SUPPLEMENTAL AGREEMENT NO. 2
TO
AGREEMENT OF APRIL 20, 2011
FOR
ENGINEERING SERVICES for
Fort Bend Grand Parkway Toll Road, Segment D

This Supplemental Agreement is made and entered into this 16th day of November, 2011, and modifies the ENGINEERING SERVICES AGREEMENT made with Aguirre & Fields, LP, dated April 20, 2011 for engineering services for the Fort Bend Grand Parkway Toll Road, Segment D.

The agreement is hereby modified as follows:

1. The first sentence of Section 2.a is replaced with the following sentence:

   "The Maximum Compensation under this contract is $1,103,350.75."

2. The second paragraph of Section 2.a is replaced with the following paragraph:

   "Compensation for performance of services within the Scope of Services described in Attachment A will be as follows: The lump sum compensation shall be increased by $186,253.75, for the additional work shown in Attachment A. The maximum amount payable under this agreement shall not exceed $1,103,350.75, as shown in Attachment B. Progress payments for work detailed in Attachment A will be made when the Engineer has attained a level of completion equal to or greater than the agreed upon milestones of completion in the reasonable opinion of FBGPTRA."

3. The Scope of Services shown in Attachment A shall be expanded to include Exhibit A-2, attached hereto.

4. The Compensation for Scope of Services shown in Attachment B shall be expanded to include Exhibit B-2, attached hereto.

[Remainder of page intentionally left blank.]

IN WITNESS WHEREOF, this Supplemental Agreement is hereby executed as of the date first set forth above.

FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY, a local government Texas Corporation

By: _____
James Cordrey
Chairman, Board of Directors

ATTEST:

By _____

Aguirre & Fields, LP
ENGINEER

By: _____

Name: Oscar R. Aguirre

Title: President

Supplement Agreement No. 2, Attachment A, Exhibit A-2
SCOPE OF SERVICES

SERVICES TO BE PROVIDED BY THE COUNTY

Schematic Design and Development

Fort Bend County (The County) will furnish or perform the following tasks upon request of the Engineer:

1. Available past studies, materials and layouts relative to the study corridor.
2. Data on file concerning the study corridor.
3. Pavement design to be used for cost estimation purposes.
4. Assist as necessary in obtaining the required data and information from other local, regional, state, and federal agencies.
5. Provide the Engineer with timely review and decisions necessary for the Engineer to maintain the contracted project schedule.
6. Distribute the schematic layout to the appropriate agencies and the public.

SERVICES TO BE PROVIDED BY THE ENGINEER

Schematic Design and Development

Scope of Services

The work to be performed by the Engineer shall consist of providing engineering services for the design and development of a schematic layout for the future Westpark Tollway Direct Connector from the eastbound Westpark main lanes to the northbound SH 99 main lanes in Fort Bend County. The deliverable under this contract shall be a roadway geometric schematic. The Engineer will prepare an alignment and proposed roadway schematic layout to include projected traffic volumes from the 2006 TxDOT study. Existing and proposed main lane typical sections will be developed for Westpark Tollway and Grand Parkway. The Engineer will furnish MicroStation-Geopak computer generated media containing the roadway schematic layout to the County. All supporting attachments and exhibits shall accompany the schematic layout. All MicroStation-Geopak computer generated files containing the roadway schematic layout shall be compatible with the software used by TxDOT Houston District.

The Engineer will render assistance for holding agency meetings during the development of the schematic as requested. The Engineer will also render assistance for holding public meetings and a public hearing if requested. Activities required for public meetings will be considered additional services.

All designs shall be prepared in accordance with: Part IV of TxDOT Highway Design Division - Operations and Procedures Manual, AASHTO Policy on Geometric Design of Highways and Streets, TxDOT Standard Specifications for Construction of Highways, Streets, and Bridges, TxDOT Traffic Operations Manual on Highway Operations, and Highway Capacity Manual - Transportation Research Board.

The schematic layout will adhere to a design scale of 1 in. = 100 ft. The schematic layout, exhibits, and attachments will be developed in English units. All Microsoft Office and MicroStation-Geopak computer graphic files furnished to the County or TxDOT shall be submitted in electronic format by means of a CD media that will be compatible to TxDOT. Schematics will follow TxDOT and FHWA standards; the schematic will also follow the CADD standards used by TxDOT Houston District and shall be submitted as an original document, accompanied with an original MicroStation formatted graphics file.

Schematic Design Work Outline

Develop Base Maps

The base maps to be used for the analysis and proposed schematic layout shall be developed from existing topo files and ROW plans as available and augmented with the survey covered in this scope. The Engineer will identify existing ROW, property owners and the approximate location of major utilities in the preparation of base maps.

Planimetrics and Aerial Mapping

No aerial mapping is included in this project.

The Engineer will:

a) Contact utility companies through the One Call system and reference their markings.
b) ROW will be determined by using existing ROW plans.

Analyze Existing Conditions

The following shall be determined for the existing facility:

a) Horizontal alignment
b) Vertical alignment / Profile grades
c) Pavement cross slopes and pavement type
d) Sight distance
e) Locations of critical constraints

Schematic Alternatives

Alternatives have been developed and previously selected regarding stacking arrangements. Two alternatives for this Direct Connector will be developed: 1) DC landing with as short a bridge as practical, requiring the closure of the NB Fry Road exit ramp; 2) DC landing beyond the NB Fry Road exit ramp. These alternates will each be fully developed.

Task Outline

Project Management and Coordination

a) The Engineer will direct and coordinate the various elements and activities associated with developing the design schematic.
b) The Engineer will prepare a Project Schedule indicating tasks, critical dates, milestones, deliverables and TxDOT review requirements.
c) The Engineer will submit monthly Invoices and Progress Reports to the County.
d) The Engineer will provide ongoing quality assurance and quality control to ensure completeness of product and compliance with TxDOT and County procedures.

Data Collection

The Engineer will conduct field reconnaissance and collect data as necessary to complete the schematic design. Data may include the following information:

a) Corridor Major Investment Studies available
b) Design data from record drawings of existing and proposed facilities
c) Existing and future design year traffic data
d) Roadway inventory information, including the number of lanes, speed limits, pavement widths and rating, bridge widths and ratings, and ROW widths
e) Aerial photos, planimetric mapping, and DTM
f) Environmental Data
g) Previously prepared drainage studies/reports
h) Adopted land use maps and plans as available
i) FEMA Flood Boundary Maps
j) Public and private utility information

Preliminary Design Conference

The Engineer will prepare and submit a preliminary Design Summary Report to the County for review and approval and will attend an initial Kick-Off Meeting to establish and agree on fundamental aspects and concepts and to establish the basic features and design criteria for the project. This meeting will be coordinated with any adjacent projects to ensure continuity.

