

# **PRELIMINARY AGENDA**

## **FLORIDA INLAND NAVIGATION DISTRICT Board of Commissioners Meeting**

**9:00 a.m., Friday, October 18, 2013**

**Embassy Suites Deerfield Beach Resort  
950 South Ocean Drive  
Deerfield Beach (Broward County), FL, 33441**

### **Item 1.      Call to Order.**

Chair Kavanagh will call the meeting to order.

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### **Item 2.      Pledge of Allegiance.**

Vice-Chair Chappell will lead the pledge of allegiance to the United States of America.

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### **Item 3.      Roll Call.**

Secretary Cuzzo will call the roll.

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### **Item 4.      Public Comments.**

The public is invited to provide comments on issues that are NOT on today's agenda. Please note that all comments regarding a specific agenda item will be considered following Board discussion of that agenda item. *Please note:* Individuals who have comments concerning a specific agenda item should make an effort to fill out a speaker card or communicate with staff prior to that agenda item.

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### **Item 5.      Additions or Deletions.**

Any additions or deletions to the meeting agenda will be announced.

RECOMMEND:      Approval of a final agenda.

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**Item 6.      Board Meeting Minutes.**

The minutes of the following meetings are presented for approval.

- September 13, 2013 – 1<sup>st</sup> Public Tax & Budget Hearing (Please see back up pages 6-7b).
- September 14, 2013 – Personnel Committee Meeting (Please see back up pages 8-12).
- September 14, 2013 - Finance & Budget Comm. Mtg. (Please see back up pages 13-16).
- September 14, 2013 - Board Meeting (Please see back up pages 17-51).
- September 25, 2013 – Final Public Tax & Budget Hearing (Pls see back up pp 52-57).

RECOMMEND:      Approval of the minutes as presented.

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**Item 7.      Staff Report on Broward County Area Projects.**

Staff will present a report on the District's Broward County area projects.

(Please see back up pages 58 - 79)

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**Item 8.      Florida Department of Environmental Protection (FDEP) Small-Scale Spoil Island Restoration and Enhancement Program Project.**

FDEP Indian River Lagoon Aquatic Preserve (IRLAP) has submitted an application for Small-Scale Spoil Island Restoration and Enhancement Program project assistance funding to purchase a new motor for their spoil island vessel. The project is in compliance with the District's rules for the program.

(Please see back up pages 80 – 82)

RECOMMEND      Approval of assistance funding in the amount of \$7,410.00 for the FDEP IRLAP Small-Scale Spoil Island Restoration and Enhancement Project.

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**Item 9.      Adoption of a Resolution to Establish Policies for Public Participation at Florida Inland Navigation District Meetings.**

The State Legislature recently enacted s. 286.0114 F.S. requiring public agencies to adopt formal policies to ensure adequate public participation in all public meetings. Our attorney has drafted the attached policies and staff is recommending adoption of these policies by Resolution.

(Please see back up pages 83 - 88)

RECOMMEND      Approval of Resolution 2013-04 Adopting Policies for Public Participation for all Navigation District Public Meetings.

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**Item 10.**      **Approval of a Bid for Hydrographic Survey Services of the Atlantic Intracoastal Waterway and the Intracoastal Waterway North.**

In 2011, the Board short-listed and pre-approved hydrographic survey contractors for work within the District. This action was necessitated by the uncertainty of available federal funding and allowed the District the flexibility to move forward with required hydrographic surveys for our own projects. The District now has the need to conduct centerline surveys of the entire Intracoastal Waterway throughout our District. These surveys will provide valuable information for our ongoing dredging operations and dredge material management plan updates, as well as basic navigation channel conditions of the ICW. Staff requested quotes for both a traditional hydrographic survey, as well as the utilization of a more detailed shallow multi-beam survey. Sea Diversified provided a quote to the District for \$345,100.00 for the multi-beam survey. The fee appears reasonable and is within the estimate for this work.

(Please see back up pages 89 - 99 )

RECOMMEND:      Approval of a fee quote from Sea Diversified, Inc. in the amount of \$345,100.00 for a multi-beam survey of the Atlantic Intracoastal Waterway and the Intracoastal Waterway North.

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**Item 11.**      **Approval of a Bid for Hydrographic Survey Services of the Intracoastal Waterway South.**

As presented in Item #10 above, the District requested a fee quote from Morgan & Ecklund for hydrographic survey work of the Intracoastal Waterway South. Staff requested quotes for both a traditional hydrographic survey, as well as the utilization of a more detailed shallow multi-beam survey. Morgan & Ecklund provided a quote to the District for \$289,640.00 for the multi-beam survey. The fee appears reasonable and is within the estimate for this work. Note that the shorter distance involved in the south reach accounts for much of the cost disparity between the north reaches.

(Please see back up pages 101 - 106)

RECOMMEND:      Approval of a fee quote Morgan & Ecklund, Inc. in the amount of \$289,640.00 for a multi-beam survey of the Intracoastal Waterway South.

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**Item 12.      Bid Approval for Installation of Two Gate Assemblies at BV-2C.**

The District's Long-Range Dredge Material Management Area (DMMA) BV-2C located in Brevard County has been experiencing continued trespassing and illegal activities. Staff has worked in cooperation with a neighboring land owner to fence and gate the illegal entrances at this site, and work with local law enforcement to curtail the activities. Staff has received four quotes from qualified fence contractors and we have successfully worked with the low bidder on other projects. All material will be tested and installed at or above our minimum fence specifications.

(Please see back up pages 106A - 116)

RECOMMEND      Approval of the low bid of \$10,219.00 from Barton Fence & Wall, LLC for two additional security gates at BV-2C.

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**Item 13.      Additional Fee Quote from Taylor Engineering for Construction Administration Services Pertaining to DMMA NA-1**

The District's engineer has been providing construction administration services at NA-1. Site conditions and the intricate nature of this particular site construction have resulted in delays in the contractor's proposed completion schedule. Taylor Engineering is requesting an additional fee quote of \$24,949.00 to cover the extra time and effort necessary to complete the oversight of construction at this site. This is a not to exceed quote.

(Please see back up pages 117 - 144)

RECOMMEND      Approval of the fee quote in the amount of \$24,949.00 from Taylor Engineering for additional construction administration services associated with DMMA NA-1.

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**Item 14.      Finance and Budget Committee Report.**

The District's Finance and Budget Committee met prior to the Board meeting and will provide their recommendations concerning items on their agenda.

(Please see Finance and Budget Committee Agenda Package)

RECOMMEND:      Approval of the recommendations of the District's Finance and Budget Committee.

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**Item 15.      Washington Report.**

The District's Washington DC government relations firm has submitted a status report on their activities on the District's federal issues.

(Please see back up pages 145 - 147)

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**Item 16.      Additional Staff Comments and Additional Agenda Items.**

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**Item 17.      Additional Commissioners Comments.**

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**Item 18.      Adjournment.**

If a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

**MINUTES OF THE  
FLORIDA INLAND NAVIGATION DISTRICT**

**First Public Tax and Budget Hearing**

**Friday, September 13, 2013 at 5:30 p.m.**

**Town Council Chambers**

**247 Edwards Lane**

**Town of Palm Beach Shores, Palm Beach County, Florida 33404**

**ITEM 1.      Call to Order.**

The First Tax and Budget Hearing of the Board of Commissioners of the Florida Inland Navigation District was called to order by Chair Kavanagh at 5:36 p.m.

**ITEM 2.      Pledge of Allegiance to the Flag.**

Chair Kavanagh led the pledge of allegiance to the flag of the United States of America.

**ITEM 3.      Roll Call.**

Secretary Cuzzo called the roll and Chair Kavanagh, Vice-Chair Chappell, Treasurer Blow, Commissioners Bowman, Crowley, Dritenbas, Isiminger, McCabe, Netts, and Sansom were present. Secretary Cuzzo stated that a quorum was present.

Mr. Crosley thanked commissioners for attending and noted that it is equally important that we have a quorum at the Final Tax Hearing which will be held in Indian River County.

**ITEM 4.      Announcement of the Per Cent by Which the Proposed Millage Rate Exceeds the Calculated Rolled-Back Rate.**

Mr. Crosley stated that the calculated rolled-back rate is 0.0332 and our proposed millage rate is 0.0345, which is a 3.92% increase over the rolled-back rate. He noted

that the District is not increasing our millage rate, but this is considered a tax increase because property values have increased. He noted that once the millage rate is set today, it cannot be increased, but can be lowered at the District's Final Tax Hearing.

**ITEM 5.      Invitation for Public Comments.**

Chair Kavanagh stated that she would like to open the floor for public comments on the proposed budget. There were none.

**ITEM 6.      Comments by District Commissioners.**

Chair Kavanagh asked if there were any comments from the Commissioners.

Secretary Cuzzo noted that the District has not increased the millage rate and have maintained or reduced the millage rate for 16 years.

Commissioner Sansom noted that even though the District's proposed millage rate of 0.0345 is slightly over the rolled-back rate we did not raise our millage rate. He noted that this rate is one-third the amount that the District is authorized to collect.

**ITEM 7.      Amendments to the Tentative Budget.**

Chair Kavanagh asked if there were any amendments to the tentative budget.

Mr. Crosley answered no and asked for questions. There were none.

**ITEM 8.      Re-computation of the Tentative Tax Millage Rate.**

Mr. Crosley stated that the proposed millage rate remains the same as previously announced.

**ITEM 9.      Announcement of the Per Cent by Which the Re-Computed Proposed Millage Rate Exceeds the Calculated Rolled-Back Rate.**

Chair Kavanagh announced that the percent by which the re-computed proposed millage rate of 0.0345 exceeds the calculated rolled-back is still 3.92%.

**ITEM 10. Additional Public Comments on the Budget Amendments and Tax Millage Re-computation.**

Chair Kavanagh asked for any additional public comments on the budget amendments and the tax millage re-computation. There were none.

**ITEM 11. Adoption of the Tentative Tax Millage Rate.**

Chair Kavanagh stated that the proposed millage rate for FY 2013-2014 is 0.0345 mills. Chair Kavanagh asked for a motion to adopt the tentative tax millage rate.

Commissioner Sansom made a motion to adopt a tentative millage rate of 0.0345 for FY 2013-2014. The motion was seconded by Commissioner Netts. Chair Kavanagh asked for any additional discussion. Hearing none, a vote was taken and the motion passed.

**ITEM 12. Adoption of the Tentative Budget.**

Commissioner Netts made a motion to adopt the tentative budget as presented. The motion was seconded by Treasurer Blow. Chair Kavanagh asked for any additional discussion. Hearing none, a vote was taken and the motion passed.

**ITEM 13. Final Tax Hearing.**

Mr. Crosley stated that the Final Tax Hearing be will held on Wednesday, September 25, 2013, at 6:00 p.m. at the City of Fellsmere Community Center, 56 N. Broadway Street, Fellsmere, Indian River County, Florida.

Treasurer Blow noted that all assistance projects must have their permits to qualify for funding by the time the Final Tax Hearing starts.

Mr. Crosley stated that staff will be contacting commissioners whose counties are over the assistance program funding cap and help them prioritize their project funding.

**ITEM 14.     Adjournment.**

Chair Kavanagh asked if there were any additional comments or discussion. There was none.

Chair Kavanagh stated that hearing no further business the meeting was adjourned at 5:47 p.m.

**MINUTES OF THE  
FLORIDA INLAND NAVIGATION DISTRICT**

**Personnel Committee Meeting**

**8:15 a.m., Saturday, September 14, 2013**

**Hilton Singer Island Oceanfront**

**3700 North Ocean Drive**

**Riviera Beach (Singer Island), Palm Beach County, FL 33404**

**ITEM 1.      Call to Order.**

Chair Netts called the meeting to order at 8:21 a.m.

**ITEM 2.      Roll Call.**

Assistant Executive Director Janet Zimmerman called the roll and Chair Netts, Commissioner Crowley, Secretary Cuzzo, and Commissioner McCabe were present. Ms. Zimmerman stated that there was a quorum.

**ITEM 3.      Additions or Deletions.**

Chair Netts asked if there were any additions or deletions to the meeting agenda. Mr. Crosley stated that there were none.

**ITEM 4.      Assistant Executive Director's 6-Month Performance Evaluation.**

Mr. Crosley stated that Assistant Executive Director Zimmerman's six-month hiring anniversary occurred on April 17, 2013. He stated that staff's recommendation at the original hire date of October 17, 2012 included a 6-month performance evaluation and a \$2,000 salary increase pending a satisfactory evaluation. He stated that Ms. Zimmerman's six-month evaluation was above satisfactory. He stated that he is requesting that the salary increase becomes effective as of April 17<sup>th</sup>.

Chair Netts noted that this request is consistent with the Board's offer when Ms. Zimmerman was hired.

Commissioner Crowley asked Ms. Zimmerman how she feels the job and position are progressing. Ms. Zimmerman stated that having someone at the office to train for this position has been extremely helpful. She stated that the transition has been smooth.

Commissioner Crowley made a motion to approve the Assistant Executive Director's positive performance evaluation and recommended salary adjustment. The motion was seconded by Commissioner McCabe. Chair Netts asked for any additional discussion. Hearing none, a vote was taken and the motion passed.

**ITEM 5.      Personnel Salary Adjustments for FY 2013-2014.**

Mr. Crosley stated that staff would like to discuss with the Committee potential staff salary increases or bonuses for FY 2013-2014. He referred to a salary survey that was performed by Cody and Associates last year.

Chair Netts noted that staff has not received raises for several years, but that they have received a one-time bonus.

Mr. Crosley noted that the District's personnel cost will be reduced because we will have one less employee as of October 1<sup>st</sup>. He stated that it has been several years since staff has had a raise and he would respectfully request a 3% raise for all employees, which is approximately \$15,000.00 a year.

Commissioner McCabe asked if a 3% raise would move some employees above their maximum approved salary range. Mr. Crosley stated that last year when we reviewed and updated the salary survey, the District did not adopt the new salary ranges for staff. He noted that one of the disadvantages of working in a small District is that

there is little chance for advancement. He stated that one of the advantages of a small staff is that with the right people you can ask more of them and cross train staff. He stated that he would like to keep staff motivated.

Commissioner Crowley asked about the recommended salary ranges compared to the current personnel salaries and salary ranges. Mr. Crosley stated that the recommended salary ranges were from the Cody and Associates survey that was performed last year and the current ranges are what the District is actually using. He noted that the District has not updated employee salary ranges in several years. He suggested that the committee review and update the salary ranges.

Commissioner McCabe stated that she is a new commissioner, but her experience with staff has been wonderful and she cannot think of any time that she has requested information or items and has not been provided with the requested information promptly.

Chair Netts stated that he does not know of another government agency that operates as efficient as the District. He stated that to operate a budget the size of this District's with a staff of six is unheard of and he would suspect that in the private sector a company with a budget similar to the District's staff would be paid far in excess of our staff salaries.

Commissioner Crowley stated that he would like to take the action that would keep staff motivated and he is considering the differences between raises and bonuses.

Chair Netts stated that staff has not had a raise in several years. He stated that because of the change in the Executive Director, it would be hard to provide a merit bonus to employees. He stated that he would be in favor of giving employee raises this year. He noted that a bonus does not provide credit for staff retirement.



Commissioner Crowley stated that he questions if raises are sustainable over the years. He stated that he likes to give the bonus structure because it keeps salaries in a range and provides incentive for good performance. He stated that he does understand that it has been three years since there has been any employee raise at all and he is not opposed to considering a salary raise at this point.

Chair Netts noted that the District's salary ranges have not been adjusted for several years and pointed out that they are difficult to compare with other agencies. He asked if the committee would like to discuss this issue.

Commissioner Crowley stated that if we are awarding raises based on staff's recommendation, he would recommend waiting until renewing the salary report and until the new Executive Director works with staff and brings back a recommendation.

Commissioner Crowley made a motion to approve a recommendation to the Board for 3% staff salary increases for FY 2013-2014 and deferring adjustments to the staff salary ranges for additional review. The motion was seconded by Commissioner McCabe. Chair Netts asked for any additional discussion. Hearing none, a vote was taken and the motion passed. Secretary Cuzzo voted against the motion.

**ITEM 4. Pending Executive Director's Salary.**

Mr. Crosley stated that he respectfully requests consideration of an equitable salary adjustment upon assuming the full responsibilities of the Executive Director position.

Commissioner Crowley stated that Mr. Crosley's current yearly salary is \$110,000.00 and he suggested bringing the yearly salary to \$117,500.00.

Commissioner Crowley stated that Mr. Crosley has weathered a smooth transition up to this point and everything has gone well. Mr. Crosley stated that Mr. Roach set the office transition up in a way that it would be successful. Commissioner Crowley stated that he feels that adjusting the Executive Director's salary to the midpoint range is appropriate and he supports the request.

Commissioner Crowley made a motion to approve the Executive Director's salary adjustment. The motion was seconded by Commissioner Cuozzo. Chair Netts asked for any additional discussion. Hearing none, a vote was taken and the motion passed.

**ITEM 6.      Additional Agenda Items or Staff Comments.**

Chair Netts asked if there were any agenda additional items or staff comments. There were none.

**ITEM 7.      Additional Commissioners Comments.**

Chair Netts asked if there were any additional Commissioner comments. There were none.

**ITEM 8.      Adjournment.**

Chair Netts stated that hearing no further business the meeting was adjourned at 8:56 a.m.

**MINUTES OF THE  
FLORIDA INLAND NAVIGATION DISTRICT**

**Finance and Budget Committee Meeting**

**8:30 a.m., Saturday, September 14, 2013**

**Hilton Singer Island Oceanfront**

**3700 North Ocean Drive**

**Riviera Beach (Singer Island), Palm Beach County, FL 33404**

**ITEM 1.      Call to Order.**

Chair Blow called the meeting to order at 8:57 a.m.

**ITEM 2.      Roll Call.**

Assistant Executive Director Janet Zimmerman called the roll and Chair Blow, Commissioner Bowman, Vice-Chair Chappell, Commissioner McCabe, and Commissioner Sansom were present. Ms. Zimmerman stated that a quorum was present.

**ITEM 3.      Financial Statements for July of 2013.**

Mr. Crosley presented the District's financial statements for July of 2013 and asked if there were any questions.

Chair Blow asked about the \$5 million CD that is coming up for renewal. Mr. Crosley stated that staff will shop for the best rate at a financial institution that has the ability to secure the District's funds. He noted that if commissioners have any investment suggestions, staff will follow-up on them.

Commissioner Netts asked for an update on the SBA fund. Mr. Crosley stated that we currently have an unrealized gain of \$11,000.00. He noted that the funds are still frozen, but the District has not lost any principal funds.

Commissioner Bowman asked for clarification about the Corps' refund of \$4.1 million. Mr. Crosley stated that when the Corps bids a District project, they provide an estimated project cost, the District then deposits funds into the Corps account according to the project cost estimate. He stated that if the project is completed below the estimated project cost, the Corps refunds the difference back to the District upon closeout. He stated that this refund is a combination of several projects.

Vice-Chair Chappell referred to the \$10,300.00 Dania Dredging violation and noted that the contractor will reimburse the District for that expense.

Commissioner Sansom made a motion to approve a recommendation to the full Board of the financial statements for July of 2013. The motion was seconded by Commissioner Bowman. Chair Blow asked for any additional discussion. Hearing none, a vote was taken and the motion passed.

**ITEM 4. July 2013 Expenditure and Project Status Reports.**

Mr. Crosley presented the Expenditure and Project Status Report for July 2013 and stated that the District currently has \$57.6 million in contracted expenditures, \$32 million has been executed, and \$20 million has been paid out. He asked if there were any questions. There were none.

**ITEM 5. Delegation of Authority Report.**

Mr. Crosley presented the Executive Director's Delegation of Authority actions and stated that eight actions were taken from August 1, through September 4, 2013 and are presented for Committee review. He asked for questions.

Vice-Chair Chappell asked if the seagrass survey Work Orders were contracted with the District's pre-approved consultants. Mr. Crosley answered yes.

Chair Blow referred to the Change Order with Harry Pepper & Associates, Inc. and asked if that was a no cost Change Order. Mr. Crosley answered yes.

Chair Blow asked about the addition of Power Point to the FIND Display. Mr. Crosley stated that Mr. Roach was working on the project and he recently distributed a draft to staff for comment.

Commissioner Sansom asked that the project draft be presented to the Board for comment.

Chair Blow asked about the location of the FIND display. Mr. Crosley stated that currently the display is in storage. He noted that it is a large display and staff is working to locate facilities large enough to accommodate it.

Ms. Zimmerman stated that she has drafted a letter that will be sent to facilities up and down the east coast to find places that would be interested in having the display for two months at a time. She noted that the display takes a full day to set-up.

Secretary Cuzzo suggested contacting the new Elliott Museum. Ms. Zimmerman noted that the Elliott Museum is on the contact list. Mr. Crosley asked commissioners to suggest possible FIND display locations and contact staff.

**ITEM 6. Additional Agenda Items or Staff Comments.**

Chair Blow asked if there were any additional agenda items or staff comments. There were none.

**ITEM 7. Additional Commissioners Comments.**

Chair Blow asked if there were any additional Commissioner comments. There were none.

**ITEM 8.      Adjournment.**

Chair Blow stated that hearing no further business the meeting was adjourned at 9:12 a.m.

**MINUTES OF THE  
FLORIDA INLAND NAVIGATION DISTRICT**

**Board of Commissioners Meeting**

**9:00 a.m., Saturday, September 14, 2013**

**Hilton Singer Island Oceanfront**

**3700 North Ocean Drive**

**Riviera Beach (Singer Island), Palm Beach County, FL 33404**

**ITEM 1.      Call to Order.**

Chair Kavanagh called the meeting to order at 9:06 a.m.

**ITEM 2.      Pledge of Allegiance.**

Commissioner Isiminger led the pledge of allegiance to the flag of the United States of America.

**ITEM 3.      Roll Call.**

Secretary Cuozzo called the roll and Chair Kavanagh, Vice-Chair Chappell, Treasurer Blow, Commissioners Bowman, Crowley, Dritenbas, Isiminger, McCabe, Netts, Sansom and Williams were present. Secretary Cuozzo stated that a quorum was present.

**ITEM 4.      Additions or Deletions.**

Chair Kavanagh asked if there were any additions or deletions to the meeting agenda.

Mr. Crosley stated that there are no additions or deletions to the agenda.

Commissioner Bowman made a motion to approve the final agenda as presented. The motion was seconded by Treasurer Blow. Chair Kavanagh asked for discussion. Hearing none, a vote was taken and the motion passed.

**ITEM 5.      Board Meeting Minutes.**

Chair Kavanagh asked if there were any comments or questions regarding the Board Meeting Minutes.

Commissioner Netts made a motion to approve the minutes as presented. The motion was seconded by Commissioner Isiminger. Chair Kavanagh asked for discussion.

Treasurer Blow referred to Item 7 of the August 17, 2013 Board Meeting Minutes and stated that he would like to change Treasurer Blow to Mr. Crosley and insert “that we do not have” in the next line.

Vice-Chair Chappell referred to Item 5 of the August 17, 2013 Board Meeting Minutes and noted that he did not attend that meeting.

Commissioner Isiminger referred to Item 9 of the August 17, 2013 Board Meeting Minutes and stated that he would delete the words “some exotic” and “District’s site” and insert “removed their request to plant vegetation in the Intracoastal Right-of-Way.”

Treasurer Blow referred to Item 7 of the August 17, 2013 Board Meeting Minutes and stated that he would like to delete the words “once permitted an, for” and insert “and submitted an application for an assistance project from FIND.”

Commissioner Netts made a motion to approve the minutes as amended. The motion was seconded by Commissioner Isiminger. Chair Kavanagh asked if there was any further discussion. Hearing none, a vote was taken and the motion passed.



**ITEM 6.      Public Comments.**

Chair Kavanagh asked if there were any public comments on issues that are not on today's agenda. There were none.

**ITEM 7.      Comments from the U.S. Army Corps of Engineers.**

Ms. Shelley Trulock, the Intracoastal Waterway (IWW) Project Manager with the U.S. Army Corps of Engineers (Corps), stated that dredging of the Atlantic Intracoastal Waterway (AIWW) at Sawpit began July 17<sup>th</sup> and is approximately 25 % complete. She stated that the project will remove approximately 591,000 cubic yards of material from the channel and as of today 113,000 cubic yards of material has been placed on the beach. She stated that 13,000 cubic yards of non-beach quality material will be placed in DMMA DU-2. She stated that to date, there have been no project safety violations or accidents. She stated that the option to move non-beach quality material to DMMA DU-2 has been awarded and the project will be coordinated with Taylor Engineering.

Mr. Crosley noted that the contractor needs to be finished with work at DMMA DU-2 by early October.

Ms. Trulock stated that the development of plans and specifications for the IWW Indian River Reach 1 are in the works. She stated that it is estimated that 100,000 cubic yards of material will be removed and will be placed in DMMA IR-2. She stated that this project will have minor seagrass impact along the pipeline corridor. She stated that Jeff Colmbs and Mark Tamblyn will be meeting with the Florida Department of Environmental Protection (FDEP) next week to make a visual inspection of the area that could be impacted.

Ms. Trulock stated that the IWW Bakers Haulover and Jupiter dredging projects will be funded by Hurricane Sandy emergency supplemental funding received by the Corps. She stated that in July, FIND approved a work order to provide funding for the dredging of additional material from Cut P-4 of the IWW in the vicinity of the Jupiter Inlet because the Corps did not have the authority to dredge this part of the project with Federal funding. She stated that she has received an Advanced Maintenance Agreement from the Division level in Atlanta and this will provide the Corps with funding to pay for the removal of the 3,000 cubic yards of shoal material located within the advanced maintenance area. She stated that this means the Corps will not need FIND funding for this part of the project.

Ms. Trulock stated that three shoreline projects are going on at the same time: the Miami-Dade Shore Protection Project, Jupiter Carlin Shore Protection Project, and the IWW Jupiter/Bakers Reaches. She stated that the Jupiter project will be the first order of work and will start December 22<sup>nd</sup>. She stated that upon completion of the Jupiter project, the contractor will move south to the Bakers Haulover Reach project.

Mr. Crosley asked if bids were opened for both the Jupiter and Bakers Haulover Reaches. Ms. Trulock answered yes and stated that the Corps is using one contractor for both projects. She stated that it is estimated that 125,000 cubic yards of material will be dredged at Jupiter and placed on the beach and 50,000 cubic yards of material will be dredged from Bakers Haulover and placed on the beach.

Ms. Trulock stated that there are two proposed dates for the IWW tour. She stated that October 29<sup>th</sup> and 30<sup>th</sup> or December 3<sup>rd</sup> and 4<sup>th</sup>. She stated that she is

proposing a one day tour with a half day travel on each end of the tour and viewing the middle section of the IWW.

Mr. Crosley noted that the Fort Lauderdale Boat Show is scheduled for October 31<sup>st</sup> through November 4<sup>th</sup>. He stated that if the tour is scheduled for the south end of the IWW, participants could view the boat show set-up.

Commissioner Crowley stated that either date is okay with him but, he would respectfully ask the Board that we travel all the way to Miami because we have not traveled the south section of the IWW in a long time. He stated that Miami-Dade has completed a lot of waterfront projects that he would like staff, commissioners and local government officials to view.

Commissioner Sansom suggested that the IWW tour start in Miami-Dade County and travel north as far as possible in the allotted time period.

Chair Kavanagh suggested that we narrow the IWW trip to a date first.

Commissioner Netts stated that he has a conflict with both proposed dates, but October would better fit his schedule.

Secretary Cuzzo stated that he would prefer the October date.

Vice-Chair Chappell stated that he would prefer the December date, just because October is during the Fort Lauderdale Boat Show Weekend.

Commissioner McCabe stated that she cannot make the October date and December would be preferable.

Commissioner Dritenbas stated that he would prefer the December date.

Mr. Crosley stated that he will contact commissioners via e-mail to determine the preferred date.

Mr. Crosley asked about the Colonel's schedule. Ms. Trulock stated that he does not have to travel the entire trip; but it would be nice for him to participate in part of the trip.

Ms. Trulock noted that Commissioner Sansom had previously requested discussion regarding the Okeechobee Waterway (OWW) mooring regulations. She introduced Mr. Adam Tarplay from the Corps to make the presentation.

Mr. Adam Tarplay, with the U. S. Army Corps of Engineers (Corps), Operation Division, stated that the Okeechobee Waterway (OWW) mooring policy has not changed, but has been clarified. He stated that over the years, it has been a tradition for boaters to improperly anchor or moor along the canal or channel and stay for months at a time. He stated that these activities slow boat traffic and cause boater hazards. He stated that another problem is the improper dumping of waste and trash. He noted that the intent of the waterway is to move boaters from coast to coast in a safe manner and allow proper overnight anchoring for people traveling from coast to coast. He asked for questions.

Mr. Crosley stated that these regulations have been in place for many years and there was not a real need for enforcement until people started to abuse the regulations.

Commissioner Netts asked who is responsible for law enforcement on the OWW. Mr. Tarplay answered the Army Corps of Engineers Park Rangers.

Mr. Crosley stated that the District has plans to build material maintenance sites and perform dredging on the OWW in the near future.

Mr. Tarplay stated that the Corps has a Facebook page that lists the daily water levels and lock openings for the OWW.

**ITEM 8.      Staff Report on Palm Beach County Area Projects.**

Mr. Crosley stated that Phase I of the Dredged Material Management Plan (DMMP) for the Intracoastal Waterway (IWW) in Palm Beach County was completed in 1989. He stated that Phase II of the DMMP was completed in 1990 and all major land acquisition was completed in 1991.

Mr. Crosley stated that the 50-year dredging projection for the 43 miles of channel in Palm Beach County is 2.9 million cubic yards and the storage projection is 5.5 million cubic yards. He stated that the majority of this dredging (76%) is associated with Jupiter Inlet. He noted that the IWW area in the vicinity of the Jupiter Inlet is dredged every two to three years.

Mr. Crosley stated that six upland Dredged Material Management Areas (DMMA) have been acquired, along with two beach placement areas that will manage dredged material from the waterway. He stated that the DMMA on Peanut Island and MSA 641A have been constructed. He stated that easements have recently been re-secured for beach placement of IWW material on the beach south of Jupiter Inlet.

Mr. Crosley stated that the USACE is currently undertaking a maintenance dredging project for Cuts P-1 through P-4 on the IWW in the vicinity of the Jupiter Inlet. He stated that this project has been funded through supplemental Operation and Maintenance (O&M) funding via Hurricane Sandy relief. He stated that this area was last dredged in 2009 and is regularly dredged about every three years.

Mr. Crosley stated that a small but limiting shoal in the vicinity of the Parker Bridge in Palm Beach Dredging Reach II is being scheduled for removal in September. He stated that approximately 5,000 cubic yards of dredged material will be placed in

MSA 617C. He stated that the project permit was done through the District's Regional General Project Permit (RGP).

Mr. Crosley stated that the deepening of a portion of the IWW in Reach III north of the Port of Palm Beach is completing the permitting phase and is scheduled to be dredged next year, pending receipt of final permits and development of final plans and specifications. He stated that maintenance dredging of Reach IV is in the planning phase.

