

**ADDENDUM NO. 99
TO THE AGREEMENT DATED JANUARY 8, 2021
BETWEEN THE GREATER ORLANDO AVIATION AUTHORITY
AND RICONDO & ASSOCIATES, INC.**

Project: Develop the Program Definition Document for W-00615 Airside 2 Third Wing Expansion, Orlando International Airport

THIS ADDENDUM is effective this 19th day of November, 2025, by and between the **GREATER ORLANDO AVIATION AUTHORITY** ("Aviation Authority"), and **RICONDO & ASSOCIATES, INC.** ("Consultant").

WITNESSETH:

WHEREAS, by Agreement dated January 8, 2021, Aviation Authority and Consultant entered into an agreement for Consultant to provide General Consulting services; and

WHEREAS, under the Agreement, Consultant agreed to perform such additional services for the Aviation Authority as are contained in any additional scope of work established by the Aviation Authority in any addendum to the Agreement and accepted in writing by the Consultant; and

WHEREAS, the Aviation Authority and the Consultant desire to enter into this Addendum to the Agreement to provide for additional services to be rendered by the Consultant under the terms of said Agreement.

NOW, THEREFORE, in consideration of the premises and the mutual covenants herein contained, the Aviation Authority and the Consultant do hereby agree as follows:

1. Consultant shall perform additional services in accordance with the terms of the Agreement and the attached Exhibit "A." Consultant shall be paid for such additional services according to the payment terms set forth in the Agreement.
2. **Revisions to Small Business Participation Requirements:** The Aviation Authority has suspended its Minority and Women Owned Business Enterprise (MWBE) Program. The Aviation Authority is not enforcing compliance requirements of the MWBE Program while the suspension is active. The Aviation Authority's Local Developing Business (LDB) and Veteran Business Enterprise (VBE) Programs remain in effect.
3. Consultant shall be compensated for such additional services in the **NOT TO EXCEED amount of ONE MILLION EIGHTEEN THOUSAND SEVEN HUNDRED SEVENTY-ONE AND NO/100 DOLLARS (\$1,018,771.00)**, broken down as follows:

Professional Fees:	NTE:	\$1,018,771.00
Professional Fees:	LS:	\$0.00
Reimbursable Expenses:	NTE:	<u>\$0.00</u>
Total:		\$1,018,771.00

4. A. Consultant hereby certifies that it is not on the Scrutinized Companies that Boycott Israel List and is not engaged in a boycott of Israel, as defined in Florida Statutes § 287.135, as amended;
AND

B. (applicable to agreements that may be \$1,000,000 or more) - Consultant hereby certifies that it is: (1) not on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List as defined in Florida Statutes § 287.135; and (2) not engaged in business operations in Cuba or Syria, as defined in Florida Statutes § 287.135, as amended.

5. Aviation Authority may terminate the Agreement for cause and without the opportunity to cure if the Consultant is found to have submitted a false certification or has been placed on the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel.

In the event the Agreement is for One Million Dollars (\$1,000,000.00) or more, Aviation Authority may terminate this Agreement for cause and without the opportunity to cure if the Consultant is found to have submitted a false certification or has been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or is engaged in business operations in Cuba or Syria.

6. Except as expressly modified in this Addendum, the Agreement dated January 8, 2021 and all prior addenda will remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto by their duly authorized representatives, have executed this Addendum on this day of Nov 26, 2025.

GREATER ORLANDO AVIATION AUTHORITY

Approved as to Form and Legality
(for the benefit of GOAA only)
this day of Nov 25, 2025

Claramargaret H Groover

By: box SIGN 4ZR2R2V8-4Q68VR2V
Becker & Poliakoff, Legal Counsel
Greater Orlando Aviation Authority

By:

Lance Lyttle

box SIGN 4W263WW8-4Q68VR2V

Lance Lyttle
Chief Executive Officer

RICONDO & ASSOCIATES, INC.

By:

Pete Ricondo

box SIGN 4LWR3Z2Q-4Q68VR2V

Signature (Duly Authorized Rep.)

Senior Vice President

Title

Date _____

CCM HANDOUT

11/04/2025

Item IV-E

Revised Memo &

Backup

MEMORANDUM

TO: Members of the Construction Committee

FROM: Brad Friel, Senior Vice President, Planning & Environmental

DATE: November 4, 2025

ITEM DESCRIPTION

Request for Recommendation for Approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. to develop the Program Definition Document for W-00615 Airside 2 Third Wing Expansion at Orlando International Airport

BACKGROUND

On January 8, 2021, the Aviation Authority Board entered an agreement with Ricondo & Associates (Ricondo) for General Consulting Services at Orlando international and Orlando Executive Airport. Tasks are awarded on an as-needed or annual basis.

This base agreement established the negotiated hourly rates. The services provided as part of this agreement may include advising and supporting the Aviation Authority through assessments, studies, master planning, concept development, and preparation of design/build criteria packages, extension of staff, and other efforts as assigned for the development, management, and operation of the existing and future facilities. The services may also include interfacing with the Aviation Authority's committees and the Aviation Authority's departments, and coordinating and providing documentation required by federal, state, and local agencies including the Federal Aviation Administration (FAA); Transportation Security Administration (TSA); Florida Department of Transportation (FDOT); the Orlando Utilities Commission (OUC); the Division of Strategic Business Development; City of Orlando; Orange County, Florida; and, other agencies as required. The selected general consultant will be prohibited from providing preparation of construction documents, and Owner's Authorized Representative (OAR) Services for the Aviation Authority, and shall be precluded from submitting bids or proposals for any such services to the Aviation Authority.

ISSUES

Consultant's proposal, dated October 2025, is to provide services to develop a Program Definition Document (PDD) for the Airside 2 Wing Expansion (Project). The Project will construct approximately 6 to 8 incremental (new/additional) aircraft gates on the northeast side of the Airside 2 hub located in the North Terminal Complex (NTC). The purpose of the PDD is to provide the programmatic requirements and scope definition for the Project and an indicative facility layout to inform the Project's cost and budget while providing planning guidance to consultants who will prepare the detailed design of the Project as part of a separate project. The PDD will also establish a 15% level of design. The scope has also established the following schedule:

Notice to Proceed/Kick-off	-	November 2025
Preliminary Scope Definition	-	March 2026
Preferred Concept	-	May 2026
Final PDD	-	June 2026

The current goal is to complete the Airside 2 Expansion by 2030.

If approved, services will be effective the date of the Aviation Authority Board approval.

EXHIBIT A

This continuing consultant was selected for this task based on (☑ all that apply):

- ☒ Experience ☒ Available Personnel ☐ Current Workload
☒ Expertise ☐ Equitable Distribution ☐ Other: _____

SMALL BUSINESS

The small business participation has been reviewed by the Office of Business Opportunity & Exchange. The findings and recommendation are attached.

ALTERNATIVES

None.

FISCAL IMPACT

Funding is from a line a credit to be reimbursed by General Airport Revenue Bonds. Funding source verified by *Melvin Martinez* of Finance on 11 / 03 / 25 as correct and available.

RECOMMENDED ACTION

It is respectfully requested that the Construction Committee recommend to the Aviation Authority approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for the services contained herein and the amount as shown below:

Not to Exceed Fees	\$1,018,771.00
Lump Sum Fees	\$0.00
Not to Exceed Expenses	\$0.00
TOTAL	\$1,018,771.00
Financial Auditor – Compliance Review Date	<i>IK</i> 11/03/2025
Financial Auditor – Funding Eligibility Review Date	11/03/2025

November 2025 | FINAL

Greater Orlando International Airport

Scope of Work: Airside 2 Wing Expansion, New Hardstands, and Airline Club Space Program Definition Document

Prepared for:

Greater Orlando Airport Authority

Prepared by:

RICONDO

In association with:

Accenture, LLC

Illustrate My Design, LLC

Salas O'Brien

Simply Strategic, Inc.

Graphic Support Services, Inc.

The JW Group, Inc.

Kimley-Horn and Associates, Inc.

Brindley Pieters & Associates, Inc.

Ricondo & Associates, Inc. (Ricondo) prepared this document for the stated purposes as expressly set forth herein and for the sole use of Greater Orlando Airport Authority and its intended recipients. The techniques and methodologies used in preparing this document are consistent with industry practices at the time of preparation and this Report should be read in its entirety for an understanding of the analysis, assumptions, and opinions presented. Ricondo & Associates, Inc. is not registered as a municipal advisor under Section 15B of the Securities Exchange Act of 1934 and does not provide financial advisory services within the meaning of such act.

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INTRODUCTION

The following is a scope of work for Ricondo and Associates (Ricondo) and its sub-consultants to develop a Program Definition Document (PDD) for the Airside 2 Wing Expansion (Project) at the Orlando International Airport (MCO). The Project will construct approximately 6 to 8 incremental (new/additional) aircraft gates on the northeast side of the Airside 2 hub located in the North Terminal Complex (NTC). The purpose of the PDD is to provide the programmatic requirements and scope definition for the Project and an indicative facility layout to inform the Project's cost and budget while providing planning guidance to consultants who will prepare the detailed design of the Project as part of a separate project.

GOALS AND ENABLING OBJECTIVES

The overarching goal for this scope of services is the development of an Airside 2 Wing PDD that defines the airside wing and apron development scope for up to eight additional contact gates. The PDD and the resulting cost estimates would be used to recommend funding budgets for capital expenditures.

The enabling objectives of this PDD include:

- Conduct an inventory to validate existing record drawings of Airside 2 facilities and infrastructure, including building systems, and aircraft apron adjacent to and within the project limits.
- Develop demand scenarios with GOAA that cover a range of potential airline tenants using the new Airside 2 Wing facilities.
- Identify planning parameters that meet GOAA-prescribed levels of service.
- Use the demand elements and planning parameters to define program requirements.
- Use previously developed Airside 2 Wing concepts (if available) as a starting point to develop concepts sized to meet the identified program requirements and assess structure characteristics or limitations for integrating the new Wing structure to the existing airside hub.
- Conduct preliminary engineering capacity analyses for major building systems in the existing Airside 2 facility required to identify necessary capacity expansions for inclusion in the cost estimates.
- Assess airfield impacts associated with the new wing, specifically related to potential apron reconstruction requirements, non-standard airfield conditions between the apron and adjacent taxiways and taxilanes, and aircraft movements into and out of Airside 2.
- Establishment of replacement aircraft remain overnight (RON)/hardstand parking positions between Airsides 2 and 4.
- Assess the impacts of the incremental gates and associated passenger volumes resulting from this project on other passenger and baggage processing systems within Terminals A/B – specifically, the east security screening checkpoint, outbound baggage handling and screening, bag claim facilities, ticketing, parking garage, and curbsides for Terminals A and B.
- Assess deficiencies (operational or physical) that exist within the existing Airside 2 wings and facilities that should be addressed, corrected, or improved as part of this project and quantify the costs associated with these improvements.

- Explore the advantages and disadvantages of using modular construction in comparison to traditional in-place construction to accelerate the project schedule while reducing the time project construction impacts Airside 2 airline operations.
- Develop preliminary construction phasing plans and a project delivery implementation strategy to inform the cost estimates.
- Prepare rough order of magnitude cost estimates for the preferred concept.
- Document the PDD planning process and findings.

RICONDO PLANNING TEAM

The following lists the firms that comprise the Ricondo Planning Team (Planning Team) and their respective roles:

- Ricondo & Associates, Inc. (Ricondo)
 - Prime Consultant
 - Planning: Airside 2 Apron (except utilities and hydrant fueling); Airside 2 – all remaining facilities except as noted by other firms below
- Accenture, LLC (Accenture)
 - Cost estimating
 - Phasing and implementation strategies, including projected cash flow
- Graphic Support Services, Inc. (GSS)
 - Graphics/presentation support
- Illustrate My Design LLC (IMD)
 - Concept renderings
- The JW Group, Inc. (JW Group)
 - Information technology
 - Low voltage systems
 - CCTV
 - Security access control
- Kimley-Horn and Associates Inc. (Kimley-Horn)
 - Site/Civil engineering – apron, taxiway/RON area, utilities (storm water, potable water, sanitary sewer), and hydrant fueling
- Salas O'Brien
 - Heating, ventilation, and cooling (HVAC)
 - Electrical
 - Plumbing, fire alarm and suppression
- Brindley Pieters & Associates, Inc. (BPA)

- Preliminary structural engineering analysis for potential modular construction
- Simply Strategic, Inc. (SSI)
 - Assess and develop potential project delivery and construction methodology options

FACILITIES TO BE ANALYZED

The scope of services will assess whether additional improvements are needed for Airside 2 and Terminals A and B to support new gates and increased passenger and baggage volumes. Key elements for review include:

- Existing Airside 2 facilities, systems, utilities, and infrastructure needing replacement, rehabilitation, or expansion
- Airfield pavement and geometry
- East side security screening checkpoint
- Outbound BHS and baggage screening
- Airline check-in
- Baggage claim
- Terminal curbside
- Public parking
- Other items as applicable

Major functional programming elements for Airside 2 to be analyzed through this scope of services include:

1. Airline
 - a. Apron Operations
 - b. Airside Passenger and Employee Support Spaces
 - c. Tug Circulation
2. Holdrooms
3. Concessions
 - a. Food & Beverage
 - b. Retail/Specialty Retail/Themed Retail
 - c. Concessions Support
4. Restrooms
 - a. Janitor
 - b. Family Restrooms
 - c. Adult Changing Room
5. Circulation
6. Amenities

- a. Clubs and Premium Lounges (as needed)
 - b. General Seating
 - c. Service Animal Relief Areas
 - d. Mother's Nursing Facilities
 - e. Interior Landscape
 - f. Others
7. GOAA
- a. Operations (as needed)
 - b. Virtual Ramp Control Systems
 - c. Maintenance
 - d. Support and Storage
8. Other Agencies and Contractors
- a. Loading Dock (as needed)
 - b. Janitorial Storage
 - c. Tenants
9. Building Systems
- a. Mechanical
 - b. Electrical/Low Voltage Systems (including security access control and video management)
 - c. Plumbing
10. Other Spaces
- a. Building Structure
 - b. Unconditioned/Unprogrammed Spaces
 - c. Vacant
11. Utilities
- a. Stormwater collection
 - i. Apron Drainage Collection System
 - ii. Building Roof Drain Collection System
 - iii. NFPA 415 Standard on Airport Terminal Buildings, Fueling Ramp Drainage, and Loading Walkways – First Flush
 - b. Water
 - i. Potable water for building expansion
 - ii. Fire protection - Hydrants