Schematic Design — General Tasks

a) **ROW/Property Base Map.** The Engineer will obtain information on existing ROW and property information from as-built plans, ROW maps, and tax records and prepare a base map depicting the information.

b) **Utility Base Map.** The Engineer will obtain information on existing utilities from utility owners and will identify and evaluate known existing and proposed public and private utilities. The Engineer will identify potential conflicts and attempt to minimize the potential adverse utility impacts in the preparation of the schematic design. The Engineer will prepare a base map depicting the utility locations.

c) **Typical Sections.** The Engineer will develop both existing and proposed typical sections that depict the number and type of lanes, shoulders, median width, curb offsets, clear zone widths, and ROW limits. Typical sections will show entire cross section of highway facilities with the latest information available at the time.

d) **Environmental Constraints.** The Engineer will show on the schematic any environmental constraints identified by the environmental subconsultant.

e) **Drainage.** No drainage studies will be part of this scope. Existing drainage patterns and known direction of flow will be shown. Engineer will coordinate with the H&H subconsultant for the Grand Parkway main lane project to determine if expansion of the pump station will be required. Additional H&H work, if needed, will require a supplemental agreement.

f) **ROW Requirements.** It is anticipated that additional ROW will not be required for this project, except for the 50 feet ROW assumed to be taken from the existing METRO ROW. Adjustments in design required due to ROW and terrain that are found to be different in the field than that developed from data provided will require a supplemental agreement. Development of environmental mitigation requirements are not a part of this scope.

g) **Construction Sequence.** The Engineer will consider the requirements for construction and traffic control throughout the development of schematic design to ensure that the proposed design can be constructed.

h) **Design Exceptions.** The Engineer will identify design exceptions and waivers, and will document the necessity for each design exception or waiver. Exhibits for each design exception will be prepared.

i) **Traffic and Operational Analysis.** No traffic engineering will be part of this scope. Available traffic volumes will be obtained from TxDOT and HGAC.

Geometric Design Schematics

The Engineer will develop a geometric design schematic based on the result of the conceptual design meeting with TxDOT. The geometric schematic plan view will contain the following design elements:

a) Geopak calculated roadway alignments for mainlanes, ramps, direct connectors, HOV lanes, frontage roads and cross streets at interchanges/grade separations and horizontal curve information shown in tabular format
b) Pavement edges and curb lines for all roadway improvements
c) Typical sections of existing and proposed roadways
d) Proposed structure locations including abutment, bent and rail locations
e) Existing and/or proposed major utilities
f) Existing property lines and respective property ownership information
g) ROW requirements adequate for preparation of ROW maps
h) Control-of-Access limits
i) Existing and projected traffic volumes
j) Location and text of the proposed main lane guide signs and the preliminary locations for changeable message signs
k) Lane lines, shoulder lines, and direction of traffic flow arrows indicating the number of lanes on all roadways
l) Large Guide Signs

The geometric schematic profile view will contain the following design elements:

a) Calculated profile grade and vertical curve data including "K" values for the mainlanes
b) Existing ground line profiles along the mainlanes
c) Grade separations and overpasses
d) Calculated vertical clearances at grade separations and overpasses
e) Key bent locations for direct connectors

The calculated profile grade for frontage roads, connectors, ramps and cross streets will be shown on separate Supplemental Profile rolls.

Drainage Impacts

The determination of drainage impacts is not part of this scope of work. The additional impervious cover is anticipated to be negligible. Also, it is anticipated that the project will have a net dccrease of contributing drainage area draining to the existing pump station. A cursory check of drainage impacts will be performed to determine if supplemental work for drainage impacts will be required.

Cross-Sections

The Engineer will use Geopak to generate preliminary cross-sections.

Preliminary Construction Sequence

No detailed construction sequencing schemes will be prepared. Conceptual diagrammetric sketches and exhibits will be developed to convey feasible construction sequencing of interchange components.

Preliminary Cost Estimate

The Engineer will prepare a preliminary cost estimate for the project, including the costs of construction and eligible utility adjustments. Current TxDOT unit bid prices will be used in preparation of the estimate. The County will assist the Engineer in determining the value of any required ROW and associated improvements. If the drainage areas increase to the pump station, assumption will be made that pump station requires expansion.

Agency Coordination and Public Involvement

Public involvement and value engineering is not included in this scope. If required, it shall be additional services.

a) If requested, the Engineer will assist in conducting meetings with various agencies to discuss and review the schematic design. The Engineer will document and respond as required to issues related to the schematic design.
b) If requested, the Engineer will prepare exhibits and participate in a Value Engineering (VE) study.
c) If requested, the Engineer will assist in conducting public meetings/hearings during the project development process. The Engineer will prepare schematic exhibits and assist in the presentation as necessary.

Project Deliverables

In conjunction with the performance of the foregoing services, the Engineer shall provide the following final documents and associated electronic files:

- Eight (8) copies of the Geometric Schematic layouts (1 inch = 100 feet).
- Eight (8) copies of the Supplemental Profiles rolls.
- Electronic files shall be furnished to TxDOT and the County on a CD-Recordable media.

Environmental Scope of Services

SH 99 at FM 1093 (Westpark Tollway) Interchange

Categorical Exclusion for Direct Connector

The work to be performed by AECOM shall consist of providing environmental services for the preparation of a Categorical Exclusion (CE) report to document potential environmental impacts from proposed improvements at the State Highway (SH) 99 at FM 1093 (Westpark Tollway) interchange in Fort Bend County, Texas. The proposed improvements include the construction of one direct connector from Westpark Tollway eastbound to SH 99 northbound. It is anticipated that only minimal acquisition of roadway right-of-way (ROW) would be required for the proposed improvements, and that Texas Department of Transportation (TxDOT) will not consider the project as an added capacity project.

The deliverable under this contract shall be a CE report. AECOM shall obtain projected traffic data as provided by Aguirre & Fields (A&F) to perform the traffic noise analyses.

Task 1 – Project Management and Administration

A. AECOM will direct and coordinate the various elements and activities associated with the development of the CE.

B. AECOM will prepare a graphic Project Schedule indicating tasks, critical dates, milestones, deliverables, and TxDOT review requirements. The Project Schedule will depict the order of the various tasks, milestones, and deliverables.

C. AECOM will submit monthly Progress Reports and invoices to A&F.

D. AECOM will prepare subcontracts for subconsultants, direct and monitor subconsultants' activities, and review subconsultant work and invoices.

E. AECOM will provide ongoing quality assurance and quality control to ensure completeness of product.

Task 2 – Agency Coordination and Small Group Meetings

A. AECOM will assist A&F with preparing a document classification letter, for submittal to the TxDOT Environmental Affairs Division, to confirm that a CE is the required level of environmental documentation. AECOM will provide a written discussion of potential environmental issues for the proposed project.

B. AECOM will attend a total of up to five coordination meetings with A&F, Fort Bend County, TxDOT, Fort Bend County Toll Road Authority, Fort Bend County, other agencies and project stakeholders, or landowners and business owners in the area of the project.

Task 3 – Categorical Exclusion

The work will be performed to provide environmental documentation according to TxDOT procedures. The documentation will be prepared in accordance with TxDOT's Environmental Manual and Standards of Uniformity for Non-Federal Categorical Exclusions (dated 9/1/2010), and other TxDOT guidance. If TxDOT determines that a Federal CE is needed for the project, this scope of services may need to be revised.

The work for this task includes the following:

A. Data Collection Process

Right-of-Entry Coordination – AECOM will prepare right-of-entry forms for properties that would need to be accessed for environmental study, for review by Fort Bend County and submittal to property owners.

Data Collection - Readily available environmental information relative to the project area will be acquired during research efforts, site visits, and from appropriate local, state, and federal agencies.

Agency Coordination – A coordination letter will be sent to the Harris County Historical Commission.