Mr. John Adams, with Taylor Engineering, stated that the project permit for the deepening of Reach III Palm Beach has been applied for. He stated that Taylor Engineering has been responding to requests for additional information from the Florida Department of Environmental Protection (FDEP). He stated that currently Taylor Engineering is evaluating comments from the Corps of Engineers Public Notice and will develop a response.

Mr. Crosley stated that the Palm Beach County Waterways Economic Study was completed in 1998 and updated in 2007 and 2011. He stated that the recent study documented up to 831 recreational waterway-related businesses in the county employing 5,879 people, with salaries of \$297.5 million and a total economic impact of \$1.26 billion. Property values were determined to be increased by \$2 billion by the presence of the IWW channel. He stated that there are approximately 33,128 registered vessels in the county.

Mr. Crosley stated that since 1986, the District has provided \$38.7 million in Waterways Assistance Program funding to 164 projects in the county, having a total constructed value of \$120 million. He stated that the county, 15 cities, and the Port of

Palm Beach have participated in the program. He noted that 11 applications are currently being considered for funding assistance for FY 2013-14.

Mr. Crosley stated that the District's Cooperative Assistance Program has provided funding assistance in the amount of approximately \$2.6 million to Palm Beach County projects.

Mr. Crosley noted that the District's GIS has not been updated in years and staff would like to work on that soon. He stated that for example, the District GIS maps show District Sites MSA 641 and MSA 641A as undeveloped with a structure in front of it and noted that Google Earth has it updated. He asked for discussion.

Commissioner Dritenbas asked what a Movable Bridge Guide is. Mr. Crosley stated that is a District produced pamphlet that has a listing of the drawbridges/movable bridges along the east coast of Florida within the District Counties, noting clearance restrictions along with their opening schedules and contact information.

Treasurer Blow asked about the Florida Power & Light request to lease District Site MSA 617C. Mr. Crosley stated that Mr. Roach has been working on the lease and it should be completed soon. He stated that staff is proposing to obtain higher rent for the use of the site.

Commissioner Sansom asked if the southwest corner of Peanut Island is encroaching towards the District's channel. Mr. Crosley noted that the area appears close and commented that the island could be moving, but that there has not been any shoaling in that area. He noted that the part of the island being discussed belongs to the Port of Palm Beach.

Mr. Adams stated that is the area of the waterway where the District's deepening project will take place and he commented that we plan to move the channel a little to the west to prevent erosion from and to Peanut Island.

Mr. Greg Reynolds, with Lagoon Keepers, Inc. stated that the Port has a heavy equipment offload dock in that area and there is a lot of sand coming off the island into the waterway. He noted that the water in that area is 30 to 40 feet deep.

Mr. Rob Robbins, with Palm Beach County Environmental Resource Management, stated that there is movement of sand at the south end of Peanut Island, migrating north. He stated that in addition, the sand transfer trap at Lake Worth Inlet is full. He mentioned that the county is working with the Corps to expand the sand trap.

Vice-Chair Chappell asked when the District plans to dredge Palm Beach Reach IV in the area of the Boynton Inlet. Mr. Crosley stated that is another problem area. Mr. Robbins stated that area is currently being dredged and noted that is another area where the sand trap was full and that it is being addressed at this time. Mr. Crosley noted that the District and Palm Beach County have an Interlocal Agreement to dredge this area.

**ITEM 9. Request for Funding *Halophila johnsonii* Seagrass Study.**

Mr. Crosley stated that the District has received a funding request from Dr. Mark Fonseca, Ph.D. with CSA Ocean Sciences Inc. to perform additional studies of the endangered marine plant *Halophila johnsonii*.

Dr. Mark Fonseca, Ph.D., Science Director with CSA Ocean Sciences, Inc. stated that he has authored several papers and reports on seagrass. He stated that in 1980 *Halophila johnsonii* (Johnson's Seagrass) was listed as a new species. He stated that over time, peer reviewed evidence has emerged that calls into question the identification of



Johnson's Seagrass as a separate species. He stated that if Johnson's Seagrass is found to be a range extension of a previously described species rather than a new species, the management environment of the region would be greatly affected. He noted that Johnson's Seagrass provides substantial levels of eco system services that would need consideration irrespective of the Endangered Species Act ESA designation.

Dr. Fonseca stated that every five years, the Johnson's Seagrass Recovery Team publishes an update on the status of the species. He stated that the 2012 study has not been released. He noted that there is some indication that this study may suggest a reconsideration of the status of the species.

Dr. Fonseca stated that it is very important to document this theory and use as guidelines in making decisions. He stated that this proposed study may assist the permitting community in better understanding this species, and could lead to the possible relief of permitting restrictions for future dredging projects. He stated that he is submitting for consideration the District's assistance as a partner to help fund this study.

Commissioner Isiminger stated that Johnson's Seagrass is the most significant issue that we face with environmental permitting for marine structures and it affects channel dredging for the District. He asked if the written papers questioning if Johnson's Seagrass is a unique species are credible. Dr. Fonseca answered yes and stated that the team performing the genetic analysis is working with Dr. Michelle Waycott in Australia. He stated that Dr. Waycott is a world recognized genetic analysis authority on Johnson's Seagrass and other species. He noted that there is more than one definition of a species and that is why we need genetic information. He noted that this particular plant, Johnson's Seagrass, are only female and a male plant has never been found.

Dr. Fonseca stated that the *Halophila* genus review would be conducted using CSA Ocean Sciences, Inc. in-house library resources. He stated that under his supervision, staff would conduct the analysis of the literature and develop a draft manuscript for consideration of peer review by an international journal.

Commissioner Isiminger asked if it is found that Johnson Seagrass migrated from the Pacific and since that time it has mutated, could it still be listed as an endangered species. Dr. Fonseca stated that is one of the major things that they would try to discover from this study. He noted that it is doubtful that Johnson's Seagrass could have mutated and become a new species that quickly but noted that the plant can change its form and structure. He noted that Johnson's Seagrass provides ecological benefits and is an important part of the food chain in Florida.

Commissioner Dritenbas asked if Johnson's Seagrass was removed from the ESA, how would it affect the way the District and the Corps do their mitigation for this seagrass. Dr. Fonseca stated that the Johnson's Seagrass may not have a critical designation. Mr. Crosley stated that it would not be considered a threatened species.

Commissioner McCabe noted that it appears that there was not a problem understanding what the Johnson Seagrass species was when placing it on the endangered species list, but now that there's a question about its status on the list, there are more ways to define the seagrass. Dr. Fonseca answered yes and stated that in the 1980's the methods available to determine genetic differences among species were very different than what we have now. He stated that today's methods are much more refined and specific and the questions that can be asked have evolved as well.

Commissioner Netts inquired as to why FIND should fund this literature research. Dr. Fonseca stated that peer review literature provides the ability to make informed decisions. He stated currently, there is not a paper that pulls this information together in a management directive outcome and that is what this proposal is about.

Vice-Chair Chappell asked if Dr. Fonseca had looked into other grant opportunities or other project partners to help fund this study. Mr. Crosley noted that the problem with a partnership is that some of the agencies we could partner with may have a conflict of interest with the District. He stated that Mr. Roach has talked to a few people, such as the Marine Industries about helping to fund this study. He stated that this item is being presented today to get the Board's directive and then if there is an interest, we could pursue other funding partners. He stated that besides the Marine Industries, he is not sure that other agencies such as the Florida Fish and Wildlife Conservation Commission may not be supportive of funding this research.

Commissioner Sansom stated that personally he is interested in this study, but he has a concern about the District as a public agency spending public funds to do this work. He stated that the District may benefit from a de-listing of Johnson's Seagrass, but he does not feel that the District should become an advocate for Johnson's Seagrass de-listing.

Commissioner Crowley stated that he does not favor funding a paper and he noted that nothing necessarily would happen as a result of the paper. He noted that de-listing is a long and difficult process. He stated that a coalition of agencies would have to provide support and funding for this project, and then he may support this request. He stated

that he does not support the District doing a study by ourselves to de-list Johnson's Seagrass.

Commissioner Williams stated that he does not feel that Dr. Fonseca is asking for an advocacy position, but that he is asking for help to fund a study to allow for a species opinion. He stated that working with a number of funding partners could tie the paper to an advocacy position.

Secretary Cuozzo stated that he believes that the Johnson's Seagrass issue does directly impact and increase the amount that the District spends to dredge the IWW. He stated that he supports this study and would consider funding at an up to 50% level. He suggested that Dr. Fonseca consider looking for other funding partners, such as Inlet Districts.

Commissioner McCabe questioned that if the District funds the study, are we then expressing an interest in getting Johnson's Seagrass de-listed. She stated that she is concerned about using taxpayer dollars to fund this study.

Treasurer Blow stated that he would like to table this item for 30 days and ask our engineers what they think about this study. He also suggested that staff poll all the Florida East Coast Port Districts to determine if they have an interest in this issue.

Chair Kavanagh asked Mr. Adams for comments. Mr. John Adams with Taylor Engineering stated that he is not an expert in seagrass but noted that Mr. Steve Schropp is. He suggested contacting him for an opinion of what the benefits would be from this literature research. He stated that from a permitting perspective the, de-listing of the species would greatly reduce the time it takes to get a permit and it would also reduce

mitigation costs. He stated that if the seagrass were de-listed, it would save money in the District's dredging program.

Vice-Chair Chappell stated that we should look at the area where Johnson's Seagrass impacts the District's waterway channel and take into consideration it is a shallow water seagrass.

Commissioner Isiminger stated that he and Mr. Crosley are meeting October 2<sup>nd</sup> with the Florida Ports Council and that would be a great place to discuss this.

Commissioner Isiminger made a motion to approve tabling this Item until at least the next meeting after staff discusses the proposal with Lewis, Longman, and Walker and the Florida Ports Council. The motion was seconded by Commissioner Sansom. Chair Kavanagh asked for discussion. Hearing none, a vote was taken and the motion passed.

**ITEM 10. Update on the Lake Worth Lagoon Initiative Activities – Rob Robbins, Director for Palm Beach County's Department of Environmental Resources Management (ERM).**

Mr. Rob Robbins, Director with Palm Beach County Department of Environmental Resources Management (ERM), stated that ERM values and appreciates the relationship that the Lake Worth Lagoon Initiative (Initiative) has had with FIND over the years. He stated that the Lake Worth Lagoon is an ecologically productive place with increased eco-tourism and more access for the public over the last few years because of the cooperation the county has had with FIND.

Mr. Robbins stated that the Initiative is a multi-agency effort to increase awareness, support and funding assistance for projects to improve and protect the natural resources within the watershed and it was established in 2008. He stated that the Steering Committee is made up of elected or appointed officials who cannot tell another entity

what to do. He stated that the Initiative is not a directive or decision making body, it is a collaborative body that works together to accomplish our mutual goals. He stated that the Initiative is not governed under Sunshine Regulations and members can talk to each other to get the work done.

Mr. Robbins stated that under the Steering Committee there are three working groups, Water and Sediment Quality, Habitat Enhancement and Restoration and Public Education and Outreach.

Mr. Robbins stated that water quality goals include an ambient monitoring program in the Lake Worth Lagoon for baseline purposes and trend analysis. He stated that the county is focused on decreasing inputs of suspended material and nutrients from point and nonpoint sources. He stated that the county identifies contaminants, performs stormwater retrofit projects, and manages sediments.

Mr. Robbins stated that as of late, freshwater discharges have had a significant impact on the Lake Worth Lagoon. He stated that these discharges have affected some of the habitat restorations, such as the Snook Island Restoration and other various seagrass restorations. He stated that the county expects those restorations will bounce back and will behave like other natural systems behave under the deluge of freshwater. He noted that this freshwater discharge will be a hot topic at the next Initiative Steering Committee meeting.

Mr. Robbins stated that habitat restorations are often big visible projects such as restoring and enhances seagrass beds, oyster habitat, emergent mangrove wetlands, coastal hammock habitat, and protective upland buffer zones. He stated that these projects also include living shorelines, vertical walls to reduce wave-generated sediment

re-suspension, artificial reefs, and species protection. He referenced the Peanut Island, Munyon Island, and Snook Islands restoration projects as examples of these types of projects. He noted that the Fullerton Island project, which is currently under construction, is another habitat restoration project.

Mr. Robbins stated that the county is considering entering into a derelict vessel removal program with Lagoon Keepers.

Commissioner Isiminger noted that the District holds a seat on the Initiative Steering Committee.

Commissioner Crowley noted that Palm Beach County is doing a great job with water quality and restoration management and they set a great example not for just Florida, but for all around the Country.

**ITEM 11. Settlement with Lucas Marine Acquisition Corporation for Additional Costs Pertaining to the Dania Cutoff Canal Deepening Due to Turbidity and Hard Digging - Broward County.**

Mr. Crosley stated the site conditions encountered during the Dania Cutoff Canal project facilitated the change from an environmental bucket to a conventional bucket. He stated that this change led to turbidity issues and delays, but resulted in an increase production rate with the conventional bucket. He stated that upon project completion, the contractor submitted a claim for a “changed condition” in the amount of \$448,593.00. He stated that staff, in conjunction with the District’s Engineer, countered the claim with evidence that resulted in the reduced and agreed amount of \$152,623.00. He stated that staff is of the opinion that this amount reflects the actual additional expenses incurred by the contractor for variances in the original site conditions.

Commissioner Williams stated that he is amazed that the contractor submitted a Change Order for \$448,593.00 and accepted \$152,623.00, and he asked if the contractor was happy with the results. Mr. Crosley stated that Mr. Roach and Taylor Engineering presented a lot of good evidence, and did some serious negotiating resulting in a positive result for the District. Mr. Adams stated that the contractor was satisfied with the outcome.

Vice-Chair Chappell thanked staff and Taylor Engineering for working on this.

Treasurer Blow stated that this is an example of the results obtained with a qualified staff and really good engineer. He noted that without this defense, the District would have been looking at the \$448,593.00.

Commissioner Netts made a motion to approve the final settlement with Lucas Marine Acquisition Corporation, LLC in the amount of \$152,623.00 for changed site conditions during the Dania Cutoff Canal Deeping Project. The motion was seconded by Secretary Cuozzo. Chair Kavanagh asked for discussion. Hearing none, a vote was taken and the motion passed.

**ITEM 12. Pre-Construction Administration Services for the Construction of DMMA O-7, Martin County.**

Mr. Crosley stated that the District is requesting a Project Cooperation Agreement (PCA) with the U.S. Army Corps of Engineers (Corps) for the construction of DMMA O-7 in Martin County. He stated that the construction of this site is integral to the required dredging of the Okeechobee Waterway in Cuts 2 through 4. He stated that in 2011, Taylor Engineering completed the draft Specifications and Contract Documents for this site. He stated that at that time the District could not move forward with construction. He stated that staff has requested that the District Engineer provide the District with a



scope of services and fee quote for coordinating the specifications and documents with the Corps' staff in order to avoid duplicative work and assist the Corps in utilizing the existing documents. He stated that with today's approval, staff will send the Corps a letter of intent requesting a Project Cooperative Agreement to move forward with this project. He stated that this proposal is a not to exceed proposal.

Secretary Cuozzo asked about the cost difference from our original project estimate and today's estimate using the Corps. Mr. Crosley stated that he has not received a revised cost estimate but that he would anticipate it will cost a little more. He stated that the Corps has provided reasonable bids on previous projects and they have all been successful projects.

Secretary Cuozzo stated that because Martin County is stating that this site is not zoned for this type of activity, it makes sense to use the Corps for this project. Mr. Crosley noted that the Corps has federal navigation servitude and it could be a cost savings for the District to work with the Corps on this project versus completing the project ourselves.

Attorney Breton stated that if the District were to undertake the project, the county would require the District to go through land use agreements, rezoning, and their permitting process for this site. He stated that the District has other sites to be built in Martin County and if the District were to go that route, it could set an unwanted precedent.

Commissioner Crowley made a motion to approve the scope of services and fee quote from Taylor Engineering in the amount of \$38,418.00 for pre-construction administration services for the DMMA O-7 construction project. The motion was

seconded by Commissioner Netts. Chair Kavanagh asked for discussion. Hearing none, a vote was taken and the motion passed.

**ITEM 13. Staff Report on the U.S. Army Corps of Engineers Recent Changes to the Intracoastal Waterway Setback Criteria.**

Mr. Crosley stated that he has attended three meetings with the Corps regarding the new IWW setback criteria. He stated that Ms. Trulock presented the Corps' role in the IWW, he discussed the District's interest and partnership with the Corps, and Ms. Tory White discussed the specifics of the proposed setback criteria.

Mr. Crosley stated that most of the proposed changes were not dramatic, but the most significant change was the proposed shore-parallel restrictions. He stated that public feedback was received and the Corps took another look at that issue. He stated that relative to dredging projects, a structures setback from the channel and the shoreline parallel restriction was a concern.

Mr. Crosley noted the District's role is to provide review and comment on proposed projects that are closer than 100 feet from the channel. He stated that one point that was brought up at the Broward County meeting referenced the narrow man-made areas of the waterway. He stated that a question was asked about commercial establishments or large properties that have a structure such as a day dock adjacent to a restaurant that is closer than 100 feet to the channel and that question was, what was the hindrance to allowing patrons to moor during the day knowing that they could be moved when dredging is scheduled.

Mr. Crosley stated that the Corps took all the public comments into consideration and will review the shore parallel question. He noted that this is an ongoing battle because boats and docks are getting larger. He stated that the Corps has to keep

structures out of the channel, maintain safe navigation, and allow for maintenance of the waterway. He stated that the new criteria are in place.

Commissioner Isiminger stated that the new shore parallel requirement stated that if the structure is 62.5 feet from the channel, the dock can only be 1/3 the width of your property or 40 feet, whichever is greater. He stated that he feels that this is an unreasonable restriction. He stated that he is hopeful that the Corps will re-visit that criterion.

Commissioner Sansom referred to the terminal platform criteria and asked if it includes the pilings. Ms. Trulock stated that it includes anything that is a structure. Commissioner Isiminger stated that it is structure, and if you have an L-head or T-head it is assumed that you will have a ten-foot wide vessel, so the setback is increased by ten-feet. Commissioner Sansom commented that the criteria limits the width of terminal platform to no more than 1/3 the width of the property, and he noted that the pilings would not impact the use of anchors for cutter-head dredging.

Commissioner Sansom referred to the restrictions associated with variances to the setback rule and asked if they only apply to the width of terminal platforms that are 65 ½ feet from the channel. Mr. Crosley stated that anything outside of 100-feet has no restrictions and as the structure gets closer to the channel, the level of restrictions increase. Ms. Trulock stated that typically variances are given if supporting documentation is provided.

Vice-Chair Chappell noted that Palm Beach, Broward, and Miami-Dade Counties all have narrow waterways. He stated that in Broward County the waterways are mostly bulk-headed. He stated that to tell someone who owns an IWW property that is a 100

feet wide that they cannot moor their boat on a 40 foot dock, especially at Hillsboro Mile, is unreasonable. He noted that the comments that the Corps are hearing now are the same comments they heard two years ago and they proceeded with this policy. He referred to the adoption process and stated that he is hopeful that when the Corps held public workshops and they accepted comments, that they address those comments before moving forward. He noted that these counties are the largest in the FIND tax base, providing 80% of the District's tax revenue and it is his understanding that the dredging cost-saving may be less than 20%. Ms. Trulock stated that this criterion affects more than cost savings and includes boater safety. She stated that the Corps is reviewing the questioned shore parallel requirement. Commissioner Chappell suggested looking at the definitions of T-docks, marginal docks, and terminal platforms.

Treasurer Blow noted that in the last year there have been boats hitting docks in Palm Valley and St. Augustine. He stated that in both of these accidents, illegal drugs or alcohol were involved. He stated that if the Corps is going to consider boater safety, they should look at the actual facts about boating accidents.

Commissioner Sansom noted that the Corps has declared the IWW a low commercial value waterway and they have not provided maintenance funding for several years.

Commissioner Crowley suggested that this Board may want to draft a resolution regarding the District's concerns pertaining to how this new criterion is enforced by the Corps.

Mr. Crosley reminded the Board that staff is supportive of the Corps' setback criteria and that we must keep docks and structures out of the channel. He noted that we do not want to come across as opposed to the setback criteria.

Treasurer Blow stated that the issue commissioners have is not with the setback criteria, but the restriction on dock width for structures 62.5 feet or less from the channel. He stated that this criterion has the potential to impact home values in the District's southern counties and therefore affect District revenue.

Mr. Crosley asked if a letter from the Executive Director would be sufficient or does the Board feel a resolution is necessary. Commissioner Sansom suggested that the District address all concerns, including the District's waterways value and noted that he feels that the Corps is not thinking about the District's needs.

**ITEM 14.     Additional Assistance Program Review and Rule Modification.**

Ms. Zimmerman stated that at the District's last meeting, the Board reviewed several staff recommended changes to the Waterways Assistance Program (WAP) Work Sheet, as well as the rule language. She stated that the Board approved the majority of these changes with the request to revisit the sections on mitigation credits and public navigation. She presented additional rule language for funds allocation and/or project eligibility to classify projects without public access as "Other Waterway Projects" and making those projects eligible for 25% funding. She stated that these changes apply to waterway projects that do not meet the District's specific rule criteria, but are located on eligible waterways. She stated that a new definition clarifying Other Waterway Related Projects was added.

Commissioner Sansom asked staff's recommendation. Mr. Crosley suggested adopting the change to rule 66B-2.008 (1)(a) Project Eligibility.

Commissioner Sansom stated that the change was intended to serve a project that is located on a public waterway and that the public may want to travel, but that may not have direct public access. He stated that he does not feel that the Board wants the rule to cover other kinds of projects that we have not yet encountered and limit their funding to 25%. Mr. Crosley suggested that the only other type of project that could qualify would be a shoreline protection project.

Commissioners Sansom and Isiminger stated that they prefer changing 66B-2.005 Funds Allocation.

Commissioner Sansom made a motion to approve the proposed additional rule language to the District's WAP & CAP (66B-2.005) program rules. The motion was seconded by Treasurer Blow. Chair Kavanagh asked for discussion. Hearing none, a vote was taken and the motion passed.

Ms. Zimmerman stated that language was added for District funded restoration projects, and that the following language was recommended to be added to the rule; "to pursue and assign any available mitigation credits to the District, and that mitigation projects are located outside of the IWW right-of-way."

Commissioner Crowley stated that he likes the first part and questioned the second part, and he asked if staff meant the right-of-way or channel. Ms. Zimmerman stated that the restriction is already outside of the channel. Mr. Crosley stated the rule change is right-of-way and noted that if mitigation is established within the right-of-way,

it can never be removed. He stated that the District must preserve that Federal right-of-way in perpetuity.

Commissioner Crowley stated that there are many areas where the right-of-way is very large and unusable and could be used for mitigation.

Commissioner Isiminger noted that this rule only applies to assistance projects and commented that it does not apply to the District or our projects.

Commissioner Crowley stated that the way this rule is written it provides no flexibility. He suggested that the wording state that all eligible environmental restoration projects are located outside of the District's channel and that the District would have discretion within the right-of-way. Mr. Crosley stated that staff will move forward with the first part of the rule and delete the second part.

Ms. Zimmerman stated that language was added to Project Administration, requiring a final project report be submitted at the completion of the project, and the report shall, at minimum, include: a project summary, a photo of completed project, final project cost, project benefits to the waterway, project location and directions.

Commissioner Crowley thanked staff for adding this and noted that a standard form should be developed. Ms. Zimmerman stated that staff will develop a standard form and format for this item.

Ms. Zimmerman stated that it is staff's intention to also make the approved changes to the Cooperative Assistance Program (CAP) rules and worksheet, as applicable.

Treasurer Blow made a motion to approve the proposed additional rule language to the District's WAP and CAP program rules. The motion was seconded by

Commissioner Dritenbas. Chair Kavanagh asked for discussion. Hearing none, a vote was taken and the motion passed.

**ITEM 15. Staff Report on Additional Deepening and Access Opportunities Along the Intracoastal Waterway.**

Mr. Crosley stated that at our last meeting, the Board requested staff to investigate potential areas of our waterway that could benefit from deepening beyond the currently authorized depth.

Mr. Crosley stated that we have completed a preliminary analysis that benefited from staff knowledge, current channel conditions, location of bridges and other impediments to navigation, with some effort to locate existing facilities in the area of interest. He noted that this list is not comprehensive, but it is intended to identify areas that might benefit from further investigation. He stated that the District's waterways are unique because of the great ocean access via inlets. He stated that he would like to highlight several areas of the report.

Mr. Crosley stated that the St. Augustine Inlet is a federally-authorized, shallow-draft harbor with a control depth of -16 feet, and currently there are numerous marine-related facilities along the ICW and the San Sebastian River. He stated that travel to the north on the ICW is restricted by a fixed bridge at an elevation of 65'. He stated that the Bridge of Lions, south on the ICW from the inlet, is a bascule (draw) bridge that is the narrowest width along the ICW in Florida at 90'. He noted that this inlet is managed by the St. Augustine Port, Waterway & Beach District, which is an independent taxing authority.

Treasurer Blow referred to the cruisers-net map and stated that it is inaccurate. He stated that the water in the Salt Run area is not 21 feet deep. He stated that south of



Marker 10, south of the Bridge of Lyons has significant shoaling and at low tide the channel is approximately 2 feet deep. He noted that NOAA is updating their charts for this area of the waterway.

Mr. Crosley stated that the Matanzas, Ponce de Leon, and Sebastian Inlets are shallow-draft inlets.

Mr. Crosley noted that of all the inlets that were analyzed, the Fort Pierce Inlet has the most potential for deepening. He stated that this federally-authorized, but infrequently maintained deep-water inlet has an authorized control depth of -28'. He stated that currently the District has significant projects in the works, but if this is a project that the Board is interested in pursuing, we could have Taylor Engineering provide a feasibility study. He noted that there is an existing potential for further marine-related facilities development at this port and in the immediate vicinity.

Commissioner Sansom suggested that before spending District funding, we could canvas the local Marine Industries and local marine facilities in the Fort Pierce area to see if they have any interest or plans in expanding and becoming part of a large deepening project similar to what was done in Fort Lauderdale.

Ms. Zimmerman stated that there are six City Marina's south of the bridge in Fort Pierce. Mr. Crosley noted that the Port of Fort Pierce is one of the most underutilized Ports along the east coast of Florida.

Commissioner Isiminger asked if the Port of Fort Pierce is part of the Florida Ports Council. Commissioner Sansom answered that they are a member, but noted that they are not listed as a deep water port.

Mr. Crosley noted that any deepening project beyond the authorized depth of the federal channel is considered a new improvement and is subject to resource mitigation, which is a long-term permitting project. He noted that staff has been working on the Broward and Palm Beach County deepening projects for over 12 years.

Mr. Crosley stated that the Port of Palm Beach is a federally authorized and maintained port that has a current control depth of -33'. He stated that the District is pursuing a deepening project to the north, known as the IWW Deepening Palm Beach Phase 1, which is in permitting with a completion date estimated within six months. He stated that this estimated \$10 million project will deepen the IWW waterway from -10' to a control depth of -15'. He stated that plans and specs, bidding and construction are estimated to take an additional 18 months from the receipt of permits. He stated that this project has been approved and budgeted. He noted that several marine facilities, including Rybovich Marina, Viking Yachts and a defense contractor, are in the permitting phase to deepen their basins in conjunction with this project.

Mr. Crosley stated that an additional effort to deepen the IWW south of the port, Palm Beach Deepening, Phase II will follow Phase I. He stated that several marine facilities including Rybovich Marina, Palm Beach Marina, Palm Harbor Marina and the annual Palm Beach Boat show in downtown West Palm Beach should benefit from this project. He stated that all the facilities with the exception of Rybovich are south of the Flagler Memorial (draw) Bridge.

Mr. Crosley stated that Port Everglades is adjacent to the recent deepening project at the Dania Cutoff Canal. He noted that this port is a federally authorized and maintained port and has a control depth of -45'.

Commissioner Sansom suggested staff maintain a record of related improvements that come to an area as a result of the District's deepening projects. He suggested from 12 months before the project is completed and up to five years after completion.

**ITEM 16. Finance and Budget Committee Report.**

Treasurer Blow stated that the Finance and Budget Committee met earlier today and the committee reviewed and recommends approval of the July 2013 financial statements, delegation of authority, and expenditure and project status report.

Treasurer Blow made a motion to approve the recommendations of the District's Finance and Budget Committee. The motion was seconded by Commissioner Sansom. Chair Kavanagh asked for discussion. Hearing none, a vote was taken and the motion passed.

**ITEM 17. Personnel Committee Report.**

Commissioner Netts stated that the District's Personnel Committee met prior to the Board meeting and the committee considered three items.

Commissioner Netts stated that the committee recommends an adjustment to the Assistant Executive Director's salary. He stated that when she was hired, she was told that at the end of six-months, there would be a performance review and if the review was satisfactory, there could be a salary adjustment of \$2,000.00. He stated that the review was satisfactory and the recommendation is to approve the salary adjustment retroactive to the six-month anniversary date.

Commissioner Netts made a motion to approve the Assistant Executive Director's salary adjustment of \$2,000.00, retroactive to her six-month anniversary date. The

motion was seconded by Commissioner Dritenbas. Chair Kavanagh asked for discussion. Hearing none, a vote was taken and the motion passed.

Commissioner Netts stated that the second item that the committee discussed was personnel salary adjustments for FY-2013-2014. He stated that the committee discussed raises versus bonuses based on performance evaluations. He stated that Mr. Crosley pointed out that because of the transition, he has not been supervising staff long enough to perform a full performance evaluation of each staff member. He stated that the recommendation is to award 3% staff salary adjustments and in the interim, the District will collect from Cody and Associates two or three comprehensive salary studies to look at salary ranges, salary adjustments, and salary bonuses. He stated that then the committee will review the reports and determine if current salary ranges are realistic. He stated that the committee recommends a 3% salary adjustment of all District staff.

Commissioner Netts made a motion to approve FY 2013-2014 salary adjustments to the District staff of 3%. The motion was seconded by Commissioner Isiminger. Chair Kavanagh asked for discussion.

Attorney Breton suggested adding language to the motion that if the 3% raise causes any employee to exceed their maximum pay ranges for that position, that the exceedance is waived.

Commissioner Netts noted that staff salary ranges have not been updated for several years.

Commissioner Netts made a motion to amend the original motion to include waiving staff salary ranges. The motion was seconded by Commissioner Isiminger. Chair Kavanagh asked for discussion.

Secretary Cuozzo noted that he would vote against the 3% salary increase because he believes that Mr. Crosley has worked with staff long enough to evaluate their work. He noted that Mr. Crosley has worked with this staff for 14 years.

Commissioner Sansom stated that he feels that Mr. Crosley should know his staff well enough to evaluate their work.

Commissioner Sansom stated that if this Board recommends a blanket 3% salary adjustment for all the staff members, then that means that the Board has done the reviews and we have not distinguished between staff members. He stated that if the Board recommends up to 3% salary adjustments, then Mr. Crosley is responsible for justifying the increase for staff, and he is doing his job to evaluate the personnel.

Mr. Crosley stated that he has worked with the District staff, but he has not had the ability to supervise them until just recently. He stated that his big concern is that he has not sat down with each staff member to layout his expectations and changes that he would like to do.

