

PRELIMINARY AGENDA

FLORIDA INLAND NAVIGATION DISTRICT Board of Commissioners Board Meeting

9:00 a.m., Saturday, February 16, 2013

**Hilton Garden Inn
8540 Commerce Centre Drive
Port St. Lucie, St. Lucie County, Florida.**

Item 1. Call to Order.

Chairman Colee will call the meeting to order.

Item 2. Pledge of Allegiance.

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

Item 3. Roll Call.

Secretary Blow will call the roll.

Item 4. Consent Agenda.

The consent agenda items are presented for approval. Commissioners may remove any items from this agenda that they have questions on or would like the Committee to discuss in depth. Any items removed would then be included in the regular agenda in an order assigned by the Chair.

(Consent Agenda follows colored page)

RECOMMEND Approval of the Consent Agenda.

Item 5. Additions or Deletions.

Any additions or deletions to the meeting agenda will be announced. Additionally, Commissioners can request that Committee items, that would not normally be reviewed and approved by the full Board, be added to the agenda.

RECOMMEND Approval of a final agenda.

Item 6. Board Meeting Minutes.

The Minutes of the following meetings are presented for approval:

- January 18, 2013 Personnel Committee Mtg. (see back up pages 5 - 9)
- January 18, 2013 Finance and Budget Committee Mtg. (see back up pages 10 - 13)
- January 18, 2013 Board Meeting (see back up pages 19 - 35)
- January 18, 2013 Land Acq. & Mgmt. Committee Mtg. (see back up pages 14 - 18)

RECOMMEND Approval of the minutes as presented.

Item 7. Public Comments.

The public is invited to provide comments on issues that are not on today's agenda.

Item 8. Comments from the U.S. Army Corps of Engineers.

A representative of the Corps will address the Board and provide updates on ICW projects.

(see back up pages 36 - 38)

Item 9. Staff Report on St. Lucie County Area Projects.

Staff will present a report on St. Lucie County area projects by the District.

(see back up pages 39 - 50)

Item 10. Okeechobee Waterway Dredging Project Claim, Martin County.

Our Okeechobee Waterway dredging contractor, Ferreira Construction, submitted a claim for additional costs because of a potential change of conditions regarding the type of sediment dredged from the Okeechobee Waterway within Lake Okeechobee. Staff indicated at the time that the contract required him to keep working and we would negotiate the claim at the end of the project. Staff and the contractor met and discussed his claim and reached an agreement to settle the claim subject to Board approval.

(see back up pages 51 – 63)

RECOMMEND Approval of Change Order No. 3 in the amount of \$39,804.05 to adjust unit price items as well as settle the contractor's claim for a changed condition.

**Item 11. Okeechobee Waterway Maintenance Dredging Project
Additional Construction Administration Services, Martin County.**

The District Engineer spent additional time monitoring and administering the Okeechobee Waterway Dredging Project because of project delays and complexities.

(see back up pages 64 - 74)

RECOMMEND Approval of the additional funds request in the amount of \$9,787.00 by Taylor Engineering for additional construction administration services for the Okeechobee Waterway Maintenance Dredging Project.

Item 12. Legislative Committee Report.

The Legislative Committee will present their recommendations from their committee meeting to the full Board for approval.

(see Legislative Committee agenda)

RECOMMEND Approval of the recommendations from the Legislative Committee.

Item 13. Finance and Budget Committee Report.

The Finance and Budget Committee will present their recommendations from their committee meeting to the full Board for approval.

(see Finance and Budget Committee agenda)

RECOMMEND Approval of the recommendations from the Finance and Budget Committee.

Item 14. Additional Staff Comments and Additional Agenda Items.

A. FY 2013-2014 Assistance Program Application.

Item 15. Additional Commissioners Comments.

Item 16. Adjournment.

**MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT**

Personnel Committee Meeting

8:18 a.m., Friday, January 18, 2013

Hampton Inn

214 Flagler Avenue

New Smyrna Beach, Volusia County, Florida

ITEM 1. Call to Order.

Chair Netts called the meeting to order at 8:18 a.m.

ITEM 2. Roll Call.

Assistant Executive Director Mark Crosley called the roll and Chair Netts, Commissioner Bray, Commissioner Cuzzo, and Commissioner Freeman were present. Mr. Crosley 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.

Commissioner Bray made a motion to approve the final agenda as presented. The motion was seconded by Commissioner Freeman. Chair Netts asked for any further discussion. Hearing none, a vote was taken and the motion passed.

ITEM 4. Executive Director's Performance Review.

Chair Netts stated that the Executive Director requests that the committee and the Board evaluate his job performance over the last year using the form in the backup materials and he also respectfully requests a performance bonus, if justified.

Mr. Roach stated that the committee authorized the Executive Director to award staff a performance bonus of up to 3%. He stated that the average of those bonuses was 2.8% for the entire staff. He stated that he is coming before the committee asking for review of his performance and he noted that this is his last review. He stated that he feels that he had a good year and that he did the most important thing that a good leader could do and that was to develop and implement a transition plan.

Mr. Roach stated that another notable accomplishment was the transition away from our partner, the Corps. He stated that as the Corps continues to phase out the IWW and OWW projects, we must continue this work ourselves.

Mr. Roach stated that last year the District added additional surveying contractors for the projects and we also received and implemented our Regional Permit from the U. S. Army Corps of Engineers (Corps). He stated that this Corps permit mirrors our dredging exemption from the Florida Department of Environmental Protection. He stated that now, anytime we want to do maintenance dredging and place that material into one of our Dredged Material Management Areas (DMMA's) we can obtain a permit from the Corps for that project in about 30 days.

Mr. Roach stated that the District has started to complete dredging projects ourselves and during the last year we started work on the Dania Cut Off Canal deepening project. He stated that this is the start of three waterway deepening efforts to support the

mega-yacht activity on our waterway. He stated that the mega-yacht activity is one of the biggest economic drivers on our waterway in terms of employment, as well as economic output. He stated that the Dania project is almost 75 percent complete and noted that the project has been challenging, but this will be a highly successful project.

Mr. Roach stated that because of the Dania project, one of the adjacent boatyards purchased the largest travel lift in the state to lift out large boats and at this time he has more linear feet of boats in his yard than he has ever had in the history of his operation. He stated that this project is a success story. He stated that there are three other marinas that have lined up for deepening projects as part of the District's project. He stated that he feels that these private/public project partnerships have gone smoothly and he has made these partnerships work for all parties involved. He stated that is something that is highly unique and that he does not know of any other government that has done this or can do these types of piggyback dredging operations.

Mr. Roach stated that he feels that he has successfully navigated the District through the IR-2 project and the controversial situation. He stated that the District has started construction on the Crane Island Site, which was a controversial project in the beginning. He guided that project through the process and received a unanimous vote from the City Commission.

Mr. Roach stated that for the first time, this year the District had dredging operations taking place on three different waterways at the same time. He stated that this was a milestone. He stated that he feels that last year was successful and he respectfully asked for a bonus between 2.8% and 5%.

Commissioner Bray asked what was done last year in terms of a bonus. Mr. Roach stated that last year his bonus was equal to the staff averaged bonus.

Commissioner Cuzzo made a motion to recommend to the Board to award a bonus to the Executive Director in the amount of 3.5%. The motion was seconded by Commissioner Freeman. Chair Netts asked for any further discussion. Hearing none, a vote was taken and the motion passed.

ITEM 5. Additional Agenda Items or Staff Comments.

Chair Netts asked if there were any additional staff comments or agenda items.

Mr. Roach stated that Ms. Zimmerman started with the District in mid-October and Mark has been working with her extensively. He stated that almost from the first day, the grant contracts started coming back and she has now worked on over 60 grant contracts. He stated that she has also worked on the holiday boat parade and waterway cleanup contracts. He stated that she has been well indoctrinated into the grant process.

Mr. Roach stated that Mark has also been working with her on the Assistance Program rule amendments and she is currently finalizing that process.

Mr. Roach stated that the new assistance program applications have been sent out and that program has been opened for next year. He noted that Janet is also fielding grant questions and getting to know the local government contacts. He stated that Janet has been attending various meetings and check presentations.

Mr. Roach stated that he has been working with Mark primarily on land, dredging, and Corps issues. He stated that we have started to work on agenda issues and that will increase as we move into the next quarter. He stated that he is also working with Mark

on financial matters and he noted that the audit starts in February. He stated that he feels that the transition is going well.

Mr. Crosley noted that Janet is doing a great job and she melded into the office seamlessly and is a great addition.

Commissioner Colee stated that he has visited the office and he noted that the conference room was turned into Janet's office, which is located next to Mark's office, and this allows for good interaction between them. He noted that the transition seems to be working very well.

ITEM 6. Additional Commissioners Comments.

Chair Netts asked if there were any additional Commissioner comments.
None were heard.

ITEM 7. Adjournment.

Chair Netts stated that hearing no further business the meeting was adjourned at 8:37 a.m.

**MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT**

Finance and Budget Committee Meeting

8:37 a.m., Friday, January 18, 2013

Hampton Inn

214 Flagler Avenue

New Smyrna Beach, Volusia County, Florida

ITEM 1. Call to Order.

Chair Chappell called the meeting to order at 8:37 a.m.

ITEM 2. Roll Call.

Assistant Executive Director Mark Crosley called the roll and Chair Chappell, Commissioner Bowman, Commissioner Freeman, Commissioner Kavanagh, and Commissioner Sansom were present. Mr. Crosley stated that a quorum was present.

ITEM 3. Financial Statements for October of 2012.

Chair Chappell presented the District's financial statements for October of 2012.

Commissioner Freeman noted that the annual effective yield of 0.38% exceeds the benchmark of 0.29%.

Mr. Roach noted that the First Atlantic Bank CD is currently receiving 0.30% interest and that CD will be rolled over with a new rate of 0.25%. He stated that most of the money in the Suntrust saving account will be transferred to PNC bank and TD Commerce Bank at rates of 0.20% and 0.25%.

Mr. Roach stated that the latest report from the SBA shows that the District's unrealized loss has been reduced to under \$2,000.00. He stated that the assets that the SBA predicted to mature at less than value have matured at value.

Commissioner Sansom noted that First United Bank in Melbourne is now interested in accepting government funds. He asked staff to check into that bank.

Commissioner Sansom made a motion to approve a recommendation to the full Board of the financial statements for October of 2012. The motion was seconded by Commissioner Freeman. Chair Chappell asked for any additional discussion. Hearing none, a vote was taken and the motion passed.

ITEM 4. Financial Statements for November of 2012.

Chair Chappell presented the District's financial statements for November of 2012.

Commissioner Freeman made a motion to approve a recommendation to the full Board of the financial statements for November of 2012. The motion was seconded by Commissioner Bowman. Chair Chappell asked for any additional discussion. Hearing none, a vote was taken and the motion passed.

ITEM 5. November 2012 Expenditure and Project Status Reports.

Chair Chappell presented the Expenditure and Project Status Report for November 2012 and asked if there were any questions. There were none.

ITEM 6. FY 2012-2013 Budget Amendment No. 1.

Mr. Roach presented Budget Amendment No. 1 to the FY 2012-2013 budget. He stated that the amendment is being made to adjust the carry forward funds to reflect what was actually expended in FY 2012-2013.

Commissioner Freeman made a motion to approve a recommendation to the full Board for FY 2012-2013 Budget Amendment No. 1. The motion was seconded by Commissioner Bowman. Chair Chappell asked for any additional discussion. Hearing none, a vote was taken and the motion passed.

ITEM 7. Delegation of Authority Report.

Chair Chappell referred to the Executive Director's Delegation of Authority actions and stated that three actions were taken from November 5, 2012 through January 7, 2013 and he asked for questions. There were none.

ITEM 8. Additional Agenda Items or Staff Comments.

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

ITEM 9. Additional Commissioners Comments.

Chair Chappell asked if there were any additional Commissioner comments.

Commissioner Freeman thanked staff for developing the budget amendment.

Commissioner Bowman asked if there is a state limit as to how much funding the District needs to keep in reserve. Mr. Roach stated that there is no guidance from the state in terms of reserves and that the District does not have any reserves. He stated that in terms of what is obligated, we currently have \$43 million under contract. He stated that the remainder of the funding is allocated to projects that are not under contract. He stated that the District's budget is a line item budget, and each line item is a project which are in different stages of development. He stated that to manage our flow of cash, we budget for all projects.

Commissioner Bowman asked how long the District can commit funding to a bank. Mr. Roach stated that we do not commit funding beyond 18 months and we prefer 12 months.

Commissioner Blow noted that three St. Johns County grant projects came in under budget and did not spend all of the awarded funding. He asked if there are other grant projects that have come in under budget. Mr. Crosley stated that it varies, but during the last few years, approximately 20% of the grants have come in under budget.

ITEM 10. Adjournment.

Chair Chappell stated that hearing no further business the meeting was adjourned at 8:54 a.m.

MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT
Land Acquisition & Management Committee Meeting
10: 28 a.m., Friday, January 18, 2013
Hampton Inn
214 Flagler Avenue
New Smyrna Beach, Volusia, Florida

ITEM 1. **Call to Order.**

Acting Chair Barkett called the meeting to order at 10:28 a.m.

ITEM 2. **Roll Call.**

Assistant Executive Director Mark Crosley called the roll with Commissioner Barkett, Commissioner Blow, Commissioner Bowman, and Commissioner Kavanagh were present. Mr. Crosley stated that a quorum was present.

ITEM 3. **Additions or Deletions.**

Acting Chair Barkett asked if there were any additions or deletions to the meeting agenda. There were none.

Commissioner Blow made a motion to approve the final agenda as presented. Commissioner Bowman seconded the motion. Acting Chair Barkett asked for any additional discussion. Hearing none, a vote was taken and the motion passed.

ITEM 4. **DMMA LT-4A Agricultural Lease Extension, Palm Beach County.**

Mr. Roach stated that the District previously entered into a two-year lease with Sugar Cane Services to continue farming sugar cane on the property. He stated that the lease has come to an end and the tenant has requested a two-year lease extension.

Acting Chair Barkett asked if there have been any problems during the current lease. Mr. Roach answered no.

Commissioner Blow stated that private land rental rates for sugar cane production range from \$70.00 to \$200.00 per acre. He stated that, in addition, the South Florida Water Management District leases property from \$61.00 to \$150.00 per acre. He stated that it appears that the fee for this parcel is in line with those numbers.

Mr. Roach stated that his investigation of land rental rates showed that the rental rates are keyed to the production value of the soil and he noted that the soil of this parcel is not that great for sugar cane production.

Attorney Breton noted that the eastern 25% of this property has a massive gas pipeline and FP&L easement.

Commissioner Blow made a motion to approve a two-year lease extension to Sugar Cane Services for DMMA LT-4A. Commissioner Bowman seconded the motion. Acting Chair Barkett asked for any additional discussion. Hearing none, a vote was taken and the motion passed.

