

**BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM SUMMARY**

MEETING DATE: 12/19/07

DIVISION: COUNTY ADMINISTRATOR

BULK ITEM: YES

DEPARTMENT: AIRPORTS

STAFF CONTACT PERSON: Peter Horton
Phone: 292-3518

AGENDA ITEM WORDING: Approval of URS Purchase Service Order, for the Marathon Airport ALP Update/Noise Assessment Narrative Report.

ITEM BACKGROUND: These services are eligible for Federal Aviation Administration, and Passenger Facility Charge funding.

PREVIOUS RELEVANT BOCC ACTION: Approval to submit PFC # 13, to the Federal Aviation Administration, 3/21/07.

CONTRACT/AGREEMENT CHANGES: New Agreement

STAFF RECOMMENDATION: Approval

TOTAL COST: \$102,250.00

BUDGETED: Yes

COST TO AIRPORT: None

SOURCE OF FUNDS: FAA & PFC Revenue

COST TO PFC: \$5,112.50

COST TO COUNTY: None

REVENUE PRODUCING: NO

AMOUNT PER MONTH /YEAR:

APPROVED BY: County Attorney X OMB/Purchasing X Risk Management X

DOCUMENTATION: Included X

Not Required

AGENDA ITEM # _____

DISPOSITION: _____

/bev
AO
11/06

MONROE COUNTY BOARD OF COUNTY COMMISSIONERS

CONTRACT SUMMARY

Contract #

Contract with: URS

Effective Date: Execution
Expiration Date: 365 days

Contract Purpose/Description: Marathon Airport ALP Update/Noise Assessment/Narrative Report

Contract Manager: Bevette Moore
(name)

5195
(Ext.)

Airports - Stop # 5
(Department/ Stop)

for BOCC meeting on: 12/19/07

Agenda Deadline: 12/4/07

CONTRACT COSTS

Total Dollar Value of Contract: \$102,250.00

Current Year Portion: ~ 95,000.00

Budgeted? Yes

Account Codes: 403-63565-GAMA62 /

Grant: Yes - FAA

County Match: PFC Revenue

ADDITIONAL COSTS

Estimated Ongoing Costs: n/a
(not included in dollar value above)

For: .
(eg. maintenance, utilities, janitorial, salaries, etc.)

CONTRACT REVIEW

	Date In	Changes Needed		Reviewer	Date Out
		Yes	No		
Airports Director	<u>1/1</u>	()	(X)	<u>Peter Horton</u> Peter Horton	<u>12/05/07</u>
Risk Management	<u>12/31/07</u>	()	(X)	<u>M. Slawson</u> for Risk Management	<u>12/31/07</u>
O.M.B./Purchasing	<u>12/14/07</u>	()	(X)	<u>for OMB</u> Pedro Merceda	<u>12/4/07</u>
County Attorney	<u>1/1</u>	()	()	<u>Pedro Merceda</u> County Attorney	<u>12/4/07</u>

Comments: _____

RECEIVED

DEC 05 2007

AIRPORT ADMIN. *K.M.*

PURCHASE / SERVICE ORDER

FOR

MONROE COUNTY

To: URS Purchase Service Order No. 07/08-01

Re: PSA Agreement, Dated: 1-1-02 Resolution

Project Name: MTH - ALP Update/ Noise Assessment/Narrative Report

Description of Services:

(SEE ATTACHED SCOPE OF SERVICES)

Multiple of Direct Salaries

Lump Sum X Reimbursable Expense

Days to Complete 365 Fee this Service Order \$102,250.00

Payment for Services shall be in their entirety as per PSO.

Prepared by:

Recommended by:


Milford A. Reisert

 11/29/2007

Date: 10-2-07

Date:

Accepted by:

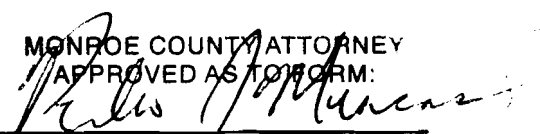
Approved by:


Carlos Garcia

Date: 10/3/2007

Date:

REC
OCT 04 2007
Kwen/KM

MONROE COUNTY ATTORNEY
APPROVED AS TO FORM:

PEDRO J. MERCADO
ASSISTANT COUNTY ATTORNEY
Date 12/4/07

SCOPE OF SERVICES AND FEE ESTIMATE FLORIDA KEYS MARATHON AIRPORT

ALTERNATIVE AIRFIELD PLANNING ANALYSIS NOISE IMPACT ASSESSMENT UPDATE OF AIRPORT LAYOUT PLAN DEVELOPMENT OF ALP NARRATIVE REPORT

August 13, 2007

PURPOSE AND NEED FOR ALTERNATIVE AIRFIELD PLANNING

This Scope of Work describes the immediate need for and proposed actions required to update the current Airport Layout Plan (ALP) for the Florida Keys Marathon Airport (MTH).