Commissioner Crowley stated that he did make the motion to give a 3% blanket increase to staff, but he would also support the change in the motion for up to a 3% staff increase for this year. He noted that staff has not received a salary adjustment for the past three years. He stated that it is time to consider a salary adjustment. He stated that going forward the committee was also looking at compensation of raises less frequently and each year keeping a bonus structure to reward staff for good work.

Commissioner McCabe stated that she was under the impression that Mr. Crosley was recommending staff salary adjustment of 3%. Mr. Crosley stated that is correct.

Chair Kavanagh asked for discussion. Hearing none, a vote was taken and the motion passed.

Commissioner Sansom amended the motion to approve FY 2013-2014 staff salary adjustments up to 3%. The motion was seconded by Secretary Cuzzo. Chair Kavanagh asked for discussion. Hearing none, a vote was taken and the motion passed.

Commissioner Netts stated that the committee approved a \$7,500.00 salary increase for Mr. Crosley effective as of October 1, 2013 when he becomes Executive Director.

Commissioner Netts made a motion to approve, effective October 1, 2013, the Executive Director salary of \$117,500.00. The motion was seconded by Secretary Cuzzo. Chair Kavanagh asked for discussion.

Commissioner Sansom asked if the 3% salary increase also applies to the newly established salaries for the Assistant Executive Director and the Executive Director.

Commissioner Bowman pointed out that in Ms. Zimmerman's case the 3% would be higher than the \$2,000.00 raise.

Commissioner Sansom stated that when a new salary is established, you do not automatically provide a raise on top of that. Mr. Crosley stated that the Board has given him direction for staff raises. Commissioner Sansom stated that he would hope he does not give himself a 3% raise on his newly established salary.

Secretary Blow stated that he was under the impression that for FY 2013-2014 the new salary going forward would be the \$92,000.00 for the Assistant Executive Director and \$117,500.00 for the Executive Director. He stated that he supports the idea giving Mr. Crosley the discretion for staff raises.

Commissioner McCabe stated that when the Assistant Executive Director was hired, she was told that in six months she would be eligible for a \$2,000.00 raise. She stated that it is not fair to exclude her from the 3% adjustment when she is eligible for this adjustment.

Commissioner Bowman referred to the Cody and Associates analysis and noted that report applies to the entire State of Florida. He stated that the District Office is located in Palm Beach County, which is a very expensive county to live in.

Chair Kavanagh asked for discussion. Hearing none, a vote was taken and the motion passed.

**ITEM 18. Washington Report.**

Mr. Crosley stated that Congress was in recess until September 3, 2013. He stated that the Senate Appropriations Committee considered their respective bills and included \$10 million for Navigation Maintenance, \$23 million for Inland Waterways, and \$5 million for Other Authorized Purposes, all of which could fund maintenance dredging of the IWW, AIWW, and OWW.

Mr. Crosley stated that Mr. Davenport sent him an e-mail about some interesting positive language that was included in the recent WRDA Bill. He stated that staff will include that information in next month's Legislative Report. He noted that Mr. Davenport was cautiously optimistic.

Vice-Chair Chappell stated that some of the WRDA Bill language is tied to the widening and dredging in Port Everglades, and asked if Mr. Davenport has discussed this with the lobbyist handling the Port Everglades agenda. Mr. Crosley stated that he will look into that.

Commissioner Crowley suggested that at a future meeting he would like the District's Federal Legislative Strategy presented for review. He stated that when he was nominated to this Board, the federal process was much simpler and federal funding was available. He stated that the federal process has changed, become more difficult, and the federal government seems unable to pass a budget.

Chair Kavanagh asked if Mr. Davenport could attend a future District Board meeting.

**ITEM 19. Additional Staff Comments and Additional Agenda Items.**

Chair Kavanagh asked if there were any additional staff comments or agenda items. There were none.

**ITEM 20. Additional Commissioners Comments.**

Chair Kavanagh asked if there were any additional Commissioner comments.

Commissioner Crowley passed out 2013 Miami River Commission calendars and he requested for a calendar sponsorship of \$1,000.00 for 2014. He stated that these calendars are at most marine facilities in Miami-Dade County.

Commissioner Sansom asked if the District could choose the month that a District photo is used. He stated that this opportunity could demonstrate the economic benefits of District projects.

Commissioner Crowley made a motion to approve a donation of \$1,000.00 to the Miami River Commission with the image of a Miami-Dade County FIND project for the Month of May, 2014. The motion was seconded by Commissioner Sansom. Chair Kavanagh asked for discussion. Hearing none, a vote was taken and the motion passed. Chair Kavanagh and Commissioner Netts opposed the motion.



Commissioner Williams noted that there is an interesting Vanoord web site that shows the injection dredging process used in Europe. He stated that this method is used for maintenance dredging and works well in muck.

**ITEM 21.     Adjournment.**

Chair Kavanagh stated that hearing no further business the meeting was adjourned at 12:46 p.m.

**MINUTES OF THE  
FLORIDA INLAND NAVIGATION DISTRICT**

**Final Public Tax & Budget Hearing**

**6:00 p.m., Wednesday, September 25, 2013**

**Fellsmere Community Center**

**56 N. Broadway Street**

**Fellsmere, Indian River County, Florida 32948**

**ITEM 1.      Call to Order and Pledge to the Flag.**

Chair Kavanagh called the Final Public Tax and Budget Meeting of the Florida Inland Navigation District to order at 6:06 p.m.

Commissioner Dritenbas led the pledge of allegiance to the flag of the United States of America.

**ITEM 2.      Roll Call.**

Assistant Executive Director Janet Zimmerman called the roll and Chair Kavanagh, Treasurer Blow, Secretary Cuzzo, Commissioner Dritenbas, Commissioner Isiminger, Commissioner Netts, and Commissioner Sansom, were present. Ms. Zimmerman stated that a quorum was present.

**ITEM 3.      Announcement of the Per Cent (3.92 by which the Proposed Millage Rate of 0.0345 exceeds the Calculated Rolled-Back Rate (0.0332).**

Mr. Crosley announced that the proposed millage rate of 0.0345 exceeds the calculated roll-back rate of 0.0332 by 3.92%.

**ITEM 4.      Invitation for Public Comments.**

Chair Kavanagh asked if there were any public comments from the audience. There were none.

**ITEM 5.      Amendments to the Budget.**

**5A.      Amendments  
Waterways Assistance Projects.**

Mr. Crosley stated that the Waterway Assistance Program applications that did not receive the required environmental permits by the meeting deadline have been eliminated from the funding approval list. He stated that 63 Waterways Assistance Projects remain eligible for District funding for a total of \$12,813,771.00. He stated that the final Waterways Assistance Program budget is less than the original proposed budget of \$13.5 million.

Commissioner Sansom referenced the Oslo Boat Ramp project, questioning if they received their permits. He stated that he received a call from a party interested in moving forward with the part of the project that did not require permits and asked if the applicant moved forward. Ms. Zimmerman stated that staff contacted the applicant, and they were not able to move forward because they did not have an authorization letter from the St. Johns River Water Management District. Commissioner Dritenbas stated that the applicant did not request phased funding and that they wanted the funding in a lump sum. He commented that he understands it has been that way for the last four years.

Mr. Crosley stated that the excess funding would go into the District's General Dredging account.

**Cooperative Assistance Projects.**

Mr. Crosley stated that there was one application in the District's CAP program that is eligible for District funding at the budget level of \$75,000.00.

**Interlocal Agreement Projects.**

Mr. Crosley stated that the District has two applications to be considered in the Interlocal program. He noted that these two projects were previously approved Interlocal Agreements, and it is staff's recommendation that they both remain Interlocal Agreements and receive funding.

**Multi-Year Agreement Approvals.**

Mr. Crosley stated that there are two new and five continuing projects from last year eligible as multi-year projects. Staff is recommending that all seven multi-year projects receive funding as recommended.

Mr. Crosley stated that this program allows for a pre-agreement expense waiver allowing the project to move forward with funding and come back for additional funding in up to two subsequent funding cycles.

Commissioner Dritenbas made a motion to approve Amendment 5A to the budget as presented. The motion was seconded by Commissioner Netts. Chair Kavanagh asked for discussion. Hearing none, a vote was taken and the motion passed.

**5B. Other Amendments.**

Mr. Crosley stated that at this time, there are no other Budget Amendments. Chair Kavanagh asked for questions. There were none.

**ITEM 6.      Comments by District Commissioners.**

Chair Kavanagh asked if there were any comments from the Commissioners.

Chair Kavanagh thanked Ms. Zimmerman for contacting and working with the applicants to get them within their funding cap.

Commissioner Sansom stated that with the damages the Lake Okeechobee water releases are having on the Indian River Lagoon, there is a big effort in place to reduce those water releases. He stated that one of the biggest cleanup issues involves removal of the muck that is settling into the IWW channel and deep holes in the lagoon. He stated that there may be some interest in the State Legislature in providing funds to the District for muck removal dredging.

Treasurer Blow stated that before the District takes on this responsibility we would need to consider how we would handle muck disposal. He stated that handling this material would not be like the District's normal dredging disposal activities.

Commissioner Sansom stated that the District's facilities were built and designed to be near the District's identified dredging reaches. He stated that this item would require additional studies and partnerships with local government.

**ITEM 7.      Re-computation of the Final Tax Millage Rate.**

Mr. Crosley stated that there was no re-computation of the final tax millage rate and it remains at 0.0345 mills.

**ITEM 8.      Announcement of the Per Cent by Which the Re-computed Final Millage Rate Exceeds the Calculated Rolled-Back Rate.**

Mr. Crosley stated that the millage rate still exceeds the rolled-back rate by 3.92%.

**ITEM 9. Additional Public Comments on the Budget Amendments and Tax Millage Re-computation.**

Chair Kavanagh asked if there were any comments from the public regarding the amendments to the budget. None were heard.

**ITEM 10. Final Announcement of the Florida Inland Navigation District rolled-back rate for FY 2013-2014 (0.0332), the final proposed millage rate for FY 2013-2014 (0.0345), and the per cent by which the re-computed final millage rate exceeds the calculated rolled-back rate for FY 2013-2014 (3.92%).**

Chair Kavanagh stated that the proposed millage rate of 0.0345 is 3.92% above the calculated rolled back-rate of 0.0332 mills. She stated that the final tax millage rate for FY 2013-2014 is 0.0345 mills.

**ITEM 11. Adoption of the Final Tax Millage Rate, Resolution No. 2013-02.**

Chair Kavanagh presented District Resolution No. 2013-02 adopting the final millage rate of 0.0345 for taxation of the properties lying within the boundaries of the Florida Inland Navigation District for the year commencing October 1, 2013 and ending September 30, 2014.

Commissioner Netts made a motion to adopt Resolution No. 2013-02 with a final millage rate of 0.0345. The motion was seconded by Commissioner Dritenbas. Chair Kavanagh asked for discussion. Hearing none, a vote was taken and the motion passed.

**ITEM 12. Adoption of the Final Budget, Resolution No. 2013-03.**

Mr. Crosley presented District Resolution No. 2013-03 adopting the final budget for the Florida Inland Navigation District for the fiscal year commencing October 1, 2013 and ending September 30, 2014 with the amount of the final budget at \$83,764,019.00.

Commissioner Netts made a motion to adopt Resolution No. 2013-03 and a final FY 2013-2014 budget of \$83,764,019.00. The motion was seconded by Treasurer Blow. Chair Kavanagh asked for discussion. Hearing none, a vote was taken and the motion passed.

**ITEM 13.     Adjournment.**

Chair Kavanagh stated that hearing no further business the meeting was adjourned at 6:33 p.m.



## BROWARD COUNTY PROJECT STATUS UPDATE

October 2013

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### **Dredged Material Management Plan**

Phase I of the Dredged Material Management Plan (DMMP) for the Intracoastal Waterway in Broward County was completed in 2003. Phase II of the DMMP was completed in 2004. Land acquisition possibilities, especially for waterway access, continue. (Please see the attached maps).

The 50-year dredging projection for the 25 miles of channel in Broward County is 33,644 cu/yds and the storage projection is 72,334 cy/yds. This is the lowest dredging projection of any of the District's 12 counties. The majority of this dredging (81%) is associated with the Hillsboro Inlet.

Three upland Dredged Material Management Areas (DMMA) and one beach placement area will manage dredged materials from the waterway. The District continues to explore an exchange of easements with Broward County at Port Everglades to create a more efficient management area for both parties. A western long term storage site was suggested in the original DMMP, but this has not been pursued actively because of costs and logistics. If a western site presents itself, through exchange or at a reasonable cost, the District may make the acquisition and add this site to the plan.

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### **Waterway Dredging**

The District is pursuing the deepening of the Intracoastal Waterway from the 17<sup>th</sup> Street Causeway north to the Middle River. The project is in the permitting phase and funding is being accumulated in the budget to complete project construction. This project will create navigation and docking opportunities for mega-yachts and an increased marine-related business. The District recently completed the deepening of the Dania Cut-Off Canal between the Port and US Route 1. The ICW Deepening is scheduled to follow that project. Both of these projects are cooperative efforts with the Marine Industries Association of South Florida, Broward County (and Port Everglades), and the cities of Fort Lauderdale and Dania Beach. (Please see attached location maps).

Additionally, maintenance dredging of Reach I has currently been scheduled for 2014 with the beach-quality dredged material being placed on the beach south of the Hillsboro Inlet. The USACE is procuring funds for the preliminary investigation of this reach.

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### **Dredged Material Management Area Development**

The existing District-owned Dredged Material Management Areas are currently leased to the City of Pompano Beach (MSA 726 aka: Exchange Club Park, & MSA 727 aka: Alsdorf Park/ 14<sup>th</sup> Street Boat Ramp) and Broward County (MSA 783) for parks, a boat ramp and port facilities. Negotiations have been initiated with the City of Pompano Beach to improve the





## BROWARD COUNTY PROJECT STATUS UPDATE

October 2013

Exchange Club Park. However, the District is also reserving the use of this property to complete the dredging of Broward Reach I and any future dredging or access needs.

### **Waterways Economic Study**

The Broward County Waterways Economic Study was completed in early 2008 and updated in 2011. The recent update documented 1,767 marine related businesses in the county employing 21,455 people, with salaries of approximately \$1 billion and a total economic impact of \$4.5 billion. Property values were determined to be increased by \$6-7.2 billion by the presence of the ICW channel.

### **Waterways Assistance Program**

Since 1986, the District has provided \$22.6 million in Waterways Assistance Program funding to 115 projects in the County having a total constructed value of \$58.6 million. The County, ten cities, and the Hillsboro Inlet District have participated in the program. (Please see attached map and project listing).

Notable projects funded include: the Fort Lauderdale Riverwalk, construction or rehabilitation of most of the saltwater boat ramps, maintenance dredging of the Dania Cut-Off Canal and the New River System, construction and improvements to the Dania Beach, Hollywood, Birch/Las Olas, Hillsboro Inlet and Cooley's Landing marinas, West Lake Park projects, and improvements to the Hillsboro Inlet channel.

### **Cooperative Assistance Program**

The District's Cooperative Assistance Program has provided funding assistance for the following projects with elements in Broward County: Florida Marine Patrol Officer Funding; Clean Marina Program, Clean Vessel Act, Manatee Acoustic Warning System, Hillsboro Canal Bank Stabilization, and Phase I of the Hugh Taylor Birch State Park Boat Dock project. The District's funding assistance for the Broward County portion of these 18 individual projects was approximately \$459,902.

### **Interlocal Agreement Program**

The District's Interlocal Agreement Program has developed the following projects with elements in Broward County: Dania Canal Deepening, New River Deepening, Clean Marina Program; Clean Vessel Act, the installation and maintenance of Broward County Boating Safety Signage, the Demonstration of a Manatee Acoustic Warning System, and Phase I of basin dredging for the Bahia Mar and Las Olas Marinas.



## BROWARD COUNTY PROJECT STATUS UPDATE

October 2013

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### **Waterway Clean Up Program**

The District has partnered with the Marine Industries Association of South Florida for over 20 years on their waterway cleanup. The District provides up to \$10,000 per year for this program.

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### **Small-Scale Derelict Vessel Removal Program**

The District has funded three Small-Scale Derelict Vessel removal projects with the City of Fort Lauderdale through this program.

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### **Small-Scale Spoil Island Enhancement and Restoration Program**

No projects have been funded yet in Broward County through this program.

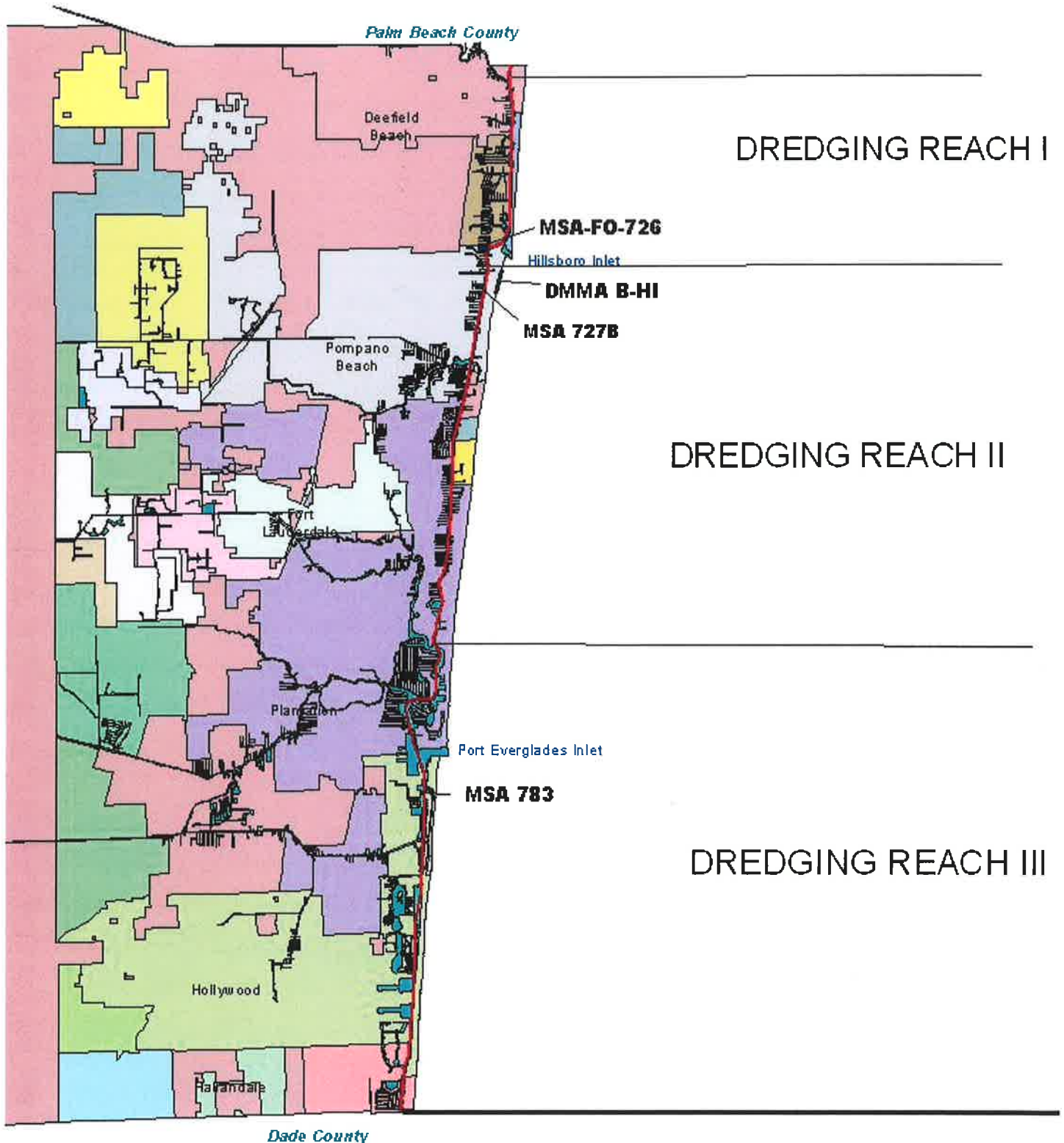
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### **Public Information Program**

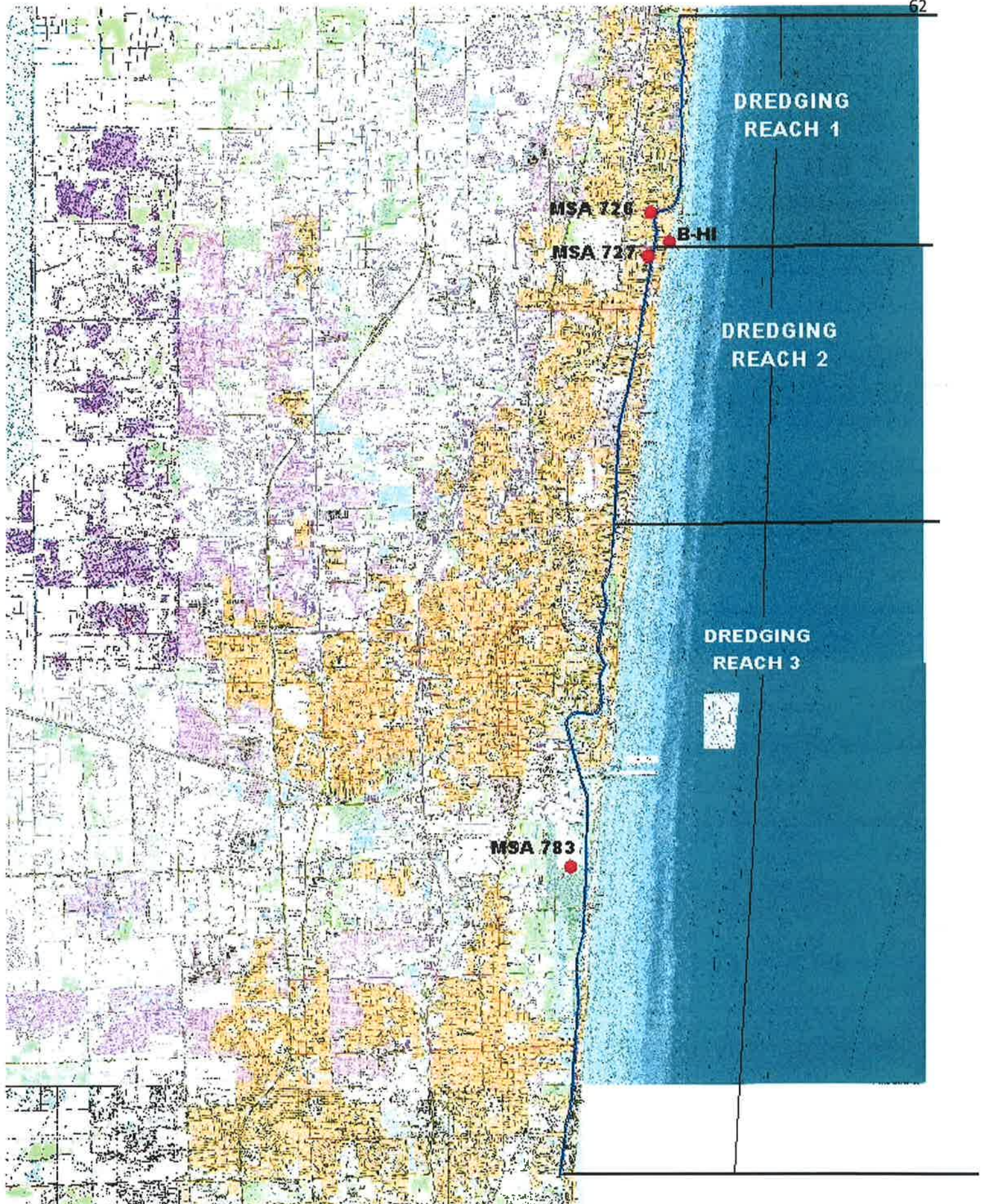
The District currently prints and distributes the following brochures with specific information about Broward County waterways: Boating Safety and Manatee Protection Zone Brochure, Economics of Broward County Waterways, Movable Bridge Guide, and the ICW Channel Conditions Brochure.

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INTRACOASTAL WATERWAY  
DREDGING REACHES AND  
DREDGED MATERIAL MANAGEMENT AREAS  
IN BROWARD COUNTY