- c. Sanitary Sewer
- d. Electrical Power Availability

TASK 1. INVENTORY/DATA COLLECTION

The purpose of Task 1 is to collect data needed to establish baseline conditions by conducting an inventory and assessment of the existing Airside 2 facility. The baseline condition is defined as the facility's existing condition plus any immediate capital improvements by others that will be implemented within the next three years. Updated drawings and area tables will be prepared to establish the baseline condition

For Task 1, the consultants will:

- review previous studies provided by GOAA
- request and assemble available airport-specific data for use in development of planning parameters
- review lessons learned documents provided by GOAA
- develop tabular area summaries and colored block diagram drawings of Airside 2 functional areas and aircraft gate capabilities, leveraging information from the Master Plan Update when possible
- identify, through GOAA, proposed changes to Airside 2 and related terminal facilities in the next three years for incorporation into baseline condition drawings and analyses
- conduct engineering baseline capacity analysis of major existing building systems (mechanical, electrical, plumbing, IT, low voltage, fire protection, and security)
- attend a kick-off meeting with GOAA and conduct site visit or field survey of the Airside 2 apron and building, capturing photos, marking drawings for locations, types, and qualities of all current technology to be integrated / interfaced with new construction. It is assumed this can be performed in one calendar day and would occur during the same site visit that corresponds to the project kickoff meeting

1.1 APRON

The Planning Team will collect available Airside 2 apron information and data, including:

- as-built drawings and apron striping plans in AutoCAD format
- aircraft gate and hardstand capabilities
- as-built drawings of site utilities (storm water, potable water, sanitary sewer), including hydrant fueling systems

1.2 AIRSIDE 2 BUILDING

The Planning Team will collect available Airside 2 facility information and data, including:

- as-built drawings or latest AutoCAD/BIM drawings of Airside 2
- building systems engineering design reports
- inventory of current infrastructure, server rooms, MDF, and IDF

1.3 PROJECT KICK-OFF MEETING – IN-PERSON MEETING WITH VIRTUAL ACCESS

The Planning Team will attend a single-day kick-off meeting and site inventory tour with GOAA, which is anticipated to include:

- GOAA goals and objectives for the project
- project timeline review
- GOAA summary of lessons learned from operating the Airside 2 facility
- In-person or virtual meeting with local representatives from current Airside 2 tenants
- escorted tour of the Airside 2 facility

Planning Team participation for in-person project kick-off meeting is as follows:

- One overnight trip each for up to two Ricondo staff.
- Attendance by up to two local Kimley-Horn staff to conduct a site survey of Airside 2 apron, utilities, and site survey of potential constructions logistics areas for modular construction and proposed Taxiway/RON area between Airsides 2 and 4.

1.4 AUTHORITY RESPONSIBILITIES

The following summarily lists responsibilities to support this Task:

- Schedule Project Kick-off meeting (Ricondo will schedule virtual (Teams) interface if required).
- Participate in meetings and provide feedback from relevant airport stakeholders, as well as assist with requests for information made by Ricondo.
- Following the Project Kick-off meeting, escort Planning Team on a site tour of Airside 2, including Secure Identification Display Areas (SIDA).

TASK 2. ACTIVITY BASIS

Ricondo will work with GOAA and use the on-going Master Plan Update to establish an appropriate demand basis for future peak periods that would drive Airside 2 capital improvement program recommendations.

2.1 METHODOLOGY

The methodology to determine demand levels will be determined through discussions between GOAA and Ricondo prior to the start of Task 2. Up to three airline occupancy scenarios may be developed. Approaches may consider the following:

- adapt activity profiles and demand levels developed through the Master Plan Update project
- develop a representative peak period flight schedule using predetermined aircraft, seating capacities, load factors, and high percentage of peak hour operations (i.e., 75-percent of flights depart during the peak hour)

High-level airline gate utilization scenarios would be developed to identify peak hour arrival and departure periods. Holdrooms, restrooms, and concessions would be sized based on the approved activity basis. GOAA will review and approve the activity basis prior to its use in developing program requirements in Task 4.

2.2 DELIVERABLES

The deliverable for this Task is a PPT presentation for GOAA Working Group Meeting No. 1 describing the demand level findings for peak passenger periods.

2.3 AUTHORITY RESPONSIBILITIES

The following summarily lists responsibilities to support this Task:

- provide previous applicable demand studies related to new gates at Airside 2. These will be made available in PDF format.
- participate in meetings and provide feedback from relevant airport stakeholders, as well as assist with requests for information made by Ricondo.
- schedule Working Group meetings (Ricondo will schedule virtual (Teams) interfaces as required).

2.4 EXCLUSIONS

Development of new design day flight schedules – team will leverage MCO Master Plan Update DDFS.

TASK 3. PRELIMINARY PROJECT SCOPE DEFINITION AND PLANNING PARAMETERS

3.1 PRELIMINARY PROJECT SCOPE DEFINITION

The Planning Team will work with GOAA to confirm the program elements that will be reviewed as part of this PDD. Added gate capacity at Airside 2 provides opportunity for additional passenger demand at terminal elements such as departure and arrival curbs, public parking, airline check-in counters, East TSA Security Screening Checkpoint, and baggage handling systems (i.e., outbound baggage makeup, TSA checked baggage inspection system, and baggage claim). Analysis of these systems will be included in Tasks 3 and 4. This scope assumes a high-level analysis of these systems and processors will be conducted with program requirements developed in parallel and coordination with the concurrently performed MCO Master Plan Update project. Terminal element program requirements required to support the added gates will be derived in Task 4 and concepts for modifying or adding these terminal processors will be proposed in Task 5.

3.2 METHODOLOGY

Ricondo will review existing data sources provided by GOAA (i.e., recent planning reports, passenger surveys, data collection efforts, etc.) to establish planning parameters that reflect current passenger preferences and attributes, airline operating practices, and GOAA guidelines. If MCO-specific planning parameters are unavailable, Ricondo will propose parameters used at similarly sized airports or based on professional experience. Final planning parameters will be reviewed and approved by GOAA prior to its use in developing Task 4 Program Requirements.

Planning parameters to be developed include:

- Operational Characteristics
 - Aircraft movements and airfield access
 - Passenger flows
 - Curb and roadway operations
- Apron pavement, grading, markings, and ground support equipment requirements and planning considerations (FAA, NFPA)
- Utility planning considerations (City of Orlando, Water Management District, FDEP)
- Level of Service (LOS) Criteria (typically from International Air Transport Association (IATA) Airport Development Reference Manual (ADRM), 12th edition, May 2022)
- Terminal processors (for simulation modeling):
 - passenger characteristics
 - airline check-in channels
 - processing times
 - show-up profiles
 - checked baggage characteristics
 - TSA passenger screening
 - TSA checked baggage screening
- Terminal curbs
- Airside spatial templates:
 - holdrooms
 - restrooms and amenities
 - concessions, concessions support, and club space
 - mechanical, electrical, plumbing riser, and information technology spaces
 - aircraft depth of stand
 - aircraft wingtip clearances
- Technological initiatives (identified through discussions with GOAA)
 - IT design documents
 - passenger surveys
 - data collection efforts

3.3 STAKEHOLDER ENGAGEMENT

Stakeholder engagement will be conducted virtually or in person as follows:

3.3.1 GOAA WORKING GROUP MEETING NO. 1

Ricondo will present in a PowerPoint (PPT) presentation the findings from Tasks 1, 2, and 3 to the Working Group in a virtual meeting. GOAA will review the presentation content and provide timely feedback to allow adjustments to the findings prior to GOAA Steering Committee Meeting No. 1.

3.3.2 GOAA STEERING COMMITTEE MEETING NO. 1

Ricondo will present the refined Working Group No. 1 presentation at an in-person Steering Committee meeting. The purpose of Steering Committee Meeting No. 1 is for GOAA to review the overall Project Scope to confirm alignment is with GOAA goals and expectations for the PDD.

Planning Team participation for the in-person meeting anticipates one overnight trip each for up to two Ricondo staff to attend the Steering Committee meeting.

3.3.3 GOAA EXECUTIVE BRIEFING NO. 1

Ricondo will present the refined Steering Committee No. 1 presentation in an in-person Executive Briefing at MCO. The purpose of Executive Briefing No. 1 is for GOAA leadership to review the overall Project Scope for concurrence that all project elements that will be defined in Task 4 and conceptualized in Task 5 are included in the PDD.

Planning Team participation for the in-person meeting anticipates one overnight trip each for up to two Ricondo staff to attend the Executive Briefing meeting.

3.4 UPDATE TO PROJECT BUDGET BASED ON VERIFIED PROJECT SCOPE

Following direction from GOAA leadership regarding the program elements to be included in the PDD, Accenture will revise the high-level cost estimate for the Capital Improvement Program (CIP) based on the defined scope of the Project. This updated estimate will compare the preliminary Project definition with the data originally used to establish the CIP, ensuring alignment between the CIP budgets and those outlined in the PDD. The findings will be reviewed and refined through up to two virtual meetings involving the GOAA project manager, Ricondo, and Accenture.

3.5 DELIVERABLES

Deliverables for this Task are up to three PPT presentations (GOAA Working Group Meeting No. 1, GOAA Steering Committee Meeting No. 1, and GOAA Executive Briefing No. 1) describing the proposed demand, planning parameters, and Project Scope elements.

TASK 4. PROGRAM REQUIREMENTS

Task 4 will use stakeholder input and criteria approved by GOAA during Tasks 1 through 3 to develop the quantitative program requirements for the Project's components.

4.1 AIRSIDE APRON, RON AIRCRAFT PARKING, AND ACCESS TAXILANES

Program requirements will be developed for facilities that comprise the Project's apron facilities, which include:

- apron pavement
- aircraft parking, including gates and hardstands, taxilanes, and vehicle service roads
- aircraft gate infrastructure
- utility connections, including hydrant fueling systems, and electric ground service equipment

4.1.1 METHODOLOGY

The following describes the methods that would be used to develop program requirements for the preceding airside apron facilities and systems:

4.1.1.1 APRON PAVEMENT UTILITY PENETRATIONS

After review of as-built data, an additional GOAA escorted site visit of the apron and taxiways is anticipated to confirm utility penetrations exist in the field and correlate to as-built information. Reference may be made to available geotechnical information, but this Project does not include new geotechnical surveys

4.1.1.2 GEOMETRIC LAYOUT OF NEW DUAL PURPOSE TAXIWAY/RON AREA

Geometric layout of taxiways and aircraft parking will utilize applicable FAA advisory circulars and be consistent with existing GOAA planning criteria and standards. Modifications to adjacent taxiway or taxilane pavement that directly connect the Airside 2 and Airside 4 aprons will be required to comply with the FAA's current design standards and will be identified and proposed.

New RON Parking positions proposed between Airsides 2 and 4 will be studied as part of this project. It is assumed these RON positions will not impact the existing pond between Airsides 2 and 4.

4.1.1.3 AIRCRAFT GATE INFRASTRUCTURE

The Planning Team will collect data about the existing Airside 2 aircraft gate facilities and infrastructure to inform the design basis for new aircraft gate infrastructure. Infrastructure information collected may include:

- Airplane Design Group served
- Passenger boarding bridge size
- Potable water
- Ground power (400 Hz)
- eGSE charging and GSE parking
- Preconditioned Air

- Ramp markings
- Visual docking guidance system and other gate displays
- Emergency Fuel Shut Off (EFSO) System

4.1.1.4 UTILITY CONNECTIONS (STORMWATER, POTABLE WATER, SANITARY SEWER, AND HYDRANT FUELING SYSTEMS)

The Planning Team will collect data related to the existing utility system to describe the following:

- Develop a summary description of each utility system including utility provider and any applicable covenants.
- Acquire as-built utility layouts from the Authority and prepare a simplified layout that illustrates the layout of utility main distribution piping and equipment.
- Service capacity of utilities based on information collected from the Authority, as well as anticipated future connections.
- Document current assessment of utilities through interviews with Authority staff to identify issues and deficiencies that should be addressed by the Project.
- Develop high-level summary descriptions of utility system expansion and new connections as a basis for cost estimating.
- Document considerations for eGSE/electrification based on prior studies, if applicable to Airside 2 Wing expansion.

4.2 TERMINAL AND AIRSIDE BUILDINGS

Program requirements will be developed for facilities that comprise the airside's facilities as listed in the Introduction. Summarily, facilities include the following:

- facilities used to process and hold arriving, departing, or connecting domestic passengers
- vertical circulation systems
- tenant support spaces
- amenities and services including restrooms
- commercial concessions programs
- airside building infrastructure including:
 - heating, ventilation, and cooling systems
 - power and lighting (apron, buildings)
 - airport IT/low voltage/security systems

4.2.1 METHODOLOGY

4.2.1.1 TERMINAL PASSENGER AND BAGGAGE FACILITIES

Facility requirements for the preceding terminal facilities required to support passenger demand generated by the new aircraft gates will be determined and described in terms of space (net square feet) and quantities of critical equipment units or processor positions. Methodologies will include utilizing simulation or static modeling, as

determined to be appropriate by the Planning Team, to correlate demand from passengers, checked baggage and aircraft operations to applicable levels of service promulgated by IATA ADRM, 12th Edition, TSA Planning Guidelines and Design Standards (PGDS) for CBIS version 8.0, and TSA Checkpoint Requirements and Planning Guide (CRPG) August 2025 Edition, and other industry standards for the following passenger and baggage facilities:

- Airline check-in
- TSA security screening checkpoints
- TSAA checked baggage inspection systems
- Airline baggage makeup
- Baggage claim

Simulation modeling results will be presented using graphs and tables. No video animations of the terminal computer simulation modeling are included in the scope of services.

