Project Web Site	0	\$0	0	\$0	0	40	•	\$0	0						0	50 50	- <del>,</del>	50	<b>,</b>		50 50	\$0
7.7	Combined Draft EIS Public Workshop / Public Hearing	•	\$0	0	\$0	l°.	\$0	<u> </u>	\$0	•	<b>S</b> 0	0	\$0	•	<b>S</b> 0	-						50	\$0
ļ	Subtotaí Task i	-	\$0	0	\$0	•	\$0	4	\$0	0	\$20	0	\$0	0	\$0	0	\$0	0	\$0	•	\$0	\$0 50	\$0 \$0
8	DRAFT EIS COMMENT ANALYSIS*	0	\$0	,0	.\$0	0	\$0	0	\$0	0	\$0	D	\$0	•	\$0	0	\$0	0	\$0		\$0	· ·	
9	ASSISTANCE WITH ADMINISTRATIVE RECORD	0	\$0	200	\$16,000	200	\$12,080	0	\$0	0	\$0	•	\$0	•	\$0	•	\$0	0	\$0	400	\$28,000	\$11,180	\$39,188
10	REFINEMENT OF THE PHASE & SCOPE	8	5640	0	\$0	0	so	0	\$0	0	\$0	0	\$0	0	\$9	0	\$0	•	\$0	8	\$840	\$0	\$640
11	DOCUMENT MANAGEMENT	٥	\$a	0	\$0	0	\$0	0	\$0	0	\$0	0	60	0	\$0	•	50	•	\$0	•	\$0	\$0	\$0
12	PHASE 2 PROJECT MANAGEMENT	D	\$0	D	50	a	\$0	D	. <b>s</b> o	٥	\$0	0	\$0	0	<b>\$0</b>	a	\$0	0	\$0	0	\$0	\$0	\$0
	TOTAL - ORIGINAL TASK	s 8	\$640	200	\$18,000	200	\$12,000	0	\$0	a	\$0	0	\$0	0	\$0	0	\$0	0	\$0	408	\$28,640	\$11,180	\$39,820

		Pri	nolpal		imin Record peolalist		imin Record peolelist	Sr. Pr	dessions		Involvement sectatiet		vironmentel Plenner	Sp	Graphica	Techn	oument Ical Editor		min/WP	1el	al Labor	Expanse	Grand Tot
aek	Description	S/HR:	\$80	SAHR:	\$80	\$ <b>/1</b> #1:	\$60	\$/HR:		\$/HR:		\$/HR:		S/HR:		\$/HFP:		\$/HR:	·			<u> </u>	
		Hours	Cost	Houre	Cost	Houre	Cost	Houra	Cont	Hours	Cast	Hours	Cost	Houve	Cost	Hours	Cost	Hours	Cost	Hours	Coet	- A cost broat 7.74	Agrical Source Mark
			WARPEN WARPEN	the second to	an and start where so it will		oracidade der strongen	d IP our dis door	ONLINESTRATION	Contra Sector 4	1 22/24 DI 28/24 11/24 BA			<b>1 M R R R R R R R R R R</b>									
4	ENVIRONMENTAL CONSEQUENCES										<u> </u>												
4.1.4	Air Duaity - HAPs Emissions Inventory	0	50	0	\$0	D	\$0	0	50	0	\$0	0	\$0	0	<b>\$</b> 0	0	so	0	\$0	D	\$0	\$0	50
4,1.7	Air Quality - Soot Assessment	0	50	0	\$0	0	so	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$D	0	\$0	50	\$0
4.10	Historic - Expansion of the Historic Resources APE	0	\$0	0	\$0	0	\$0	a	\$0	0	50	0	\$0	0	<b>S</b> 0	D	\$0	0	\$Û	•	<b>\$</b> 0	\$0	\$0
4.13.1	Noise - Existing Conditions Contour/Grid Point Analysis of Peak Month Avg. Day and Avg. Busy Day	0	50	a	so	0	\$0	0	\$0	0	\$0	D	50	0	<b>S</b> 0	•	\$0	0	\$0	0	\$0	\$0	50
4.13.1.2	Noise - Obtain and Process Aircraft Flight Track Data (Modified Flight Profile Development)	0	\$0	0	\$0	0	\$0	0	\$0	0	<b>\$</b> 0	0	50	0	\$0	0	50	0	ຮ	°	\$0	\$0	\$0
4.13.1.5	Noise - Prepara Existing Conditions Supplemental Noise Analysis (Includes Vibration Testing)	٥	<b>\$</b> 0	0	\$0	0	50	0	\$0	0	50	0	\$0	0	\$0	0	50	0	\$0	0	\$0	\$0	50
4.18.2	Noise - Future Conditions Contour/Grid Point Analysis of Peak Month Avg. Day and Avg. Busy Day	0	\$0	0	\$0	0	ສ	0	<b>S</b> 0	0	\$0	0	<b>S</b> 0	0	\$0	•	\$0	0	\$0	0	\$0	\$0	\$
4.13.2.2	Noise - Develop Future Build Alternative Flight Tracks (Modified Flight Prolite Development)	0	\$0	٥	\$0	0	\$0	0	<b>S</b> 0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	l °	\$0	50	\$0
4.13.2.6	Noise - Prepare Future Conditions Supplemental Noise Analysis	0	\$0	o	\$0	0	\$0	D	so	0	\$0	•	\$0	0	\$0 	•	\$0	0	\$0	0	\$0	50	\$0
	Subtotal Taak 4	0	S0	0	\$0	0	\$0	0	\$0	٥	\$0	0	\$0	•	\$0	•	\$0	•	\$0	l °	\$0	\$0	\$0
8	DRAFT EIS REPORT PREPARATION		L					1		-						ļ							\$0
6.3	Spanish Language Summaries for PDEIS and DEIS	0	S0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	•	50	°.	\$0	0	\$0	•	60	50	\$0 \$0
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	PUBLIC INVOLVEMENT Patrn Beach County Board of County Commissioners				<u> </u>	-	ļ			<b> </b>				-		<u> </u>		<u> </u>	50	•	50	50	so
	Briefings	°	\$0	•	\$0	0	\$0	•	\$0	0	\$0	0	\$0	l°.	\$0	0	 \$0	0	30 50			50	50
	Facilitated Focus Group Meetings	0	\$0	0	\$0	0	\$0	a	50	0	\$0	°	\$0	0	\$0	0	30	<b>–</b>	30 50	0		50	50
	Alternatives Analysis Public Workshop	0	50	0	50	<b>^</b>	\$0	°	\$0		\$0	0	\$0 \$0	0	50 50	0	3∾ \$0	0	50	•	50	50	50
7.0	Other Facilitated Focus Group Meeting	°	\$0	0	\$0	<u> </u>	\$0	0	<b>\$</b> 0	0	50 50	0	30	0	50	0	\$0	0	\$0		\$0	\$0	\$0
	Subtotal Task i	0	\$0	0	50	- <b>°</b>	50	0	\$0	0		•		+	<b>—</b> —	<u> </u>	<u> </u>	+			$\vdash$		+
8	DEIS AND PUBLIC COMMENT ANALYSIS		<u> </u>	+-		+-				0	\$0		\$0	0	50	D	50	0	50	0	80	\$0	50
	Processing of additional comment submittals (1,500 total)	0	\$0	0	\$0	0	\$0	<u> </u>	\$0 \$0	0	50		30		30 50	0	50	0	50	0	40	50	50
13	Subtotal Task I ADDITIONAL ENVIRONMENTAL ANALYSES	• D 0	so so	0 0	\$0 \$0	0	50	0	\$0 \$0	0	50	0	30 \$0	0	50	0	\$0	0	50	0	\$0	\$0	\$0
14	TOTAL - ADDITIONAL TASKS	-	30 \$0	0	50		50	0	\$0 \$0		50		30		50		\$0	0	\$0		50	50	\$0

## TOTALS

		Pr	incipe?		dmin Record pecialist		dmin Record	Sr, Pr	nfessional		involvement solalist		vironmental Planner		Grephion peolalist		cument licel Editor	A	imim/WP	Tot	et Lebor	Expenses	Grand Total
Tsek	Deepription	S/HIR:	\$80	S/HER:	\$60	S/HR:	\$60	S/HR:		S/HR:		\$/HR:		S/HR:		S/HR:		\$/1471:					
	-	Hours	1	Hours		Hours		Hours			Cost	Houre	Cost	Hours	Cost	Hours	Cont	Hours	Cost	Houre	Cost		
		and And	0,62700.00000.00		1002001100000000000	AND A DEVICE AND	CONTRACTOR OF STREET		PROFESSION SERVICES	and a second second		I	A DESCRIPTION OF		CALCULATION OF THE OWNER								
	TOTAL · ORIGINAL TASKS	8	\$840	200	\$16,000	200	\$12,000	0	\$0	0	\$0	0	- <b>S</b> Q	0	\$0	0	\$0	0	so	408	\$28,640	\$11,180	\$39,820
	TOTAL - ADDITIONAL TASKS	0	\$0	0	\$0	ġ	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$D	0	\$0	٥	<b>\$</b> 0	\$0	50
	GRAND TOTAL - Phase 2	в	\$640	200	\$16,000	208	\$12,000	0	\$0	Q	\$0	0	\$0	a	\$0	0	\$0	•	\$0	406	\$28,640	\$11,180	\$39,820

\* Does not include Additional Phase 2 Tasks identified during EIS Scoping

Airport:	Paim Beach International Airport
Estimate:	EIS - Phase 2
Project #:	12006681
Date:	July 26, 2007

		TASK 2			TASK 3		<u> </u>	Task 4.1		L	Task 4.2		T	Task 4.3			Task 4.4			Tesk 4.5			Task 4.6			Task 4.7			Task 4.8			Task 4.9	
Expense (Unit Measurement)	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total		Unit Cost	Total		Unit Cost			Unit Cost	Total	Quantity	Unit Cost			Unit Cost	Total		Unit Cost	Total	Quantity	Unit Cost	Total		Unit Cost			Unit Cost	Total
Nidere (Deurstrice)	0	\$200.00	50	AGANCE DEFANCE	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	SC	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0
Airfare (Roundtrip)	0	\$180.00	\$0		\$180.00	\$0	<u> </u>	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0
Meals (Days)		\$36.00	\$0	- ů	\$36.00	\$0	å	\$36.00	SC	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	Q	\$36.00	\$0	0	\$36.00	\$0
Car Rental (Days)	0	\$70.00	\$0	Ō	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	D	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	D	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0
Supplies - CDs (Quantity)	0	\$0.50	<b>S</b> 0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0		\$0.50	50
Presentation Boards - 30"x40" color boards (Quantity	0	\$50.00	\$0	_0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	<u> </u>	\$0.25	\$0	0	\$0.25	\$0	- <u>v</u>	\$0.25	\$0 \$0	0	\$15.00	<u>\$0</u> \$0
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	T 0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	<u> </u>	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0		\$15.00	ຸ ຈະບ \$0	0	\$3.00	- 250
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0		\$3.00	\$0		\$3.00	\$0 \$0		\$9.75	
Postage - Letters (Quantity)	0	\$0.75	\$0	Ó	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	ψ0		\$0.75	\$0		\$0.19	\$0 \$0	0	\$0.19	پر \$0
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	50	l- 0	\$0.19	\$0		\$0.00	\$0	<u> </u>	\$0.00	\$0 \$0	- 0	\$0.00	\$0
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0		\$0.00	\$0	+ <u> </u>	\$0.00	\$0		\$0.00	\$0 \$0		\$0.00	\$0		\$0.49	\$0		\$0.49	\$0
Mileage - Tampa-Orlando-Tampa (Miles)	D	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	- <u>°</u>	50.49	\$0 \$0		\$0.49	\$0	0	\$0.49	\$0	-	\$0.00	\$0	- Č	\$0.00	\$0	- ů	\$0.00	\$0 \$0
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	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	<u> </u>	\$0.00	02 02	╉╼╩─	30.00	50 50	- <u> </u>	0.00	\$0 \$0	<u> </u>	- 40.00	\$0 \$0	t	00.00	02	Ť	44.40	50		40.00	\$0
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		Task 4.10		1	Task 4.11		<u>г</u>	Task 4.12			Task 4.13		1	Task 4.14		1	Task 4.15			Task 4.27			Task 4.17			Task 4.18			Task 4.19			Task 4.20	
Expense (Unit Measurement)	Quantity	Unit Cest			Unit Cost	Total		Unit Cest	Total		Unit Cost	Total		Unit Cost			y Unit Cost		Quantity		Total		Unit Cost			Unit Cost		Quantity	Unit Cost			Unit Cost	
			10000000000000000000000000000000000000		\$200.00	\$0	anarolog ar	\$200.00	<b>\$</b> 0	D D D D D D D D D D D D D D D D D D D	\$200.00	\$0	n n n n n n n n n n n n n n n n n n n	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	C	\$200.00	\$0	0	\$200.00	\$0
Airlare (Roundhip)	0	\$200.00	\$0 \$0	<u> </u>	\$180.00	\$0 \$0	<u> </u>	\$180.00	\$0	<u> </u>	\$180.00	\$0	Ť,	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0
Hotel (nights)	0	\$180.00	\$0 \$0	0		+-			\$0		\$36.00	\$0	- D	\$36.00	\$0	1 n	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0
Meals (Days)	0	\$36.00		0	\$36.00	\$0	<u> </u>	\$36.00	\$0 \$0	<u>ــــــــــــــــــــــــــــــــــــ</u>	\$70.00	\$0		\$70.00	\$0	n n	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	C	\$70.00	\$0	0	\$70.00	\$0
Car Rental (Days)	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0 \$0	-	\$18.00	\$0 \$0		\$18.00	\$0		\$18.00	\$0	r č	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0
Parking (Days)	0	\$18.00	\$0	D	\$18.00	\$0	0	\$18.00		0			<u> </u>	\$0.07	 	Ť	\$0.07	\$0 \$0	0	\$0.07	\$0	<u>a</u>	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0
Miscellaneous Reproduction (Copies)	<u> </u>	\$0.07	\$0	<u> </u>	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0		\$0.07			\$0.50	\$0		\$0.50	\$0	Å	\$0.50	\$0	0	\$0.50	\$0		\$0.50	\$0	0	\$0.50	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	<u> </u>	\$0.50	\$0	<u> </u>		30		\$0.50	\$0	- č	\$50.00	φ0 \$0		\$50.00	\$0	0	\$50.00	\$0	o o	\$50.00	\$0	0	\$50.00	\$0
Presentation Boards - 30 x40 color boards (Quantity	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00				30 SO		\$0.25	\$0		\$0.25	\$0	0	\$0.25	\$0	n n	\$0.25	\$0	- ñ	\$0.25	\$0
Document Production - binding (Quantity)	o	\$0.25	\$0	, p	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25		<u> </u>		\$0	<u> </u>	\$15.00	\$0		\$15.00	\$0		\$15.00	50	0	\$15.00	\$0
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	<u> </u>	\$15.00	\$0	0	\$15.00	- <u>\$</u> U	0	\$15.00		0	\$3.00	\$0	i č	\$3.00	50	<u> </u>	\$3.00	\$0
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	<u> 40</u>			\$0		\$0.75	\$0		\$0.75	\$0	<u> </u>	\$0.75	+ 40
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	<u> </u>	\$0.75	\$0	<u> </u>	\$0.75	\$0	0	\$0.75	\$0					\$0.75			\$0.19	- 00
Postage - Postcards (Quantity)	۵	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0		\$0.19	\$0			\$0 \$0	, v	\$0.00	
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	40	- <u>0</u>	\$0.00			\$0.00	- 00
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0		
	0	\$0.00	\$0	C	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	+ <u>0</u>	\$0.00	\$0	0	\$0.00	+
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Expense (Unit Measurement)	Quantity	Unit Cost	Total	Quantity	<u> </u>	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total		Unit Cost	Total	Quantity		Total	Quantity	Unit Cost	Total		Unit Cest		Quantity				Unit Cost			Unit Cost	
	KANTELZI, XUISKO	a Grande Maria		-			\$09875735355959			Sector Sector		No.		\$200.00	\$0		\$200.00	SC SC	0	\$200.00	\$0	0	\$200.00	\$0	10	\$200.00	\$2,000	0	\$200.00	\$0	0	\$200.00	\$0
Airfare (Roundtrip)	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	<u> </u>	\$200.00	<u></u>		\$180.00	\$0		\$180.00	\$0	Å.	\$180.00	\$0	<u> </u>	\$180.00	\$0	30	\$180.00	\$5,400	Ó	\$180.00	\$0	0	\$180.00	\$D
Hotel (nights)	0	\$180.00	\$0	0	\$180.00	\$0	<u> </u>	\$180.00	\$0	0	\$180.00	\$0	<u> </u>		\$0	Ň	\$36.00	\$0 SQ		\$36.00	\$0	0	\$36.00	\$0	40	\$36.00	\$1,440	0	\$36.00	\$0	0	\$36.00	\$0
Meals (Days)	D	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	<u> </u>	\$36.00		0	400.00	\$0	<u> </u>	\$70.00		- <u>~</u>	\$70.00	\$0	20	\$70.00	\$1,400	0	\$70.00	\$0	0	\$70.00	50
Car Rental (Days)	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	50	0	\$70.00		<u> </u>	\$16.00		<u> </u>	\$18.00	*0	40	\$18.00	\$720	n n	\$18.00	\$0	0	\$18.00	\$0
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$1B.00	\$0	0	\$18.00	\$0	<u> </u>		\$0		\$10.00	\$0	1000	\$0.07	\$70		\$0.07	\$0	0	\$0.07	\$0
Miscellaneous Reproduction (Coples)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	SO	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	<u> </u>	\$0.07	- 40 160		\$0.50	\$0	<del>ن</del> ا	\$0.50	<b>60</b>	0	\$0.50	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50		<u> </u>	\$0.50	\$0		\$50.00	<u>\$0</u>		\$50.00	\$0 \$0		\$50.00	\$0
Presentation Boards - 30"x40" color boards (Quantity	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	<u> </u>	\$50.00	\$0	0		\$0	<u> </u>	\$0.25	\$0	, v	\$0.25	\$0	0	\$0.25	\$0
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	φυ		\$15.00	\$150			ə∪ \$∩	0	\$15.00	50
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Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	D	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	S0.75	\$0	0	\$0.75	\$0	<u> </u>	\$0.75	\$0	0	\$0.75	\$0	0		\$0 \$0
Postage - Postcards (Quantity)	0	\$0.19	\$0	C	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	D	\$0.19	\$0	0	\$0.19	\$0	<u> </u>	\$0.19	\$0	- 0	\$0.19	\$0	0	\$0.19	<u>\$0</u> \$0
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0		\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	<u>\$0</u>	0	\$0.49	\$0
minutego - rearriste ornarido Talnipa (minod)	<u> </u>	\$0.00	\$D	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
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····		\$0.00	\$0	t õ	\$0.00	\$0	Ťõ	\$0.00	\$0		\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
TOTAL	V	0.00	\$0	+	40.00	\$0	<u>+ ~ ~</u> –		50	1 -	1,5,00	\$0	† – –		\$0			\$0			\$0			\$0			\$11,180			\$0		1	\$0

CAS Expenses

Airport:	Paim Beach International Airport
Estimate:	EIS - Phase 2
Project #:	12006681
Date:	July 26, 2007