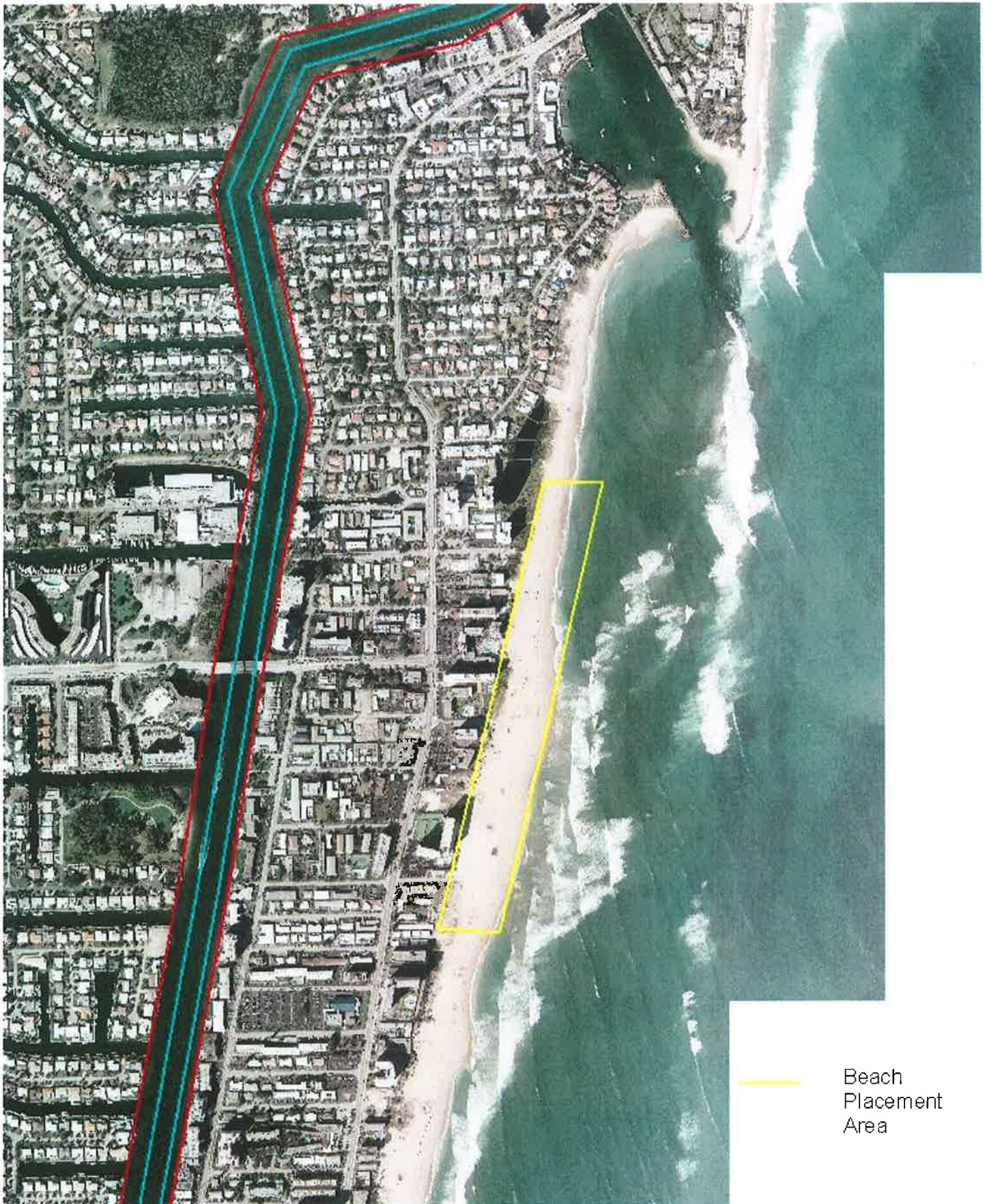


● Dredged Material  
Management Areas

INTRACOASTAL WATERWAY  
DREDGED MATERIAL MANAGEMENT PLAN  
IN BROWARD COUNTY







Beach  
Placement  
Area



BEACH PLACEMENT AREA  
B-HI

Channel  
ICW Right-of-Way





MSA 726

FIND Owned  
Channel  
ICW Right-of-Way









**TAYLOR ENGINEERING INC.**  
 9000 CYPRESS GREEN DRIVE, SUITE 200  
 JACKSONVILLE, FLORIDA 32256

**Site Plan Overview, MSA FO-726, 726B, 726C**  
**Dredged Material Management Area**  
**Broward County, Florida**

PROJECT	C20002-036
DRAWN BY	
CHECKED BY	
DATE	March, 2005
SHEET	Sheet 4 of 7



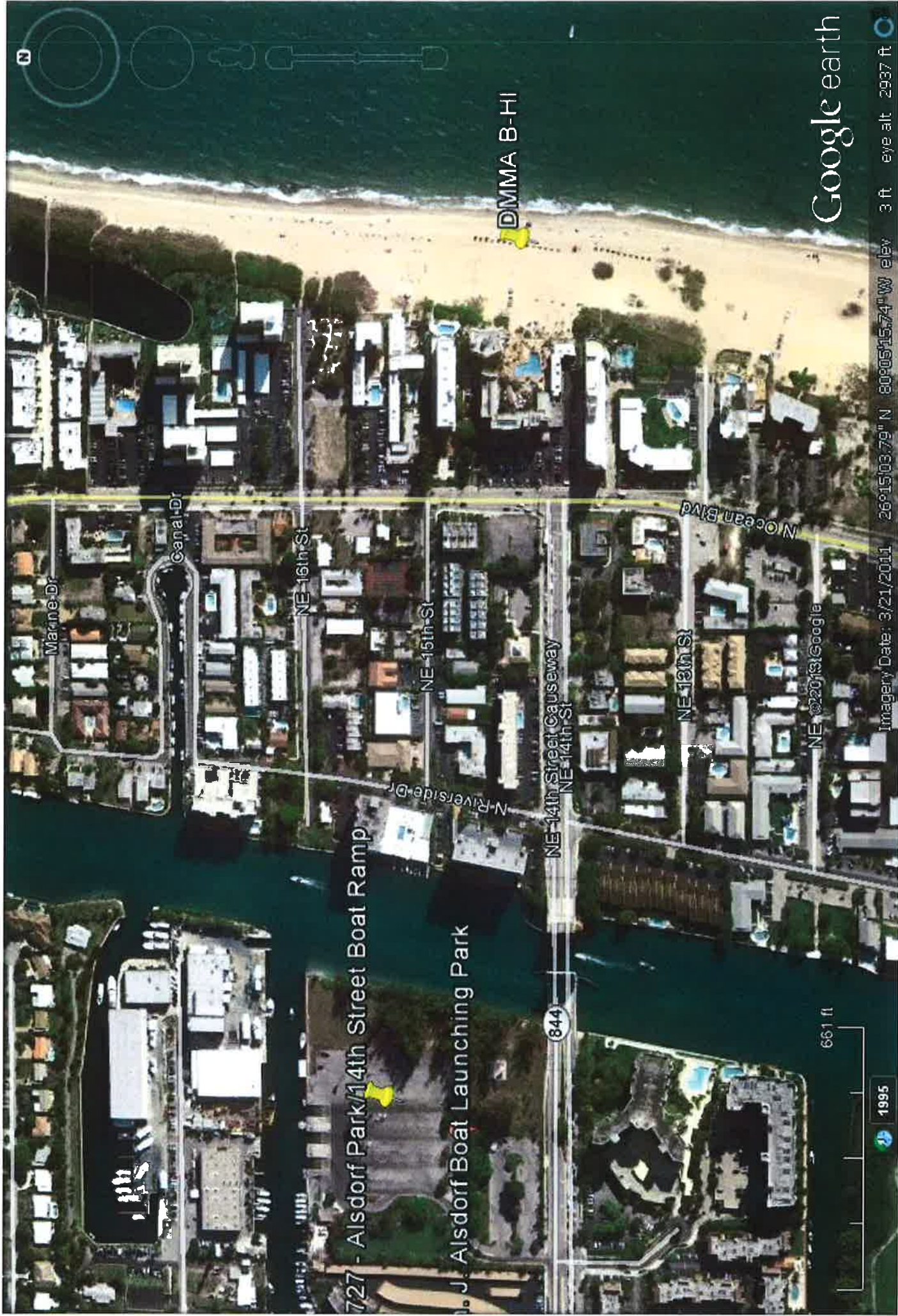


FIND Owned  
Channel  
ICW Right-of-Way



MSA 727



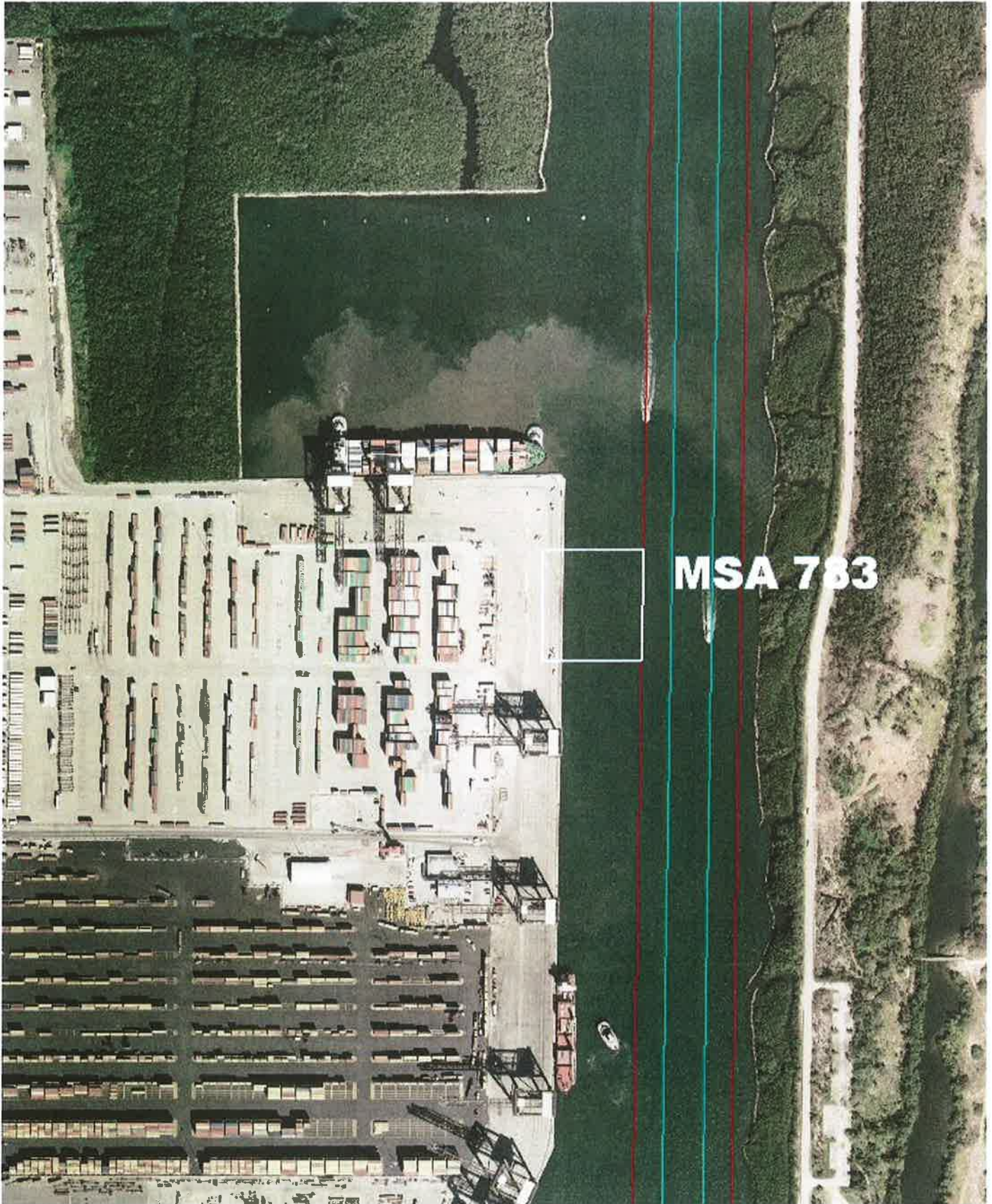


Google earth

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1995



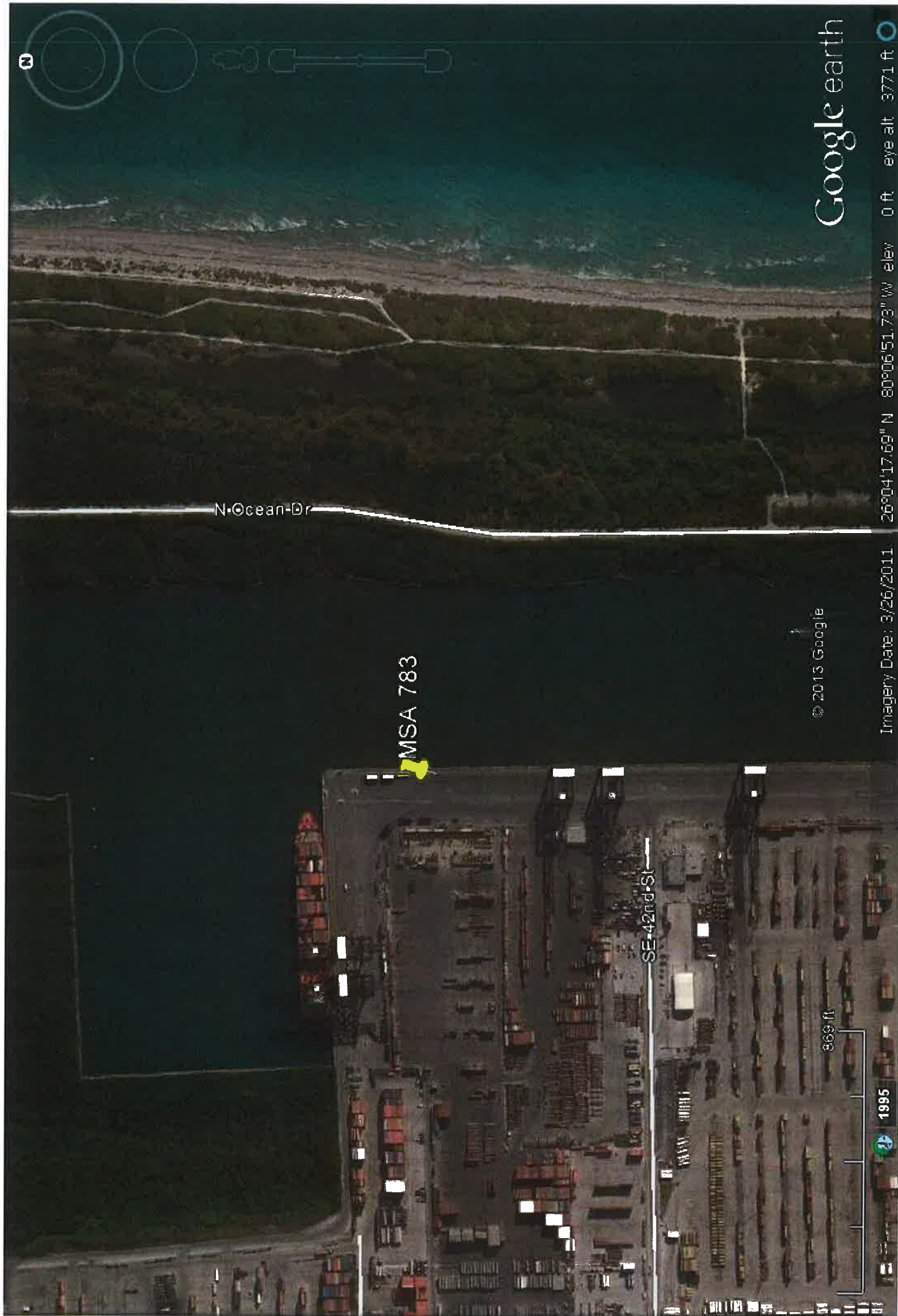


Channel  
ICW Right-of-Way

MSA 783







3

MSA 783

N Ocean Dr

SE 42nd St

369 ft

1995

© 2013 Google

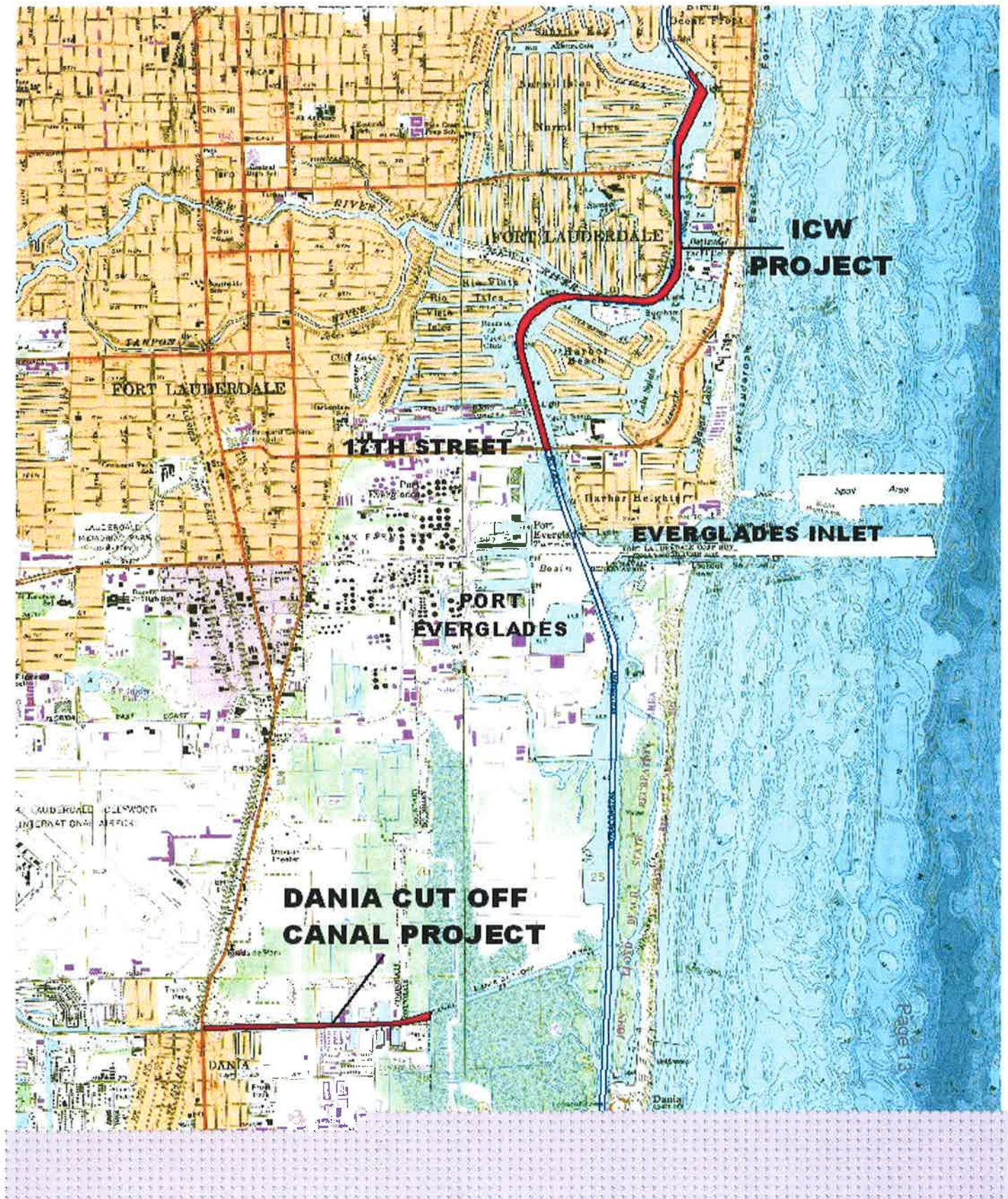
Google earth

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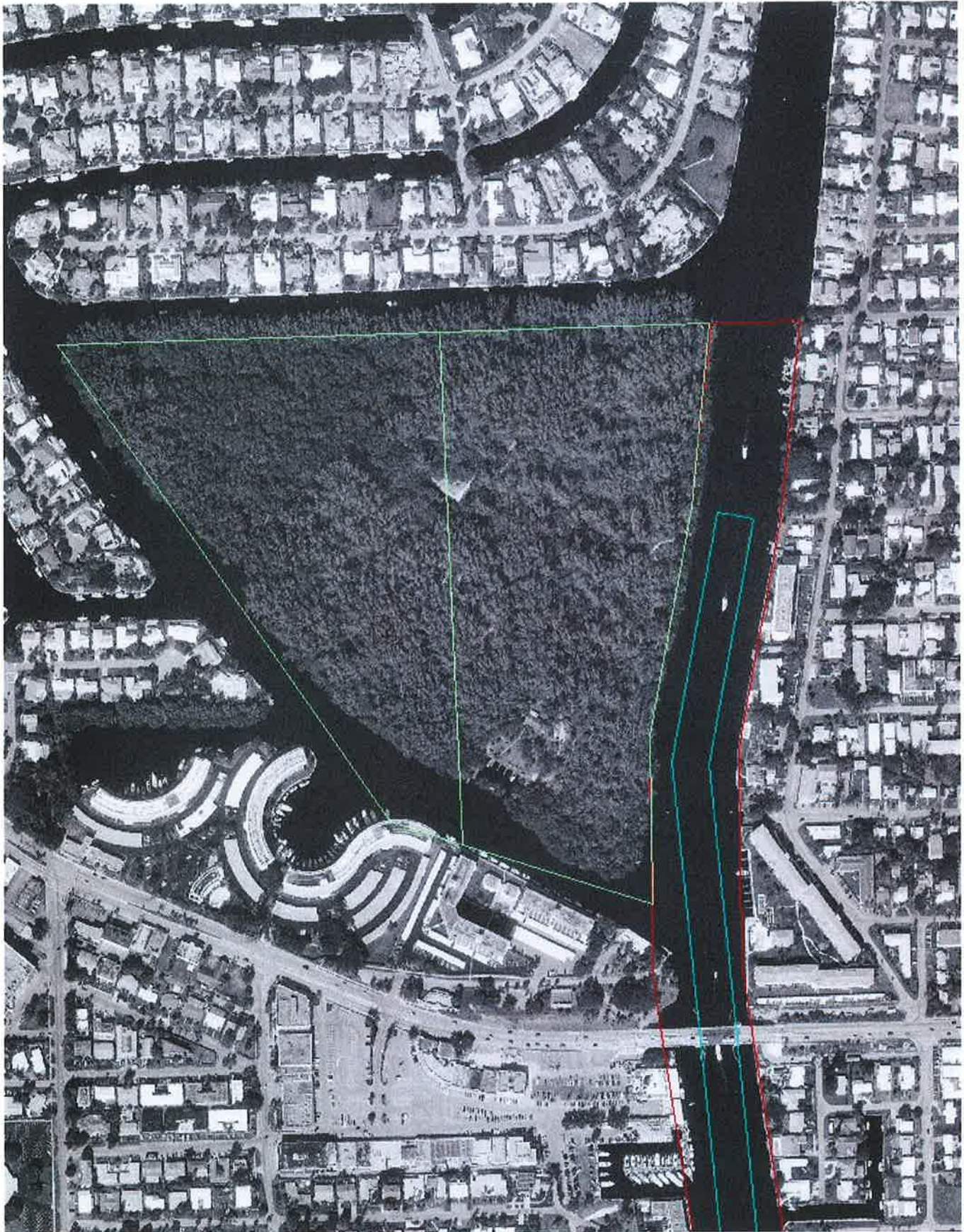
26°04'17.69" N 80°06'51.73" W elev 0 ft eye alt 3771 ft



# ***Waterway Deepening Project location Map***







FIND Owned  
Channel  
ICW Right-of-Way

DEERFIELD ISLAND  
(MSA 702)





# ECONOMIC BENEFITS OF THE DISTRICT'S WATERWAYS



## Purpose

To update economic benefits in Broward County of marine-related activities on the District Waterways, as previously estimated in *An Economic Analysis of the District's Waterways in Broward County*, July 2008, and to provide the general public and Federal, State, and local officials with a clear understanding of the importance of maintaining the waterways.

## Scenarios Evaluated

1. Current Existing Conditions
2. Cessation of Waterways Maintenance
3. Increase in Waterways Maintenance
4. Estimated impact of the 2007-2009 U.S. economic recession



## ECONOMIC IMPACTS

### Current Existing Impacts

- \$4.391 billion in business volume
- \$975.0 million in personal income
- 21,111 jobs
- \$178.3 million in tax revenue

### Impacts of Cessation of Waterways Maintenance

- Decrease of \$2.073 billion in business volume
- Decrease of \$469 million in personal income
- Decrease of 10,635 jobs
- Decrease of \$84.6 million in tax revenue

### Impacts of an Increase in Waterways Maintenance

- Increase of \$595.1 million in business volume
- Increase of \$138.5 million in personal income
- Increase of 3,094 jobs
- Increase of \$24.6 million in tax revenue

### Impact of the 2007-2009 U.S. Economic Recession

- Decrease of \$3.031 billion in business volume
- Decrease of \$668.4 million in personal income
- Decrease of 14,788 jobs
- Decrease of \$122.2 million in tax revenue

## Economic Benefits as of April 2011

BROWARD COUNTY



# ECONOMIC BENEFITS OF THE DISTRICT'S WATERWAYS

## BROWARD COUNTY

### The Intracoastal Waterway

The Atlantic Intracoastal Waterway (AICW) is a 1,391-mile channel between Trenton, New Jersey, and Miami, Florida. The Waterway along Florida's eastern seaboard is 406 miles long and follows coastal rivers and lagoons past numerous tourism-oriented communities. The channel is authorized to a depth of 12 feet from Nassau County to Fort Pierce, and a 10 foot depth south through Miami-Dade County. Boating activities on the waterways contribute to the existence of numerous marine-related businesses such as marinas and boatyards and have stimulated development of residential properties on the Waterways.

### The Navigation District

The Florida Inland Navigation District, created in 1927, is the local sponsor for the AICW in Florida. In cooperation with the Jacksonville District of the U.S. Army Corps of Engineers, the Navigation District is responsible for maintenance of the AICW in Florida. To maintain navigation, the waterways need to be periodically dredged due to shoaling from currents, upland soil erosion, and the movement of offshore sands through the ocean inlets. Maintenance dredging is projected to cost approximately \$12 to \$16 million annually during the next 50 years, of which 50 percent of the costs are expected to be borne by property owners within the Navigation District's jurisdiction.

The Navigation District also partners with other governments to provide waterway access and improvement facilities for our mutual constituents. These projects include public boat ramps, marinas, side channels, parks, fishing piers, boardwalks, navigation aids, derelict vessel removal, shoreline stabilization, and waterway cleanups.

### Source of Data Used in This Analysis

The economic benefits of the Waterways were estimated in July 2008 in *An Economic Analysis of the District's Waterways in Broward Beach County*.

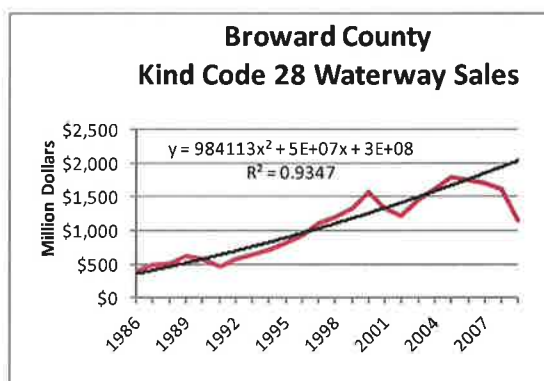
### Updating of Previously Estimated Benefits

The benefits presented in this analysis were estimated by updating the direct marine-business

impacts in the original analysis to current values using the change in gross sales reported by boat dealers to the Florida Department of Revenue (FDOR). The updated direct impacts were used in conjunction with an IMPLAN input/output model to estimate total economic benefits.

### Estimating the Impact of the Recession

The impact of the recession was estimated by determining the trend in gross sales of boat dealers over the 20-year period prior to the onset of the recession. This trend was used to estimate the theoretical gross sales if sales had continued to increase at the rates previously experienced. The red line in the figure below illustrates reported actual gross sales of boat dealers and the black line illustrates the trend of those sales. From 2007 to 2009 gross boat dealer sales in Broward County decreased by 31 percent; if the recession had not occurred, it is estimated that gross sales from 2007 to 2009 would have increased by 22 percent.



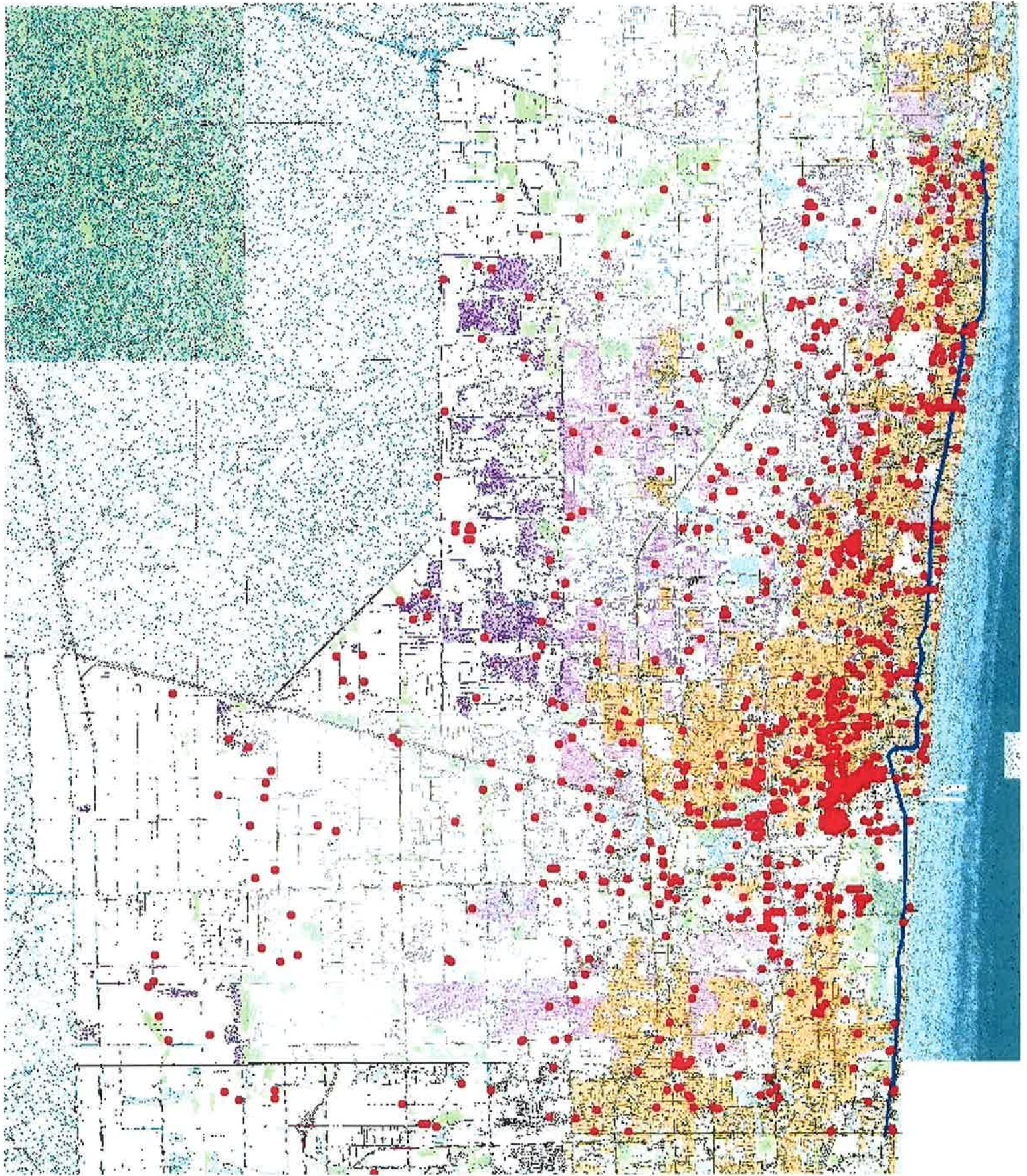
### Annual Boater Spending on Gas, Food, and Drinks at Non-Marine-Related Establishments

- Current existing conditions: \$39.9 million
- Cessation of maintenance: \$22.7 million
- Increased maintenance: \$39.9 million
- Assuming no recession: \$52.7 million

### Vessel Draft Restrictions Assumed for Each Scenario

- Current existing conditions: 6.5 feet MLW
- Cessation of maintenance: 3 feet MLW
- Increased maintenance: 10 feet MLW
- Assuming no recession: 6.5 feet MLW





LOCATION MAP

Businesses.shp  
Channel

Broward Marine Businesses





**FLORIDA INLAND NAVIGATION DISTRICT  
WATERWAYS ASSISTANCE PROGRAM PROJECTS  
IN BROWARD COUNTY  
1986-2013**

Project Name	Project No.	Project Sponsor	Grant Amount	Total Cost
West Lake Park Boat Dock - Phase I I	BR-01-52	Broward County	\$120,000	\$240,000
Deerfield Island Park Boat Dock - Phase I ( Withdrawn)	BR-04-67	Broward County	\$40,000	\$80,000
Port Everglades I.C.W. / ( Transferred To Interfocal)	BR-04-68	Broward County	\$52,675	\$140,421
Deerfield Is. Boat Dock - P.H. I	BR-05-72	Broward County	\$40,000	\$80,000
Deerfield Island Park Boat Dock - Phase I I	BR-09-85	Broward County	\$200,000	\$400,000
Secret Woods Nature Center Boat Dock - Phase I	BR-10-88	Broward County	\$60,000	\$120,000
South Fork New River Channel Markers - Phase I	BR-10-89	Broward County	\$30,000	\$60,000
Deerfield Island Boardwalk Replacement Ph I	BR-13-102	Broward County	\$50,000	\$100,000
Deerfield Island Shelter Replacement & Interpretive Exhibits	BR-13-103	Broward County	\$75,000	\$150,000
South Fork New River Channel Markers Ph II	BR-13-104	Broward County	\$60,000	\$120,000
North Beach Park - Phase I I	BR-89-6	Broward County	\$200,000	\$813,700
West Lake Park Marina	BR-90-11	Broward County	\$27,500	\$55,000
West Lake Park Marina	BR-91-12	Broward County	\$300,000	\$679,000
Bonnet House Wetlands Education Project	BR-92-16	Broward County School Board	\$21,000	\$42,380
Anne Kolb Nature Center Environmental Education Display	BR-92-17	Broward County	\$260,000	\$520,000
Intracoastal Waterway Environmental Education	BR-95-32	Broward County	\$46,288	\$67,264
Dania Cut-off Canal Boaters Park	BR-96-33	Broward County	\$500,000	\$1,346,015
Secret Woods Nature Center Improvements	BR-97-38	Broward County	\$67,500	\$75,000
New River Dredging - Phase I ( Project Expired)	BR-97-39	Broward County D.N.R.P.	\$37,000	\$55,000
Beach Nourishment - Phase I ( Project Expired)	BR-97-40	Broward County Board Of Commiss	\$217,528	\$2,172,500
West Lake Park Boat Docks - Phase I	BR-98-42	Broward County	\$15,000	\$30,000
Secret Woods Nature Center - Phase I I	BR-99-46	Broward County	\$297,000	\$396,000
Waterway Maintenance Vessel	BR-DA-91-14	City of Dania	\$30,000	\$60,000
Dania Cut-off Canal Dredge & Dock Project	BR-DA-92-18	City of Dania	\$28,350	\$36,000
Dania Cutoff Canal Dredging Study	BR-DA-93-20	City Of Dania	\$8,000	\$16,000
Dania Cut-off Canal Dredging - Phase I	BR-DA-95-29	City Of Dania	\$51,750	\$69,000
Dania Cut-off Canal Dredging - Phase I I	BR-DA-96-36	City Of Dania	\$149,000	\$226,000
Griffin Marine Park	BR-DA-99-49	City Of Dania Beach	\$161,500	\$346,024
Dania Cut-off Canal Dredging	BR-DB-02-58	City Of Dania Beach	\$180,000	\$220,000
Mckeithen Park	BR-DB-03-63	City Of Deerfield Beach	\$75,000	\$150,000
Kester Point Marina Boardwalk - Phase I ( Withdrawn)	BR-DB-04-69	City Of Deerfield Beach	\$150,000	\$300,000
Marina Restoration & Expansion - Phase I	BR-DB-08-81	City Of Dania Beach	\$96,000	\$192,000
I.T. Parker Dock Replacement	BR-DB-10-90	City Of Dania Beach	\$24,400	\$48,800
Pioneer Park Boat Ramp	BR-DB-11-94	City Of Deerfield Beach	\$193,500	\$387,000
Dania Beach Municipal Marina Renovation Ph II	BR-DB-13-105	City Of Dania Beach	\$1,000,000	\$2,000,000
Municipal Marina Renovation Project - Phase I I	BR-DB-12-95	City Of Dania Beach	\$1,382,505	\$5,000,000
Sullivan Park Expansion - Phase I	BR-DB-12-96	City Of Deerfield Beach	\$307,500	\$615,000
Hillsboro Canal Dredging	BR-DB-97-37	Cities Of Boca Raton & Deerfield B	\$500,000	\$720,000