Monroe County proposes to utilize existing paved areas located beyond each end of Runway 7-25 at MTH to satisfy runway take-off length requirements of Regional Jet aircraft that are currently operated by Delta Airlines at MTH. At its current length of 5,008, the runway length imposes payload carrying restrictions upon the airport's single air carrier during the hottest months of the year thereby requiring the limitation of passenger and baggage. These payload restrictions severely limit the economic viability of Delta's scheduled service to the air traveling public at MTH. The extension of the runway at both ends 400 feet to the southwest and 400 feet to the northeast respectively are proposed to provide a take-off runway lengths needed to ~~will~~ eliminate most, if not ^{all} payload restrictions currently imposed upon Delta Airlines and its affiliates when operating at MTH.

To provide the required 1,000 feet of Runway Safety Area beyond the departure end of the runway, the use of FAA Declared Distance Criteria will be required. Accordingly, the last 120 feet of the extended runway length at runway's northeast end of the runway must be used for the Departure Runway Safety Area that restricts the Accelerated Stop Distance Available and Landing Distance Available to 5,688 feet.

The proposed airfield development and operational alternatives proposed by Monroe County that will be needed to accommodate air carrier operations at MTH will be depicted on the ALP and described within the ALP Narrative Report. Where require for informational or FAA review and approval purposes, the Narrative Report will explain applicable changes to airfield geometry, F.A.R. Part 77 Imaginary Airspace Surfaces and TERPS. Where applicable FAA airfield design criteria can not be fully satisfied, the Narrative Report will describe event-specific operational controls proposed by the Airport Sponsor to preclude the movement of aircraft at MTH the during landing take-off or taxiing operations by air carrier aircraft.

As currently approved and on file at the FAA's Orlando Airports District Office, the ALP does not reflect the following:

- Operations by air carriers operating under FAR 121,
- Proposed event-specific operational controls by Airport Sponsor during air carrier operations,
- Modification to FAA design standards for 200-foot runway-to-taxiway centerline separation,
- Proposed use of paved areas beyond each end of Runway 7-25 for takeoffs and landings,
- Application of 400-foot wide ARC "C-II" Runway Safety Area,
- Potential closure of the airfield's ~~west~~ ^{EAST} parallel taxiway, and
- Potential construction of an extension of Taxiway Alpha as an end-around taxiway to access the existing shade hangers located within the north ~~west~~ ^{EAST} quadrant of the airport.

Task 1 UPDATE AIRPORT GEOMETRIC AND THRESHOLD SITING REQUIREMENTS ASSOCIATED WITH EXTENSION OF RUNWAY 7-25

1.1 Geometric and Design Requirements

The proposed extension of Runway 7-25 will be assessed using the FAA's Standard airport design geometric requirement.

1.2 Conduct Runway Threshold Siting Assessment and FAR Part 77 / TERPS Assessment

The proposed extension of Runway 7-25 will be assessed using FAA's Threshold Siting Criteria Standard and airspace protection criteria. Where appropriate, TERPS, 40:1 Departure Surface, FAR Part 77 Imaginary Surfaces and 62.5:1 One-engine Out Identification Surfaces will be analyzed for compatibility or potential impacts.

Task 2 CONDUCT NOISE IMPACT ASSESSMENT AND LETTER REPORT

To assess the potential adverse noise impacts directly associated with the proposed extension of Runway 7-25 to the northeast and southwest, a noise impact assessment study and Letter Report will be conducted.

The Noise Assessment conducted will be limited to the assessment of noise exposure levels that would be directly associated with the proposed extension of the runway. The Noise Impact Assessment will compare a maximum of two future proposed runway extension alternatives each having the proposed take-off location beginning at the (extended) physical end of the runway, one alternative having different landing locations based on the possibility that airspace or TERPS protection issue required keeping the existing landing threshold unchanged.