4.2.1.2 TERMINAL INFRASTRUCTURE

Separately, programmatic requirements for terminal building infrastructure will describe existing network, cabling, conduit, systems, etc. that may have been designed into existing Airside 2 infrastructure in preparation for the Project. Preliminary sizing of replacement, expansion, or modified systems will be developed to support cost estimating purposes and programming of infrastructure equipment spaces.

4.2.1.3 AIRSIDE PASSENGER FACILITIES

Facility requirements for the preceding airside facilities will be described in terms of space (net square feet) and quantities of critical equipment units. Methodologies will include:

- Utilizing spreadsheet analysis to correlate space demands and aircraft operations to applicable levels of service promulgated by GOAA planning/design criteria and the IATA ADRM, 12th Edition.
- Developing elemental space layouts based on the existing Airside wing designs, where applicable, to define equipment unit requirements and passenger support and waiting (holding) areas based on LOS modeling and incorporating required operational spaces around equipment.
- Utilizing available data from recent studies of supportable food and beverage, retail, and services to derive requirements for commercial concession program revenue and support spaces.
- Utilizing North Terminal and Terminal C planning factors to represent aggregate areas for support spaces. Examples of planning factors are “percentage of total net building area” or “area per aircraft gate”.

4.2.1.4 AIRSIDE INFRASTRUCTURE

Separately, programmatic requirements for airside building infrastructure will describe existing infrastructure system characteristics, capacities, and specific concepts that may have been designed into existing Airside 2 infrastructure in preparation for the Project. Preliminary sizing of expanded system capacities will be developed to support cost estimating purposes and programming of infrastructure equipment spaces.

4.3 LANDSIDE

The landside facilities used by passengers whose flights are gated at the new Airside 2 Wing Expansion are shared with all other passengers with flights gated anywhere in Terminals A and B. Therefore, the impact of the incremental

growth in passenger demand associated with the Airside 2 Wing Expansion on landside facilities must be evaluated (and program requirements expressed) in the context of anticipated growth in Terminals A and B as a whole. The models necessary for that analysis have been developed in the ongoing Mobility Master Plan. Incremental program requirements will be developed for Terminal A and B landside facilities, which include:

- connectivity to existing public and limited access approach and exit roadways for each Terminal
- public parking
- terminal curbs (Levels 1, 2 and 3)

4.3.1 METHODOLOGY

Landside planners will:

- Utilize macro- and microsimulation models developed in the Mobility Master Plan to analyze the peak hour demand against facility capacity on Terminal A and B approach roadways and terminal curbs in the before and after Airside 2 Wing Expansion conditions as a formal alternative scenario of the Mobility Master Plan
- Report the level of service before and after Airside 2 Wing Expansion conditions
- Report the total facility requirements (and the Airside 2 Wing Expansion incremental component of those requirements)

4.4 STAKEHOLDER ENGAGEMENT

Stakeholder engagement will be conducted virtually in coordination with the Airline Technical Representative (ATR) as follows:

4.4.1 GOAA WORKING GROUP MEETING NO. 2

Ricondo will present the initial program requirements proposed for use in developing Airside 2 concepts to the Working Group in a PowerPoint (PPT) presentation containing tables, charts, and space templates describing all major airside planning elements. GOAA will review the program requirements and provide timely feedback to allow adjustments to the PPT presentation prior to Ricondo starting Task 5 – Concept Development.

4.5 DELIVERABLE

The deliverable for this Task is one PPT presentation (GOAA Working Group Meeting No. 2).

4.6 AUTHORITY RESPONSIBILITIES

The following summarily lists responsibilities to support this Task:

- participate in meetings and provide feedback from relevant airport stakeholders, as well as assist with requests for information made by Ricondo.
- schedule Working Group meetings (Ricondo will schedule virtual (Teams) interfaces as required).

4.7 EXCLUSIONS

Exclusions are stated in preceding sections.

TASK 5. CONCEPT DEVELOPMENT

This Task will develop up to two concepts for the new wing at Airside 2 and for the passenger and baggage processor improvements proposed in the terminal. The concepts will provide indicative facility layouts for the apron, terminal building, airside building, and landside curb and roadway components that comprise the Project.

5.1 AIRCRAFT PARKING

Initial aircraft parking concepts will be developed with respect to prescribed aircraft gate capabilities and movement of aircraft in the context of the overall Airside 2 apron, taxilanes, and the adjacent airfield. Vehicle service roads will be illustrated and changes to existing aircraft parking positions to optimize gate configurations will be highlighted. Aircraft parking layouts will be developed prior to preparing interior layouts for the Airside wing. Given the existing airfield/site geometry, aircraft layouts are expected to drive the amount of space available for the Airside building layouts.

5.2 AIRSIDE WING CONCEPTS

Illustrative layouts will be developed to the level of detail needed to support the preparation of a preferred phasing and implementation strategy and cost estimate for the Project. Specifically, layouts will illustrate the following:

- overall Airside 2 site plan
- existing utility mains (storm water, potable water, sanitary sewer)
- apron layout within the context of the Airside 2 wing apron and adjacent airfield
- air traffic control tower (ATCT) with line of sight
- Part 77 and TERPS surfaces analysis to assess the height of the airside wing and high mast lighting
- apron grading based on as-built and existing apron contour or survey drawings
- lift station capacity analysis
- pavement condition assessment based on recent studies by others
- building space layouts (floor levels and sectional views)

During concept development, the Planning Team will explore opportunities for modular construction with the Team's structural engineers and incorporate features that would facilitate modular construction into the plan and section layouts, including:

- double columns where modules align
- structural cross-bracing and other considerations
- alignment of technology zones
- discussions regarding the advantages and disadvantages of modular construction

High-level structural concepts will be prepared for the Airside Wing expansion concept. The Team will present modular construction strategies to Working Groups No. 3 and No. 4.

5.3 TERMINAL IMPROVEMENT CONCEPTS

Illustrative layouts will be developed to the level of detail needed to support the preparation of a preferred phasing and implementation strategy and cost estimate for the Project. Specifically, layouts will illustrate the terminal program requirements identified in Task 4 in plan and section (if needed) including the following:

- Airline check-in
- Airline ticket offices (ATO)
- TSA security screening checkpoint
- BHS
 - TSA CBIS
 - Airline baggage makeup
 - Baggage claim
- Airline baggage service offices
- Technology zones

5.4 LANDSIDE

Indicative roadway and curb layouts will be developed reflecting required improvements identified in Task 4.

5.5 STAKEHOLDER ENGAGEMENT

Stakeholder engagement will be conducted virtually and in-person (on-site) as follows:

5.5.1 GOAA WORKING GROUP MEETINGS NO. 3 AND NO. 4

The Planning Team will present the initial concept drawings and tables comparing the functional areas within each concept with the functional area categories in the facility requirements, highlighting deficiencies or surplus areas at Working Group Meeting No. 3. Revised concepts will be presented approximately two weeks later at Working Group Meeting No. 4. The purpose of Working Group Meetings Nos. 3 and 4 is for GOAA stakeholders to review the plans and make recommendations for changes prior to meeting with the Steering Committee. Ricondo will require approximately one week to make refinements to the concepts prior to Steering Committee Meeting No. 1.

5.5.2 FAA ATCT MEETING

Ricondo will present Airside 2 apron layouts and aircraft traffic flows at a virtual meeting with GOAA and the FAA ATCT to gather input and obtain consensus regarding the airfield plan of operation.

5.5.3 GOAA STEERING COMMITTEE MEETING NO. 2

Ricondo will present the refined concept drawings and tables comparing the functional areas within each concept with the functional area categories in the facility requirements, highlighting deficiencies or surplus areas at an in-person Steering Committee meeting. The purpose of Steering Committee Meeting No. 2 is for GOAA to review the plans and select a preferred indicative concept to be refined by the Planning Team.

Planning Team participation for the in-person meeting anticipates one overnight trip each for up to two Ricondo staff to attend the Steering Committee meeting.

5.6 DELIVERABLES

Deliverables for this Task are as follows:

- Up to three PPT presentations (GOAA Working Group Meetings No. 3 & No. 4 and GOAA Steering Committee Meeting No. 1).
- One exterior rendering with up to two available views will be produced and provided in PDF format.
- One interior rendering with a view of the “wing” will be produced and provided in PDF format.
- A fly-through video animation will be produced showing how the new wing could be built using modular construction, followed by exterior aerial views of the completed expansion and interior views of the “wing”.
- Scalable concept plan and section drawings in PDF format.

5.7 AUTHORITY RESPONSIBILITIES

The following summarily lists responsibilities to support this Task:

- The client shall participate in meetings and provide timely feedback from relevant airport stakeholders, as well as assist with requests for information and reports.
- GOAA will schedule Working Group and Steering Committee meetings (Ricondo will schedule virtual (Teams) interfaces as required).

5.8 EXCLUSIONS

- Airfield/airspace simulation will not be provided
- Pavement Condition Assessment – team will utilize existing studies in the analysis
- Regional Utility Modeling

TASK 6. PROJECT DELIVERY AND CONSTRUCTION METHODS

The Planning Team will assess and develop potential project delivery and construction methodology options. Project delivery refers to the planning processes in advance of construction beginning. Construction methods refer to the physical processes that contractors use to build planned projects.

The Planning Team will evaluate the potential use of modular construction versus traditional construction methods, noting positives and negatives, schedule and operational impacts, and probable cost implications of each construction method. The findings will be presented to GOAA regarding the direction to be included in the PDD.

6.1 PROJECT DELIVERY OPTIONS

Develop an indicative strategy for implementing the project analyzing delivery methods such as design/bid/build, design/build, progressive design/build, and construction manager (CM) at risk. The implementation strategy will include advantages and/or disadvantages for each delivery option and identify the key decision-making drivers to

include cost benefits, if any, inherent to each option. Critical issues that inform the decision-making process that will be addressed through this activity are:

- High-level phasing addressing sequencing in coordination with other Airport projects, site constraints and considerations informed by potential construction methods and other concurrent projects)
- Funding strategy/plan in consultation with the Aviation Authority
- Procurement, legal constraints in consultation with the Aviation Authority.

This task will benchmark and evaluate project delivery methods (i.e.: design/bid/build, design/build, progressive design/build, construction manager (CM) at risk) for parking garages, evaluate pros and cons of each and list lessons learned. Separately, non-traditional project delivery method Public-Private Partnership (P3) and construction methods alternatives such as modular construction will also be evaluated.

6.2 CONSTRUCTION METHODS

While construction means and methods are the selected Contractor's responsibility, it is critical that the PDD clearly define constraints to maintain existing operations during construction and then transition to the completed facility. Based on work performed in Tasks 3.1 through 3.6, the scope of work for each of the project scope elements will be defined – both for design and construction. As part of this activity, at a high-level scope/work dependencies and construction phasing approaches will be defined with due consideration of existing operations and minimizing/mitigating operational impacts. Based on this strategy options to transition operations from the existing location to the new location(s) will be developed. A critical element of this activity is clear definition of site constraints and considerations such as available contractor workspace (for construction and staging) – onsite and/or off-site and maintenance of traffic (pedestrian and vehicular).

Next, potential construction methodologies – such as build in place (e.g., cast in place concrete), prefabricated elements (e.g., structural steel or pre-cast concrete) or prefabricated modular systems (which may be assembled off-site) – will be assessed to define implications to operations, delivery schedule and construction work and staging areas.

6.3 STAKEHOLDER ENGAGEMENT

Stakeholder engagement will be conducted virtually, and in-person (on-site) as follows:

6.3.1 GOAA STEERING COMMITTEE MEETING NO. 3

Ricondo will present the proposed refined project, including phasing plans, enabling projects list, and an implementation timeline to the GOAA Steering Committee during an in-person presentation. This meeting and approval of the presented materials should be timed to occur just prior to the start of cost estimate development so as to allow the findings to be incorporated into the two cost estimates being developed in Task 7.

Planning Team participation for the in-person meeting anticipates one overnight trip each for up to two Ricondo staff to attend the Steering Committee meeting.

6.4 DELIVERABLES

Deliverables for this Task includes refined concept plans, sections, phasing plans, construction logistics summary, and implementation timeline summarized in a PPT presentation.

6.5 AUTHORITY RESPONSIBILITIES

The following summarily lists responsibilities to support this Task:

- participate in meetings and provide feedback from relevant airport stakeholders, as well as assist with requests for information made by Ricondo.

TASK 7. COST ESTIMATING

An estimate of probable cost will be developed for the preferred indicative concept. The cost estimate will be developed using “cost per square foot” models based on recent MCO project costs and other similar projects, which include local and regional factors for the Orlando, FL area. Particular attention will be given to the use of modular construction, special building systems, and utility infrastructure required for an airside gate expansion. Ricondo will meet virtually with the cost estimators to describe expectations for the airside, building architecture, and systems and to confirm the following criteria and check points are included:

- Development of a complete basis of estimate.
- Identify and estimate all project systems through cost per square foot factoring or parametric models basis of estimating
- Utilize recent MCO project benchmarks for reference cost confirmation
- Verify that all necessary enabling projects are accounted for and included in the cost estimate
- The cost estimator will meet virtually with GOAA and Ricondo prior to beginning the cost estimate to define elements, markups, soft costs, GOAA standards, etc. to be included:
 - Predictive cost adjustment factors compliant with the implementation timeline for future escalation
 - Contractor markups to correlate with proposed project delivery methods
 - Design contingencies, construction contingencies, and professional services contingencies relative to project risks and areas of concern
 - Soft cost mark-up factors

7.1 STAKEHOLDER ENGAGEMENT

Stakeholder engagement will be conducted virtually and in-person (on-site) as follows:

7.1.1 GOAA EXECUTIVE BRIEFING NO. 2

Ricondo will present the refined Steering Committee No. 3 presentation and the draft cost estimate in an in-person Executive Briefing at MCO. The purpose of Executive Briefing No. 2 is for GOAA leadership to review the project findings that will be included in the PDD, including an executive summary of the preceding tasks, preferred concept, renderings and fly-through video, and project delivery, phasing, schedule, and logistics.

Planning Team participation for the in-person meeting anticipates one overnight trip each for up to two Ricondo staff to attend the Executive Briefing meeting.