ITEM 5. MSA 727B-Alsdorf Park Utility Easement, Broward County.

Mr. Roach stated that the District owns MSA 727B and leases the property to the City of Pompano Beach for use as a boat ramp/park known as Alsdorf Park. He stated that the Board has also approved a City sub-lease to the U.S. Coast Guard Auxiliary for a small modular building. He stated that the District has designated MSA 727B as a Long Term Transfer Site for the management of maintenance dredge materials from Dredging Reach 2 of the ICW in Broward County. He stated that this reach has a minimal 50-year dredging requirement of 5,421 cubic yards.

Mr. Roach stated that the Coast Guard building requires an easement to be granted to FP&L for the power line installation. He stated that the City identified the location of the requested easement along the west property line which does not impact our future use.

Acting Chair Barkett asked if staff is going to insure that this easement will not interfere with the District's future use of this property. Mr. Roach answered absolutely. Acting Chair Barkett asked if the easement would be permanent or temporary. Mr. Roach stated that the easement would be permanent and that the District's proposed use of this property will be on the eastern side of the property.

Commissioner Blow asked if this service would be overhead or underground. Mr. Roach stated that he does not know, but he is assuming that it will be underground. Mr. Crosley stated that because of ingress and egress, it will have to be underground.

Commissioner Bowman made a motion to approve an FP&L easement for the Coast Guard Auxiliary Building at Alsdorf Park, subject to an underground easement in a location not affecting the District's future use of the property. Commissioner Blow seconded the motion. Acting Chair Barkett asked for any additional discussion. Hearing none, a vote was taken and the motion passed.

ITEM 6. Release of MSA's 114, 114A, 500AE-1 and 500AE-2, Duval County.

Mr. Crosley stated that the owner of MSA's 114, 114A, 500AE-1 and 500AE-2, the WIDAN Corporation, has requested the release of these easements. He stated that these sites have been identified as intertidal areas. He stated that they have never been used for and are not needed for dredge material management in accordance with our Dredge Material Management Plan.

Acting Chair Barkett stated that we have had lengthy conversations in the past about these easements, the release of these easements, and if there should be a market rate charge for their release. He stated that we adopted a policy that, if these easements are not being used for dredged material management, they should be released back to the property owner.

Commissioner Blow noted that the District has no rights to these easements except for the placement of dredged material.

Mr. Crosley stated that staff has reviewed the policy and these easements have been identified as meeting that criterion. He stated that staff took the amount paid for these easements and valued it at present day cost and that is what we are charging for their release.

Commissioner Blow stated that because these easements have been identified as wetlands, there is very little market value to them. Mr. Crosley agreed.

Commissioner Bowman made a motion to approve the release of MSA's 114, 114A, 500AE-1 and 500AE-2 in accordance with the District's Easement Release Policy and subject to the Corps of Engineers concurrence. Commissioner Blow seconded the motion. Acting Chair Barkett asked for any additional discussion. Hearing none, a vote was taken and the motion passed.

ITEM 7. Additional Staff Comments and Additional Agenda Items.

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

ITEM 8. **Commissioners Comments.**

Acting Chair Barkett asked if there were any additional Commissioner comments.

There were none.

ITEM 9. **Adjournment.**

Acting Chair Barkett stated that hearing no further business the meeting was adjourned at 10:42 a.m.

**MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT**

Board of Commissioners Board Meeting

9:02 a.m., Friday, January 18, 2013

Hampton Inn

214 Flagler Avenue

New Smyrna Beach, Volusia County, Florida

ITEM 1. Call to Order.

Chair Colee called the meeting to order at 9:02 a.m.

ITEM 2. Pledge of Allegiance.

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

ITEM 3. Roll Call.

Secretary Blow called the roll and Chair Colee, Vice-Chair Kavanagh, Treasurer Chappell, Commissioner Barkett, Commissioner Bowman, Commissioner Bray, Commissioner Cuozzo, Commissioner Freeman, Commissioner Netts, and Commissioner Sansom were present. Secretary Blow stated that a quorum was present.

ITEM 4. Consent Agenda.

Chair Colee asked if there were any comments or questions regarding the Consent Agenda.

Commissioner Bray made a motion to approve the Consent Agenda as presented. The motion was seconded by Commissioner Netts. Chair Colee asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 5. Additions or Deletions.

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

Mr. Roach stated that he would like to delete Item 10, Okeechobee Waterway Dredging Project Claim from the agenda.

Commissioner Sansom made a motion to approve the final agenda as amended. The motion was seconded by Secretary Blow. Chair Colee asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 6. Board Meeting Minutes.

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

Commissioner Freeman referred to Item 18 of the Board Meeting Minutes and stated that she would like the sentence to read "Chair Freeman stated that she would like to correct a statement made by John Nunni that commissioners are on the Board of country clubs "at the expense of FIND" and she noted that there has never been a discussion about commissioners being on the Board of a county club.

Treasurer Chappell made a motion to approve the minutes as amended. The motion was seconded by Commissioner Freeman. Chair Colee asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 7. Public Comments.

Chair Colee asked if there were any public comments on issues that are not on today's agenda.

Vice-Mayor Jack Gratsky introduced himself and stated that on behalf of the City of New Smyrna Beach and the city commission he would like to welcome the Board to the city. He stated that the city appreciates all of the District's contributions.

ITEM 8. Staff Report on Volusia County Area Projects.

Mr. Crosley stated that Phase I of the Dredged Material Management Plan for the Intracoastal Waterway (ICW) in Volusia County was completed in 1993. He stated that Phase II of the DMMP was completed in 1994 and all major land acquisition was completed in 1997.

Mr. Crosley stated that the 50-year dredging projection is 4.2 million cubic yards and the storage projection is 9 million cubic yards.

Mr. Crosley stated that to date, three of the seven Dredged Material Management Areas (DMMA's) in the county have been fully constructed with MSA 434/434C being completed in November of 2006. He stated that this effort also included the offloading of 780,000 cubic yards of beach quality material from MSA 434/434C which was placed on the beaches of New Smyrna to repair the beaches from storm impacts.

Mr. Crosley stated that all DMMA's with the exception of V-6 have been fenced. He stated that the future development area of DMMA V-22A has been cleared and grubbed. He stated that the presence of a bald eagle's nest on DMMA V-21 has precluded any development of that site beyond the security fence.

Mr. Crosley stated that, in the fall of 2012, the U. S. Army Corps of Engineers (USACE) hopper dredge "Currituck" conducted operations in the ICW in the vicinity of the Ponce Inlet for a period of approximately four days in between assignments. He stated that approximately 3,000 cubic yards of material was dredged for the temporary

relief of shoaling in this vicinity. He stated that a full scale dredging event is scheduled for the summer of 2013. He stated that approximately 216,000 cubic yards of material are expected to be removed and placed in nearby MSA 434/434C.

Mr. Crosley stated that the Volusia County Waterways Economic Study Update was completed in 2011 and it found that there were approximately 284 waterway related businesses in the county employing 1,466 people, with salaries of \$53.4 million and an economic output of \$235.4 million. He stated that this economic impact generated \$11.2 million in tax revenue. He stated that property values were determined to be increased by \$339 to \$429 million by the presence of the ICW channel.

Mr. Crosley stated that since 1986, the District has provided \$8.7 million in Waterways Assistance Program funding to complete 87 projects in the county having a total constructed value of \$23.2 million. He stated that funding for the Ponce Inlet project has been approved several times, but the applicant has not been able to secure federal funding for the project.

Mr. Crosley stated that the District's Cooperative Assistance Program has provided \$465,000.00 in funding assistance for a number of projects, the most notable being the Deleon Springs State Park Dock Design project.

Mr. Crosley stated that the District currently prints and distributes the following brochures with specific information about Volusia County Waterways: Volusia County Manatee and Boating Safety Speed Zones; the Economic Impact of Volusia County Waterways; ICW Channel Conditions; and the ICW Movable Bridge Guide.

Mr. Crosley stated that the District has partnered with Volusia County for several years to assist them with their programs to remove trash and debris from Volusia County waterways.

Mr. Crosley stated that no vessels have been removed in Volusia County through the District's derelict vessel program.

Mr. Crosley stated that the District has assisted Volusia County in the development of a Spoil Island Management Plan.

Secretary Blow referred to the "Currituck" project and asked where the dredged material was placed. Mr. Crosley stated that the material was placed in an approved near-shore disposal area. He stated that staff is continuing to work to identify and obtain permits for other near-shore disposal areas for the by passing of sand from the IWW in the vicinity of ocean inlets.

Secretary Blow stated that he is glad that staff is working with the Corps to obtain these permits. He noted that it is important that these sites be as close to the inlet as possible.

ITEM 9. Palm Beach Polo Holdings, Inc. Dredging Agreement, Broward County.

Mr. Crosley stated that Palm Beach Polo Holdings, Inc. has submitted a request for a dredging agreement to deepen their mega-yacht basin on the Dania Cutoff canal.

Commissioner Cuzzo noted that this gentleman is litigious and requested that staff make sure that the agreement protects us. He asked Attorney Breton to carefully review this agreement.

Attorney Breton suggested approving the item subject to further legal review.

Commissioner Barkett asked if the applicant could delay the District's project. Mr. Roach stated that these projects will happen upon completion of the District's project. Commissioner Barkett stated that he urges Attorney Breton to add a strongly worded indemnification/hold harmless clause in favor of the District in this contract. Attorney Breton stated that paragraph A has an indemnification clause.

Commissioner Barkett asked when this applicant would pay for this project. Mr. Roach stated that the applicant will pay up front. He stated that if they do not pay first, we will not conduct their project.

Treasurer Chappell referred to the applicant's letter and asked if they have provided staff with all of the seven items listed. Mr. Crosley answered yes. Treasurer Chappell asked if their sediment report came back clean. Mr. Roach answered yes and noted that there were trace amounts of arsenic.

Treasurer Chappell stated that this is a far reaching project and he noted that the dredged material will be used for the airport expansion and the Port Intermodal Transit Project.

Commissioner Barkett made a motion to approve the dredging agreement with Palm Beach Polo Holdings, Inc. for the deepening of their marina basin on the Dania Cutoff Canal subject to additional legal review. The motion was seconded by Commissioner Netts. Chair Colee asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 10. Okeechobee Waterway Dredging Project Claim.

This item was deleted from the agenda.

ITEM 11. Feasibility Study for Okeechobee Waterway Cut 1 Sediment Basins, Martin County.

Mr. Roach stated that shoaling within Cut 1 of the Okeechobee Waterway (OWW) at the Crossroads determines the dredging frequency of this area. He stated that because the OWW is only an eight foot deep project, shoaling quickly affects deeper draft vessels transiting this area. He stated that the District dredges in this area approximately every three years and this spot is the main area of shoaling. He stated that staff believes that the creation of settling basins on either side of the channel would capture material and extend the dredging frequency for this area, resulting in cost savings. He stated that staff requested a scope of services and fee quote from the District Engineer to perform a feasibility study for these basins.

Commissioner Barkett asked if we are doing this backward and commented that normally we ask the engineer to find the solution. Mr. Roach stated that this is a tried and true method of capturing sediments. He stated that we have sediment basins adjacent to the channel at the Jupiter and Ponce Inlets. He stated that the engineers will determine the basin shape.

Mr. Adams stated that several years ago we reviewed the Matanzas Inlet area dredging plan and concluded that economically it was not worth putting in sediment basins. He stated that we will look at how the currents and sediments are coming into the St. Lucie Inlet, where the currents are dropping the material, and the dredging frequency.

Commissioner Sansom asked if the entire length of the channel fills up. Mr. Roach answered no and stated that there are two spots that fill in the fastest. Commissioner Sansom stated that we would actually be widening the channel so that the

area is larger for the material to fall into and therefore we probably would not have to dredge this area as often.

Commissioner Freeman noted that there are docks on the south side and she asked if this project would impede vessels near the area from accessing the channel. Mr. Roach stated that he did not think so. He stated that he has knowledge of the area and there is some deeper water near those docks.

Secretary Blow asked if this is a seagrass area. Mr. Roach stated yes but we have had a survey completed and there is no seagrass within 200 feet of the project area. He stated that if we would have found seagrass we would not be moving forward with a feasibility study.

Treasurer Chappell asked what the project deliverables are. Mr. Adams stated that the deliverable is a feasibility report. He stated that we will look at all data including existing tide information, put some tide gauges out to collect additional data, and take sediment samples to get a handle on the sediment characteristics. He stated that we will put this data into a computer model to determine how large and which side of the channel the sediment basin should be placed.

Commissioner Cuozzo made a motion to approve the scope of services and fee quote in the amount of \$74,781.08 for a feasibility study of the proposed sediment basins for Cut 1 of the Okeechobee Waterway. The motion was seconded by Secretary Blow. Chair Colee asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 12. Indian River Reach I Geotechnical Investigation Results.

Mr. Roach stated that American Vibracore Services has completed the Indian River Reach I Geotechnical Investigation. He stated that the report details the sampling

and analyses of sediments proposed to be dredged in the upcoming Intracoastal Waterway Maintenance Dredging Project for Indian River County Dredging Reach I, with placement of the sediments in Dredged Material Management Area IR-2 in Sebastian. He stated that the material was last sampled in 1997 with limited analysis.

Mr. Roach stated that American Vibracore completed the testing and performed 13 core borings in the areas to be dredged and 13 composite samples and 14 individual samples taken from the cores were analyzed in a state and federal certified laboratory. He stated that the samples were analyzed for nine metals, 49 petroleum and pesticide products, and methyl-mercury. He stated that the physical attributes of the sediment was determined to be fine grain sand with up to 30% silt in accordance with the American Society for Testing and Materials (ASTM) standards. He stated that this is not beach quality material and will have to be placed into a District Dredged Material Management Area (DMMA).

Mr. Roach stated that no petroleum products or pesticides were detected in the samples. He stated that methyl-mercury was found in only one sample at a very low level. He stated that trace amounts of metals were found in the samples indicative of their natural presence in the earth's soils with some minor anthropomorphic contributions.

Mr. Roach stated that the sample results were compared to the Florida Department of Environmental Protection's (FDEP) Soil Cleanup Target Levels (SCTL's) found in Chapter 62-777, Florida Administrative Code. He stated that these SCTL's provide guidance on the acceptable levels of constituents based upon their natural occurrence in

Florida soils as well as their known toxicity levels. He stated that the FDEP has set forth SCTL's for residential and commercial properties.

Mr. Roach stated that the sample analyses has determined only one analyte was found to exceed the residential SCTL and none exceeded the commercial SCTL. He stated that arsenic levels exceed the residential SCTL in 17 of the 27 samples. He stated that arsenic is naturally occurring in Florida soils in wide ranging quantities and is encountered in almost every dredging project.

Mr. Roach stated that the FDEP has determined in the past that DMMA's are suitable locations to place these types of materials. He stated that the arsenic bonds to the sediment and does not become soluble. He stated that the ultimate re-use of the dredged materials will be restricted to commercial uses where it will not be in direct human contact.