Date:																																	
		TASK 12		Addi	itional Task	4.1.4	Ad	ditional Task	4.1.7	Add	itional Task	4.10	Add	itional Task	4.13.1	Addit	ional Task 4	.13.1.2	Addi	<i>ional</i> Task 4	13.1.5	Addit	<i>ional</i> Task	4.13.2	Addil	<i>ional</i> Task 4	.13.2.2	Add	itional Task	4.13.2.6		ditional Task	
Expense (Unit Measurement)	Quantity		Total	Quantity	Unit Cost	Total	Quantit	y Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unil Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	y Unit Cost	Total	Quantily	Unii Cost	Total
Airfare (Boundtrip)	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	۵	\$200.00	\$0	Q	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00		0	\$200.00	\$0
Hotel (nights)	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	٥	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0
Meals (Days)	0	\$36.00	\$0	D	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0
Car Rental (Days)	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0
Parking (Days)	0	\$18.00	\$0	D	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$Ó	D	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0.	\$0.07	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	D	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0
Presentation Boards - 30"x40" color boards (Quantity)	0	\$50.00	\$0	D	\$50.00	\$D	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	D	\$0.25	\$0	D	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$D	0	\$15.00	\$0	Ô.	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$D	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0,75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0
Postage - Postcards (Quantity)	0	\$0.19	\$0	D	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	D	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$D	<u> </u>	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
Mileage - Tampa-Orlando-Tampa (Miles)	D	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
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TOTAL	0	\$0.00	\$0 \$0		\$0.00	\$0 \$0		\$0.00	\$0			\$0	L.		\$0			\$0			\$0	I		\$0			\$0			\$0			\$0
TOTAL			\$0			\$0	1		\$0			\$0	<u> </u>		\$0						\$0	I		\$0		<u> </u>	\$0	1		\$0	1 1	<u> </u>	\$0
TOTAL Expense (Unit Measurement)	Add	iitional Tesk	\$0 7.3	Add	litional Tasl	\$0 k 7.4	A	dditional Tas	\$0 k 7.5	Ade	litional Task	\$0 7.6	A	dditional Ta	\$0 sk 8	t	GRAND TOT	\$0			\$0			\$0		I 	\$0	 		\$0	I		\$0
Expense (Unit Measurement)	Add Quantity		\$0	Add		\$0	A		\$0 k 7.5	Ade		\$0	A		\$0 sk 8		1	\$0 AL			\$0		1.0.0	\$0	Total Landson								
	Add Quantity	iitional Tesk	\$0 7.3	Add	litional Tasl	\$0 k 7.4	A	dditional Tas	\$0 k 7.5	Ade	litional Task	\$0 7.6	A	dditional Ta	\$0 sk 8 Total \$0		GRAND TOT	\$0 AL			\$0			\$0									
Expense (Unit Measurement) Airfare (Roundirfp)	Add Quantity	<i>litional</i> Tesk Linit Cost	\$0 7.3 Total	Add Quantity	fitional Tas Unit Cost	\$D k 7.4 Total	A Quantil	dditional Tas y Unit Cost	\$0 k 7.5 Total	Ada	litional Task Unit Cost	\$0 7.6 Total	Au	dditional Ta Unit Cost \$200.00 \$180.00	\$0 sk 8 Total \$0 \$0		GRAND TOT	\$0 AL			\$0		5 K-1 W- M (K-1)	\$0	7 6 6 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								
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Expense (Unit Measurement) Airfare (ficundifip) Hotel (rights)	Add Quantity 0 0	Vitional Tesk Unit Cest \$200.00 \$180.00	\$0 7.3 Total \$0 \$0	Add Quantity 0 0	fitional Task Unit Cost \$200.00 \$180.00	<b>\$0</b> k 7.4 Total \$0 \$0	A Quantil 0 0	dditional Tasi y Unit Cost \$200.00 \$180.00	\$0 k 7.5 Total \$0 \$0	Add Quantity D O	litional Task Unit Cost \$200.00 \$160.00 \$36.00 \$70.00	\$0 7.6 Totai \$0 \$0 \$0 \$0	Quantity 0 0	dditional Ta: Unit Cost \$200.00 \$180.00 \$36.00 \$70.00	\$0 sk 8 Totai \$0 \$0 \$0 \$0 \$0 \$0		GRAND TOT	\$0 AL			\$0			\$0									
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Expense (Unit Measurement) Airfare (Rounding) Hotel (rights) Gar Rental (Days) Parking (Days) Parking (Days) Miscellaneous Reproduction (Copies) Supplies - CDs (Quantity) Presentation Boards - 30°/40° color boards (Quantity)	Add Quantity 0 0	Ittonal Tesk Unit Cest \$200.00 \$180.00 \$36.00 \$70.00 \$18.00 \$0.07 \$0.50 \$50.00	\$0 7.3 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	Add Quantity 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Hional Task Unit Cost \$200.00 \$180.00 \$36.00 \$70.00 \$18.00 \$0.50 \$0.50	\$0 k 7.4 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	A Quantil 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	dditional Tasi y Unit Cost \$200.00 \$180.00 \$36.00 \$70.00 \$18.00 \$0.07 \$0.50 \$50.00 \$0.25 \$15.00	\$0 x 7.5 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	Adu           Quantity           0	Hitional Task Unit Cost \$200.00 \$180.00 \$180.00 \$18.00 \$18.00 \$0.07 \$0.50 \$0.07 \$0.50 \$50.00 \$15.00	\$0 7.8 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	Ait           Quantity           0	dditional Ta: Unit Cost S200.00 \$180.00 \$36.00 \$70.00 \$18.00 \$0.07 \$0.50 \$50.00 \$50.00 \$0.25 \$15.00	\$0 sk 8 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0		GRAND TOT	\$0 AL			\$0			\$0									
Expense (Unit Measurement) Airfare (Roundhp) Hotal (rights) Meals (Days) Car Rental (Days) Parking (Days) Miscellaneous Reproduction (Copies) Supplies - CDs (Quantity) Presentation Boards - 30"x40" color boards (Quantity) Document Production - Sinding (Quantity)	Add Quantity 0 0	Ittonal Tesk Unit Cest \$200.00 \$180.00 \$36.00 \$70.00 \$18.00 \$0.07 \$0.07 \$50.00 \$50.00	\$0 7.3 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	Adc Quantity 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Itional Tasl           Unit Cost           \$200.00           \$180.00           \$36.00           \$70.00           \$18.00           \$0.07           \$0.50           \$50.00           \$0.25	\$0 k 7.4 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	A Quantii 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	dditional Tasi \$200.00 \$180.00 \$180.00 \$18.00 \$18.00 \$18.00 \$0.07 \$0.50 \$50.00 \$0.25 \$15.00 \$3.00	\$0 x 7.5 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	Adu Quantity D D D D D D D D D D D D D D D D D D D	Hitonal Task Unit Cost \$200.00 \$200.00 \$36.00 \$70.00 \$16.00 \$0.07 \$0.50 \$50.00 \$0.25 \$15.00 \$3.00	\$0 7.6 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	Ai           Quantity           0	dditional Ta: Unit Cost \$200.00 \$180.00 \$70.00 \$0.07 \$0.50 \$0.07 \$0.50 \$50.00 \$0.25 \$515.00 \$3.00	\$0           sk 8           Total           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0		GRAND TOT	\$0 AL			\$0			\$0									
Expense (Unit Measurement) Arifare (floundifip) Hotal (rights) Meals (Days) Car Rental (Days) Parking (Days) Supplies - Cbs (Quantify) Presentation Boards - 30'x40' color boards (Quantify) Document Production - binding (Quantify) Document Production - binding (Quantify) Document Production - binding (Quantify)	Add Quantity 0 0	Ittonal Tesk Unit Cast \$200.00 \$180.00 \$36.00 \$70.00 \$18.00 \$0.07 \$0.50 \$50.00 \$0.25 \$15.00	\$0 7.3 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	Add Quantity 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ittional Tast           Unit Cost           \$200.00           \$180.00           \$36.00           \$18.00           \$36.00           \$16.00           \$0.07           \$0.50           \$0.50           \$50.00           \$15.00	\$0 k 7.4 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	A Quantil 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	dditional Tass \$200.00 \$180.00 \$356.00 \$70.00 \$18.00 \$0.07 \$0.50 \$55.00 \$30.00 \$3.05 \$55.00 \$3.00 \$3.05 \$3.00 \$3.05	\$0 x 7.5 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	Adu           Quantity           0	Itional Task           Unit Cost           \$200.00           \$160.00           \$36.00           \$30.00           \$30.00           \$15.00           \$0.07           \$0.50           \$50.00           \$10.00           \$15.00           \$30.00           \$30.00	\$0 7.6 Totai \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	A ( Quantity 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	dditional Ta: Unit Cost \$200.00 \$180.00 \$386.00 \$70.00 \$16.00 \$0.07 \$0.50 \$50.00 \$0.25 \$15.00 \$30.00 \$3.00 \$0.75	\$0           sk 8           Total           \$0		GRAND TOT	\$0 AL						\$0 									
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Expense (Unit Measurement) Arriare (Rounding) Hotel (rights) Meals (Qays) Car Rental (Days) Parking (Days) Parking (Days) Miscellaneous Reproduction (Copies) Supplies - Cbs (Quantity) Presentation Boards - 30°×40° color boards (Quantity) Document Production - binding (Quantity) Overnight Shipping (Packages) Transcripts (Pages) Postage - Letters (Quantity) Postage - Postcade (Quantity)	Add           Quantity           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0	Hitonal Tesk Unit Cast (30000) \$200.00 \$180.00 \$180.00 \$18.00 \$0.50 \$50.00 \$0.25 \$15.00 \$0.25 \$15.00 \$0.25 \$15.00 \$0.25 \$15.00 \$0.30 \$0.30 \$0.51 \$0.51 \$0.51 \$0.52 \$0.50	\$0           7.3           Total           \$0	Addc           Quantity           0	Hilonal Task           Unit Cost           \$200.00           \$180.00           \$360.00           \$180.00           \$30.00           \$18.00           \$30.00           \$16.00           \$50.00           \$0.25           \$15.00           \$3.00           \$0.75           \$0.19           \$0.49	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	A Quantil V 700.22 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	dditional Task 5200.00 \$180.00 \$180.00 \$180.00 \$180.00 \$18.00 \$0.07 \$0.50 \$50.00 \$3.00 \$3.00 \$3.00 \$3.00 \$3.00 \$0.75 \$0.95 \$0.00 \$0.00 \$0.00 \$0.00	\$0 *7.5 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	Adu Quantity 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Illional Task           Unit Cost           \$200.00           \$160.00           \$16.00           \$0.50           \$50.00           \$16.00           \$0.50           \$50.00           \$15.00           \$0.50           \$0.00           \$15.00           \$0.00           \$0.00           \$0.00           \$0.00           \$0.00           \$0.00           \$0.00	\$0 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	Ait           Quantity           0	dditional Ta: Unit Cost 5200.00 \$180.00 \$180.00 \$180.00 \$18.00 \$0.55 \$18.00 \$0.55 \$0.00 \$3.00 \$0.00 \$3.00 \$0.00 \$3.00 \$3.00 \$3.00 \$3.00 \$3.00 \$3.00 \$3.00 \$3.00 \$0.55 \$0.00 \$3.00 \$0.55 \$0.00 \$3.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.50 \$0.00 \$0.50 \$0.50 \$0.00 \$0.50 \$0.00	\$0 sk 8 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	TOTAL- Original	SRAND TOT.	\$0						\$0 									
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## Airport: Palm Beach International Airport

DCG LABOR DETAIL

Estimate: EIS - Phase 2 Project #: 12006681 Date: July 26, 2007 Original Phase 2 Tasks

			incipai		et Director	Projec	t Manager	Fe Fe	ollitator	P	anmental Ianner	P	ironmental anner	১	Graphica soleilat	Techn	ument cel Editor		nin/WP	- 10	te) Labor	Exponece	Grand
*	Description	\$/HR:		S/HR:	-	S/HR:		S/HIR:	\$150			S/HR:		\$/HR:		\$/HR:		S/HR:		Houre	Cont	I	╂
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	ALTERNATIVES DEVELOPMENT AND EVALUATION	0	\$1	0	\$0	٥	\$0	•	\$0	a	\$0	0	\$0	0	\$0	a	\$0	a	\$0	a	\$0	\$0	
	AFFECTED ENVIRONMENT	0	\$a	0	\$0	0	<b>3</b> 0	0	\$0	đ	\$0	a	\$0	a	\$0	0	\$0	0	\$0	0	\$0	\$0	:
4	ENVIRONMENTAL CONSEQUENCES																						
4.1	Air Quality*	ō	\$0	٥	\$0	٥	\$0	٥	\$0	٥	\$0	٥	\$0	٥	50	a	\$0	0	\$0	0	\$0	\$0	
4.2	Coastal Resources	0	\$0	0	50	0	\$0	0	\$0	٥	\$0	o	\$0	٥	50	0	<b>\$</b> 0	0	\$0	٥	\$0	\$0	1 -
4.3	Compatible Land Use	0	s:	0	\$0	0	\$0	D	\$0	e	50	٥	\$0	0	\$0	0	\$0	a	<b>\$</b> 0	D	\$9	\$0	
4.4	Construction Impacts	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	<b>5</b> 0	0	\$0	Q	\$0	0	\$0	\$0	
4.5	DOT Act: Section 4(1)	0	\$0	D	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	T
4.6	Familandis	0	\$0	0	80	0	<b>S</b> 0	0	\$0	0	<b>\$</b> 0	0	\$0	0	\$0	0	\$0	0	\$0	D	\$0	<b>S</b> 0	
4.7	Fish, Wildlife, and Plants	0	\$0	0	so	0	\$0	0	\$0	0	\$0	D	\$0	0	\$0	D	50	D	\$0	0	\$0	\$0	1
4.8	Floodplains	D	50	0	50	0	50	0	\$0	D	\$0	D	<b>\$</b> 0	D	\$0	0	\$0	0	\$0	0	\$0	\$0	
4.9	Hazardous Materials, Pollution Prevention, and Solid Waste	0	50	0	50	0	50	0	50	0	50	<u></u>	\$0	0	<b>S</b> 0	0	\$0	D	\$0	D	\$0	\$0	
4 10	Historic, Architectural, Archaeological, and Cultural	0	50	0	50 50	0	50	1.	50	0	50	0	\$0	0	50	0	50	0	50	D	\$0	\$0	
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4.14	Noise Secondary (Induced) impacts	0	<b>\$</b> 0	0	\$0	0	\$0	•	\$0	0	\$0	0	50	0	50 50	0	80 80	0	30 50	0	>∼ \$0	50	┢
	Secondary (Induced) Impacts Socioeconomic Impacts, Environmental Justice, and	0	\$0	0	\$0	0	\$0	0	\$0	0	\$20	0	50								50 50	50	
	Children's Environmental Health and Sa(sty Risks	0	\$0	•	50	°	\$0	•	50	•	\$0	•	\$0	•	\$0	0	\$90 	0	\$0	•			+
	Water Quality	0	\$0	•	\$0	0	\$0	•	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	٥	\$0	50	-
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4.18	Wild and Scenic Rivers	•	\$0	0	\$0	0	\$0	0	50	0	\$0	•	\$0	•	\$0	0	\$a	•	\$0	°	\$0	\$0	-
4.19	Surface Transportation	a	- \$0	0	\$0	0	\$0	0	\$0	٥	\$0	0	\$0	•	ಕು	0	\$0	•	80	•	\$0	50	
4.20	Other Considerations	0	50	0	<b>SO</b>	o	50	0	50	•	50	0	\$0	0	\$0	0	50	0	\$0	0	50	\$0	
4.21	Cumulative Impacia	0	\$0	٥	50	٥	\$0	0	\$0	0	\$0	0	50	a	\$0	0	\$0	•	\$0	0	50	\$0	
	Subtotal Taak 4	0	\$a	0	\$0	0	\$0	0	\$0	O	\$0	a	\$0	a	\$0	۰	80	•	50	a	50	\$0	
5	MITIGATION PROGRAM DEVELOPMENT	•	\$0	0	\$0	0	\$0	0	<b>\$</b> a	a	\$0	٥	\$0	0	\$0	0	\$0	0	\$0	a	\$0	30	
6	DRAFT EIS REPORT PREPARATION							1		1													
6.1	Preliminary Draft EIS	0	50	0	\$0	0	\$0	a	50	0	50	0	\$0	٥	\$0	0	sa	٥	50	Q	so	\$0	
6.2	Drait EIS	0	\$0	0	\$0	0	\$0	D	\$0	٥	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	
	Subtotel Task 5	٥	\$0	D	\$0	0	\$0	0	\$0	0	\$0	0	50	0	\$0	0	\$0	0	\$0	Q	\$0	\$0	
7	PUELIC INVOL VEMENT*	<u> </u>	1		†					1	┼───			-						1			1
7.1	Mailing List	0	so	0	\$0	0	\$0	•	\$0	0	\$0		\$0	0	\$0	0	\$0	D	\$0	0	\$0	\$0	
	Project Web Site	D	50	0	50	0	50	0	50	0	50	0	50	0	50	0	\$0	D	\$0	0	\$0	so	$\uparrow$
	Combined Draft EIS Public Workshop / Public Hearing	0	50	0	50	10	50	1.	50	0	50	0	50	0	\$0	0	50	0	\$0	•	\$0	50	+-
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8	ORAFT EIS COMMENT ANALYSIS*		30		30		\$0 \$0	0	30 50	0	50	•	\$0	0	\$0	0	\$0 \$0	0	\$0		\$0	30	+-
8 8	ASSISTANCE WITH ADMINISTRATIVE RECORD	0	\$0	0	\$0 \$0	0	30 30	0	50 50	- 0 - 0	50	0	\$0 \$0	•	30	0	20	0	50	0	\$0	\$0	+
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10	REFINEMENT OF THE PHASE & SCOPE	a	**	•	\$0	+				0			50	0	\$0	-	50 50		\$0	0	50	\$0	+-
11	DOCUMENT MANAGEMENT	a	\$0	•	\$0	0	\$0		\$0	•	\$0	a				0	50 50	۰,	30 30		**	40 40	+
12	PHASE 2 PROJECT MANAGEMENT	• •	\$0		\$0	0	\$0	°.	\$0	0	\$0	•	\$0	٥	\$0	-					<u> </u>		
	TOTAL - ORIGINAL TASKS	s 0	\$0	0	\$0	0	\$0	0	\$0	6	\$0		\$0	0	1 \$0	0	\$0	0	\$0	•	\$0	\$0	

## Additional Phase 2 Tasks Identified During EIS Scoping

	nal Phase 2 Tasks Identified Du	<u> </u>	incipei	· · · · ·	n Director	Proje	nt Managar		rironmenta) lanner		ronmentel lanner		vironmental Kanner		Graphice pecialist	Techn	ument Ical Editor		min/WP	Ta	(e) Lebor	Expenses	Grand Tot
Taek	Description	SAHR:		\$4HR:		SAHR:		SAHR:		\$/HR:		S/HR:		\$/HR:		\$/HR:		S/HR:					
		Hours	Cost	Hours	Coat	Hours	Coart	Hours	Cost	Houre	Cost	Hours	Cost	Houre	Cost	Hours	Cost	Ноцтя	Cost	Houre	Cost	- 4.1 0.10	
					ACCURATE ACCURATE AND ADDRESS OF																		
4 E	NVIRONMENTAL CONSEQUENCES																						
4.1.4 Ai	ir Quality - HAPs Emiasions Inventory	0	\$0	0	50	0	\$0	0	8	D	\$D	0	\$0	0	50	0	so	0	\$0	0	\$0	<u>s</u> o	\$0
4.1.7 Ai	ir Quality - Soot Assessment	0	\$0	0	ຍ	0	so	٥	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	•	\$0	\$0	<b>S</b> 0
	istoric - Expansion of the Historic Resources APE	٥	\$0	0	\$0	o	\$0	0	<b>\$</b> 0	0	\$0	٥	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
4.13 J P	oise - Existing Conditions Contour/Grid Point Analysis of eak Month Avg. Day and Avg. Busy Day	a	\$0	0	\$0	٥	<b>\$</b> 0	0	80	0	\$0	0	\$0	0	\$0	•	\$0	0	\$0	•	so 	\$0	\$0
4.18.1.2	oise - Obtain and Process Aircraft Flight Track Data Aodified Flight Profile Development)	0	\$0	0	\$0	•	\$0	٥	<b>\$</b> 0	0	\$0 	0	80	0	\$0	0	\$0	<b>•</b>	\$0	°	\$0	\$0	\$0
4.13.1.0 A	oise - Prepare Existing Conditions Supplemental Noise natysis (Includes Vibration Tealing)	0	\$0	٥	\$0	a	\$0	D	\$0	•	\$0	0	\$0	0	\$0	•	\$0	•	\$0	<u> </u>	\$0	\$0 	\$0
4.13.2 P	loise - Future Conditions Contoux/Grid Point Analysis of eak Month Avg. Day and Avg. Busy Day	۵	<b>\$</b> 0	٥	50	0	\$0	0	\$0	0	80	•	\$0	•	\$0	°-	\$0	0	\$0	0	\$0	\$0	\$0
4.13.2.2	loise - Develop Future Build Alternative Flight Tracks Modified Flight Profile Development)	0	\$0	٥	\$0	0	<b>\$</b> 0	0	\$0	a	\$0	•	\$0	0	\$0	°.	\$0	°	\$0	0	\$0	50	\$0 \$0
4.13.2.6 A	loise - Prepare Future Conditions Supplemental Noise matyais	٥	<b>\$</b> 0	0	<b>5</b> 0	٥	50	0	\$0	•	\$0	•	\$0	0	\$0	°	\$0	0	\$0	0	\$0 \$0	\$0 \$0	\$0 50
	Subtotal Task 4	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	٩	50	0	\$0	°	\$0	0	\$0	0	\$0	311	
C	RAFT EIS REPORT PREPARATION			<u> </u>					ļ					<b> </b>				+	- <u>-</u> -	0	50	50	50
6.3 S	Spanish Language Summaries for PDEIS and DEIS	0	\$0	0	\$0	0	\$0	0	\$0	0	50	D	\$0	°	50	0	\$0	0	50 \$0		30 30	\$0 \$0	50
	Subtotal Task 6	•	\$0	•	S0	0	\$0	0	\$0	0	\$0	•	\$0	•	\$1	0	\$0	0	30	-			
7 1	UBLIC INVOLVEMENT					í		1							L	<u> </u>		+		L	I	ł	ł
7.3	atm Beach County Board of County Commissioners Briefings	0	\$0	0	\$0	0	\$0	80	\$12,000	D	so	0	\$0	0	\$0	0	50	0	\$2	80	\$12,000	\$1,175	\$13,175
	Facilitated Focus Group Meetings	0	\$0	0	\$0	0	\$0	552	\$82,800	0	\$0	•	\$0	0	<b>S</b> 0	0	\$0	0	\$0	552	\$62,800	\$4,367	\$87,167
7.5	Alternatives Analysis Public Workshop	0	50	•	50	•	\$0	80	\$12,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	80	\$12,000	5453 5758	\$12,453 \$6,758
7.6	Other Facilitated Focus Group Meeting	٥	\$0	0	\$0	0	\$0	40	\$6,000	0	\$0	•	\$0	<u> </u>	\$0	0	\$0	0	\$0	40	56,000	\$4,752	\$119,552
	Subtolei Task	7 0	<b>\$</b> 0	0	\$0	٩	\$0	752	\$112,800	•	\$0		\$0	0	\$0	•	\$0	0	\$0	762	\$112,800	30,702	3110,000
8	DEIS AND PUBLIC COMMENT ANALYSIS	_	ļ	1				ļ								+	<u> </u>		50	- 0	50	\$0	50
8	Processing of additional comment submittals (1,500 total)	0	\$0	0	\$0	a	\$0	٩	\$0	•	\$0	0	\$0	0	\$0 	+°-	\$0 \$0	•	50		30 30		50
	Subtotel Task	•	40	a	\$0	0	\$0	•	\$0	0	\$0	0	\$0 	•	\$0	<b>•</b>	\$2) \$0	0		+	50	\$0 ·	50
19	ADDITIONAL ENVIRONMENTAL ANALYSES	٥	\$0	٥	\$0	0	\$0	°	\$0	0	\$0	•	\$0	0	\$0	+ °	30 50	0		752	\$112,800	\$6,752	\$119,553
	TOTAL - ADDITIONAL TASK	s c	\$0	1 0	\$0	0	\$0	752	\$112,600	0	\$0	0	\$0		\$0	0	1 20		1 ***	1 1 ***	4.12,000		1.1.1.444

## TOTALS

	Pi	Incipal	Proje	of Director	Proje	t Managar											Ac	imin/WP	Та	tel Lebor	Expenses	Grand Tot
Description		· · · · · · · · · · · · · · · · · · ·	S/HR:		S/HR:						-		_		\$/HR:	-	\$/HR:			,		
				Cost	Houre	Cost	Hours	Cost	Houra				Houre	Cost	Hours	Gasi			Hours	Cost		
													<b>_</b>		<u> </u>		<u> </u>				<b>├</b> ───	+
TOTAL - ORIGINAL TASKS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	G	50	٥	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
TOTAL - ADDITIONAL TASKS	0	\$0	0	\$0	D	50	752	\$112,800	0	\$0	0	\$0	0	\$Q	0	\$0	٥	50	752	\$112,800	\$6,752	\$119,552
GRAND TOTAL - Phase 2	0	\$0	0	50	0	50	752	\$112,800		50	0	50	0	\$0	D	50	0	ŝa	752	\$112,800	\$8,752	\$119,557
	TOTAL - ORIGINAL TASKS TOTAL - ADOITIONAL TASKS	Description SHR: Hours TOTAL - OFIGINAL TASKS 0 TOTAL - ADDITIONAL TASKS 0	Hours         Cont           TOTAL - OPIGINAL TASKS         0         \$0           TOTAL - ADDITIONAL TASKS         0         \$0	Description         SHR: House         SHR: Cost         House           TOTAL - OFIGINAL TASKS         0         \$9         0           TOTAL - ADDRTIONAL TASKS         0         \$0         \$0         0	Description         S/HR: House         S/HR: Cost         S/HR: House         Cost           TOTAL - OFIGINAL TASKS         0         \$0	Description         SHR:         SHR:	Description         SHR:         SHR:         SHR:         SHR:         Cost         Houre         Houre	Principal         Project Director         Project Director	Planner         Planner         Planner           Shift:         <	Principal         Project Director         Project Manager         Prement Manager         SHR:         SHR:	Project Director         Project Director         Project Mandage         Premner         Plemner         Plemer         Plemer	Principal         Project Director         Project Manager         Premor         Pleaner         Plea	Perindpati         Project Director         Prepact Manager         Prepact Manag	Perception         Project Director         Project Director         Project Director         Presenter         Pr	Project Director         Project Director         Project Director         Project Mandard         Planner         Planner         Planner         Splanner         Splanner	Periods         Project Director         Project Manage         Project Man	Periods         Project Entroit on Project Entroit on Prime         Present Manager Prime         Present Billion           5/H2:         5/	Principal         Project Director         Project Manage         Principal         Principal <td>Principal         Principal         Project Director         Project Manager         Origination         Principal         Principal</td> <td><math display="block"> \begin{array}{ c c c c c c c c c c c c c c c c c c c</math></td> <td><math display="block"> \begin{array}{ c c c c c c c c c c c c c c c c c c c</math></td> <td><math display="block"> \begin{array}{ c c c c c c c c c c c c c c c c c c c</math></td>	Principal         Principal         Project Director         Project Manager         Origination         Principal         Principal	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$

Does not include Additional Phase 2 Tasks Identified during EIS Scoping

Airport:	Paim Beach International Airport
Estimate:	EIS - Phase 2
Project #:	12006681
Date:	July 26, 2007