B. Environmental Investigations and Assessments

The CE report will document the economic, social, and environmental conditions in the project area and potential impacts of the proposed project. The environmental studies and investigations will include an assessment of one Build alternative and the No-Build alternative. Impacts to be addressed will be in accordance with applicable TxDOT guidelines. The CE will be completed according to the TxDOT Environmental Manual dated October 2004, TxDOT's SOU for Non-Federal CEs, and current traffic noise analysis guidelines. The CE will include the following sections as applicable to the project:

NEED FOR AND PURPOSE OF PROJECT

AECOM will describe the proposed project and the transportation problem(s) or other needs that the proposed project is intended to address. AECOM will prepare this section based on descriptions of the project need and purpose provided by A&F. Quantitative data that could be provided by A&F may include traffic counts, accident data, and level of service or congestion analysis.

DESCRIPTION OF THE ALTERNATIVES

AECOM will describe how and why the reasonable alternatives (Build and No-Build) were selected for detailed study.

AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

AECOM will describe the existing social, economic, and environmental setting for the area affected by the alternatives. The description will be limited to data, information, issues, and values for resources that could be impacted by the proposed project, and as required by TxDOT.

The following provides methods of analyses for resources discussed in the CE.

Socioeconomic Issues/Environmental Justice/Project Setting/Land Use - U.S. Department of Commerce, Bureau of the Census information on the census blocks and block groups for the project area will be obtained and summarized. This information will include race/ethnicity, limited English proficiency, income, and other relevant data. Possible changes in the neighborhoods or community cohesion will be examined in the project area. Impacts on school districts, recreation areas, churches, businesses, and police and fire protection will be assessed, where information is available. Impacts to minority and/or low-income groups due to the implementation of the proposed project will be reviewed.

The extent of residential and business displacements (if any) will be discussed for the Build alternative. The estimated number of single-family residential and multi-family residential homes to be displaced (if any) and a summary of the social characteristics of these households will be determined, based on available public information. Impacts on commercial/retail facilities that may be displaced will also be determined.

Available population and land use study data will be reviewed to assess potential direct impacts of the proposed project on land use. This assessment of land use will include residential, commercial, industrial, education, open space, roadway ROW, and undeveloped land use categories.

Economic impacts on the regional and local economies, such as the general effects of the proposed project on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales will be discussed. The impacts, both beneficial and adverse, on the economic vitality of on the local economy will be described, as information is available.

Airways-Highway Clearance - AECOM will collect and analyze data concerning airports within 20,000 feet of the proposed project. If applicable to the project, AECOM will prepare a draft FAA form 7460 (Notice of Proposed Construction or Alteration) and submit to TxDOT for further review and processing.

Soils/Prime Farmland - Soils in the area of the proposed project will be described according to the Natural Resources Conservation Service (NRCS). To ensure compliance with the Farmland Protection Policy Act (FPPA), AECOM will consider proposed project impacts and, if necessary, coordinate with the NRCS, complete the Farmland Conversion Impact Rating Form CPA-106 and submit it to the NRCS for review. The NRCS maps for Fort Bend County will be reviewed, and the NRCS list of prime farmland soil types will be reviewed to determine if the proposed project area is potentially subject to the FPPA. If there is a potential for adverse impacts to FPPA lands, the CE will discuss alternative measures to avoid or minimize the impacts.

Beneficial Landscape Practices - AECOM will address the Executive Memorandum related to Beneficial Landscape Practices.

Vegetation - The vegetation of the project area will be categorized and evaluated according to TxDOT's Memorandum of Agreement (MOA) and Memorandum of Understanding (MOU) with the Texas Parks and Wildlife Department (TPWD).

Wildlife - Wildlife habitat will be evaluated and potential impacts on wildlife will be assessed. Mitigation of possible impacts including habitat loss and fragmentation, and construction in wetland areas will also be addressed.

Threatened and Endangered Species - Data will be obtained from the USFWS and the TPWD to determine the potential presence or absence of federally listed and proposed endangered or threatened species and critical habitat in the proposed project area. AECOM will conduct a field survey of the project ROW to determine suitable and non-suitable habitat for the species potentially occurring within the project area. This scope of work does not include the preparation of a Biological Assessment, formal consultation under Sections 7 and/or 10 of the Endangered Species Act, or presence/absence surveys. AECOM will obtain the Natural Diversity Database (NDD) information from TPWD.

Historic and Archeological Resources – AECOM will subcontract with HRA Gray & Pape, LLC for cultural resources assessments for the project. HRA Gray & Pape's proposal is attached to this Scope of Services. The results of the assessments for historic and archeological resources, and coordination with TxDOT and the Texas Historical Commission (THC) will be documented in the CE.

Parkland - AECOM will review available data and perform on-site investigations to ascertain the presence of potential Section 4(f) lands, including public parks, recreation lands, and wildlife and waterfowl refuges that may be impacted by the proposed project. This scope of work does not include a Section 4(f) analysis.

Wetlands - AECOM will conduct a wetland reconnaissance survey of the project area to identify potential jurisdictional waters of the United States, including wetlands. Discussion and results of the wetland reconnaissance will be incorporated into the CE. It is assumed that additional ROW required for the project will have minimal wetlands or other waters of the United States. This scope of services does not include a waters of the United States/wetlands delineation or coordination with the U.S. Army Corps of Engineers. If the reconnaissance survey indicates that there may be areas that require a more detailed study, AECOM will notify A&F.

Water Quality - The ambient conditions of streams and water bodies that are likely to be impacted by the proposed project, and the identification of the potential for impacts to these water bodies will be assessed. AECOM will obtain data from the water quality division of the Texas Commission on Environmental Quality (TCEQ) and the U.S. Environmental Protection Agency (EPA) under the

Federal Clean Water Act and the Safe Drinking Water Act regarding principal or sole-source aquifers and wellhead protection areas. Section 303(d) threatened or impaired waters in the area of the project will be identified, and Best Management Practices (BMPs) that would be utilized for the project would be discussed in the CE.

Floodplains - National Flood Insurance Program (NFIP) maps will be reviewed to determine what portions of the proposed project area are encumbered by the base (100-year) floodplain. Floodplain encroachment will be described and mitigation measures will be discussed.

Coastal Zone Management – AECOM will evaluate the proposed project relative to the jurisdictional boundary of the Texas Coastal Management Program, and will describe any compliance requirements related to the program.

Permits – Permits which will be required for the project will be identified. This scope of services does not include preparing permit applications or obtaining permits.

Traffic Noise – AECOM will conduct a traffic noise analysis for one Build alternative. The objective of the noise analysis will be to 1) model existing and predicted future design year noise levels at various locations along the proposed project; 2) evaluate the possible impact of traffic noise at these locations; and 3) discuss and evaluate possible mitigation measures to reduce or eliminate potential noise impacts. Predictions of traffic noise levels will be performed in accordance with the current and applicable state and federal regulations, standards, and guidelines using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) software. Traffic data will be provided to AECOM and should consist of the existing (estimated time of completion [ETC]) and projected design year (existing plus 20 years) peak hour volumes for cars, medium trucks, and heavy trucks traveling on FM 1093 (Westpark Tollway) and SH 99 main lanes, ramps, direct connectors, and frontage roads. Traffic data needed to complete this analysis will be supplied by A&F and should include average annual daily traffic count's (AADT), design hourly volumes predicted for lanes, traffic mix, directional traffic split for the design hour, and speeds. This information will be provided for existing year (ETC) and 20-year proposed AADT.

The noise analysis will consist of the following tasks.