Commissioner Barkett noted that the local citizens were concerned about mercury levels in the lagoon. He noted that the District's testing went above and beyond what we normally test, what we should have tested, and he recommended that we move forward with our project.

Secretary Blow stated that he has experience with a situation like this and noted that in any sampling of Florida's waterways you will find arsenic levels falling between residential and commercial thresholds.

Commissioner Sansom asked if a copy of this report was provided to the county. Mr. Roach answered yes. Commissioner Sansom asked about the response from the county. Mr. Roach stated that the county has not provided any feedback on this report.

Commissioner Barkett stated that the county has never been concerned about this, only the citizens.

ITEM 13. **Notice to Contractors.**

Mr. Roach stated that the Board discussed how to notice our contractors about the performance bond provisions of our projects. He stated that staff and legal counsel developed a notice and he proposes that when staff receives a Notice to Owner/Notice to Contractor that staff replies with the District's Notice to Contractor/Materialman/Laborer.

Commissioner Sansom made a motion to approve the Notice to Contractor/Materialman/Laborer. The motion was seconded by Secretary Blow. Chair Colee asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 14. **Taylor Engineering Hourly Rate Adjustment.**

Chair Colee stated that the District's agreement with Taylor Engineering allows the rates for services to be adjusted annually by mutual agreement. He stated that the District Engineer has submitted a letter indicating that no adjustment will be requested for this year.

Commissioner Netts said thank you to Dr. Taylor.

ITEM 15. **Washington D. C. Report.**

Mr. Roach stated that the President approved legislation to avoid or delay the majority of the "fiscal cliff". He stated that this bill was passed by the Senate and House.

Mr. Roach stated that the new budget will most likely allocate \$1 billion for waterway maintenance dredging and the District feels that we should work to obtain a portion of those funds for our project. He stated that, at the end of February, Commissioners and staff will travel to Washington to meet with our representatives. He

stated that staff will provide the federal funding request packages to the Board at the District's February meeting.

Treasurer Chappell asked the dates for the visit. Mr. Crosley stated that Monday February 25th will be a travel day and hill visits will be scheduled for Tuesday and Wednesday.

Mr. Crosley stated that he will be making Atlantic Intracoastal Waterway Association (AIWA) visits on Thursday and Friday.

Chair Colee asked for a preliminary count of Commissioners who may attend. Chair Colee, Treasurer Chappell, Secretary Blow, Commissioner Sansom and possibly Commissioner Netts indicated that they are interested in this visit.

Secretary Blow referred to the AIWA newsletter and noted that they will be visiting elected officials in Washington Thursday, February 28th and Friday, March 1st. He asked about those meetings. Mr. Crosley stated that the AIWA is a regional organization and we will be talking to representatives from other east coast states.

Commissioner Netts asked about the ideal number of attendees. Mr. Crosley stated a group of about five, but if we have more we can split up into two groups.

Commissioner Sansom inquired about the possibility of dinner and conversation with AIWA members on Wednesday, February 27th. Mr. Crosley stated that he would look into that.

ITEM 16. Personnel Committee Report.

Commissioner Netts stated that the committee met earlier today and that we asked the Executive Director to provide an analysis of the year in review. He noted that 2012 was very significant and he asked Mr. Roach to provide that presentation to the entire

board. He stated that the committee also discussed the Executive Director's work performance for the last year and recommends a bonus of 3.5%.

Commissioner Netts made a motion to approve the recommendations of the District's Personnel Committee. The motion was seconded by Commissioner Cuzzo. Chair Colee asked for discussion.

Mr. Roach stated that he feels that he had a good year and that he did the most important thing that a good leader could do and that was to develop and implement a transition plan. He stated that the transition plan seems to be working very well and he discussed how that is progressing in the office.

Mr. Roach stated that the District has started to complete dredging projects ourselves and during the last year we started work on the Dania Cut Off Canal deepening project. He stated that this is the start of three waterway deepening efforts to support mega-yacht activity on our waterway. He stated that the mega-yacht activity is one of the biggest economic drivers on our waterway in terms of employment, as well as economic output. He stated that the Dania project is almost 75 percent complete. He noted that the project has been challenging, but this will be a highly successful project.

Mr. Roach stated that there are three other marinas that have lined up for deepening projects as part of the District's project. He stated that he feels that these private/public project partnerships have gone smoothly and he has the ability to make these partnerships work for all parties involved. He noted that is highly unique and he does not know of any other government that has done this or can do these types of piggyback dredging operations.

Mr. Roach stated that, to take advantage of our Dania Deepening project, one of the facilities purchased the largest travel lift in the state to lift out large boats and at this time the facility has more linear footage of boats in his yard than he has ever had in the history of his operation. He stated that this is a project success story.

Mr. Roach stated that other notable accomplishments were to transition away from our partner, the Corps. He stated that as the federal government continues to phase out of the IWW and OWW projects and we must now perform the dredging of these projects.

Mr. Roach stated that last year the District added additional surveying and geotech contractors and we received and implemented our Regional Permit from the Corps. He noted that this Corps permit mirrors our dredging exemption from the Florida Department of Environmental Protection. He stated that now, anytime we want to do maintenance dredging and place that material into one of our Dredged Material Management Areas (DMMA's) we can obtain a permit from the Corps for that project in about 30 days.

Mr. Roach stated that, for the first time, the District had dredging operations taking place on three different waterways all at the same time. He stated that this was a milestone.

Mr. Roach stated that he successfully navigated the District through the IR-2 project construction. He stated that the District has started construction on the Crane Island Site which was a controversial project in the beginning. He guided that project through the process and received a positive unanimous vote from the City Commission.

He stated that we had a lot of good things happen and he feels that last year was successful.

Vice-Chair Kavanagh asked if the dollar amount of this bonus is in the District's budget and if not, how it would affect the budget. Mr. Roach stated yes, we budgeted for staff bonuses of up to 5% for all employees.

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

ITEM 17. Finance and Budget Committee Report.

Treasurer Chappell stated that the District's Finance and Budget Committee met before today's Board meeting and the committee reviewed and recommends approval of the October and November 2012 financial statements and Resolution No. 2013-01 for Budget Amendment No. 1 to the FY 2012-2013 Budget.

Treasurer Chappell made a motion to approve the October and November 2012 Financial Statements and Resolution No. 2013-01 for Budget Amendment No. 1 to the FY 2012-2013 Budget. The motion was seconded by Commissioner Netts. Chair Colee asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 18. Additional Staff Comments and Additional Agenda Items.

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

ITEM 19. Additional Commissioners Comments.

Chair Colee asked if there were any additional Commissioner comments.

Commissioner Netts thanked the Board for the Flagler County boat parade funding. He stated that the parade was heavily attended.

Mr. Crosley stated that he has turned the program over to Ms. Zimmerman and she is doing a great job.

Commissioner Barkett stated that he presented a District check in the amount of \$174,000.00 for the Indian River Lagoon Nature Trail project. He stated that the project ribbon cutting ceremony was well attended.

Vice-Chair Kavanagh stated that she would like to attend the Washington D. C. trip.

Treasurer Chappell thanked the Board on behalf of the Marine Industries Association for the Dania Cut Off Canal project and how that project has already benefited the facilities. He stated this week the Derecktor boatyard had a total of 1,389 in linear vessel feet docked at its facility.

Treasurer Chappell referred to the regional permit and asked if that is just for the maintenance depth of -10 and -12 and if that matched the FDEP permit. Mr. Roach answered correct.

Treasurer Chappell asked if we have completed our work with the District's Public Relations consultant. Mr. Roach answered no.

Treasurer Chappell asked if the District provided funding for the Turtle Cove project. Mr. Roach answered no.

Treasurer Chappell stated that he has had multiple telephone calls about Palm Beach County ERM proposing to fund a seagrass restoration project in the middle of a mooring field. He stated that there are many boaters that are not very happy with this proposal. Mr. Roach stated that the county has withdrawn the permit application. Treasurer Chappell stated that he has been advised by a very knowledgeable person that

the county is moving forward with the project. Mr. Roach stated that staff will check that out. Mr. Crosley noted that the Palm Beach County Marine Industries Association is also tracking the proposed project.

Commissioner Freeman stated that she made two grant project check presentations since the last meeting, one to the City of Daytona Beach and one to the City of Port Orange, both of which were well received. She stated that the City of Daytona Beach is grateful for the District's contribution to their boat parade.

Commissioner Freeman stated that her commission term is ending and she will not apply for another term. She stated that she has thoroughly enjoyed working with this professional group. She stated that she takes this obligation very seriously and unfortunately she is not in the position to make another four-year commitment.

Chair Colee stated that we all make decisions for good reasons and we all honor this decision. He stated that we have enjoyed working with Commissioner Freeman and he asked if she could help find a qualified person to apply for the position. Commissioner Freeman stated that Ms. Suzanne McCabe has indicated her interest in this appointment. She stated that Ms. McCabe and her husband Bill attended last evening's social. She stated that Ms. McCabe is an attorney from Daytona. She stated that she has known Ms. McCabe for over thirty years and noted that she is interested in becoming more involved in her community and will have Volusia County's best interest at heart.

ITEM 20. Adjournment.

Chair Colee stated that hearing no further business the meeting was adjourned at 10:26 a.m.



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Jacksonville District

**IWW STATUS UPDATE
FIND Board of Commissioners Meeting
February 16, 2013**

Page 35



WORK ACTIVITIES IN FY 13:

1. DMMA: IR-2 (Indian River County)
2. IWW: Sawpit (Nassau County)



**US Army Corps
of Engineers**
Jacksonville District

IWW STATUS UPDATE FIND Board of Commissioners Meeting February 16, 2013



AIWW = Atlantic Intracoastal Waterway Norfolk to St. Johns

IWW = Intracoastal Waterway Jacksonville to Miami (12' and 10' projects)

DMMA = Dredge Material Management Area

1. WORK ACTIVITY: DMMA IR-2 (Indian River County)

CONTRACT AMOUNT: \$2,806,601.00

DESCRIPTION OF WORK: IR-2 is located in Indian River County 1.6 miles north of Wabasso between U.S. Highway 1 and Indian River Lagoon. IR-2 is a 180 acre site. IR-2 services Reach 1 of the IWW. Reach 1 extends from a point 0.45 north of the Brevard/Indian River County line southward 8.09 miles to the Wabasso Bridge. IR-2 will have a capacity of 428,000 cyds. IR-2 will be used for the Sebastian area (Indian River Reach 1) dredging.

SCHEDULE:

Receipt of ERP/Surface Water Mgmt Permit:	21 July 2010A
Contract Advertisement Initiated:	21 Sept 2010A
Bids Received:	28 Oct 2010A
Contract Award:	30 Dec 2010A
NTP Issued:	17 Feb 2011 A
Construction:	18 Feb 2011A – 31 Nov 2012A

FIND WORK ORDER: Work Order was approved by the FIND Board in June 2010.

NAME OF CONTRACTOR: Contract was awarded to BC Peabody Construction Services on 30 Dec 2010.

STATUS: The deductive modification for incomplete mulching in the sea oxeye daisy mitigation area and incomplete mowing of the site was negotiated and BC Peabody has signed and returned to the Corps.



*Dredged Material Management
Area IR-2 Construction*

Print #120821143
Date: 08/21/12
Lat/Lon: 27.779263 -80.444266

Aerial Photography, Inc. 954-568-0484



**US Army Corps
of Engineers**
Jacksonville District

**IWW STATUS UPDATE
FIND Board of Commissioners Meeting
February 16, 2013**



2. WORK ACTIVITY: AIWW Sawpit Reach 3(Nassau County)

CONTRACT AMOUNT: TBD

DESCRIPTION OF WORK: The AIWW Sawpit Reach 3 project consists of maintenance dredging of approximately 591,000 cubic yards (cy) of material from the AIWW channel and settling basins in Cuts 24-26A, 27, 27A, 27C; and adjoining advance maintenance areas in the waters of Sawpit Creek, the Amelia River, and Nassau Sound. The majority of the excavated material, 578,000 cy, will be placed in the Amelia Island State Park beach disposal site. The pumping distance between dredging areas and beach placement ranges from 4.0 miles to 1.5 miles. The material from Cut-27, totaling 13,000 cy is not beach compatible and will be placed upland in DMMA DU-2. DMMA DU-2 lies adjacent to Cut-26A and Cut-27.

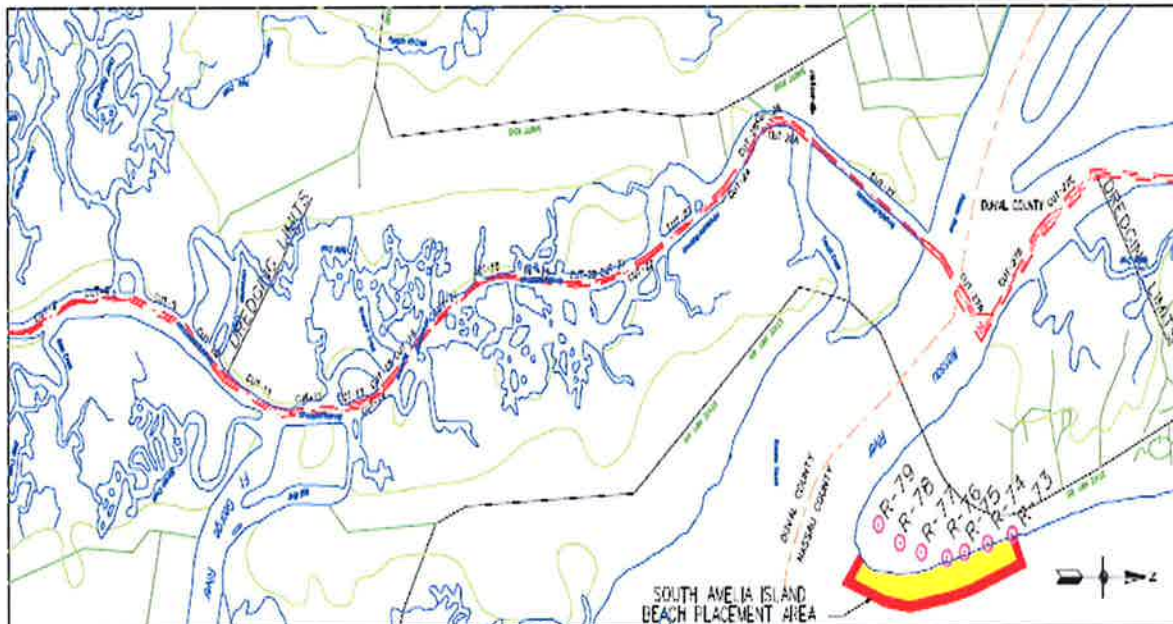
SCHEDULE:

Submit WQC permit application to DEP:	29 June 2011A
Pre Application Meeting	2 Aug 2011A
Date we expect DEP permit:	20 July 2012A
Contract Advertisement Initiated:	TBD
Bid Opening:	TBD
Contract Award:	TBD
NTP Issued:	TBD
Dredging Complete:	TBD

FIND WORK ORDER: Work order for dredging of AIWW Sawpit Reach 3 was approved by the FIND Board in December 2012.