7.2 DELIVERABLES

Accenture will produce a single cost estimate (approximately 4-week development period) for GOAA's 1-week review and will respond to review comments and conduct cost reconciliation session(s) with GOAA and Ricondo (approximately 1-week period), before delivering an updated final cost estimate.

Ricondo will prepare an executive-level PPT presentation summarizing the findings generated during the PDD analysis.

7.3 AUTHORITY RESPONSIBILITIES

The client shall participate in meetings and provide feedback from relevant airport stakeholders, as well as assist with requests for information and reports.

TASK 8. PROJECT DEFINITION DOCUMENTATION

Using the completed work from the preceding tasks, Ricondo would compile the Project Definition Document. The PDD will represent the consensus reached between the stakeholders regarding the types, size, arrangement, and cost of capital facilities required to support the desired concept of operations and forecast aviation activity for the Project.

8.1 PROJECT DEFINITION DOCUMENT OUTLINE

Preliminarily, the outline of the PDD will be as follows:

- Introduction
- Program Overview
- Inventory/Data Collection
- Activity Basis
- Planning Parameters
- Program Requirements
- Concept Development
- Project Phasing and Logistics
- Appendices
 - Special Studies (as required)
 - Cost Estimate

8.2 DELIVERABLES

Delivery of the draft and final PDD is envisioned as follows:

- Draft PDD Preparation: Compile and complete the Airside 2 Wing written narrative, incorporating major graphics, tables, figures, and plans from PPT presentations in GOAA-approved format.

- Draft PDD QA/QC: Review updated Airside 2 Wing material for quality assurance and quality control. Assume a one-week QA/QC period.
- Draft PDD Review and Comment Period: Deliver the draft PDD to GOAA. A two-week review and comment period is assumed for GOAA. The GOAA project manager will organize and compile all review comments before delivery to the Planning Team.
- Respond to Comments: The Planning Team will respond to GOAA comments from the draft PDD, closing or resolving all open comments. A one-week period for resolving and closing comments is assumed.
- Final Deliverable Production: Final deliverable production is assumed to require approximately 3 days for final edits, formatting, and PDF printing.

Deliverable formats are as follows:

- Draft PDD – electronic consolidated copy in PDF format
- Final PDD – electronic consolidated copy in PDF format

8.3 STAKEHOLDER ENGAGEMENT

Stakeholder engagement will be conducted virtually, and in-person (on-site) as follows:

One overnight trip each for up to two Ricondo staff to attend a GOAA Board meeting project summary and findings presentation.

8.4 AUTHORITY RESPONSIBILITIES

The Authority's project manager will organize timely reviews of draft and final PDD by stakeholders, collect and compile review comments (deleting duplicate or redundant comments) and assist the Planning Team in closing any review comments by facilitating virtual meetings between stakeholders and Planning Team.

TASK 9. PROJECT ADMINISTRATION

This task includes overall project coordination between GOAA, Ricondo, and subconsultants throughout the project. More specifically, it provides for the preparation of the scope and budget for the Letters of Authorization; the monitoring and communication of project status; preparation of status reports for monitoring of project activities; and review of these materials with GOAA project management during the PDD development effort. The task provides an allowance for weekly Planning Team status meetings and conference/Teams calls throughout the course of the project.

The Planning Team will facilitate bi-weekly virtual meetings with GOAA-identified stakeholders (scheduled at GOAA's discretion) when Working Group or in-person meetings are not scheduled in Orlando. Frequency will depend on the phase of work, need for stakeholder interaction, and project development throughout the planning process. Other project administration activities include:

- Development of a workplan providing detailed project activities (i.e., schedules of virtual and in-person meetings) and a deliverables calendar

- Attendance at coordination/progress meetings with GOAA (up to six meetings – assumed as three virtual and three on-site)
- Preparation of agendas and meeting summaries with action items
- Internal and subconsultant coordination

Ricondo will support the GOAA Executive Team at one GOAA Board Meeting presentation at the conclusion of the project. Up to two additional in-person meetings are anticipated for project summary presentations, meetings required to assist with decision making, and dry run rehearsals prior to the GOAA Board Meeting presentation.

- Up to three trips each for up to two (2) Ricondo on-site participants

SCHEDULE

A proposed schedule is included in **Exhibit 1**.

BUDGET

As noted in **Table 1**, the total Not-to-Exceed Fee for the proposed services is **\$1,018,771.00**. The proposals from the Planning Team are included in **Appendices A** and **B**.

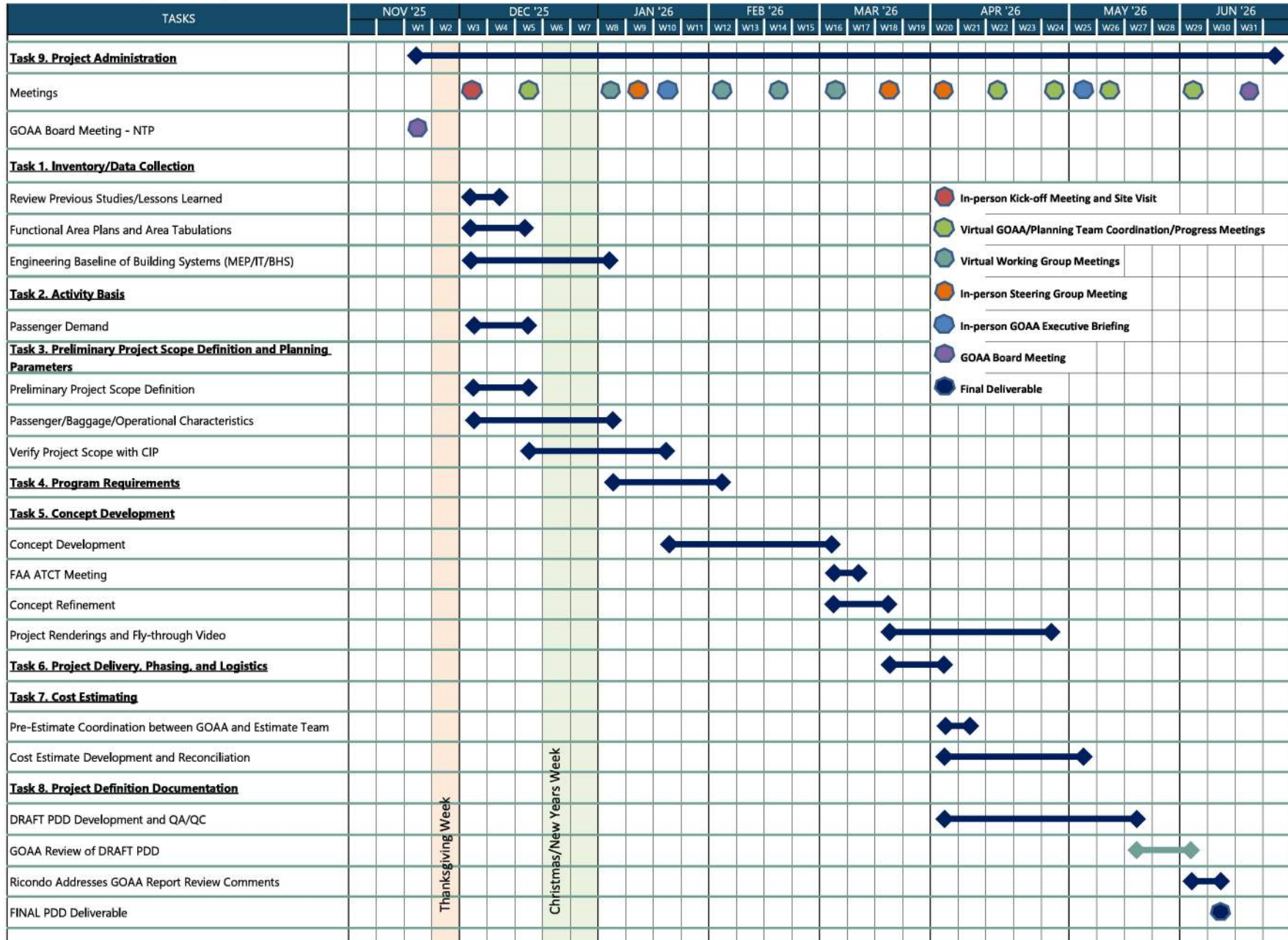
TABLE 1 BUDGET ESTIMATE

FIRM	COST
Ricondo & Associates, Inc.	\$438,520.00
Salas Obrien	\$124,600.00
Brindley Pieters & Associates, Inc.	\$66,852.00
Accenture, LLC	\$40,048.00
The JW Group, Inc.	\$36,946.00
Graphic Support Services, Inc.	\$11,780.00
Illustrate My Design LLC	\$65,600.00
Kimley-Horn and Associates Inc.	\$193,880.00
Simply Strategic, Inc.	\$40,545.00
TOTAL	\$1,018,771.00

SOURCE: Ricondo & Associates, Inc. and Team, November 2025.

EXHIBIT 1- PROJECT SCHEDULE
Airside 2 Wing Program Definition Document

MCO Airside 2 Wing PDD - Project Schedule Proposal



TRUTH IN NEGOTIATION CERTIFICATION

The Consultant hereby certifies, covenants, and warrants that wage rates and other factual unit costs supporting the compensation for this project's agreement are accurate, complete, and current at the time of contracting.

The Consultant further agrees that the original agreement price and any additions thereto shall be adjusted to exclude any significant sums by which the Aviation Authority determines the agreement price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs. All such agreement adjustments shall be made within (1) year following the end of the contract. For purposes of this certificate, the end of the agreement shall be deemed to be the date of final billing or acceptance of the work by the Aviation Authority, whichever is later.

Consultant: Ricondo & Associates, Inc.

By:  _____

Print Name: Pete Ricondo, P.E., Senior Vice

President

Date: 10/15/2025

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APPENDIX A

Breakdown of Professional Fees

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EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-1
SUMMARY OF TOTAL CONTRACT VALUE
AS2 EXPANSION, HARDSTANDS, AND AIRLINE CLUB PROGRAM DEFINITION DOCUMENT

Phase of Project:	Tasks	TOTAL CONTRACT
1.0 Lump Sum Fee:	\$0.00	\$0.00
2.0 Not to Exceed Professional Fees:	\$1,018,771.00	\$1,018,771.00
3.0 Not to Exceed Reimbursable Expenses:	\$0.00	\$0.00
4.0 TOTAL CONTRACT VALUE:	\$1,018,771.00	\$1,018,771.00

Total Lump Sum Labor Hours:	0	0
Total Not to Exceed Professional Labor Hours:	4,810	4,810
TOTAL LABOR HOURS:	4,810	4,810
Average Hourly Rate:		\$212

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-2
SUMMARY OF NOT TO EXCEED FEES

TASKS	ALL TASKS		TOTAL		
	labor hours	Total Fee	labor hours	Cost	Avg. Rate
Ricondo & Associates, Inc.					
Not to Exceed Fee Subtotal	1,992	\$438,520.00	1,992	\$438,520.00	\$220
Salas Obrien (MEP / FP)					
Not to Exceed Fee Subtotal	656	\$124,600.00	656	\$124,600.00	\$190
Brindley Pieters & Associates, Inc.					
Not to Exceed Fee Subtotal	348	\$66,852.00	348	\$66,852.00	\$192
Accenture					
Not to Exceed Fee Subtotal	180	\$40,048.00	180	\$40,048.00	\$222
JW Group					
Not to Exceed Fee Subtotal	186	\$36,946.00	186	\$36,946.00	\$199
Graphics Support Services					
Not to Exceed Fee Subtotal	95	\$11,780.00	95	\$11,780.00	\$124
IMD					
Not to Exceed Fee Subtotal	460	\$65,600.00	460	\$65,600.00	\$143
Kimley Horn					
Not to Exceed Fee Subtotal	776	\$193,880.00	776	\$193,880.00	\$250
Simply Strategic, Inc					
Not to Exceed Fee Subtotal	117	\$40,545.00	117	\$40,545.00	\$347
Total Not to Exceed Amount:	4,810	\$1,018,771.00	4,810	\$1,018,771.00	\$212

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
 Ricondo & Associates, Inc.