Using the FAA's Integrated Noise Model (INM) Version 7.0 and following FAA Order 1050.1E, Appendix A, Section 14.3, Day/Night Noise Exposure Levels (DNL) will be modeled to assess whether the proposed extension of Runway 7-25 (Proposed Action) would generate increased DNL noise exposure levels that exceed the Threshold of Significance for noise impacts. The Threshold of Significance is 1.5 dBA or greater increase in noise at any noise-sensitive area within the 65 dBA DNL contour when compared to the "No-Action" development alternative. Following 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 dBA DNL will be evaluated with the INM for increases of 3.0 dBA or greater relative to the future No-Action Alternative if an increase of 1.5 dBA occurs at any noise-sensitive area within the 65 dBA DNL.

2.1 Develop Existing Conditions Aircraft DNL Contours and Noise Exposure Estimates

DNL contours will be developed in increments of 60, 65, 70, and 75 DNL for the average annual day. 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. If required, the same assessment will be developed for land areas located within the 60 DNL contour. The 60, 65, 70 and 75 dBA DNL contours will be incorporated into the GIS mapping. Utilizing the data in the GIS, the noise exposure in terms of housing units, population per household and area by land use type will be estimated within the 60, 65, 70 and 75 dBA DNL contour ranges as part of this task. Tables will be prepared summarizing the noise exposure in terms of area by land use type, housing units and population. Graphics will be prepared showing the noise contours superimposed over the GIS base mapping.

2.2 Assessment of Noise Impacts for Proposed Action Using DNL Difference Contours

Using INM-generated DNL difference contours denoting increases of 1.5 DNL dBA within land areas previously exposed to DNL levels of 65 or higher, or 3 DNL dBA Data points 3.0 dBA or greater relative to the future No-Action Alternative if an increase of 1.5 dBA occurs at any noise-sensitive area within the 65 dBA DNL, the DNL Difference Contours will assess noise sensitive land uses that include residential use, schools, churches, historic properties/districts, and other noise sensitive areas defined by FAA Order 5050.4B Section 1.9.n. A table summarizing any finding of increased DNL noise exposure levels between the existing condition (No Action) and the proposed extension of the runway (Proposed Action) will be prepared. A graphic will be prepared illustrating the location of the noise-sensitive sites included in the DNL Noise Impact Assessment.

2.3 Development of Letter Report

Upon completion of the Noise Impact Assessment a Letter Report will be developed that contains text, tables and graphical mapping that conveys the technical findings of the Noise Impact Assessment. The Letter report will contain all necessary information typically used by the FAA in determining the potential for adverse noise impacts to surround land areas that would be directly associated with the proposed extension of Runway 7-25.

Task 3 UPDATE ENTIRE ALP DRAWING SET TO REFLECT PROPOSED CHANGES TO RUNWAY 7-25

Based on Monroe County's proposed use of the paved areas located beyond each end of the runway to accommodate air carrier operations at MTH, the ALP Drawing Set would be updated to reflect the following:

- Use of 100-foot wide by 400-foot long paved asphalt areas located beyond the departure end of Runway 25 for takeoff and landing operations,
- Use of 100-foot wide by 280-foot long paved asphalt area located beyond the departure end of Runway 7 for takeoff and landing operations,
- Use of Airport Reference Code (ARC) "C-II" Runway Safety Area design criteria having a 400-foot width and extending 1,000 feet beyond the (newly established) runway ends,
- Relocation of Precision Approach Path Indicators (PAPIs),
- Removal of all painted chevron markings beyond the departure end of Runway 25 and 280 feet of same beyond the departure end of Runway 7,
- Remarketing and re-lighting of Runway 7-25 as appropriate,
- Relocation of Runway Protection Zones,
- Update of Runway end elevations and geodetic data, and
- Update of Airport Reference Point (ARP).

Other updates to the ALP drawing set will include, but would not be limited to the following:

- Potential closure of the airfield's west parallel taxiway,
- Potential construction of an extension of Taxiway Alpha as an end-around taxiway to access the existing shade hangers located within the northwest quadrant of the airport,
- Update of airport facilities, building layouts and airfield / apron pavements.
- Notation that No Threshold Siting Surface issues exist, and
- Notation that No adverse TERPS, 40:1 Departure Surface or 62.5:1 OEI Identification Surface issues exist.

