GOAA DATE 6/21/2023
ITEM NO. 6.B
DOCUMENTARY # 101705

PROJECT MANUAL
INCLUDING CONSTRUCTION SPECIFICATIONS

for

S00198, Terminal C Multi-Modal Conector Pedestrian Bridge and Rental Car Lobby (Design/Build)

ORLANDO INTERNATIONAL AIRPORT

VOLUME I OF II
(includes Envelope A)

Documents Prepared and Submitted by:

GREATER ORLANDO AVIATION AUTHORITY

TECHNICAL PROPOSAL

Orlando International Airport

BPS-198

TERMINAL C MULTI-MODAL CONNECTOR PEDESTRIAN BRIDGE AND RENTAL CAR LOBBY

Envelope A

May 10, 2023

/// BUILD A BETTER WAY.™

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Thank You

FOR CONSIDERING US!

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3400 Centrepark Boulevard, Suite 200
West Palm Beach, FL 33401
P: 561.689.5541
weitz.com

May 10, 2023

Mr. Max Marble
Sr. Vice President Capital Programs
One Jeff Fuqua Blvd., Orlando, FL 32827

Re: BPS-198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby

Dear Mr. Marble,

Your mission is to provide exceptional service to passengers traveling through your airport. We understand that the BPS-198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby project is a critical step towards achieving that mission and is the next step in delivering significant improvements to the entire airport experience.

At The Weitz Company, our goal is to help you solve the problem of providing a seamless and enjoyable experience for travelers while delivering this scope within your budget requirements and opening the Pedestrian Bridge on schedule.

Our team includes the designers of the original project scope with Rhodes + Brito Architects, Votum Construction, Ramski Interior Design, and TLC Engineering. Their experience will allow our team to deliver a high-quality project quickly and will leverage the existing permit to save time and costs. We have also strategically partnered with exclusive trades for 100% of the critical path items on your project as another way to help achieve your goals.

We understand that you may have concerns about project delivery and exceeding budget constraints, so we have devised a one team approach committed to sharing the "no excuse" savings allowance with our team and their partners. Transparency and open communication are essential to us!

We have taken the time to gain a full understanding of your needs by meeting with officials and stakeholders in Orlando and at the airport. We believe that working closely with your team and understanding your big vision will enable us to create a project that not only meets your functional requirements but also exceeds your expectations.

Finally, we want to emphasize our commitment to your success. Working together, we can achieve a project that not only meets your functional requirements but also creates a memorable experience for travelers. We are excited to partner with you and contribute to the success of your project.

Sincerely,

Ben Bunge
Aviation Director
THE WEITZ COMPANY

Part I
Design Approach

1. Description of Overall Design

A. DESCRIBE THE FEATURES OF THE PROPOSED DESIGN AND EXPLAIN HOW THE DESIGN MEETS THE MINIMUM REQUIREMENTS OF THE DCP.

The Weitz Company, Rhodes + Brito Architects and Votum Construction's proposed design-build services for the **ground transportation facility (GTF)** will provide a pedestrian link between the **south terminal complex (STC)**, the **intermodal terminal facility (ITF) / automated people mover (APM)**, and the **parking garage (PKG)**. This component of the project will allow passengers access to ground transportation at the **rent-a-car counters (RAC)**, purchase tickets for trains, check in for flights, and provide concession opportunities.

Our design meets the minimum requirements of the design criteria package (DCP) provided by the Greater Orlando Aviation Authority (GOAA) and includes the following features:

- The GTF is the *town center*, or *hub* connecting the adjacent buildings and consists of three levels.
- Level one contains the building's utility spaces such as mechanical, electrical rooms, etc., as well as provisions for shell space for the GTF lobby and curbside loading. The mechanical/electrical space has been expanded and relocated to ensure adequate space for utilities and storage.
- Level two (interstitial) is designated for baggage handling services and back-of-house office space for the RAC.
- Level three is a shell space that will be developed under a future contract.
- Level four is assigned to the RAC, with provisions for RAC retail counters on the north side of the proposed addition, future concessions and retail tenants (shell space), and direct access to the Pedestrian Bridge.
- The Pedestrian Bridges will connect to the STC, the parking garage, and the existing APM building.
- The Pedestrian Bridge level of the GTF (level four) is accessible via elevators, escalators and stairs and includes moving walkways, ensuring easy and efficient passenger flow.
- Interior finishes shall match the existing STC/GTF and intermodal facility.
- Owner-furnished FFE items will be coordinated from standpoints such as availability, power requirements, circulation, and capacity.
- The town center area will have a skylight, artwork, and floor patterning to create a memorable way-finding experience.
- Furniture layouts will be provided to ensure capacity requirements, unimpeded circulation patterns, and efficient access to concessions.

We look forward to the opportunity to work with you to bring this project to life!

B. INCLUDE THE COMPLIANCE CHECKLIST THAT IS AT THE END OF THIS SECTION

See all comment explanations following the table on pages 9 and 10.