**FLORIDA INLAND NAVIGATION DISTRICT  
WATERWAYS ASSISTANCE PROGRAM PROJECTS  
IN BROWARD COUNTY  
1986-2013**

George English Park Boating Enhancements	BR-FL-00-50	City Of Fort Lauderdale	\$350,000	\$700,000
Navigational Dredging Of The North Fork New River	BR-FL-01-53	City Of Fort Lauderdale	\$150,000	\$165,000
Riverwalk North Improvements	BR-FL-01-54	City Of Fort Lauderdale	\$375,000	\$793,500
Riverwalk South - Phase I	BR-FL-01-55	City Of Fort Lauderdale	\$1,000,000	\$2,000,000
Riverwalk At Marshall's Point - Stage I	BR-FL-02-59	City Of Fort Lauderdale	\$951,000	\$1,902,000
Riverwalk At Stranahan House	BR-FL-02-60	City Of Fort Lauderdale	\$398,500	\$797,000
Keeping Waterways Safe For Boating	BR-FL-03-64	City Of Fort Lauderdale	\$155,000	\$310,000
Riverwalk At Stranahan House - Stage I I	BR-FL-03-65	City Of Fort Lauderdale	\$145,000	\$313,400
Riverwalk South Regional Park - Phase I I I	BR-FL-04-70	City Of Fort Lauderdale	\$922,500	\$2,000,000
New River Floating Dockage	BR-FL-05-73	City Of Fort Lauderdale	\$50,000	\$100,000
New River Floating Day Dockage For Small Boats- Phase I	BR-FL-06-76	City Of Fort Lauderdale	\$50,000	\$100,000
Cooley's Landing Boat Launch Replacement	BR-FL-08-82	City Of Fort Lauderdale	\$218,545	\$437,090
S.E. 15th Street Boat Launch & Marine Complex - Phase I	BR-FL-08-83	City Of Fort Lauderdale	\$120,000	\$240,000
New River Floating Dock Day Dockage For Small Boats	BR-FL-09-86	City Of Fort Lauderdale	\$506,560	\$1,013,120
S.E. 15th St. Boat & Marina Complex-ph I I ( Withdrawn)	BR-FL-09-87	City Of Fort Lauderdale	\$876,906	\$2,283,156
S.E. 15th Street Boat Ramp & Marine Complex Development	BR-FL-12-97	City Of Fort Lauderdale	\$876,906	\$2,283,156
FLPD Marine Motors Replacement Project	BR-FL-13-106	City of Fort Lauderdale	\$30,000	\$65,700
S.W. 7th Avenue Boat Docks	BR-FL-89-4	City of Ft. Lauderdale	\$150,000	\$540,000
Fire/Rescue Boat	BR-FL-89-5	City of Fort Lauderdale	\$30,000	\$71,200
Birch/Las Olas Marina Expansion	BR-FL-90-10	City of Ft. Lauderdale	\$80,000	\$160,000
Cooleys Landing	BR-FL-90-7	City of Ft. Lauderdale	\$96,800	\$472,652
Waterway Signage	BR-FL-90-9	City Of Fort Lauderdale	\$23,500	\$23,500
Birch/ Las Olas Marine Expansion - Phase I	BR-FL-91-13	City of Fort Lauderdale	\$94,000	\$188,000
New World Aquarium, Inc. Broward's Env. Edu. Ctr.	BR-FL-91-15	City of Fort Lauderdale	\$40,000	\$167,300
New World Aquarium ( Project Expired)	BR-FL-93-22	City Of Fort Lauderdale	\$25,000	\$250,000
New River Dredging - Phase I	BR-FL-94-24	City Of Fort Lauderdale	\$75,000	\$266,128
Birch/ Las Olas Docking Facility Expansion	BR-FL-94-25	City Of Fort Lauderdale	\$200,000	\$2,000,000
New River Dredging - Phase I I I ( Agreement Expired)	BR-FL-95-26	City Of Fort Lauderdale	\$85,000	\$585,000
Las Olas Docking Facility Comfort Station	BR-FL-95-27	City Of Fort Lauderdale	\$375,000	\$1,010,750
Bonnet House Waterways Project ( Terminated)	BR-FL-95-28	City Of Fort Lauderdale	\$62,500	\$125,000
S.E. 15th Street Boat Ramp Replacement	BR-FL-96-35	City Of Fort Lauderdale	\$50,000	\$100,000
George English Park Boating Facilities	BR-FL-98-43	City Of Fort Lauderdale	\$245,000	\$490,000
New River Dredging - Phase I I I	BR-FL-98-44	City Of Fort Lauderdale	\$750,000	\$1,000,000
North Fork Of The New River Dredging	BR-FL-99-47	City Of Fort Lauderdale	\$19,440	\$21,600
Waterway Cleaning and Improvement Program	BR-HA-90-8	City of Hallandale	\$25,000	\$50,000
Marine Patrol Equipment	BR-HA-98-45	City Of Hallandale	\$6,000	\$33,000
Hallandale Beach Public Dockage - Phase I	BR-HB-04-71	City Of Hallandale Beach	\$27,000	\$54,000
Hallandale Beach Public Dockage - Phase I I	BR-HB-08-84	City Of Hallandale Beach	\$420,495	\$840,990
Hallandale Beach City Marina	BR-HB-12-98	City Of Hallandale Beach	\$347,040	\$991,543
Hillsboro Inlet Channel Deepening ( Cancelled)	BR-HID-93-21	Hillsboro Inlet District	\$20,500	\$1,728,700

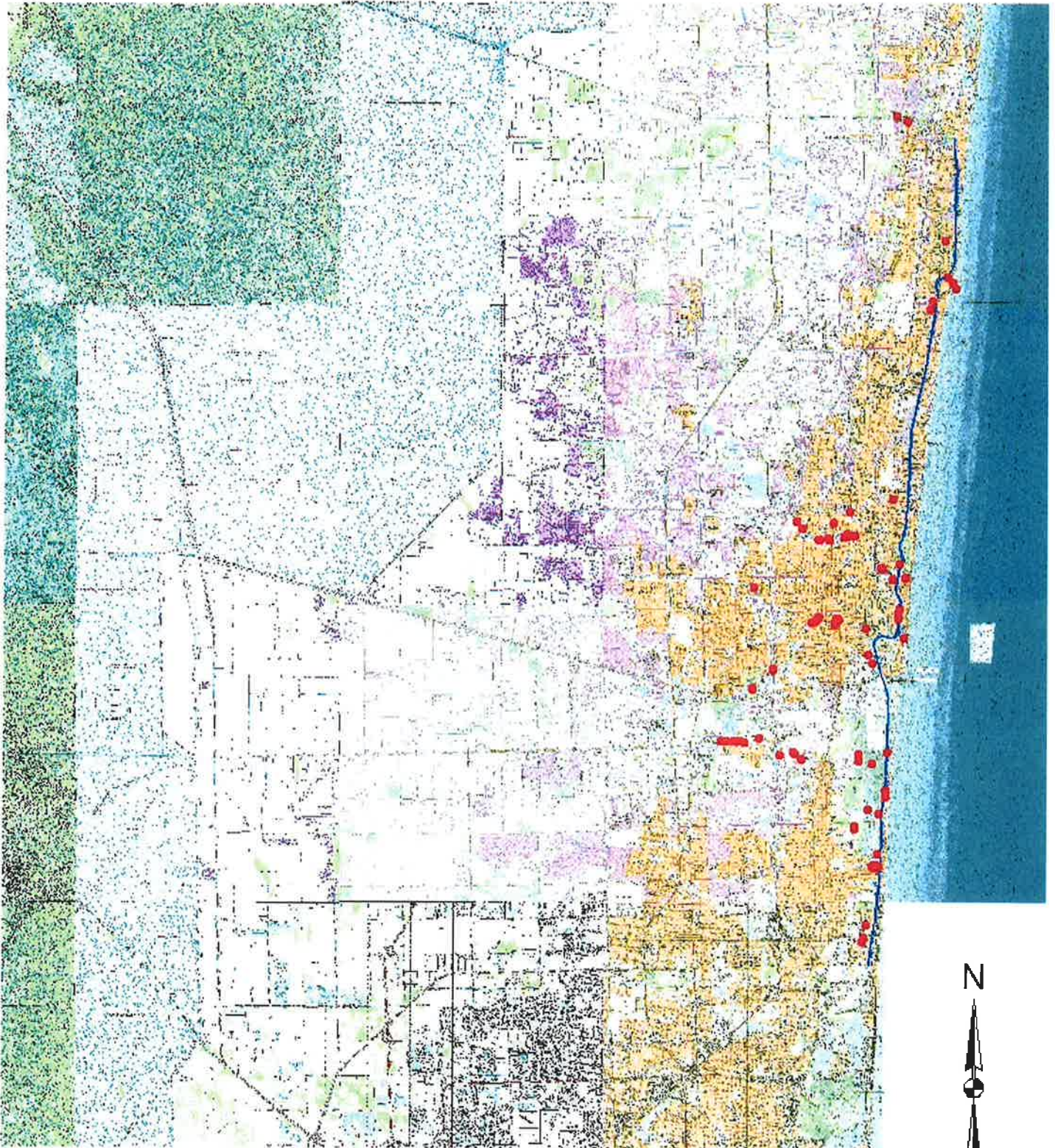
**FLORIDA INLAND NAVIGATION DISTRICT  
WATERWAYS ASSISTANCE PROGRAM PROJECTS  
IN BROWARD COUNTY  
1986-2013**

Hillsboro Inlet Channel Improvement	BR-HID-99-48	Hillsboro Inlet District	\$927,276	\$3,275,000
Hollywood Marina Seawall Reconstruction - Part I	BR-HO-01-56	City Of Hollywood	\$272,430	\$1,157,600
Hollywood Marina Seawall Reconstruction - Phase I I	BR-HO-02-61	City Of Hollywood	\$306,370	\$612,740
Police Pier Relocation	BR-HO-06-77	City Of Hollywood	\$12,500	\$25,000
North Lake Dredging & Boating Improv. ( Withdrawn)	BR-HO-07-79	City Of Hollywood	\$140,000	\$280,000
Hollywood Marina Improvements	BR-HO-1	City Of Hollywood	\$200,000	\$400,000
Waterway Master Plan	BR-HO-12-99	City Of Hollywood	\$75,000	\$150,000
Hollywood Marina Expansion Dredging Project( Rescinded)	BR-HO-93-19	City Of Hollywood Parks & Recreati	\$7,500	\$15,000
Marina Signs	BR-HO-95-31	City Of Hollywood	\$7,300	\$14,600
Intracoastal Waterway Dredging Project	BR-LP-96-34	City Of Lighthouse Point	\$6,440	\$12,880
N.E. 12 Terrace Boat Ramp Canoe & Kayak Launch	BR-OP-10-91	City Of Oakland Park	\$75,000	\$150,000
N.W. 39th Street C-13 Canal & Kayak Launch ( Withdrawn)	BR-OP-10-92	City Of Oakland Park	\$175,000	\$350,000
Hillsboro Inlet Marina ( Expired)	BR-PB-00-51	City Of Pompano Beach	\$283,000	\$588,400
Hillsboro Inlet Marina Facilities - Phase I	BR-PB-01-57	City Of Pompano Beach	\$19,500	\$78,000
Hillsboro Inlet Marina Facilities - Stage I I	BR-PB-02-62	City Of Pompano Beach	\$414,500	\$829,000
Hillsboro Inlet Marina Seawall	BR-PB-10-93	City Of Pompano Beach	\$51,775	\$162,750
Aldorf Park Improvements - Phase I	BR-PB-12-100	City Of Pompano Beach	\$91,757	\$183,514
Aldorf Park Improvements - Phase 2	BR-PB-98-41	City Of Pompano Beach	\$195,750	\$396,700
North Beach Park - Phase I	BR-PD-88-3	Broward County	\$200,000	\$1,275,000
Harbors Edge Park	BR-PO-87-2	City Of Pompano Beach	\$110,000	\$220,267
Middle River Maintenance Project - Phase I	BR-WM-03-66	City Of Wilton Manors	\$37,500	\$75,000
Middle River Dredging - Phase I I	BR-WM-05-74	City Of Wilton Manors	\$213,276	\$426,552
Richardson Estate Park Dock & Facilities	BR-WM-05-75	City Of Wilton Manors	\$123,500	\$265,000
Snook Creek Boat Ramp	BR-WM-07-80	City Of Wilton Manors	\$325,000	\$650,000
Navigation Channel Dredging & Signage - Phase I	BR-WM-94-23	City Of Wilton Manors	\$9,300	\$11,640
Public Navigation Channel Dredging - Phase I I	BR-WM-95-30	City Of Wilton Manors	\$57,600	\$107,600
Boca Raton Inlet Navigation Maintenance Program	PB-BR-00-82	City Of Boca Raton	\$100,000	\$200,000
Inflatable Rescue Boat Safety Program	PB-BR-00-83	City Of Boca Raton	\$13,762	\$18,350
Spanish River Police Dockage Facility	PB-BR-02-96	City Of Boca Raton	\$100,000	\$200,000
Boca Raton Fire Rescue Boat	PB-BR-03-104	City Of Boca Raton	\$37,502	\$75,004
Boca Raton Inlet Dredging Equipment	PB-BR-12-160	City Of Boca Raton	\$109,050	\$218,100
Lake Wyman Park Development	PB-BR-88-4	City Of Boca Raton	\$115,800	\$231,600
Boating Safety	PB-BR-96-48	City Of Boca Raton	\$32,000	\$56,573
Inlet Navigation & Sand Transfer Project	PB-BR-97-57	City Of Boca Raton	\$42,200	\$404,487
Waterways Boating Safety Programs And Equipment	PB-BR-98-66	City Of Boca Raton	\$29,994	\$54,994
Boca Raton Inlet Dredging Equipment	PB-BR-98-67	City Of Boca Raton	\$240,000	\$546,000
El Rio Canal Dredging	PB-BR-99-77	City Of Boca Raton	\$23,052	\$92,200
<b>Project Totals</b>			<b>\$22,657,822</b>	<b>\$58,610,140</b>



# LOCATION MAP

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**BROWARD COUNTY  
WATERWAYS ASSISTANCE PROGRAM PROJECTS**



**Project Title:**

Indian River Lagoon Aquatic Preserves Outboard Motor Request

**Contact Information:**

Brian Sharpe  
 Aquatic Preserve Manager  
 Florida Department of Environmental Protection  
 Indian River Lagoon Aquatic Preserves  
 3300 Lewis Street  
 Ft. Pierce, Florida 34981  
 (772) 429-2995 office  
 (772) 429-2999 fax  
[Brian.Sharpe@dep.state.fl.us](mailto:Brian.Sharpe@dep.state.fl.us)

**Project Location:**

Seven Aquatic Preserves from Volusia County, south to Palm Beach County. Aquatic Preserves include: Indian River Lagoon (IRL)-Malabar to Vero Beach; IRL-Vero Beach to Ft. Pierce; IRL-Jensen Beach to Jupiter Inlet; Banana River; Mosquito Lagoon; North Fork St. Lucie River; and Loxahatchee River/Lake Worth Creek.

**Project Description:**

The Indian River Lagoon Aquatic Preserves (IRLAP) Field Office has been tasked with managing the spoil islands and submerged resources of the Indian River Lagoon system. This includes portions of Mosquito Lagoon, Banana River, and the IRL from Malabar south to Lake Worth Creek. In addition, management extends into several tributaries, including the North Fork St. Lucie River, St. Sebastian River, and Turkey Creek. A major focus of the IRLAP mission is to enhance and protect the spoil islands of the IRL. To achieve this goal, the IRLAP maintains several vessels for the transport of volunteers, equipment and supplies to Spoil Island Enhancement events, remove debris from spoil islands and waterways, perform resource assessments on and around the islands, and record bird nesting activity on the islands. Currently, the IRLAP has three main vessels for field work, distributed between two field offices, one in Ft. Pierce, and one in Sebastian. Housed at the Ft. Pierce office are a 19' Carolina Skiff with a 115 hp Yamaha four-stroke engine and a 19' Twin Vee Bay Cat with a 115 hp Yamaha four-stroke engine. At the Sebastian office is an 18' Parker Center Console with a 115 hp Mercury two-stroke engine. The IRLAP would like to request funding to replace the two-stroke Mercury engine on the Parker with a 115 hp Yamaha four-stroke engine.

Originally purchased in 2001, the 12 year old Mercury motor is both inefficient and unreliable. Very difficult to start and keep running, this motor has left IRLAP staff and volunteers stranded on the water in the past, and has required significant cost in maintenance and repair. The Yamaha motors have proven to be very reliable and efficient motors. In addition, having all vessels of the same make and model eases annual maintenance and upkeep. By having safe and reliable vessels, IRLAP staff are able to accomplish our goals of spoil island and submerged resource management within the Aquatic Preserves. Primarily used in the northern Aquatic

Preserves, the main focus of the Parker is to facilitate the Spoil Island Enhancement Program, bird nesting monitoring, resource assessment, and the Adopt-an-Island Program.

#### Island Enhancement Workdays

IRLAP staff conduct monthly volunteer workdays from September through May of each year. Partners that assist in workdays include St. Johns River Water Management District, Keep Brevard Beautiful, boating clubs, academic groups, and motivated citizens. These workdays promote stewardship of spoil islands and spread awareness of the spoil island program.

#### Colonial Bird Monitoring and Management

During the nesting season, IRLAP staff monitor the islands of the IRL for roosting and nesting, noting island number, bird species, activity (nest building, mating, etc.), presence of chicks, and vegetation used. There are seven major rookeries located throughout the Aquatic Preserves that are monitored by IRLAP staff. In addition, staff work closely with the Florida Fish and Wildlife Conservation Commission and Law Enforcement to identify new or existing shorebird nesting colonies, and install signage to discourage human use of these areas.

#### Adopt-A-Spoil Island Program

Spoil island adoption allows interested groups a chance to take part in maintaining and protecting the islands near their community. Groups are required to conduct four cleanups of their adopted island and adopters often choose to undertake more substantial enhancement efforts. Any work done by adopters is not begun before consultation, review, and supervision by IRLAP staff.

#### **Timeline for Implementation:**

- Within 30 days of receiving completed funding agreement, order new Yamaha F115XA motor from Marina Mikes, Inc. (Attachment 1).
- Within 60 days of receiving completed funding agreement, install new Yamaha F155XA on 18' Parker.
- Progress will be reported in accordance with F.I.N.D. established guidelines.

#### **Cost Request and Matching Funds:**

The IRLAP is requesting from F.I.N.D. the cost of a new Yamaha F115XA boat motor: \$7,410.00  
In-kind Matching Funds will be provided through IRLAP purchase of the following:

<b>In-kind Matching Funds</b>	<b>Cost</b>
Binnacle Control Box	\$253.85
Key Switch	\$145.00
Wiring Harness	\$108.00
Control Cables	\$100.00
Multifunction Tachometer	\$275.00
Stainless Steel Propeller 15"	\$290.00
Installation	\$380.00
<b>Total In-kind Match:</b>	<b>\$1,551.85</b>

## STANDARD MARINE PURCHASE AGREEMENT

## MARINA MIKES, INC.

19300 S. US 41 • FT. MYERS, FL. 33908

(239) 267-0725 • (800) 955-7543

www.marinamikes.com

Fax# 772 429-2799

SOLD TO		ADDRESS		PHONE		DATE	
		DEP Indian River		772-429-2795		4-3-13	
		COUNTY		SALESMAN		John	
SUBJECT TO THE TERMS AND CONDITIONS STATED ON BOTH SIDES OF THIS AGREEMENT SELLER AGREES TO SELL AND THE PURCHASER AGREES TO PURCHASE THE FOLLOWING DESCRIBED PROPERTY:							
COLOR	HULL	DECK	INT.	PAID/ORDER DELIVERY DATE			
MAKE OF BOAT	YEAR	MODEL & SIZE	SERIAL NO.	<input type="checkbox"/> NEW <input type="checkbox"/> USED	\$		
MAKE OF MOTOR	YEAR	MODEL & SIZE	SERIAL NO.	<input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED	\$7,408	94	
MAKE OF TRAILER	YEAR	MODEL & SIZE	SERIAL NO.	<input type="checkbox"/> NEW <input type="checkbox"/> USED	\$		
OPTIONAL EQUIPMENT AND ACCESSORIES					TOTAL PURCHASE ABOVE	\$7,408	94
Binnacle Control Box					253	85	
Key Switch					145	-	
Wiring Harness					108	-	
Control Cables 14' 50"					100	-	
Multifunction Tech Digital					275	-	
Stainless steel Prop 15"					290	-	
OPTIONAL EQUIPMENT CARRIED FORWARD					\$1,171	85	
<input type="checkbox"/> WHEN THIS BOX IS CHECKED, THE UNIT WHICH IS THE SUBJECT OF THIS CONTRACT IS BEING SOLD ON AN "AS IS" BASIS. THE ENTIRE RISK AS TO THE QUALITY AND PERFORMANCE OF THIS UNIT IS WITH THE PURCHASER.							
DESCRIPTION OF TRADE-IN							
BOAT (Make)	YR.	SIZE	SN				
MOTOR (Make)	YR.	HP	SN				
TRAILER (Make)	YR.	SIZE	SN				
AMT. OWING \$					TO WHOM:		
TRADE-IN DEBT TO BE PAID BY					<input type="checkbox"/> DEALER <input type="checkbox"/> CUSTOMER		
BY					DEALER		
I, OR WE, HEREBY ACKNOWLEDGE RECEIPT OF A COPY OF THIS ORDER AND THAT I, OR WE HAVE READ THE BACK OF THIS AGREEMENT.							
I, OR WE, ALSO AGREE THAT THE BALANCE WILL BE PAID BY <input type="checkbox"/> CASH, <input type="checkbox"/> BANK DRAFT, <input type="checkbox"/> CERTIFIED CHECK, OR BY THE EXECUTION OF A <input type="checkbox"/> RETAIL INSTALLMENT CONTRACT, OR A SECURITY AGREEMENT AND ITS ACCEPTANCE BY A FINANCING AGENCY.							
SIGNED X					PURCHASER		
SIGNED X					PURCHASER		



**Mark Crosley**

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**From:** Peter Breton [pbreton@blesmlaw.com]  
**Sent:** Tuesday, September 17, 2013 3:43 PM  
**To:** Mark Crosley; Janet Zimmerman  
**Subject:** Draft Policies on Public Participation  
**Attachments:** Policies for Public Participation.rtf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Red category

You will recall that the legislature enacted s. 286.0114, F.S. requiring the public to have an opportunity to be heard on each and every measure that comes before the governing body of a public agency. It basically requires the governing body to adopt policies to govern the public comment. I have drafted the attached policies for your consideration. I reviewed the rules and policies of several cities and counties, particularly the Palm Beach County Board of County Commissioners. I have tried to anticipate a situation where a controversial matter is before the Board (e.g. the siting or construction of a DMMA near a residential neighborhood) and to provide the Chair with the tools he or she needs to keep control of the meeting. In most situations, however, invoking these rules will not be necessary and we can continue the fairly informal procedures used in the past. We do need to make sure, however, that prior to voting on any item or matter, the Chair asks if there are any members of the public who want to comment.

Once you are satisfied with the policies, it should be adopted by the Board. Then it can be put on the website and copies put on the table at the meeting along with the other brochures, agendas, etc.

I also noticed that our agendas do not include the statement required by s. 286.0105:

If a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

I know that this statement is included in the annual notice of meetings you publish in the Florida Administrative Register, but out of an abundance of caution, I recommend that you also add this to the end of each agenda.

Sincerely,  
 Peter L. Breton  
 Breton, Lynch, Eubanks & Suarez-Murias, P.A.  
 1209 North Olive Avenue  
 West Palm Beach, FL 33401  
 561-721-4003  
 561-721-4001 (Facsimile)

**Tax Advice Disclosure:** To ensure compliance with requirements imposed by the IRS under Circular 230, we inform you that any U.S. federal tax advice contained in this communication (including any attachments), unless otherwise specifically stated, was not intended or written to be used, and cannot be used, for the purpose of (1) avoiding penalties under the Internal Revenue Code or (2) promoting, marketing or recommending to another party any matters addressed herein.

The information contained in this electronic mail transmission may be attorney/client privileged and confidential. It is intended only for the use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copy of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone collect at 561-721-4100. Thank you.

**RESOLUTION NO. 2013-04****A RESOLUTION OF THE BOARD OF COMMISSIONERS  
OF FLORIDA INLAND NAVIGATION DISTRICT, ADOPTING POLICIES FOR  
PUBLIC PARTICIPATION**

**WHEREAS**, the Board of Commissioners of the Florida Inland Navigation District (the "Board") is the administrative and policy making body of the Florida Inland Navigation District (the "District") pursuant to s.374.983 and 374.984, F.S.;

**WHEREAS**, the Board recognizes the important right of all citizens to express their opinions on the operation of the District and encourages citizen participation in the decision-making process;

**WHEREAS**, the Board also recognizes the necessity for conducting orderly and efficient meetings so that District business may be completed efficiently, effectively, and timely; and

**WHEREAS**, the Board desires to adopt policies which govern the opportunity of the public to be heard on District business, in accordance with s. 286.0114, F.S.

**NOW, THEREFORE**, be it resolved by the Board of Commissioners of the Florida Inland Navigation District that:

Section 1. The Board hereby adopts the attached Exhibit "A" "Policies for Public Participation" establishing procedures for public participation at all District public meetings.

Section 2. These policies shall be reviewed bi-annually by the Board in conjunction with the development and approval of the annual District budget.

Section 3. This Resolution shall become effective upon adoption.

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Upon motion by Commissioner \_\_\_\_\_ and seconded by Commissioner \_\_\_\_\_, the Board approved the Resolution as follows:

Lynn Williams	_____
J. Carl Blow	_____
Jon Netts	_____
Susanne McCabe	_____
Jerry H. Sansom	_____
Paul U. Dritenbas	_____
Gail Kavanagh	_____
Donald J. Cuozzo	_____
Charles C. Isiminger	_____
Tyler Chappell	_____
Spencer T. Crowley	_____

The Chair thereupon declared the resolution duly passed and adopted this 18<sup>th</sup> day of October, 2013.

**FLORIDA INLAND NAVIGATION  
DISTRICT**

By: \_\_\_\_\_  
Gail Kavanagh, Chair

APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY

By: \_\_\_\_\_  
Peter L. Breton  
Attorney for Florida Inland  
Navigation District

**FLORIDA INLAND NAVIGATION DISTRICT  
Board of Commissioners**

**Policies for Public Participation**

**I. Governing Policies.**

It is the policy of the Board of Commissioners of the Florida Inland Navigation District (hereinafter "the Board") that these Policies for Public Participation shall apply to all official meetings of the Board. The purpose of these policies is to provide for the efficient and orderly functioning of the business of the Board; to protect the rights of the public to be heard; and to preserve the spirit of harmony within the Board and those appearing before the Board. The ultimate determination of procedural matters shall rest with the Chair, subject to appeal to the full Board. The policies, with appropriate adjustments, are equally applicable to official meetings of all committees of the Board. These rules are intended to insure compliance with Section 286.011 and Section 286.0114, Florida Statutes (2013).

**II. Meetings.**

**A. Meetings Open to the Public.** All meetings of the Board shall be open to the public in accordance with Florida's Government-in-the-Sunshine Law, Section 286.011, Florida Statutes, with the exception of those meetings statutorily exempt such as litigation sessions.

**B. Accessibility/Seating Capacity.** All meetings will be conducted in a building that is open and accessible to the public and which has sufficient seating capacity for a reasonably anticipated audience.

**III. Public Participation.**

Citizen Input. The Board recognizes the important right of all citizens to express their opinions on the operation of the District and encourages citizen participation in the decision-making process. The Board also recognizes the necessity for conducting orderly and efficient meetings so that District business may be completed efficiently, effectively, and timely. Members of the public wishing to speak at Board meetings shall comply with the procedures set forth below.

**A. Accessibility.** All persons with disabilities shall be provided reasonable assistance to enable them to effectively participate in Board meetings.

**B. Matters Not On The Agenda.** Members of the public are invited to provide comments on issues and matters that are not on the agenda during "Public Comments" section, which shall be at the beginning of each agenda following procedural matters.

**C. Matters Listed on the Agenda.** Comments on any matter appearing on the agenda the same day are to be made at the time the item is considered under the Consent or Regular Agenda and not under "Public Comments." The Chair shall invite public comments following the presentation of the matter by District staff but prior to the Board taking final action on the matter.

- D. Comment Cards.** Any member of the public wishing to speak before the Board or who wants to make their position known but does not want to address the Board shall complete a "comment card" and present the card to the Executive Director or Assistant Executive Director in the meeting room for forwarding to the Chair. The card shall have spaces where the member may indicate his or her support, opposition, or neutrality on a matter; and to indicate his or her designation of a representative to speak for him or her or his or her group on a matter if he or she so chooses. Only those individuals who have submitted comment cards and who have been recognized by the Chair may address the Board. Any member of the public who has filled out a card must be present when the Chair announces the person's name if they desire to be recognized. If an individual does not wish to speak and instead submits a card with his/her comment noted, it is within the Chair's discretion to read the comment into the record. If the Chair does not read the comment, the comment card is nonetheless submitted as part of the official record. In any event, a comment card will not be read into the record if the citizen submitting same is not present when the item is being discussed. As a general practice, comment cards will not be accepted after presentation of an agenda item has begun; however, the Chair has the discretion to accept additional comment cards. Comment cards are considered public records and are to be submitted to the Executive Director or Assistant Executive Director before the meeting adjourns. The Chair may waive the use of comment cards for any matter when there is a limited number of members of the public present.
- E. Civility.** All public comments and any multimedia shown or material distributed shall avoid personal attacks, abusive language, and redundancy. The Chair may curtail repetitious comments. No person attending a Board meeting is to harass or otherwise disturb any other person in the room. Any person making impertinent or slanderous remarks or whose behavior is disruptive shall be subject to removal from the premises by local law enforcement officers, or such other action as may be appropriate, and barred from making any additional comments during the meeting by the Chair, unless permission to continue or again address the Board is granted by a majority vote of the Board members present.
- F. Relevancy.** Comments shall be limited to the subject being considered by the Board. Comments during "Public Comments" should be directed to District issues. Comments on any matter appearing on the agenda the same day are to be made at the time the item is considered under the Consent or Regular Agenda and not under "Public Comments."
- G. Manner.** Each person addressing the Board shall step up to the podium and give his/her name and address for the record. No person other than a member of the Board and the person having the floor shall be permitted to enter into any discussion without the permission of the Chair. All remarks shall be addressed to the Board as a body and not to any individual member or the audience. Commissioners may ask questions of the speaker after his/her uninterrupted comments have been made. No question shall be directed to a Commissioner or staff except through the Chair. No persons other than members of the Board, District staff, individuals participating in an agenda item presentation at the staff table, or persons authorized by the Chair, are allowed beyond the podiums.
- H. Allotted Time.** Each member of the public shall be granted three minutes to speak. The Chair may extend the maximum speaking time. Allowing the use of a speaker's time by

another individual is within the Chair's discretion. In the event more than twenty (20) people indicate their desire to speak on the same or a related subject, the Chair may establish a maximum time limit, not to exceed one hour, for public comments. The Chair may also assign time limits for proponents and opponents to address an item. In any event, the Chair shall have the discretion to adjust speaking time limits as he/she deems appropriate.

- I. Consent Agenda.** Prior to Board approval of the Consent Agenda, public comment will be accepted. One comment card identifying all items of interest shall be submitted to Executive Director or Assistant Executive Director who will pass it on to the Chair. If more than one item is identified, the three-minute allotment may be extended at the Chair's discretion.
- J. Dissemination of Information/Use of Multimedia.** Any member of the public desiring to submit information to the Board relevant to the item may do so only when they are at the podium and recognized to speak. No motion to receive and file any submission by the public is necessary to make same a part of the record; the Chair may "accept without objection" providing there is none. Due to time constraints, there shall be no expectation that the Board will read any information submitted at a Board meeting. Early submission of information relevant to an item appearing for Board consideration is encouraged. The public is authorized to use multimedia supportive of their comments. Multimedia is to be submitted to the Executive Director or Assistant Executive Director five (5) working days prior to the Board meeting.