		TASK 2		1	TASK 3		r	Task 4.1		r	Task 4,2			Task 4.3			Task 4.4			Task 4.5			Task 4.6			Task 4.7			Task 4.8			Task 4.9	
Expense (Unit Measurement)		Unit Cost		Quantity	Unit Cost			Unit Cost	Total		Unit Cost		Quantity	Unit Cost	Total	Quantity	Unit Cost			Unit Cost				Total	Quantily	Unit Cost	Total	Quantity	Unit Cost	Total		Unit Cost	
Airfare (Roundtrip)	0 0	\$200.00	\$0	0	\$200.00	\$0		\$200.00	\$0	0	\$200.00	\$0	C	\$200.00	\$D	0	\$200.00	\$0	D	\$200.00	\$D	0	\$200.00	\$0	0	\$200.00	\$0	C	\$200.00	\$0	D	\$200.00	\$0
Hotel (nights)		\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	D	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$160.00	\$0	0	\$180.00	\$0
Meals (Days)	C	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0
Car Rental (Days)	0	\$70.00	\$0	0	\$70.00	\$0	D	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0		\$70.00	\$0	0	\$70.00	\$0	D	\$70.00	\$0
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$1 <b>B.00</b>	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$D	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	• 0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0 \$0
Presentation Boards - 30"x40" color boards (Quantity	۵	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	<u> </u>	\$50.00	\$0	0	\$50.00		<u> </u>	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00 \$0.25	
Document Production - binding (Quantity)	G	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$D	0	\$0.25	\$0	<u> </u>	\$0.25	\$0	a	\$0.25	\$0	0		\$0
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	SO		\$15.00 \$3.00	_\$0 
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	<u> </u>	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0 \$0	0	\$3.00 \$0.75	\$0	0	\$3.00	\$0 \$0
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	<u> </u>	\$0.75	\$0 \$0	0	\$0.75	φ <b>ι</b>	<u> </u>	\$0.75		0	\$0.75			\$0.19	\$0
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$D.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19		0	\$0.19	\$0	0	\$0.19	\$0	0		\$0 \$0		\$0.00	\$0
Newspaper Advertisements (Quantity)	0	SC.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	<u> </u>	\$0.00	\$0		\$0.00	\$0	D	\$0.00	\$0	0	\$0.00		0	\$0.00	\$0	·····	\$0.00	\$0 \$0		\$0.00	\$0
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	S0	0	\$0.49	\$0	0	\$0.49	\$0		\$0.49	\$0		\$0.49	\$0	0	\$0.49 \$0.00	\$0 		\$0.49	\$0 \$0	0	\$0.49 \$0.00		0	\$0.49	\$0
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	+	\$0.00	\$0		\$0.00	\$0 \$0		\$0.00	\$0 \$0	<u> </u>	\$0.00	\$0 \$0	0	\$0.00	30 SO	0	\$0.00	\$0
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	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	<u> </u>	\$0.00	\$0	+ °	\$0.00	\$0 \$0	····	30.00	\$0 \$0	<b>⊢</b> °	\$0.00	\$U \$0		φ0.00	02	0	30.00	\$D \$0	<u> </u>	φυ.υν	\$0
TOTAL			\$0	1	1	\$0			\$0	1	1	\$0	1	1	\$0	1	J	90	I		- U -	L		~		1						<u></u>	

····· - ···· - 1		Task 4.10		T T	Task 4.11		1	Task 4.12			Task 4.13		T	ask 4,14			Task 4.15			Task 4.16		-	Task 4.17			Task 4.18			Task 4.19			Task 4.20	
Expense (Unit Measurement)	Quantity	Unit Cost	Total	Quantity		Total	Quantity	Unit Cost	Total	Quantity	Unit Cost			nit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost		Quantity			Quantity				Unit Cost	Total		Unit Cost	Total
	a stran Bookston 110			100000000000000000000000000000000000000	18 44-1-18 19 19 19 19 19 19 19 19 19 19 19 19 19	C SECONDARIA SE	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	diamenterson		100000000000000000000000000000000000000	107 BURGENIE:	1912200052		200.00	\$0	0	\$200.00	\$0	Δ. Δ.	\$200.00	\$0	C	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0
Airfare (Roundtrip)		\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0			50 50	U A	\$180.00	\$0	+ <u>`</u>	\$180.00	80	1 č	\$180.00	\$0	Å	\$180.00	50	ň	\$180.00	\$0	0	\$180.00	\$0
Hotel (nights)	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0		180.00	\$0	<u> </u>			<u> </u>	\$36.00		۲.	\$36.00		- v	\$36.00	- 40 60		\$36.00	\$0		\$36.00	
Meals (Days)	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0		\$36.00	\$0	0	\$36.00	\$0	0		30	<u>-</u>		\$0	· · · · ·	\$70.00		- <u>*</u>	\$70.00	\$0		\$70.00	
Car Rental (Days)	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0		\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0		30	0		40			
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0		\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0		\$18.00	
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	O O	\$0.07	\$0	0	\$0.07	\$D	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	<u> </u>	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0 50	\$0	0	\$0.50	\$0	0	\$0.50	\$0
Presentation Boards - 30"x40" color boards (Quantity	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	. 0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0		\$0.25	\$0	0	\$0.25	\$0
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	<u>\$0</u>
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0.	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0
Postage - Postcards (Quantity)	0	\$0,19	\$0	0	\$0,19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	, Q	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	
and a survey a survey of the fundation of the	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	D	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
	0	\$0.00	\$0	0	\$0.00	\$0	O O	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	so	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
		\$0.00	\$0	1 0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	SO	0	\$0.00	\$0	0	\$0.00	\$0	۵	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
TOTAL		1 00.00	\$0	† – – – †		\$0	<u>t</u>		\$0			50	1		\$0			\$0			\$0	1.		\$0			\$0			\$0			SC

		Task 4.21		1	TASK 5		<u> </u>	Task 6.1			Task 6.2		T	Task 7.1			Task 7.2			Task 7.7			TASK 8			TASK 9			TASK 10			TASK 11	
Expense (Unit Measurement)		Unit Cost	Total	Quantity	Unit Cost			Unit Cost	Total		Unit Cost	Total		Unit Cost	Total	Quantity	Unit Cost			Unit Cost		Quantity				Unit Cost			Unit Cost	Total		Unit Cost	
Airlare (Roundtrip)	n an	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0
		\$180.00	*0		\$180.00	\$0	~	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	D	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0
Hotel (nights)		\$36.00	- 04 <u>-</u>	t č	\$36.00	\$0	1	\$36.00		, in the second	\$36.00	\$0	1 n	\$36.00	\$0		\$36.00	\$0	0	\$36.00	SO	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0
Meals (Days)	<u> </u>		50	v		<u>\$0</u>		\$70.00	\$0		\$70.00	- <del>(</del>		\$70.00	\$0		\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	D	\$70.00	\$0	0	\$70.00	\$0
Car Rental (Days)	0	\$70.00	\$0	<u> </u>	\$70.00	**	<u> </u>				\$18.00		- č	\$18.00	\$0	- ñ	\$18.00	\$0		\$18.00	\$0	C C	\$18.00	SC	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0
Parking (Days)	0	\$18.00	<u>\$0</u>	0	\$18.00	\$0	0	\$18.00	\$0	<u> </u>		Q		\$10.07		- ň	\$10.00	\$0		\$0.07	\$0	0	\$0.07	50	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0					\$0.50	\$0		\$0.50	\$0		\$0.50	\$0		\$0.50	\$0	0	\$0.50	\$0	i i	\$0.50	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	30	<u> </u>		\$0	<u> </u>	\$50.00	50	<u> </u>	\$50.00	\$0	- č	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0
Presentation Boards - 30"x40" color boards (Quantity	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0		\$50.00		<u> </u>			- U	\$0.25	\$0	<u>~</u> -	\$0.25	80	ň	\$0.25	\$0	ň	\$0.25	\$0 \$0
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	<u> </u>	\$0.25	\$0	<u>.</u>	\$0.25	\$0	C	\$0.25	\$0	<u> </u>			<u> </u>	\$15.00	40 40	- <u>-</u>	\$15.00	\$0		\$15.00	10
Overnight Shipping (Packages)	0	\$15.00	\$C	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	<u> </u>	\$15.00	\$0	0	\$15.00	\$0	. 0		30			\$0	- č	\$3.00	40
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	۵	\$3.00	S0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$-0 \$-0		\$3.00	<u> </u>	<u> </u>		\$0
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.76	\$0	Q	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	O	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	<u> </u>	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0,19	\$0	0	\$0.19	\$0	0	\$0.19	\$D	0	\$0.19	\$Q	Q	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0		\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	j o	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0
miletige imperonation (Bright (Miled)	0	\$0.00	\$0	0	\$0.00	50	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
· · · · · · · · · · · · · · · · · · ·		\$0.00	\$0	t -	\$0.00	80	1 0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
		\$0.00	\$0		\$0.00	\$0	t ÷	\$0.00	\$0		\$0.00	- sn	1 0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
TOTAL	0	1 30.00	\$0 \$0	<u>+                                    </u>	1 00.00	\$0	<u>⊢-°</u>	1 00.00	\$0	<u> </u>		50	Ť		\$0	t	1	\$0			\$0			\$0			\$0	L		\$0			\$0

Airport:	Paim Beach International Airport
Estimate:	EIS - Phase 2
Project #:	12006681
Date:	July 26, 2007

		TASK 12		Ade	litional Tasl	4.1.4	Add	tional Task 4	4.1.7	Add	lional Task	4.10	Addi	tional Task	4.13.1	Addit	onal Task I	1.13.1.2	Addi	tional Task	1.13.1.5	Addh	tional Task	4.13.2	Addl	tional Task	4.13.2.2	Additi	tional Task 4	13.2.6	Ad	ditional Task	: 6.3
Expense (Unit Measurement)	Quantity	Unit Cost	Total		Unit Cost	Total		Unit Cost	Totai	Quantity		Total		Unit Cost		Quantity		Total	Quantity	Unit Cost	Total		Unit Cost	Total		Unit Cosi						Unit Cost	
Virlare ABQ-PBIA (Roundtrip)	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0
fotel (nights)	0	\$180.00	\$0	C	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$160.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0
Aeals (Days)	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$35.00	\$0	0	\$36.00	\$0	0	\$36.00	\$C	0	\$36.00	\$0	0	\$36.00	\$0
Car Rental (Days)	D	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	0	\$1 <b>B.00</b>	\$0	0	\$18.00	\$0	D	\$18.00	\$0	D	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0
Ascellaneous Reproduction (Copies)	D	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	SC	0	\$0.50	\$0	0	\$0.50	\$0
Presentation Boards - 30"x40" color boards (Quantity	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0
Vernight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	SO	0	\$15.00	\$0	0	\$15.00	\$0
ranscripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	Q	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0
Postage - Letters (Quantity)	D	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	D	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	٥	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0
lewspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	Ó.	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
Aileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	D	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	S0
lileage - Driando-PBIA-Orlando (Miles)	D	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	Q	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
	0	\$0.00	\$0	0	\$0.00	\$0	Ó	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	D	\$0.00	\$0	Q	\$0.00	\$0	0	\$0.00	\$0	_0	\$0.00	\$0	0	\$0.00	<b>\$</b> 0	0	\$0.00	\$0
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	50
TOTAL			\$0	L	1	\$0			\$0			\$0		1	\$0		ł	\$0	1		\$0			\$0	L		\$0	<b>_</b>		\$0	1		\$0
	Add	itional Task 7	.3	Ad	ditional Tas	k 7.4	Ada	itional Task	7.5	Ado	itional Task	7.6	Ad	ditional Tag	ak 8		RAND TOT.		<u> </u>						-			T			Γ		
Expense (Unit Measurement)	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unii Cost	Totai	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	1 "	RANU IUI.	et.												i			

Expense (Unit Measurement)																	RAND TOT	- A I			 		 						<u>+                                    </u>		
		Unit Cost	Total	Quantity	Unit Cost			Unii Cost			Unit Cost			Unit Cost																	-
intare ABQ-PBIA (Roundtrip)	isisyykönyt isott 2 i	\$400.00	\$400	3	\$400.00	\$1,200	0	\$200.00		1	\$400.00		0	\$200.00	\$0			a standard grades													T
otel (nights)	2	\$180.00	\$360	8	\$180.00	\$1,440	1	\$180.00		1	\$180.00	\$180	0	\$180.00	\$0																Г
eals (Days)	2	\$36.00	\$72	16	\$36.00	\$576	1	\$36.00	\$36	2	\$36.00	\$72	0	\$36.00	\$0						 										1
ar Rental (Days)	2	\$70.00	\$140	3	\$70.00	\$210	1	\$70.00	\$70	1	\$70.00	\$70	0	\$70.00	\$0						 							<u> </u>	$\square$	$\square$	$\perp$
Parking (Days)	2	\$18.00	\$36	6	\$18.00	\$108	0	\$18.00	\$0	2	\$18.00	\$36	0	\$18.00	\$0										<b>.</b>				Įl	<b></b>	1
Miscellaneous Reproduction (Copies)	0	\$0.07	<b>\$</b> 0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0						 					L		<u> </u>	┢───┤	<b></b>	–
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$D	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0			L		1							ļ	<b> </b> '	$ \longrightarrow $	<b></b>	
resentation Boards - 30"x40" color boards (Quantity)	0	\$50.00	\$0	D	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	<u> </u>							 		ļ			<u> </u>	<b></b>	<b>I</b>	+
ocument Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0						 		 		ļ			'	┢───┥	<b></b>	
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0					1 1			 				1	'	<b>i</b>	<b>—</b>	<b>_</b>
Transcripts (Pages)	0	\$3.00	\$0	D	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0			ļ			 							'	<b>↓</b>	<b> </b>	+
Postage - Letters (Quantity)	0	\$0.75	\$0	Q	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0				<u> </u>									<b></b> '	<b> </b>	<b></b>	+
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0								 					<u> </u>		<b></b>	1
lewspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0						 		 	L	<u> </u>			<u> </u> '	$ \longrightarrow $	t	+
fileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0			<u> </u>			 		 				ļ	<u> </u>	<b> </b>	<u> </u>	+
lileage - Orlando-PBIA-Orlando (Miles)	340	\$0.49	\$167	1700	\$0.49	\$833	340	\$0.49	\$167	0	\$0.00	\$0	0	\$0.00	\$0	TOTAL	TOTAL -			<u> </u>			 	ļ	L		ļ	<u> </u>	∔		_
	Û	\$0.00	\$0	0	\$0.00	\$D	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			GRAND						<u> </u>			1	<u> </u>	∔}	<b>↓</b>	-
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	Tasks	/ Tasks		L		 	L	 	I	<u> </u>			<u> </u>	┟────┤	—	+
TOTAL			\$1,175			\$4,367			\$463			\$758			\$0	\$0	\$6,752	\$6,752					 L	1						<u> </u>	

## Emerge Labor

## Airport: Palm Beach International Airport

EMERGE LABOR DETAIL

# Estimate: EIS - Phase 2 Project #: 12006681 Date: July 25, 2007 Original Phase 2 Tasks

		P	inoipal	Projec	t Director	Projec	t Manager	Sr. Co	neuitani	Co	neultent	Jr. C	oneultant	019/ Sp	Graphice		iosi Editor	Ađ	min/WP	Tot	al Labor	Ехропесс	Grand Total
Tusk		\$/HR:		\$/HR:		MHR:		\$44R:		\$/HR:	\$105		\$75	\$/HR:		\$/HR: Hours	Onal	\$/HR: Hown	Cont	Houre	Cost		
		Hours	Çcet	Houre	Cost	Носта	Coal	Houre	Cont	Houre	Cost	Hours	Cost	Hours	COM	10018	UCIII	Pication I	Com			and a second second second second	
2	ALTERNATIVES DEVELOPMENT AND EVALUATION	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	a	\$0	0	\$0	0	<b>\$</b> 0	0	<b>\$</b> 0	\$0	\$D
a	AFFECTED ENVIRONMENT	0	\$0	0	\$0	0	 \$0	0	\$0	100	\$10,500	130	\$9,750	٥	<b>50</b>	٥	\$0	0	<b>\$0</b>	280	\$20,250	\$45	\$20,295
4	ENVIRONMENTAL CONSEQUENCES						-																
4.1	Air Quality*	0	\$0	0	\$0	0	50	0	\$0	0	\$0	0	\$0	Q	\$0	0	\$0	0	\$0	o	<b>\$</b> 0	\$0	50
4.2	Coasial Resources	0	50	a	\$0	0	\$0	a	<b>\$</b> 0	50	\$2,100	30	\$2,250	0	\$0	0	<b>5</b> 0	0	\$0	50	\$4,350	\$19	\$4,369
4.3	Compatible Land Use	ō	\$0	0	50	0	50	0	<del>5</del> 0	30	\$3,150	40	\$3,000	0	50	٥	\$0	0	\$0	70	\$8,150	\$47	\$6,197
4.4	Construction Impacts	0	\$0	0	\$0	0	\$0	0	\$0	ō	\$0	D	\$0	0	\$0 	D	\$0	0	\$0	D	\$0	\$0	\$0
4.5	DOT Act: Section 4(1)	a	\$0	٥	50	a	\$0	0	<b>S</b> 0	0	so	0	\$0	0	\$0	0	\$0	D	so	Ŷ	\$0	\$0	\$0
4.6	Familands	a	\$0	0	50	0	50	Q	\$0	D	sə	0	<b>\$</b> 0	D	\$0	0	<b>S</b> O	0	<b>\$</b> 0	0	\$0	\$0	\$0
4.7	Fish, Wildlife, and Plants	0	\$0	٥	\$0	0	\$0	0	\$0	0	\$0	Ð	ະຍ	0	ຮ	۰.	\$0	0	\$0	0	\$0	\$0	\$0
4.6	Floodplains	٥	\$0	0	<b>\$</b> 0	ō	<b>\$</b> 0	D	\$0	0	50	0	\$0	0	\$0	0	\$0	0	ສ	0	\$0	\$0	50
	Hazardous Materials, Pollution Prevention, and Solid Waste	0	\$0	0	\$0	D	so	0	\$0	30	\$3,150	40	\$3,000	0	\$0	0	\$0	0	\$0	70	\$8,150	\$19	\$6,169
· 4.10	Historic, Architectural, Archaeological, and Cultural Resources'	D	\$0	D	<b>\$</b> 0	D	<b>\$</b> 0	0	\$0	0	\$0	0	\$0	0	80	٥	\$0	0	\$0	۰	\$0	\$0	\$0
4.11	Light Emissions	0	\$0	0	\$0	0	50	0	\$0	0	\$0	0	\$0	0	- 50	0	50	•	\$0	0	50	\$0	\$0
4.12	Energy Supply and Natural Resources	0	<b>S</b> 0	0	\$0	0	\$0	0	\$0	0	\$0	٩	50	٥	\$0	0	<b>\$</b> 0	0	\$0	0	\$0	\$0	\$0
4.13	Noise*	0	so	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	şo	٥	\$0	0	\$0	•	\$0	\$0	<b>5</b> 0
	Secondary (Induced) Impacts	0	\$0	•	\$0	•	\$0	0	\$0	0	<b>\$</b> 0	0	\$0	0	50	٥	\$0	0	\$0	٥	80	\$0	\$0
4,15	Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Satety Risks	0	\$0	0	\$0	0	<b>\$</b> 0	0	<b>\$0</b>	60	\$8,300	40	\$3,000	٥	\$0	0	\$0	٩	\$0	100	\$9,300	\$37	\$9,337
4.16	Water Quality	0	\$0	0	şo	0	\$0	Q	50	0	\$0	0	\$0	0	50	٥	\$0	•	\$0	0	\$0	\$0	\$0
4.17	Wellands	0	\$0	0	\$0	٥.	50	٥	\$0	0	50	D	so	0	\$0	0	\$0	a	\$0	0	\$0	\$0	80
4.18	Wild and Scenic Rivers	0	\$0	a	50	0	\$0	0	<b>\$</b> 0	Ð	<b>S</b> 0	•	\$0	D	<b>\$</b> 0	0	\$0	l °	\$0	0	\$0	<b>5</b> 0	60
4.19	Surface Transportation	٩	80	Q	50	0	\$0	٥	<b>\$</b> 0	•	\$0	0	50	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
4.20	Other Considerations	•	\$0	0	\$0	٥	\$0	0	\$0	0	\$0	0	\$0	•	\$0	0	\$0	l°.	\$0 	°.	\$0	\$0	\$0
4.2	Cumulative Impacts	0	\$0	D	50	D	\$0	0	so	0	\$0	0	\$0	0	\$0	•	\$0	<u> </u>	20 20	•	\$0	\$0	\$0
	Subtotal Taak 4	• •	\$0	•	\$0	0	\$0	•	\$0	140	\$14,700	160	\$11,250	<u>°</u>	\$0	0	\$0	<b>•</b>	\$0	290	\$25,980	\$121	\$25,071
1	MITIGATION PROGRAM DEVELOPMENT	0	\$0	۰	\$0	0	\$0	•	\$0	a	\$0	l °	\$0	°	\$0	•	80	0	90	<b>_</b>	\$0	\$0	*
6	DRAFT EIS REPORT PREPARATION*										ļ							+				\$37	\$33,337
6.	Preliminary Draft EIS	0	\$0	۰	\$0	•	\$0	0	\$0	160	\$16,800	220	\$16,500	0	\$0	•	\$0		\$0	380 60	\$33,300 \$5,100	\$19	\$55,119
6.	2 Draft EIS	0	\$0	0	50	0	\$0	•	80	20	\$2,100	40	\$3,000	0	<b>\$</b> 0	•	\$0	0	50 50	440	\$38,400	\$50	\$38,456
	Sublotsi Task i	<b>6</b> 0	\$0	0	\$0	•	\$0	0	\$a	180	\$18,900	250	\$19,600	•	\$0	-	\$0	0		1	****		
7	PUBLIC INVOLVEMENT*			1	<u> </u>	_			L	1				+-	+	-	50	-	\$0	1.		50	50
	1 Mailing List	0	\$0	0	\$0	•	\$0	0	\$0	0	\$0		50	0	\$0 \$0	0	\$0 \$0	0			50	50	\$0
	2 Project Web Site.	0	so	•	\$0	•	\$0	0	\$0	0	\$0	•	\$0	0	\$0 50		50		 	32	· · · ·	582	\$2,962
7.	7 Combined Draft EIS Public Workshop / Public Hearing	0	\$0	0	\$0	0	\$0	0	50	16	\$1,680	16	\$1,200	0	50		30		50	- 32	\$2,880	\$62	\$2,962
<u>ا</u>	Subiotal Task	-	\$0	•	\$0	0	\$0	0	\$0	16	\$1,680	18		•	\$0 \$0	0	\$0	-		24	\$2,380	\$0	\$2,280
<sup>8</sup>	ORAFT EIS COMMENT ANALYSIS*	-	\$0	0	\$0	•	30	•	\$0	18	\$1,680	• 8	\$800	•	50	+.,	\$0 \$0	-	30	0	\$0	\$0	\$0
	ASSISTANCE WITH ADMINISTRATIVE RECORD	•		0	80	•		0	\$0	0	\$0	0	\$0 50				\$0		\$0	1.	\$840	\$0	\$840
10	REFINEMENT OF THE PHASE & SCOPE	- °	\$0	0	\$0	•	\$0	•	\$0	8	\$840	•			\$0		50	+	50		\$0	\$0	\$0
11	DOCUMENT MANAGEMENT	•	\$0		\$0	•	<b>60</b>	•	\$0	0	\$0 \$0	- 0	\$0	0	30		\$0	0	\$0	+	\$0	- 50	\$0
12	PHASE 2 PROJECT MANAGEMENT	0	\$0	- 0	\$0	•		0	50	460	\$48,300			0	\$0		\$0	0	_	102	4 590,600	\$303	\$90,903
	TOTAL - ORIGINAL TAS	(8) 0	\$0	0	\$0	D	\$0	0	\$D	460	\$48,300	544				<u> </u>			<u> </u>				_