Compliance Checklist

ID	Sub-System	Requirement	Confirm Technical Design Concept and Pricing Complies (Y/N)	Comments
1	Schedule A	Complete the previously designed Areas 4 & 5 above the existing foundations and the first placement of concrete columns to provide a finished elevated bridge connection between the existing GTF on the west side to the Train Station on the east side	Yes	No comment
2	Schedule A	The Materials and Finishes shall match the existing STC GTF Floor, Wall and Ceiling systems and be contiguous with the existing GTF and Train Station pattern and color palette subject to compliance with the provisions of the Buy American Act.	Yes	See comment explanation 2 on page 9
3	Schedule A	Maintain the previously designed vertical circulation components at the east end of the GTF Pedestrian Bridge connecting to the Train Station Levels 3 and 5.	Yes	See comment explanation 3 on page 9
4	Schedule A	Develop 60 feet wide open Town Center Concept between columns T10 and T11 to align with proposed RAC Lobby to the north and Future Hotel to the south. The Town Center Concept shall be bound by (1) Pair of 90 ft nominal top of slab moving walks on each side.	Yes	No comment
5	Schedule A	Provide (2) Pairs of 90 ft nominal top of slab moving walks inclusive of ramps.	Yes	No comment

Compliance Checklist

6	Schedule A	Provide (1) 40 ft. x 40 ft skylight over proposed town center	Yes	See comment explanation 6 on page 9
7	Schedule A	Coordinate Owner furnished FFE for entire GTF Pedestrian Bridge.	Yes	No comment
8	Schedule A	Confirm limits of Future Baggage right-of way to be maintained on the underside of the GTF Pedestrian Bridge north side.	Yes	No comment
9	Schedule A	There shall be an exterior demising wall between the GTF Pedestrian Bridge and the proposed RAC/ GTF Lobby to facilitate opening Schedule A earlier than Schedule B	Yes	No comment
10	Schedule B	Proposed GTF RAC Lobby shall be bound by the north side of the existing GTF and east to column T13.	Yes	No comment
11	Schedule B	Coordination of RAC Lobby Structural Grid will be required over future GTF Loop Road/ Curb Operations.	Yes	See comment explanation 11 on page 9
12	Schedule B	Include provision for distribution of exit stairs in this area as required by code. All existing stairs and other paths of egress shall be maintained during construction for life safety compliance.	Yes	See comment explanation 12 on page 9
13	Schedule B	Provide (2) Pairs of Elevators on the south side aligned with the Town Center with stops at Level 3 and Ground Level below.	Yes	See comment explanation 13 on page 10
14	Schedule B	Provide (6) 9-Position RAC Counter Modules for a total of 54 positions (ultimate) based previously designed/ GOAA approved millwork drawings and specifications.	Yes	No comment
15	Schedule B	There shall be a total of (20) self-service RAC Kiosks	Yes	No comment

Compliance Checklist

16	Schedule B	Maintain minimum 20 ft queue area clearance in front of RAC Counters.	Yes	No comment
17	Schedule B	Provide seating area for 100	Yes	No comment
18	Schedule B	Provide (1) Pair of Restrooms on each side of RAC Lobby.	Yes	No comment
19	Schedule B	Provide (1) 40 ft. x 40 ft skylight over RAC Lobby	Yes	See comment explanation 19 on page 10
20	Schedule B	Coordinate location of previously allocated Concession Space (TBD) with GOAA such that it is adjacent to GTF Pedestrian Bridge.	Yes	See comment explanation 20 on page 10
21	Schedule B	Provision for Utilities needed for Future GTF Lobby	Yes	See comment explanation 21 on page 10
22	Schedule B	Align Mechanical, Electrical and Communication Rooms/Chases with New Ground Level Rooms and Equipment.	Yes	See comment explanation 22 on page 10
23	Schedule B	Provide Ground Level Storage Room	Yes	No comment
24	Schedule B	Provide Ground Level Trash Area on southwest side adjacent to existing Mechanical Room. Coordinate vehicular access lane with Future GTF Loop Road	Yes	See comment explanation 24 on page 10
25	Schedule B	Include structural provision to remove portion of slab adjacent to elevators for potentialf uture escalators to the ground level.	Yes	See comment explanation 25 on page 10

Schedule A Comments

ID 2. The Materials and Finishes shall match the existing STC GTF Floor, Wall and Ceiling systems and be contiguous with the existing GTF and Train Station pattern and color palette subject to compliance with the provisions of the Buy American Act.

Weitz Supply Chain has evaluated the complete list of BOD material selections and come up with alternates for cost or time savings to the project while still meeting the Buy America requirements. Upon Award, these options can be share with GOAA showcasing where we will transition the existing building materials with any new materials.

ID 3. Maintain the previously designed vertical circulation components at the east end of the GTF Pedestrian Bridge connecting to the Train Station levels 3 and 5.

After meeting with the building department, it was noted that the current configuration of the three connected levels would require a smoke evacuation system to be code compliant. In lieu of this system, we have proposed permanent and emergency activated vertical separations to disconnect the three levels.