**IV. Effective Date.** These policies shall go into effect on \_\_\_\_\_, 2013, and shall supersede all other policies previously adopted by the Board.

*Adopted* \_\_\_\_\_, 2013

*Effective* \_\_\_\_\_, 2013



Proposal / Agreement for Professional Services  
Hydrographic Survey of the Intracoastal Waterway  
North Region  
Sea Diversified P.N. 13-2078  
October 4, 2013  
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## ATTACHMENT A

# FLORIDA INLAND NAVIGATION DISTRICT

## REQUEST FOR COST SUMMARY PROPOSALS FOR A CENTERLINE SURVEY OF THE NORTH INTRACOASTAL WATERWAY

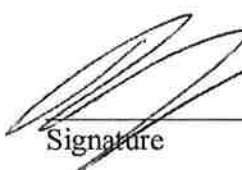
### Cost Summary Proposal

Cost Summary Proposals are to be made on a total cost basis and shall include all costs necessary to complete the survey as outlined in the project scope. Proposals shall not be qualified, incomplete or include extra costs to be determined later or on a unit basis. The District reserves the right to reject the cost proposal.

NAME OF FIRM: SEA DIVERSIFIED, INC.

TOTAL COST FOR A NORMAL HYDROGRAPHIC SURVEY \$ 284,250.00

TOTAL COST FOR A SHALLOW WATER MULTI-BEAM SURVEY \$ 345,100.00

  
\_\_\_\_\_  
Signature

William T. Sadler Jr., P.E., P.S.M., President  
Name, Title



**SEA Diversified, Inc.**  
 21 NW 2<sup>nd</sup> Street  
 Delray Beach, Florida 33444  
 Phone: 561-243-4920  
 Facsimile: 561-243-4957

1900 South Harbor City Blvd, Suite 110  
 Melbourne, Florida 32901  
 Phone: 321-984-7268  
 Facsimile: 321-984-7270

October 4, 2013

Mr. David K. Roach  
 Executive Director  
 Florida Inland Navigation District  
 1314 Marcinski Road  
 Jupiter, Florida 33477

**Re: Proposal for Professional Services**  
**Hydrographic Survey of the Intracoastal Waterway – North Region**  
**Sea Diversified P.N. 13-2078**

Dear Mr. Roach:

In accordance with your request, and pursuant to the latest Scope of Work (SOW) received from the District on September 26, 2013, Sea Diversified, Inc. (SDI) is pleased to submit the following proposal for professional services. The scope of work shall include a hydrographic survey of the federal navigation channel, inclusive of wideners and impoundment basins, with limits specifically described as follows:

- AIWW from the southern end of the Fernandina Harbor project southward to the Jacksonville Harbor Project (approximately 22 channel miles)
- ICWW from the Jacksonville Harbor Project southward to the southern end of Cut BV-37, approximately the Brevard County line (approximately 192 miles).

The scope of survey shall be in accordance with the aforementioned latest SOW provided by the District. It is understood that this survey will be used for District planning purposes only and the Corps will have no review or approval role in the project. The survey shall encompass the following tasks:

**Task One: Existing Data Compilation and Project Planning**  
**Task Two: Control Verification and Tide Staff / Gauge Establishment**  
**Task Three: Hydrographic Survey Operations**  
**Task Four: Bridge and Navigation Aid Location**  
**Task Five: Data and Final Chart Preparation**

The hydrographic survey shall be conducted using either a shallow water multi-beam sounder or single-beam sounder at the direction of the District. Whichever sounding system is used, data will be collected along the centerline of the channel including two (2) offset lines parallel to the channel centerline. Channel offset lines shall be forty-two (42) feet where the authorized channel width is 125 feet and fifty (50) feet where the authorized channel width is 150 feet. Data shall be collected along transects spaced at fifty (50) feet within channel wideners and impoundment basins.

A detailed description of the scope of survey is as follows:

**General:**

Sea Diversified, Inc. shall provide supervision, field / office support staff and equipment to perform the scope of work described, herewith. All work shall be conducted to the highest level of industry standards and under the responsible charge of a Professional Surveyor and Mapper registered in the State of Florida. All work shall meet or exceed the Minimal Technical Standards set forth by the Florida Board of





**Proposal / Agreement for Professional Services**  
**Hydrographic Survey of the Intracoastal Waterway**  
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Professional Surveyors and Mappers in Chapter 5J-17, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes. Additionally, the survey shall be conducted in accordance with the criteria established by the U.S. Army Corps of Engineers (USCOE) for hydrographic surveys performed in support of general engineering studies as outlined in USCOE Manual EM 1110-2-1003.

**Horizontal and Vertical Data:**

Horizontal Data: Feet, relative to the Florida State Plane Coordinate System, East Zone,  
North American Datum (NAD), 83/90

Vertical Datum: Feet, relative to Mean Lower Low Water (MLLW), 1983-2001 Epoch.

**Task One: Existing Data Compilation and Project Planning**

SDI will compile existing and relevant data as required for planning and subsequent implementation of survey operations. SDI will coordinate with the District, District Engineers and the U.S. Army Corps of Engineers (USCOE), as necessary to obtain current and reliable data or other pertinent information. This will include, but not necessarily be limited to the following:

- AIWW / ICWW centerline control data including channel widener control
- Impoundment basin control data
- Published horizontal and vertical control data
- Aerial maps or other map files depicting major geographic features suitable for use in survey planning and final chart preparation
- Historical bathymetric data files for quality control

Using the most recent AIWW / ICWW centerline control and other channel information, SDI will prepare electronic base files for pre-planning data collection activities. The electronic base files will include the control centerline with stationing and P.I. coordinate information, channel limits and control depth information, dredging reach limits, wideners and location of impoundment basins to be surveyed as part of the project, as well as any other information pertinent to the data collection efforts. For uncontrolled sections of the waterway, SDI will use centerline control provided by the District.

The electronic base files will also depict the location of published horizontal and vertical control points at specific ranges along the length of the project for establishment of RTK GPS base stations and calibration tide staffs / gauges. The availability and suitability of the horizontal and vertical control points to support the survey efforts will be addressed as part of Task Two. The electronic base files will be prepared or translated to a format compatible for download to the vessel navigation system. Horizontal and vertical control calibration points will also be uploaded to the vessel navigation system to verify horizontal and vertical positional accuracy. Electronic base files will be prepared in a format (.dwg or .dgn) required for final charting efforts.

**Task Two: Control Verification and Tide Staff / Gauge Establishment**

Based on the research and compilation of control from Task One, SDI will conduct a reconnaissance survey to locate and determine the suitability of control necessary to support the bathymetric survey operations. Horizontal control will be required at strategic locations along the route of the survey for establishment of RTK-GPS base stations and tide staff / gauge monitoring stations. RTK-GPS base stations and tide staffs / gauges will be set and checked relative to a minimum of two published control points. Temporary bench marks (TBM's) will be set as required. Control verification or establishment procedures will be in accordance with USCOE specifications. All found and used control points will be recorded in field books and subsequently tabulated on final charts. Tabulated control information will include horizontal location



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(northing, easting in feet, NAD 83/90), elevation (feet, NAVD) and monument description. All vertical control used for the establishment of tide stations will have a typed description including recovery notes as necessary for use as part of subsequent surveys.

**Task Three: Hydrographic Survey Operations**

The bathymetric survey shall be conducted using an automated hydrographic system comprised of a survey launch equipped with a marine grade, shallow water multi-beam swath system (120 degree minimum swath coverage) with integrated motion sensor, RTK GPS, and computer-based navigation / data collection system. Alternatively, and as an option to the District, SDI shall use a single-beam sounder. Bathymetric data shall be collected along the centerline of the channel including two (2) offset lines parallel to the channel centerline. Channel offset lines shall be forty-two (42) feet where the authorized channel width is 125 feet and fifty (50) feet where the authorized channel width is 150 feet. Data shall be collected along transects spaced at fifty (50) feet within channel widenings and impoundment basins. It is noted that full bottom coverage will not be acquired using the shallow water system proposed for the project.

Soundings will be collected in both raw and adjusted (tide corrected) formats using RTK GPS derived water surface elevations. Data shall be collected in feet relative to NAVD 88 datum and subsequently post-processed to MLLW using the latest version of VDatum (Vertical Datum Transformation) provided by NOAA, National Ocean Service (NOS). SDI shall verify the VDatum corrections against local published tide stations with established NAVD to MLLW corrections for the 1983-2001 tide epoch.

Redundant tide measurements will be recorded as a quality control check on the RTK GPS derived water surface elevations. Tide staffs or gauges shall be employed as required to record continuous tidal data either side of the survey launch during the course of bathymetric data collection. Tidal data shall be collected and recorded at intervals 10-minute intervals or less

Equipment calibration procedures shall follow manufacturer recommendations. Survey accuracy, Quality Control (QC) procedures and Quality Assurance (QA) tests shall be in accordance with USCOE criteria for hydrographic surveys performed in support of general engineering studies as outlined in USCOE Manual EM 1110-2-1003.

**Task Four: Bridge and Navigation Aid Location**

During the course of bathymetric survey activities, or as a separate survey event at the discretion of SDI, navigation aids (within 100+/- feet of the edge of channel) and centerlines of each bridge crossing shall be located. Horizontal location (northing, easting relative to NAD 83/90) shall be obtained via RTK GPS or DGPS using the U.S. Coast Guard Beacon System. The point of location of each bridge shall be at the approximate centerline of each span where crossing the approximate centerline of the navigation channel. The point of location of each navigation aid shall be as close to the approximate centerline as practical with multiple pile navigation aids described as required relative to the point of location. Floating navigation aids shall be located where existing at the time of survey noting the time and apparent direction of tide. Along with location, each navigation aid shall be described in field books by type and condition for subsequent tabulation on charts. Photographs of each navigation aid to document type and condition along with photographs of each bridge crossing as viewed from each side shall be obtained at the discretion of SDI.

**Task Five: Data Reduction and Final Chart Preparation**

Upon completion of field survey activities, data will be edited and reduced to the project datum and formatted as required for bathymetric modeling and chart preparation. Translation of vertical data from



**Proposal / Agreement for Professional Services**  
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NAVD 88 to MLLW is described under Task Three. Final data, reduced to an x,y,z, ASCII format will be imported to a CADD environment and subsequently translated to Digital Terrain Model (DTM) for preparing survey plan charts, volume reports or other deliverables associated with the project. In accordance with the SOW, final deliverables shall include the following:

Survey Plan Charts (Electronic Media Format, (2) copies on CD ROM or DVD)

Plan charts shall be divided by County and shall depict channel centerline and boundaries, wideners, impoundment basins and elevations relative to MLLW datum. Charts for each County shall specifically encompass the following:

- Cover sheet with sheet index
- Tabulation of horizontal / vertical control used for the survey
- Tabulation of navigation aids (location and description)
- Tabulation of bridge locations (location and name)
- Tabulation of shoal volumes in cubic yards to design by Cut with both +1 and +2 foot over-dredge volumes
- Vertical datum diagram (MLLW relative to NAVD 88 and NGVD 29)
- Notes pertinent to the survey

Plan data shall be superimposed on georeferenced aerial imagery or other map reference (base map) with approximate County lines and major geographic features annotated (major roads, shoreline features and other). Elevation points shall be depicted at intervals of twenty-five (25) feet across the channel, wideners and impoundment basins and fifty (50) feet along the channel, wideners and impoundment basins. Charts shall depict channel centerline and channel limits including wideners and impoundment basins; channel cut, stationing and P.I. descriptions including other pertinent control information. Charts shall additionally depict RTK GPS base station and tide staff / gauge locations (with NAVD – MLLW corrections), navigation aids and bridges with appropriate naming or cross references to the tabulation and a graphic depiction of areas shoaler than design (shading or cross hatching). Final charts shall be certified to the Florida Inland Navigation District by a Professional Surveyor and Mapper licensed in the State of Florida.

Survey Plan Charts shall be provided in AutoCAD (.dwg, Release 12 or later), MicroStation (.dgn, version V8.1) and Adobe (.pdf) formats

Data Files (Two (2) copies each of the following on DVD (separated by County):

- Final data in ASCII (x,y,z) format relative to MLLW datum separated to intervals of twenty-five (25) feet across the channel, wideners and impoundment basin and fifty (50) feet along the channel, wideners and impoundment basins.
- Final set of all data in ASCII (x,y,z) format relative to MLLW datum – Final processed.
- All raw data files in ASCII (x,y,z) format.
- Recorded positions of navigation aids and bridge centerlines in ASCII format.
- Digital Terrain Model (.tin) files for both existing conditions and design surfaces used for computing shoal volumes.
- Scanned copies of field notes / books, survey logs and published control data used for the survey.

**Reference ATTACHMENT A for SDI's Cost Summary Proposal**

Note: Proposed fees are inclusive of all estimated expenses pertaining to fuel, lodging, meals and incidentals, boat launch and dockage fees and reproduction costs.



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North Region  
Sea Diversified P.N. 13-2078  
October 4, 2013  
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**Time of Performance:**

The above described scope of work including data collection, processing and preparation of deliverables shall be completed within 180 Calendar days from Notice to Proceed.

Should you have questions or require additional information please do not hesitate to contact us at your convenience. We appreciate this opportunity to assist you with this project and look forward to hearing from you soon.

Sincerely,

A handwritten signature in black ink, appearing to be "W. Sadler", written over a horizontal line.

William T. Sadler, Jr., P.E., P.S.M.  
President

WTS/dq

Attachment

## **FLORIDA INLAND NAVIGATION DISTRICT**

### **SCOPE OF WORK**

#### **HYDROGRAPHIC SURVEY OF THE INTRACOASTAL WATERWAY - NORTH**

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The contractor shall conduct a reconnaissance hydrographic survey of the Intracoastal Waterway (ICWW) channel as described in this Scope of Work. Results of the survey shall be submitted to the District in electronic media formats as described in this Scope of Work. The survey shall be certified to the District by a registered land surveyor licensed in the State of Florida.

This survey will be used for planning purposes only. Although this scope references Corps of Engineers specifications and documents, the Corps has no approval or review role in this project.

#### **SURVEY AREA**

The channel areas, inclusive of any identified channel wideners and impoundment basins, to be surveyed are described as follows:

The federal navigation channel of the AIWW from the southern end of the Fernandina Harbor project southward to the Jacksonville Harbor Project (approximately 22 channel miles).

The federal navigation channel of the Jacksonville to Miami portion of the ICWW from the Jacksonville Harbor Project southward to the southern end of Cut BV-37, approximately the Brevard County line (approximately 192 miles).

#### **GENERAL SURVEY PARAMETERS**

The contractor will provide all personnel, equipment, transportation and materials necessary to conduct the survey. The survey shall be in compliance with the U.S. Army Corps of Engineers (USACE) "Technical Requirements for Hydrographic and Topographic Surveying" for Class 1 Hydrographic Surveys.

The survey shall consist of a shallow water multi-beam survey or regular hydrographic survey of the centerline and two (2) offset lines parallel to either side of the channel centerline at specified ranges of forty-two (42) feet where the authorized channel is one hundred and twenty-five feet in width and fifty (50) feet where the authorized channel is one hundred and fifty feet in width of the channel, wideners and impoundment basins.

### **Task One: Existing Data Compilation and Project Planning**

The first task for this project shall be to compile existing and relevant data such as that obtained from the ICWW control data maps, recent master channel control files, and both horizontal and vertical control data throughout the entire limits of the project. Any uncontrolled section of the waterway will use centerline control data provided by the District. Using this data, a complete and updated tabulation of horizontal and vertical control will be developed along with applicable reconnaissance notes to enable field efforts to be completed very effectively. Horizontal control will be used to conduct daily horizontal position checks during the course of the survey. This control will also be used, as required, to establish Real Time Kinematic (RTK) global positioning system base stations for the survey. Vertical control will be used to establish and verify tidal stations at locations referenced by previous survey efforts or as otherwise required to meet the criteria specified for the project.

In addition to preparing a complete tabulation of horizontal and vertical control, the channel centerline and survey limits will be pre-established and loaded into the vessel computer navigation and data collection system. The pre-established centerline and survey limits will be based on ICWW Points of Intersection (P.I.) data, channel offset data, channel widener and impoundment basin data provided on USACE surveys or other project data sheets. In addition to the channel centerline and limits, other valuable information will be input into the computer navigation system such as dredging reach limits, channel cut identification, channel azimuths, and any other information that will assist with the hydrographic survey efforts. This information will be input in either a DWG or DGN format and will subsequently be used during the final charting efforts. The resultant product of this effort will assist the vessel operator with navigation along the channel centerline and survey limits and enable the identification of NAVAIDS, bridges, and/or shoreline features.

In addition to this complete database of navigational information, horizontal and vertical control data will be pre-established as targets within the navigation system. This will enable the vessel operator to navigate directly to known control monuments for horizontal and vertical positional accuracy verification.

### **Task Two: Control Verification and Tide Staff/Gauge Establishment**

Upon completing the initial planning efforts, the next step of the hydrographic survey operations shall be to verify the location of horizontal and vertical control at predefined and strategic locations along the entire route of the survey. The objective will be to identify adequate control for RTK/GPS base stations and for daily horizontal/vertical positioning checks based on the anticipated rate of the vessel and required position checks at the beginning and end of each survey day. It shall also be an objective to locate control in close proximity to the edge of water accessible by the survey launch.

As part of this task, tide staffs and/or gauges will be set as required to ensure that adequate tidal information is collected during the course of the survey. Vertical control used to establish tidal stations shall be verified in accordance with USACE specifications.

All horizontal and vertical control data shall be recorded in field books along with other applicable information such as level run results, tide staff/gauge locations and establishment procedures. Vertical and horizontal control points established or recovered with no description or out-of-date description shall be described in the field book as specified by procedures outlined by the USACE "Technical Requirements for Surveying, Mapping, and Photogrammetric Surveys Manual, Appendix A-2". All vertical control used for the establishment of tidal stations will have a typed description including recovery notes prepared for use during subsequent surveys.

### **Task Three: Hydrographic Survey Operations**

Upon establishing the necessary tidal stations and completion of the required reconnaissance and/or establishment of horizontal and vertical control, the hydrographic survey operations shall be initiated. The survey will be conducted simultaneously with the establishment of the tide stations maintaining adequate time between the two tasks to ensure that tide staffs/stations are set and ready for monitoring well in advance of the survey launch.

For horizontal positioning, RTK/GPS shall be used. Due to the extent of the survey, careful attention relative to proper datum transformation parameters will be maintained to ensure adequate horizontal accuracy throughout the limits of the survey. Adjustments to datum transformation parameters will be implemented as required and verified for accuracy via periodic positioning checks at control points established during Task Two of the survey. Horizontal positioning shall be relative to the Florida State Plane Coordinate System, East Zone, NAD 83. All horizontal positioning checks shall be recorded in the field books.

Sounding data shall be continuously collected over the entire survey area. Elevations shall be collected in feet relative to NAVD, 88 using RTK methods to determine tide corrections. Tide staffs shall be set as a redundant measurement and for start and end of day calibration checks for RTK tide methodologies. Data shall be post-processed to MLLW using the latest version of VDatum (Vertical Datum Transformation) provided by NOAA, National Ocean Service (NOS). It shall be the responsibility of the surveyor to verify the VDatum corrections against local published tide stations with established NAVD to MLLW corrections for the 1983-2001 tide epoch.

During the course of the survey, tides will be recorded at 10-minute intervals or less. Adequate personnel will be employed to maintain continuous tide readings with a minimum of one (1) tide staff either side of the survey launch being monitored at all times or tide gauges will be installed to provide a second independent check on RTK/GPS derived surface water elevations.

The shallow multi-beam survey will be performed using a multi-beam of at least 120 degrees swath.

### **Task Four: Bridge and Navigation Aid Location**

During the course of or prior to the hydrographic survey operations, a second survey launch, equipped with personnel and positioning / navigation equipment will be used to locate NAVAIDS and bridges. The center of the bridge opening over the channel will be used for bridge locations.



Each structure location shall be recorded in the field books along with structure description. Similar to the hydrographic survey operations, horizontal positioning checks will be performed at periodic intervals throughout this part of the survey.

#### **Task Five: Data Reduction and Final Chart Preparation**

Upon completion of the field data collection activities, data will be edited, reduced, and formatted for final chart preparation. Raw digital data will be edited using Hypack Navigation Software. Electronic spikes and/or other anomalies shall be removed and/or reconciled after comparison with fathometer analog charts.

Once edited, raw data will be reduced to mean lower low (MLLW) datum. Data shall be post-processed to MLLW using the latest version of VDatum (Vertical Datum Transformation) provided by NOAA, National Ocean Service (NOS). It shall be the responsibility of the surveyor to verify the VDatum corrections against local published tide stations with established NAVD to MLLW corrections for the 1983-2001 tide epoch.

Upon developing a complete set of edited and reduced data, final deliverable items shall be prepared as follows:

1. Survey Plan Charts (Electronic Media format) – One (1) copy of plan view survey charts showing the channel centerline and boundaries, wideners, impoundment basins and elevations (referenced to MLLW) shall be provided. The plan charts shall be divided into sets by county and include a title page, index page, and survey results. Survey results shall be plotted over a basemap that depicts major roads and shoreline features at a level of detail comparable to that show in USGS 1:24,000 scale quadrangle maps or on a recent aerial photograph. Survey must also clearly and graphically identify the relationship between MLLW and the standard vertical datums NGVD 1929 and NAVD88.

Elevation points shall be plotted at 25 ft. intervals across the channel, wideners and impoundment basins and 50 ft. intervals along the channel, wideners and impoundment basins. In addition to water depths' each plan sheet shall also show county boundary lines, dredging reaches, channel cuts, all NAVAIDS and bridges, including the identifying name and/or number of each, as appropriate.

Additional information shown in the survey plan book shall include tide station/gauge location and MLLW corrections. Survey Charts shall be certified by a registered Professional Surveyor and Mapper licensed in the State of Florida. Additionally, the surveyor will calculate required dredging volume in cubic yards, by dredging reach and cut designation for the design depth, design depth + 1-ft, and design depth +2-ft increments. The cover sheet shall summarize the results of the volume calculation for each dredging reach and each cut.

Two (2) complete copies of the Survey Plan Charts on CD ROM shall be provided. Files shall be provided in AutoCAD DWG, Release 12 or later, Microstation V8.1, and in PDF format.



2. Data Files - Two (2) copies of the following digital data on CD ROM:

- (a) Bathymetric data corrected for tidal variation and referenced to MLLW at 25-foot sampling intervals across the channel, wideners and impoundment basins and at 50-foot intervals along the channel, wideners and impoundment basins. All files shall be in ASCII.XYZ format.
- (b) All raw bathymetric and tide data files in ASCII format.
- (c) Recorded positions of all NAVAIDS and bridges in ASCII format.
- (d) 3D TIN lines for digital terrain model surfaces (both existing conditions and channel surfaces) used to calculate dredging volumes.

4. Field Notes - Two (2) copies of all original notes, survey logs, and descriptions of tide stations and benchmarks used for the survey.

**Time of Performance**

Contractor shall complete the above described scope of work including all field data collection, data processing and preparation of deliverables within one hundred and eighty (180) calendar days of the date of Notice to Proceed.

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**ATTACHMENT A**  
**FLORIDA INLAND NAVIGATION DISTRICT**  
**REQUEST FOR COST SUMMARY PROPOSALS**  
**FOR**  
**A CENTERLINE SURVEY OF THE**  
**SOUTH INTRACOASTAL WATERWAY**

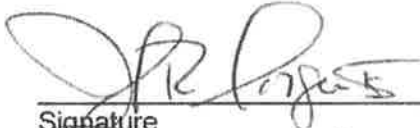
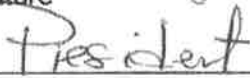
**Cost Summary Proposal**

Cost Summary Proposals are to be made on a total cost basis and shall include all costs necessary to complete the survey as outline in the project scope. Proposals shall not be qualified, incomplete or include extra costs to be determined later or on a unit basis. The District reserves the right to reject the cost proposal.

NAME OF FIRM: Morgan & Eklund, Inc.

TOTAL COST FOR NORMAL HYDROGRAPHIC SURVEY \$ 240,490

TOTAL COST FOR SHALLOW MULTI-BEAM SURVEY \$ 289,640

  
\_\_\_\_\_  
Signature  
  
\_\_\_\_\_  
Title

## **FLORIDA INLAND NAVIGATION DISTRICT**

### **SCOPE OF WORK**

#### **HYDROGRAPHIC SURVEY OF THE INTRACOASTAL WATERWAY - SOUTH**

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The contractor shall conduct a reconnaissance hydrographic survey of the Intracoastal Waterway (ICWW) channel as described in this Scope of Work. Results of the survey shall be submitted to the District in electronic media formats as described in this Scope of Work. The survey shall be certified to the District by a registered land surveyor licensed in the State of Florida.

This survey will be used for planning purposes only. Although this scope references Corps of Engineers specifications and documents, the Corps has no approval or review role in this project.

#### **SURVEY AREA**

The channel areas, inclusive of any identified channel wideners and impoundment basins, to be surveyed are described as follows:

A portion of the federal navigation channel of the Jacksonville to Key West portion of the ICWW from the southern end of Cut BV-37 at approximately the Brevard County line to the southern Miami-Dade County line (approximately 186 miles).

#### **GENERAL SURVEY PARAMETERS**

The contractor will provide all personnel, equipment, transportation and materials necessary to conduct the survey. The survey shall be in compliance with the U.S. Army Corps of Engineers (USACE) "Technical Requirements for Hydrographic and Topographic Surveying" for Class 1 Hydrographic Surveys.

The survey shall consist of a shallow water multi-beam survey or regular hydrographic survey of the centerline and two (2) offset lines parallel to either side of the channel centerline at specified ranges of forty-two (42) feet where the authorized channel is one hundred and twenty-five feet in width and fifty (50) feet where the authorized channel is one hundred and fifty feet in width of the channel, wideners and impoundment basins.

#### **Task One: Existing Data Compilation and Project Planning**

The first task for this project shall be to compile existing and relevant data such as that obtained from the ICWW control data maps, recent master channel control files, and both horizontal and vertical control data throughout the entire limits of the project. Any uncontrolled section of the

waterway will use centerline control data provided by the District. Using this data, a complete and updated tabulation of horizontal and vertical control will be developed along with applicable reconnaissance notes to enable field efforts to be completed very effectively. Horizontal control will be used to conduct daily horizontal position checks during the course of the survey. This control will also be used, as required, to establish Real Time Kinematic (RTK) global positioning system base stations for the survey. Vertical control will be used to establish and verify tidal stations at locations referenced by previous survey efforts or as otherwise required to meet the criteria specified for the project.

In addition to preparing a complete tabulation of horizontal and vertical control, the channel centerline and survey limits will be pre-established and loaded into the vessel computer navigation and data collection system. The pre-established centerline and survey limits will be based on ICWW Points of Intersection (P.I.) data, channel offset data, channel widener and impoundment basin data provided on USACE surveys or other project data sheets. In addition to the channel centerline and limits, other valuable information will be input into the computer navigation system such as dredging reach limits, channel cut identification, channel azimuths, and any other information that will assist with the hydrographic survey efforts. This information will be input in either a DWG or DGN format and will subsequently be used during the final charting efforts. The resultant product of this effort will assist the vessel operator with navigation along the channel centerline and survey limits and enable the identification of NAVAIDS, bridges, and/or shoreline features.

In addition to this complete database of navigational information, horizontal and vertical control data will be pre-established as targets within the navigation system. This will enable the vessel operator to navigate directly to known control monuments for horizontal and vertical positional accuracy verification.

### **Task Two: Control Verification and Tide Staff/Gauge Establishment**

Upon completing the initial planning efforts, the next step of the hydrographic survey operations shall be to verify the location of horizontal and vertical control at predefined and strategic locations along the entire route of the survey. The objective will be to identify adequate control for RTK/GPS base stations and for daily horizontal/vertical positioning checks based on the anticipated rate of the vessel and required position checks at the beginning and end of each survey day. It shall also be an objective to locate control in close proximity to the edge of water accessible by the survey launch.

As part of this task, tide staffs and/or gauges will be set as required to ensure that adequate tidal information is collected during the course of the survey. Vertical control used to establish tidal stations shall be verified in accordance with USACE specifications.

All horizontal and vertical control data shall be recorded in field books along with other applicable information such as level run results, tide staff/gauge locations and establishment procedures. Vertical and horizontal control points established or recovered with no description or out-of-date description shall be described in the field book as specified by procedures outlined by the USACE "Technical Requirements for Surveying, Mapping, and Photogrammetric Surveys

Manual, Appendix A-2". All vertical control used for the establishment of tidal stations will have a typed description including recovery notes prepared for use during subsequent surveys.

### **Task Three: Hydrographic Survey Operations**

Upon establishing the necessary tidal stations and completion of the required reconnaissance and/or establishment of horizontal and vertical control, the hydrographic survey operations shall be initiated. The survey will be conducted simultaneously with the establishment of the tide stations maintaining adequate time between the two tasks to ensure that tide staffs/stations are set and ready for monitoring well in advance of the survey launch.

For horizontal positioning, RTK/GPS shall be used. Due to the extent of the survey, careful attention relative to proper datum transformation parameters will be maintained to ensure adequate horizontal accuracy throughout the limits of the survey. Adjustments to datum transformation parameters will be implemented as required and verified for accuracy via periodic positioning checks at control points established during Task Two of the survey. Horizontal positioning shall be relative to the Florida State Plane Coordinate System, East Zone, NAD 83. All horizontal positioning checks shall be recorded in the field books.

Sounding data shall be continuously collected over the entire survey area. Elevations shall be collected in feet relative to NAVD, 88 using RTK methods to determine tide corrections. Tide staffs shall be set as a redundant measurement and for start and end of day calibration checks for RTK tide methodologies. Data shall be post-processed to MLLW using the latest version of VDatum (Vertical Datum Transformation) provided by NOAA, National Ocean Service (NOS). It shall be the responsibility of the surveyor to verify the VDatum corrections against local published tide stations with established NAVD to MLLW corrections for the 1983-2001 tide epoch.

During the course of the survey, tides will be recorded at 10-minute intervals or less. Adequate personnel will be employed to maintain continuous tide readings with a minimum of one (1) tide staff either side of the survey launch being monitored at all times or tide gauges will be installed to provide a second independent check on RTK/GPS derived surface water elevations.

The shallow multi-beam survey will be performed using a multi-beam of at least 120 degrees swath.

### **Task Four: Bridge and Navigation Aid Location**

During the course of or prior to the hydrographic survey operations, a second survey launch, equipped with personnel and positioning / navigation equipment will be used to locate NAVAIDS and bridges. The center of the bridge opening over the channel will be used for bridge locations.

Each structure location shall be recorded in the field books along with structure description. Similar to the hydrographic survey operations, horizontal positioning checks will be performed at periodic intervals throughout this part of the survey.

### **Task Five: Data Reduction and Final Chart Preparation**

Upon completion of the field data collection activities, data will be edited, reduced, and formatted for final chart preparation. Raw digital data will be edited using Hypack Navigation Software. Electronic spikes and/or other anomalies shall be removed and/or reconciled after comparison with fathometer analog charts.