## Additional Phase 2 Tasks Identified During EIS Scopin

	nal Phase 2 Tasks Identified Dur	Pr	tnoipel	Projec	t Director	Projec	t Menager	Sr. C	onevitent	ç	neuitant	Jr. C	onsultani	Sp	Grephice xocialist	Techn	cument Ical Editor		nin/WP	Tota	d Labor	Exponsee	Grend T
Tank	Description	SHR:		S/HB:		S/HR:		\$/HR:		\$/HR:	\$105	s/HR:		\$/HR:		\$/MR;		\$/HR:		Hours			
		Houre	Cost	Hours	Cost	Hours	Cost	Hours	Coal	Hours	Cost	Houre	Cost	Houra	Cort	Hours	Cost	Hours	Cost	HOURS		WELLOWING TRANS	
						a contraction			Contract of Contract									L		_			
4	ENVIRONMENTAL CONSEQUENCES																						-
4.1.4	Air Quality - HAPs Emissions Inventory	a	\$0	0	\$0	٥	\$0	0	<b>\$</b> 0	0	80	•	\$0	0	S0	0	\$0	0	\$0	0	\$0	50	SC SC
4.1.7	Air Quellity - Soot Assessment	٥	\$0	0	\$0	0	<b>\$</b> 0	0	s.o	0	\$0	0	so	0	\$0	0	\$0	0	\$0	0	50 50	\$0 \$0	5
	Historic - Expansion of the Historic Resources APE	ō	\$0	0	\$0	0	so	0	\$0	0	\$0	•	\$0	0	\$0	0	\$0	0	\$0 \$0	0	50 50	*** \$20	
4.18.3	Noise - Existing Conditions Contour/Grid Point Analysis of Peak Month Avg. Day and Avg. Busy Day	D	so	•	\$0	0	\$0	0	\$0	0	\$0	0	50	•	\$0	0	\$0 \$0		50	0 0	50	50	5
4.13.1.2	Noise - Obtain and Process Aircraft Flight Track Data (Modified Flight Profile Development)	0	\$0	0	\$0	0	\$0	0	50	°	\$0	<u> </u>	50	0	\$0	0	\$0 \$0	1.	\$0 \$0	,	50	50	9
4, 13, 1.5	Noise - Prepare Existing Conditions Supplemental Noise Analysis (Includes Vibration Testing)	0	\$0	0	\$0	•	\$0	0	\$0	a	50	•	\$0	0	\$0 \$0	0	30 50	0	50			50	\$
4,13,2	Noise - Future Conditions Contour/Grid Point Analysis of Peak Month Avg. Day and Avg. Busy Day	0	\$0	0	\$0	0	\$0	0	50	a	\$0	0	\$0 	0	50 50		50	-	50	0	50	\$0	9
4.13.2.2	Nolse - Develop Future Build Alternative Flight Tracks (Modified Flight Profile Development)	0	\$0	0	50	0	\$0	Q.	\$0	0	\$0	L°	\$0   \$0	0	50	0	50	0	50	0	\$0	\$0	5
4,13.2,6	Noise - Prepare Future Conditions Supplemental Noise Anatysis	•	\$0	•	\$0 	0	\$0	0	\$0	0	\$0	0	50	0	\$0		50		\$0	0	\$0	ŝo	1
	Subtotal Task 4	D	\$0	0	50	0	\$0	0	\$0	0	\$0	+		-		-	<u> </u>	+-					
•	DRAFT EIS REPORT PREPARATION					1		-	<b> </b>		<u> </u>			╆━──		+		+	\$0		50	50	5
5.3	Spanish Language Summaries for PDEIS and DEIS	•	<b>\$</b> 0	0	<b>S</b> 0	0	so.	0	<b>S</b> 0	•	\$0	0	\$0	0	\$0	0	50 50	0	30 50		50	\$0	
	Subtotel Tesk 6	0	\$0	D	\$D	0	\$0	•	\$0	0	\$0	•	\$0	<u>  °</u>	\$0	<u> </u> °-		┼┷		+-	<u> </u>	<u> </u>	+
,	PUBLIC INVOLVEMENT	ł	1			1		_						<b>_</b>	i		+	+		<u>}</u>		+	
7.8	Patrn Beach County Board of County Commissioners Briefings	0	50	0	\$0	•	80	0	\$0	0	50	٩	\$0	0	.90	0	\$0	0	\$0	°   °	\$0 \$0	\$0 50	
7.4	Facilitated Focus Group Meetings	0	50	0	\$0	0	\$0	0	<b>\$</b> 0	0	\$0	0	\$0	0	\$0	0	.50 50	0	so so	1 32	\$2,880	582	1 22
7.5	Alternatives Analysis Public Workshop	•	\$0	0	\$90	0	\$0	٩	\$0	18	\$1,680	16	\$1,200	• •	\$0 \$0	0	80 80	-	50	-	50	80	
7.0	Other Facilitated Focus Group Meeting	0	\$0	0	50	0	\$0	0	\$0	0	\$0	0	\$0 \$1,200			0	50	+	50	32	\$2,860	\$82	\$2
	Subtotal Task :	7 0	\$0	. D	\$0	•	80	0	\$0	16	\$1,880	18	a1,200		+					┢			+
8	DEIS AND PUBLIC COMMENT ANALYSIS				<u> </u>	-	+		50	32	\$3,360	18	51,200	0	50	0	\$0	-	s0	48	\$4,560	\$0	54
	Processing of additional comment submittels (1,500 total)	0	- 50 - 60	•	\$0 \$0	0	\$0	0		32	\$3,360	15	\$1,200	-	\$0	0	\$0	0	\$0	48	\$4,560	\$0	\$4
	Subiotal Task	0	\$0 	0	50	0	\$0				50		\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	
18	ADDITIONAL ENVIRONMENTAL ANALYSES	ļ."	- 30	<b>_</b>		D	50	- <b>-</b>	50	48	\$5,040	32	\$2,400		50	1	50	0	50	80	\$7,440	\$82	\$7

## TOTALS

		Pr	rinoipal	Proje	ot Director	Proje	t Manager	Sr. O	onauitani	0	meultant	Jr. (	Consultant		2/ Graphice Specialist		nical Editor	A	min/WP	Tot	tel Lebor	Ехрепаев	Grand Total
	Description	S/HB:		S/HB:		S/HR:		S/HB:		3/HB:	\$105	S/HR:	\$75	S/HR:		\$/HR:		\$/HPI:		<b>_</b>			Ļ
Task		Hours	-	Hours	Cost	Houre	r	Hours		Hours		Hours	Cost	Ноига	Con	Hours	Cost	Houre	Coarl	Houre	Cost		a control of hour end one the
					187 No. 9 1 188 N. 100 P. 1 10	a secondaria	AND AND ADDRESS	9 CH 4720 14		sugar to have	Construction for the Property of the	1.001.00.0			1	1			I		<u> </u>		L
	TOTAL - ORIGINAL TASKS	0	50		50		50	0	şa	460	\$48,300	584	\$42,300	0	\$0	0	50	0	\$0	1024	\$90,600	\$303	\$90,903
	TOTAL - ADDITIONAL TASKS		50		50		\$0	0	50	48	\$5,040	32	\$2,400	0	\$0	0	\$0	0	50	80	\$7,440	\$862	\$7,522
		•	50	Ļ	<u> </u>		**		\$0	508	\$58,340	596	\$44,700	0	\$0	0	\$0	0	\$0	1104	\$98,040	\$385	\$98,425
	GRAND TOTAL - Phase 2	•	\$0	<u> </u>	\$0	0	an An		<u> </u>		400,000			1		<u> </u>		L				·	

\* Does not include Additional Phase 2 Tasks Identified during EIS Scoping

Airport:	Paim Beach International Airport
Estimate:	EIS - Phase 2
Project #:	12006681
Date:	July 26, 2007

		TASK 2			TASK 3		r –	Task 4.1		<u> </u>	Task 4.2			Task 4.3			Task 4.4			Task 4.5			Task 4.6			Task 4.7			Task 4.8			Task 4.9	
Expense (Unit Measurement)	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total		Unit Cost	Total		Unit Cost	Total		Unit Cost		Quantily			,	Unit Cost	Total		Unit Cost	Total		Unit Cost	Total		Unit Cost			Unit Cost	
		\$200.00		C. C.	\$200.00	\$0	6	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	SO	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0
Airtare (Roundtrip)				<b>—</b>		\$0	<u> </u>	\$180.00	\$0	Ť	\$180.00	\$0	1 0	\$160.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	Û	\$180.00	\$0	0	\$180.00	\$0
Hotel (nights)	0	\$180.00	50	<u> </u>	\$180.00			\$36.00	\$0 \$0	~	\$36.00	#0 #0	t	\$36.00	<u>¢0</u>	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0
Meals (Days)	0	\$36.00	50	<u> </u>	\$36.00	\$0	<u> </u>	\$70.00	\$0		\$70.00		<u> </u>	\$70.00	- <del></del>	ů	\$70.00	\$0	<u> </u>	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0
Car Rental (Days)	0	\$70.00	<b>\$</b> 0	0	\$70.00	\$0	<u> </u>		\$U 0-				<u> </u>	\$18.00	- 00		\$18.00	80	Ť	\$18.00	\$0	- <u>-</u>	\$18.00	\$0	0	\$18.00	so	0	\$18.00	\$0	0	\$18.00	\$0
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	<u> </u>	\$18.00	\$0	0	\$18.00	φ <b>υ</b>			<u>30</u> \$7	-	\$0.07	40 #D		\$0.07	\$0	<u> </u>	\$0.07	*0		\$0.07	50	0	\$0.07	\$0	50	\$0.07	\$4
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	50	\$0.07	\$4	100	\$0.07	\$/	<u> </u>				\$0.50	\$0		\$0.50	*0		\$0.50	\$0	- <u>~</u>	\$0.50	\$0	0	\$0.50	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	<u> </u>	\$0.50	\$0		\$0.50	\$0				-		\$0 07		-	so	<del>ا</del>	\$50.00	¢0		\$50.00	\$0
Presentation Boards - 30'x40' color boards (Quantity)	0	\$50.00	\$0	0	\$50.00	\$D	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$D	0	\$50.00	\$0	<u> </u>	\$50.00	\$0		\$50.00		<u> </u>	\$0.25	40		\$0.25	\$0
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	D	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0		\$0.25	\$0				<u> </u>	\$15.00	\$15
Overnight Shipping (Packages)	0	\$15.00	\$0	3	\$15.00	\$45	0	\$15.00	\$0	1	\$15.00	\$15	1	\$15.00	\$15	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0		\$15.00	
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0		\$0.75	<u>\$0</u>
Postage - Letters (Quantity)	0	\$0.75	\$0	D	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	· · · · ·		\$0
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0,19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	<u> </u>	\$0.19	\$0	0	\$0.19	\$0
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	SO	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0		\$0.00	\$0	0	\$0.00	
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	D	\$0.49	\$0	0	\$0.49	\$0	Ó	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0
Mileage - Local		\$0.00	\$0	1 ů	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	50	\$0.49	\$25	D	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
Inneafle - croon		\$0.00	\$0	t õ	\$0.00	so	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
		\$0.00	\$0	t õ	\$0.00	50		\$0.00	\$0	1 0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	O I	\$0.00	\$0
TOTAL	V	\$0.00		<u>۲</u>		\$45		40.00	\$0	t	40.00	\$19	· · · ·		\$47			\$0	1		\$0			\$0			\$0			\$0		1	\$19

<u> </u>		Task 4.10		1	Task 4.11		1	Task 4.12			Task 4.13			Task 4.14			Task 4.15			Task 4.16			Task 4.17			Task 4.18			Task 4.19			Task 4.20	
Expense (Unit Measurement)		Unit Cost	Total	Quantity		Tolal	Quantity		Total		Unit Cost	Total		Unit Cost	Totai	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost			Unit Cost	
	Sector Sector Sector			Salara Dikataa	0.00000210001072	640000000000	BARREN AND AND AND AND AND AND AND AND AND AN	\$200.00	A.C.		\$200.00	800 C	0	\$200.00	¢n	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0
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Hotel (nights)	D	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	<u> </u>	\$180.00	\$0	<u> </u>				\$36.00	\$0		\$36.00	50 50	<u>,</u>	\$35.00	\$0	0	\$36.00	\$0	i i	\$36.00	\$0	0	\$36.00	\$0
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   | Total           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0  | Quantity<br>0<br>0<br>0<br>0<br>0<br>0   | Unit Cost<br>\$200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$18.00<br>\$18.00<br>\$0.07  | Total<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0  | Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   
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   | Total<br>\$0<br>\$0<br>\$72<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0   | Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | Unit Cost<br>\$200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$18.00<br>\$0.07<br>\$0.50<br>\$50.00<br>\$0.25  | Total           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0   | Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  
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   | Total           \$0           \$0           \$72           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0   | Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | Unit Cost<br>\$200.00<br>\$180.00<br>\$70.00<br>\$18.00<br>\$10.07<br>\$0.07<br>\$0.50<br>\$50.00<br>\$50.00<br>\$0.25<br>\$15.00  | Total           \$0   | Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  
   | Unit Cost<br>\$200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$18.00<br>\$0.07<br>\$0.50<br>\$50.00<br>\$0.25<br>\$15.00<br>\$3.00<br>\$0.75   | Total           \$0   | · ·  |  |  
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| Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | Unit Cost<br>\$200.00<br>\$38.00<br>\$70.00<br>\$18.00<br>\$0.07<br>\$0.50<br>\$50.00<br>\$0.25<br>\$15.00<br>\$3.00<br>\$3.00<br>\$3.00   | Total           \$0  | Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | <ul> <li>Unit Cost</li> <li>\$200.00</li> <li>\$180.00</li> <li>\$36.00</li> <li>\$70.00</li> <li>\$18.00</li> <li>\$0.07</li> <li>\$0.50</li> <li>\$50.00</li> <li>\$0.25</li> <li>\$15.00</li> <li>\$3.00</li> <li>\$0.75</li> </ul>   | Total           \$0  
   
   
   
   | Cuantily<br>0<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | y Unil Cost<br>\$200.00<br>\$180.00<br>\$38.00<br>\$70.00<br>\$18.00<br>\$0.07<br>\$0.50<br>\$550.00<br>\$0.25<br>\$15.00<br>\$3.00  
   | Total<br>\$0<br>\$0<br>\$72<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0   | Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | Unit Cost<br>\$200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$18.00<br>\$0.07<br>\$0.50<br>\$50.00<br>\$50.00<br>\$50.00<br>\$50.00<br>\$3.00   | Total           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0   | Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  
   | Unit Cost<br>\$200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$18.00<br>\$0.07<br>\$0.50<br>\$50.00<br>\$0.25<br>\$15.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$0.75<br>\$0.19   | Total           \$0   | · ·  |  |  
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| Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | Unit Cost<br>3200.00<br>\$180.00<br>\$18.00<br>\$0.07<br>\$0.07<br>\$0.50<br>\$50.00<br>\$50.00<br>\$0.25<br>\$15.00<br>\$3.00<br>\$0.25<br>\$15.00<br>\$0.25<br>\$15.00<br>\$0.25<br>\$15.00<br>\$0.25<br>\$15.00<br>\$0.25<br>\$15.00  | Total           \$0  | Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | <ul> <li>Unit Cost</li> <li>\$200.00</li> <li>\$180.00</li> <li>\$36.00</li> <li>\$70.00</li> <li>\$18.00</li> <li>\$0.07</li> <li>\$0.50</li> <li>\$50.00</li> <li>\$0.25</li> <li>\$15.00</li> <li>\$3.00</li> <li>\$3.00</li> <li>\$0.75</li> <li>\$0.19</li> </ul>   | Total           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0  
   
   
   
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   | Total           \$0           \$0           \$72           \$0   | Quantity           0   | Unit Cost<br>\$200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$0.07<br>\$0.50<br>\$50.00<br>\$0.25<br>\$15.00<br>\$3.00<br>\$0.75  | Total           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0   | Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  
   | Unit Cost<br>\$200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$18.00<br>\$0.07<br>\$0.50<br>\$50.00<br>\$0.25<br>\$15.00<br>\$3.00<br>\$0.75   | Total           \$0   | · ·  |  |  
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   | Quantity           0           0           2           0   | y Unil Cost<br>\$200.00<br>\$180.00<br>\$38.00<br>\$38.00<br>\$18.00<br>\$0.07<br>\$0.50<br>\$50.00<br>\$0.25<br>\$15.00<br>\$3.00<br>\$0.25<br>\$15.00<br>\$3.00<br>\$0.75<br>\$0.19<br>\$0.00  
   | Total           \$0           \$0           \$0           \$72           \$0   | Quantity           0   | Unit Cost<br>\$200.00<br>\$180.00<br>\$70.00<br>\$18.00<br>\$0.07<br>\$0.50<br>\$50.00<br>\$0.25<br>\$15.00<br>\$3.00<br>\$0.75<br>\$0.75<br>\$0.75  | Total           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0   | Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  
   | Unit Cost<br>\$200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$18.00<br>\$0.07<br>\$0.50<br>\$50.00<br>\$0.25<br>\$15.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$0.75<br>\$0.19   | Total           \$0   | · ·  |  |  
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Cost<br>32200.00<br>\$180.00<br>\$36.00<br>\$36.00<br>\$18.00<br>\$30.07<br>\$0.50<br>\$50.00<br>\$0.50<br>\$50.00<br>\$0.25<br>\$15.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00\$3.00 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Cost<br>\$200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$8.07<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$15.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$0.75<br>\$0.19<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$ | Total           \$0  
   
   
   
   | Quantity           0   | VUnil
Cost<br>\$200.00<br>\$180.00<br>\$36.00<br>\$36.00<br>\$36.00<br>\$0.07<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.25<br>\$50.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$0.01<br>\$3.00<br>\$0.01<br>\$0.01<br>\$0.01<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.000<br>\$0.000<br>\$0.00<br>\$0.000<br>\$0.000<br>\$ | Total           \$0           \$0           \$0           \$72           \$0   | Outentity           0  | Unit Cost<br>9200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$36.00<br>\$0.07<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$3.00<br>\$3.00<br>\$3.00<br>\$0.75<br>\$0.19<br>\$0.49  | Total           \$0   | Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                        
   | Unit Cost<br>\$200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$16.00<br>\$0.07<br>\$0.50<br>\$50.00<br>\$50.00<br>\$15.00<br>\$30.05<br>\$30.05<br>\$0.75<br>\$0.19<br>\$0.19<br>\$0.00  | Total           \$0   |  |  |  
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| Cuantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | Unit Cost<br>3200.00<br>\$180.00<br>\$180.00<br>\$180.00<br>\$180.00<br>\$18.00<br>\$18.00<br>\$18.00<br>\$18.00<br>\$18.00<br>\$10.07<br>\$0.50<br>\$50.00<br>\$0.25<br>\$15.00<br>\$0.05<br>\$0.25<br>\$0.19<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$ | Total<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0<br>\$0   | Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | Unit Cost<br>\$200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$18.00<br>\$0.50<br>\$0.50<br>\$0.25<br>\$15.00<br>\$0.25<br>\$15.00<br>\$3.00<br>\$0.75<br>\$0.75<br>\$0.00<br>\$0.00<br>\$0.49<br>\$0.00   | Total           \$0  
   
   
   
   | Outantilly           0   | VUnil
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0             | Unit Cost<br>\$200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$18.00<br>\$0.07<br>\$0.50<br>\$50.00<br>\$0.50<br>\$50.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3. | Total           \$0   |  |  |   
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Cost<br>32200.00<br>\$180.00<br>\$36.00<br>\$36.00<br>\$18.00<br>\$30.07<br>\$0.50<br>\$50.00<br>\$0.50<br>\$50.00<br>\$0.25<br>\$15.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00\$3.00 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Cost<br>\$200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$8.07<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$15.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$0.75<br>\$0.19<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$0.90<br>\$ | Total           \$0  
   
   
   