NAME OF CONTRACTOR: TBD

STATUS: P&S have been completed and will be through the review process by 7 Feb 2013. The use agreement between FIND and DEP was executed on 26 January 2013. If funding is received by 11 Feb 2013 the contract could be advertised by 19 Feb 2013.





ST. LUCIE COUNTY PROJECT STATUS UPDATE

February 2013

Dredged Material Management Plan.

Phase I of the Dredged Material Management Plan for the Intracoastal Waterway in St. Lucie County was completed in 1997. Phase II of the DMMP was completed in 2001 and all major land acquisition was completed in 1999. See attached maps.

The 50-year dredging projection is 29,201 cu/yds, and the storage projection is 62,782 cu/yds, the second lowest of the 12 District counties. Limited dredging within Reach I will be conducted in 2013.

DMMA SL-2, which will serve Reach I, has been constructed and DMMA M-8 has been fenced.

Waterway Dredging

In 2013, a small shoal of approximately 2,500 cu/yds in Reach I is scheduled to be dredged and the material will be placed in the islands currently being constructed as part of the Ft. Pierce Waterfront Protection Project.

Waterways Economic Study

The St. Lucie County Waterways Economic Study was completed in 2001 and updated in 2011. The studies found that there were 125 waterway related businesses in the county employing 1,184 people, with salaries of \$45 million and a total economic impact of \$186 million. Approximately \$8.3 million in tax revenue was generated by waterway activities. Property values were determined to be increased by \$155 to \$188 million by the presence of the ICW channel. There are 13,100 registered vessels in the county.

Waterways Assistance Program

Since 1986, the District has provided \$5.3 million in Waterways Assistance Program funding to 53 projects in the County having a total constructed value of \$18.4 million. The County, the City of Ft. Pierce, Port St. Lucie, the Ft. Pierce Utilities Authority and the St. Lucie County Port and Airport Authority have participated in the program. See attached listing.

Notable projects funded include: the Ft. Pierce Municipal Marina; public boat ramps at St. Lucie Inlet State Park, South and North Causeways, Ft. Pierce Marina, and Jaycee Park, and; shoreline stabilization in downtown, the north and south causeways, and River Park Marina.

FIND



ST. LUCIE COUNTY PROJECT STATUS UPDATE

February 2013

Cooperative Assistance Program

The District's Cooperative Assistance Program has providing funding assistance for the following projects with elements in St. Lucie County: Taylor Creek Dredging and restoration; Florida Clean Marina Program; Florida Clean Vessel Act Program; Florida Marine Patrol Officer Funding; the Indian River Lagoon Boaters Guide; and the Indian River Lagoon Spoil Island Management Plan. The District's funding assistance for the St. Lucie County portion of these projects was approximately \$613,000.

Interlocal Agreements

Through Interlocal Agreements the District has providing funding assistance in the amount of \$667,000 for the following projects or project with elements in St. Lucie County: Taylor Creek Dredging and restoration; Florida Clean Marina Program; Florida Clean Vessel Act Program, and; the M-8 Shoreline Stabilization Project.

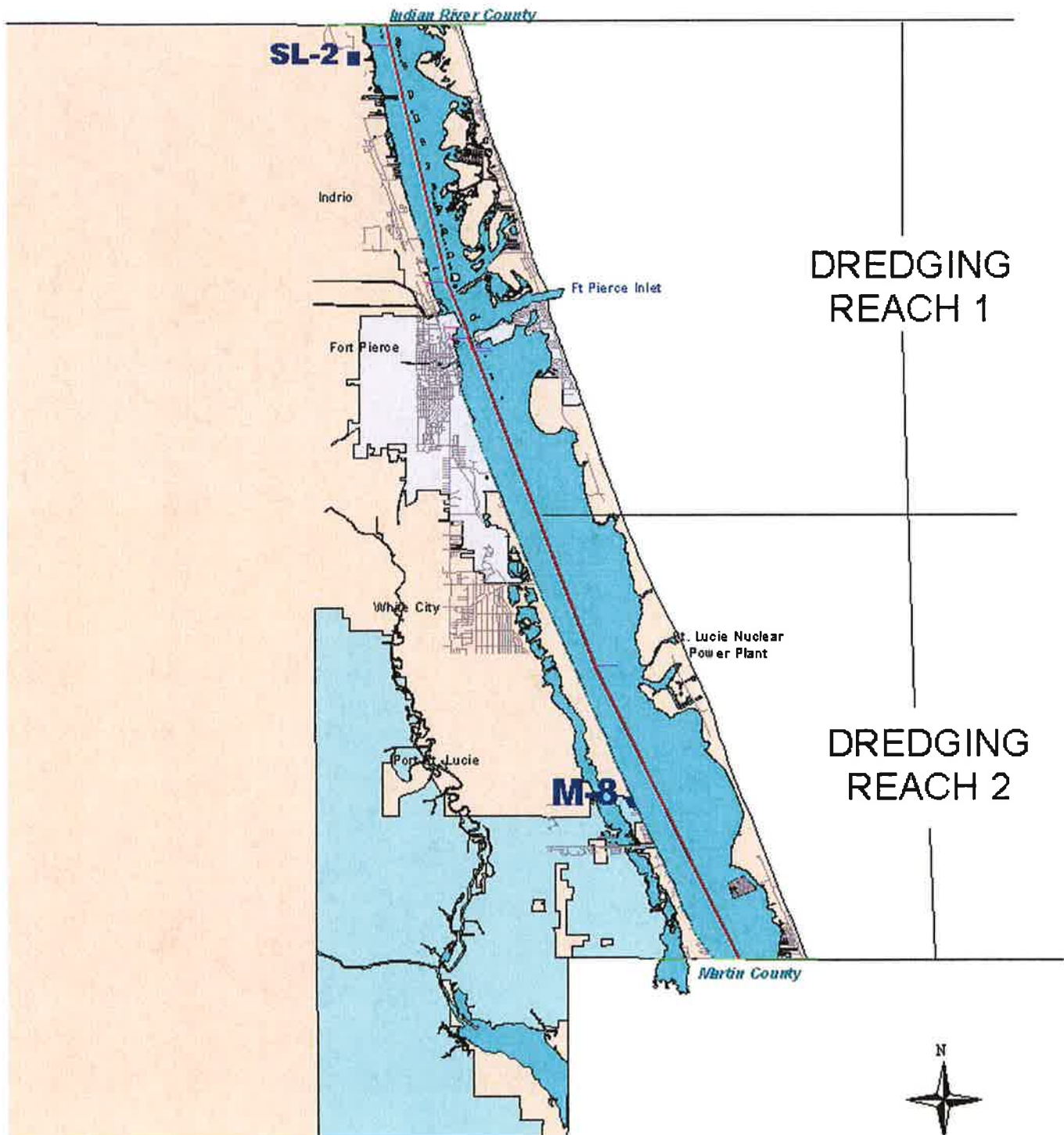
Currently, a contractor working on the Ft. Pierce Waterfront Protection Project is offloading approximately 119,000 cu/yds of sand from the District's M-5 DMMA at the St. Lucie Inlet, to the man-made islands protecting the Ft. Pierce Marina. This project will protect the downtown waterfront and the rebuilt Ft. Pierce Municipal Marina, which was destroyed by the hurricanes of 2004.

Public Information Program

The District currently prints and distributes the following brochures with specific information about St. Lucie County Waterways: the Economic Impact of St. Lucie County Waterways; St. Lucie County Spoil Islands; St. Lucie County Manatee and Boating Safety Zones; ICW Channel Conditions; and the ICW Moveable Bridge Guide.

FIND

LONG RANGE DREDGED MATERIAL MANAGEMENT PLAN FOR THE INTRACOASTAL WATERWAY IN ST. LUCIE COUNTY



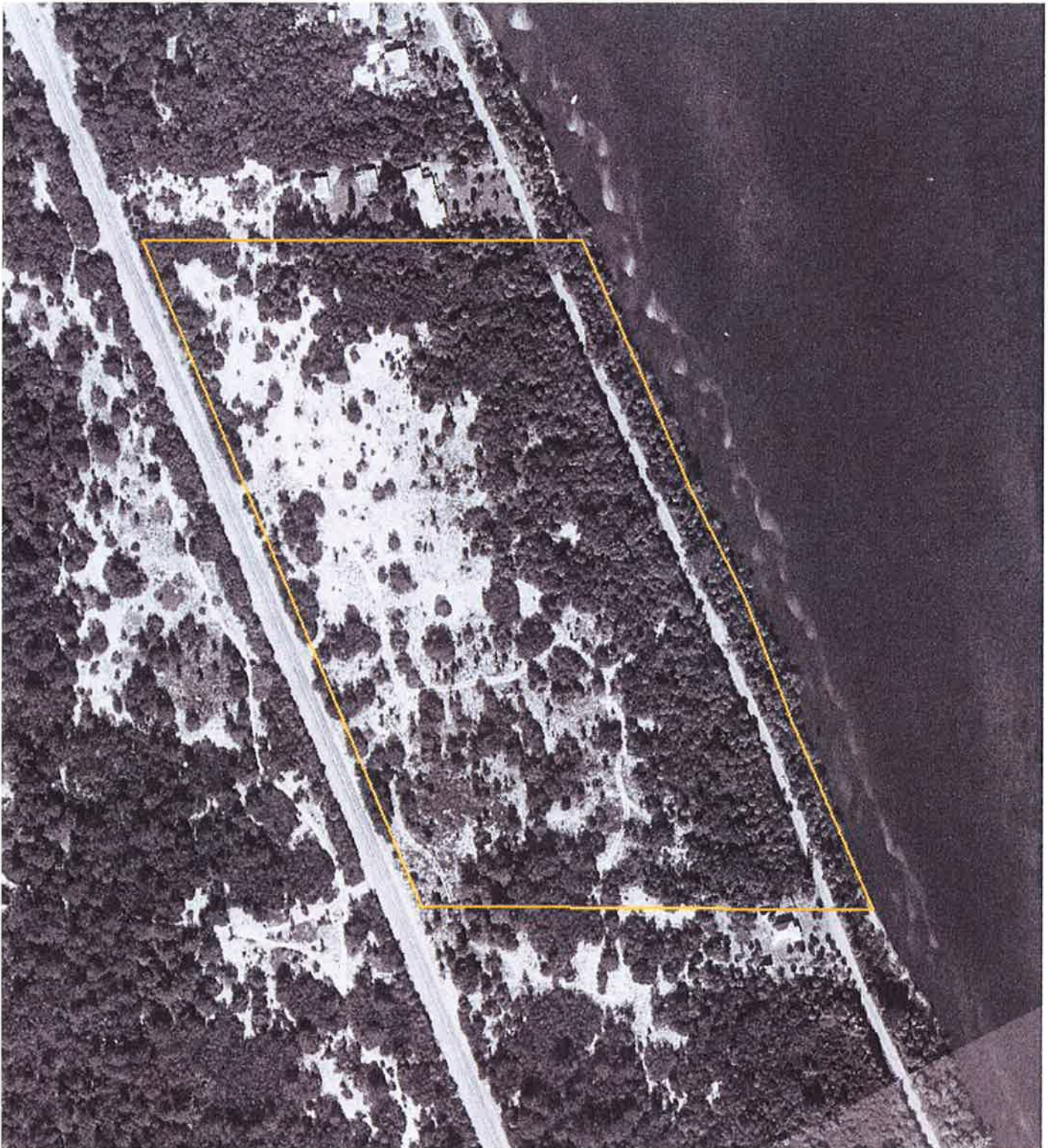
DMMA SL-2







- FIND Easement
- FIND Owned
- Channel
- ICW Right-of-Way



DMMA M-8

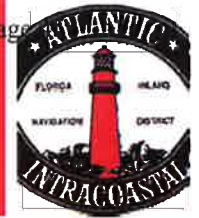


-  FIND Easement
-  FIND Owned
-  Channel
-  ICW Right-of-Way





ECONOMIC BENEFITS OF THE DISTRICT'S WATERWAYS



Purpose

To update economic benefits in St. Lucie County of marine-related activities on the District Waterways, as previously estimated in *An Economic Analysis of the District's Waterways in St. Lucie County*, June 2001, 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

- \$186.0 million in business volume
- \$45.0 million in personal income
- 1,184 jobs
- \$8.3 million in tax revenue

Impacts of Cessation of Waterways Maintenance

- Decrease of \$90.3 million in business volume
- Decrease of \$23.7 million in personal income
- Decrease of 69 jobs
- Decrease of \$3.8 million in tax revenue

Impacts of an Increase in Waterways Maintenance

- Increase of \$19.55 million in business volume
- Increase of \$4.77 million in personal income
- Increase of 133 jobs
- Increase of \$0.9 million in tax revenue

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

- Decrease of \$284.4 million in business volume
- Decrease of \$69.8 million in personal income
- Decrease of 1,815 jobs
- Decrease of \$10.9 million in tax revenue

Economic Benefits as of April 2011

ST. LUCIE COUNTY



ECONOMIC BENEFITS OF THE DISTRICT'S WATERWAYS

Page 46

ST. LUCIE 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 June 2001 in *An Economic Analysis of the District's Waterways in St. Lucie County*.

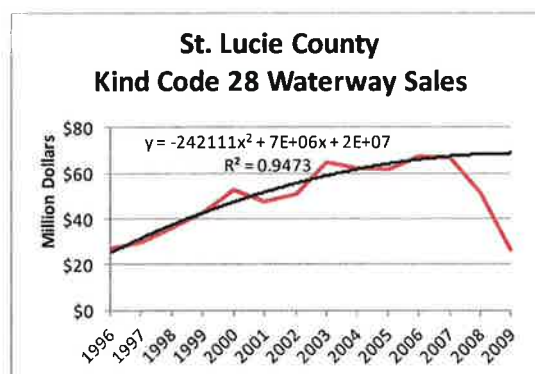
Updating of Previously Estimated Benefits

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 St. Lucie County decreased by 60 percent; if the recession had not occurred, it is estimated that gross sales from 2007 to 2009 would have increased by six percent.