Subtask 1 - Determine Receptor Locations

Identify noise-sensitive land uses and activities that currently exist in the proposed project area and where development is planned, designed, and programmed. Determine receptor locations based on noise-sensitive land uses and activities identified. Where possible, the preliminary engineering layout or schematic will include adjacent land use information, to include existing and planned (platted) subdivisions, residences, commercial facilities, parks, and other land uses. This scope of services includes up to 25 noise receiver locations to be modeled.

Subtask 2 - Model Existing and Predicted Future Noise Levels

AECOM will model existing and future worst-case noise levels at selected locations along the Build alternative using TNM 2.5 software. A&F will provide MicroStation files of all available existing and proposed roadway plans and profiles within the project limits. For areas where the electronic files are not available, AECOM will input the roadways into the TNM file, as needed for the traffic noise analysis. This scope of services does not include field measurements for existing noise levels. Traffic data information will be provided by the design engineers for this analysis. AECOM will assess potential impacts of future noise levels on sensitive land uses including analysis and documentation of the results.

Subtask 3 - Noise Abatement Measures

If the predicted noise levels at the sensitive receptors approaches or exceeds FHWA's Noise Abatement Criteria, or substantially exceeds existing noise levels, AECOM will provide a preliminary evaluation of alternative noise abatement measures for reducing or eliminating future

traffic noise impacts. Should the noise analysis determine that noise abatement measures are warranted, a noise barrier analysis would be performed. A noise workshop, if requested by A&F or others, would be an additional service.

Subtask 4 - Prepare Traffic Noise Section of CE

AECOM will review and analyze the results of the noise analysis, then prepare the traffic noise section of the CE.

Air Quality – AECOM will prepare the air quality section of the CE to document the status of regional air quality and the project impact. The mobile source air toxics (MSAT) analysis and Traffic Air Quality Analysis (TAQA) will be not required, since the Average Annual Daily Traffic is expected to be below 140,000. The air quality analysis will be performed in accordance with current and applicable state and federal regulations, standards, and guidelines. AECOM will include the latest Regional Transportation Plan (RTP), and Transportation Improvement Plan (TIP) information and prepare the air quality section of the CE with suggested language from the SOUs.

Hazardous Materials – AECOM will obtain a regulatory database search report including electronic GIS shapefiles. A review of the provided records will be performed according to TxDOT standards to identify listed hazardous waste generators; treatment, storage, and disposal facilities; solid waste landfills; unauthorized sites; documented spills; and underground storage tank sites within the proposed project area. Where practicable, during the field investigations, the hazardous materials sites identified in the database search that are adjacent to the project corridor will be visually inspected from public access points for the potential presence of hazardous substances and petroleum products on the subject properties. Identified sites will be located on maps. The current regulatory status of the site will be determined and presented along with the additional investigations that may be recommended based on these findings. AECOM will prepare the TxDOT Initial Site Assessment (ISA) checklist for inclusion in TxDOT's files.

This task does not include interviews with any local or adjacent landowners regarding the potential for hazardous materials use or sites. Should the hazardous materials sites review indicate that a Phase I Environmental Site Assessment, sampling, and/or subsurface investigations are warranted, these items would be additional services.

Construction Impacts – Potential adverse impacts associated with construction of the proposed project will be assessed.

Indirect and Cumulative Impacts – AECOM will identify indirect and cumulative impacts (ICI) in accordance with the requirements of TxDOT's Guidance on Preparing Indirect and Cumulative Impacts Analyses (September 2010), Report 466: Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects (National Cooperative Highway Research Program 2002), and other guidance. This scope of services assumes that an ICI analysis will be required, and that the screening tools included in TxDOT's ICI guidance of September 2010 will not result in a determination that indirect or cumulative impact analyses are not needed. It is assumed a project level analysis of indirect and cumulative impacts of a tolled facility to environmental justice (EJ) populations will not be required.

Summary – AECOM will prepare the summary section of the CE.

C. *Deliverables and CE Review/Revision*

The information above will be compiled into a preliminary draft CE document.

The CE text will be prepared on an IBM-compatible computer with Microsoft Word software and one CD containing the electronic version of the CE report, in PDF format, will be provided with each submittal. Exhibits will be limited to 8.5"x 11" format, if possible.

AECOM will provide the following.

- One paper and one electronic copy of the preliminary draft CE document (V1) for Fort Bend County review and comment. Upon receipt of comments, revisions will be made and the additional information needed to complete the items will be incorporated into the draft CE (V2).
- One paper and one electronic copy of the preliminary draft CE document (V2) for TxDOT-Houston District review and comment. Upon receipt of comments, revisions will be made and the additional information needed to complete the items will be incorporated into the draft CE (V3).
- Ten paper copies and one electronic copy of the draft CE document (V3) for TxDOT-Environmental Affairs Division (ENV) review and comment. Upon receipt of comments, revisions will be made and the additional information needed to complete the items will be incorporated into the draft Final CE (V4).
- Ten paper copies and one electronic copy of the draft Final CE document (V4) for TxDOT- ENV review and comment. Upon receipt of comments, revisions will be made and the additional information needed to complete the items will be incorporated into the Final CE (V5).
- Ten paper copies and one electronic copy of the Final CE document (V5) for TxDOT-ENV approval.

SURVEYING SCOPE OF SERVICES

Fort Bend Grand Parkway Toll Road – Segment D
And Westpark Tollway (FM 1093) Connector
(from 700 feet west of Gaston Rd. on FM 1093 to
2200 feet north of Fry Road on SH 99)

FIELD SURVEYING

The Surveyor shall verify the benchmark coordinates and establish the horizontal and vertical control for the project. The Surveyor shall coordinate control with the adjacent Surveyors / Surveyors, if any for consistency and accuracy of the project. The Surveyor shall:

1. Stake Project Baseline: The project baseline shall be the stationed "Design Center Line." The baseline shall be marked with control points, offset at equal distances on both sides of the baseline and near the existing right-of-way line, using 5/8 inch iron rods, 36 inches long, at P.C.' s, P.I.'s and P.T.'s of horizontal curves and at 1500 foot stations. Field tie into the adjacent Project baselines set by adjacent Surveyors for consistency and accuracy.

2. Vertical Control: Locate previously set benchmarks established by TxDOT (State Datum); establish benchmark circuit (run levels) throughout the Project; establish additional benchmarks at intervals not to exceed 1,200 feet for the limits of the Project; tie benchmarks (station/offset) to Project baseline. Benchmarks shall be 3/4-inch diameter, 48 inches long, located near the existing ROW line at identified offset distances from the Baseline. All benchmark circuits shall be tied to the State's elevation datum. Perform the benchmark circuits in accordance with good surveying practices. The Surveyor shall verify the closure and submit adjustments to State for approval prior to beginning the field surveys.

3. Locate all improvements between existing FM 1093 rights-of-way and all improvements from the SH 99 centerline to the east right-of-way line for the project limits. Topographic surveys for FM 1093 shall be required from right-of-way to right-of-way for approximately 5,640 linear feet along FM 1093, and topographic surveys for SH 99 shall be from centerline of SH 99 to the east right-of-way line for approximately 4600 linear feet, between those specific stations as identified by the project engineer, otherwise, the topographic surveys for SH 99 shall only be required between the center of the median and the inside face of curb of the northbound feeder road on SH 99 (being approximately 2000 linear feet additional). Cross-sections shall be 100 foot maximum intervals. Topographic surveys shall include but not limited to all grade breaks, ditch flowlines, top of curb, gutter lines, high banks, bridge columns, landscaping, culverts, etc. **SAVE AND EXCEPT**: Topographic (vertical and horizontal) information from north face of existing FM 1093 Bridge to a distance of 450 (+/-) feet north on SH 99 (area previously surveyed).