   | Quantity           0   | VUnil
Cost<br>\$200.00<br>\$180.00<br>\$36.00<br>\$36.00<br>\$36.00<br>\$0.07<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.25<br>\$50.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$3.00<br>\$0.01<br>\$3.00<br>\$0.01<br>\$0.01<br>\$0.01<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.000<br>\$0.000<br>\$0.00<br>\$0.000<br>\$0.000<br>\$ | Total           \$0           \$0           \$0           \$72           \$0   | Outentity           0  | Unit Cost<br>9200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$36.00<br>\$0.07<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$0.50<br>\$3.00<br>\$3.00<br>\$3.00<br>\$0.75<br>\$0.19<br>\$0.49  | Total           \$0   | Quantity<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                        
   | Unit Cost<br>15200.00<br>\$180.00<br>\$36.00<br>\$70.00<br>\$180.00<br>\$0.07<br>\$0.50<br>\$50.00<br>\$0.25<br>\$15.00<br>\$0.25<br>\$15.00<br>\$0.25<br>\$0.19<br>\$0.00<br>\$0.49<br>\$0.49   | Total           \$0   |  | TOTAL -  |  
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   |   |   |
|   | Quantity<br>County of the second   | Quantity         Unit Cost           Correction         1950.837           0         \$220.000           0         \$38.00           0         \$36.02           0         \$370.00           0         \$160.00           0         \$160.00           0         \$50.00           0         \$50.00           0         \$50.00           0         \$50.00           0         \$50.00           0         \$50.00           0         \$50.00           0         \$0.25           0         \$15.00           0         \$20.51           0         \$20.00           0         \$20.00           0         \$20.00           0         \$20.00           0         \$0.00           0         \$0.00           0         \$0.00           0         \$0.00 | Quantity         Unit Cost         Total           correspondent         correspondent         correspondent           0         \$200,000         \$0           0         \$36,000         \$0           0         \$36,000         \$0           0         \$70,000         \$0           0         \$70,000         \$0           0         \$518,000         \$0           0         \$518,000         \$0           0         \$50,070         \$0           0         \$50,070         \$0           0         \$50,000         \$0           0         \$52,000         \$0           0         \$52,000         \$0           0         \$52,000         \$0           0         \$52,000         \$0           0         \$52,000         \$0           0         \$52,000         \$0           0         \$52,000         \$0           0         \$0,000         \$0           0         \$0,000         \$0           0         \$0,000         \$0           0         \$0,000         \$0           0         \$0,000         \$0 | Quantity         Unit Cost         Total         Quantity           0         \$200,00         \$0         0           0         \$180,00         \$0         0           0         \$38,00         \$0         0           0         \$36,00         \$0         0           0         \$180,00         \$0         0           0         \$180,00         \$0         0           0         \$170,00         \$0         0           0         \$160,00         \$0         0           0         \$0,07         \$0         0           0         \$0,50         \$0         0           0         \$0,50         \$0         0           0         \$0,50         \$0         0           0         \$0,50         \$0         0           0         \$0,50         \$0         0           0         \$15,00         \$0         0           0         \$0,19         \$0         0           0         \$0,00         \$0         0           0         \$0,00         \$0         0           0         \$0,00         \$0         0  | Quantity         Unit Cost         Total         Quantity         Unit Cost           0         \$2200.00         \$0         0         \$2200.00         \$0         0         \$2200.00         \$0         0         \$2200.00         \$0         0         \$2200.00         \$0         0         \$250.00         \$0         0         \$180.00         \$0         0         \$180.00         \$0         0         \$180.00         \$0         0         \$180.00         \$0         0         \$180.00         \$0         0         \$180.00         \$0         0         \$270.00         \$0         \$0         \$180.00         \$0         \$180.00         \$0         \$180.00         \$0         \$180.00         \$0         \$180.00         \$0         \$180.00         \$0         \$180.00         \$0         \$180.00         \$0 <t< td=""><td>Quantity         Unit Cost         Total         Quantity         Unit Cost         Total           0         \$220.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$00</td><td>Quantity         Unit Cost         Total         Quantity         Unit Cost         Countity         Unit Cost         Countity         Unit Cost         Countity         Unit Cost         Countity         Cou</td><td>Quantity         Unit Cost         Total         Quantity         Qua</td><td>Quantity         Unit Cost         Total         Quantity         Quant</td><td>Duantity         Unit Cost         Total         Quantity         Unit Cost         Total         Quantity           0         920000         \$0         0         \$2000         \$0         0         \$2000         \$0         0         \$2000         \$0         0         \$2000         \$0         0         \$2000         \$0         0         \$2000         \$0         0<td>Duamtity         Unit Cost         Total         Quamtity         Quamtita         Quamtita         Quamtita</td></td></t<> <td>Duamtity<br/>Density<br/>(1)         Unit Cost<br/>Total         Total<br/>Density<br/>(1)         Duamtity<br/>(1)         Unit Cost<br/>Density<br/>(1)         Total<br/>Density<br/>(1)         Duamtity<br/>Density<br/>(1)         Density<br/>Density<br/>(1)         Density<br/>Densit Density<br/>(1)         Densit Density<br/>Densit</td> <td>IASR 12         Indicional Tess 4.1.4         Indicional Tess 4.1.4         Indicisity Unit Cost         Total Continue Tess 4.1.4         Contests 4.1.4         Continue Tess 4.1.4</td> <td>LASK 12         Activity unit Cast         Total         Quantity unit Cast         Total</td> <td>LASK 12         Additional Task 4.1.4         Automatic lask 4.1.4         Automatic lask 1.1.4         Automatic lask 1.1.4&lt;</td> <td>LASK 12         Additional Task 1.1*         Additis 1.1*         Additis 1.1*</td> <td>LASK 12         Additional Task 1.4         Additional Task 1.4         Additional Task 1.4         Total Cuantity         Unit Cost Total         Cuantity         Unit Cost Total</td> <td>LASK 12         Additional Task 1.4         Additional Task 1.4         Additional Task 1.4         Total Outs 1/10         Countly Unit Cost Total Countly Unit Cost Total Count (Unit Cost Total Count)         Quantity Unit Cost Total Count (Unit Cost Total Count)         Quantity Unit Cost Total Count (Unit Cost Total Count)         Quantity Unit Cost Total Count (Unit Cost Total Count)         Quantity Unit Cost Total Count (Unit Cost Total Count)         Quant (Unit Co</td> <td>IASR 12         Abbility Link Cost         Total Countity Unit Cost         Total Cost         Countity Unit Cost         Countity U</td> <td>IASR 12         Abbility Unit Cest         Total         Cuantity         Unit Cest<td>HARK 12         Additional Task 1.14         Addit Task 1.14         Additional Task 1.14</td><td>HSR 12         Abbit Dotational 1 Bas 4,1.4         Abbit Dotatis 1 Bas 4,1.4         Abbit Dotational 1 Bas 4</td><td>HSR 12         Additional Task 1/A         Addite Task 1/A         Addit</td><td>INSR 12         Abdolf-ond Table % 1.4         Abdolf-ond Table % 1.4         Abdolf-ond Table % 1.4         Abdolf ond Table % 1.4         Addolf (1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,</td><td>INSR 12         Detailing and lask 1, X         Detail Interval And Lask 1, X         De</td><td>TASK 12         Dubbin Task 11/2         Total Dubin Task 11/2         Dubin T</td><td>TASK 12         Duentity         Unit Cost         Total         Duentity</td><td>Lask 12         Automity lask 1.12         Automity lask 1.12         Automity lunit cast         Total         Quantity lunit cast         Quantity lunit cast</td><td>LASK 12         Automatical lask 1.4         Automatical lask 1.4<!--</td--><td>LASK 2         Automative late 4.1.4         Automative</td><td>LBS 12         Notice Table         Notice Table</td><td>LASK 2         Absolute Visit 2         Absolute Visit 2         Control Visit 2<!--</td--></td></td></td> | Quantity         Unit Cost         Total         Quantity         Unit Cost         Total           0         \$220.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$0         0         \$200.00         \$00 | Quantity         Unit Cost         Total         Quantity         Unit Cost         Countity         Unit Cost         Countity         Unit Cost         Countity         Unit Cost         Countity         Cou  | Quantity         Unit Cost         Total         Quantity         Qua | Quantity         Unit Cost         Total         Quantity         Quant | Duantity         Unit Cost         Total         Quantity         Unit Cost         Total         Quantity           0         920000         \$0         0         \$2000         \$0         0         \$2000         \$0         0         \$2000         \$0         0         \$2000         \$0         0         \$2000         \$0         0         \$2000         \$0         0 <td>Duamtity         Unit Cost         Total         Quamtity         Quamtita         Quamtita         Quamtita</td> | Duamtity         Unit Cost         Total         Quamtity         Quamtita         Quamtita         Quamtita | Duamtity<br>Density<br>(1)         Unit Cost<br>Total         Total<br>Density<br>(1)         Duamtity<br>(1)         Unit Cost<br>Density<br>(1)         Total<br>Density<br>(1)         Duamtity<br>Density<br>(1)         Density<br>Density<br>(1)         Density<br>Densit Density<br>(1)         Densit Density<br>Densit | IASR 12         Indicional Tess 4.1.4         Indicional Tess 4.1.4         Indicisity Unit Cost         Total Continue Tess 4.1.4         Contests 4.1.4         Continue Tess 4.1.4  | LASK 12         Activity unit Cast         Total         Quantity unit Cast         Total | LASK 12         Additional Task 4.1.4         Automatic lask 4.1.4         Automatic lask 1.1.4         Automatic lask 1.1.4< | LASK 12         Additional Task 1.1*         Additis 1.1*         Additis 1.1* | LASK 12         Additional Task 1.4         Additional Task 1.4         Additional Task 1.4         Total Cuantity         Unit Cost Total         Cuantity         Unit Cost Total | LASK 12         Additional Task 1.4         Additional Task 1.4         Additional Task 1.4         Total Outs 1/10         Countly Unit Cost Total Countly Unit Cost Total Count (Unit Cost Total Count)         Quantity Unit Cost Total Count (Unit Cost Total Count)         Quantity Unit Cost Total Count (Unit Cost Total Count)         Quantity Unit Cost Total Count (Unit Cost Total Count)         Quantity Unit Cost Total Count (Unit Cost Total Count)         Quant (Unit Co | IASR 12         Abbility Link Cost         Total Countity Unit Cost         Total Cost         Countity Unit Cost         Countity U | IASR 12         Abbility Unit Cest         Total         Cuantity         Unit Cest <td>HARK 12         Additional Task 1.14         Addit Task 1.14         Additional Task 1.14</td> <td>HSR 12         Abbit Dotational 1 Bas 4,1.4         Abbit Dotatis 1 Bas 4,1.4         Abbit Dotational 1 Bas 4</td> <td>HSR 12         Additional Task 1/A         Addite Task 1/A         Addit</td> <td>INSR 12         Abdolf-ond Table % 1.4         Abdolf-ond Table % 1.4         Abdolf-ond Table % 1.4         Abdolf ond Table % 1.4         Addolf (1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,</td> <td>INSR 12         Detailing and lask 1, X         Detail Interval And Lask 1, X         De</td> <td>TASK 12         Dubbin Task 11/2         Total Dubin Task 11/2         Dubin T</td> <td>TASK 12         Duentity         Unit Cost         Total         Duentity</td> <td>Lask 12         Automity lask 1.12         Automity lask 1.12         Automity lunit cast         Total         Quantity lunit cast         Quantity lunit cast</td> <td>LASK 12         Automatical lask 1.4         Automatical lask 1.4<!--</td--><td>LASK 2         Automative late 4.1.4         Automative</td><td>LBS 12         Notice Table         Notice Table</td><td>LASK 2         Absolute Visit 2         Absolute Visit 2         Control Visit 2<!--</td--></td></td> | HARK 12         Additional Task 1.14         Addit Task 1.14         Additional Task 1.14 | HSR 12         Abbit Dotational 1 Bas 4,1.4         Abbit Dotatis 1 Bas 4,1.4         Abbit Dotational 1 Bas 4 | HSR 12         Additional Task 1/A         Addite Task 1/A         Addit | INSR 12         Abdolf-ond Table % 1.4         Abdolf-ond Table % 1.4         Abdolf-ond Table % 1.4         Abdolf ond Table % 1.4         Addolf (1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1, | INSR 12         Detailing and lask 1, X         Detail Interval And Lask 1, X         De | TASK 12         Dubbin Task 11/2         Total Dubin Task 11/2         Dubin T | TASK 12         Duentity         Unit Cost         Total         Duentity | Lask 12         Automity lask 1.12         Automity lask 1.12         Automity lunit cast         Total         Quantity lunit cast         Quantity lunit cast | LASK 12         Automatical lask 1.4         Automatical lask 1.4 </td <td>LASK 2         Automative late 4.1.4         Automative</td> <td>LBS 12         Notice Table         Notice Table</td> <td>LASK 2         Absolute Visit 2         Absolute Visit 2         Control Visit 2<!--</td--></td> | LASK 2         Automative late 4.1.4         Automative | LBS 12         Notice Table         Notice Table | LASK 2         Absolute Visit 2         Absolute Visit 2         Control Visit 2 </td |

LB LIMITED LABOR DETAIL

## Airport: Palm Beach International Airport

# Estimato: EIS - Phase 2 Project #: 12006681 Date: July 28, 2007 Original Phase 2 Tasks

	111111111111111111111111111111111111111	Pri	incipal	Projec	Director	Depui	y Project Inager	Sr. Public Spec	involvement Satist	Con	sultant	Jr. Ca	neultant		Graphics eclatist		ument cal Editor	Adr	nia/WP	Tot	el Labor	Expenses	Grand Total
Tank		\$/HR:		\$/HR:		S/HR:		\$/HR:	\$178.14			\$/HR:		\$7HR:		6/HR:		S/HR:					
		Hours	Cost i	Hours	Cost	Hours	Coat	Houra	Cost	Houre	Cost	Houre	Cosi	Houra	Cost	Houre	Cost	Kours	Cosi	Houre I	Cost		
2	ALTERNATIVES DEVELOPMENT AND EVALUATION	0	\$0 ···	0	\$0	•	50		\$0	•	\$0		\$0		\$0	D	<b>\$</b> 0	a	\$0	0	\$0	\$0	\$0
	AFFECTED ENVIRONMENT	0	\$0	0	\$0	- 0	\$0	0	30	0	50	a	\$0	Q	\$0	0	\$0	a	\$0	0	\$0	\$D	20
4	ENVIRONMENTAL CONSEQUENCES																						
4.1	Air Quality	D	\$0	0	<b>\$</b> 0	0	\$0	0	\$0	0	\$0	0	<b>\$</b> 0	0	\$0	0	<b>\$</b> 0	0	\$0	0	<b>\$</b> 0	\$0	\$0
4.2	Coastal Resources	D	\$0	0	<b>\$</b> 0	D	<b>\$</b> 0	0	\$0	0	<b>\$</b> 0	0	<b>\$</b> 0	0	50	0	\$0	0	\$0	٥	\$0	\$0	\$0
4.3	Compatible Land Use	0	<b>S</b> 0	0	\$0	υ	<b>S</b> 0	D	\$0	0	so	0	<b>\$</b> 0	0	\$0	o	<b>\$</b> 0	0	\$0	0	\$0	<b>\$</b> 0	\$0
4.4	Construction Impacta	0	\$0	0	so	0	so	0	\$0	0	\$0	0	\$0	Ū.	<b>\$</b> 0	0	\$0	Ŷ	<b>S</b> C	0	\$0	\$0	\$0
4.5	DOT Act: Section 4(I)	0	\$0	o	\$0	0	50	0	50	D	\$0	٥	\$0	0	\$0	0	<b>\$</b> 0	0	\$2	0	\$0	<b>\$</b> 0	<b>5</b> 0
4,6	Farmlands	0	\$0	ø	\$0	0	\$0	0	\$0	0	50	0	\$0	0	\$0	0	<b>\$</b> 0	0	\$0	0	\$0	\$2	<b>\$</b> 0
4.7	Fish, Wildlife, and Plants	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	D	50	0	\$0	٥	\$0	0	\$0	\$0	<b>\$</b> 0
4.8	Floodplains	o	\$0	0	\$0	0	\$0	0	\$0	0	59	0	so	0	<b>\$</b> 0	0	\$0	0	<b>S</b> 0	0	\$9	\$0	<b>5</b> 0
4.9	Hazardous Materials, Pollution Prevention, and Solid Waste	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	<b>\$</b> 0	0	50	0	50	٥	<b>S</b> O	o	\$0	<b>\$</b> 0	50
4.10	Historic, Architectural, Archaeological, and Cultural Recourses	0	<b>3</b> 0	٥	\$0	0	\$0	0	\$0	0	\$0	0	\$0	. 0	80	0	\$0	0	\$0	0	şn	\$0	\$0
	Light Emissions	0	50	0	\$0	0	<b>\$</b> 0	0	50	0	\$0	0	\$0	0	\$0	0	50	0	\$0	0	50	\$0	so i
4.12	Energy Supply and Natural Resources	0	\$0	0	\$0	0	\$0	0	\$0 \$	٥	\$	0	50	a	\$0	0	50	٥	<b>\$</b> 0	0	<b>\$</b> 0	<b>S</b> O	so
4.13	Noise'	0	<b>\$</b> 0	O	<b>\$0</b>	0	\$0	0	\$0	0	\$0	o	\$0	0	\$0	0	\$0	0	\$0	a	<b>\$</b> 0	\$0	\$0
	Secondary (Induced) impacts	0	50	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	a	\$0	0	50	0	\$0	\$0	<b>\$</b> 0
4.15	Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Satety Risks	0	\$0	C	\$0	٥	\$0	0	<b>\$</b> 0	0	<b>\$</b> 0	0	50	0	\$0	0	\$0	0	\$0	0	<b>\$</b> 0	\$0	\$0
4,16	Water Quality	a	<b>\$</b> 0	0	\$C	0	\$C	o	\$0	D	\$0	0	50	0	\$0	0	<b>\$</b> 0	0	\$0	٩	<b>S</b> 0	\$0	\$0
4.17	Wellands	٩	50	0	\$0	0	\$0	0	<b>S</b> 0	٥	\$0	σ	<b>\$</b> 0	σ	<b>\$</b> 0	٥	\$0	0	\$0	0	\$0	\$0	şo
4.18	Wild and Scenic Rivers	0	<b>\$</b> 0	0	\$C	0	<b>\$</b> 0	0	<b>\$</b> 0	0	\$0	a	<b>\$</b> 0	0	80	0	\$0	0	\$0	0	\$0	\$0	\$0
4.16	Surface Transportation	0	\$0	0	<b>\$</b> 0	D	<b>\$</b> 0	O	\$0	0	\$0	•	\$0	0	\$0	o	\$0	0	\$0	0	\$0	\$0	\$0
4.20	Other Considerations	0	ಖ	0	<b>S</b> 0	0	<b>S</b> 0	0	50	0	<b>\$</b> 0	0	\$0	٥	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
4.21	Cumulative Impacts	D	\$0	0	\$0	0	\$0	0	\$0	0	\$0	D	so	0	\$0	0	\$0	0	\$0	0	50	50	\$0
	Subiolai Task 4	0	\$0	0	<b>S</b> 0	0	\$0	0	50	D	\$0	0	\$0	0	\$0	0	\$0	•	\$0	•	\$0	\$0	\$0
5		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$D	0	\$0	•	\$0	•	\$0	<u> </u>	30	<b>\$</b> 0	\$0
8	DRAFT EIS REPORT PREPARATION*																	<u> </u>					
6.	Proliminary Draft EIS	Q	<b>S</b> O	0	ຍວ	0	80	0	\$0	•	\$0	0	50	0	\$D	•	\$D	0	\$0	°	\$0	\$0	50
6.5	2 Dratt EIS	٥	\$0	0	\$0	•	\$0	0	\$0	0	\$0	•	\$0	•	\$0	•	50	D	50	•	\$0	\$0	\$0
L	Subtatai Teek 6	a	\$0	n	\$0	0	\$0	0	\$4	0	\$0	•	\$0	•	\$0	•	\$0	•	\$0	<u> </u> •	30	\$0	\$0
7	PUBLIC (NVOLVEMENT*			<u> </u>		ļ				<u> </u>		1								1		<u> </u>	
7.	1 Mailing List	0	\$0	0	\$0	0	<b>\$</b> 0	68	\$11,625	0	50	•	\$0	0	50	l °	\$0	0	\$0	66	\$11,625	\$0 	\$11,625
	2 Project Web Site	a	- 50	0	\$0	0	<b>S</b> 0	0	\$0	0	\$0	0	\$0	٩	50	0	\$0	0	\$0	0	50	\$0 \$13.690	\$0 \$57,197
7.	7 Combined Draft EIS Public Workshop / Public Hearing	•	\$0	0	\$0	0	<b>S</b> 0	247	\$43,507	<u> </u>	\$0	•	50	•	\$0	0	\$0	0	\$0	247	\$43,507 \$85,132	\$13,690	\$57,197
ļ	Sublotel Task 7	+	\$0	0	\$0	0	\$0	313	\$55,132	0	\$0	•	\$0	0	50	D	50	0	\$0	315	\$85,132 \$0	\$13,690 \$0	368,622
8	DRAFT EIS COMMENT ANALYSIS*	0	\$0	0	\$0	•	\$0	0	\$0		50	•	\$0	0	\$0	0	\$0	0	\$0	•	\$0 \$0	\$0 \$0	\$0 \$0
9	ASSISTANCE WITH ADMINISTRATIVE RECORD	0	\$0	0	<b>\$</b> 0	0	\$0	0	\$0	•	\$0	0	\$0	D	\$0	0	\$0 \$0	0	\$0 \$0	°	30	\$0 \$0	\$0
10	REFINEMENT OF THE PHASE 3 SCOPE	•	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0		0	\$0 \$0	1.	50	\$0	\$0
11	DOCUMENT MANAGEMENT	•	\$0	0	\$0	0	\$0	0	50	0	\$0	•	\$0	0	\$0 •	0	50	0	\$0 \$0		50 50	\$0	\$0
12	PHASE & PROJECT MANAGEMENT	B	\$0	0	\$0	<u>  •</u>	\$0	0	\$0	•	\$0	•	\$0	0	\$0	0	\$0 80	0	\$0 \$0	313	\$55,182	\$13,690	\$88,822
	TOTAL - ORIGINAL TASKS	5 0	\$0	•	\$0	•	\$0	313	\$55,132	D	\$0	0	\$0	0	\$0	0		L°	<b>"</b> "	1 "	1 444,432		

## Additional Phase 2 Tasks Identified During EIS Scoping

	Il Phase 2 Tasks Identified Du		incipal		st Director		ty Project muger		Involvement clattet	Cor	aultani	Jr. Co	Inetitient	Sp	Graphice ecisiist	Techn	umant sel Editor		nin/WP	Tot	tal Lebor	Expenses	Grand To
Tesk	Description	\$/HR:		\$/HR:		SAHR:		\$/HR:	\$176.14	\$/HR:		S/HR:		\$/HR:		\$/HR:		\$/\18:					<u> </u>
		Hours	Gost	Hours	Coat	Houre	Cost	Houre	Cost	Houre	Cost	Hours	Gost	Hours	Cost	Hows	Cost	Houra	Cost	Houre	Cost	100000000000000000000000000000000000000	
										—								<u> </u>					
4 ENV	RONMENTAL CONSEQUENCES									L												<u> </u>	
4.1.4 Air C	Quality - HAPs Emissions Inventory	0	\$0	٥	\$0	0	\$0	0	\$0	٥	\$0	0	\$0	•	\$0	0	\$0	0	\$0	•	\$0	\$0	\$0
4.1.7 Air 0	Quality - Soot Assessment	0	ୟ	0	50	0	\$0	0	<b>\$</b> 0	D	\$0	0	\$0	0	\$0	0	\$0	°	\$0	0	\$0	\$0	\$0
4.10 Histo	oric - Expansion of the Historic Resources APE	0	\$0	0	<b>\$</b> 0	0	\$0	0	50	0	\$0	0	\$0	0	so	0	\$0	0	50	0	\$0	\$0	\$0
4.13.1 Nois Peal	e - Existing Conditions Contour/Orid Point Analysis of k Month Avg. Day and Avg. Busy Day	0	\$20	0	\$0	o	\$0	0	\$0	0	\$	0	so	0	\$0	0	50	•	so	0	\$0	\$0	50
	er - Obtein and Process Aircraft Flight Track Data dified Flight Profile Development)	0	\$0	0	\$0	٥	\$0	0	\$0	0	<b>S</b> Q	٥	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	50
4.13.1.5 Nois Ana	se - Prepare Existing Conditions Supplemental Noise Jysis (Includes Vibration Testing)	0	<b>\$</b> 0	0	\$0	a	50	0	50	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	l°.	\$0	50	\$0
	se - Fulure Conditions Contour/Grid Point Analysis of & Month Avg. Day and Avg. Busy Day	٥	\$0	a	50	٩	\$0	٥	\$0	a	50	•	\$0	0	<b>\$</b> 0	a	50	•	\$0	0	\$0 	\$0	\$0
	se · Develop Future Build Alternative Filight Tracks dified Flight Profile Development)	0	\$0	٥	\$0	0	\$C	a	so	0	\$0	0	<b>\$</b> 0	0	\$0	0	\$0	0	\$0	°	\$0	\$0	, și
	se - Prepare Future Conditions Supplemental Noise stysis	0	\$0	0	so	Ŷ	50	٥	\$0	0	\$0	O	\$0	0	\$0	a	<b>ಖ</b>	°	\$0	<u> </u>	\$0	\$0	50
	Subtotal Taak 4	0	\$0	0	\$0	0	\$0	0	\$D	0	\$0	٥	80	<u> </u>	\$0	0	\$0	<u> </u>	\$0	a	<b>\$</b> 0	\$0	\$0
6 DR.	AFT EIS REPORT PREPARATION										_					L			ļ	<u> </u>	<b> </b>	<b> </b>	<u> </u>
6.3 Spa	anish Language Summaries for PDEIS and OEIS	0	<b>\$</b> 0	٥	\$û	0	\$0	0	\$0	۵	\$0	٩	\$0	0	\$0	0	\$0	0	\$0	a	60	\$0	\$0
	Subtotel Task 6	Ď	<b>\$</b> 0	0	<b>\$</b> 0	٥	\$0	D	\$0	0	\$0	0	<b>\$</b> 0	•	\$0	0	\$0	•	\$0		\$0	\$0	\$
7 1911	BLIC INVOLVEMENT	[																		L	L	<b> </b>	
	m Beach County Board of County Commissioners efings	0	\$0	0	\$0	0	\$0	122	\$21,489	0	\$0	0	\$0	٥	\$0	0	<b>S</b> 0	0	50	122	\$21,489	80	\$21,
7.4 F5	cilitated Focus Group Meetings	0	\$0	0	\$0	0	\$0	237	\$41,745	D	<b>S</b> 0	0	\$0	0	\$0	0	\$0	•	\$0	237	\$41,745	\$13,218	\$54,
7.5 Ak	emativas Analysis Public Workshop	0	\$0	0	\$0	0	\$0	261	\$45,973	0	so	•	\$0	D	\$0	°	\$0	0	\$0	281	\$45,973	\$12,71B	\$58,
7.6 CH	her Facilitated Focus Group Meeting	a	50	0	\$0	a	50	60	\$14,091	0	\$0	0	\$0	•	\$0	0	<b>\$</b> 0	0	\$Ŭ	80	\$14,091	\$4,250	\$18,
	Subtotel Task :	7 0	\$0	0	\$0	0	\$0	700	\$123,298	0	\$0	0	\$0	0	<b>\$</b> 0	0	\$0	•	\$0	700	\$123,208	\$30,186	\$153
a DE	IS AND PUBLIC COMMENT ANALYSIS																<u> </u>			┢	<u> </u>	<u> </u>	
8 Pro	ocessing of additional comment submittals (1,500 total)	0	\$0	D	\$0	۵	50	0	\$0	0	\$0	0	\$0	0	\$0	٥.	\$0	0	<b>S</b> 0	•	\$0	\$0	s
	Subtotal Taek i		<b>\$</b> 0	0	\$0	٥	\$0	0	90	0	\$0	•	\$0	0	<b>\$</b> 0	0	\$0	•	\$0	<u> </u>	\$0	\$0	3
13 AD	DITIONAL ENVIRONMENTAL ANALYSES	0	\$0	0	\$0	۵	<b>\$</b> 0	a	50	0	\$0	0	\$0	0	\$0	•	\$0	0	\$0	•	\$0	\$0	\$
	TOTAL - ADDITIONAL TASK	8 0	50	0	\$0	0	\$0	700	\$123,298		\$0		\$0	0	\$0	0	\$0	0	\$0	700	\$123,298	\$30,185	\$153