RICONDO MASTER FEE ESTIMATE

RICONDO & ASSOCIATES, INC. (PRIME)	SENIOR OFFICER		SENIOR OFFICER w/ Travel Premium		SENIOR DIRECTOR		SR DIRECTOR w/Travel Premium		DIRECTOR		DIRECTOR w/Travel Premium		MANAGER		MANAGER w/Travel Premium		SENIOR CONSULTANT		CONSULTANT		SENIOR GRAPHIC DESIGNER		GRAPHIC DESIGNER		TECHNICAL EDITOR		TECHNICAL SPECIALIST		TOTAL		
Rate (\$/Hour)	\$400		\$435		\$345		\$395		\$289		\$339		\$216		\$266		\$168		\$116		\$156		\$122		\$164		\$75		Labor	Cost	Avg. Hourly
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Rate
Tasks																															
Task 1 - Inventory/Data Collection	2	\$800	0	\$0	16	\$5,520	12	\$4,740	8	\$2,312	0	\$0	16	\$3,456	0	\$0	40	\$6,720	40	\$4,640	0	\$0	0	\$0	0	\$0	0	\$0	134	\$27,788	\$207
Task 2 - Activity Basis	2	\$800	0	\$0	20	\$6,900	0	\$0	4	\$1,156	0	\$0	20	\$4,320	0	\$0	40	\$6,720	40	\$4,640	0	\$0	0	\$0	0	\$0	0	\$0	126	\$24,136	\$192
Task 3 - Preliminary Project Scope Definition and Planning Parameters	2	\$800	8	\$3,480	20	\$6,900	12	\$4,740	40	\$11,560	0	\$0	20	\$4,320	0	\$0	40	\$6,720	40	\$4,640	0	\$0	0	\$0	0	\$0	0	\$0	182	\$42,760	\$235
Task 4 - Program Requirements	2	\$800	0	\$0	32	\$11,040	0	\$0	40	\$11,560	0	\$0	40	\$8,640	0	\$0	80	\$12,640	40	\$4,640	0	\$0	0	\$0	0	\$0	0	\$0	234	\$48,320	\$211
Task 5 - Concept Development	4	\$1,600	8	\$3,480	80	\$27,600	12	\$4,740	100	\$28,900	12	\$4,068	80	\$17,280	12	\$3,192	120	\$18,960	200	\$23,200	0	\$0	0	\$0	0	\$0	0	\$0	626	\$133,020	\$212
Task 6 - Project Delivery and Construction Methods	2	\$800	8	\$3,480	40	\$13,800	12	\$4,740	40	\$11,560	0	\$0	8	\$1,728	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	110	\$36,108	\$328
Task 7 - Cost Estimating	2	\$800	8	\$3,480	8	\$2,760	0	\$0	8	\$2,312	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	26	\$9,352	\$363
Task 8 - Project Definition Documentation	4	\$1,600	8	\$3,480	40	\$13,800	12	\$4,740	40	\$11,560	0	\$0	80	\$12,960	0	\$0	40	\$6,720	40	\$4,640	2	\$312	2	\$244	60	\$13,120	80	\$6,000	406	\$78,776	\$193
Task 9 - Project Administration	4	\$1,600	0	\$0	60	\$20,700	0	\$0	0	\$0	0	\$0	40	\$8,640	0	\$0	40	\$6,720	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	144	\$37,280	\$258
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	24	\$9,600	40	\$17,400	316	\$109,020	60	\$23,708	280	\$80,920	12	\$4,068	284	\$61,344	12	\$3,192	400	\$63,200	400	\$48,400	2	\$312	2	\$244	80	\$13,120	80	\$6,000	1992	\$438,520	\$226

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Salas O'Brien

Salas O'Brien (MEP / FP)	Principal/Director		Senior Project Manager		Senior Engineer		Senior Engineer		Senior Engineer		Senior CADD Designer		Administrative Assistant		Administrative Assistant		TOTAL		
Date: 10-31-25 - Revision #2	\$206		\$182		\$196		\$196		\$196		\$111		\$86		\$86		labor	Cost	Avg. Hourly Rate
Rate (\$/Hour):	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost			
Tasks																			
Task 1 - Inventory/Data Collection	1	\$206		\$0	24	\$4,704	24	\$4,704	24	\$4,704		\$0	0	\$0	4	\$344	77	\$14,662	\$190
Task 3 - Preliminary Project Scope Definition and Planning Parameters	2	\$412	8	\$1,456	20	\$3,920	20	\$3,920	20	\$3,920		\$0	0	\$0	4	\$344	74	\$13,972	\$189
Task 4 - Program Requirements	4	\$824	16	\$2,912	20	\$3,920	20	\$3,920	20	\$3,920		\$0	0	\$0	4	\$344	84	\$15,840	\$189
Task 5 - Concept Development	4	\$824	24	\$4,368	48	\$9,408	48	\$9,408	48	\$9,408	8	\$1,568	0	\$0	4	\$344	184	\$35,328	\$192
Task 6 - Project Delivery, Phasing, and Logistics	1	\$206	8	\$1,456	16	\$3,136	16	\$3,136	16	\$3,136		\$0	0	\$0	4	\$344	61	\$11,414	\$187
Task 7 - Cost Estimating	0	\$0	2	\$364	8	\$1,568	8	\$1,568	8	\$1,568		\$0	0	\$0	4	\$344	30	\$5,412	\$180
Task 8 - Project Definition Documentation	2	\$412	16	\$2,912	16	\$3,136	16	\$3,136	16	\$3,136	4	\$784	0	\$0	4	\$344	74	\$13,860	\$187
Task 9 - Project Administration		\$0		\$0		\$0		\$0		\$0		\$0	72	\$14,112		\$0	72	\$14,112	\$196
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	14	\$2,884	74	\$13,468	152	\$29,792	152	\$29,792	152	\$29,792	12	\$2,352	72	\$14,112	28	\$2,408	656	\$124,600	\$190

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Brindley Pieters & Associates

Brindley Pieters & Associates, Inc.	Senior Project Manager		Senior Engineer		Senior CADD Designer		TOTAL		
Rate (\$/Hour):	\$208.00		\$205.00		\$129.00		labor	Cost	Avg. Hourly
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Rate
Tasks									
Task 1 - Inventory/Data Collection	4	\$832	40	\$8,200	0	\$0	44	\$9,032	\$205
Task 2 - Activity Basis	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 3 - Preliminary Project Scope Definition and Planning Parameters	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 4 - Program Requirements	8	\$1,664	32	\$6,560	0	\$0	40	\$8,224	\$206
Task 5 - Concept Development	8	\$1,664	144	\$29,520	60	\$7,740	212	\$38,924	\$184
Task 6 - Project Delivery and Construction Methods	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 7 - Cost Estimating	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 8 - Project Definition Documentation	0	\$0	8	\$1,640	0	\$0	8	\$1,640	\$205
Task 9 - Project Administration	4	\$832	40	\$8,200	0	\$0	44	\$9,032	\$205
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	24	\$4,992	264	\$54,120	60	\$7,740	\$348	\$66,852	\$192

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Accenture

Accenture	Project Director (SVP Estimating)		Manager II (Estimator 2)		Cost Engineer III (Estimator 1)		TOTAL		
Rate (\$/Hour):	\$320		\$151		\$84		labor		Avg. Hourly
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Rate
Tasks									
Tasks									
Task 7 - Cost Estimating	92	\$29,440	48	\$7,248	40	\$3,360	180	\$40,048	\$222
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	92	\$29,440	48	\$7,248	40	\$3,360	180	\$40,048	\$222

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
JW Group

JW Group	Principal in Charge		Principal in Charge Travel Premium		Sr IT Systems Specialist		TOTAL		
Rate (\$/Hour):	\$183		\$233		\$195		labor		Avg. Hourly
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Rate
Tasks									
Tasks									
Task 1 - Inventory/Data Collection	2	\$366	16	\$3,728	18	\$3,510	36	\$7,604	\$211
Task 2 - Activity Basis	1	\$183	0	\$0	1	\$195	2	\$378	\$189
Task 3 - Preliminary Project Scope Definition and Planning Parameters	6	\$1,098	0	\$0	20	\$3,900	26	\$4,998	\$192
Task 4 - Program Requirements	8	\$1,464	8	\$1,864	30	\$5,850	46	\$9,178	\$200
Task 5 - Concept Development	14	\$2,562	0	\$0	26	\$5,070	40	\$7,632	\$191
Task 6 - Project Delivery and Construction Methods	8	\$1,464	8	\$1,864	8	\$1,560	24	\$4,888	\$204
Task 7 - Cost Estimating	2	\$366	0	\$0	2	\$390	4	\$756	\$189
Task 8 - Project Definition Documentation	4	\$732	0	\$0	4	\$780	8	\$1,512	\$189
Task 9 - Project Administration	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	45	\$8,235	32	\$7,456	109	\$21,255	186	\$36,946	\$199

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
GRAPHICS SUPPORT SERVICES

GSS	Senior Graphic Designer		TOTAL		
Rate (\$/Hour):	\$124		labor		Avg. Hourly
	hours	Cost	hours	Cost	Rate
Tasks					
Tasks					
Task 1 - Inventory/Data Collection	0	\$0	0	\$0	\$0
Task 2 - Activity Basis	0	\$0	0	\$0	\$0
Task 3 - Preliminary Project Scope Definition and Planning Parameters	15	\$1,860	15	\$1,860	\$124
Task 4 - Program Requirements	15	\$1,860	15	\$1,860	\$124
Task 5 - Concept Development	15	\$1,860	15	\$1,860	\$124
Task 6 - Project Delivery and Construction Methods	0	\$0	0	\$0	\$0
Task 7 - Cost Estimating	0	\$0	0	\$0	\$0
Task 8 - Project Definition Documentation	40	\$4,960	40	\$4,960	\$124
Task 9 - Project Administration	10	\$1,240	10	\$1,240	\$124
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	95	\$11,780	95	\$11,780	\$124

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Illustrate My Design (IMD)

Illustrate My Design (IMD)	Principal		Consultant		TOTAL		
Rate (\$/Hour):	\$215		\$125		labor		Avg. Hourly
	hours	Cost	hours	Cost	hours	Cost	Rate
Tasks							
Tasks							
Task 1 - Inventory/Data Collection	0	\$0	0	\$0	0	\$0	\$0
Task 2 - Activity Basis	0	\$0	0	\$0	0	\$0	\$0
Task 3 - Preliminary Project Scope Definition and Planning Parameters	0	\$0	0	\$0	0	\$0	\$0
Task 4 - Program Requirements	0	\$0	0	\$0	0	\$0	\$0
Task 5 - Concept Development	90	\$19,350	370	\$46,250	460	\$65,600	\$143
Task 6 - Project Delivery and Construction Methods	0	\$0	0	\$0	0	\$0	\$0
Task 7 - Cost Estimating	0	\$0	0	\$0	0	\$0	\$0
Task 8 - Project Definition Documentation	0	\$0	0	\$0	0	\$0	\$0
Task 9 - Project Administration	0	\$0	0	\$0	0	\$0	\$0
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	90	\$19,350	370	\$46,250	460	\$65,600	\$143

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Kimley Horn

Kimley Horn	QC Reviewer		Senior Project Manager		Project Manager		Senior Engineer/Planner		Engineer/Planner		Engineering Intern		Administrative Assistant		TOTAL		
Rate (\$/Hour):	\$320		\$340		\$294		\$307		\$225		\$140		\$130		labor	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Rate
Tasks																	
Task 1 - Inventory/Data Collection	0	\$0	20	\$6,800	0	\$0	24	\$7,368	16	\$3,600	12	\$1,680	6	\$780	78	\$20,228	\$259
Task 2 - Activity Basis	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 3 - Preliminary Project Scope Definition and Planning Parameters	0	\$0	6	\$2,040	0	\$0	11	\$3,377	16	\$3,600	0	\$0	3	\$390	36	\$9,407	\$261
Task 4 - Program Requirements	4	\$1,280	44	\$14,960	4	\$1,176	81	\$24,867	197	\$44,325	85	\$11,900	7	\$910	422	\$99,418	\$236
Task 5 - Concept Development	4	\$1,280	18	\$6,120	0	\$0	33	\$10,131	60	\$13,500	0	\$0	1	\$130	116	\$31,161	\$269
Task 6 - Project Delivery and Construction Methods	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 7 - Cost Estimating	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 8 - Project Definition Documentation	6	\$1,920	22	\$7,480	0	\$0	32	\$9,824	40	\$9,000	0	\$0	12	\$1,560	112	\$29,784	\$266
Task 9 - Project Administration	0	\$0	6	\$2,040	0	\$0	6	\$1,842	0	\$0	0	\$0	0	\$0	12	\$3,882	\$324
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	14	\$4,480	116	\$39,440	4	\$1,176	187	\$57,409	329	\$74,025	97	\$13,580	29	\$3,770	776	\$193,880	\$250

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
SIMPLY STRATEGIC, INC

SIMPLY STRATEGIC, INC	SME - Project Delivery and Constructability		Travel SME - Project Delivery and Constructability		SME - Communications and Project Delivery		TOTAL		
Rate (\$/Hour):	\$375		\$410		\$300		labor		
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Avg. Hourly Rate
Tasks									
Tasks									
Task 1 - Inventory/Data Collection	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 2 - Activity Basis	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 3 - Preliminary Project Scope Definition and Planning Parameters	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 4 - Program Requirements	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 5 - Concept Development	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 6 - Project Delivery and Construction Methods	55	\$20,625	12	\$4,920	50	\$15,000	117	\$40,545	\$347
Task 7 - Cost Estimating	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 8 - Project Definition Documentation	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 9 - Project Administration	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	55	\$20,625	12	\$4,920	50	\$15,000	117	\$40,545	\$347

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-6
BREAKDOWN OF NOT TO EXCEED REIMBURSABLE EXPENSES

EXPENSES:		AMOUNT			
TASK					
Travel Reimbursable Expenses		# of Trips	# of Days	Unit Price	
Air Travel - US Airport (BOS/Orlando) round trip					\$0
Air Travel - US Airport (MIA/Orlando) round trip					\$0
Air Travel - US Airport (ORD/Orlando) round trip					\$0
Air Travel - Oversea Airport LRH/Orlando (round trip)					\$0
Hotel/Lodging/Per Diem Expenses - 1 night					\$0
Hotel/Lodging/Per Diem Expenses - Multiple Night					\$0
Airport Parking					\$0
Taxi					\$0
Per diem expenses					\$0
Subtotal - Ricondo & Associates					\$0.00
Task __ Total					\$0.00

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLES C-7b and C-7c
PARTICIPATION SCHEDULES

TABLE C-7b FIRM PARTICIPATION SCHEDULE

NAME OF SUBCONSULTANT	ADDRESS	PROPOSED SCOPE OF SERVICES	FEE	PROPOSED PARTICIPATION
Ricondo & Associates, Inc.		General Consultant, QA/QC	\$438,520.00	43%
Salas Obrien (MEP / FP)		Consulting Services	\$124,600.00	12%
Brindley Pieters & Associates, Inc.		Consulting Services	\$66,852.00	7%
Accenture		Consulting Services	\$40,048.00	4%
JW Group		Consulting Services	\$36,946.00	4%
Graphic Support Services		Consulting Services	\$11,780.00	1%
Illustrate My Design (IMD)		Consulting Services	\$65,600.00	6%
Kimley Horn		Consulting Services	\$193,880.00	19%
Simply Strategic		Consulting Services	\$40,545.00	4%
TOTAL PROPOSED FIRM PARTICIPATION			\$1,018,771.00	100.0%

CONTRACT HOLIDAY DATES

Salas O'Brien	Principal	\$206.00
Salas O'Brien	Senior Project Manager	\$182.00
Salas O'Brien	Senior Engineer	\$196.00
Salas O'Brien	Senior CADD Designer	\$111.00
Salas O'Brien	Administrative Assistant	\$86.00
Brindley Pieters	Senior Project Manager	\$208.00
Brindley Pieters	Senior Engineer	\$205.00
Brindley Pieters	Senior CADD Designer	\$129.00



APPENDIX B

Proposals from Subconsultants

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October 31, 2025

RICONDO
2077 Convention Center Concourse
Suite 285
Atlanta, GA 30337

Attention: Scott Hyde | Director

Reference: **MCO Airside 2 Wing Program Definition Document – MEPFP Design Services Fee Proposal - Revision 1**

Dear Mr. Hyde,

We write to outline our fee proposal for the MEPFP engineering design services for the above referenced project. We understand the scope to include developing a Program Definition Document (PDD) for the Airside 2 Wing Expansion (Project) at the Orlando International Airport (MCO). The Project will construct approximately 6 to 8 incremental (new/additional) aircraft gates on the northeast side of the Airside 2 hub located in the North Terminal Complex (NTC). The purpose of the PDD is to provide the programmatic requirements and scope definition for the Project and an indicative facility layout to inform the Project's cost and budget while providing planning guidance to consultants who will prepare the detailed design of the Project as part of a separate project.