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

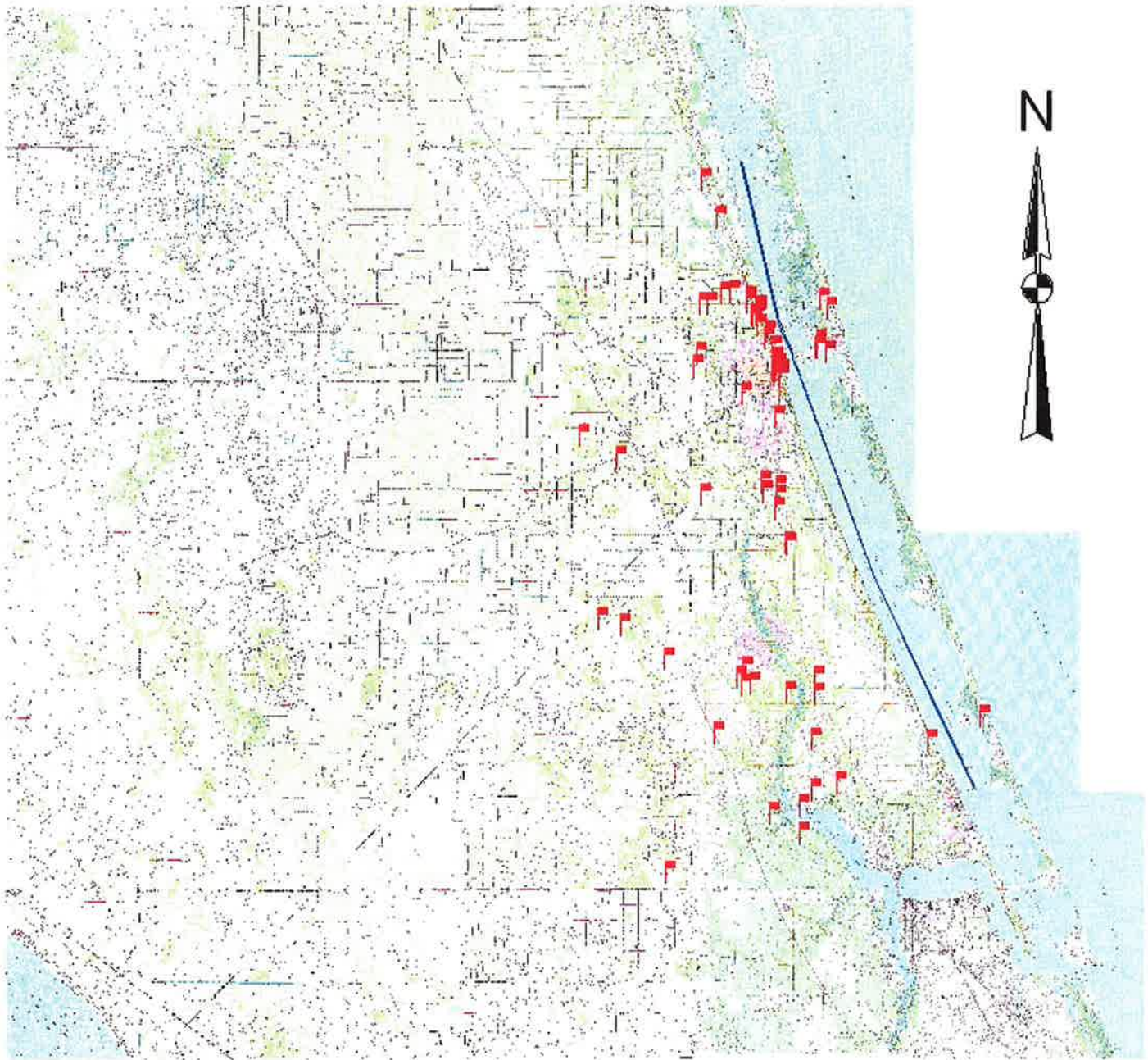
- Current existing conditions: \$12.8 million
- Cessation of maintenance: \$10.7 million
- Increased maintenance: \$12.8 million
- Assuming no recession: \$18.2 million

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

WATERWAY RELATED BUSINESSES IN ST. LUCIE COUNTY



Map Legend



FLORIDA INLAND NAVIGATION DISTRICT - WATERWAYS ASSISTANCE PROGRAM PROJECTS IN ST. LUCIE COUNTY 1986-2012

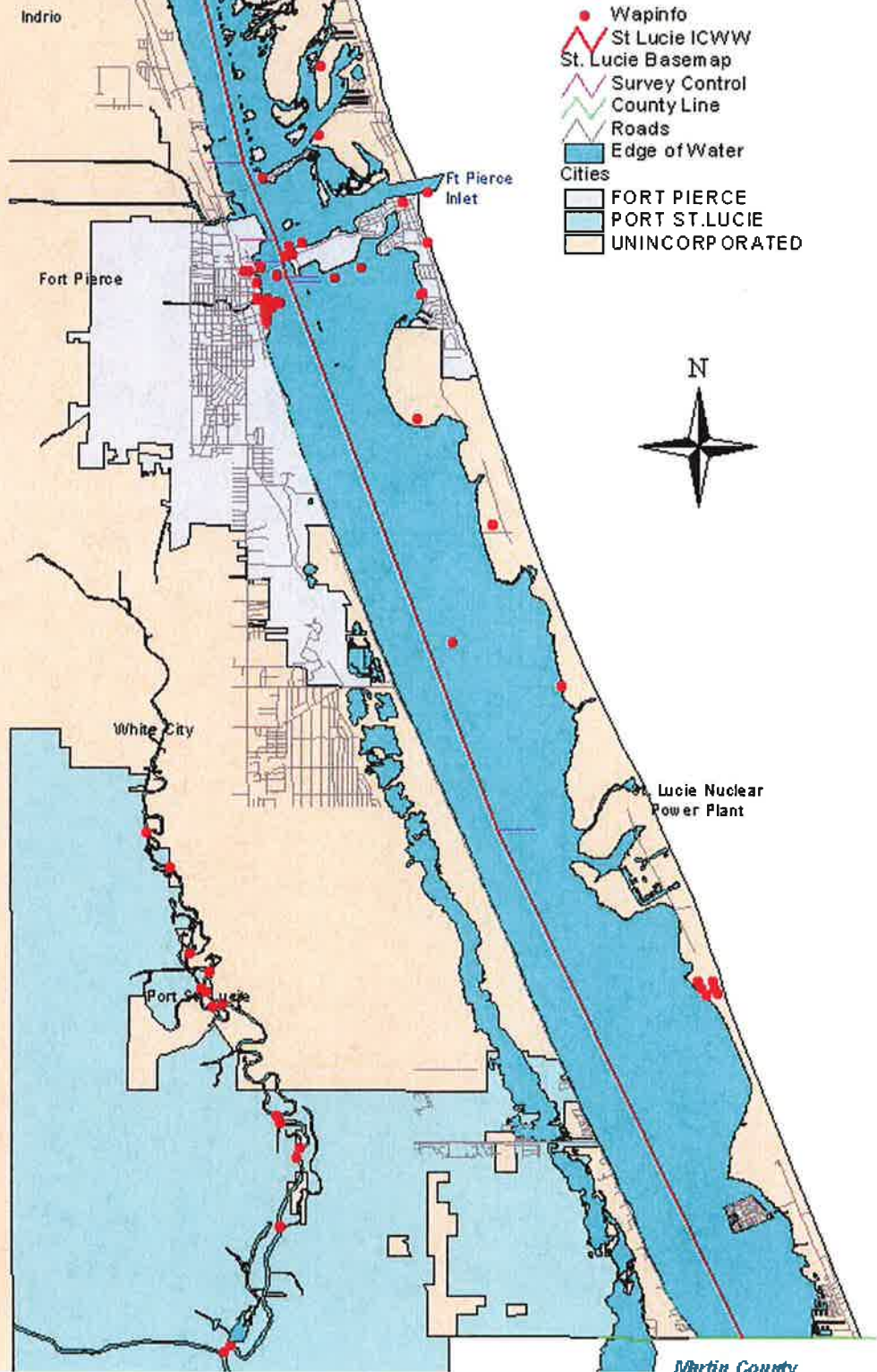
ProjectName	ProjectNumber	ProjectSponsor	GrantAmount	TotalCost
Ft. Pierce Inlet Boat Launch	SL-00-29	St. Lucie County	\$251,986.00	\$875,900.00
Shoreline Stabilization At South Causeway Island	SL-01-30	St. Lucie County	\$224,668.00	\$500,000.00
Law Enforcement Patrol & Rescue Vessel	SL-01-31	St. Lucie County	\$29,335.00	\$77,088.00
Vitolo Park/ Middle Cove - Public/ A.D.A. Access	SL-02-32	St. Lucie County	\$50,000.00	\$108,716.00
Blind Creek Public Access Improvements	SL-03-34	St. Lucie County	\$50,000.00	\$107,150.00
Shoreline Stabilization Project - North Causeway Island	SL-03-35	St. Lucie County	\$100,000.00	\$200,000.00
Wildcat Cove Preserve/ Observation Pier	SL-04-36	St. Lucie County	\$22,500.00	\$45,000.00
Indrio Blueway Preserve	SL-05-38	St. Lucie County	\$20,000.00	\$40,000.00
Ocean Bay Preserve Improvements	SL-05-39	St. Lucie County	\$25,000.00	\$50,000.00
Queens Island Preserve	SL-05-40	St. Lucie County	\$35,000.00	\$70,000.00
River Park Marina	SL-05-41	St. Lucie County	\$32,500.00	\$65,000.00
River Park Marina	SL-06-44	St. Lucie County	\$122,000.00	\$244,000.00
South Causeway Park Shoreline Restoration	SL-06-45	St. Lucie County	\$258,300.00	\$516,600.00
Stan Blum Boat Ramp Restrooms - Phase I	SL-08-48	St. Lucie County	\$18,000.00	\$36,000.00
Little Mud Creek Boat Ramp & Kayak Launch	SL-09-49	St. Lucie County	\$40,000.00	\$113,800.00
Stan Blum Boat Ramp Restrooms - Phase II	SL-09-50	St. Lucie County	\$99,113.00	\$198,226.00
South Causeway Island Boat Docks	SL-87-2	St. Lucie County	\$105,000.00	\$210,000.00
4-H Sea Grant Environmental Education	SL-91-7	St. Lucie County	\$14,000.00	\$14,000.00
South Beach Causeway Boat Ramp Maintenance Project	SL-92-8	St. Lucie County	\$65,975.00	\$99,875.00
Boat Ramp Parking Improvement	SL-94-13	St. Lucie County	\$145,000.00	\$375,000.00
Fort Pierce Harbor Mitigation	SL-94-14	SLC Port & Airport Auth.	\$170,000.00	\$1,262,100.00
Fort Pierce Harbor Navigation Improvements	SL-95-15	SLC Port & Airport Auth.	\$168,079.00	\$1,262,100.00
South Causeway Island Improvement - Phase I I	SL-95-18	St. Lucie County	\$16,000.00	\$32,000.00
Inlet Spur Jetty	SL-97-22	St. Lucie County	\$220,000.00	\$782,000.00
Fort Pierce Shore Protection Project	SL-97-23	St. Lucie County	\$36,245.00	\$2,950,000.00
Law Enforcement Patrol & Rescue Vessel	SL-98-26	St. Lucie County	\$32,063.00	\$70,248.00
Fort Pierce City Marina North Channel	SL-FP-03-33	City Of Fort Pierce	\$94,481.00	\$206,445.00
Fort Pierce City Marina - North Access Channel Dredging	SL-FP-05-37ER	City Of Fort Pierce	\$318,000.00	\$991,437.16
City Of Marina Dredging Of Internal Basin	SL-FP-06-42	City Of Fort Pierce	\$18,000.00	\$36,000.00
City Marina Fuel Tank Replacement	SL-FP-06-43	City Of Fort Pierce	\$205,000.00	\$517,000.00
Veteran's Memorial Park (Withdrawn)	SL-FP-07-46	City Of Fort Pierce	\$285,000.00	\$570,000.00
Repair and Expansion of City Marina	SL-FP-1	City of Fort Pierce	\$100,000.00	\$2,023,660.00
Marine Law Enforcement & Boating Safety Program	SL-FP-10-51	Fort Pierce Police Dept.	\$30,000.00	\$70,085.00

FLORIDA INLAND NAVIGATION DISTRICT - WATERWAYS ASSISTANCE PROGRAM PROJECTS IN ST. LUCIE COUNTY 1986-2012

Public Fishing Pier Cleaning Station @ City Marina	SL-FP-11-53	City Of Fort Pierce	\$16,420.00	\$32,840.00
Dredge Mouth Of Moores Creek	SL-FP-12-54	City Of Fort Pierce	\$47,726.00	\$102,060.00
Repair And Expansion Of City Marina - Phase I I	SL-FP-87-3	City of Fort Pierce	\$93,000.00	\$186,000.00
Melody Lane Seawall/Public Recreation Area	SL-FP-88-4	City of Fort Pierce	\$125,000.00	\$410,000.00
Melody Lane Seawall Restoration	SL-FP-89-5	City of Fort Pierce	\$130,000.00	\$325,000.00
Melody Lane Public Recreation Area	SL-FP-90-6	City of Fort Pierce	\$55,000.00	\$110,000.00
Manatee Observation & Education Center - Phase I	SL-FP-93-10	City Of Fort Pierce	\$199,150.00	\$256,900.00
Dredging Of Entrance Channel To Marina/ Boat Launches	SL-FP-93-9	City Of Fort Pierce	\$70,000.00	\$72,800.00
Jaycee Park Boat Ramps Reconstruction - Phase I	SL-FP-94-12	City Of Fort Pierce	\$7,500.00	\$15,000.00
Jaycee Park Boat Ramps Reconstruction	SL-FP-95-16	City Of Fort Pierce	\$50,000.00	\$100,000.00
Design Of Lagoon Life - A Touch Screen Kiosk Exhibit	SL-FP-95-17	Ft. Pierce Utilities Authority	\$33,291.00	\$41,891.00
Manatee Observation & Education Center	SL-FP-96-19	City Of Fort Pierce	\$153,453.00	\$153,453.00
City Marina Entrance Channel Dredging	SL-FP-96-20	City Of Fort Pierce	\$70,000.00	\$70,500.00
City Marina Access Channel Dredging	SL-FP-97-21	City Of Fort Pierce	\$84,926.25	\$94,362.50
Indian River Memorial Park Riverwalk	SL-FP-98-24	City Of Fort Pierce	\$204,505.00	\$409,010.00
Fisherman's Wharf Fishing & Viewing Piers	SL-FP-98-25	City Of Fort Pierce	\$54,448.00	\$231,520.00
Library Square Park	SL-FP-99-27	City Of Fort Pierce	\$122,486.00	\$245,814.00
Riverwalk Boardwalk Reconstruction	SL-PSL-07-47	City Of Port St. Lucie	\$396,125.00	\$856,000.00
North Fork St. Lucie River Channel Marker Replacement	SL-PSL-10-52	City Of Port St. Lucie	\$7,500.00	\$15,000.00
Waterway Improvement Project	SL-PSL-93-11	City Of Port St. Lucie	\$8,250.00	\$11,000.00
		Project Totals	\$5,330,025.25	\$18,458,580.66

Indian River County

LOCATION MAP Florida Inland Navigation District Waterway Assistance Program Projects in St. Lucie County



Martin County

SECTION 00 94 63

CHANGE ORDER

Change Order No. 3

Date: 1/29/13

Agreement Date: _____

Project Name: Okeechobee Waterway Maintenance Dredging

Owner: Florida Inland Navigation District (FIND)

Contractor: Ferreira Construction Company (Ferreira)

The following changes are hereby made to the Contract Documents:

1. Adjustment of Bid Quantities:
 - a. Bid Item No. 0004, Mechanical Dredging and Material Transfer, is reduced from 7,600 CY to 6,700 CY and results in a contract decrease of \$41,652.00.
 - b. Bid Item No. 0005, Material Disposal, is reduced from 7,600 CY to 6,700 CY and results in a contract decrease of \$3,816.00.
2. Approval of a 6-day time extension due to noted weather delays.
3. Due to a January 24 Notice of Claim resolution meeting, approval of a net contract increase of \$39,804.05 (i.e., \$85,272.05 - \$45,468.00) and waiver of \$88,500.00 of accrued liquidated damages.