Specifically, the following drawings would be updated and revised as needed:

- ALP Drawing Set Cover
- Airport Layout Plan
- Inner Approach and Profile - Runway 7
- Inner Approach and Profile - Runway 25
- Building Area Plan 1
- Building Area Plan 2
- Building Area Plan 3
- On-Airport Property Land Use Map
- Airport Property Map

In addition, four additional drawings will be developed:

- Departure Surface Plan and Profile – Runway 7
- Departure Surface Plan and Profile – Runway 25
- OEI Surface Plan and Profile – Runway 7
- OEI Surface Plan and Profile – Runway 25

Task 4 DEVELOP DRAFT ALP DRAWING UPDATE AND NARRATIVE REPORT FOR REVIEW/COMMENT

In support of the ALP Update and alternative runway length considerations, an ALP Update Narrative Report will be developed for the purpose of explaining the purpose and need for the proposed utilization of the paved areas beyond each runway end to expedite the FAA's review of the proposed Modifications to Airport Design Standards. A limited number of technical and color graphic depictions of the proposed relocation of the runway ends and its direct affects and/or impacts will be developed for inclusion within the ALP Update Narrative Report.

URS will present the draft update of the Airport Layout Plan drawing and supporting ALP Update Narrative Report to Monroe County for review and comment. The updated ALP drawing and an ALP Update Narrative Report will be modified, clarified or amended as directed for finalization and Monroe County's subsequent submittal to the FAA ADO.

Task 5 PREPARE APPROPRIATE FAA FORMS FOR AIRPORT SPONSOR SUBMITTAL

URS will develop FAA Forms 7460-1, *Notice of Proposed Construction or Alternation* and 7480-1, *Notice of Landing Area Proposal* as appropriate to provide details regarding the proposed relocation of runway ends. New geodetic coordinates will be developed for each relocated runway end using the NAD83 and NAVD88 for the horizontal and vertical datums respectively. The FAA Form(s) will be assembled for Monroe County's submittal to the FAA ADO.

Task 6 PREPARE DRAFT ALP DRAWING SET / NARRATIVE REPORT FOR FAA FOR REVIEW/COMMENT

URS will prepare the final update of the Airport Layout Plan Drawing Set and supporting Narrative Report and transmit a packaged set of deliverables to Monroe County for their submittal to FAA ADO.

Task 7 PREPARE FINAL ALP DRAWING SET UPDATE / NARRATIVE REPORT

Upon review and acceptance of the proposed Airport Layout Plan Drawing Set and supporting Narrative Report, URS will make any final changes as directed by Monroe County in response to FAA comments. A total of eight (8) copies of the final Airport Layout Plan drawing and supporting ALP Update Narrative Report will be transmitted to Monroe County. It is anticipated that the FAA will require six (6) copies of the ALP and Narrative Report.

Task 8 FAA / CLIENT COORDINATION

This Task involves URS's assistance to THE Airport Owner (Monroe County) when presenting or discussing technical issues relating to the proposed update of MTH ALP Drawing Set. At the request and/or direction of the County, URS will attend one (1) meeting at the Federal Aviation Administration's Orlando Airports District Office in Orlando, Florida. One (1) site visit and meeting at the airport will also be scheduled to collect update information and to document recent airport developments not previously shown in the ALP drawing.

Task 9 ENGINEERING COORDINATION

This Task involves the required coordination between the Airport Owner (Monroe County), the Consultant (URS) and the Sub Consultant performing geotechnical testing services. URS will review the Geotechnical Tests and Sub Consultant's recommendations

Task 10 GEOTECHNICAL TESTS

This Task involves the use of a Sub Consultant to perform geotechnical testing services to evaluate the conditions of the existing pavement strengths and capacities. The testing will measure the resistance (Capacity) of the existing overrun pavements beyond each end of Runway 7-25.