	TOTAL - ADDITIONAL TASKS	٥	\$0	0	\$0	Q	\$0	700	\$123,298	0	\$0	0	\$0	0	\$0	0	\$0	°	\$0	700	\$123,298	\$30,185	\$103,40
OTAL	5																						
		P	rincipal	Proje	ct Director		rty Project		involvement ecialist	Co	nevitant	Jr. C	instituenci		Graphice pecialist		cument Heal Editor	Ad	mku/WP	Тс	tel Labor	Expenses	Grand
Toek	Description	S/HR:		S/HR:		SAND:		S/HR:	\$176.14	S/HR:		S/HR:		S/HR:		\$/HR:		\$/HR:				_	
IDSN		Hours	0	Hours		Houra	· · · ·	Hours	Cost	Hours	Cost	Rours	Cost	Hours		Hours		Hours	Cost	Hours	Coel		
			(LZ)B(			10014							THE D. P. No. WHERE ANY		water-consideration and	STATES OF	197,777 in 198 - 950			And a second second			1
				-				1		-	<u> </u>			<u> </u>		<u> </u>	<u> </u>	<u> </u>	ł —	t—			
	TOTAL - ORIGINAL TASKS	D	so	0	50	0	\$0	313	\$55,132	0	\$0	0	50	0	50	0	\$0	0	\$0	318	\$55,132	\$13,690	<b>\$</b> 58,
						-										<u> </u>			50	700	\$123,298	\$30,186	\$153
	TOTAL - ADDITIONAL TASKS	. 0	50	0	so i	0	so i	700	\$123,298	0	\$0	0	\$O	0	\$0	0	\$0	۳.	80	~~~	\$120,230	400,100	4.00
			+		-	1			+	+		+			50	n	60		\$0	1015	\$178,430	\$43,876	\$222
	GRAND TOTAL - Phase 2	0	50	0	\$0	0	1 \$0	1015	\$178,430	0	\$0	0	\$0	0	20	1 0	••	1 2	- <b>~</b>	1	*·····		

\* Does not include Additional Phase 2 Tasks Identified during EIS Scoping

## CD CHINES CAPENSES

Airport: Estimate:	Paim Beach international Airport EIS - Phase 2
Project #:	12006681
Date:	July 26, 2007

		TASK 2		г — "	TASK 3			Task 4.1			Task 4.2			Task 4.3			Task 4.4			Task 4.5			Task 4.6			Task 4.7			Task 4.8			Task 4.9	
Expense (Unit Measurement)	Quantity	Unit Cost	Total	Quantit	1	Total	Quantity	Unit Cost	Total		Unit Cost			Unit Cost	Tolal	Quantity	Unii Cost	Total		Unit Cost			Unit Cost	Total		Unit Cost	Totai		Unit Cost			Unit Cost	
	19272-11-12-14	1 Statement		PARTICULAR AND					\$D		\$200.00	\$0		\$200.00	\$1	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0
Airfare (Roundtrip)	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00		0	ć	30	<u> </u>	\$183.00		,	\$183.00	\$0	1 0	\$183.00	\$0	-	\$183.00	\$0	0	\$183.00	\$0	0	\$183.00	\$0	0	\$183.00	\$0
Hotel (nights)	0	\$183.00	\$0	0	\$183.00	\$0	<u> </u>	\$183.00	\$0	0	\$183.00	ψυ	- 0			<u>,</u>	\$36.00	\$0		\$36.00	¢0		\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0
Meals (Days)	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0		\$36.00	- <u>so</u>	<u> </u>				\$70.00	#0 #0	i č	\$70.00	\$0		\$70.00	\$0	1	\$70.00	\$0	0	\$70.00	\$0
Car Rental (Days)	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	_ *	0	\$70.00	\$0		4.4.4	- 40 10	0	\$18.00		<u> </u>	\$18.00	*0	- <u>.</u>	\$18.00	\$0	0	\$18.00	80
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00		0	\$18.00	30	0	4.181.1	\$0	<u> </u>	\$0.07	40 60	- Å	\$10.00	so so		\$0.07	\$0
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	40			\$U 40		\$0.50	 \$0	0	\$0.50	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	50	0	\$0.50	\$0	0	\$0.50	\$0	<u> </u>	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	- <u> </u>	\$0.50	30			\$0 \$0		\$50.00	\$0
Presentation Boards - 30"x40" color boards (Quantity)	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	<u> </u>	\$50.00		0		
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	D	\$0.25	<b>\$</b> 0	Ó.	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0		\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	<u> </u>	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0
Transcripts (Pages)	0	\$3.00	50	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0 _	0	\$3.00	_\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	<u> </u>	\$3.00	\$0	0	\$3.00	\$0
Postage - Letters (Quantity)	0	\$0.75	\$C	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0
Postage - Postcards (Quantity)	Ň	\$0.19	- so	i i	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0
Newspaper Advertisements (Quantity)		\$0.00	\$0	i i	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
Mileage - Tampa-Orlando-Tampa (Miles)		\$0.49	\$0	1 ñ	\$0.49	\$0	1 <u> </u>	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0
Mileage - Tampa-Onando-) ampa (Miles)	<u> </u>	\$0.00	\$0		\$0.00	\$0	0	\$0.00	<u></u> \$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	Q	\$0.00	\$0	0	\$0.00	\$0
	<u>v</u>		\$0		\$0.00	\$0	1	\$0.00	50	0	\$0.00	50	l ô	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
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TOTAL	0	\$0.00	\$0 \$0		30.00	<u>50</u> \$0	<u> </u>	40.00	\$0	⊢ ×	40.00	<u></u>	+ <b>`</b>	42.00	\$0			\$0	1		\$0			\$0			\$0			\$0			\$0

		Task 4.10		<u> </u>	Task 4.11			Task 4.12		1	Task 4.13		T	Task 4.14		ľ	Task 4.15			Task 4.16			Task 4.17			Task 4.18			Task 4.19		l	Task 4.20	
Expense (Unit Measurement)	Quantity	Unit Cost	Total	Quantity	т	Total		Unit Cost	Total		Unit Cost						Unit Cost			Unit Cost		Quantity		Total		Unit Cost			Unil Cost			Unit Cost	Total
ter part and de antifact de la sector de la construction de la construction de la construction de la construction de	Contractor Contractor		NEW ALL AND THE REAL	BOT SATURATION	- 100);		NAME AND ADDRESS					00	- The manual set	\$200.00	\$0		\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0
Airfare (Roundtrip)	0	\$200.00	\$0	0	\$200.00	\$0	<u> </u>	\$200.00	\$0	0	\$200.00	şu.			\$0	1 Å	\$183.00	\$0	-	\$183.00	¢0		\$183.00	\$0	0	\$183.00	\$0	0	\$183.00	\$0	0	\$183.00	50
Hotel (nights)	0	\$183.00	\$0	0	\$183.00	\$0	0	\$183.00	\$0	0	\$183.00	<u>\$0</u>	0	\$183.00			\$185.00		<u> </u>	\$36.00	\$0	- č	\$36.00		<u> </u>	\$36.00	\$0	<u> </u>	\$36.00	\$0	0	\$36.00	\$0
Meals (Days)	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0		\$0		\$70.00	#U \$0		\$70.00	40	- <del>`</del>	\$70.00	\$0		\$70.00	\$0		\$70.00	\$0
Car Rental (Days)	0	\$70.00	\$0	D	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0			<u> </u>	\$18.00	30	<u> </u>	\$18.00	\$C		\$18.00	\$0		\$18.00	\$0
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	<u></u>			30		\$0.07	\$0	- č	\$0.07	00 00		\$0.07	80
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0 \$0	<u> </u>	\$0.50	\$0 \$0		\$0.50	- <del>4</del> 0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	<u> </u>								40
Presentation Boards - 30"x40" color boards (Quantity)	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	D	\$50.00	\$0	0	\$50.00	\$0		\$50.00	
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	D	\$0.25	\$0	0	\$0.25	\$0	D	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0		\$0.25	\$0		\$0.25	<u>- au</u>
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	<u> </u>	\$15.00	\$0	0	\$15.00	- 30
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	D	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0		\$3.00	
Postage - Letters (Quantity)	<u> </u>	\$0,75	\$0	a -	\$0.75	\$0	0	\$0.75	\$0	D	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	D	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0
		\$0,19	<u>60</u>	6	\$0.19	50	0	\$0.19	\$0	D	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0,19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	<u> </u>	\$0.19	\$0
Postage - Postcards (Quantity)		\$0.00	*0	- ň	\$0.00	50	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	D	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	٥	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
Newspaper Advertisements (Quantity)		\$0.49		- č	\$0,49	<u>60</u>		\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0
Mileage - Tampa-Orlando-Tampa (Miles)	<u> </u>				\$0.00	- 00 - 00	<u> </u>	\$0.00	\$0	i n	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
		\$0.00	50	0		ಾರಿ 50	~ ~	\$0.00	\$0		\$0.00	\$0	- n	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	SO	0	\$0.00	\$0	0	\$0.00	\$0
	0	\$0.00	<u>\$0</u>		\$0.00	- 06 60	<u> </u>	\$0.00	\$0	<del>ا د</del>	\$0.00	\$0	1	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$Q
TOTAL	0	\$0.00	\$0 \$0	<u> </u>	\$0.00	\$0	1. <u> </u>		\$0	<b>├</b> - <sup>∪</sup> -	40.00	50	- · · · ·	40.00	50	+ • • • • •	1	\$0			\$0	1		\$0			\$0			\$0			\$0

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Expense (Unit Measurement)	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	· · · · · ·	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Totai	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total
	1112-1220-1220-1211-124		STATICE CONTRACTOR		In the second second	AN-100404-000-00-00	COMPANY AND	a server server states a	AV-SHOT MADE IN COMPANY					\$200.00	\$0	^	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	° O	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0
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Space & AV Support at Clayton-Hutch (# of Meetings)	0	\$600.00	\$0	0	\$600.00	\$0	0	\$600.00	\$0	0	\$600.00	\$0	<u> </u>	\$200.00	50		\$200.00		- 0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0
Food & Bev. @ \$200 per	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0		30 S0	0	\$500.00	\$0		\$500.00	\$0		\$500.00	\$0	0	\$500.00	\$0	0	\$500.00	\$0	0	\$500.00	\$0
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Court Reporter (Spanish-Language; Hearing)	0	\$1,000.00	\$0	0	\$1,000.00	\$0	0	\$1,000.00	\$0	0	\$1,000.00	\$0	0	\$1,000.00	\$0	v		\$0	100	\$0.15	\$15	- 0	\$0.15	\$0		\$0.15	\$0	0	\$0.15	50	0	\$0.15	\$0
Miscellaneous Reproduction (Copies)	0	\$0.15	\$0	0	\$0.15	\$0	0	\$0.15	\$0	0	\$0.15	\$0	0	\$0.15	\$0		\$0.15 \$400.00	\$0 	- 100	\$400.00	\$800	, v	\$400.00	\$0	0	\$400.00	\$0	0	\$400.00	\$0		\$400.00	\$0
Display Legal Notice (La Palma)	0	\$400.00	\$0	0	\$400.00	\$0	0	\$400.00	\$0	0	\$400.00	\$0	<u> </u>	\$400.00	\$0	<u> </u>	-	\$0		\$500.00	\$0		\$500.00	\$0		\$500.00	\$0	0	\$500.00	\$0	n	\$500.00	\$0
Hispanic Community Mailing List (digital)	0	\$500.00	\$0	0	\$500.00	\$0	0	\$500.00	\$0	0	\$500.00	\$0	<u> </u>	\$500.00	\$0	0	\$500.00	\$0 \$0	<u> </u>	\$500.00	 \$0		\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	ů N	\$0.25	\$0
Document Production - binding (Quantity)	D	\$0.25	\$0	0	\$0.25	\$0	Ó	\$0.25	\$0	0	\$0.25	\$0	<u> </u>	\$0.25	\$0	<u> </u>	\$0.25	\$0		\$0.25 \$0,10	\$0	, v	\$0.10	\$0	0 O	\$0.10	\$0	0	\$0.10	\$0	n n	\$0.10	\$0
Printing Post Card bulk-mailer (Hispanic)	0	\$0.10	\$0	0	\$0.10	\$0	0	\$0.10	\$0	0	\$0.10	\$0	•	\$0.10	\$0		\$0.10	**		\$0.10	 \$0	0	\$0.23	50	0	\$0.23	\$0	0	\$0.23	\$0	0	\$0.23	\$0
Post Card bulk-mailing (Hispanic)	0	\$0.23	\$0	0	\$0.23	SO	0	\$0.23	\$0	0	\$0.23	\$C	0	\$0.23	\$0	0	\$0.23	\$0	<u> </u>	\$150.00	50 \$150	0	\$150.00	30 SO	0	\$150.00	\$0	t ö	\$150.00	\$0	ů.	\$150.00	\$0
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Overnight Shipping	C	\$25.00	\$0	0	\$25.00	\$0	0	\$25.00	\$0	0	\$25.00	\$0	0	\$25.00	\$0	0	\$25.00	\$0	10	\$25.00	\$250 \$120		\$25.00 \$12.00	50 50	<u> </u>	\$12.00	\$0	0	\$12.00			\$12.00	\$0
Meals	0	\$12.00	\$0	0	\$12.00	\$0	0	\$12.00	\$0	0	\$12.00	\$0	0	\$12.00	\$0	0	\$12.00	\$0	10	\$12.00	\$3.000	u a	\$3,000.00	50		\$3,000.00	\$0	ň	\$3,000.00	\$0 \$0	0	\$3,000.00	\$0
Hotel Expenses: Ballroom (3 sections)	0	\$3,000.00	\$0	0	\$3,000.00	\$0	0	\$3,000.00	\$0	0	\$3,000.00	\$0	0	\$3,000.00	\$0	0	\$3,000.00	\$0		1			\$450.00	- <del>3</del> 0 50	<u> </u>	\$450.00	\$0	ň	\$450.00	50		\$450.00	\$0
Malavan Salon - Court Reporter, Public Comments	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0		\$450.00	\$450 \$250	-	\$450.00	\$0 \$0		\$250.00	\$0	0	\$250.00	\$0	0	\$250.00	\$0
42" Screen TV	0	\$250.00	\$0	0	\$250.00	\$0	D	\$250.00	\$0	0	\$250.00	\$0	0	\$250.00	\$0	0	\$250.00	\$0	1	\$250.00		-	\$85.00	50	<u> </u>	\$85.00	\$0	h n	\$85.00	\$0	0	\$85.00	
DVD Plaver	0	\$85.00	\$0	0	\$85.00	\$0	0	\$85.00	\$0	0	\$85.00	\$0	0	\$85.00	\$0	<u> </u>	\$85.00	\$0	<u> </u>	\$85.00	\$85		\$40.00	- 50	<u> </u>	\$40.00	\$0	n n	\$40.00	\$0 \$0	0	\$40.00	\$0
A/V Tech Support/set-up (hours)	0	\$40.00	\$0	0	\$40.00	\$0	0	\$40.00	\$0	0	\$40.00	\$0	0	\$40.00	\$0	0	\$40.00	\$0		\$40.00	\$40	0	\$40.00	- 90 SQ	- 0	\$500.00	\$0	- <u>°</u>	\$500.00	SU		\$500.00	\$0
Food & Bev. (breakfast, afternoon break)	0	\$500.00	\$0	0	\$500.00	\$0	0	\$500.00	\$0	0	\$500.00	\$0	0	\$500.00	\$0	0	\$500.00	\$0	<u> </u>	\$500.00	\$500	<u> </u>		**		\$15.00	\$0	ň	\$15.00	30 S0	<u> </u>	\$15.00	30
Presentation Board Easels	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	Q	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	30	\$15.00	\$450	<u> </u>	\$15.00		<u>v</u>	\$4.00	\$0	1 n	\$4.00	 \$0	0	\$4.00	\$0
Name Tags	0	\$4.00	\$0	0	\$4.00	\$0	0	\$4.00	\$0	0	\$4.00	\$0	0	\$4.00	\$0	0	\$4.00	\$0	20	\$4.00	\$80	- <del>°</del>	\$4.00 \$70.00		<u> </u>	\$70.00	\$0		\$70.00	50		\$70.00	\$0
Mailing List (3-5 mile radius)	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0		\$70.00	\$0		\$550.00		<u> </u>	\$550.00	\$0	n n	\$550.00	\$0	- 0	\$550.00	\$0
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Printing Post Card bulk-mailer (DEIS Meeting)	0	\$0.30	\$0	0	\$0.30	\$0	0	\$0.30	<b>S</b> 0	0	\$0.30	\$0	0	\$0.30	\$0		\$0.30	\$0	4000	\$0.30	\$1,200	<u> </u>	\$0.30	<u>so</u>	<u> </u>	\$0.30	\$0	i n	\$0.30	\$0		\$0.30	\$0
Post Card bulk-mailing (DEIS Meeting)	0	\$0.30	\$0	0	\$0.30	\$0	0	\$0.30	\$0	0	\$0.30	\$0	0	\$0.30	\$0	0	\$0.30	\$0	4000	\$0.30	\$1,200 \$13,690	<u> </u>	30.30	\$0 \$0		- 00.00	\$0	t	00.00	\$0 \$0		1 1000	\$0
TOTAL			\$0			\$0			\$0	I		\$0		<u> </u>	\$0	L		\$0		I	\$13,690	L				. <u>L.,</u>					_	<u> </u>	

### Airport: Paim Beach International Airport Estimate: EIS - Phase 2 Project #: 12006681 Date: July 25, 2007

<u></u>		TASK 12		644	tional Task	414	Add	itional Task 4	1.7	Add	itional Task	4.10	Add	ilional Task	.13.1	Addit	ional Task 4	.13.1.2	Additi	onal Task 4	.13.1.5	Addi	<i>tional</i> Task	4.13.2	Addit	ional Task 4.	13.2.2	Addite	onal Task 4.	13.2.6	Adc	ditional Task	6.3
Expense (Unit Measurement)	Quantity	Linit Cost	Total		Unit Cost			Unit Cost	Total		Unit Cost	Total		Unit Cost	Total	Quantity		Total		Unit Cost	Total	Quantity	Unit Cost	Tolaí	Quantity	Unit Cost	Total	Quantity	Unit Cost	Tolai	Quantity	Unit Cost	Total
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Space & AV Support at Belvedere Elem. (# of Meeting	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	 \$0		\$200.00	50	<u> </u>	\$600.00			\$600.00	38	0	\$600.00	\$0	0	\$600.00	\$0		\$600.00	\$0
Space & AV Support at Clayton-Hutch (# of Meetings)	0	\$600.00	\$0	Q	\$600.00	\$0	<u> </u>	\$600.00	\$0	0	\$600.00	\$0	<u> </u>	\$200.00	\$0	<u> </u>	\$200.00	\$0 \$0	- č	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	Ó	\$200.00	SO	0	\$200.00	\$0
Food & Bev. @ \$200 per	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0		\$200.00	\$0		\$500.00	50	0	\$500.00	\$0 \$0	1	\$500.00	\$0	0	\$500.00	\$0	0	\$500.00	\$0	0	\$500.00	\$0
Court Reporter	0	\$500.00	\$0	0	\$500.00	\$0	Û	\$500.00	\$0	0	\$500.00	\$0	0		\$0		\$1,000.00	30 S0	- <u> </u>	\$1,000.00	<u></u>	0	\$1,000.00	3	0	\$1,000.00	\$0	n n	\$1,000.00	\$0	0	\$1,000.00	\$0
Court Reporter (Spanish-Language)	0	\$1,000.00	\$0	. 0	\$1,000.00	\$0	0	\$1,000.00	\$0	0	\$1,000.00	\$0		\$1.000.00			\$0.15	50		\$0.15	\$0	0	\$0.15	50	0	\$0.15	\$0	0	\$0.15	\$0	0	\$0.15	SO
Miscellaneous Reproduction (Copies)	0	\$0.15	\$0	0	\$0.15	\$0	0	\$0.15	\$0	0	\$0.15	\$0		- A	 \$0	<u> </u>	\$400.00	30 \$0		\$400.00	<u>\$0</u>	ň	\$400.00	\$0	- î	\$400.00	\$0	-	\$400.00	\$0	0	\$400.00	\$0
Display Legal Notice (La Palma)	0	\$400.00	\$0	0	\$400.00	\$0	0	\$400.00	\$0	0	\$400.00	\$0	0	\$400.00	\$0	<u> </u>	\$500.00	50		\$500.00	\$0	<u> </u>	\$500.00	sc .	- 0	\$500.00	\$0	0	\$500.00	50	0	\$500.00	\$0
Hispanic Community Mailing List (digital)	0	\$500.00	\$0	0	\$500.00	\$0	0	\$500.00	\$0	0	\$500.00	\$0		\$500.00	 	- <u></u>	\$0.25	\$0 \$0	<u> </u>	\$0.25	\$0	<u> </u>	\$0.25	50	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25			\$0.25 \$0.10	<u>so</u>	<u> </u>	\$0.25	\$0		\$0.25	\$0	<del>ا ر</del>	\$0.10	\$0	n	\$0.10	\$0		\$0.10	\$0
Printing Post Card bulk-mailer (Hispanic)	0	\$0.10	\$0	D	\$0.10	\$0	0	\$0.10	\$0	0	\$0.10	\$0	0	\$0.10	\$0		\$0.10	<u>su</u> so	<u> </u>	\$0.23		-	\$0.23	φu en	- <u> </u>	\$0.23	\$0	ů ř	\$0.23	\$0	0	\$0.23	\$0
Post Card bulk-mailing (Hispanic)	0	\$0.23	\$0	0	\$0.23	\$0	0	\$0.23	\$0	0	\$0.23	\$0		\$0.23	\$0	0	\$0.23	\$0 \$0	<u> </u>	\$150.00	40 \$0	1- <u>~</u>	\$150.00	- SC		\$150.00	\$0	0	\$150.00	\$0	n n	\$150.00	\$0
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Miscellaneous Supplies	0	\$100.00	\$0	0	\$100.00	\$0	0	\$100.00	\$0	D	\$100.00	\$0	0	\$100.00	\$0		\$100.00 \$25.00	50 60	<u>,</u>	\$25.00			\$25.00			\$25.00	\$0	o o	\$25.00	\$0	o o	\$25.00	SO I
Overnight Shipping	D	\$25.00	\$0	0	\$25.00	\$0	0	\$25.00	\$0		\$25.00	\$0	<u> </u>	\$25.00	\$0	0	\$25.00	\$0	<u> </u>	\$12.00	\$0		\$12.00	8	- ř	\$12.00	\$0	0	\$12.00	so		\$12.00	\$0
Meals	D	\$12.00	\$0	0	\$12.00	\$0	0	\$12.00	\$0	0	\$12.00	\$0	<u> </u>	\$12.00	\$0			\$0 \$0	- <u> </u>	\$3,000,00	\$0	<del>1 °</del>	\$3.000.00	so so		\$3,000.00	\$0	0	\$3,000.00	\$D		\$3,000.00	\$0
Hotel Expenses: Ballroom (3 sections)	0	\$3,000.00	\$0	0	\$3,000.00	\$0	0	\$3,000.00	\$0	0	\$3,000.00	\$0	0	\$3,000.00	\$0	0	\$3,000.00 \$450.00			\$450.00			\$450.00	50	- <u> </u>	\$450.00	\$0	0	\$450.00	50		\$450.00	\$0
Malayan Salon - Court Reporter, Public Comments	0	\$450.00	\$0	Q	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0		\$450.00	\$0		\$450.00	50 \$0	<u> </u>	\$250.00	 		\$250.00	s s	·	\$250.00	\$0	0	\$250.00	\$0		\$250.00	\$0
42" Screen TV	0	\$250.00	<b>\$</b> 0	0	\$250.00	\$0	0	\$250.00	\$0	0	\$250.00	\$0	P	\$250.00	\$0	<u> </u>	\$250.00	50 S0		\$85.00	\$0	+ *	\$85.00	\$	<u> </u>	\$85.00	\$0	0	\$85.00	\$0		\$85.00	\$0
DVD Player	0	\$85.00	\$0	0	\$85.00	<b>\$</b> C	0	\$85.00	\$0	0	\$85.00	\$0	0	\$85.00	\$0	0	\$40.00	- <del>3</del> 0 - 50	- <u> </u>	\$40.00	\$0		\$40.00	3	0	\$40.00	\$0	ő	\$40.00	\$0	$\overline{}$	\$40.00	\$0
A/V Tech Support/set-up (hours)	ō	\$40.00	\$0	0	\$40.00	\$0	0	\$40.00	\$0	0	\$40.00	\$0	0	\$40.00	\$0		\$40.00	<u>\$0</u> \$0		\$500.00	0	1 ñ	\$500.00	\$0		\$500.00	\$0	0	\$500.00	\$0		\$500.00	\$0
Food & Bev. (breakfast, afternoon break)	0	\$500.00	\$0	0	\$500.00	\$0	0	\$500.00	\$0	0	\$500.00	\$0	<u> </u>	\$500.00	\$0	<u> </u>			<u> </u>	\$15.00	\$0		\$15.00	50	0	\$15.00	\$0	o o	\$15.00	\$0		\$15.00	\$0
Presentation Board Easels	0	\$15.00	\$O	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0		\$15.00	 	. 0	\$4.00	\$0		\$4.00	\$0	- <u>,</u>	\$4.00	\$0	0	\$4.00	\$0		\$4.00	\$0
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Mailing List (3-5 mile radius)	a	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0			<u> </u>	\$550.00			\$550.00			\$550.00	\$0	0	\$550.00	\$0		\$550.00	\$0
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Newspaper Legal Notice	0	\$400.00	\$0	0	\$400.00	\$0	0	\$400.00	\$0	0	\$400.00	\$0	0	\$400.00	\$0		\$400.00			\$0.30	30 \$0	1 0	\$0.30	\$0		\$0.30	\$0		\$0.30	\$0		\$0.30	\$0
Printing Post Card bulk-mailer (Alts/DEIS Meeting)	0	\$0.30	\$0	0	\$0.30	\$0	0	\$0.30	\$0	0	\$0.30	\$0	<u> </u>	\$0.30	\$0	0	\$0.30	<u>\$0</u>		\$0.30	\$0		\$0.30	50		\$0.30	\$0	0	\$0.30	\$0		\$0.30	\$0
Post Card bulk-mailing (Alts/DEIS Meeting)	0	\$0.30	\$0	0	\$0.30	\$0	0	\$0.30	\$0	0	\$0.30	\$0	1.0	\$0.30	\$0	0	\$0.30	\$0 \$0		- <del>4</del> 0.30	 \$0	+ *		\$0	ł – Č – ł	+ ***	\$0	<u> </u>	40.00	\$0		++	\$0
TOTAL			\$0			\$0	I —		\$0	1		\$0			\$0	1	1	i en			40			4v	L	<u> </u>						<u> </u>	