Justification:

1. The noted contract quantity adjustments reflect final as-built quantities. They result in a net contract decrease of \$45,468.00.
2. Due to unusually high winds, rain, and/or rough water conditions on November 7, 8, 20, 21, 23, and 24, Ferreira was unable to dredge and has subsequently requested a contract extension of 6 days. Taylor Engineering has reviewed the weather reports from the above-noted dates and summarized in tabular format below. This net increase in 6 weather days results in a total contract length of 79 days.

DATE	MIN/MAX TEMPERATURE (F)	PRECIPITATION (IN)	AVG WIND SPEED (MPH)	MAX WIND SPEED (MPH)	MAX GUST SPEED (MPH)	VISIBILITY (MILES)
November 7	50 / 68	0.00	8	21	24	10
November 8	46 / 64	0.00	6	18	23	10
November 20	53 / 75	0.00	8	16	21	8
November 21	50 / 71	0.00	7	16	22	10
November 23	44 / 71	0.00	7	13	20	10
November 24	41 / 73	0.00	3	12	17	10

SOURCE: <http://www.wunderground.com/history/>

3. Based on a contract length of 79 days and the actual contract duration of 138 days (extending between the commence work date on August 31 and substantial completion date on January 16),

Ferreira overran the contract length by 59 days. Based on a rate of \$1,500.00/day, \$88,500.00 of liquidated damages result.

4. Based on a January 11, 2013 Ferreira Notice of Claim letter (Attachment A) and January 24, 2013 resolution meeting (between FIND, Ferreira, and Taylor Engineering) all parties have agreed to a contract increase of \$85,272.05. A tabular and narrative summary of each January 11 requested item follow below. As part of this agreement, FIND will waive the liquidated damages of \$88,500.00 noted above.

ITEM NO.	DESCRIPTION	JANUARY 11, 2013 NOTICE OF CLAIM REQUESTED AMOUNT	JANUARY 24, 2013 CLAIM RESOLUTION MEETING AGREED AMOUNT
1	Survey	\$7,663.50	\$0.00
2	Maintenance of Erosion Control	\$2,928.51	\$2,928.51
3	Material Offload Site	\$15,143.54	\$15,143.54
4	Dredge Operation	\$187,527.00	\$67,200.00
Item No. 1 – 4 Total:		\$213,262.55	\$85,272.05

ITEM NO. 1. SURVEY. *Additional surveying costs are not supported due to:*

- a. A significant delay in the start of dredging on September 25 and the commence work date on August 31 resulted due to the pre-construction bathymetric survey.
 - i. The initial survey received on September 12 was incorrect.
 - ii. The updated survey, received 13 days later on September 25 was approved for Route 2 only.
 - iii. Only after FIND conducted an independent bathymetric survey of Route 1 (at a cost of \$7,245.00) did Taylor Engineering approve the Route 1 portion of the pre-construction bathymetric survey on October 18.
- b. Layout and intermediate surveys were often delayed due to high wind/wave conditions that could have been avoided if Ferreira had chosen a surveyor that had equipment (i.e., heave, pitch, and roll compensator) to compensate for such conditions.

ITEM NO. 2 MAINTENANCE OF EROSION CONTROL. *Agree with January 11, 2013 requested amount of \$2,928.51.* Erosion control efforts by Ferreira increased because of the finer materials encountered.

ITEM NO. 3 MATERIAL OFFLOAD SITE. *Agree with January 11, 2013 requested amount of \$15,143.54.* Management of the temporary offload site required more effort by Ferreira because of the finer materials encountered.

ITEM NO. 4 DREDGE OPERATIONS. *A portion of the requested additional dredging costs are supported due to:*

- a. Ferreira's construction schedule dated September 4 (submitted with Change Order No. 1) indicates a planned duration of 36 days for mechanical dredging and material placement.

- b. Total dredging time for both Route 1 (22 days) and Route 2 (20 days) totaled 42 days, only 6 days beyond that initially planned. Ferreira required additional dredging days due to the finer materials that were encountered.
- c. Based on a Change Order No. 1 production rate of 242 CY/Day (i.e., 8,700 CY / 36 days) and daily cost rate of \$11,200/Day (i.e., 242 CY/Day X Bid Price of \$46.28/CY), the total amount owed to Ferreira amounts to \$67,200.00 (i.e., \$11,200 X 6 day overrun).
5. Based on the above Justification Item's No. 1 and No. 4, the total contract value increases in the amount of \$39,804.05 (i.e., \$85,272.05 - \$45,468.00).

Change in Contract Price:

Original Contract Price:	\$	<u>479,000.00</u>
Current Contract Price adjusted by previous Change Order	\$	<u>473,073.60</u>
The Contract Price due to this Change Order will be (Increased) (Decreased) by:	\$	<u>39,804.05</u>
The new Contract Price including this Change Order will be:	\$	<u>512,877.65</u>

Change in Contract Time:

Original Completion Date:	<u>60 Days NTP</u>
Current completion date adjusted by previous Change Order:	<u>73 Days NTP</u>
The Contract time due to this Change Order will be (Increased) or Decreased) by the indicated number of calendar days:	<u>6 Days</u>
The new Contract Time including this Change Order will be:	<u>79 Days NTP</u>

Recommended By: LORI BROWNELLAuthorized Signature: [Signature]Date: 1/29/2013Title: PROJECT MANAGER**Ordered By:** CASEY GASS - Ferreira ConstructionAuthorized Signature: [Signature]Date: 1-29-2013Title: Vice president**Accepted By:** _____

Authorized Signature: _____

Date: _____

Title: _____

--End of Section--

**OKEECHOBEE WATERWAY MAINTENANCE DREDGING
OWNER: FLORIDA INLAND NAVIGATION DISTRICT
CONTRACTOR: FERREIRA CONSTRUCTION COMPANY**

CHANGE ORDER NO. 3

Attachment A



"Structuring the Present...Shaping the Future"

1/11/13

Lori Brownell, PE
Taylor Engineering, Inc.
10151 Deerwood Park Blvd., Bldg. 300, Suite 300
Jacksonville, FL 32256
Phone (904) 731-7040
Direct (904) 256-1367
Mobile (904) 866-3835
Fax (904) 731-9847
www.taylorengineering.com

REF: NOTICE OF CLAIM – Silt Dredge Material – actual cost – recap & review

SUBJECT: Differing Site Conditions – Dredge Material, Change in Contract Time and/ or Change in Contract Price.

Dear Lori;

The following is the summary of actual changes Due to Differing Site Conditions, Change in Contract Time and Change in Contract Price. At your request we have evaluated the additional costs upon completion of the work. Below is the conclusion of the review. There is 17% mark up on all items. Please find attached print out on all items listed below;

Change in Contract Price:

The contract price changed in four areas;

- | | |
|--|--------------|
| 1) Survey – survey has had to be done periodically to check the status of the shifting material. | \$ 7,663.50 |
| • Post partial bathometric – drifting material: 3 ea @ \$1,400=\$4,200 | |
| • Additional staking from drifting materials: | \$850 |
| • Survey/volume reports/calculations – additional | |
| Due to multiple trips for drifting material | \$1,500 |
| 2) Maintenance of erosion control – the high liquid volume of the material has required additional erosion control and turbidity control throughout the dredge, offload and material transfer process. | \$ 2,928.51 |
| 3) The material offload site – a substantial amount of maintenance has been required to keep the offload site clean and safe for continual operations. Material had to be double handled because the truck could not drive down the slippery ramp for direct loading. Additional limerock, and timber has been required due the nature of the silty/clayey material. | \$ 15,143.54 |
| 4) The dredge operation required additional equipment, labor, longer hours of operations, and additional days to complete. | \$187,527.00 |

• Original anticipated costs	\$184,288.00
• Actual completion costs	\$344,575.00
Difference	<160,287.00>
+ 17%Mark up	\$27,248.00
Total	187,527.00

Total: \$213,262.55

- There has been a second crew truck added for transporting additional crew members to and from job.
- There has been ML3 barge with a long reach backhoe added to increase productivity for time limits and constraints on project time.
- There has been a labor and operator to man the additional barge set up.

Change in Contract Time:

The nature of the material required additional mobilization time, coordination with surveying for tracking dredging progress during the progress of the project. The additional contract time required to complete dredging of material is broken down as follows;

Original scheduled time for completion: 60 days NTP (8/31/12)

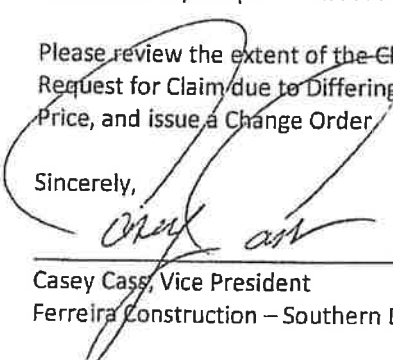
Revised scheduled time for dredge,
Dredging/scheduling/survey 63 days
Weather days 14 days

(excludes time added in CO#1) Total: 137 days Final inspection(1/15/13)

Additional days requested above and beyond contract time: 77 days

Please review the extent of the Change in Contract Time, and Change in Contract Price, and approve this Request for Claim due to Differing Site Conditions, Change in Contract Time and Change in Contract Price, and issue a Change Order.

Sincerely,


Casey Cass, Vice President
Ferreira Construction – Southern Division

Date: 1/14/13

**OWW MAINTENANCE DREDGING PROJECT
SUMMARY FACT SHEET
AUGUST 2012 — JANUARY 2013**

GEOTECHNICAL BORINGS.

Route 1

- The two original Route 1 samples, identified as boring ID R1-02 and R1-03, indicated 0.15% and 0.05% material passing the No. 200 sieve.
- R1-01 was not provided in the bid package. We received this later (see Copy of S R1 – 01.xls), per request, from AVS and the sieve analysis indicated 0.26% passed the No. 200 Sieve.
- Conversely, the one sample collected by ARDAMAN, on behalf of FERREIRA, indicated 92% material passing the No. 200 sieve.
- This level of fines is not consistent with what was identified and classified, per the Unified Soil Classification System (USCS), as GP-GW in the original geotechnical boring analysis.

Route 2

- The six Route 2 geotechnical borings (identified as ID RC-01 through RC-06) indicated between 0.86 and 60.29%, averaging 25.5%, material passing the No. 200 sieve within the entire portion of the Route 2 project area.
- Boring RC-01, contained within the project template, indicated that 21.08% passed the No. 200 Sieve.
- Additionally, per the USCS, five of the six borings were classified as SC-SM, CL-ML, or SP-SM. The remaining boring indicated a SP classification.
- The one ARDAMAN sample, collected on behalf of FERREIRA, indicated 80% material passing the No. 200 sieve.

CONSTRUCTION TIME.

Dredging Duration

- FERREIRA's August 6 construction schedule indicated a dredging duration of 30 days for mechanical dredging and material placement.
- A revised schedule, obtained on September 4, indicated a dredging duration of 36 days (6 additional days). The 6-day increase resulted from Change Order No. 1 executed on August 20 (nearly one month before the start of dredging on September 25).
- The final construction schedule, submitted on January 15, also shows a dredging duration of 36 days.
- Total dredging time for both Route 1 (22 days) and Route 2 (20 days) totaled 42 days, only 6 days beyond that initially planned.

Contract Length

- The signed contract provides for a total duration of 60 days.
- With the August 20 execution of Change Order No. 1 all parties agreed to extend the contract by 6 additional days for a total of 66 days.
- Due to inclement weather conditions, the November 8 execution of Change Order No. 2 increased the contract length by 7 additional days for a total of 73 days.
- On November 12 FERREIRA requested the FIND grant 10 additional days on the basis of weather delays (2 requested days) and additional project volume (i.e., 8,700 CY vs. 10,200 CY) between the engineer-approved pre-construction bathymetric survey and the approved dredge template (8 requested days).
 - Between November 12 and the end of dredging on December 12, 4 additional weather days were noted in the daily dredge logs. Given this, we would recommend that FIND approve 6 additional weather days, thus extending the contract from 73 days to 79 days.

**OWW MAINTENANCE DREDGING PROJECT
SUMMARY FACT SHEET
AUGUST 2012 — JANUARY 2013**

- Review of the engineer-approved pre-construction bathymetric survey revealed 9,486 CY (as opposed to 10,200 CY). Because the total volume removed from the project template equals 6,700 CY and falls below the original bid volume, the increase in contract length due to increased material is not valid.
- The approval of 6 additional weather days, the total and pending approval of the contract length is 79 days.

Bathymetric Surveyor

- A significant delay in the start of dredging on September 25 and the commence work date on August 31 resulted from FERREIRA's selection of an inexperienced and ill-equipped bathymetric surveyor (i.e., GCY, Inc.).
- The initial survey received on September 12 was incorrect.
- The updated survey, received 13 days later on September 25 was approved for Route 2 only.
- Only after FIND conducted an independent bathymetric survey of Route 1 (at a cost of \$7,245.00) did we approve the Route 1 portion of FERREIRA's pre-construction bathymetric survey on October 18.
- Additionally, layout and intermediate surveys were often delayed due to high wind/wave conditions that could have been avoided if FERREIRA had chosen a surveyor that had equipment (i.e., heave, pitch, and roll compensator) to compensate for such conditions.
- In short, accounting for the scheduled 7-day delay between the pre-construction bathymetric survey and commencement of dredging in FERREIRA's September 4 schedule, selection of GCY resulted in at least an 18-day delay of dredging activities.

Additional Equipment Use.

Equipment.

- FERREIRA used the initial dredge, DAEWOO 300 for most of the Route 2 work.
- The second dredge, John Deere 200, arrived on site and commenced work within Route 2 on October 12. FERREIRA's records indicate both pieces of equipment were used for dredging activities on October 12, 13, and 15.
- With exception of October 24, staff operating the John Deere 200 dredge completed the remaining dredging activities in Route 1.
- After October 15 (per FERREIRA's records) and October 18 (Taylor Engineering's site observation reports and photographs), FERREIRA docked one of the dredges at the temporary offloading area and used it as a storage container.