Once edited, raw data will be reduced to mean lower low (MLLW) datum. Data shall be post-processed to MLLW using the latest version of VDatum (Vertical Datum Transformation) provided by NOAA, National Ocean Service (NOS). It shall be the responsibility of the surveyor to verify the VDatum corrections against local published tide stations with established NAVD to MLLW corrections for the 1983-2001 tide epoch.

Upon developing a complete set of edited and reduced data, final deliverable items shall be prepared as follows:

1. Survey Plan Charts (Electronic Media format) – One (1) copy of plan view survey charts showing the channel centerline and boundaries, wideners, impoundment basins and elevations (referenced to MLLW) shall be provided. The plan charts shall be divided into sets by county and include a title page, index page, and survey results. Survey results shall be plotted over a basemap that depicts major roads and shoreline features at a level of detail comparable to that show in USGS 1:24,000 scale quadrangle maps or on a recent aerial photograph. Survey must also clearly and graphically identify the relationship between MLLW and the standard vertical datums NGVD 1929 and NAVD88.

Elevation points shall be plotted at 25 ft. intervals across the channel, wideners and impoundment basins and 50 ft. intervals along the channel, wideners and impoundment basins. In addition to water depths' each plan sheet shall also show county boundary lines, dredging reaches, channel cuts, all NAVAIDS and bridges, including the identifying name and/or number of each, as appropriate.

Additional information shown in the survey plan book shall include tide station/gauge location and MLLW corrections. Survey Charts shall be certified by a registered Professional Surveyor and Mapper licensed in the State of Florida. Additionally, the surveyor will calculate required dredging volume in cubic yards, by dredging reach and cut designation for the design depth, design depth + 1-ft, and design depth +2-ft increments. The cover sheet shall summarize the results of the volume calculation for each dredging reach and each cut.

Two (2) complete copies of the Survey Plan Charts on CD ROM shall be provided. Files shall be provided in AutoCAD DWG, Release 12 or later, Microstation V8.1, and in PDF format.

2. Data Files - Two (2) copies of the following digital data on CD ROM:

- (a) Bathymetric data corrected for tidal variation and referenced to MLLW at 25-foot sampling intervals across the channel, wideners and impoundment basins and at 50-foot intervals along the channel, wideners and impoundment basins. All files shall be in

ASCII.XYZ format.

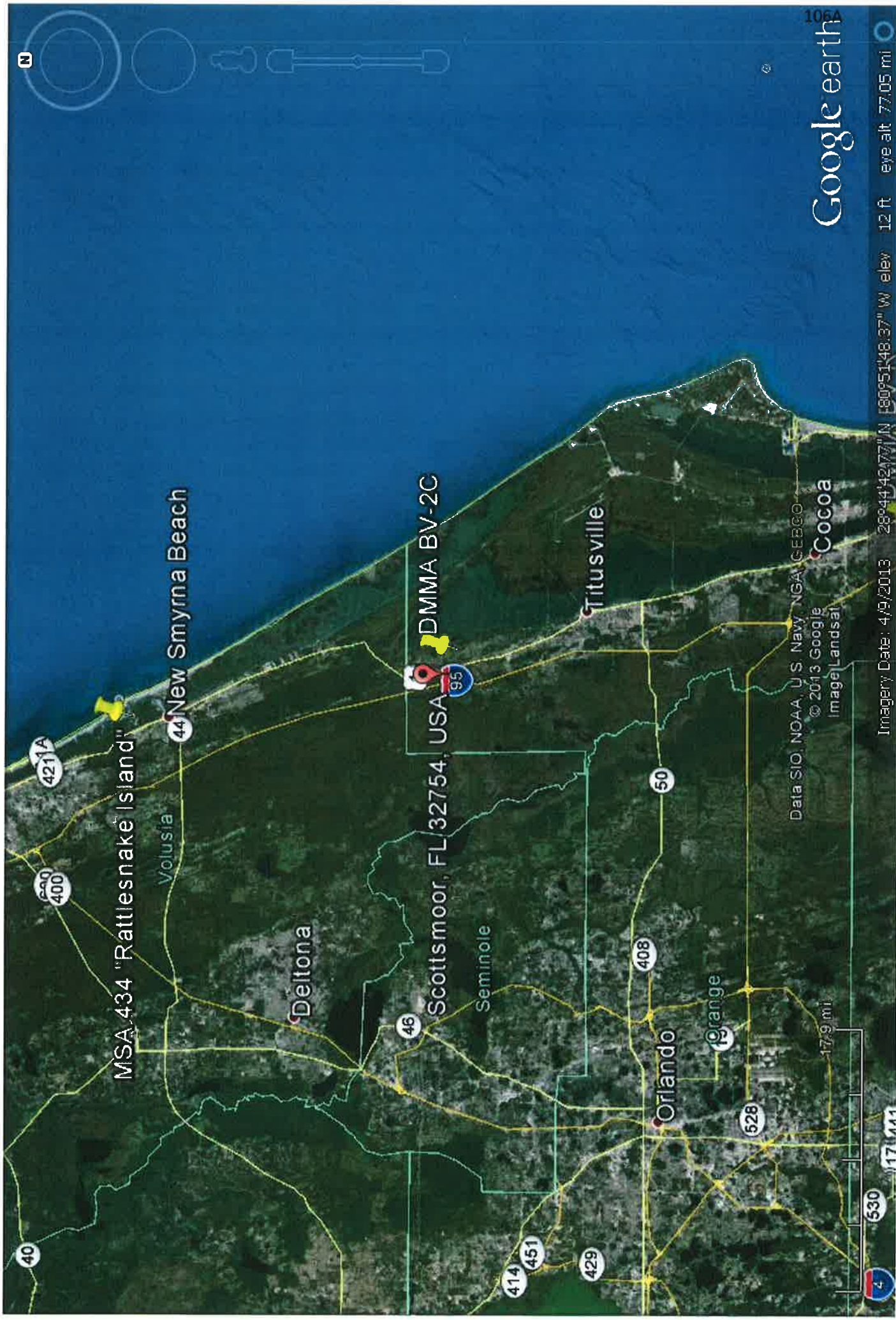
- (b) All raw bathymetric and tide data files in ASCII format.
  - (c) Recorded positions of all NAVAIDS and bridges in ASCII format.
  - (d) 3D TIN lines for digital terrain model surfaces (both existing conditions and channel surfaces) used to calculate dredging volumes.
4. Field Notes - Two (2) copies of all original notes, survey logs, and descriptions of tide stations and benchmarks used for the survey.

**Time of Performance**

Contractor shall complete the above described scope of work including all field data collection, data processing and preparation of deliverables within one hundred and eighty (180) calendar days of the date of Notice to Proceed.

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N

106A

Google earth

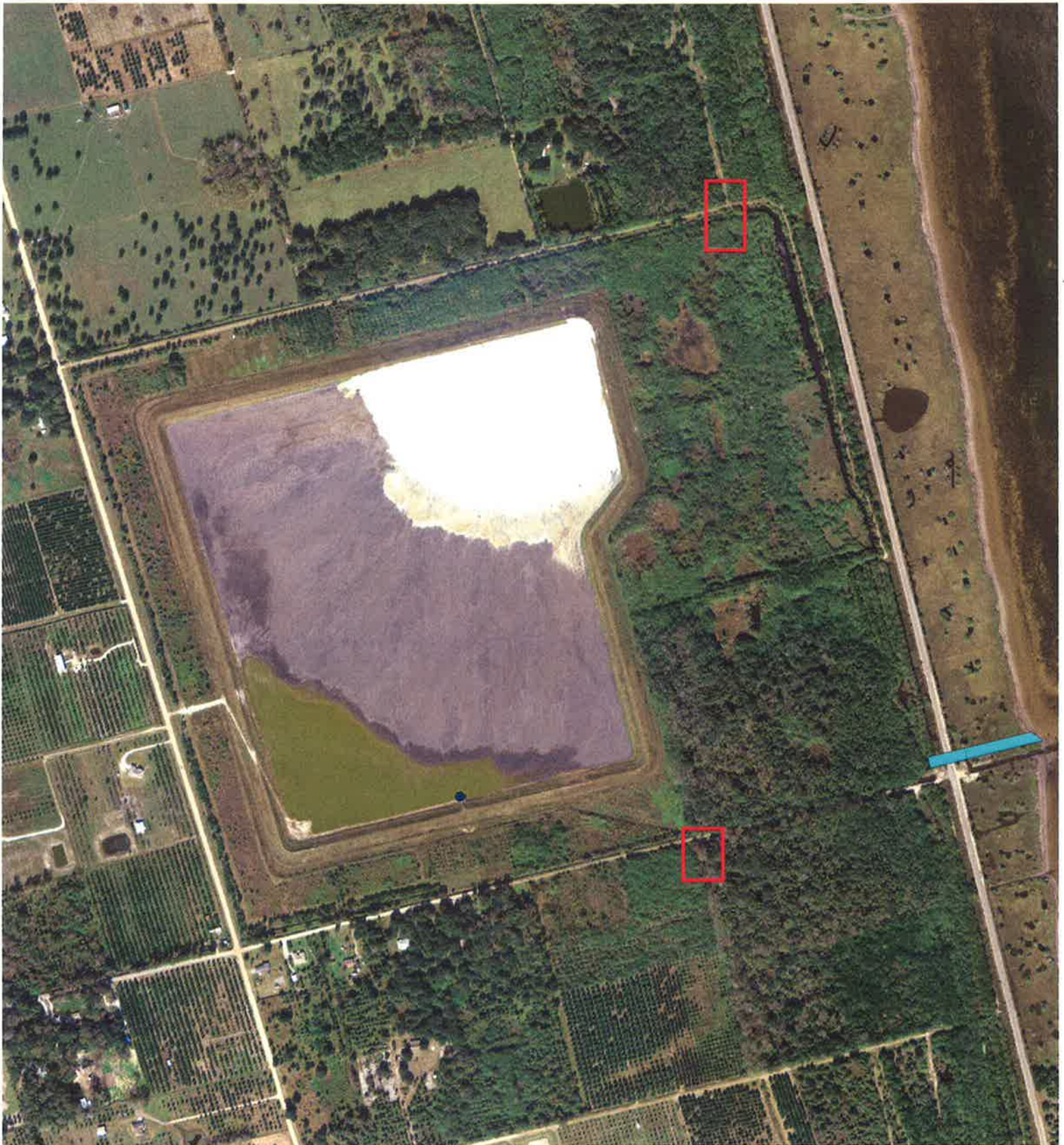
12 ft eye alt 77.05 mi  
Imagery Date: 4/9/2013 28°44'42.77"N 80°51'48.37"W elev

106 A

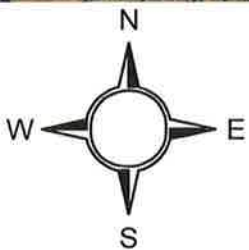


# DISTRICT SITE BV-2C GATE LOCATIONS

107



## LEGEND



 PROPOSED LOCATIONS OF DISTRICT GATE CLOSURES ON AURANTIA RD. (S) & WHEELER RD. (N)

**David Barton Fence and Wall LLC**

4595 International Ave.  
Mims, FL 32754  
Phone 321-360-8183 Fax 321-567-4188

To : Mark Tamblyn @ Florida Inland Navigation District

Attn. Mark Tamblyn

From: David Barton Fence

Re: Quote for BV-2C

Date: 08/19/2013

Mark , here are the prices for the work needed at BV-2C . If you have any questions please call . Thanks

A handwritten signature in black ink that reads "David Barton". The signature is written in a cursive, flowing style.

2 Pages



**David Barton Fence and Wall LLC**

4595 International Ave.

Mims, FL 32754

Phone 321-360-8183 Fax 321-567-4188

08/19/2013

Sold To: Florida Inland Navigation DistrictAddress: 1314 Marcinski Rd.City: Jupiter State: FLCounty: Palm Beach Zip: 33477Contact Person: Mark TamblynPhone: 561-627-3386Bill To: Same

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Phone: \_\_\_\_\_

Fax: 561-624-6480Subdivision Entrance: n/a Buffered Wall: \_\_\_\_\_

Color: \_\_\_\_\_ Finished Texture: \_\_\_\_\_

Horizontal Cap: \_\_\_\_\_ Other Accents: \_\_\_\_\_

Simulated Brick: \_\_\_\_\_ Simulated Stone: \_\_\_\_\_

Paint &amp; Colors: \_\_\_\_\_

Purchase Order #: \_\_\_\_\_ Job Name: BV-2C Scottsmeer

Architectural Drawing #: \_\_\_\_\_

This proposal includes the following;

Option (A) : Install 50 linear ft. of 7' tall 9 gauge galv. Chain link fencing with 1- 20' opening cantilever gate with sway bar welded to gate at south east road way .Gate mounted on 6- 5/8" posts. Add seawing to overlap canal.  
Total; \$ 6,150.00

Option (B): Install 25 linear ft. of 7' tall 9 gauge galv. Chain link fencing with 1-20' opening cantilever gate with sway bar welded to gate at north east road way. Gate mounted on 6-5/8" posts. Add seawing to over lap canal.  
Total; \$ 2,089.00

Option (C): Repair 5 holes cut through fence on east line next to rail road tracts.  
Total; \$ 800.00

Option (D): add 8 - 6-5/8" Bollard posts to south east side.  
Total; \$ 1,280.00

\*10219.00

Purchaser; Florida Inland Navigation District

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

Date: \_\_\_\_\_

***Atlantic Fence of Brevard, LLC*****4640 N. US1****Melbourne, FL 32935****321 255-1020 office****321 255-1036 Fax****atlanticfencellc@att.net Email****Fax Transmission****Date: 9/12/2013****To:****Mark Tamblyn****F.I.N.D.****561-624-6480****From: Don Nebinger****Total Pages: 2****Re: Fence proposal**



## Atlantic Fence of Brevard, LLC

4640 N. US1  
Melbourne, FL 32935  
321-255-1020  
321-255-1036  
[atlanticfencellc@att.net](mailto:atlanticfencellc@att.net) Email

9/11/2013

ATTN:  
Florida Inland Navigation District  
1314 Marcinski Rd.  
Jupiter, FL 33477  
(561) 627-3386

### FENCE PROPOSAL: BV-2C Scottsmoor

#### SCOPE OF WORK:

**Part 1:** Furnish all material and labor to install 50LF of 7ft tall galvanized industrial chain link fence with 1ea 20ft wide cantilever slide gate and 1ea 6ft wide sea wing. Gate includes anti-sway bar, and 6-5/8" gate posts. All posts set with concrete.

**SUB-TOTAL: \$6,350.00**

**Part 2:** Furnish all material and labor to install 25LF of 7ft tall galvanized industrial chain link fence with 1ea 20ft wide cantilever slide gate and 1ea 6ft wide sea wing. Gate includes anti-sway bar, and 6-5/8" gate posts. All posts set with concrete.

**SUB-TOTAL: \$2,310.00**

**Part 3:** Furnish all material and labor to repair 5ea holes in existing fence next to railroad tracks.

**SUB-TOTAL: \$895.00**

**Part 4:** Furnish all material and labor to install 8ea 6-5/8" bollard posts on south east side.

**SUB-TOTAL: \$1,410.00**



**TOTAL PROJECT: \$10,965.00**

#### NOTE:

Price includes 1ea additionally insured. (\$110.00 each additional request)

THANK YOU FOR THE OPPORTUNITY TO BID YOUR FENCING PROJECT. IF YOU HAVE ANY QUESTIONS OR CONCERNS, PLEASE DO NOT HESITATE TO CONTACT ME DIRECTLY AT E-MAIL: [don@atlanticfencellc.com](mailto:don@atlanticfencellc.com).

ACCEPTED:

PROPERTY OWNER'S ACCEPTANCE / DATE

Don Nebinger

  
SIGNATURE / DATE

9/11/2013

Fax Cover:

ATTN: MARK TAMBLIN

PRICE FOR Fence IN Scottsmoor

Shane Sadler Fence  
4021 Holder Park Dr.  
Mims, FL 32754

## PROPOSAL

321-514-4803

Page No. 1  
 of 1 Pages

PROPOSAL SUBMITTED TO:		PHONE 561-627-3386	DATE 9-17-2013
NAME Florida Navigation	JOB NAME Scotts Moor DMMA		
STREET 1314 Marcinski Rd	STREET		
CITY Jupiter	CITY Scotts Moor	STATE Fla.	
STATE Fla.			

We hereby submit specifications and estimate for:  
 FURNISH AND INSTALL 75' 7" CHAIN LINK FENCE WITH TWO  
 CANISTER GATES.  
 INSTALL 8 - 6 5/8" BUMP POSTS  
 Repair damaged fence  
 TOTAL \$ 11,399.00

We hereby propose to furnish labor and materials in complete accordance with the above specifications, for the sum of  
 ELEVEN THOUSAND THREE HUNDRED NINETY NINE DOLLARS (11,399.00) with payment to be made as follows:

Cash upon completion

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements are contingent upon strikes, accident or delays beyond our control. This proposal is subject to acceptance within \_\_\_\_\_ days and is void thereafter at the option of the undersigned.

Authorized Signature

Shane Sadler

## ACCEPTANCE OF PROPOSAL

The above prices, specifications and conditions are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

ACCEPTED:

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Signature: \_\_\_\_\_



***T & B Fencing, Inc.  
4385 Barnsdale Drive  
Melbourne, FL 32935  
PH: 321-427-3004***

**Fax Transmission**

**Date: 9/19/2013**

**To:**

**From: Tim Broderick**

**Mark Tamblyn**

**Florida Inland Navigation District**

**FX: 561-624-6480**

**Total Pages: 2**

**Re: BV-2C Scottsmoor**

## ***T & B Fencing, Inc.***

4385 Barnsdale Drive  
Melbourne, FL 32935  
PH: 321-427-3004

9/19/2013

**ATTN:**

Mark Tamblyn  
Florida Inland Navigation District  
1314 Marcinski Rd.  
Jupiter, FL 33477  
(561) 627-3386

**FENCE PROPOSAL: BV-2C Scottsmeer**

**SCOPE OF WORK:**

**Part 1:** Furnish all material and labor to install 50LF of 7ft tall galvanized industrial chain link fence with 1ea 20ft wide cantilever slide gate and 1ea 6ft wide sea wing. Gate includes anti-sway bar, and 6-5/8" gate posts. All posts set with concrete.

**SUB-TOTAL: \$7,350.00**

**Part 2:** Furnish all material and labor to install 25LF of 7ft tall galvanized industrial chain link fence with 1ea 20ft wide cantilever slide gate and 1ea 6ft wide sea wing. Gate includes anti-sway bar, and 6-5/8" gate posts. All posts set with concrete.

**SUB-TOTAL: \$2,810.00**

**Part 3:** Furnish all material and labor to repair 5ea holes in existing fence next to railroad tracks.

**SUB-TOTAL: \$1095.00**

**Part 4:** Furnish all material and labor to install 8ea 6-5/8" bollard posts on south east side.

**SUB-TOTAL: \$1,710.00**

**★ TOTAL PROJECT: \$12,965.00**

**NOTE:**

Price includes 1ea additionally insured. (\$110.00 each additional request)

THANK YOU FOR THE OPPORTUNITY TO BID YOUR FENCING PROJECT. IF YOU HAVE ANY QUESTIONS OR CONCERNS, PLEASE DO NOT HESITATE TO CONTACT ME DIRECTLY.

**ACCEPTED:**

PROPERTY OWNER'S ACCEPTANCE / DATE

Tim Broderick

SIGNATURE / DATE

9/19/2013

# BREVARD COUNTY SHERIFF'S OFFICE

## PRIVATE PROPERTY ENFORCEMENT AFFIDAVIT

### I. STATEMENT INFORMATION

INTERVIEWING DEPUTY/AGENT	DATE	TIME	LOCATION	CASE REPORT #
Teresa Goodnight 435	8/21/13	1430	NP 750 S. Park Ave Titusville, FL 32780	13-264223

### II. PERSONAL IDENTIFICATION

NAME (LAST, FIRST, MIDDLE)	RACE/GENDER	DATE OF BIRTH	TELEPHONE (HOME)	TELEPHONE (WORK)
Tamblyn, Mark M.	W/m	1/30/65	office landline 561-627-3386	work cell 561-262-1101

Office

HOME ADDRESS	WORK ADDRESS email
1314 Marcinski Rd Jupiter, FL 33477-9498	mtamblyn@aicw.org (Field Projects Co-Ordinator)

### III. PROPERTY INFORMATION: Between Wheeler/Aurantia/Dixie & River

Address: End of Aurantia Rd East-unincorporated area to river

Description: Florida Inland Navigation District

### IV. OWNER/CUSTODIAN STATEMENT

Problem w/ people shooting off guns on property

As the owner or custodian of the property mentioned above, I hereby empower deputies of the Brevard County Sheriff's Office to act as my agent as follows:

1. Deputies are granted permission to enter onto this property for the purpose of enforcing criminal violations or patrol.
2. Deputies are authorized to act on behalf in enforcing any criminal violation that occurs upon or against this property. I do wish to prosecute persons who commit these offenses.
3. Deputies may post no trespassing signs, give no trespassing warning and arrest any person who does trespass upon this property. I will inform the Sheriff's Office in writing of anyone who has permission to be on this property.

I understand that this limited authority does not obligate the Sheriff's Office to patrol for or at any specific time.

OWNER/CUSTODIAN'S SIGNATURE

### IV. SIGNATURE / OATH

I swear (or affirm) I have read this statement and it is true and correct to the best of my knowledge so help me God. yes

Signature of Affiant

Subscribed and sworn before me, a person authorized by law to administer oaths, this 21 day of Aug 2013 (year).

Signature of Notary/Law Enforcement Officer in performance of official duties.

Affiant is: ☐ Personally Known

☒ I.D. Produced: FL DL # T514-553-65-030-0

PAGE / OF / PAGES



October 4, 2013

Mr. Mark Crosley  
Executive Director  
Florida Inland Navigation District  
1314 Marcinski Road  
Jupiter, FL 33477

RE: Dredged Material Management Area NA-1 Construction, Nassau County, Florida  
Scope of Professional Continued Construction Administration Services

Mr. Crosley:

Taylor Engineering requests additional funding to complete construction administration and observation at for the NA-1 Dredged Material Management Area (DMMA) construction project. The original proposal for Construction Administrative Services was approved at the August 2012 Board Meeting (Work Order 12-03 attached). The construction contract was awarded to Harry Pepper with a Notice to Proceed on November 11, 2012. The contract period was 270 days with a completion date of August 22, 2013. Taylor Engineering's original proposal for Construction Administration Services covered this 270-day period.

Throughout this construction period, Taylor Engineering has effectively managed this project and the funds allocated by the Florida Inland Navigation District. Construction of this site includes four major aspects not typical of previous DMMA construction:

1. Transport of 73,000 cy (about 4,000 truckloads) via overland transport from the DU-2 DMMA to the project site (about 60 miles round trip);
2. Installation of 23,000 wick drains to accelerate consolidation settlement of an underlying clay layer;
3. Analyzing pore water pressure and settlement of the underlying clay layer throughout dike construction;
4. Installation of 11,800 cy of sand/gravel blanket drain extending from the dike toe to near the top of dike.

These and other challenges have resulted in the actual construction time exceeding the estimated time of construction of 270 calendar days. We currently estimate that the project will reach substantial completion between November 1 and November 15 with fence installation and grass establishment to continue after that. Final project completion will include acceptance of the grassing and vegetation planting (180-day establishment period). Therefore, we expect construction administration services to continue into the next calendar year.

Currently, Taylor Engineering's original fee has carried it through an unexpected 13% increase in construction time. As of October 1, we have about \$30,000 remaining in the budget. Of the \$30,000 remaining, \$25,000 will go toward project closeout procedures, Task 3 of the original Work Order. Taylor Engineering anticipates another month or more of general construction, followed the 180-day grassing and vegetation establishment period, and project closeout tasks.

Mr. Mark Crosley  
October 4, 2013  
Page 2 of 2

The Contractor has completed the majority of the most complex construction items; therefore, Taylor Engineering plans to reduce its construction observation efforts during this last month. We anticipate reducing our on-site presence from 5 days per week to about 2 – 3 days per week for about 2 – 4 hours per day. Following this last month or more of general construction we anticipate visiting the site approximately once per month to observe the grassing and vegetation establishment. For this work, we request an additional \$ \$24,949.00 dollars on a not-to-exceed basis to complete the project. Attachment A presents a scope of services for this work. Attachment B presents a cost summary.

Please contact me at 904-731-7040 ext. 288 or [jadams@taylorengeeneering.com](mailto:jadams@taylorengeeneering.com) with any questions.

Sincerely,

John Adams, P.E.  
Senior Advisor

Attachments (2)



**ATTACHMENT A  
SCOPE OF WORK**

**NA-1 DREDGED MATERIAL MANAGEMENT AREA ADDITIONAL WORK  
SCOPE OF PROFESSIONAL CONSTRUCTION ADMINISTRATION SERVICES**

**TASK 1    CONTINUED CONSTRUCTION ADMINISTRATION SERVICES**

This task includes the following sub-tasks:

- ◆ Review submittals
- ◆ Review as-built surveys
- ◆ Review record drawings
- ◆ Observe construction activities
- ◆ Schedule and review construction testing
- ◆ Schedule and attend on-site progress meetings
- ◆ Review change orders and make recommendations for payment or contract time
- ◆ Review and approve pay applications
- ◆ Prepare as-built certification
- ◆ Notice of substantial completion
- ◆ Fencing inspection
- ◆ Grassing inspection (estimated monthly)

Undoubtedly, other activities will require our attention. Taylor Engineering will help the FIND administer the construction contract from its offices and endeavor to close the project while maintaining adequate records for future needs. We will remain available through construction to provide advice and consultation to the FIND through site visits and teleconference. In that role, we will address questions pertaining to engineering, design, and contractor payment.

**TAYLOR ENGINEERING, INC.**  
**COST SUMMARY BY TASK**  
**P2013-164: NA-1 Continued Construction Administration**

**TASK 1: Continued Construction Administration and Grassing Establishment**

<i>Labor</i>	Hours	Cost	Task Totals
Vice President	10	1,850.00	
Senior Advisor	30	5,310.00	
Senior Professional	70	9,030.00	
Project Professional	75	7,875.00	
Administrative	4	224	
Total Man-Hours	189		
Labor Cost			24,289.00
<i>Non-Labor</i>	Units	Cost	
Daily Site Visits - Travel Costs	12	600	
Non-Labor Cost		600	
Fee @ 10%		60	
Total Task 1			24,949.00

**Project Total      \$24,949.00**

**DISTRICT ENGINEERING SERVICES  
WORK ORDER NUMBER 12-03**

In accordance with the District Engineer Agreement dated August 26, 1997, as amended on October 24, 1998, October 22, 1999, February 24, 2001, January 25, 2002, January 24, 2003, January 29, 2004, February 19, 2005, March 1, 2006, December 9, 2006, December 13, 2007, December 23, 2009, February 1, 2011, and January 24, 2012 the Florida Inland Navigation District hereby directs services to be performed under the Agreement as follows:

**CONTRACTOR:** Taylor Engineering, Inc.

**DESCRIPTION OF WORK TO BE PERFORMED:**

Construction Administration Services for Dredged Material Management Area NA-1 in Nassau County.

**START DATE:** September 1, 2012

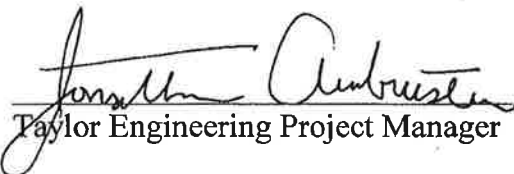
**SCHEDULED COMPLETION DATE:** September 1, 2013

**WORK ORDER AMOUNT:** A not to exceed cost plus fee of \$333,526.60 in accordance with the scope of services and fee proposal dated August 6, 2012 which is attached as Attachment A.

**APPROVALS:**



District Executive Director



Taylor Engineering Project Manager

Date of Final Signature: \_\_\_\_\_

9/5/2012

## ATTACHMENT A

August 6, 2012

Mr. David Roach  
Executive Director  
Florida Inland Navigation District  
1314 Marcinski Road  
Jupiter, FL 33477

RE: Dredged Material Management Area NA-1 Construction; Nassau County, Florida  
Scope of Professional Construction Administration Services

Mr. Roach:

Taylor Engineering is pleased to submit the enclosed scope of professional construction administration services (Attachment A) and fee proposal (Attachment B) for the NA-1 Dredged Material Management Area. Primary tasks include a preconstruction and coordination meeting, construction administration, and project closeout and certification over the expected 270-day construction period.

Project continuity and cost savings influenced our decision to secure two subconsultants for the geotechnical elements of this project. Dunkelberger Engineering & Testing, Inc., the previous subconsultant for the site's geotechnical investigation, will provide limited geotechnical engineering services. Services will include select submittal review and field observations of construction activities including installation and operation of geotechnical instrumentation, and construction of the toe drain and blanket drain materials. AMEC Environmental and Infrastructure, Inc. — the lowest qualified bidder from three local geotechnical construction testing firms — will verify the contractor's earthwork and concrete-related construction tests. Attachments C and D provide the original proposals from each of our geotechnical subconsultants.

Taylor Engineering will perform these services on a cost plus basis, for a total cost not to exceed \$333,526.60 (Attachment B). Of this total, \$62,602.10 represents subconsultant fees.

Please contact me at 904-731-7040 ext. 288 or [jadams@taylorentengineering.com](mailto:jadams@taylorentengineering.com) with any questions.

Sincerely,



John Adams, P.E.  
Senior Advisor

Attachments (4)



10151 DEERWOOD PARK BLVD BLDG 300 STE 300 JACKSONVILLE FL 32256 TEL 904.731.7040 FAX 904.731.9847  
(Mailing Address) PO BOX 550510 JACKSONVILLE FL 32255-0510

**DREDGED MATERIAL MANAGEMENT AREA NA-1 CONSTRUCTION  
NASSAU COUNTY, FLORIDA  
SCOPE OF PROFESSIONAL CONSTRUCTION ADMINISTRATION SERVICES**

**ATTACHMENT A  
SCOPE OF WORK**



**NA-1 DREDGED MATERIAL MANAGEMENT AREA  
SCOPE OF PROFESSIONAL CONSTRUCTION ADMINISTRATION SERVICES**

The Florida Inland Navigation District (FIND) requested Taylor Engineering, Inc. to provide construction administration and certification services for construction of the NA-1 dredged material management area located immediately west of the Fernandina Beach Municipal Airport, Nassau County, Florida. The completed project, resulting in an approximate 187,600 cubic yard capacity earthen containment basin, requires completion of the following project tasks:

1. Clear and grub the work and access areas
2. Construct permanent site access road and perimeter road adjacent to dike
3. Install settlement monitoring instrumentation and associated monitoring during construction
4. Construct the dredged material management area and associated underdrain system
5. Construct perimeter ditches
6. Fabricate and install two-steel box weir system
7. Drive prestressed concrete piles
8. Construct cast-in-place concrete foundations
9. Install 24-inch HDPE weir pipe
10. Drive timber piles and install timber walkway
11. Install security fencing and gate
12. Landscape the work area

Taylor Engineering has developed its scope of work based on the following assumptions:

1. The project construction phase will extend from October 2012 through June 2013
  - a. The total contract time (including mobilization/demobilization) will approach approximately 270 calendar days, based on a six-day work week, 12-hour work day operating schedule.
  - b. Taylor Engineering will perform field observations five days a week with an observer located on site approximately four to six hours each observation day. Observation hours will occur throughout the week, including both week and weekend days.
  - c. We will sub-contract to Dunkelberger Engineering & Testing, Inc. (DET) and AMEC Environmental and Infrastructure, Inc. (AMEC) to perform limited geotechnical engineering and quality control testing services during construction.
2. Project construction will neither result in any substantial deviations from the project drawings and specifications nor violate permit conditions.