In general, our team will complete an existing capacity analysis of the existing systems and then do a high-level analysis of what might be needed for the MEPFP systems based on area and number of gates being provided. We will also help determine sufficient space needs for MEPFP rooms. Please see below for the scope of services included:

MECHANICAL, ELECTRICAL, PLUMBING AND FIRE PROTECTION

Our team will conduct an MEPFP infrastructure and capacity analysis of all the areas in the existing airport affected by this scope of work. For this analysis our team will do the following:

- Gather all existing documentation of the MEPFP systems (Assume as-builts of existing conditions are available)
- Assess and verify the capacity of the existing MEPFP infrastructure (Assume adequate capacity if available for all MEPFP systems for this expansion)
- Coordinate with maintenance and MCO design team for preferences of system types.

After the collection and analysis of the existing MEPFP infrastructure, the Ricondo Team will then determine the impacts on the existing MEPFP systems to support the new Terminal and areas of renovation. We will identify general requirements necessary to facilitate the design of the proposed concept areas, which include:

- Evaluation of utility capacity for the expansion
- Evaluation of existing MEPFP infrastructure capacities



- Identify potential modifications to existing utilities and MEPFP infrastructure
- Identify potential tie-in points for all MEPFP systems
- Identify adequate space needs for MEPFP systems

Project Deliverables:

MEPFP Narratives which will include the following:

- Summary of existing systems capacities for each system.
- Description of each system and what is required for the new Terminal and areas of renovation
- Basic material and equipment criteria narrative for each system
- High level schematic drawings for major system components depicting conceptual infrastructure design
 - Will include overall plans that indicate utility tie-in points for each MEPFP system
 - Will include schematic one-line diagrams to indicate estimated system capacities required for new terminal
 - Will not include system distribution plans, equipment layouts or device layouts for MEPFP systems

Review of Cost Estimates

Review of Phasing Plans (as applicable)

Attendance at the following meetings:

- In Person – Kick-off Meeting; Steering Group Meetings (3)
- Virtual – GOAA/Planning Team Coordination/Progress Meetings (5); Working Group Meetings (4)

Services Not Included

- Cost Estimating
- Construction Phasing Plans
- BHS Design
- Design of Utilities or Systems 5'-0" outside of the building footprint

Our fee for this effort is \$124,600.00

This fee is hourly, not to exceed. Please see the attached spreadsheet for a breakdown of hours associated with this effort.



Thank you for considering our services for this project. We look forward to working with you and your team.

Energetically yours,

✓ **STEPHEN TURNER**
Senior Vice President



Suite 180
2600 Maitland Center Parkway
Maitland, FL 32751
407.830.8700 Fax 407.830-8877
www.bpa-engineers.com

October 16, 2025

Mr. Scott Hyde, Director
Ricondo
2077 Convention Ctr Concourse, Ste 285
Atlanta, GA 30337

RE: Proposal for Structural Engineering Services – Airside 2 Wing Expansion Program Definition Document (PDD) at Greater Orlando Aviation Authority - Orlando International Airport (MCO)

Dear Scott:

Brindley Pieters & Associates, Inc. (BPA) is pleased to submit this proposal to provide conceptual structural engineering services to support the Ricondo Planning Team during the development of the Program Definition Document for the Airside 2 Wing Expansion at Orlando International Airport.

Our structural engineering scope is based on the Draft Narrative Scope of Work objectives and deliverables and supplemented by our recent exchanges to develop the PDD 15 percent level documents; up to two (2) Conceptual structural options, including a modular construction option. Additional Airside wing gates are subject to the Airfield taxi-lanes, aircraft, and other considerations.

I. Structural Scope Summary:

Task 1.0: Inventory and Data Collection

Initial review of available existing structural documentation, including as-built drawings and engineering reports, geotechnical reports as available, provided by GOAA. Establish as-built conditions of the Hub at the new wing interface for the Hub interface design options, new to existing. Excluded is any review of structure load capacity of the existing Hub. Identify any deficient or missing data for succeeding Tasks and potential approaches to mitigate.

Task 4.0: Program Requirements

Establish preliminary structural design criteria and structural performance requirements for the new Airside wing. Define gravity, wind/hurricane, tornado loads using applicable and relevant standards, guidance, and Florida building codes. Interface at existing Hub and new Airside wing structure and interface existing constraints.

Task 5.0: Concept Development (up to two (2) structural concepts)

Develop high-level 15% PDD structural concepts for up to two Airside Wing options, traditional and modular building construction solutions guided by the Planning Team's exploration and direction. BIM models (concept level only) for each will be developed. BIM Integrated or bi-directional structural analysis models of the options for concept study, will also be developed. Explore the modular construction option(s) with Planning Team, including maximum feasible modular size based on structural analysis. Incorporate structural features to facilitate, enhance modular construction, e.g., double-columns, bracing systems, or other.

Task 6.0: Project Delivery, Phasing, and Logistics

No Structural Scope.



Task 9.0: Project Administration

Attend in person initial Airside visit/kickoff; virtual internal Team Coordination meetings—up to 7; virtual GOAA Working Group meetings - up to 4; and, in-person Steering Committee Meetings – up to 2.

II. Deliverables

Deliverables are high-level structural narratives incorporated in the overall PDD document. In addition, the following:

- Task 4: Structural Design Criteria: Loads, materials, and other design and performance criteria as appropriate in the PDD Narrative and further design basis documentation in the appendices.
- Task 5: Concepts: Concept framing diagrams, sections, BIM axonometric views in PDF format of the two (2) structural options. Connection detail concepts. Additional BIM, Structural Analysis data not in the narrative or presentations will be documented in appendices, A high-level narrative of the new wing connection interface(s) to the existing Hub. Code information and back-up design criteria (Design Basis) and specific loads not presented will be documented in appendices.
- Task 6: Delivery, Phasing: No Deliverable Scope, Presentations, or documentation.

III. Exclusions to Scope:

The following items are specifically excluded from this NTE fee and structural scope:

- Conceptual Studies Design Limitation: Specifically excluded is Schematic design or beyond structural analysis, design or details, consistent with the PDD or 15 percent documents level.
- Existing Data & Documentation (Task 1): No geotechnical, materials testing, in-situ structural integrity testing of the existing Airside 2, except readily accessible visual observation.
- Cost Estimates (Task 7): Excludes Cost estimating components, quantity take-off or calculated material tonnages. Incidental materials data from BIM models may be shared as-is if requested.
- Existing Building Structural Capacity Analysis: Excluded is any existing structure load capacity analysis of the existing Hub, systems, or components. Any related structural work is additional services, if requested and authorized.
- Project Delivery, Phasing (Task 6): This Scope is specifically excluded from the Structural services. Excludes Task 6 documents, presentations or meetings.

IV. Information Provided by the Client:

The structural scope relies on the following data and resources to be provided by the airport, or Ricondo (Planning Team):

- Existing Airside Data: As-built drawings; including latest AutoCAD or BIM drawings of Airside 2. Engineering design reports. A current digital scan, LIDAR, of the Hub interface with the proposed wing is recommended, to augment and validate the existing As-built CAD or PDF plan information provided by GOAA.
- Planning: Airside wing capacity and size guidance and direction.
- Geotechnical Information: Existing Geotechnical information (Investigation reports) to inform the conceptual design basis for new foundations, jet bridges, and other at grade or below infrastructure.
- Access: Escort and access as required for any Airside visits, including necessary clearances.
- Deliverable(s) Format: Furnish deliverables format, template, or framework desired or acceptable from GOAA or Planning Team, prior to start of the Task deliverable.



V. Schedule:

Based on the schedule received, a project timeline of 31 weeks is indicated for completion of all project Tasks during the first half of 2026. Key milestones with estimated durations as applicable, for the structural scope are noted:

NTP– November/December 2025

Initial Site Visit - December 2025 (Week 3)

Task 1 – Data Collection complete January 2026 (Week 9)

Task 4 – Program Requirements/Criteria complete Feb. 2026 (Week 12)

Task 5 - Concept Development complete March 2026 (Week 10-18)

Task 8 - Draft PDD complete May 2026; Final PDD - June 2026; (Week 27, 31).

VI. Not to Exceed NTE Fee, Invoicing and Additional Services:

The Not-to-Exceed NTE Fee, Time and Materials, is based on the effort and hourly rates in the attached fee spreadsheet for a **NTE Total Fee of \$ 66, 852.00.**

Invoicing will be monthly, or as directed, based on the Scope Task completion level aligned with the attached Table C5 Fee breakdown.

Additional Structural Scope Services will be billed at the attached hourly rates, if required. Your written authorization is required documenting the mutually agreed scope and effort.

We look forward to partnering with you and appreciate the opportunity to participate in your team.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brindley Pieters", is written over a light blue horizontal line.

Brindley Pieters, P.E.
President

Brindley Pieters & Associates, Inc.

-cc. Judie Kemp, Trevor Adams

Attachment: Exhibit A – GOAA Table C5 Consultant Compensation - Breakdown of NTE Fees
Brindley Pieters & Associates, Inc. (Structural Engineering).

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Brindley Pieters & Associates

Brindley Pieters & Associates, Inc.	Senior Project Manager		Senior Engineer		Senior CADD Designer		TOTAL		
Rate (\$/Hour):	\$208.00		\$205.00		\$129.00		labor		Avg. Hourly
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Rate
Tasks									
Task 1 - Inventory/Data Collection	4	\$832	40	\$8,200	0	\$0	44	\$9,032	\$205
Task 2 - Activity Basis	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 3 - Preliminary Project Scope Definition and Planning Parameters	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 4 - Program Requirements	8	\$1,664	32	\$6,560	0	\$0	40	\$8,224	\$206
Task 5 - Concept Development	8	\$1,664	144	\$29,520	60	\$7,740	212	\$38,924	\$184
Task 6 - Project Delivery and Construction Methods	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 7 - Cost Estimating	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 8 - Project Definition Documentation	0	\$0	8	\$1,640	0	\$0	8	\$1,640	\$205
Task 9 - Project Administration	4	\$832	40	\$8,200	0	\$0	44	\$9,032	\$205
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	24	\$4,992	264	\$54,120	60	\$7,740	\$348	\$66,862	\$192

October 7, 2025

RICONDO

Scott Hyde
Director
shyde@ricondo.com

**Proposal to develop ROM Cost Estimates for MCO Airside 2 Wing Program
Definition Document at Orlando International Airport (MCO)**

Dear Scott,

We are pleased to submit this proposal to develop Opinion of Probable Cost Estimates for the MCO Airside 2 Wing PDD.

We have based our Proposal on the Following:

TASK 7: Cost Estimating

An Opinion of Probable Construction Cost will be prepared for the preferred indicative concept. The estimate will be developed using cost-per-square-foot models informed by recent MCO project data and other comparable projects, adjusted for local and regional market conditions in the Orlando, FL area.

Special consideration will be given to the impacts of modular construction, specialized building systems, and the utility infrastructure required for airside gate expansion.

Ricondo will meet virtually with the cost-estimating team to align on expectations for airside facilities, building architecture, and systems. These meetings will confirm that the following elements and checkpoints are included:

- Development of a comprehensive Basis of Estimate (BOE) documenting all assumptions, data sources, and methodologies.
- Identification and quantification of all project systems, using appropriate cost-per-square-foot or parametric models.
- Benchmarking against recent MCO project data for reference and cost validation.
- Verification that all necessary enabling projects are captured and reflected in the estimate.

The cost-estimating team will also meet virtually with GOAA and Ricondo before beginning the estimate to define project elements, markups, soft-cost inclusions, and GOAA standards. This session will establish:

- Predictive cost-adjustment factors, including escalation consistent with the implementation timeline.
- Contractor markups aligned with the anticipated project-delivery approach.
- Design, construction, and professional-services contingencies tailored to project risks and areas of uncertainty.
- Soft-cost allowances and mark-up factors consistent with GOAA practices and project requirements.

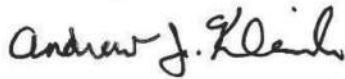
We assume this assignment can be completed remote. We have not included travel costs and/or expenses in our proposal.

Proposed Fees:

We propose to develop the ROM Cost Estimate for the above scope on a Time and Material Basis Not-To-Exceed Fee of **\$40,048.00** as shown in Exhibit A. This NTE Fee does not include misc. expenses & travel costs (assume remote).

We are prepared to begin work on this engagement when notified to proceed and are available to answer any questions that may require clarification. Should you have any questions or require further information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Andrew J. Kleimola".

Andrew Kleimola, SVP Estimating
(352) 801-3602
andrew.kleimola@Accenture.com

EXHIBIT A

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL TABLE C-5 BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES Accenture

Accenture	Project Director (SVP Estimating)		Manager II (Estimator 2)		Cost Engineer III (Estimator 1)		TOTAL		
Rate (\$/Hour):	\$320		\$151		\$84		labor		Avg. Hourly
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Rate
Tasks									
Tasks									
Task 7 - Cost Estimating	92	\$29,440	48	\$7,248	40	\$3,360	180	\$40,048	\$222
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	92	\$29,440	48	\$7,248	40	\$3,360	180	\$40,048	\$222



October 11, 2025

Dear Teresa Davidson,

Graphics Support Services, Inc. dba GSS Creative will assist Ricondo with graphics and presentation support for the Program Definition Document (PDD) for the Airside 2 Wing Expansion (Project) at the Orlando International Airport (MCO). GSS Creative would provide the following services as incorporated in the Ricondo scope of work for following tasks:

- Assist with formatting and creating graphics for Powerpoints including for meetings and workshops for the GOAA Working Group, the GOAA Steering Committee, and the GOAA Executive Briefing.