4. Profile and cross section intersecting streets La Bellaterra, Katy Gaston Rd. and Gaston Rd. for a distance of 200 feet from the existing right-of-way line of FM 1093, and S. Fry Road from inside feeder curb line to inside curb line of existing SH 99.

5. Secure right-of-entry, as needed for the project, short of litigation.

6. Provide ties to visible and apparent surface features of existing underground and overhead utilities (location, size, elevation and direction). Also, obtain elevations of manhole flow lines, pipe sizes, storm sewer outfalls, and valves of utilities. Obtain the location and elevation of the existing flyover from southbound SH 99 to westbound Westpark Tollway.

7. Determine type of existing material, pavements, etc.

8. Determine approximate low chord elevation of Centerpoint transmission lines which cross SH 99.

9. Obtain ties to existing culverts and bridges.

10. Obtain line (PGL) and the edges of slab at existing bridge bent locations.

11. Tie to soil core borings (locate station, offset and existing ground elevation). Borings may not have been taken prior to initiation of survey work. This work may require additional mobilization. (Estimate 1 boring for each bridge abutment; 1 boring every 300 feet between abutments; 1 boring every 200 feet along retaining walls).

12. Provide temporary signs, traffic control, flags, safety equipment, etc. in accordance with Texas Manual on Uniform Traffic Control Devices. Obtain necessary TxDOT permits. A law enforcement officer will be utilized for traffic control on the existing elevated ramp.

13. The Surveyor shall control traffic in and near surveying operations adequately to comply with the latest edition of the *Texas Manual on Uniform Traffic Control Devices*. In the event field personnel must divert traffic or close traveled lanes, a Traffic Control Plan shall be prepared by the surveyor and approved by the FBGPTRA and TxDOT prior to commencement of field work. A copy of the approved plans shall be in the possession of field personnel on the job site at all times and shall be made available to State personnel upon request.

14. All standards, procedures and equipment used by the Surveyor shall be such that the results of survey will be in accordance with Board Rule 663.15, as promulgated by the Texas Board of Professional Land Surveyors.

15. Digital Terrain Model – Prepare digital terrain model (DTM) of the project, suitable for use with MicroStation and GEOPAK.

16. Project Control – Recover project control at start of construction. Provide RPLS sealed control index and sheets for PS&E package. Survey control index and sheets shall be developed in accordance with the *TxDOT PS&E Preparation Manual* guidelines.

17. Right-of-way determination is specifically excluded. The current right-of-way, as obtained from TxDOT right-of-way department in sheet format will be utilized without modification for all necessary aspects of this work authorization that occur within the right-of-way.

18. Specific Exclusions: Specifically excluded from the scope of work, and only to be added by written authorization as an additional expense, are the following items:

    a) Probing of Utilities
    b) Abstracting
    c) Utility plan research

19. Minimum Field Trip Charge – If requested and authorized under as an additional service, the Surveyor shall be entitled to a minimum field trip charge of $500/day, inclusive of any hourly rate services provided.

HORIZONTAL GROUND CONTROL

Horizontal ground control used for design surveys and construction surveys shall be based on acceptable methods conducted by the Surveyor, and shall meet the standards of accuracy required by the Texas Department of Transportation, District 12.

Reference may be made to standards of accuracy for horizontal control traverses, as described in the FGCS Standards and Specifications for Geodetic Control Networks, latest edition, the Texas Department of Transportation Survey Manual, latest edition, the Texas Department of Transportation GPS Manual of Practice, latest edition, or the TSPS Manual of Practice for Land Surveying in the State of Texas, as may be applicable.

VERTICAL GROUND CONTROL

Vertical ground control used for design surveys and construction surveys shall be based on acceptable methods conducted by the Surveyor, and shall meet the standards of accuracy required by the Texas Department of Transportation, District 12.

Reference may be made to standards of accuracy for vertical control traverses, as described in the FGCS Standards and Specifications for Geodetic Control Networks, latest edition, the Texas Department of Transportation Survey Manual, latest edition, the Texas Department of Transportation GPS Manual of Practice, latest edition, or the TSPS Manual of Practice for Land Surveying in the State of Texas, as may be applicable.

End of Attachment A

HRA Gray & Pape LLC.

COST ESTIMATE

**FOR CULTURAL RESOURCES ASSESSMENTS
TO TXDOT STANDARDS
FOR THE SH 99 AND WESTPARK TOLLWAY CONNECTOR PROJECT,
IN FORT BEND COUNTY, TEXAS**

PREPARED FOR:
PATRICIA A. MATTHEWS, P.E.
AECOM
5757 WOODWAY, SUITE 101 WEST
HOUSTON, TEXAS 77057-1599

PREPARED BY:
KRISTI SOLTYSIAK
HRA GRAY & PAPE, LLC
1428 WEST ALABAMA STREET
HOUSTON, TEXAS 77006

SEPTEMBER 9, 2011

INTRODUCTION

HRA Gray & Pape, LLC of Houston, Texas (HRA Gray & Pape) is pleased to offer this proposal to AECOM for a project in Fort Bend County, Texas. As understood by HRA Gray & Pape, the project will involve improvements between the eastbound Westpark Tollway and the northbound State Highway (SH) 99.

The scope of work developed for this project consists of a background and literature review for the proposed alignment, an architectural reconnaissance survey along the alignment, a "desktop" evaluation of the project's potential to have an effect on archaeological resources, and two brief letter reports documenting our findings; one letter report will recommend further work concerning architectural resources, and one letter report will recommend further work concerning archaeological resources.

It is the understanding of HRA Gray & Pape that work associated with this project will be performed with the Texas Department of Transportation (TxDOT) acting as the Lead Agency. The goal of this study will be to assist AECOM, TxDOT, and the Texas Historical Commission

(THC) in determining whether or not intact archeological resources and historic properties are present within the Areas of Potential Effect (APEs). This work will be conducted to satisfy requirements set forth by the National Historic Preservation Act (NHPA), and the Texas Antiquities Code. All work will be conducted following accepted standards set forth by TxDOT and the THC according to the Programmatic Agreement.

AREA OF POTENTIAL EFFECT

The project will include building a direct connector between SH 99 and the Westpark Tollway mostly within existing ROW, although some new proposed ROW may be required. Although not yet defined, the existing roadways and preliminary mapping will be used to guide the review. In general, this area will be considered as the archaeological APE for the project. The depth of impact is unknown at this time but is expected to be shallow and typical of other road construction projects.

Per TxDOT Standards of Uniformity, the APE for architectural history is determined by considering a number of factors, including land ownership, whether or not takings of private property is likely, and the total width of road construction. Since this project will mostly be conducted within existing ROW and will require very little new proposed ROW, we have assumed the APE for architectural history will be limited to existing ROW as well as all new proposed ROW as well as 46 meters (150 feet) on each side of all new proposed ROW.