If any of these assumptions prove incorrect, Taylor Engineering will work with the FIND to develop an appropriate additional scope of work and cost.

**TASK 1 PRE-CONSTRUCTION AND COORDINATION MEETINGS**

This task includes the following sub-tasks:

- Prepare for and conduct a preconstruction meeting
- Review and approve contractor preconstruction submittals
- Make recommendations to the FIND for issuance of a Notice to Proceed
- Prepare for and conduct an on-site coordination meeting

Taylor Engineering representatives will conduct a preconstruction meeting with the contractor. The preconstruction meeting serves to describe the project and answer contractor's questions concerning any technical aspects of the work. In addition, Taylor Engineering will discuss the ground rules and other issues including lines of engineer and contractor authority, general and specific contract conditions, contract administration, progress payment, correspondence procedures, project schedule, submittal register, and labor requirements. We will take minutes of the preconstruction meeting discussions and distribute them to the FIND and the contractor. We assume the preconstruction meeting will occur at Taylor Engineering's Jacksonville office. This meeting will occur after the Notice to Award and before the Notice to Proceed.

We will review contractor submittals required before the FIND's issuance of the Notice to Proceed. We will help the FIND draft the Notice to Proceed to the contractor.

We will also conduct a coordination meeting after the preconstruction meeting and before the start of on-site construction. We will review contractor preconstruction submittals to prepare a coordination meeting agenda. The submittal review may include schedule of values, list of subcontractors, signature authority, construction schedule, submittal register, environmental protection plan, quality control plan, and accident prevention plan. The purpose of the meeting is to achieve a mutual understanding with the contractor of required quality control; to review submitted draft plans and resolve issues of concern; to discuss project drawings and specifications, schedule, and documentation; and to establish a good working relationship between the contractor's quality control staff and our quality assurance representatives.

## **TASK 2 CONSTRUCTION ADMINISTRATION**

This task includes the following sub-tasks:

- Review shop drawings and submittals
- Coordinate with adjacent landowners
- Observe construction activities
- Verify testing
- Schedule and prepare for 32 weekly on-site progress meetings
- Schedule and prepare for up to 4 other coordination meetings
- Prepare up to 2 work change directives
- Prepare up to 4 change order directives
- Prepare general site visit report following each site visit
- Review and approve contractor submittals
- Review and approve up to 10 monthly pay applications

We will help the FIND administer the construction contract from our office in Jacksonville and from the project site. In-office duties will include reviewing the contractor's shop drawings and submittals, reviewing progress pay applications, providing oversight of the work progress, and assisting with the preparation of change orders, if required. We will remain available through construction to provide advice and consultation to the FIND through site visits and teleconference. In that role we will address questions pertaining to engineering, design, permitting issues, and any proposed changes to project design. We will coordinate with adjacent landowners to keep all parties informed of on-site activities.

We will provide on-site observation services five days a week with an experienced observer located on-site between four and six hours each observation day. Our visits, conducted by a staff level

engineer, will include observation of the work and monitoring of the contractor's means, methods, and sequence. We will observe the contractor's activities to evaluate whether they are within general conformance with the project contract, drawings, specifications, and environmental permits. As part of its observation process, we will complete a daily construction report, which will become part of the project record. The report will include the name of the observer, weather conditions, date, personnel/visitors on site, the contractor's personnel and equipment, summary of events, and the contractor's representative and inspector's signature. These reports will constitute a daily log of construction progress. As part of the 180-day landscape establishment period, Taylor Engineering will conduct a preliminary, interim, and final evaluation to determine the overall success of the planted species.

Additionally, Taylor Engineering's senior engineers (either the Engineer of Record or project manager) will also make a minimum of 32 weekly visits (over the entire 270-day contract length) to the project site to attend the weekly progress meeting and ascertain whether work is progressing in general conformance with permit conditions, drawings, and specifications. For quality control and at Taylor Engineering's direction, our local geotechnical construction testing services subconsultant, AMEC, will collect and provide results of all earthwork (standard proctor, modified proctor, in-place density, grain-size, organic material) and concrete (slump, temperature, air entrainment, compressive strength) validation tests. DET, the previous engineering subconsultant for the site's geotechnical investigation, will visit the site up to five times. These visits will occur during critical milestones (e.g., installation and operation of geotechnical instrumentation, and construction of the toe drain and blanket drain materials) in the earthwork construction. DET will also perform a limited modeling analysis and update its geotechnical investigation report. The analysis will simulate a reduced freeboard from 4 to 2 feet to test whether this reduction would compromise minimum operational safety criteria. The altered operational conditions (i.e., reduced freeboard), if feasible, will increase the site's overall capacity. Specifically, observers will evaluate the contractor's work to

- Maintain a current construction schedule
- Provide submittals on time and in proper format
- Protect land (fuel and oil, work areas) and water (pollution prevention) resources
- Protect water quality resources (minimize offsite turbidity)
- Protect air resources (minimize particulates)
- Follow quality control procedures (to produce an end product that meets contract requirements)
- Maintain an on-site bulletin board, project sign, and project safety sign
- Maintain project site security
- Remove waste and debris from the project site
- Adhere to accident prevention plan
- Maintain material quality and compaction requirements
- Establish grassing in the work and borrow areas

We will attend on-site weekly project meetings to discuss project progress and address questions pertaining to engineering, design, permitting issues, proposed changes to the project design, and any conflicts. Attendees will include representatives from the construction contractor and its subconsultants, and Taylor Engineering. The progress meeting agenda will generally include review of minutes of previous meetings, work progress since the previous meeting, current definable features of work (i.e., construction schedule, submittal register, reviewing testing, changes to construction schedule, contract quality for materials and workmanship, pending modifications, changes and substitutions), and other business, as appropriate. Additionally, if unexpected problems arise outside of these meetings, we will attend up to two problem resolution meetings on site and up to two meetings via teleconference.

We will notify the FIND of any permit violations, work stoppages, or conflicts, and recommend to the FIND ways to resolve these issues. However, we will not direct the contractor's means and methods of construction. Taylor Engineering is not responsible for jobsite safety. John Adams, P.E. will provide senior management review and quality control/quality assurance oversight during this task.

### **TASK 3 PROJECT CLOSE-OUT AND CERTIFICATION**

This task includes the following sub-tasks:

- Develop preliminary and final punch lists
- Certify substantial completion of the project
- Review contractor releases of lien
- Attend pre-final and final observation and closeout meetings
- Conduct final review/acceptance of field data
- Certify final completion of the project to appropriate regulatory agencies

Once the FIND receives from the contractor a request to certify the project substantially complete, we will visit the project site to make our determination of the degree of completion. If we cannot certify substantial completion, we will develop preliminary and final punch lists of items for the contractor to complete or correct. With concurrence from the FIND, we will transmit this list to the contractor. Upon completion of outlined items, we will certify the project substantially complete. We have budgeted for two on-site meetings during this stage of the project.

We will collect and review the following information from the contractor before project closeout:

- Final waiver and release of lien from all subcontractors and suppliers
- Final pay application
- Post-construction/as-built survey
- Final contractor certification
- Final contractor affidavit

We will help the FIND coordinate permit-related submittals. Following completion of the project, we will prepare and submit to the FDEP a statement of completion and a certification in accordance with the FDEP permit requirements.

**DREDGED MATERIAL MANAGEMENT AREA NA-1 CONSTRUCTION  
NASSAU COUNTY, FLORIDA  
SCOPE OF PROFESSIONAL CONSTRUCTION ADMINISTRATION SERVICES**

**ATTACHMENT B  
COST PROPOSAL**

**TAYLOR ENGINEERING, INC.**  
**COST SUMMARY BY TASK**  
**P2012-110: DREDGED MATERIAL MANAGEMENT AREA NA-1 CONSTRUCTION**

**TASK 1: Pre-Construction and Coordination Meetings**

<i>Labor</i>	<i>Hours</i>	<i>Cost</i>	<i>Task Totals</i>
R. Bruce Taylor, Ph.D.	1.0	306.00	
Vice President	1.0	185.00	
Senior Advisor	6.0	1,062.00	
Director	32.0	4,928.00	
Senior Professional	28.0	3,612.00	
Staff Professional	36.0	3,096.00	
Administrative	8.0	448.00	
Total Man-Hours	112.0		
Labor Cost			13,637.00
<i>Non-Labor</i>	<i>Units</i>	<i>Cost</i>	
- Fuel	1.0	50.00	
- Per Diem (Food for two people)	2.0	10.00	
Non-Labor Cost		60.00	
Fee @ 10.0%		6.00	
Total Non-Labor Cost			66.00
<i>Total Task 1</i>			13,703.00

**TASK 2: Construction Administration (for 270-day Contract)**

<i>Labor</i>	<i>Hours</i>	<i>Cost</i>	<i>Task Totals</i>
R. Bruce Taylor, Ph.D.	6.0	1,836.00	
Vice President	24.0	4,440.00	
Senior Advisor	30.0	5,310.00	
Director	129.0	19,866.00	
Senior Professional	228.0	29,412.00	
Project Professional	12.0	1,260.00	
Staff Professional	1,736.0	149,296.00	
Senior Technician	40.0	3,600.00	
Administrative	45.0	2,520.00	
Total Man-Hours	2,250.0		
Labor Cost			217,540.00



**P2012-110: DREDGED MATERIAL MANAGEMENT AREA NA-1 CONSTRUCTION**

<i>Non-Labor</i>	Units	Cost
- Daily Site Visit Fuel	231.0	11,550.00
- Daily Site Visit Per Diem (food for 1 person)	231.0	1,155.00
- Weekly Progress Meeting Per Diem (food for 1 person)	32.0	160.00
DET Subcontract	1.0	28,340.00
DET Modeling	1.0	6,125.00
AMEC Construction Testing	1.0	22,446.00
Non-Labor Cost		69,776.00
Fee @ 10.0%		6,977.60
Total Non-Labor Cost		76,753.60
<b>Total Task 2</b>		<b>294,293.60</b>

**TASK 3: Project Closeout and Certification**

<i>Labor</i>	Hours	Cost	Task Totals
R. Bruce Taylor, Ph.D.	2.0	612.00	
Vice President	6.0	1,110.00	
Senior Advisor	8.0	1,416.00	
Director	28.0	4,312.00	
Senior Professional	44.0	5,676.00	
Staff Professional	104.0	8,944.00	
Senior Technician	32.0	2,880.00	
Administrative	8.0	448.00	
Total Man-Hours	232.0		
Labor Cost			25,398.00
<i>Non-Labor</i>	Units	Cost	
- Prelim. Inspection Fuel	1.0	50.00	
- Prelim. Inspection Per Diem (Food for two people)	2.0	10.00	
- Final Inspection Fuel	1.0	50.00	
- Final Inspection Per Diem (Food for two people)	2.0	10.00	
Non-Labor Cost		120.00	
Fee @ 10.0%		12.00	
Total Non-Labor Cost			132.00
<b>Total Task 3</b>			<b>\$ 25,530.00</b>

**Project Total \$ 333,526.60**

**DREDGED MATERIAL MANAGEMENT AREA NA-1 CONSTRUCTION  
NASSAU COUNTY, FLORIDA  
SCOPE OF PROFESSIONAL CONSTRUCTION ADMINISTRATION SERVICES**

**ATTACHMENT C  
DUNKELBERGER ENGINEERING & TESTING, INC.  
SCOPE OF WORK AND COST PROPOSAL**

Taylor Engineering, Inc.  
10151 Deerwood Park Blvd.  
Bldg. 300, Suite 300  
Jacksonville, Florida 32256

August 1, 2012  
Project No. PSL-08-2670

Attention: Mr. Keith Knight, P.E. ...via email (KKnight@Taylorengineering.com)  
Senior Engineer

Subject: **Proposal - Geotechnical Engineering Services During Construction**  
NA-1 Dredged Material Management Area  
Nassau County, Florida

Dear Mr. Knight:

Pursuant to your request, Dunkelberger Engineering & Testing, Inc. (Dunkelberger) is pleased to submit this proposal to provide geotechnical engineering services during the construction phase of the NA-1 Dredged Material Management Area (DMMA) project.

Our scope of work described herein is based on discussions with you during a July 12, 2012 telephone conference, and is outlined on Attachment A. We will carry out this scope of work on a unit rate basis with a maximum limiting amount fee as shown on Attachment B. The maximum amount will not be exceeded without your prior written authorization.

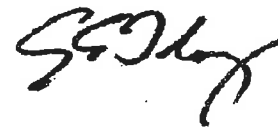
We anticipate that this work will be considered an amendment to the existing agreement with Taylor Engineering, Inc.

Thank you for considering Dunkelberger for this assignment. Should the proposal contents require any clarification or amplification, please feel free to contact us at your convenience.

Very truly yours,  
**DUNKELBERGER ENGINEERING & TESTING, INC.**



Kevin E. Aubry, P.E.  
Geotechnical Services Manager



Craig E. Dunkelberger, P.E.  
Principal Engineer

Attachments: A – Scope of Work  
B – Estimated Fee Breakdown

### **SCOPE OF SERVICES**

The scope of work to be undertaken during construction will consist of the following basic components: Review of Geotechnical Related Submittals, Engineer Site Visits, Review of Monitoring Data, Submittal of Progress Reports and submittal of a Final Report. The works associated with each of these are described below.

#### **Review Submittals**

- Instrumentation shop drawings for settlement and pore pressure monitoring
- Contractor's proposed depths/elevations for geotechnical instrumentation (Note: this is to be based upon Contractor provided SPT borings at specific instrumentation locations)
- Materials data sheets and reports for embankment fill, toe drain and blanket drain materials, and offsite borrow sources
- Wick drain shop drawings and details

#### **Engineer Site Visits**

- Visit the site on five (5) occasions to observe the following aspects of the work:
  - Installation and operation of geotechnical instrumentation
  - Construction of toe drain and blanket drain materials
  - When the embankment reaches elevation +15 feet
  - When the embankment reaches elevation +17 feet
  - When the embankment reaches elevation +19 feet
- The visits will be made by one of Dunkelberger's geotechnical engineers

#### **Review Monitoring & Test Data**

- Review geotechnical monitoring data, and field and laboratory test data compiled by others
- Utilize the monitoring data gathered by the Contractor's geotechnical engineer to form engineering opinions related to the settlement and pore pressure dissipation performance of the foundation soils
- Verify that the Contractor's rate of embankment filling is consistent with the strength of the foundation soils as determined by pore pressure monitoring (Note: the contract documents state that embankment filling is to temporarily stop at elevations +15, +17 and +19 feet in order to enable 30 percent consolidation to occur – the percent consolidation is to be determined from pore pressure measurements in the geotechnical instrumentation)
- Determine the contractor's conformance with the geotechnical relevant portions of the project plan and specification requirements

#### **Progress Reports**

- Submit five earthwork and geotechnical monitoring progress reports, one following each of the engineer site visits
- The progress reports will provide summaries of the monitoring and test data, and opinions related to the effectiveness of the consolidation of the foundation soils

**DUNKELBERGER**

**Final Report**

- At the conclusion of the project, a final report will summarize the earthwork construction, geotechnical monitoring, field and laboratory test results, and conclusions related to embankment settlement and slope stability

**COMPENSATION**

These services will be provided on a unit rate basis. Based on the work scope described herein and our understanding of the project requirements, we have established a not-to-exceed fee amount of **\$28,340** for the geotechnical engineering services during construction.

**DUNKELBERGER**

**ATTACHMENT B  
GEOTECHNICAL FEE BREAKDOWN**

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Project Name:		NA-1 DMMA Nassau County, Florida		Dunkelberger Engineering & Testing, Inc. 1225 Omar Road West Palm Beach, Florida 33405 Ph: (561) 689-4299    Fx: (561) 689-5955 Contact: Kevin Aubry, P.E.	
Project No.:		PSL-08-2670			
Proposal Date:		August 1, 2012			
Geotechnical Engineering Services		Contract Amount			
Itemized Services	Qty	Unit	Price	Amount	
<b>Review Submittals</b> Senior Engineer Project Engineer Word Processor <b>Sub-Total</b>					
	4	HR	\$140.00	\$560.00	
	16	HR	\$110.00	\$1,760.00	
	4	HR	\$45.00	\$180.00	
				<b>\$2,500.00</b>	
<b>Engineer Site Visits (5)</b> Senior Engineer Project Engineer Travel Expenses <b>Sub-Total</b>					
	0	HR	\$140.00	\$0.00	
	60	HR	\$110.00	\$6,600.00	
	5	Trips	\$400.00	\$2,000.00	
				<b>\$8,600.00</b>	
<b>Review Monitoring &amp; Test Data</b> Senior Engineer Project Engineer Word Processor <b>Sub-Total</b>					
	8	HR	\$140.00	\$1,120.00	
	80	HR	\$110.00	\$8,800.00	
	0	HR	\$45.00	\$0.00	
				<b>\$9,920.00</b>	
<b>Progress Reports (5)</b> Senior Engineer Project Engineer Word Processor <b>Sub-Total</b>					
	8	HR	\$140.00	\$1,120.00	
	32	HR	\$110.00	\$3,520.00	
	4	HR	\$45.00	\$180.00	
				<b>\$4,820.00</b>	
<b>Final Report</b> Senior Engineer Project Engineer Word Processor <b>Sub-Total</b>					
	4	HR	\$140.00	\$560.00	
	16	HR	\$110.00	\$1,760.00	
	4	HR	\$45.00	\$180.00	
				<b>\$2,500.00</b>	
<b>Total</b>				<b>\$28,340.00</b>	

**DUNKELBERGER**



Taylor Engineering, Inc.  
10151 Deerwood Park Blvd.  
Bldg. 300, Suite 300  
Jacksonville, Florida 32256

August 3, 2012 (Revised)  
Project No. PSL-08-2670  
BG 11.3

Attention: Mrs. Lori S. Brownell, P.E. ...via email (lbrownell@taylorengeering.com)  
Assistant Director, Waterfront Engineering Group

Subject: **Proposal - Additional Analysis for Supplemental Geotechnical Services**  
NA-1 Dredged Material Management Area  
Nassau County, Florida

Dear Mrs. Brownell:

Pursuant to your August 2, 2012 request, Dunkelberger Engineering & Testing, Inc. (Dunkelberger) is pleased to submit this revised proposal to provide additional analysis in connection with the supplemental geotechnical engineering services that have been provided for the NA-1 Dredged Material Management Area (DMMA) project.

Our scope of work for the additional analysis is based on email correspondence with you and is outlined on Attachment A. We will carry out this scope of work for a not-to-exceed fee as shown on Attachment B.

We anticipate that this work will be considered an amendment to the existing agreement with Taylor Engineering, Inc.

Thank you for considering Dunkelberger for this assignment. Should the proposal contents require any clarification or amplification, please feel free to contact us at your convenience.

Very truly yours,  
**DUNKELBERGER ENGINEERING & TESTING, INC.**



Jaime Velez, P.E.  
Project Engineer



Kevin E. Aubry, P.E. 8-3-12  
Geotechnical Services Manager

Attachments: A - Scope of Work  
B - Estimated Fee Breakdown

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### SCOPE OF SERVICES

We understand that Taylor Engineering, Inc. is interested in the impacts of reducing the freeboard for the current DMMA embankment design cross section on its (slope) stability. The current design cross sections have a top of embankment elevation of +18.5 ft NAVD and were designed for a normal pool elevation of +14.5 ft NAVD (i.e. a freeboard of 4 feet). Taylor Engineering, Inc. would like to evaluate the impact of raising the normal pool elevation to +16.5 feet to increase the storage capacity.

The scope of work that we propose to evaluate the impacts is as follows.

- Perform additional slope stability and seepage modeling to evaluate the impacts of increasing the site storage capacity by raising the upstream head within the impoundment from +14.5 ft to +16.5ft NAVD. The 28 stability runs made during the original 2010 geotechnical evaluation will be re-evaluated for the new head condition.
- We will provide a technical memorandum that summarizes the results of the analysis, as an addendum to Dunkelberger's supplemental geotechnical engineering report, which was submitted as a draft to Taylor Engineering, Inc. on March 30, 2012.

### SCHEDULE

We will initiate our work immediately upon receiving your written notification to proceed. We anticipate the engineering analysis and report completion will take 3 weeks to complete.

### COMPENSATION

These services will be provided on a unit rate basis. Based on the work scope described herein and our understanding of the project requirements, we have established a not-to-exceed fee amount of **\$6,125** for the additional outlined geotechnical services. This increases the total not-to-exceed fee amount for the supplemental geotechnical services from \$20,195 to **\$26,320**.

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**DUNKELBERGER**

**ATTACHMENT B  
GEOTECHNICAL FEE BREAKDOWN**

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Project Name:	NA-1 DMMA Supplemental Nassau County, Florida		Dunkelberger Engineering & Testing, Inc. 1225 Omar Road West Palm Beach, Florida 33405	
Project No.:	PSL-08-2670		Ph: (561) 689-4299    Fx: (561) 689-5955	
Proposal Date:	August 3, 2012		Contact: Kevin Aubry, P.E.	
Geotechnical Services	Contract Amount			
Itemized Services	Qty	Unit	Price	Amount
Slope Stability and Seepage Modeling, Settlement Analysis				
Project Engineer	32	HR	\$95.00	\$3,040.00
Senior Engineer	8	HR	\$120.00	\$960.00
Subtotal				\$4,000.00
Engineering & Reporting				
Senior Engineer	5	HR	\$120.00	\$600.00
Project Engineer	12	HR	\$95.00	\$1,140.00
CADD	5	HR	\$50.00	\$250.00
Word Processor	3	HR	\$45.00	\$135.00
Subtotal				\$2,125.00
Total Fee-Additional Geotechnical Analysis				\$6,125.00

**DUNKELBERGER**

**DREDGED MATERIAL MANAGEMENT AREA NA-1 CONSTRUCTION  
NASSAU COUNTY, FLORIDA  
SCOPE OF PROFESSIONAL CONSTRUCTION ADMINISTRATION SERVICES**

**ATTACHMENT D  
AMEC ENVIRONMENTAL AND INFRASTRUCTURE, INC.  
SCOPE OF WORK AND COST PROPOSAL**

August 1, 2012

Ms. Lori Brownell  
Taylor Engineering  
10151 Deerwood Park Blvd  
Bldg 300, Suite 300  
Jacksonville, Florida 32256

**Subject: Proposal to Provide Construction Materials Testing and Inspection**  
NA-1 Dredged Material Management Area  
Fernandina Beach, Florida  
Proposal No. PROP12JAXV.198

Dear Ms. Brownell:

AMEC Environment and Infrastructure, Inc. (AMEC) is pleased to present this proposal to provide Construction Materials Testing and Inspection Services for the subject project. In light of our long history of providing quality construction testing and inspection services, we believe our engineers and technicians can bring a wealth of knowledge to your construction team.

This proposal outlines our understanding of the background information related to this project, our proposed scope of services, our fee estimate, and authorization instructions.

### **Background Information**

We understand that the proposed project is located west of the Fernandina Municipal Airport. This project consists of approximately 186,000 cubic yards earthen containment dike with weir construction and access road construction. The approximate timeline for project completion is 270 calendar days.

### **Proposed Scope of Services**

We propose to provide engineering technicians and or engineers as requested during construction to provide soils, and concrete testing as required by the project specifications. Our Jacksonville office maintains a fully accredited testing lab by the U.S. Army Corps of Engineers (thru AMRL), the American Association of State Highway and Transportation Officials (AASHTO), and the Florida Department of Transportation. This proposed scope is based on the email correspondence on July 27, 2012.

### Earthwork – Field and Laboratory Testing

This work includes testing material quality, maximum density, and in-place density for backfill and construction of earthen dike walls and access road for the dredge material containment area.

1. Collect up to 5 bulk samples from contractor's borrow material source for compaction testing (ASTM D698), and up to 5 bulk samples for compaction testing (ASTM D 1557)
2. Collect up to 50 material samples for -200 sieve testing, and up to 10 organic content tests
3. Collect up to 25 bulk samples of coarse aggregate for gradation and bulk gravity testing
4. Collect up to 25 bulk samples of fine aggregate for gradation and bulk gravity testing
5. Provide up to 75 in-place field density tests

### Cast-in-place Concrete

This work includes collecting field measurements and compressive strength samples for cast-in-place concrete used in the seawall cap and promenade

1. Collect and test up to 2 sets of 4 concrete cylinders for compressive strength
2. Record slump, air content, and concrete temperature at the time of pour for each sample

### Timber and Concrete Pile Installation Observation

This work includes providing a field engineer or technician for observation for the following:

1. Installation of timber and precast concrete piles

### Meetings

1. Attend 1 preconstruction meeting
2. Attend up to 6 other progress meetings throughout the duration of project (assume each meeting will last 1 hour)

### Compensation

Based upon our previous experience on similar projects, our proposed scope of services, and our understanding of the project requirements, we estimate the following fees:

Construction Materials Testing including trip charges:	\$15,836.00
Pile Installation Observation, per hour + Trip Charge:	\$4,800.00
Meetings, 7 total @ approximately 1 hr each plus travel time (1hr ea):	\$1,750.00
<b>TOTAL:</b>	<b>\$22,446.00</b>



Compensation for our services will be based upon the actual time spent and tests performed in accordance with the attached fee Estimate. We will not exceed our estimated fee without prior authorization from your office. If services outside our proposed scope of services are required, we can provide a fee estimate for the additional tests required. Invoices will be submitted monthly and are due upon receipt.

### **Schedule Considerations, Assumptions, and General Conditions**

These fee estimates are based on the following qualifying assumptions.

- (1) We request a 24-hour notification when our services are utilized on a part-time basis. This prior notification will allow us to schedule our personnel more efficiently and help prevent project delays. Please contact Angie Gause to schedule our services at 904-391-3769.
- (2) We will provide a field representative to observe the contractor's work and conduct field tests. Our services do not include supervision or direction of the actual work of the contractor, his employees or agent and the contractor should be so advised. The contractor should also be aware that neither the presence of our field representative nor the observation and testing by our firm shall excuse him in any way for defects discovered in his work. It is understood that our firm will not be responsible for job or site safety on this project. Job and site safety will be the sole responsibility of the contractor.
- (3) AMEC shall not have control or charge of, and shall not be responsible for construction means, methods, techniques, sequences or procedures, nor for safety precautions and programs in connection with the contractor's work.
- (4) In this proposal, the words "supervision," "inspection," "monitoring" or "control" are used to mean observation of the work and the conducting of tests at appropriate times by AMEC or as required by your representative to verify substantial compliance with plans, specifications, and design concepts.

### **Authorization**

To authorize us to proceed with the proposed preliminary exploration and to make this proposal, our statement of Terms and Conditions, and other enclosures the agreement between us, please execute the attached Professional Services Agreement (PSA) and return one copy (of all three pages) to us. Any exceptions to this proposal or special requirements not covered in the proposal should be listed on the PSA.

We appreciate your consideration of AMEC for these services and are looking forward to serving as your consultant on this and other future projects.

Sincerely,

**AMEC ENVIRONMENT AND INFRASTRUCTURE, INC.**



Mark Coleman  
CMT – Commercial Group Supervisor



Michael J. Holm, P.E.  
Construction Services Manager

Attachments: Fee Estimate  
Professional Services Agreement

Distribution: Taylor Engineering (2)  
File (1)

ALCALDE & FAY  
GOVERNMENT & PUBLIC AFFAIRS CONSULTANTS

October 4, 2013

**MEMORANDUM**

**TO:** Mark Crosley, Executive Director

**FROM:** Jim Davenport

**SUBJECT: Federal Legislative Report**

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As you know, Congress remains at an impasse over passing a continuing resolution to fund the government through December 15<sup>th</sup>, which if passed would give them time to finish work on the fiscal year (FY) 2014 appropriations legislation. The partisan bickering is likely to continue into next week and as we near October 17<sup>th</sup>, when the Treasury Department states we will default on our debt.

The Corps of Engineers has begun to furlough some employees and to stop work on several projects. This situation will only get worse as the shutdown lingers.

On a positive note, the House Transportation and Infrastructure (T&I) Committee marked up H.R. 3080, the 2013 Water Resources Reform and Development Act (WRRDA) on September 19<sup>th</sup>. The bill authorizes new projects and programs to be carried out by the Corps. It includes a section assessing the needs of the Atlantic Intracoastal Waterway. It adopts several of the concepts we offered to the T&I Committee on behalf of FIND and supported by the Atlantic Intracoastal Waterway Association. The section is as follows:

**SEC. 218. ASSESSMENT OF OPERATION AND MAINTENANCE NEEDS OF  
THE ATLANTIC INTRACOASTAL WATERWAY AND GULF  
INTRACOASTAL WATERWAY**

- (a) In General- Not later than 90 days after the date of enactment of this Act, the Secretary shall assess the operation and maintenance needs of the Atlantic Intracoastal Waterway and Gulf Intracoastal Waterway.

- (b) Types of Activities- In carrying out subsection (a), the Secretary shall assess the operation and maintenance needs of the Atlantic Intracoastal Waterway and Gulf Intracoastal Waterway as used for the following purposes:
- 1) Commercial navigation
  - 2) Commercial fishing
  - 3) Subsistence, including utilization by Indian tribes (as such term is defined by section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 450b)) for subsistence and ceremonial purposes.
  - 4) Use as ingress and egress to harbors of refuge.
  - 5) Transportation of persons.
  - 6) Purposes relating to domestic energy production, including fabrication, servicing, and supply of domestic offshore energy production facilities.
  - 7) Activities of the Secretary of the department in which the Coast Guard is operating.
  - 8) Public health and safety related equipment for responding to coastal and inland emergencies.
  - 9) **Recreation purposes.**
  - 10) Any other authorized purpose.
- (c) Report to Congress- For fiscal year 2015, and biennially thereafter, in conjunction with the President's annual budget submission to Congress under section 1105(a) of title 31, United States Code, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report that, with respect to the Atlantic Intracoastal Waterway and Gulf Intracoastal Waterway —
- 1) identifies the operation and maintenance costs required to achieve the authorized length, width, and depth;
  - 2) identifies the amount of funding requested in the President's budget for operation and maintenance costs; and
  - 3) **identifies the unmet operation and maintenance needs of the Atlantic Intracoastal Waterway and Gulf Intracoastal Waterway.**

We view this legislation as a positive step to obtaining additional attention to and funding for the Intracoastal Waterway, because the Corps is required to examine the entire AIWW system from Virginia to Florida, determine the funding needs, and then

report those needs to Congress. Likewise, "recreation purposes" will be assessed, which will certainly highlight the unique marine economy in Florida.

We will continue working with the House T&I Committee, Senate Environment and Public Works Committee, and your congressional delegation to see that this legislation is passed. Moreover, we will work with FIND and the Corps to assist the Corps in carrying out the assessment.

Please contact me with any questions.