	Addi	tional Task 7	.3	Ad	ditional Tas	k 7.4	Add	titional Task	7.5	Ade	ditional Tas	k 7.6	A	<i>dditional</i> Ta	sk 8	G		AL.							<b> </b>								
Expense (Unit Measurement)	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total		Unit Cost	Total	-			- 100 Kg - 100 - 100 Kg	a antes a de la la la la					N_ 1014144-02		26 BILING AND		102400 VICT.254-00	anglangs cause		AN IN PROPERTY.	<u>e festere</u>
	nens consciences	Contraction Contraction	WINE COURSE	STREET, NEED, OR DESIGN	tele Landa y 20 4 Mainte		A MURANE NO				\$200.00	\$0	0	\$200.00	\$0	1				T		T						1			ļ		
Space & AV Support at Belvedere Elem. (# of Meeting	0	\$200.00	\$0	6		\$1,200	0	\$200.00	\$0	0			+ <u> </u>	\$600.00	\$0					-			1									_	
Space & AV Support at Clayton-Hutch (# of Meetings)	0	\$600.00	\$0	6	\$600.00		0	\$600.00	\$0	1	\$600.00	\$600	- <u> </u>	\$200.00	\$0 \$0							-				1	1						
Food & Bev. @ \$200 per	0	\$200.00	\$0	12	\$200.00	\$2,400	0	\$200.00	<u>\$0</u>	0	\$200.00	\$0	0						<u> </u>				<u> </u>										
Court Reporter	0	\$500.00	\$ <u>0</u>	12	\$500.00	\$6,000	0	\$500.00	\$0	0	\$500.00	\$0	0	\$500.00	\$0										ł								
Court Reporter (Spanish-Language and Hearing)	0	\$1,000.00	\$0	Ó	\$1,000.00	\$0	1		\$1,000	1	\$1,000.00		• •	\$1,000.00					<u> </u>	-						1	1	1					
Viscellaneous Reproduction (Copies)	0	\$0.15	\$0	120	\$0.15	\$18	100	\$0.15	\$15	0	\$0.15	\$0	0	\$0.15	\$0 \$0					+			i				-	1					
Display Legal Notice (La Palma)	0	\$400.00	\$0	0	\$400.00	\$0	2	\$400.00	\$800	1	\$400.00	\$400	0	\$400.00									<u>-</u>		<u> </u>								
Hispanic Community Mailing List (digital)	D	\$500.00	\$0	<u>́0</u>	\$500.00	\$0	0	\$500.00	\$0	1	\$500.00	\$500	0	\$500.00	\$0 \$0							+							- · · · ·				
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0		\$0.25	\$0	0	\$0.25					1			+						1					
Printing Post Card bulk-mailer (Hispanic)	0	\$0.10	\$0	0	\$0.10	\$0	0	\$0.10	\$0	2500	\$0.30	\$750	0	\$0,10	\$0	i				+						-		1					
Post Card bulk-mailing (Hispanic)	0	\$0.23	\$0	0	\$0.23	\$0	0	\$0.23	\$0	2500	\$0.30	\$750	0	\$0.23	\$0				ł —			+			†			<u>†</u>					
Translator	0	\$150.00	\$0	0	\$150.00	\$0	1	\$150.00	\$150	1	\$150.00	\$150	0	\$150.00	\$0			Į —		<u> </u>			1				1						
Miscellaneous Supplies	û	\$100.00	\$0	0	\$100.00	\$0	0	\$100.00	\$0	1	\$100.00	\$100	0	\$100.00	\$0 \$0								+		<u> </u>	-		1	t				
Overnight Shipping	0	\$25.00	\$0	0	\$25.00	\$0	4	\$25.00	\$100	0	\$25.00	\$0	0	\$25.00		<u> </u>						<u>+</u>	· · · · ·			1		1					
Meals	0	\$12.00	\$Q	0	\$12.00	\$0	4	\$12.00	\$48	0	\$12.00	\$0	0	\$12.00	\$0								t			1	1	-					
Hotel Expenses: Ballroom (3 sections)	0	\$3,000.00	\$0	0	\$3,000.00	· · · ·	1		\$3,000	0	\$3,000.00		<u> </u>	\$3,000.00	\$0 \$0	· ··				+					<u> </u>	1	1						
Malayan Salon - Court Reporter, Public Comments	0	\$450.00	\$0	0	\$450.00		1	\$450.00	\$450	0	\$450.00		0	\$450.00 \$250.00								<u> </u>			1			1					
42" Screen TV	0	\$250.00	\$0	0	\$250.00	\$0	1	\$250.00	\$250	0	\$250.00	\$0	0	\$250.00	\$0 \$0	╂────					-	+			<u> </u>	<u> </u>							
DVD Player	0	\$85.00	\$0	0	\$85.00	\$0	1	\$85.00	\$85	0	\$85.00	\$0	<u> </u>	\$40.00	\$0										<u>+</u>	-		1	1				
A/V Tech Support/sel-up (hours)	0	\$40.00	\$0	0	\$40.00	\$0	1	\$40.00	\$40	0	\$40.00	\$0		\$40.00	\$0		<u> </u>						<u> </u>		<u> </u>	-		1					
Food & Bev. (breaklast, atternoon break)	0	\$500.00	\$0	0	\$500.00	\$0	1	\$500.00	\$500	<u> </u>	\$500.00	\$0			<u> </u>				1		<u> </u>		1										
Presentation Board Easels	0	\$15.00	\$0	0	\$15.00	\$0	30	\$15.00	\$450	0	\$15.00	\$0	0	\$15.00	\$0 \$0	ł		<u> </u>							<u> </u>		+	1					
Name Tags	0	\$4.00	\$0	0	\$4.00	\$0	20	\$4.00	\$80	0	\$4.00	\$0	0		\$0			<u> </u>					<u> </u>					1					
Malling List (3-5 mile radius)	0	\$70.00	\$0	0	\$70.00	\$0	5	\$70.00	\$350	0	\$70.00	so	<u> </u>	\$70.00							<u> </u>				<u> </u>		1	1					
Newspaper Display Legal Notice	0	\$550.00	\$0	0	\$550.00	\$0	4		\$2,200	0	\$550.00	\$0		\$550.00	\$0		<u> </u>		<u> </u>		<u> </u>	-	+			1	1	1	1 ·····				
Newspaper Legal Notice	0	\$400.00	\$0	0	\$400.00	\$0	2	\$400.00	\$800	0	\$400.00	\$0		\$400.00	\$0 \$0	TOTAL -	TOTAL -					<u> </u>	<u> </u>		<u> </u>		1	1					
Printing Post Card bulk-mailer (Alts Meeting)	D	\$0.30	\$0	0	\$0.30	<b>i \$</b> 0	4000	\$0.30	\$1,200	0	\$0.30	\$0	<u>+ °</u>	\$0.30	- ····	Original Tasks	Additiona / Tasks	GRAND				+	1	†	t								
Post Card bulk-mailing (Alts Meeting)	0	\$0.30	\$D	0	\$0.30	\$0	4000		\$1,200	<u>۹</u>	\$0.30	\$0	<u> </u>	\$0.30	\$0 \$0	\$13,690	\$30,186	\$43.876		-	+				<u> </u>		1		· · · · · · · · · · · · · · · · · · ·				
TOTAL			\$0			\$13,218			\$12,718	<u> </u>		\$4,250			1 20	φ13,690	φου, 160				<u> </u>			· · · ·			•		·····				

## LB Limited Expenses

## TransSolutions Labor

TRANSSOLUTIONS LABOR DETAIL

## Airport: Paim Beach International Airport

# Estimate: EIS - Phase 2 Project #: 12006681 Date: July 26, 2007

## Original Phase 2 Tasks

3         AFFEC           4         EMVIR           4.1         Alr Que           4.2         Coasta           4.3         Conga           4.4         Constr           4.5         DOT A           4.6         Filosity           4.7         Filosity           4.8         Filosity           4.9         Hazan           4.10         Hazan           4.11         Light E Energy           4.12         Energy           4.13         Neiser	EINATIVES DEVELOPMENT AND EVALUATION ECTED ENVIRONMENT IRONMENTAL CONSEQUENCES 2038/y* stal Resources apatible Land Use struction Impacts f Act: Section 4(1) miancia t, Wildiffe, and Plants codelains cardista Material, Pollution Prevention, and Sokid Weste sources* il Emissions ray, Supply and Natural Resources	ShiR: Hours 32 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$226 Cost \$7,652 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$2AHR: Heurs 100 D D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$12,100 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	S/IR: Hours C D D D D D D D D D D D D D D D D D D		SAHR: Hours 380 D 0 0 0 0 0	\$96 3 Cost 5 \$34,580 \$0 \$0 \$0 \$0 \$0 \$0	SAHR: Hours 0 D D 0 0		SiriiR: Hours S 0 0 0 0		NHR: Houre 0 0		S/HR: Hours 0 0 0	200mt \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$/HR: Hours 0 0	50 50 50 50 50 50 50	492 6 0	\$54,212 \$0 \$0 \$0 \$0 \$0	\$3,836 \$0 \$0 \$0 \$0	\$58,148 \$0 \$0 \$0 \$0 \$0 \$0
3         AFFEC           4         Envira           4.1         Ar Que           4.2         Coasta           4.3         Constr           4.4         Constr           4.5         DOT A           4.6         Famile           4.7         Fielt, V           4.8         Floog           4.9         Hoan           4.10         Hean           4.11         Light E           4.12         Energy           4.13         Neiser	ERNATIVES DEVELOPMENT AND EVALUATION ECTED ENVIROMENT IRROMENTAL CONSEQUENCES 2008by* stal Pascurces apatible Land Use struction Impacts If Art: Section 4(1) miancia N. Wildiffe, and Plants ocdplains Extructed Advintig, Politikin Prevention, and Sokid Weste torices* If Entilectural, Archaeological, and Quitural curces* If Entilectural, Archaeological, and Quitural extructed structed stru	32 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$7,552 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	100 D D 0 0 0 0 0 0 0 0 0 0	\$12,100 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	0 0 0 0 0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	380 D D U U U O	\$34,580 \$0 \$0 \$0 \$0 \$0 \$0 \$0	0 D 0 0	\$0 \$0 \$0 \$0 \$0 \$0	0	\$0 \$0 \$2	0 0	\$0 \$0 \$0	0 0	\$0 \$0 \$0	0	\$0 \$0 \$0	492 C	\$54,212 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
3         AFFEC           4         Envira           4.1         Ar Que           4.2         Coasta           4.3         Constr           4.4         Constr           4.5         DOT A           4.6         Famile           4.7         Fielt, V           4.8         Floog           4.9         Hoan           4.10         Hean           4.11         Light E           4.12         Energy           4.13         Neiser	ECTED ENVIRONMENT  TRONMENT AL. CONSEQUENCES  Dusity  stal Resources  patible Land Use  situation Impacts  T. Act. Section 4(')  mianda  n, Wildlife, and Plants  coptains  patible Materials, PoBulion Prevention, and Solid Waste pourse*  If Cristeopa	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	D D D D D D D D D D D D D D D D D D D	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	0	\$0 \$2 \$2 \$0 \$0 \$0	0	\$0 \$0 \$0 \$0 \$0	D 0 9	\$0 \$0 \$0	0 0	\$0 ,\$21	9 0	\$0 	0	\$0 50	0	\$0 \$0	6 0	\$0 	\$0 \$0 \$0	\$0 \$0 \$0
4 Envire 4.1 Ar Que 4.2 Coasta 4.3 Compr 4.4 Constr 4.5 DOT A 4.6 Famile 4.7 Fieb, V 4.8 Finolog 4.9 House 4.9 House 4.10 House 4.10 House 4.10 Resource 4.11 Light E Energy	IRIONMENTAL DONSEQUENCES Dusity* Stal Resources patible Land Use struction Impacts T.Act: Socient 4(1) mianda n, Wildlife, and Plants oxplaints randste Materials, Policilon Prevention, and Sokid Waste toordeal patible Land, Arohaeological, and Guitumi patient argy Supply and Natural Resources	0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	0 0 0 0 0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	0 0 0 0	\$0 \$0 \$0 \$0	0	\$0 50 \$0	0	50 50	0	50	0	\$0	0	50	0	\$0	0	\$0 \$0	50 50	\$0 \$0
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4.10 Histori 4.11 Light E 4.12 Energy 4.13 Noise	toric, Architectural, Archaeological, and Cultural Cources <sup>1</sup> Il Emissione rgy Supply and Natural Resources		\$0		50	0	\$0	0	\$0	0	\$0	0	\$0	0	50	0	<b>\$</b> 0	٥	\$0	0	\$0	\$0	\$0
4.12 Resou 4.11 Light E 4.12 Energy 4.13 Noise*	ources <sup>4</sup> I Emissions ngy Supply and Natural Resources	e		0	\$0	0	\$0	0	\$0	0	50	a	\$0	٥	\$0	0	\$0	0	\$0	0	\$0	\$0	so
4.11 Light E 4.12 Energy 4.13 Noise*	ni Emiasions Irgy Supply and Natural Resources		50	0	50	0	\$0	0	\$0	0	50	0	\$0	٥	<b>\$</b> 0	0	50	0	\$0	0	so	50	\$0
4.12 Energy 4.13 Noise*	rgy Supply and Natural Resources	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	50	D	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
		a	\$0	0	50	0	\$0	0	\$0	٥	<b>\$</b> 0	0	\$0	0	\$0	0	\$0	0	50	0	\$0	\$0	50
	se"	16	\$3,776	16	\$1,936	0	50	a	\$0	0	50	0	\$0	0	\$0	0	\$0	0	50	32	\$5,712	80	\$5,712
4.14 Secon	ondary (Induced) Impacts	0	50	•	50	0	50		\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	50	50
		0	50	0	\$0	0	50	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	D	\$0	\$0	50
4,16 Water	Mosconomic Impacts, Environmental Justice, and kinen's Environmental Health and Safety Risks for Quality	0	\$0	0	\$Q	0	\$0	0	\$0	0	\$0	D	\$0	0	\$0	0	50	0	\$0	0	\$0	\$0	\$0
4,17 Wetlan		0	50		50	0	50	0	50	0	50	0	50	0	80	0	so	0	\$0	0		\$0	50
	d and Scanic Rivers	0	50	0	50	0	50		50	0	50	0	50	0	\$0	0	\$0	0	50	0	\$0	\$0	\$0
	face Transportation	0	400 500	0	\$0	0	\$0	0	50	0	50	0	so	0	\$0	0	50	0	50	0	\$0	\$0	50
	er Considerations	0	so	0	50	0	50	0	50	0			50	0	\$0	0	\$0	0	\$0	0	\$0	\$0	50
	mulative impacts	0	50	0	50		50	0	50	0	50	0	\$0	0	\$0	6	\$0	0	\$0	0	\$0	\$0	\$0
	Subtotal Task 4	16	\$3,776	16	\$1,838	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	<b>82</b>	\$5,712	\$0	\$5,712
5 MITO	DGATION PROGRAM DEVELOPMENT	0	50	0	50	0	50	0	50	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	•	50	\$0	\$0
8 DRAF	AFT EIS REPORT PREPARATION'	-		-	<u> </u>	<u> </u>												1	1				
	sliminary Draft EIS	0	\$0	32	\$3,872	0	50	0	\$0	0	\$0	0	\$0	0	\$0	٥	\$0	0	\$0	32	\$3,872	\$0	\$3,872
6.2 Draft	-	0	\$0	16	\$1,936	0	50	0	50	0	50	•	\$0	a	\$20	a	\$0	0	\$0	16	\$1,938	50	\$1,836
	Subtotal Taak ê	•	\$0	48	\$5,808		\$0	0	\$0		\$0	0	\$0	0	50	0	\$a	0	\$0	48	\$5,800	\$0	\$6,808
7 PUBL	BLIG INVOLVEMENT*	<u> </u>					1	-				+							1			-	
7.1 Mailin	iling List	0	\$0	0	50	0	50	0	50	0	\$0	0	50	0	\$0	0	50	0	\$0	D	\$0	50	50
	ojeci Web Sta	0	\$0	0	50	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	50	D	50	0	\$0	\$0	\$0
	mbined Draft EIS Public Workshop / Public Hearing	24	\$5,664	24	\$2,904	0	50	0	50	0	\$0	0	\$0	D	\$0	0	\$0	0	\$0	48	\$8,568	\$1,616	\$10,184
	Subtotal Task 7	-	\$5,664	24	\$2,904	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	48	\$8,688	\$1,518	\$10,184
B DRA	RAFT EIS COMMENT ANALYSIS"	16	\$3,776	32	\$3,872	0	50	0	\$0	0	\$0	0	\$0	0	50	a	\$0	0	\$0	48	\$7,048	\$0	\$7,648
9 ASSI	SSISTANCE WITH ADMINISTRATIVE RECORD		\$0	0	\$D	0	\$0	0	\$0	6	\$0	0	\$0	0	\$0	•	30	0	\$0	0	\$0	\$0	\$0
	FINEMENT OF THE PHASE & SCOPE	4	\$944	8	5968	0	\$0	0	\$0	0	\$0	0	\$0	0	<b>\$0</b>	0	\$0	0	\$0	12	\$1,912	\$0	\$1,912
11 DOC	DOUMENT MANAGEMENT	0	\$0	0	\$0	0	\$0	0	\$0	<b>–</b>	\$0	0	\$0	a	\$0	•	\$0	0	\$0	0	\$0	\$0	\$0
·	HABE 2 PROJECT MANAGEMENT	0	\$0	0	\$0	0	30	0	30	0	\$0		\$0	0	\$0	0	\$0	٥	\$0	•	\$0	\$0	\$0
	TOTAL - ORIGINAL TASKS	5 92	\$21,712	228	-	0	\$0	360	\$34.560		\$0	1.	50	0	\$0	+	\$0	•	\$0	680	\$63,850	\$5,652	\$89,412