DESKTOP REVIEW AND LITERATURE SEARCH

HRA Gray & Pape will conduct a site file review via the online Texas Archeological Sites Atlas maintained by the Texas Historical Commission to determine whether or not previously recorded cultural resources are present within the project APEs. A study radius of 1 mile around the project area will be reviewed. Additional research will include an examination of previous cultural resource surveys in the area and previously produced cultural resource reports. These materials will be used to develop a historic context for the project area and APE.

The cultural resources review will be supplemented by an examination of soil surveys, aerial photographs, and maps to make a determination regarding the potential for the APE to contain buried intact archaeological resources and structures dating to 45 years or older from the project let-date. It is assumed that AECOM will supply HRA Gray & Pape with appropriate PALM mapping from TxDOT.

ARCHITECTURAL HISTORY FIELDWORK

Fieldwork will consist of an architectural reconnaissance survey within the APE. Photographs will be taken of the general characteristics of the surrounding landscape. Photographs will also be taken of any standing structures within the APE that appear to be 45 years of age or older. Although these structures will be preliminarily evaluated by an architectural historian, it is assumed that all fieldwork can be completed in a single 8-hour work day and that all reporting and evaluation can be completed in a single, 8-hour work day.

This proposal does not support the costs required to complete a formal inventory and evaluation and assumes that no structures will require formal evaluations. If additional time is required to

evaluate structures identified as 50 years in age or older, the cost for completing this additional work will be determined separately.

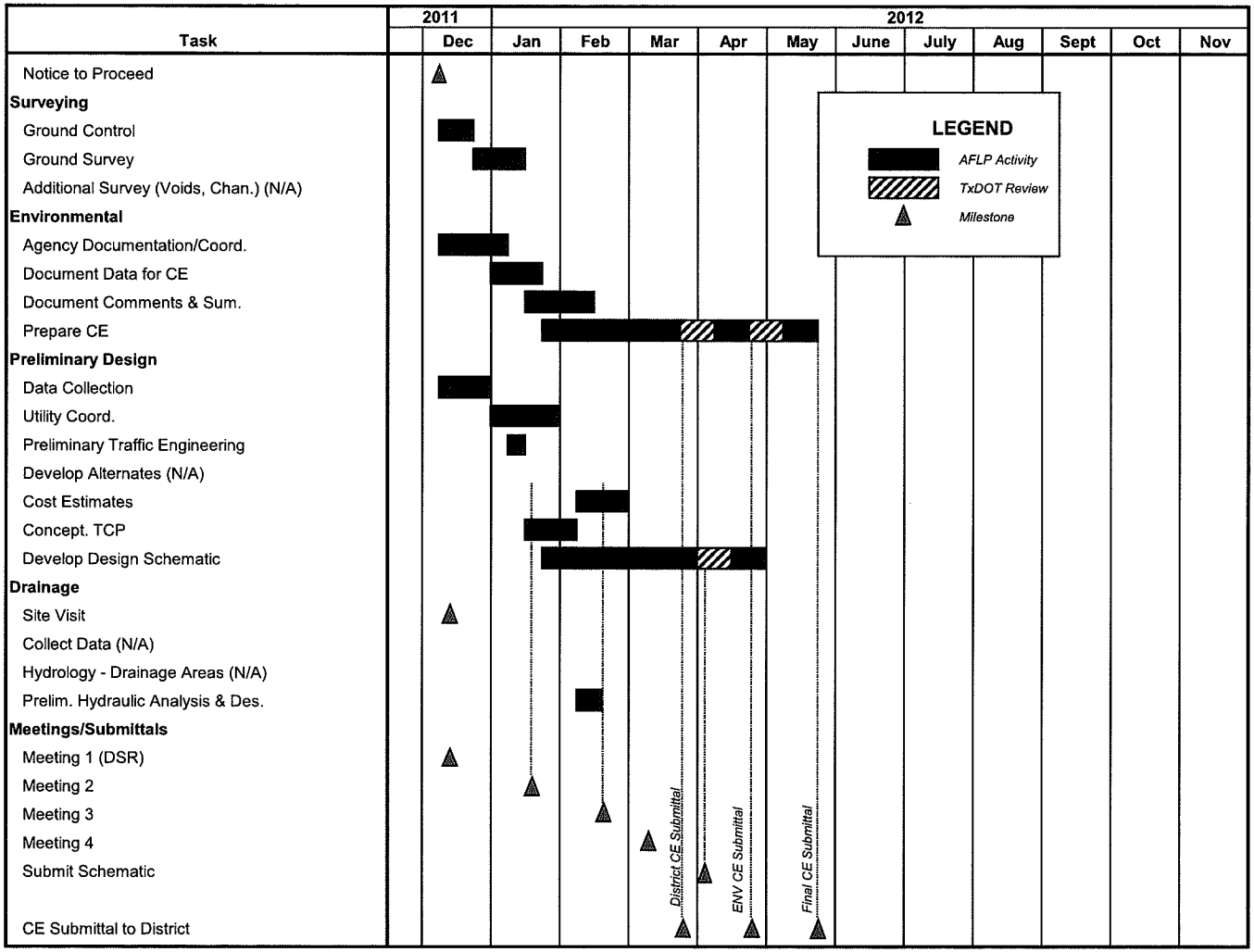
Letter reports will be provided to AECOM documenting our findings. Each letter report will include a discussion of the project area, previous investigations near the project APE, and an assessment of the project's potential to have an effect on listed and unrecorded cultural resources. It is assumed that each letter will conclude with a recommendation for no further work.

HRA Gray & Pape will complete this work for **$2,724.00**, on a time and materials basis. This estimate is based on the following assumptions:

SURVEY ASSUMPTIONS

- AECOM will secure access to all properties requiring architectural survey.
- Access to the properties will be acquired prior to the initiation of the field investigations.
- AECOM will provide a clear statement regarding the project APE, including mileage, ROW width, and architectural APE limits.
- Sufficient weather conditions will prevail to allow all fieldwork to be completed in a single mobilization.
- All fieldwork will be associated with assessing the project's potential to have an effect on architectural resources. No archaeological fieldwork will be conducted during this study. All archeological evaluation will take place at the "desktop" level.
- Draft letter reports detailing the survey work will be provided for review to the client. Appropriate maps and photographs will be included in the reports. If additional reporting tasks are required, the cost for completing these will be determined separately.
- HRA Gray & Pape will assess the project's possible impact to buried sites and above-ground historic structures. If additional survey work to identify buried resources or to make National Register eligibility recommendations for historic structures is required, the cost for doing so will be determined separately.