ALP SET UPDATE / NOISE ASSESSMENT / NARRATIVE REPORT

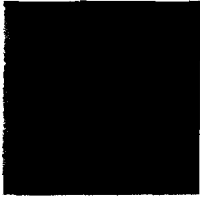
FLORIDA KEYS MARATHON AIRPORT

MAN-HOUR ESTIMATE

URS

13-Aug-07

Description of Task	Project Manager		Senior Engineer		Engineer/Architect		CADD Technician		Clerk		Total	Other	Total	
	Rate:	\$ 135.00	Rate:	\$ 115.00	Rate:	\$ 100.00	Rate:	\$ 90.00	Rate:	\$ 45.00				
	Hours	Amount	Hours	Amount	Hours	Amount	Hours	Amount	Hours	Amount				Hours
Task 1.0	UPDATE AIRPORT GEOMETRIC AND THRESHOLD SITING REQUIREMENTS	70	\$ 9,450.00	20	\$ 2,300.00	20	\$ 2,000.00	20	\$ 1,800.00	4	\$ 180.00	134	\$ -	\$ 15,730.00
Task 2.0	CONDUCT NOISE IMPACT ASSESSMENT AND LETTER REPORT	40	\$ 5,400.00	40	\$ 4,600.00	40	\$ 4,000.00	16	\$ 1,440.00	4	\$ 180.00	140	\$ 2,000.00	\$ 17,620.00
Task 3.0	UPDATE ALP DRAWING SET TO REFLECT PROPOSED CHANGES TO RUNWAY 7-25	24	\$ 3,240.00	16	\$ 1,840.00	40	\$ 4,000.00	60	\$ 5,400.00	0	\$ -	140	\$ -	\$ 14,480.00
Task 4.0	DEVELOP ALP DRAWING SET AND NARRATIVE REPORT FOR REVIEW/COMMENT	24	\$ 3,240.00	8	\$ 920.00	20	\$ 2,000.00	40	\$ 3,600.00	0	\$ -	92	\$ -	\$ 9,760.00
Task 5.0	PREPARE APPROPRIATE FAA FORMS FOR AIRPORT SPONSOR SUBMITTAL	16	\$ 2,160.00	8	\$ 920.00	20	\$ 2,000.00	14	\$ 1,260.00	0	\$ -	58	\$ -	\$ 6,340.00
Task 6.0	PREPARE DRAFT DRAWINGS/NARRATIVE REPORT FOR FAA FOR REVIEW/COMMENT	16	\$ 2,160.00	8	\$ 920.00	20	\$ 2,000.00	12	\$ 1,080.00	1	\$ 45.00	57	\$ -	\$ 6,205.00
Task 7.0	PREPARE FINAL and ALP UPDATE NARRATIVE REPORT	35	\$ 4,725.00	8	\$ 920.00	19	\$ 1,900.00	20	\$ 1,800.00	1	\$ 45.00	83	\$ -	\$ 9,390.00
Task 8.0	FAA / CLIENT COORDINATION	16	\$ 2,160.00	8	\$ 920.00	40	\$ 4,000.00	20	\$ 1,800.00	1	\$ 45.00	85	\$ 1,500.00	\$ 10,425.00
Task 9.0	ENGINEERING ASSISTANCE	10	\$ 1,350.00	7	\$ 805.00	10	\$ 1,000.00	20	\$ 1,800.00	1	\$ 45.00	48	\$ -	\$ 5,000.00
Task 10.0	GEOTECHNICAL TESTS (2 CBR, 4 SPT, H=15)	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ 4,000.00	\$ 4,000.00
SUBTOTALS		251	\$ 33,885.00	123	\$ 14,145.00	229	\$ 22,900.00	222	\$ 19,980.00	12	\$ 540.00	837	\$ 7,500.00	\$ 98,950.00
Out of Pocket Expenses														
1. SITE VISITS													\$ 2,500.00	
2. PRINTING, SHIPPING													\$ 800.00	
GRAND TOTAL													\$ 102,250.00	



MONTGOMERY

CONSULTING GROUP

PLANNING • CONSULTING
Transportation • Aviation • Infrastructure

November 9, 2007
07-3001

Ms. Bevette Moore
County of Monroe, Florida
Key West International Airport
3491 S. Roosevelt Blvd.
Key West, Florida 33040
Sent via e-mail

Reference: **Independent Fee Estimate - Florida Keys Marathon Airport
Alternative Airfield Planning Analysis, Noise Impact Assessment,
Update of Airport Layout Plan, and Development of ALP Narrative Report**

Dear Ms. Moore:

We have performed an independent fee estimate for professional services associated with the above referenced project at the Florida Keys Marathon Airport. The independent estimate is based on the scope of work narrative and pro-forma fee proposal format provided by your consultant (URS Corp.).

We have submitted a breakdown of the labor-hour estimates, and other costs (including travel, production and out-of-pocket expenses) for your review. Based on the estimates prepared, our independent estimate of the professional services fees and out-of-pocket expenses for Tasks 1 – 10 in the scope of services is \$101,000.00.

Our analysis provides one approach to completing the scope of work for the project. Your consultant's hourly rates may vary based on level of expertise and associated salaries for each labor category. We would recommend that you not compare fees for each subtask but compare the overall fee calculated for the project. Should our independent estimate be substantially different from your consultants (greater/lesser than 10%), we will need to ascertain additional details of the project.