Labor.

- Three staff members were on site between September 27 and October 6
- Five staff members were on site between October 8 and 17. For three of these days both pieces of equipment, DAWOO 300 and John Deere 200, were both actively dredging.
- Staff levels decreased from five to between three and four between October 18 and October 24.
- For most days between November 2 and 19 FERREIRA indicated five staff members.
- FERREIRA indicated a total of three staff members between December 6 and 12.

Production Rate.

- The daily dredge production rate is defined as the total project volume divided by the total number of dredging days.

OWW MAINTENANCE DREDGING PROJECT
SUMMARY FACT SHEET
AUGUST 2012 — JANUARY 2013

- The following table summarizes the anticipated and actual production rates along with the calculated daily cost rate below.
- The daily dredge log tabulation also provides an estimate of material dredged during the daily operations. Since this volume is based on observation of barge loads and not actual survey, this volume can only be observed as a rough order estimate of daily dredge production rate.
 - On average, per FERREIRA's daily dredge logs, the total estimated production rate was ± 245 CY/day for the entire project, ± 219 CY/day for Route 1, and ± 273 CY/day for Route 2.
 - The average production rate between September 27 and October 11, between the start of dredging and the arrival of the second dredge, was ± 222 CY/day.
 - The average production rates during the time of dual dredge use, October 12, 13, and 15 was 426 CY/day; however, fell to 234 CY/day for the remainder of the job between October 16 and December 12. Therefore, based on the FERREIRA daily dredge tabulation, the second dredge, over the three-day period, provided for an increased production of 204 CY/day. However, over the project remainder, with the second dredge acting as a storage container, the increased production rate resulted in a 12 CY/day advantage (i.e., 234 CY/day – 222 CY/day) advantage.

FERREIRA Anticipated vs. Actual Dredging Production Rates

DATE	DESCRIPTION	VOLUME (CY)	DREDGING DURATION (DAYS)	PRODUCTION RATE (CY/DAY)	DAILY COST RATE (\$/DAY) ¹
ANTICIPATED PRODUCTION RATE					
5/2/2012	Bid Volume	7,600	30	253	\$11,710
8/20/2012	Change Order No. 1	8,700	36	242	\$11,200
ACTUAL PRODUCTION RATE					
12/20/2012	Last day of dredging (12/12/2012) & draft As- Built Survey review (12/21/2012)	6,700	42	159.5	**\$11,200

¹NOTE: Bid Price = \$46.28/CY

The following bullet points summarize the primary construction timeline highlights:

- The total and pending approval contract length equals 79 days.
- FERREIRA completed demobilization from the site on January 16.
- 138 days extend between the commence work date (August 31) and the site demobilization/substantial completion date (January 16).
- With a liquidated damages rate of \$1,500/day FERREIRA is anticipated to go 59 (i.e., 138 – 79) days over the approved contract length, which will result in \$88,500 of liquidated damages.
- Before initiating any dredging activities FERREIRA indicated a dredging duration of 36 days in its September 4 schedule
- Per FERREIRA'S daily dredge logs, total dredging time for the project totaled 42 days, 6 days beyond that originally planned for.
- FERREIRA'S selection of GCY as the bathymetric surveyor resulted in at least an 18-day delay of dredging activities.
- FERREIRA's supply of additional equipment and labor did not yield a significant production rate advantage.

**OWW MAINTENANCE DREDGING PROJECT
SUMMARY FACT SHEET
AUGUST 2012 — JANUARY 2013**

Payment Application Summary

PAYMENT APPLICATION NO.	ROUTE 1 VOLUME (CY)	ROUTE 2 VOLUME (CY)	TOTAL PAID (CY)
1	--	--	--
2	396	3,228	3,624
3	2,929	--	2,929
4	147	--	147
TOTAL PAID (CY)	3,472	3,228	6,700
TOTAL AVAILABLE (CY)	5,663	3,823	9,486

CONSTRUCTION COST.

Additional Cost and Time Evaluation.

November 14 Contract Price Adjustment Request.

1. Survey	\$6,530
2. Maintenance of Erosion Control	\$4,457
3. Increased time at the Temporary Offload Site	\$15,066
4. Increased time for the Dredge Operation	\$183,388
TOTAL:	\$209,441

January 11 Contract Price Adjustment Request.

1. Survey	\$7,663.50
2. Maintenance of Erosion Control	\$2,928.51
3. Increased time at the Temporary Offload Site	\$15,143.54
4. Increased time for the Dredge Operation	\$187,527.00
TOTAL:	\$213,262.55

ITEM NO. 1 Survey.

- We do not agree with the survey costs. While we understand that FERREIRA incurred additional costs for survey, these costs should have been expected with the acceptance sections agreed on in Change Order No. 1.
- Until receipt of the draft as-built survey from GCY on December 19, we did not fully receive the Route 1 and Route 2 acceptance sections as indicated and agreed upon with Change Order No. 1.
- In a good faith effort to work with FERREIRA, we accepted intermediate acceptance sections for approval of Payment Applications No. 2 and No. 3.

ITEM NO. 2 Maintenance of Erosion Control

- No Comments. Concur with January 11 increased cost request.

ITEM NO. 3 Increased Time at the Temporary Offload Site.

- No Comments. Concur with January 11 increased cost request.

**OWW MAINTENANCE DREDGING PROJECT
SUMMARY FACT SHEET
AUGUST 2012 — JANUARY 2013**

ITEM NO. 4 Increased time for the Dredge Operation.

METHOD 1. DAILY COST.

- Applying the Change Order No. 1 anticipated daily cost rate of \$11,200/day, the actual daily cost for the production of 6,700 CY equates to \$470,400.00.
- Less the bid amount of \$351,728.00, the total amount due to FERREIRA for the increased dredge operation equals \$118,672.00.

METHOD 2. FERREIRA.

- Dividing the increased time for dredge operation by the original bid amount (Item No. 4 at \$187,527 by 7,600 CY) provides for an increased unit cost, by FERREIRA's account, of \$24.67/CY.
- This increased unit cost, added to the bid amount of \$46.28/CY equals \$70.95/CY. Again, assuming changed conditions in both Route 1 and Route 2, the total cost for Bid Item No. 4 at 6,700 CY equals \$475,365.00.
- Less the bid amount of \$351,728.00, the total amount due to FERREIRA for the increased dredge operation by METHOD 2 equals \$123,637.00.

METHOD 3. INCREASED DREDGING DURATION.

- Per FERREIRA'S daily dredge logs, total dredging time for the project totaled 42 days, 6 days beyond that originally planned for.
- Applying the Change Order No. 1 anticipated daily cost rate of \$11,200/day, the actual daily cost for 6 days beyond that originally planned for amounts to \$67,200.00.

**OWW MAINTENANCE DREDGING PROJECT
SUMMARY FACT SHEET
AUGUST 2012 — JANUARY 2013**

Okeechobee Waterway Maintenance Summary of Project Milestones

DATE	PROJECT TIMELINE	NOTES
08/20/2012	Change Order No. 1 approved	(1) Approval and replacement of the temporary and long-term placement site from Indiantown Marine to Lake Point Restoration; (2) Approval of requested Progress Payment Sections divided by Route 1 and Route 2; and (3) Modification of Construction Drawings to reconcile discrepancies in the channel width for Route 1. Approval of associated time extension request by 6 days. Contract time = 66 days
08/28/2012	NTP Signed	Notified to commence work on August 31
09/12/2012	Original pre-construction bathymetric survey submitted	Rejected on September 17.
09/25/2012	Pre-construction bathymetric survey re-submitted	Approved on September 25 for Route 2 only.
09/27/2012	1 st Day of Dredging, Route 2	
10/17/2012	Notice of Intent to Claim – Silt Dredge Material	Notice of Intent to Claim filed by FERREIRA due to differing site conditions
10/18/2012	Notice of Delay – Notice of Intent to Claim Received	Pending receipt of Route 1 survey approval
10/18/2012	Approval of Route 1 pre-construction bathymetric survey via e-mail	
10/19/2012	FERREIRA issued e-mail indicating that they agreed with Taylor Engineering that the 10/18/2012 Notice of Delay is not valid	
10/24/2012	1 st Day of Dredging, Route 1	
11/8/2012	Change Order No. 2 approved	Added 7 days to the total contract length, Contract time = 73 days
11/12/2012	Request for two additional weather days on November 7 and 9	Agreed to add two additional days to contract at the end of the project. Approval of these two weather days would bring the contract time to 75 days.
11/12/2012	Request for 8 additional days due to the material quantity difference between the previously determined quantity (8,700 CY) and pre-construction bathymetric survey.	
11/14/2012	FERREIRA submitted a letter requesting Change in Contract Time and Contract Price	
12/12/2012	Last Day of Dredging	
12/19/2012	Receipt of Draft Post-Construction Bathymetric Survey	
12/21/2012	Taylor Engineering provided bathymetric survey comments and requested remaining closeout submittals	
01/07/2013	Taylor Engineering received notice from FERREIRA that the offload site would be ready for inspection on January 10, 2013.	
01/09/2013	Taylor Engineering received updated Post-Construction bathymetric survey	
01/15/2013	Preliminary site inspection of temporary offloading site scheduled for 10:30 AM.	
01/16/2013	Silt fence restored and stakes/buoys removed from Lake Okeechobee	

**LAKE OKEECHOBEE MAINTENANCE DREDGING; MARTIN COUNTY, FLORIDA
DAILY DREDGE TABULATION**

DATE	STATION PROGRESS		CHANNEL CONDITION (FT)			VOLUME (CY)		CREW MEMBERS				EQUIPMENT	
	FROM	TO	AVG DEPTH	BEFORE DREDGE	AFTER DREDGE	Day	To Date	Dredge	Shore	Other	Total	DAEWOO 300	John Deere 200
SEPTEMBER 2012													
27-Sep	33+00	32+00	8.0	8.0	10'	100	100	3	0	0	3	X	--
28-Sep	33+00	32+00	8.0	8.0	10'	137	237	3	0	0	3	X	--
29-Sep	33+00	32+00	8.0	8.2	10'	100	337	3	0	0	3	X	--
OCTOBER 2012													
1-Oct	NO DREDGING - 2ND BARGE MOBILIZED							0	0	0	0	--	--
2-Oct	NO DREDGING - INCLEMENT WEATHER							0	0	0	0	--	--
3-Oct	32+00	31+00	8.0	8.0	10' 4"	200	537	3	0	0	3	X	--
4-Oct	31+00	30+00	8.0	8.0	10' 4"	100	637	3	0	0	3	X	--
5-Oct	30+00	29+00	8.0	8.0	10' 4"	290	927	3	0	2	5	X	--
6-Oct	30+00	29+00	8.0	8.5	10' 7"	233	1,160	3	0	0	3	X	--
7-Oct	NO DREDGING - SUNDAY							0	0	0	0	--	--
8-Oct	29+00	28+00	8.0	8.0	10' 3"	203	1,362	5	0	0	5	X	--
9-Oct	28+00	27+00	8.0	8.0	10' 3"	325	1,687	5	0	0	5	X	--
10-Oct	28+00	27+00	8.0	8.0	10' 3"	440	2,127	5	0	0	5	X	--
11-Oct	28+00	27+00	--	--	--	317	2,444	5	0	0	5	X	--
12-Oct	25+00	23+00	9.0	9.0	10' 2"	435	2,879	5	0	0	5	X	X
13-Oct	23+00	21+00	8.5	8.5	10' 3"	417	3,296	5	0	0	5	X	X
14-Oct	NO DREDGING - SUNDAY							0	0	0	0	--	--
15-Oct	22+00	21+00	9.0	8.5	10' 3"	427	3,723	5	0	0	5	X	X
16-Oct	21+00	19+00	9.0	8.5	10' 3"	324	4,047	Not Provided		Unknown		X	--
17-Oct	21+00	19+00	9.0	8.5	10' 3"	270	4,317	5	0	0	5	X	--
18-Oct	20+00	19+00	9.0	8.5	10' 3"	275	4,592	4	0	0	4	X	--
19-Oct	Touch Up		9.0	9.5	10' 4"	220	4,812	3	1	0	4	--	X
ROUTE 2 TOTAL DREDGING DAYS: 20 (Including 11/2 & 11/5)													
20-Oct	NO DREDGING - ORDERED ROUTE 1 LAYOUT (GCY)							0	0	0	0	--	--
21-Oct	NO DREDGING - SUNDAY							0	0	0	0	--	--
22-Oct	NO DREDGING - ORDERED ROUTE 1 LAYOUT							0	0	0	0	--	--
23-Oct	NO DREDGING - ROUTE 1 LAYOUT (GCY)							0	0	0	0	--	--
24-Oct	0+00	1+00	--	11' 3"	12' 3"	135	4,947	4	0	0	4	X	--
25-Oct	NO DREDGING - UNSAFE WORKING CONDITIONS							0	0	0	0	--	--
26-Oct	NO DREDGING - UNSAFE WORKING CONDITIONS							0	0	0	0	--	--
27-Oct	NO DREDGING - UNSAFE WORKING CONDITIONS							0	0	0	0	--	--
28-Oct	NO DREDGING - SUNDAY							0	0	0	0	--	--
29-Oct	NO DREDGING - UNSAFE WORKING CONDITIONS							0	0	0	0	--	--
30-Oct	NO DREDGING - UNSAFE WORKING CONDITIONS							0	0	0	0	--	--
31-Oct	NO DREDGING - UNSAFE WORKING CONDITIONS							0	0	0	0	--	--
NOVEMBER 2012													
1-Nov	1+00	2+00	--	10.50	12' 4"	240	5,187	3	1	0	4	--	X
2-Nov	26+00	31+00	9.00	10.00	10' 2"	375	5,562	5	0	0	5	--	X
3-Nov	25+00	29+00	--	10' 2"	12' 4"	270	5,832	5	0	0	5	--	X
4-Nov	29+00	32+00	--	11' 6"	12' 4"	367	6,199	5	0	0	5	--	X
5-Nov	12+00	32+00	9.00	10.00	10' 2"	275	6,474	5	0	0	5	--	X
6-Nov	3+00	4+00	--	10' 9"	12' 4"	270	6,744	5	0	0	5	--	X
7-Nov	NO DREDGING - UNSAFE WORKING CONDITIONS							0	0	0	0	--	--
8-Nov	NO DREDGING - UNSAFE WORKING CONDITIONS							0	0	0	0	--	--
9-Nov	4+00	5+00	--	10' 5"	12' 0"	305	7,049	5	0	0	5	--	X
10-Nov	5+00	6+00	--	10' 5"	12' 0"	271	7,320	5	0	0	5	--	X
11-Nov	5+00	6+00	--	10' 5"	12' 0"	135	7,455	3	0	0	3	--	X
12-Nov	6+00	7+00	--	10' 5"	12' 0"	270	7,725	5	0	0	5	--	X
13-Nov	7+00	10+00	--	11'	12'	270	7,995	5	0	0	5	--	X
14-Nov	10+00	15+00	--	11'	12'	270	8,265	5	0	0	5	--	X
15-Nov	15+00	18+00	--	11'	12'	274	8,539	5	0	0	5	--	X
16-Nov	1+00	14+00	--	11'	12'	270	8,809	5	0	0	5	--	X
17-Nov	1+00	4+00	--	11'	12'	268	9,077	5	0	0	5	--	X
18-Nov	4+00	10+00	--	11'	12'	130	9,207	5	0	0	5	--	X
19-Nov	10+00	18+00	--	11'	12'	150	9,357	5	0	0	5	--	X
20-Nov	NO DREDGING - UNSAFE WORKING CONDITIONS							0	0	0	0	--	--
21-Nov	NO DREDGING - UNSAFE WORKING CONDITIONS							0	0	0	0	--	--
22-Nov	NO DREDGING - THANKSGIVING							0	0	0	0	--	--
23-Nov	NO DREDGING - UNSAFE WORKING CONDITIONS							0	0	0	0	--	--
24-Nov	NO DREDGING - UNSAFE WORKING CONDITIONS							0	0	0	0	--	--
25-Nov	NO DREDGING							0	0	0	0	--	--
26-Nov	NO DREDGING - WAITING ON SURVEY RESULTS							0	0	0	0	--	--
27-Nov	NO DREDGING - WAITING ON SURVEY RESULTS							0	0	0	0	--	--
28-Nov	NO DREDGING - WAITING ON SURVEY RESULTS							0	0	0	0	--	--
29-Nov	NO DREDGING - WAITING ON SURVEY RESULTS							0	0	0	0	--	--
30-Nov	NO DREDGING - CATASTROPHIC DAMAGE TO PUSH BOAT							0	0	0	0	--	--
DECEMBER 2012													
1-Dec	NO DREDGING - CATASTROPHIC DAMAGE TO PUSH BOAT							0	0	0	0	--	--
2-Dec	NO DREDGING - CATASTROPHIC DAMAGE TO PUSH BOAT							0	0	0	0	--	--
3-Dec	NO DREDGING - PUSH BOAT TRANSMISSION ORDERED							0	0	0	0	--	--
4-Dec	NO DREDGING - PUSH BOAT TRANSMISSION SHIPPED & RECEIVED							0	0	0	0	--	--
5-Dec	NO DREDGING - PUSH BOAT TRANSMISSION REPAIRED							0	0	0	0	--	--
6-Dec	0+00	2+00	--	--	--	150	9,507	3	0	0	3	--	X
7-Dec	2+00	4+00	--	--	--	150	9,657	3	0	0	3	--	X
8-Dec	4+00	6+00	--	--	--	150	9,807	3	0	0	3	--	X
9-Dec	NO DREDGING - SUNDAY							0	0	0	0	--	--
10-Dec	5+00	8+00	--	--	--	180	9,987	3	0	0	3	--	X
11-Dec	8+00	10+00	--	--	--	200	10,187	3	0	0	3	--	X
12-Dec	10+00	12+00	--	--	--	100	10,287	3	0	0	3	--	X
ROUTE 1 TOTAL DREDGING DAYS: 22													