Please see our fees in the table below.

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
GRAPHICS SUPPORT SERVICES

GSS	Senior Graphic Designer		TOTAL		
Rate (\$/Hour):	\$124		labor hours	Cost	Avg. Hourly Rate
	hours	Cost			
Tasks					
Task 1 - Inventory/Data Collection	0	\$0	0	\$0	124
Task 2 - Activity Basis	0	\$0	0	\$0	\$124
Task 3 - Preliminary Project Scope Definition and Planning Parameters	15	\$1,860	15	\$1,860	\$124
Task 4 - Program Requirements	15	\$1,860	15	\$1,860	\$124
Task 5 - Concept Development	15	\$1,860	15	\$1,860	\$124
Task 6 - Project Delivery, Phasing, and Logistics	0	\$0	0	\$0	\$124
Task 7 - Cost Estimating	0	\$0	0	\$0	\$124
Task 8 - Project Definition Documentation	40	\$4,960	40	\$4,960	\$124
Task 9 - Project Administration	10	\$1,240	10	\$1,240	\$124
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	95	\$11,780	95	\$11,780	\$124

Respectfully,

Michelle Piette
 President
 Graphics Support Services, Inc.



ILLUSTRATE MY DESIGN llc
1775 Tysons Blvd, 5th Floor McLean VA 22102
TEL (703) 548-2929 | illustratemydesign.com

October 28, 2025

Scott Hyde,
2077 Convention Center Concourse
Suite 285
Atlanta, GA 30337

Scott,

Per our conversation of the upcoming Program Definition Document (PDD) for Orlando International Airport, Airside 2 Wing Expansion project, please find our detailed description of visualization efforts of 3D Renderings Stills and 3D Animation

The areas to be illustrated include;

- Existing Exterior of North Terminal
- Existing Exterior of Airside 2
- Proposed new Airside 2 Wing Expansion
- Modular construction of Airside 2 Wing Expansion
- Interior of new Airside 2 Wing Expansion.

Deliverables:

Animation:

The animation will begin with an aerial view showing how the new wing could be built using modular construction, highlighting the efficiency and innovation of this approach. From there, the animation will transition to the completed exterior expansion, followed by interior walkthroughs of the new wing that reveal the connection to the existing Airside and the new space.

Renderings:

We propose to create Aerial views to illustrate Airside 2 Wing Expansion, and it's relationship with the rest of the airport, as well as interior views that illustrate the new wing space.

Project Timeline:

The project is anticipated to start in November 2025. IMD is scheduled to begin work on Task 5 in mid March 2026 with a delivery date of end of April 2026.

Exclusions:

This scope does not include:

1. Efforts requiring more than the estimated hours
2. Any additional efforts for edits, changes, enhancements, or revisions are outside this scope of work.



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3. The fees associated with this estimate do not include any applicable Rush Fees for condensed project timelines.

Fee

The proposed not-to-exceed fee for these professional consulting services is \$65,600

Thank you.


Daniel Zeballos
Chief Creative Officer (CCO)
Illustrate My Design



October 29, 2025

Mr. Scott Hyde
Ricondo and Associates, Inc.
2077 Convention Center Concourse, Suite 285
Atlanta, GA 30337

**Re: *Orlando International Airport (MCO) Airside 2 Wing Planning Definition Document (PDD)
– Site Civil Planning Assistance for Apron and Utilities (Stormwater, Potable Water and Sanitary
Sewer)***

Dear Mr. Hyde:

Pursuant to your request, Kimley-Horn and Associates, Inc. ("Kimley-Horn" or "Consultant") is pleased to submit this scope and fee to Ricondo and Associates, Inc. ("the Client") for professional civil engineering services for the above referenced project. Our project understanding, scope of services, schedule and fees are as follows:

PROJECT UNDERSTANDING

Kimley-Horn understands that the Client is developing a Program Definition Document (PDD) for the Airside 2 Wing Expansion (Project) at the Orlando International Airport (MCO). The Project will construct approximately 6 to 8 incremental (new/additional) aircraft gates on the northeast side of the Airside 2 hub located in the North Terminal Complex (NTC). The purpose of the PDD is to provide the programmatic requirements and scope definition for the Project and an indicative facility layout to inform the Project's cost and budget while providing planning guidance to consultants who will prepare the detailed design of the Project as part of a separate project.

Kimley-Horn will aid the Client and project team with site civil engineering to include apron pavement and grading, utilities (Stormwater, potable water, sanitary sewer), taxiway geometry and airspace analysis planning support.

Kimley-Horn understands the following in preparation of this proposal:

- Boundary and topographic survey; environmental analysis; wetland delineation; and biological assessments are not available and will not be provided by the Client for purposes of this planning effort.
- If a topographic survey is not available from the Client, Kimley-Horn will utilize readily available LiDAR information and historic record information for the purposes of understanding and analyzing the existing site elevations.
- If geotechnical information is not available from the Client, Kimley-Horn will utilize historical permit information or assume a seasonal high ground water table elevation for the purposes of analyzing potential stormwater volumetric requirements.

Based on the above information we have prepared the following Scope of Services, Schedule, and Fees:

SCOPE OF SERVICES**Task 1 – Inventory/Data Collection*****1.1 Apron***

Kimley-Horn will review available Client provided Airside 2 apron information and data, including:

- as-built drawings and apron striping plans in AutoCAD format
- aircraft gate and hardstand capabilities
- as-built drawings of site utilities (storm water, potable water, sanitary sewer)
- review Pavement Condition Assessments for Airside 2 apron

1.3 Project Kick-off Meeting -In-Person Meeting with Virtual Access

Kimley-Horn will attend a single-day kick-off meeting and site inventory tour with GOAA, which is anticipated to include:

- GOAA goals and objectives for the project
- project timeline review
- GOAA summary of lessons learned from operating the Airside 2 facility
- In-person or virtual meeting with local representatives from Southwest Airlines and other Airside 2 tenants
- escorted tour of the Airside 2 facility

Planning Team participation for in-person project kick-off meeting is as follows:

- Attendance by up to two local Kimley-Horn staff to conduct a site survey of Airside 2 apron pavement and utilities and site survey of proposed Taxiway/RON area between Airsides 2 & 4.

Task 2 – Activity Basis – Not Applicable. No Kimley-Horn Scope**Task 3 – Preliminary Project Scope Definition and Planning Parameters*****3.2 Methodology***

Kimley-Horn will establish planning parameters that reflect current requirements and codes of Authorities Having Jurisdiction. These planning design requirements will be developed from Federal Aviation Authority (FAA), Florida Department of Environmental Protection (FDEP), National Fire Protection Association (NFPA), Water Management District, Florida Administrative Code, City of Orlando Municipal Code and GOAA design guidelines and standards. The respective code and design guidelines will be identified for use in planning parameters for the following:

- Apron Pavement, grading, taxiway geometry, aircraft wingtip clearances, VSR width, depth of stand recommendations and airfield taxiway markings
- Stormwater, potable water and sanitary sewer utilities

If MCO-specific planning parameters are unavailable, Kimley-Horn will propose parameters used at similarly sized airports or based on professional experience. Final planning parameters will be reviewed and approved by GOAA prior to its use in developing Task 4 Program Requirements.

3.3.1 GOAA Working Group Meeting No. 1

Kimley-Horn will attend Working Group in a virtual meeting. GOAA will review the presentation content and provide timely feedback to allow adjustments to the findings prior to GOAA Steering Committee Meeting No. 1.

Task 4 – Program Requirements***4.1.1.1 Apron Pavement and Utility Penetrations***

Kimley-Horn will review provided data related to the design and construction of the existing Airside 2 apron pavement, including geotechnical information, to inform the design basis for new apron

pavements that may be needed or existing pavements that may need to be replaced due to physical conditions (as identified in GOAA PCI Report) or grading requirements for the new airside wing. LIDAR will be utilized to assess the existing apron grades for compliance with FAA and NFPA 415 and FAA AC 150/5300-13B apron grading criteria. Topographical survey is not included in this project.

After review of as-built data, an additional GOAA escorted site visit of the apron and taxiways is anticipated to confirm utility penetrations exist in the field and correlate to as-built information.

4.1.1.2 Geometric layout of new dual-purpose taxiway/RON area

Geometric layout of taxiway and aircraft parking will utilize applicable FAA advisory circulars and be consistent with existing GOAA planning criteria and standards. Modifications to adjacent taxiway or taxiway pavement that directly connect the Airside 2 and Airside 4 aprons will be required to comply with the FAA's current design standards and will be identified and proposed.

New RON Parking positions proposed between Airsides 2 and 4 will be studied as part of this project. It is assumed these RON positions will not impact the existing pond between Airsides 2 and 4.

Kimley-Horn will be provided with the aircraft parking and vehicle service road layout and configuration around the Airside 2 wing expansion.

4.1.1.4 Utility Connections (Stormwater, Potable water and Sanitary Sewer – Excluding Fuel)

Kimley-Horn will review provided data related to the existing utility system to describe the following:

- Develop a summary description of each wet utility system including utility provider and any applicable covenants.
- Acquire as-built wet utility layouts from the Authority and prepare a simplified layout that illustrates the layout of utility main distribution piping and equipment.
- A limited service capacity assessment of wet utilities based on information collected from the Authority, as well as anticipated future connections. It is anticipated that Ricondo will provide estimated fixture units, square footage and passenger demand for use in performing a preliminary utility capacity analysis.
- Document current assessment of utilities through interviews with Authority staff to identify issues and deficiencies that should be addressed by the Project.
- Develop high-level summary descriptions of wet utility (stormwater, potable water and sanitary sewer) system expansion and new connections as a basis for cost estimating.

4.1.1.4 Lift Station Capacity Analysis (Cont'd)

Kimley-Horn will conduct a pre-development lift station capacity analysis for both the existing lift station at Airside 2 and the downstream lift station it conveys flow to. The Airside 2 lift station is anticipated to be connection point at this time and will be the only option analyzed in this assessment.

The analysis will be submitted to the utility provider to determine feasibility for a potential connection to convey additional wastewater from the proposed development.

This analysis includes:

- Coordination with the utility provider to receive hydraulic information of both the Airside 2 lift station and the downstream lift station to understand current operating conditions.
- Review of the lift station impacts, which includes
 - The proposed development's additional flow to the lift station
 - A hydraulic analysis of the existing force main and the lift station
 - Pump recommendation
 - Velocity of the existing force main
 - Scour velocity to meet FDEP requirements
- A capacity analysis of the existing gravity main upstream of the Airside 2 lift station

- Evaluate capacity of both the Airside 2 lift station and the downstream lift station, utilizing the following which are to be obtained by the utility provider
 - As-builts
 - Pump curves
 - Pump runtime data
- Recommendations to improve lift station performance with additional flow

This task is limited to the analysis of the gravity system upstream of the Airside 2 lift station, the force main discharging from the Airside 2 lift station, and the downstream lift station. Any additional offsite utility analysis outside of these limits would be considered an additional service.

This task includes one (1) round of revisions to the analysis based on staff comment. Any additional revisions would be considered an additional service.

4.4.1 GOAA Working Group Meeting No. 2

Kimley-Horn will attend the Working Group Meeting where Ricondo will present the initial program requirements proposed for use in developing Airside 2 concepts. GOAA will review the program requirements and provide timely feedback to allow adjustments to the PPT presentation prior to Ricondo starting Task 5 – Concept Development.

Task 5 – Concept Development

5.2 Airside Wing Concepts

Illustrative layouts will be developed to the level of detail needed to support the preparation of a preferred phasing and implementation strategy and cost estimate for the Project. Specifically, layouts will illustrate the following:

- overall Airside 2 site plan
- proposed utility mains (Stormwater, Potable Water, Sanitary Sewer, Fuel)
- apron layout within the context of the Airside 2 wing apron and adjacent airfield

5.5.1 GOAA Working Group Meetings No. 3

Kimley-Horn will attend Working Group Meeting Nos. 3. GOAA stakeholders will review the plans and make recommendations for changes prior to meeting with the Steering Committee.

Task 6 – Project delivery, Phasing, and Logistics – Not Applicable. No Kimley-Horn Scope

Task 7 – Cost Estimating – Not Applicable. No Kimley-Horn Scope

Task 8 – Project Definition Documentation

Draft PDD Preparation: Compile and complete the Airside 2 Wing written narrative for Kimley-Horn's above defined scope, incorporating major graphics, tables, figures and plans from PPT presentations in GOAA-approved format.

Draft PDD QA/QC: Review updated Airside 2 Wing material for Kimley-Horn's above defined scope, for quality assurance and quality control. Assume a one-week QA/QC period.

Respond to Comments: Kimley-Horn will respond to GOAA respective comments related to Kimley-Horn scope from the draft PDD, closing or resolving all open comments. A one-week period for resolving and closing comments is assumed.

Final Deliverable Production: Finalize the PDD documents for Kimley-Horn's above defined scope. Final deliverable production is assumed to require approximately 3 days for final edits, formatting, and PDF printing.

Task 9 – Project Administration

Kimley Horn will attend up to four (4) Virtual GOAA/Planning Team Coordination Meetings.