## Additional Phase 2 Tasks Identified During EIS Scoping

		Pr	incipal	Projec	at Director		ty Project mager	Sr. C	onsultant	Co	noultant	Jr. C	onsultent	8	Graphics pecialist	Techn	icel Editor		min/WP	Tota	al Labor	Expenses	Grand Tot
Task	Description	\$/HR:	\$238	\$/HR:	\$112	\$/HR:		\$/HR:	\$96	S/HRI:		\$/HER:		\$/HFI:		SATR:		\$/101:	-				┝━──
		Hours	Cost	Hours	Cost	Hours	Coal	Hours	Cost	Haure	Cost	Houra	Cost	Hours	Cost	Hours	Cost	Houre	Cost	Hours	Cost	approximate and a second second	
																<u> </u>				<u> </u>			
4 ENV	ARONMENTAL CONSEQUENCES																						
4.1.4 Air (	Quality - HAPs Emissions Inventory	0	<b>\$</b> 0	0	\$0	¢	\$0	¢	\$0	D	50	٥	50	0	\$0	0	\$0	0	\$0	٥	\$0	\$0	50
4.1.7 Air (	Quality - Soot Assessment	0	\$C	D	\$0	0	50	D	so	0	ສ	•	\$0	0	\$0	0	\$2	•	\$0	0	\$0	\$0	\$0
4. 10 Hist	oric - Expansion of the Historic Resources APE	ø	so	٥	so	0	ຣວ	٥	<b>S</b> 0	0	\$0	0	\$0	0	50	•	\$0	0	\$0	0	\$0	\$0	\$0
Pea	se - Existing Conditions Contour/Grid Point Analysis of is Month Avg. Day and Avg. Busy Day	0	50	0	<b>\$</b> 0	D	\$0	0	50	0	so	•	\$0	0	\$0	0	\$0	0	\$0	۰.	\$0	\$0	<u>s</u> 0
4.13.1.2 (Mo	se - Obtain and Process Aircraft Flight Track Data dified Flight Profile Development)	0	\$0	0	<b>S</b> 0	D	so	0	50	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
4.13.1.3 Ana	se - Prepare Existing Conditions Supplemental Noise Itysis (Includes Vibration Testing)	0	\$0	0	\$	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	80	\$0
". 13.2 Pee	se - Future Conditions Contour/Grid Point Analysis of Ik Month Avg. Day and Avg. Busy Day	0	\$0	0	\$0	٥	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$2
4.13.2.2 (Mo	se - Develop Future Build Alternative Flight Tracks dified Flight Profile Development)	Q	\$0	٥	so	0	\$0	•	\$0	•	\$0	0	50	0	\$0	0	\$0	0	\$0	a	\$0	\$0	\$0
	se - Prepare Future Conditions Supplemental Noise slysis	٥	\$0	0	\$0	0	\$0	•	\$0	0	\$0	0	\$0	۰.	\$0	٥	50	l °	\$0	a	\$0	\$0 	\$0
	Subtotel Task 4		\$0	a	\$0	•	\$0	0	\$0	0	\$0	0	\$0	•	\$0	a	\$0	0	\$0	0	\$0	\$0	\$0
6 DR	AFT EIS REPORT PREPARATION					ļ									<b> </b>				<u> </u>				50
6.3 Spi	anish Language Summaries for PDEIS and DEIS	0	\$0	a	\$0	0	\$0	0	50	0	\$0	0	\$0	0	50	0	\$0	0	\$0	0	\$0	50	30
	Subtotel Task 5	D	\$0	a	\$0	0	\$0	0	ŝo	•	\$0	a	\$0	•	80	°-	\$0	<u> </u>	\$0	0	\$0	\$0	
	BLIC INVOLVEMENT	[	1	1		· .			1			1	l					1	ļ	ł —	<u> </u>	<u> </u>	Ļ
7.3 Pai Bri	m Beach County Board of County Commissioners alings	D	\$0	٥	\$0	٥	\$0	a	\$0	0	\$0	C	\$0	• •	SC	٥	\$0	0	\$0 	0	\$0	\$0	\$0
7.4 Fa	clitizated Focus Group Meetings	0	\$0	D	\$0	٥	\$0	0	\$0	0	<b>5</b> 0	0	50	0	\$0	0	· \$0	٩	50	°	\$0	\$0	80
7.5 Alt	ernatives Analysis Public Workshop	32	\$7,552	32	\$3,872	٥	\$0	٥	\$0	D	\$0	0	\$0	0	<b>5</b> 0	0	\$0	l°.	\$0	54	\$11,424	\$1,616	\$13,04
7.6 01	her Facilitated Focus Group Meeting	0	so	0	\$0	0	\$0	0	\$0	•	\$0	•	\$0	0	\$0	°	\$0	0	\$0	•	\$0	\$0	\$0
	Subtotal Taek 7	32	\$7,552	32	\$3,872	•	\$0	0	\$D	0	50	0	ଽୖ	•	\$0	0	\$0		\$0	64	\$11,424	\$1,610	\$13,04
8 DE	EIS AND PUBLIC COMMENT ANALYSIS		L			<u> </u>	L				<b> </b>	1	I	<u> </u>	<u> </u>	ļ	ļ	<u> </u>		-			+
8 Pr	coessing of additional commant submittals (1,600 total)	16	\$3,776	32	\$3,872	0	\$0	0	\$0	0	\$0	0	\$û	0	\$0	0	\$0	0	50	48	\$7,848	\$0	\$7,64
	Subiolal Task 8	16	\$3,776	32	\$3,872	0	\$0	0	\$0	0	\$0	0	\$0	•	\$0	a	\$0	0	\$0	48	\$7,648	50	\$7,84
13 AE	IDITIONAL ENVIRONMENTAL ANALYSES	0	\$0	٥	\$0	0	so	0	\$0	0	\$0	0	\$0		\$0	•	\$0	•	\$n	0	\$0	\$0	\$0
	TOTAL - ADDITIONAL TASKS	48	\$11,328	64	\$7,744	0	\$0	0	\$0	0	<b>\$</b> 20	0	\$0	. 0	\$0	0	\$0	0	\$0	112	\$19,072	\$1,618	\$20,64

## TOTALS

		P	rinoipal	Proje	ot Director		ty Project	Sr. C	onsultant	Co	nsultent	Jr. C	onsuitent		V Graphica specialist		oumenti nicel Editor	Ac	imin/WP	Tot	tel Lebor	Ехропава	Grand Tole
Taak	Description	MHR:	5235	S/HR:	\$112	S/HR:		S/HR:	\$95	S/HR:		S/HA:		\$/HR:		\$/HB:		\$/HR:		L			<b></b>
	-	Hours	Coat	Hours	Cost	Hours	Coat	Hours	Cost	Houre	Cont	Houre	Cost	Hours		Hours	Cost	Hourn	Cost	Hours		a barbar e stand y as had	
	1					1		10-10-10-10-10-10-10-10-10-10-10-10-10-1		- DATE OF CALL	A A A A A A A A A A A A A A A A A A A	T		T									<u> </u>
	TOTAL - ORIGINAL TASKS	92	\$21,712	226	\$27,588	0	\$0	360	\$34,580	0	\$0	0	\$0	0	50	0	\$0	0	\$0	580	\$83,850	\$5,562	\$89,412
	TOTAL - ADDITIONAL TASKS	48	\$11,328	64	\$7,744	0	50	0	\$0	0	\$0	C	so	0	\$0	0	<b>\$</b> 0	a	50	112	\$19,072	\$1,616	\$20,685
	GRAND TOTAL - Phase 2	140	\$33,040	292	\$35,532	0	\$0	560	\$34,580	a	\$0	Q	\$0	٥	\$0	D	\$0	Q	\$0	792	\$102,932	\$7,168	\$110,100

\* Does not include Additional Phase 2 Tasks Identified during EIS Scoping

## I MISSOUTIONS Expenses

Paim Beach International Airport EIS - Phase 2 12006681 July 25, 2007
July 26, 2007

<u> </u>		TASK 2			TASK 3		1	Task 4.1			Task 4.2		1	Task 4.3			Task 4.4		1	Tesk 4.5			Task 4.6			Task 4.7		I	Task 4.8			Task 4.9	
Expense (Unit Measurement)		Unit Cost			Unit Cost				Total		Unit Cost	Total			Total	Quantity	Unit Cost	Total	Quantity	Unit Cost		Quantity	Unit Cost			Unit Cost			Unit Cost			Unit Cost	
Airfare (Roundtrip)		\$450.00	\$1.800	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	SC	Ö	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0
Hotel (nights)	8	\$180.00	\$1,440	0	\$180.00	\$0	0	\$180.00	\$D	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0
Meals (Days)	9	\$36.00	\$324	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	۵	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0
Car Rental (Days)	3	\$70.00	\$210	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0		\$70.00	\$0
Parking (Days)	9	\$18.00	\$162	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	- <u>-</u>	\$18.00	\$0 \$0	<u> </u>	\$18.00	\$0 \$0		\$18.00	
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	<u> </u>	\$0.07	\$0	0	\$0.07	\$0		\$0.07 \$0.50	\$0		\$0.50	\$0 \$0	0	\$0.07	
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	Q	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	<u>\$0</u>	<u> </u>	\$0.50 \$50.00	\$0		\$0.50	\$0		\$50.00	- 40 - 40		\$50.00	\$0
Presentation Boards - 30"x40" color boards (Quantity)	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0		\$0.25	\$0		\$0.25	\$0 \$0		\$0.25	\$0		\$0.25		- <u>0</u>	\$0.25	\$0
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	<u> </u>	\$0.25	- 50	<u> </u>	\$0.25	\$0	<u> </u>	\$0.25	\$0	0	\$0.25	30	- 0	\$15.00	\$0		\$15.00	\$0		\$15.00	\$0	n n	\$15.00	\$0	0	\$15.00	50
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0 \$0	0	\$15.00	\$0	-÷	\$3.00	\$0		\$15.00	\$0 \$0		\$3.00	\$0		\$3.00	\$0	0	\$3.00	\$0
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	<u>\$0</u>	0	\$3.00	\$0	0	\$3.00		0	\$0.75	\$0	<u> </u>	\$0.75	\$0	<u> </u>	\$0.75	\$0		\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	φu	<u> </u>	\$0.75	\$0 \$0	+ <del>,</del>	\$0.19		t ö	\$0.19	\$0	ň	\$0.19	\$0	0	\$0.19	\$0	1 õ	\$0,19	\$0	<u> </u>	\$0,19	so
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19 \$0.00	\$0		\$0.00	\$0		\$0.00	\$0	1 õ	\$0.00	\$0	- č	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	50
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0 \$0	<u> </u>	\$0.49	\$0		\$0.49	\$0	1- <u>~</u>	\$0.49	\$0	0	\$0.49	\$0	n	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49 \$0.00	\$0 \$0	<u> </u>	\$0.49	\$0	-	\$0.49	\$0 \$0	<del>ا آ</del>	\$0.00	\$0	ů	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	50
	0	\$0.00	\$0	<u> </u>	\$0.00	\$0	0	\$0.00	\$0 \$0		\$0.00	 \$0		\$0.00	\$0		\$0.00	\$0	1 ů	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
	<u>0</u>	\$0.00	\$0		\$0.00	<u>\$0</u> \$0		\$0.00	\$0		\$0.00	\$0 \$0	<u> </u>	\$0.00	\$0	0	\$0.00	\$0	l û	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
TOTAL	0	\$0.00	\$0 \$3,936	<u> </u> <sup>₽</sup>	\$0.00	\$0	<u> </u>	30.00	\$0 \$0		407.00	\$0	╞╴╹		\$0	1		\$0			\$0			\$0			\$0			\$0			\$0

		T			Task 4.11		1	Task 4.12	-		Task 4.13		1	Task 4.14			Task 4.15		1	Task 4.16			Task 4.17			Task 4.18			Task 4.19			Task 4.20	
Expense (Unit Measurement)	Quantity	Task 4.10	Total	Quantity	Unit Cost		Quantity		Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity				Unit Cost			Unit Cost	
							- ANTIGORNAL PROP	A PROPERTY OF A		CONTRACTOR			a ana sa ka sa	100000000000000000000000000000000000000	L.C.A. PARKS		171000000000000000000000000000000000000		Construction of the local distribution of th	\$450.00	60		\$450.00	\$0		\$450.00	¢n.	0	\$450.00	\$0	<u></u>	\$450.00	\$0
Airlare (Roundhip)	D	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0		- <del>3</del> 0			30	-	\$180.00	40		\$180.00	\$0		\$180.00	\$0
Hotel (nights)	0	\$180.00	\$0	0	\$180.00	SO	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	<u> </u>	\$180.00	\$0	0	\$180.00	\$0		\$36.00	\$0 \$0	u d	\$36.00			\$36.00	\$0
Meals (Days)	0	\$38.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	40		\$36.00	30		\$70.00			\$70.00	\$0
Car Rental (Days)	D	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	<u> </u>	\$70.00	\$0	0	\$70.00	\$0	- 0	\$18.00	\$0		\$18.00			\$18.00	30 SO
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	<u> </u>	\$18.00	\$0	0	\$18.00	\$0		\$18.00		u o		<b>4</b> 4		\$0.07	\$0
Miscellaneous Reproduction (Coples)	0	\$0.07	\$0	C	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0		\$0 \$0		\$0.07	\$0		\$0.07	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	- 30		\$0.50			\$0.50	\$0
Presentation Boards - 30"x40" color boards (Quantity	0	\$50.00	\$0	Û	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	<u> </u>	\$50.00	\$C	0	\$50.00	\$0	0	\$50.00			\$50.00	SC SC	0	\$0.25	\$0 \$0
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	<u> </u>	\$0.25	\$0 \$0	<u> </u>	\$0.25	\$0 \$0		\$15.00	\$0 \$0
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.DO	\$0	0	\$15.00	\$0	0	\$15.00 \$3.00	\$0 \$0		\$15.00	\$0 \$0
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	<u> </u>	\$3.00	\$0		\$3.00	\$0		\$3.00	\$0				0	\$0.75	\$0 \$0
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	<u>\$0</u>	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	40	t ÷	\$0.75			\$0.75	\$0 \$0		\$0.75	\$0
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19		<u> </u>	\$0.19	\$0 \$0	0	\$0.19	\$0 \$0
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	<u> </u>	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	<u> </u>	\$0.00	\$0 \$0			\$0
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	_0	\$0.49	\$0	0	\$0.49	\$0		\$0.49	\$0	0	\$0.49		<u> </u>	\$0.49			\$0.49	\$0
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	<u> </u>	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	
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	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	C	\$0.00	\$0	0	\$0.00	\$0	<u> </u>	\$0.00	\$0	<u> </u>	\$0.00	\$0	<u> </u>	\$0.00	\$0		\$0.00	\$0	0	\$0.00	\$0 \$0
TOTAL			\$0			\$0			<b>\$</b> 0			\$0	1	1	\$0	1		\$9			\$0	1	L	\$0			\$0	1	L	\$0		1	90

		Task 4.21			TASK 5			Тавк 6.1		1	Task 6.2			Task 7.1			Task 7.2			Task 7.7			TASK 8			TASK 9			TASK 10			TASK 11	
Expense (Unit Measurement)	Quantily	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total		Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total		Unit Cost	Total	Quantity		Total		Unit Cost			Unit Cost			Unit Cost	
And the second distribution of the second	NEW REAL AND		And Concerning of		\$450.00	SO SO		\$450.00	10000	0	\$450.00	\$0	0	\$450.00	\$0	C	\$450.00	SO	2	\$450.00	\$900	0	\$450.00	\$0	D	\$450.00	\$0	0	\$450.00	\$C	0	\$450.00	\$0
Airfare (Roundtrip)		\$450.00	<u>\$0</u>			\$0	- <u>u</u>	\$180.00	<del>30</del>	1 <u>~</u>	\$160.00	\$0		\$180.00	\$n	0	\$180.00	\$0	2	\$180.00	\$360	0	\$160.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0
Hotel (nights)		\$180.00	\$0	0	\$180.00	\$0	<u> </u>	\$36.00	\$0	0	\$36.00	\$0	t č	\$36.00	\$0	1 n	\$36.00	50	4	\$36.00	\$144	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0
Meals (Days)	<u> </u>	\$36.00	\$0	0	\$36.00	\$0	0				\$70.00		<u> </u>	\$70.00	\$0		\$70.00	50	2	\$70.00	\$140	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0
Car Rental (Days)	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0		\$0 \$0		\$18.00	50		\$18.00	\$0 \$0	4	\$18.00	\$72	D	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	- <u>-</u>	\$18.00	<b>4</b>	0	\$0.07	50	t č	\$0.07	¢0		\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.50		- č	\$0.50	- 00 60	<u> </u>	\$0.50	\$0	- o	\$0.50	\$0		\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0			50 50		\$50.00		<u> </u>	\$50.00	\$0	0	\$50.00	\$0		\$50.00	\$0	0	\$50.00	\$0	D	\$50.00	\$0
Presentation Boards - 30"x40" color boards (Quantity	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00			\$0.25			\$0.25	 50	ŏ	\$0.25	\$0	<u> </u>	\$0.25	\$0	0	\$0.25	\$0	i i	\$0.25	\$0
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0		\$U #0	-	\$15.00	\$0	<u> </u>	\$15.00	\$0	<del>- ~</del> -	\$15.00	50	0	\$15.00	\$0	0	\$15.00	\$0
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	D	\$15.00	\$0	0	\$15.00	\$0		\$15.00	50		\$15.00	- 00 - 00	<u> </u>	\$3.00	\$0	<u> </u>	\$3.00	50	0	\$3.00	\$0	ň	\$3.00	50
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	Q	\$3.00	\$0	<u> </u>		\$0	- <u> </u>	\$0.75	\$0	1	\$0.75	so		\$0.75	\$0	n n	\$0.75	\$0
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	<u> </u>	\$0.75	\$0	0	\$0.75	\$0	<u> </u>	\$0.75	\$0		\$0.19	50	- <sup>°</sup>	\$0.19		ň	\$0.19	50
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$D.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19		u u			<u>+</u>	\$0.00	SC SC	L Å	\$0.00	\$0 \$0		\$0.00	50
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	<u> </u>	\$0.00	\$0		\$0.49	\$0		\$0.49	90 \$0	0	\$0.49	sc SC
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0		\$0.00	\$0		\$0.00	30	0	\$0.49	
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TOTAL			\$0	<u> </u>	1	\$0	<u> </u>	1	\$0	1		\$0			\$0			\$0			\$1,616			\$0	L		\$0		L	\$0	J	L.,	\$0

## TransSolutions Expenses

Airport:     Paim beach international Airpor       Estimate:     EIS • Phase 2       Project \$:     12006661       Date:     July 26, 2007	Project #:	12006681
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Date:	July 26, 2007															<b>1</b>	,		1			1 444	itional Task			tional Task 4	19.0.0	Addit	ional Task 4		Ade	iltional Task	
Expense (Unit Measurement)		TASK 12		Addi	tional Task	4.1.4		<i>itional</i> Task			illional Task			tional Task			tional Task			Unil Cost			Unit Cost		_	Unit Cost	Total	-	Unit Cost			Unit Cost	Total
•	Quantily	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Tolai	Quantity	Unit Cost	1.12.012030403	- COLUMN STREET		Contraction of		ar allowers and				- 14-14-14-14-14-14-14-14-14-14-14-14-14-1	0	\$450.00	\$0	0	\$450.00	\$C	0	\$450.00	\$0
urfare (Roundtrip)	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00		0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0 \$0	0	\$450.00	\$0 \$0	0	\$180.00	\$0	<b>1</b>	\$180.00	30 \$0		\$180.00	\$0
lotel (nights)	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0		\$0 \$0		\$180.00	\$0	, <u>v</u>	\$36.00	\$0		\$36.00	\$0	0	\$36.00	\$0
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Car Rental (Days)	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$18.00	\$0		\$18.00	\$0 \$0	- o	\$18.00	\$0 \$0		\$18.00	50	0	\$18.00	\$0
arking (Days)	0	\$18.00	\$0	0	\$16.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	50	- <u> </u>	\$0.07	50	0	\$0.07	\$0	ŏ	\$0.07	\$0	0	\$0.07	\$0
Alscellaneous Reproduction (Copies)	0	\$0.07	\$0	۵	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0		\$0.50	<u>so</u>		\$0.50	\$0		\$0.50	\$0	0	\$0.50	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	D	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0		\$50.00	\$0	0	\$0.50	\$0	- °	\$50.00	\$0 \$0	0	\$50.00	\$0	0	\$50.00	\$0
resentation Boards - 30"x40" color boards (Quantity	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	<u>\$0</u> 80	u u	\$50.00	50		\$0.25	\$0	0	\$0.25	80	0	\$0.25	\$0
ocument Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	_				\$15.00	so so		\$15.00	\$0	ŏ	\$15.00	50	0	\$15.00	\$0
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	<u> </u>	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0		\$15.00	\$0 \$0	+	\$15.00	\$0	0	\$3.00		0	\$3.00	\$0
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Postage - Leiters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0		\$0.75	\$0	0	\$0.75	\$0 \$0		\$0.19	\$0 \$0	0	\$0.15	 \$0	0	\$0.15	\$0
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0 \$0	1-0-	\$0.00	\$0 \$0	0	\$0.00	 \$0	0	\$0.00	\$0
Newspaper Advertisements (Quantity)	C	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0		\$0.00	<u>sp</u>		\$0.00	\$0	0	\$0.49	\$0	ů.	\$0.49	\$0
vileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	۵	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0		\$0.49	\$0	<del>ا ،</del>	\$0.00	\$0 \$0	1	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
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	0	\$0.00	\$0	Ó	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0		\$0.00	<u>50</u>	- 0	\$0.00	\$0		\$0.00	\$0 \$0	0	\$0.00	\$0
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TOTAL	•		\$0			\$0			\$0		i	\$0	1		\$0	1		\$0					1	- <del>a</del> u	-	J						L	7
																T			T			1			1			1					
Expense (Unit Measurement)	Add	itional Task	7.3	Ada	ditional Tasl		P	ditional Tas			ditional Tas			dditional Ta	r		GRAND TOT	AL			T	+	1	<b></b>	-	1 1							
•	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unif Cost	Total	Quantity	Unit Cost	97277 (A P. 474 (OK))272			in characterist in sizes			CONTRACTOR OFFICE			-	e San week			BUING PROPERTY		100 PTA: 000 PH		1976 - 197 (Mar 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 1976 - 19	COLDUCT TAX
Airfare (Roundtrip)	0	\$450.00	\$0	0	\$450.00	\$Q	2	\$450.00	\$900	0	\$450.00	\$0	0	\$450.00	\$0	<u> </u>					-												
Hotel (nights)	0	\$180.00	\$0	0	\$180.00	\$0	2	\$180.00	\$360	0	\$180.00	\$0	0	\$180.00	\$0	<b>I</b>								-				- · ·	<b>├</b> ───┼				
Meals (Days)	0	\$36.00	\$0	0	\$36.00	\$0	4	\$36.00	\$144	0	\$36.00	\$0	0	\$36.00	\$0	<b>_</b>									-			<u> </u>			· _		
Car Bental (Davs)	0	\$70.00	\$0	0	\$70.00	\$0	2	\$70.00	\$140	0	\$70.00	\$0	0	\$70.00	\$0	<b>_</b>		<b>_</b>								+			<u> </u>			++	
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	4	\$18.00	\$72	0	\$18.00	\$0	0	\$18.00	\$0		<b>_</b>	<u> </u>			· · · ·	1			+	-+			┨				
Miscellaneous Reproduction (Coples)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0					-									ł – ł				_
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	1								┝		1 1			<del> </del>				
Presentation Boards - 30"x40" color boards (Quantity)	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	· • · · · · · · · · · · · · · · · · · ·	_									+			<u> </u>				
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	٥	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0							-				+			<u>{</u> − }				
Overnight Shipping (Packages)	D	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0			+								1 1							
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0											+			1				
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0							<u>↓</u> · · ·			+	+		<u>+</u>	++				
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	٥	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0						+	+	+		·	+		1				<u>├</u>	
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			+		+	+	<u>↓                                     </u>	+		+ -	┼╾┈╼┥							
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	<b>-</b>					+	<u> </u>			+	+		t	┟			<del> </del>	
and a state of the	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	TOTAL	- TOTAL -		<u> </u>	+		+		<u> </u>	+	+			<u>├</u> †			┝───┦	
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	Qrigina					+				+	+			╉╌┅╌┤				
	0	\$0.00	\$0	Ō		\$0	0	\$0.00	\$0	0	\$0.00	\$0_	0	\$0.00	\$0	Tasks			<b></b>			I			+	+							
TOTAL	·		\$0	t	1	50			\$1,616	1	T	\$0			\$0	\$5,552	\$1,616	\$7,168	<u> </u>						<u> </u>	لــــــــــــــــــــــــــــــــــــــ		J				۱. I.	

07 -	BOARD OF COUNT	AMENDMEN TY COMMISSIONE DUNTY, FLORIDA				Page 1 of 1 page	S
loo this form to provide budget for the second state of the		Airport Improvemen	nt and Developmen	t Fund		Advantage Document Number BGEX BGRV	S:
Use this form to provide budget for items not anticipated in ACCT.NUMBER ACCOUNT NAME	ADOPTED BUDGET	CURRENT BUDGET	INCREASE	DECREASE	ADJUSTED BUDGET	EXPENDED/ ENCUMBERED AS OF 07/25/2007	REMAININ BALANC
Revenues							
4111-121-A259-3104 PBIA EIS	0	2,827,967	1,003,531	0	3,831,498	0	3,831,49
Total Receipts and Balances	83,113,597	97,219,166	1,003,531	0	98,222,697		
Expenditures						-	
4111-121-A259-6505 PBIA EIS	152,139	4,736,535	1,003,531	0	5,740,066	4,072,557	1,667,509
Total Appropriations & Expenditures	83,113,597	97,219,166	1,003,531	0	98,222,697		
	Signatures	· · · · · · · · · · · · · · · · · · ·		Date	<u> </u>	By Board of County Com	missioners
OFMB		L.		,		At Meeting of	
INITIATING DEPARTMENT/DIVISION	- CmJi	min		7/27/0	7		
Administration/Budget Department Approval						Deputy Clerk to the Board of County Commis	sionom
OFMB Department - Posted						board of county commis	Sioners

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