Exhibit "A-2"
Project Schedule
EB Westpark Tollway/Grand Parkway
EB-NB Direct Connector
Fort Bend County



SUPPLEMENTAL AGREEMENT NO.2, ATTACHMENT B, EXHIBIT B-2

FEE ESTIMATE - AGUIRRE & FIELDS, LP
Westpark Tollway/Grand Parkway EB-NB Direct Connector

	Task	Units	Quantity	MH/ Unit	Project Manager	Sr. Struct. Engineer	Project Engineer	Design Engineer	EIT	Engr. Tech	Total Hours	Total
	FC 110 - Preliminary Engineering											
	Schematic Design of Directional Interchange											
A	**Alternates**											
1.	Develop Alternates for Consideration	LS	1	0	0	0	0	0	0	0	0	$0.00
	Subtotal Alternates				**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0.00**
B	**Existing Conditions**											
1.	Field reconnaissance	LS	1	8	1	0	3	0	3	1	8	$986.25
2.	Obtain, review, evaluate traffic data	LS	1	8	1	0	3	0	3	1	8	$986.25
3.	Identify utilities	LS	1	8	1	0	3	0	3	1	8	$986.25
4.	ROW determination	LS	1	8	1	0	3	0	3	1	8	$986.25
5.	Horizontal/Vertical alignment	LS	1	4	1	0	1	0	2	0	4	$524.50
6.	Sight distance	LS	1	4	1	0	1	0	2	0	4	$524.50
7.	Locations of critical constraints	LS	1	4	1	0	1	0	2	0	4	$524.50
8.	Document Existing Drainage	LS	1	4	1	0	1	0	2	0	4	$524.50
	Subtotal Existing Conditions				**8**	**0**	**16**	**0**	**20**	**4**	**48**	**$6,043.00**
C	**Preliminary Engineering**											
1.	Prepare preliminary DSR	LS	1	6	1	0	2	0	2	1	6	$750.50
2.	Develop base maps	LS	1	16	1	1	6	0	6	2	16	$1,987.50
3.	Utility Base Map	LS	1	12	1	1	4	0	5	1	12	$1,525.75
4.	Typical Sections	LS	1	32	3	2	11	0	13	3	32	$4,037.75
	Subtotal Preliminary Engineering				**6**	**4**	**23**	**0**	**26**	**7**	**66**	**$8,301.50**
D	**Geometric Design Schematic**											
1.	Develop Horizontal Alignment	LS	1	32	3	2	11	0	13	3	32	$4,037.75
2.	Develop Vertical Alignments	LS	1	12	1	1	4	0	5	1	12	$1,525.75
3.	ROW Requirements	LS	1	6	1	0	2	0	2	1	6	$750.50
4.	Design Cross Sections	LS	1	12	1	1	4	0	5	1	12	$1,525.75
5.	Environmental Constraints (as provided)	LS	1	12	1	1	4	0	5	1	12	$1,525.75
6.	Construction Cost Estimate	LS	1	20	2	1	7	0	8	2	20	$2,512.00
7.	Construction sequencing and traffic control	LS	1	20	2	1	7	0	8	2	20	$2,512.00
8.	Design Exceptions	LS	1	12	1	1	4	0	5	1	12	$1,525.75
9.	Develop Required Utility Relocation Sketches	LS	1	0	0	0	0	0	0	0	0	$0.00
	Subtotal Geometric Design Schematic				**12**	**8**	**43**	**0**	**51**	**12**	**126**	**$15,915.25**
	FC 110 Total	Sheets	0		**26**	**12**	**82**	**0**	**97**	**23**	**240**	**$30,259.75**
	F.C. 120 - Environmental/Public Involvement											
1.	Coordinate with Environmental Subconsultant	LS	1	24	12	6	6	0	0	0	24	$4,452.00
2.	Attend Environmental Coordination Meetings	Meeting	5	2	4	3	3	0	0	0	10	$1,836.00
3.	Prepare Document Classification Letter	LS	1	4	2	1	1	0	0	0	4	$742.00
4.	Environmental Document Exhibits	LS	1	24	3	1	8	0	10	2	24	$3,036.50
	FC 120 Total	Sheets	0		**21**	**11**	**18**	**0**	**10**	**2**	**62**	**$10,066.50**
	F.C. 150 - Field Surveying											
1.	Coordinate and Verify Surveys	LS	1	12	6	3	3	0	0	0	12	$2,226.00
	FC 150 Total	Sheets	0		**6**	**3**	**3**	**0**	**0**	**0**	**12**	**$2,226.00**

SUPPLEMENTAL AGREEMENT NO.2, ATTACHMENT B, EXHIBIT B-2

FEE ESTIMATE - AGUIRRE & FIELDS, LP

Westpark Tollway/Grand Parkway EB-NB Direct Connector

	F.C. 160 - Roadway Design Controls											
1.	No Roadway											
	FC 160 Total	Sheets	0		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0.00**
	F.C. 161 - Drainage											
1.	Cursory Drainage Calculations	LS	1	24	3	0	8	12	0	1	24	$3,197.00
	FC 161 Total	Sheets	0		**3**	**0**	**8**	**12**	**0**	**1**	**24**	**$3,197.00**
	F.C. 162 - Signing and Pavement Markings											
1.	Large Guide Signs	LS	1	12	1	0	4	6	0	1	12	$1,543.00
	FC 162 Total	Sheets			**1**	**0**	**4**	**6**	**0**	**1**	**12**	**$1,543.00**
	F.C. 163 - Miscellaneous Roadway											
1.	Preliminary Traffic Control Plan	LS	1	16	1	1	6	0	6	2	16	$1,987.50
	FC 163 Total	Sheets	0		**1**	**1**	**6**	**0**	**6**	**2**	**16**	**$1,987.50**
	F.C. 164 - General Management / Coordination											
1.	Meet with TxDOT/County on Alternatives	Meeting	2	4	4	2	2	0	0	0	8	$1,484.00
1.	Attend Progress Meetings	Meeting	4	4	8	4	4	0	0	0	16	$2,968.00
2.	Coordinate with County/GEC	LS	1	24	12	6	6	0	0	0	24	$4,452.00
3.	Coordinate with TxDOT	LS	1	16	8	4	4	0	0	0	16	$2,968.00
4.	Develop/Maintain Schedule	Month	5	1	3	1	1	0	0	0	5	$937.00
5.	Invoicing and Progress Reports	Month	5	2	4	3	3	0	0	0	10	$1,836.00
	FC 164 Total	Sheets	0		**39**	**20**	**20**	**0**	**0**	**0**	**79**	**$14,645.00**
	F.C. 170 - Bridge Design											
	Develop DC Vert/Horiz Alignments/Spans											
1.	EB-NB	LS	1	40	4	8	8	0	20	0	40	$5,471.00
2.	EB-NB Alternate northern extension	LS	1	24								
	FC 170 Total	Sheets	0		**4**	**8**	**8**	**0**	**20**	**0**	**40**	**$5,471.00**
	Summary All Function Codes											
	Total All Function Codes	Sheets	0		**101**	**55**	**149**	**18**	**133**	**29**	**485**	**$69,395.75**
	Percentage				**21%**	**11%**	**31%**	**4%**	**27%**	**6%**		
	Billable Rate				**$195.00**	**$210.00**	**$142.00**	**$116.00**	**$93.75**	**$84.00**		
	Total				**$19,695.00**	**$11,550.00**	**$21,158.00**	**$2,088.00**	**$12,468.75**	**$2,436.00**		**$69,395.75**

Total Expenses (Incl. in OH)	$0.00
Total AFLP	$69,395.75
Subconsultants	
Weisser Engineering Co.	$56,818.50
AECOM	$60,039.50
Total Subconsultants	**$116,858.00**
Total Work Authorization	**$186,253.75**

SUPPLEMENTAL AGREEMENT NO.2, ATTACHMENT B, EXHIBIT B-2

FEE ESTIMATE - AGUIRRE & FIELDS, LP

Westpark Tollway/Grand Parkway EB-NB Direct Connector

Subconsultant: Weisser Engineering Co.