ADDITIONAL SERVICES

Any services not specifically provided for in the above scope, as well as any changes in the scope the Client requests, will be considered additional services and will be performed at our then-current hourly rates. Additional services we can provide include, but are not limited to, the following:

- A. Providing representation at meetings beyond those described above
- B. Perform a visual pavement assessment
- C. Preparation of Construction Documents
- D. Review airspace Part 77 and U.S. Standard for Terminal Instrument Procedures (TERPS) Surfaces to assess height restrictions for Airside 2 building and highmast lighting
- E. Evaluate apron pavement structural remaining life
- F. Regional Utility Modeling
- G. Base flood elevation studies
- H. FEMA CLOMR or LOMR permitting
- I. Environmental Engineering
- J. Utility relocation and coordination
- K. Due Diligence Report
- L. Structural Engineering
- M. Landscape, irrigation, and hardscape design
- N. Illustrative site plans, perspective sketches, models, etc.
- O. 3D Modeling
- P. LEED certification analysis and verification
- Q. Any item not specifically mentioned in our Scope of Services

INFORMATION PROVIDED BY CLIENT

The Client will provide any information upon which Kimley-Horn will rely. This may include, but is not limited to:

- A. Access to Property
- B. Environmental reports
- C. Geotechnical Engineering
- D. Surveys, Boundary and Topographic Survey in AutoCAD and PDF format
- E. Building Footprints in AutoCAD format

SCHEDULE

Kimley-Horn will provide our services as expeditiously as practicable based on a mutually agreed upon schedule. Please reference attached 31 Week PDD schedule.

Notwithstanding any other provision of this Agreement, the Consultant shall not have liability for or be deemed in breach because of delays caused by any factor outside of its reasonable control, including but not limited to natural disasters, adverse weather, or acts of the Client, third parties, or governmental agencies.

FEE AND BILLING

Kimley-Horn will perform the services described in the Tasks below on an hourly, not-to-exceed (NTE) basis, up to the amounts listed below. Kimley-Horn will provide services up to the NTE amount provided and then will halt services until additional budget is authorized.

Tasks	Fee	Type
Task 1 - Inventory/Data Collection	\$20,228	Hourly, Not-to-Exceed
Task 3 - Preliminary Project Scope Definition and Planning Parameters	\$9,407	Hourly, Not-to-Exceed
Task 4 - Program Requirements	\$99,418	Hourly, Not-to-Exceed
Task 5 - Concept Development	\$31,161	Hourly, Not-to-Exceed
Task 8 - Project Definition Documentation	\$29,784	Hourly, Not-to-Exceed
Task 9 - Project Administration	\$3,882	Hourly, Not-to-Exceed
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	\$193,880	

Kimley-Horn will not exceed the total maximum labor fee shown without authorization from the Client. However, Kimley-Horn reserves the right to reallocate amounts among tasks as necessary.

CLOSURE

We appreciate the opportunity to provide these services. Please contact me if you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Adam Johnson, P.E.
Associate/Project Manager



Brian Ashby, P.E.
Vice President



October 12, 2025

NCA

Ms. Teresa Davidson
Director
Ricondo and Associates, Inc.

VIA Email: tdavidson@ricondo.com

Subject: Orlando International Airport
Program Element – AS 2 Wing Expansion Project
Proposed Scope of Work and Budget

Dear Ms. Davidson:

We are pleased to offer Simply Strategic, Inc. (SSI) proposed scope of work and budget estimate for the AS 2 Wing Expansion project at Orlando International Airport.

We have prepared the scope and budget estimates based on our discussions and also recognizing the overlap of work activities applicable to other Program Elements (i.e. 1A – Terminal A Parking Garage, 1B – Terminal C Parking Garage and 1C – Terminal A, B and C RAC Expansion) which are being addressed in separate proposals from SSI. In developing the budget estimate, we have distributed the effort (and budgets) between the four projects assuming that the authorization to initiate activities will be concurrent for all three elements.

The scope of work and budget for this Program Element – AS 2 Wing Expansion project is attached.

We appreciate the opportunity to be of service to Ricondo and to the Greater Orlando Aviation Authority.

Should you have any questions and/or require clarifications in the attached proposal, please do not hesitate to contact me.

Sincerely,

SIMPLY STRATEGIC, INC.

Sanjeev Shah
Principal

**PROGRAM ELEMENT – AIRSIDE 2 WING EXPANSION PROJECT
SIMPLY STRATEGIC, INC. (SSI) SCOPE OF WORK**

Scope of Services

Simply Strategic, Inc. (SSI), as a subconsultant to Ricondo and Associates, Inc. (Ricondo), will provide professional services to assess and develop potential project delivery and construction methodology options. Further, SSI will support Ricondo in assisting the Greater Orlando Airport Authority (the Aviation Authority) in its informed decision making to select the preferred option. There is scope overlap between Program Element 1A (Terminal A Parking Garage), Program Element 1C (Terminal A, B and C RAC Expansion program), Program Element 1B (Terminal B Parking Garage) and Program Element for the Airside 2 Wing Expansion project, each of which are being addressed through separate proposals. For purposes of establishing budgets for each project the budget for the scope overlap (common to these projects) is distributed evenly amongst the projects with the assumption that authorization for all elements i.e. 1A, 1B, 1C and the Airside 2 Wing Expansion project will be provided concurrently.

SSI will provide the following services:

SSI TASK 1 - PROJECT DELIVERY OPTIONS (MASTER SCOPE TASK 6)

The intent and goal of this task is to support the Aviation Authority's informed decision-making process to select the preferred delivery approach for the RAC program projects as part of the Workshops defined in SSI Task 3 below.

1. SSI will identify and assess the universe of potential delivery approaches – design/bid/build, design/build (progressive and hard bid), CMAR, tenant-managed delivery, as well as public-private-participation (revenue risk and/or availability payment) approaches – to define their key characteristics and implications of each delivery approach in terms of timing of cost and schedule certainty, risk distribution/allocation between the Aviation Authority and the contractor, as well as the degree of control retained by the Aviation Authority during design, construction as well as follow on operations/maintenance. This will be presented at Workshop # 1 in SSI Task 3.
2. SSI will develop a recommended set of evaluation criteria for assessment of the applicability of the potential delivery approaches to the project based on the project characteristics. SSI will establish the project characteristics based on information provided and developed jointly with Ricondo. Potential factors that would be part of the evaluation criteria include: funding sources/strategy, design drivers and “functional control” of the finished project (i.e. common use managed by the Aviation Authority or by tenant etc.), market interest/participation, as well as the Aviation Authority's priorities etc. During this process, SSI will consult with Aviation Authority staff including procurement and legal to determine and document any procurement/legal constraints as may be applicable. This work will be closely coordinated the Aviation Authority through the meetings noted in SSI Task 3 – upto 2 virtual meetings and 2 in person meetings.
3. Based on input from the Aviation Authority, the evaluation criteria and project characteristics will be finalized and applied to the project characteristics to determine the relative ranking of the delivery options and presented to the Aviation Authority during Workshop # 2 in SSI Task 3 to support the Aviation Authority's informed decision making on the preferred delivery approach for the project.

Advancing work for the preferred delivery approach, such as developing next steps, documentation, etc. will be performed upon appropriate additional authorizations.

SSI will document its findings in a Memorandum and also prepare briefing materials for use in SSI Task 3 workshops under this task.

**PROGRAM ELEMENT – AIRSIDE 2 WING EXPANSION PROJECT
SIMPLY STRATEGIC, INC. (SSI) SCOPE OF WORK**

SSI TASK 2 - CONSTRUCTION METHODS (MASTER SCOPE TASK 6)

While construction means and methods are the selected Contractor's responsibility, based on the project characteristics, program and "geography", SSI will at a high level assess potential construction methods – such as build in place (e.g. cast in place concrete), pre-fabricated elements (e.g. structural steel or pre-cast concrete) or pre-fabricated modular systems (which may be assembled off-site) – to define implications to operations, delivery schedule and construction work and staging areas. The intent is to provide the Aviation Authority with an assessment (at a conceptual level) of relative implications of each construction method in terms of delivery schedule, timing of cost certainty, market competition, and degree of impacts on operations.

Meetings/coordination with the Aviation Authority staff will occur as part of SSI Task 3.

SSI TASK 3 - MEETINGS AND PRESENTATIONS (MASTER SCOPE TASK 6)

SSI will, in coordination, with Ricondo lead the following two workshops focused on project delivery and construction methods

- Workshop 1 will include a presentation of an assessment of the available project delivery approaches (and their implications) and construction methods to obtain feedback on the Aviation Authority preferences and identify key procurement and legal policy issues for further assessment and decision.
- Workshop 2 will, for the Go Forward project delivery and construction method options identified through Workshop 1, consider their "fit" for the project based on the evaluation criteria and project characteristics defined in SSI Task 1.

In addition, SSI will attend up to 4 meetings with the Aviation Authority staff and leadership (upto 2 virtual and 2 in person) on matters related to SSI Tasks 1 and 2.

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Simply Strategic

SIMPLY STRATEGIC, INC Project Delivery Options and Construction Methods	SME - Project Delivery and Constructability		Travel SME - Project Delivery and Constructability		SME - Project Delivery and Communications		TOTAL		
Rate (\$/Hour):	\$375		\$410		\$300		labor		
	hours	Cost	hours	Cost			hours	Cost	Avg. Hourly Rate
Tasks									
Tasks									
Task 1 - Inventory/Data Collection		\$0		\$0		\$0	0	\$0	\$0
Task 3 - Preliminary Project Scope Definition and Planning Parameters		\$0		\$0		\$0	0	\$0	\$0
Task 4 - Program Requirements		\$0		\$0		\$0	0	\$0	\$0
Task 5 - Concept Development		\$0		\$0		\$0	0	\$0	\$0
Task 6 - Project Delivery, Phasing, and Logistics		\$0		\$0		\$0	0	\$0	\$0
SSI Task 1 - Project Delivery Options	35	\$13,125		\$0	30	\$9,000	65	\$22,125	\$340
SSI Task 2 - Construction Methods	16	\$6,000		\$0	16	\$4,800	32	\$10,800	\$338
SSI Task 3 - Meetings and Presentations									
WorkShop 1		\$0	4	\$1,640		\$0	4	\$1,640	\$410
Work Shop 2		\$0	4	\$1,640		\$0	4	\$1,640	\$410
Meetings	4	\$1,500	4	\$1,640	4	\$1,200	12	\$4,340	\$362
Task 7 - Cost Estimating		\$0		\$0		\$0	0	\$0	\$0
Task 8 - Project Definition Documentation		\$0		\$0		\$0	0	\$0	\$0
Task 9 - Project Administration		\$0		\$0		\$0	0	\$0	\$0
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	55	\$20,625	12	\$4,920	50	\$15,000	\$117	\$40,545	\$347



MEMORANDUM

DATE: November 4, 2025

TO: Members of the Construction Committee

FROM: Amber Johnson, AVP, Business Opportunity & Exchange

ITEM DESCRIPTION

Request for Recommendation to the Aviation Authority Board for Approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-00615 the Airside 2 Third Wing Expansion Program Definition Document at Orlando International Airport.

SMALL BUSINESS

We have reviewed the qualifications of the subject contract's LDB/VBE specifications and determined that Ricondo & Associates, Inc. does not propose participation in this Addendum.

Memorandum

DATE: November 19, 2025

TO: Members of the Aviation Authority

FROM: Marquez A. Griffin, Chair, Procurement Committee

Item Description

Recommendation of the Procurement Committee to Approve Various Addenda to the Continuing Environmental Consulting Services Agreement with Vanasse Hangen Brustlin, Inc. and Continuing Environmental Engineering Consultant Services Agreement with CDM Smith, Inc. for FY26 On-Call Environmental Support Services at the Orlando International Airport (MCO)

Background

On April 21, 2021, the Aviation Authority Board approved Vanasse Hangen Brustlin, Inc. for Continuing Environmental Consulting Services Agreement at the Orlando International Airport and the Orlando Executive Airport (ORL). These services are described in the Agreement for Professional Services. This is a five-year contract which expires in 2026. The Aviation Authority is currently preparing a solicitation to reprocur its Continuing Environmental Consulting Services contract.

On December 13, 2023, the Aviation Authority Board approved CDM Smith, Inc. for Continuing Environmental Engineering Consultant Services Agreement at MCO and ORL. These services are described in the Agreement for Professional Services. This is a five-year contract which is set to expire in 2028. The Aviation Authority is currently preparing a solicitation to reprocur its Continuing Environmental Consulting Services contract.

Issues

Addendum to Vanasse Hangen Brustlin, Inc. Contract

1. Consultant's proposal, dated September 11, 2025, is to provide on-call support services for environmental permitting, wetland evaluation and delineation, gopher tortoise surveys, permitting, and relocation, and other related services for FY26.

Fiscal impact is \$49,497. Funding is from Operations and Maintenance Funds.

Addenda to CDM Smith, Inc. Contract

1. The consultant's proposal, dated August 7, 2025, is to provide on-call support services for the emergency response services for environmental incidents, such as fuel spills, including immediate response, performance of initial remedial actions, support report generation related to these incidents, and other related services for FY26.
Fiscal impact is \$50,000. Funding is from Operations and Maintenance Funds.
2. The consultant's proposal, dated August 14, 2025, is to provide on-call support services for environmental engineering support for environmental baseline assessments, providing required training, providing technical review of various environmental reports, and other related services for FY26.

Fiscal impact is \$25,000. Funding is from Operations and Maintenance Funds.

On October 21, 2025, the Procurement Committee recommended approval of the above-mentioned services.

Services cannot commence before the date of Aviation Authority Board approval. The approved addendum must be executed by the Aviation Authority before invoicing for services. All on-call tasks require pre-approval by The Aviation Authority prior to commencement of any work.

Small Business

The Office of Business Opportunity & Exchange has reviewed the qualifications of the subject contract's LDB/VBE specifications and determined that Vanasse Hangen Brustlin, Inc. and CDM Smith, Inc. do not propose participation in this Addendum.

Alternatives

There are no alternatives under consideration.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The fiscal impact is \$124,497. Funding is from previously approved Operations and Maintenance Funds.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Procurement Committee to: (1) approve addenda to the Continuing Environmental Consulting Services Agreement with Vanasse Hangen Brustlin, Inc. to provide FY26 On-Call Environmental Support for the not-to-exceed amount of \$49,497, with funding from Operations and Maintenance Funds; (2) approve addenda to the Continuing Environmental Engineering Consultant Services Agreement with CDM Smith, Inc. to provide FY26 On-Call Environmental Support for the not-to-exceed amount of \$75,000, with funding from Operations and Maintenance Funds; and (3) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the necessary documents following satisfactory review by legal counsel.