February 4, 2013

David Roach
Executive Director
Florida Inland Navigation District (FIND)
1314 Marcinski Road
Jupiter, FL 33477

RE: FIND WO No. 12-01 Additional Funds Requested
Construction Administration of the Okeechobee Waterway Maintenance Dredging Project

Mr. Roach:

Our original May 7, 2012 Scope of Services for the above-noted contract (Attachment A) provided construction administration services over the anticipated two-month or 60-day construction period. Due to circumstances beyond our control, the project extended for 138 days, or 78 days beyond what was originally budgeted.

A major portion of the project delay resulted from weather, bathymetric surveying issues, and construction-related delays due to finer material within the dredged template (as compared to the original geotechnical borings). Although we reduced our level of effort commensurate to ongoing project activities, many of our budgeted tasks extended beyond what we originally anticipated. Table 1 provides a tabular summary of budgeted vs. actual construction administration sub-task items.

Table 1. Task 1 Construction Administration and Observation Services, Budgeted vs. Actual Frequency

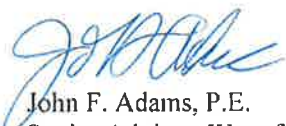
SCOPE ITEM	BUDGETED FREQUENCY	ACTUAL FREQUENCY
Attend Pre-Construction Meeting	1	1
Site Observation Visits by Staff Engineer	16	19
Site Observation Visits by Senior Engineer	4	6
Schedule and Prepare for On-site Progress Meetings	4	6
Problem Resolution Visit	1	1
Prepare Change Order Directives	2	3
Review Contractor Submittals	--	--
Review Monthly Payment Applications	2	4 (+1 pending)

In addition to the items summarized above, Taylor Engineering staff spent additional time (meetings, correspondence, data gathering, etc.) dealing with a claim from the contractor about differing site conditions. While resolved at a January 24 meeting, our original cost proposal did not include the meetings and extensive correspondence and documentation.

To date, we are \$7,883.00 over the contracted budget of \$66,829.60 and expect to expend an additional \$1,904.00 to complete the final project closeout items (i.e., regulatory certification, monthly/final payment application, and submittal of the closeout documents to FIND). Attachment B provides an itemized breakdown of the previous and remaining project costs. Given this, we respectfully request an additional \$9,787.00 to cover our project-related costs.

Please contact me with any questions you have regarding this request.

Sincerely,

A handwritten signature in blue ink, appearing to read 'John F. Adams'.

John F. Adams, P.E.
Senior Advisor, Waterfront Engineering

Attachments (2)

**FIND WO NO. 12-01 ADDITIONAL FUNDS REQUESTED
CONSTRUCTION ADMINISTRATION OF THE
OKEECHOBEE WATERWAY MAINTENANCE DREDGING PROJECT**

ATTACHMENT A
Original May 7, 2012 Scope of Services

**DISTRICT ENGINEERING SERVICES
WORK ORDER NUMBER 12-01**

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 of the Okeechobee Maintenance Dredging Project.

START DATE: May 2012

SCHEDULED COMPLETION DATE: N/A

WORK ORDER AMOUNT: A cost-plus not to exceed fee of \$66,829.60 in accordance with the scope of services and fee proposal dated May 7, 2012 which is attached as Attachment A.

APPROVALS:


District Executive Director


Taylor Engineering Project Manager

Date of Final Signature: 5/25/2012

TAYLOR ENGINEERING INC

Page 144

May 7, 2012

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

Re: Construction Administration, and Permit Certification — Okeechobee Waterway Maintenance
Dredging, Martin County, Florida

Dear Mr. Roach,

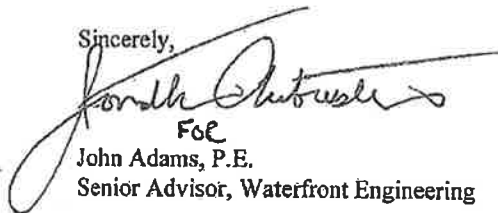
Taylor Engineering has prepared a scope of services (Attachment A) and cost summary (Attachment B) for the following services related to the above-referenced dredging project:

Task 1 – Construction Administration and Observation Services
Task 2 – Final Project Certification

Taylor Engineering will complete the work described herein for a cost-plus-maximum fee of \$66,829.60.

We appreciate this opportunity to serve the FIND. Please contact me if you have questions or comments.

Sincerely,



FoE
John Adams, P.E.
Senior Advisor, Waterfront Engineering

:lgr

Attachments

ATTACHMENT A

**- SCOPE OF SERVICES -
Okeechobee Waterway Maintenance Dredging
Martin County, Florida
Construction Administration**

INTRODUCTION

This scope of services describes Taylor Engineering's proposed construction administration services in support of a maintenance-dredging project. The project will remove approximately 7,600 CY of material from a ±15.2-acre area within a portion of Route 1 (Cuts R1-1, R1-2, and the easternmost portion of R1-3) and Route 2 (Cuts RC-1 and RC-2) of the Okeechobee Waterway. The project intent is to restore the original 1936 project template. In general, the contractor will (1) mechanically dredge the shoals in the above-identified cuts; (2) barge the material through the Port Mayaca Lock and into the St. Lucie Canal; (3) transfer the material from the barge to one of two alternative temporary offloading sites; and (4) truck the dewatered material to a contractor selected permanent long-term placement site.

TASK 1 – CONSTRUCTION ADMINISTRATION AND OBSERVATION

This task includes the following sub-tasks:

- Attend the Pre-Construction Meeting
- Visit the site twice a week (Staff Engineer, 16 visits)
- Visit the site twice a month (Senior Engineer, 4 visits)
- Schedule and prepare for weekly onsite progress meetings
- Conduct one problem resolution site visit (Senior Engineer, if required)
- Prepare up to two change order directives
- Review contractor submittals
- Review up to two monthly pay applications

During the anticipated two-month project period, Taylor Engineering will help the FIND administer the construction contract from offices in Jacksonville and West Palm Beach, 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. Additionally, if unexpected problems arise outside of these activities, we will attend one problem resolution meetings on site and up to two meetings via teleconference.

Taylor Engineering 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.

Taylor Engineering's staff engineers will make two weekly visits to the project site to ascertain whether work is preceding in general conformance with permit conditions, and project plans and specifications. Our visits will include observation of the work and of the contractor's means, methods, and sequence. Taylor Engineering will evaluate the contractor's general conformance with the project contract, drawings, specifications, and environmental permits.

To evaluate compliance with the project conditions, Taylor Engineering will observe bi-weekly (two days a week) the contractor's activities including, among others, the following:

ATTACHMENT A

- Maintenance of construction schedule
- Provision of submittals on time and in proper format
- Protection of land (fuel and oil, work areas) and water (pollution prevention) resources
- Protection of air resources (minimize particulates)
- Control of noise pollution
- Assurance of quality control procedures (to produce an end product that meets contract requirements)
- Designation of employee parking
- Maintenance of onsite bulletin board, project sign, and project safety sign
- Maintenance of project site security
- Cleanup of waste and debris

Taylor Engineering will attend onsite 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 subconsultants, and Taylor Engineering personnel, as required. 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, maintenance of quality for materials and workmanship, pending modifications, changes and substitutions, and other business, as appropriate. The Engineer of Record or Senior Engineering representative will attend at least two onsite meetings monthly, and provide management review and quality control/quality assurance oversight throughout this task.

Taylor Engineering 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 daily inspection or for jobsite safety.

TASK 2 – PROJECT CLOSEOUT AND FINAL CERTIFICATION

This task includes the following sub-tasks:

- Develop preliminary and final punch lists
- Certify substantial completion of the project
- Review release 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 FDEP

Once the FIND receives from the contractor a request to certify the project substantially complete, we will visit the project site to make a 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. Taylor Engineering has budgeted for two on-site meetings during this stage of the project.

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

- Final waiver and release of lien from all sub-contractors and suppliers
- Final pay application

ATTACHMENT B

TAYLOR ENGINEERING, INC.
COST SUMMARY BY TASK
FIND: OWW MAINTENANCE DREDGING - CONSTRUCTION ADMINISTRATION

TASK 1: CONSTRUCTION ADMINISTRATION AND OBSERVATION

<i>Labor</i>	<i>Hours</i>	<i>Cost</i>	<i>Task Totals</i>
R. Bruce Taylor, Ph.D.	1.0	306.00	
Senior Advisor	20.0	3,540.00	
Senior Professional	132.0	17,028.00	
Project Professional	60.0	6,300.00	
Staff Professional	176.0	15,136.00	
Technical Editor	4.0	396.00	
Senior Technician	16.0	1,440.00	
Administrative	28.0	1,568.00	
Total Man-Hours	437.0		
Labor Cost			45,714.00
<i>Non-Labor</i>	<i>Units</i>	<i>Cost</i>	
Car Rental and fuel (R/T Jax-FIND)	6.0	900.00	
Hotel (person nights)	6.0	750.00	
Meals (person days)	12.0	432.00	
Reproductions/Delivery Allowance	1.0	150.00	
Car Rental and fuel (R/T WPB-Site)	18.0	1,350.00	
Meals (person days)	18.0	360.00	
Non-Labor Cost		3,942.00	
Fee @ 10.0%		394.20	
Total Non-Labor Cost			4,336.20
Total Task 1			50,050.20

ATTACHMENT B

FIND: OWW MAINTENANCE DREDGING - CONSTRUCTION ADMINISTRATION

TASK 2: PROJECT CLOSEOUT AND FINAL CERTIFICATION

<i>Labor</i>	<i>Hours</i>	<i>Cost</i>	<i>Task Totals</i>
R. Bruce Taylor, Ph.D.	2.0	612.00	
Vice President	1.0	185.00	
Senior Advisor	8.0	1,416.00	
Senior Professional	54.0	6,966.00	
Staff Professional	62.0	5,332.00	
Technical Editor	1.0	99.00	
Senior Technician	4.0	360.00	
Administrative	12.0	672.00	
Total Man-Hours	144.0		
Labor Cost			15,642.00
<i>Non-Labor</i>	<i>Units</i>	<i>Cost</i>	
Car Rental and fuel (R/T Jax-FIND)	2.0	300.00	
Hotel (person nights)	2.0	250.00	
Meals (person days)	4.0	144.00	
Reproductions/Delivery Allowance	1.0	150.00	
Car Rental and fuel (R/T WPB-Site)	2.0	150.00	
Meals (person days)	2.0	40.00	
Non-Labor Cost		1,034.00	
Fee @ 10.0%		103.40	
Total Non-Labor Cost			1,137.40
Total Task 2			16,779.40

Project Total \$ 66,829.60

**FIND WO NO. 12-01 ADDITIONAL FUNDS REQUESTED
CONSTRUCTION ADMINISTRATION OF THE
OKEECHOBEE WATERWAY MAINTENANCE DREDGING PROJECT**

ATTACHMENT B
January 2013 Cost Proposal

TAYLOR ENGINEERING, INC.
COST SUMMARY BY TASK
C2011-045-01: CONSTRUCTION ADMINISTRATION OF THE OWW MAINTENANCE
DREDGING/NO. 12-01 ADD-ON

TASK 1: Previously Completed Items

<i>Labor</i>	<i>Hours</i>	<i>Cost</i>	<i>Task Totals</i>
Senior Advisor	6.0	1,062.00	
Director	20.0	3,080.00	
Senior Professional	17.0	2,193.00	
Staff Professional	18.0	1,548.00	
Total Man-Hours	61.0		
Labor Cost			7,883.00
<i>Total Task 1</i>			7,883.00

TASK 2: Pending Items

<i>Labor</i>	<i>Hours</i>	<i>Cost</i>	<i>Task Totals</i>
Director	8.0	1,232.00	
Administrative	12.0	672.00	
Total Man-Hours	20.0		
Labor Cost			1,904.00
<i>Total Task 2</i>			1,904.00

Project Total \$ 9,787.00