Type	Hours	Rate	Amount
3 Person Crew	*198*	*$145.00*	*$28,710.00*
Survey Technician	*53*	*$76.50*	*$4,054.50*
CADD Technician	*168*	*$84.50*	*$14,196.00*
Admin. Assistant	*10*	*$58.00*	*$580.00*
Field Supervisor	*31*	*$98.00*	*$3,038.00*
Project Manager (RPLS)	*47*	*$120.00*	*$5,640.00*
Law Enforcement Traffic Control			*$600.00*
TOTAL			***$56,818.50***

SUPPLEMENTAL AGREEMENT NO.2, ATTACHMENT B, EXHIBIT B-2
FEE ESTIMATE - AGUIRRE & FIELDS, LP
Westpark Tollway/Grand Parkway EB-NB Direct Connector
Subconsultant: AECOM

Task Description	Principal $215.00	Project Manager $165.00	Sr Env Planner $126.00	Env Plannr III $98.50	Env Plannr II $87.00	Sr CADD Tech $96.50	Admin/ Clerical $57.00	Total Labor (Hours)	Total Amount (Dollars)	Total Amount (Dollars)
Task 1 - Project Management and Administration										
A. Coordinate Development of CE	2	8	0	0	0	0	0	10	$1,750.00	$1,750.00
B. Prepare and Coordinate Project Schedule	0	4	0	0	0	0	0	4	$660.00	$660.00
C. Prepare monthly progress reports and invoices	2	8	0	0	0	0	0	10	$1,750.00	$1,750.00
D. Prepare subcontracts, coordination with subconsultants	1	4	0	0	0	0	2	7	$989.00	$989.00
E. Provide ongoing QA and QC of work product	2	8	0	0	0	0	2	12	$1,864.00	$1,864.00
Task 1 – Subtotal	**7**	**32**	**0**	**0**	**0**	**0**	**4**	**43**	**$7,013.00**	**$7,013.00**
Task 2 - Agency Coordination and Small Group Meetings										
A. Assist with preparing a document classification letter	0	2	2	2	2	0	0	8	$953.00	$953.00
B. Attend up to 5 coordination meetings	0	10	0	0	0	0	0	10	$1,650.00	$1,650.00
Task 2 - Subtotal	**0**	**12**	**2**	**2**	**2**	**0**	**0**	**18**	**$2,603.00**	**$2,603.00**
Task 3 - Categorical Exclusion										
A. Data Collection										
Right of Entry Coordination	0	1	0	0	4	0	6	11	$855.00	$855.00
Data Collection	0	1	8	8	8	2	0	27	$2,850.00	$2,850.00
Agency Coordination	0	0	0	0	1	0	0	1	$87.00	$87.00
B. Environmental Assessment (EA)										
Chapter 1: Need for and Purpose of Project	0	4	0	0	8	2	0	14	$1,549.00	$1,549.00
Chapter 2: Description of the Alternatives	0	1	0	0	4	4	0	9	$899.00	$899.00
Chapter 3: Affected Env./Env. Consequences										
Socioeconomic Issues/Env. Justice/Land Use	0	1	0	16	8	4	2	31	$2,937.00	$2,937.00
ROW and Displacements	0	1	0	0	2	2	0	5	$532.00	$532.00
Airways-Highway Clearance	0	0	0	0	2	0	0	2	$174.00	$174.00
Soils/Prime Farmland	0	0	0	0	2	0	0	2	$174.00	$174.00
Beneficial Landscape Practices	0	0	0	0	1	0	0	1	$87.00	$87.00
Vegetation/Wildlife	0	0	2	0	4	0	0	6	$600.00	$600.00
T&E Species	0	0	2	0	8	0	2	12	$1,062.00	$1,062.00
Historic and Archeological Resources	0	1	0	0	2	0	0	3	$339.00	$339.00
HRA Gray & Pape (Historic/Archeological)										$2,724.00
Parkland	0	0	0	0	1	0	0	1	$87.00	$87.00
Wetlands (and other Waters of the U.S.)										
Field Investigation	0	0	12	0	12	1	0	25	$2,652.50	$2,652.50
Impact Assessment	0	0	2	0	0	0	0	2	$252.00	$252.00
Water Quality	0	0	0	0	2	0	0	2	$174.00	$174.00
Floodplains	0	0	0	0	1	0	0	1	$87.00	$87.00
Coastal Zone Management	0	0	0	0	1	0	0	1	$87.00	$87.00
Permits	0	0	0	0	2	0	0	2	$174.00	$174.00

SUPPLEMENTAL AGREEMENT NO.2, ATTACHMENT B, EXHIBIT B-2
FEE ESTIMATE - AGUIRRE & FIELDS, LP
Westpark Tollway/Grand Parkway EB-NB Direct Connector
Subconsultant: AECOM

Task Description	Principal $215.00	Project Manager $165.00	Sr Env Planner $126.00	Env Plannr III $98.50	Env Plannr II $87.00	Sr CADD Tech $96.50	Admin/ Clerical $57.00	Total Labor (Hours)	Total Amount (Dollars)	Total Amount (Dollars)
Traffic Noise										
Determine Receptor Locations	0	0	3	0	4	2	0	9	$919.00	$919.00
Model Existing and Future Noise Levels	0	0	36	0	2	4	0	42	$5,096.00	$5,096.00
Noise Abatement Measures	0	0	12	0	4	2	0	18	$2,053.00	$2,053.00
CE Section	0	1	10	0	2	8	0	21	$2,371.00	$2,371.00
Air Quality										
Obtain current air quality data	0	0	0	2	2	0	0	4	$371.00	$371.00
CE Section	0	0	0	4	2	0	0	6	$568.00	$568.00
Hazardous Materials	0	0	0	8	16	4	2	30	$2,680.00	$2,680.00
Construction Impacts	0	0	2	2	2	0	2	8	$737.00	$737.00
Indirect and Cumulative Impacts	0	1	16	8	14	4	2	45	$4,687.00	$4,687.00
Summary	0	2	2	0	4	0	2	10	$1,044.00	$1,044.00
C. Deliverable and EA Review/Revisions										
Preliminary draft EA (V1)	1	4	0	1	1	1	2	10	$1,271.00	$1,271.00
Draft EA (V2)	0	4	2	2	2	2	1	13	$1,533.00	$1,533.00
Draft EA (V3)	0	4	4	4	4	2	1	19	$2,156.00	$2,156.00
Final Draft EA (V4)	0	4	4	4	8	4	1	25	$2,697.00	$2,697.00
Final EA (V5)	0	4	2	2	4	2	1	15	$1,707.00	$1,707.00
Task 3 – Subtotal	**1**	**34**	**119**	**61**	**144**	**50**	**24**	**433**	**$45,548.50**	**$48,272.50**
Task 3 – Subtotal	**8**	**78**	**121**	**63**	**146**	**50**	**28**	**494**	**$55,164.50**	**$57,888.50**

AECOM Direct Expenses	Unit	Quantity	Unit Cost	Amount
Standard Mileage	Mile	600	$0.51	$306.00
8 1/2"X11" BW Copies	Sheet	3,500	$0.05	$175.00
8 1/2"X11" Color Copies	Sheet	700	$1.10	$770.00
11"X17" BW Copies	Sheet	60	$0.25	$15.00
11"X17" Color Copies	Sheet	60	$2.00	$120.00
Courier	Each	4	$20.00	$80.00
Regulatory database search	Each	1	$55.00	$55.00
GPS rental	Day	3	$200.00	$600.00
GPS camera	Day	3	$10.00	$30.00
Subtotal Expenses				**$2,151.00**

GRAND TOTAL **$60,039.50**