Please feel free to contact me at (407) 539-7030, extension 15 at your convenience to discuss this independent estimate. We have enjoyed this opportunity to provide services to Monroe County.

Yours very truly,
Monty Gettys

Monty Gettys
President

Enclosures: Independent Estimate (1 page)

341 N. Maitland Avenue, Suite 340
Maitland, Florida 32751

Tel 407.539.7030
Fax 407.539.7035
www.mcgi-us.com

INDEPENDENT FEE ESTIMATE

ALP SET UPDATE / NOISE ASSESSMENT / NARRATIVE REPORT

FLORIDA KEYS MARATHON AIRPORT

9-Nov-07

Description of Task	Project Manager		Senior Engineer		Engineer/Architect		CADD Technician		Clerk		Total	Other	Total	
	Rate: \$	135.00	Rate: \$	115.00	Rate: \$	100.00	Rate: \$	90.00	Rate: \$	45.00				Hours
	Hours	Amount	Hours	Amount	Hours	Amount	Hours	Amount	Hours	Amount	Hours	Cost	Amount	
Task 1.0	UPDATE AIRPORT GEOMETRIC AND THRESHOLD SITING REQUIREMENTS	4	\$ 540.00	16	\$ 1,840.00	4	\$ 400.00	8	\$ 720.00	2	\$ 90.00	34	\$ -	\$ 3,590.00
Task 2.0	CONDUCT NOISE IMPACT ASSESSMENT AND LETTER REPORT	8	\$ 1,080.00	40	\$ 4,600.00	40	\$ 4,000.00	24	\$ 2,160.00	8	\$ 360.00	120	\$ 500.00	\$ 12,700.00
Task 3.0	UPDATE ALP DRAWING SET TO REFLECT PROPOSED CHANGES TO RUNWAY 7-25	8	\$ 1,080.00	80	\$ 9,200.00	40	\$ 4,000.00	140	\$ 12,600.00	4	\$ 180.00	272	\$ -	\$ 27,060.00
Task 4.0	DEVELOP ALP DRAWING SET AND NARRATIVE REPORT FOR REVIEW/COMMENT	8	\$ 1,080.00	80	\$ 9,200.00	40	\$ 4,000.00	40	\$ 3,600.00	16	\$ 720.00	184	\$ 1,500.00	\$ 20,100.00
Task 5.0	PREPARE APPROPRIATE FAA FORMS FOR AIRPORT SPONSOR SUBMITTAL	2	\$ 270.00	8	\$ 920.00	8	\$ 800.00	4	\$ 360.00	2	\$ 90.00	24	\$ 125.00	\$ 2,565.00
Task 6.0	PREPARE DRAFT DRAWINGS/NARRATIVE REPORT FOR FAA FOR REVIEW/COMMENT	2	\$ 270.00	24	\$ 2,760.00	40	\$ 4,000.00	24	\$ 2,160.00	4	\$ 180.00	94	\$ 800.00	\$ 10,170.00
Task 7.0	PREPARE FINAL and ALP UPDATE NARRATIVE REPORT	2	\$ 270.00	16	\$ 1,840.00	24	\$ 2,400.00	24	\$ 2,160.00	4	\$ 180.00	70	\$ 1,500.00	\$ 8,350.00
Task 8.0	FAA / CLIENT COORDINATION	16	\$ 2,160.00	24	\$ 2,760.00	4	\$ 400.00	0	\$ -	4	\$ 180.00	48	\$ 2,000.00	\$ 7,500.00
Task 9.0	ENGINEERING ASSISTANCE	4	\$ 540.00	24	\$ 2,760.00	0	\$ -	0	\$ -	2	\$ 90.00	30	\$ 1,500.00	\$ 4,890.00
Task 10.0	GEOTECHNICAL TESTS (2 CBR, 4 SPT, H=15')	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ 4,075.00	\$ 4,075.00
SUBTOTALS		54	\$ 7,290.00	312	\$ 35,880.00	200	\$ 20,000.00	264	\$ 23,760.00	46	\$ 2,070.00	876	\$ 12,000.00	\$ 101,000.00
Out of Pocket Expenses														
1. One Site Visits													included above	
2. Printing, Shipping													included above	
GRAND TOTAL - INDEPENDENT FEE ESTIMATE													\$ 101,000.00	

Independent Estimate performed by:
 Montgomery Consulting Group, Inc.
 341 N. Maitland Avenue, Suite 340
 Maitland, FL 32751
 Tel: 407-539-7030 Fax: 407-539-7035