We have added full-height storefront at level 5 by the elevators to separate the landing from the levels below.

For emergency events, we separated the stairs and escalators going from the Pedestrian Bridge to level 5 with an automated 1 hour fire protective smoke curtain with egress (product option U.S. smoke and fire).

This strategy eliminates the communicating space between three levels, prevents building occupants from using the north stair (leading to level 5) for egress during an emergency event, and directs building occupants to the south stair (leading to level 3) to be used as a convenience stair for egress.

The won-door between the APM and the GTF will remain in place since the APM has a smoke evac system, but the GTF does not. There is an option to exit through the won-door which avoids creating a dead-end corridor situation **(please see the graphics on Sheet A107, page 11.)**

ID 6. Provide (1) 40 ft. x 40 ft skylight over proposed town center

We have proposed a modified proportion of the skylight to align with the escalators and skylight at the RAC. The combined square footage of the skylight is the same.

Schedule B Comments

ID 11. Coordination of the RAC lobby structural grid will be required over future GTF loop road/curb operations.

We have adjusted the grid spacing to accommodate the escalator provisions in that area.

ID 12. Ensure code compliance for life safety and egress.

We have proposed the relocation of the proposed east stair to allow for the required travel distance. Additionally, based on the life safety calculation, an additional stair will be required. We are proposing to relocate the new stairs on the south elevation of the GTF where the future hotel will be provided. This stair can be used during construction of the RAC as the current stair will need to be removed.

Schedule B Comments (continued)

ID 13. Provide (2) pairs of elevators on the south side aligned with the town center with stops at level 3 and the ground level below.

As an alternative option, we propose three elevators on the west side of the proposed escalators. This will allow for circulation efficiencies as well as utilizing the same utility spaces - elevator room, chase, etc). Consolidating the elevators will create more openness into the RAC from the Pedestrian Bridge, enhancing the customer experience while not impacting the service as defined in a separate assessment.

ID 19. (1) 40ft.x40ft skylight over RAC Lobby.

We have proposed a modified proportion of the skylight to align with the escalators and skylight at the RAC. The combined square footage of the skylight is the same and ties better with grid and design layouts.

ID 20. Coordinate the location of previously allocated concession space (TBD) with GOAA such that it is adjacent to GTF Pedestrian Bridge.

We have re-oriented the proposed concession space to allow for openness into the RAC from the Pedestrian Bridge.

ID 21. Provide utilities needed for the future GTF lobby at ground level.

We have combined the proposed utility spaces on the ground level. This is similar to the existing utility space provided in area 2. A chase from the ground floor to the Pedestrian Bridge has been provided to account for the outside air requirements.

ID 22. Align mechanical, electrical, and communication rooms/chases with new ground-level rooms and equipment.

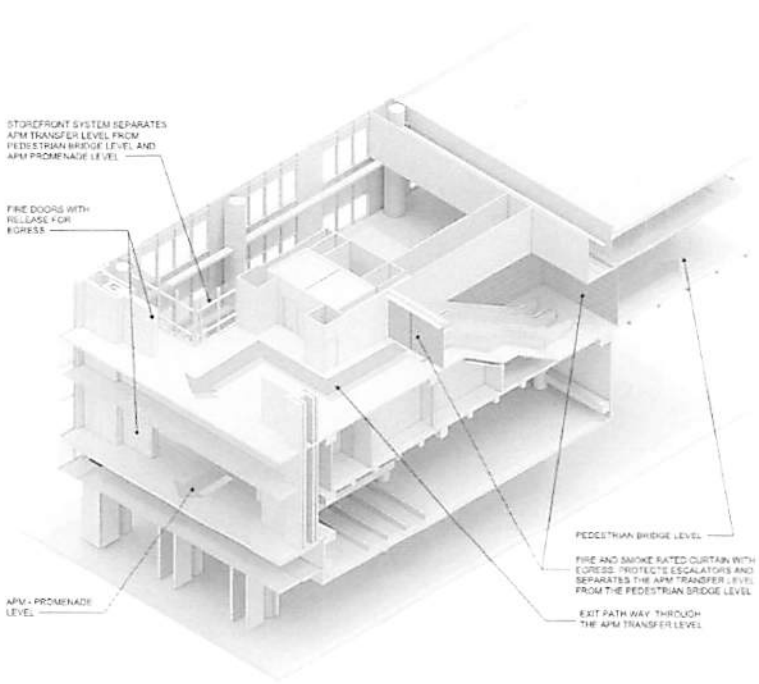
Given our experience with GOAA's requirements, we have enlarged the electrical and mechanical spaces provided in the DCP. Additionally, we have included space for the GOAA and tenant IDF spaces and we have located them adjacent to the mechanical room to provide the necessary redundancy required.

ID 24. Provide a ground-level trash area on the southwest side adjacent to the existing mechanical room. Coordinate vehicular access lane with future GTF loop road.

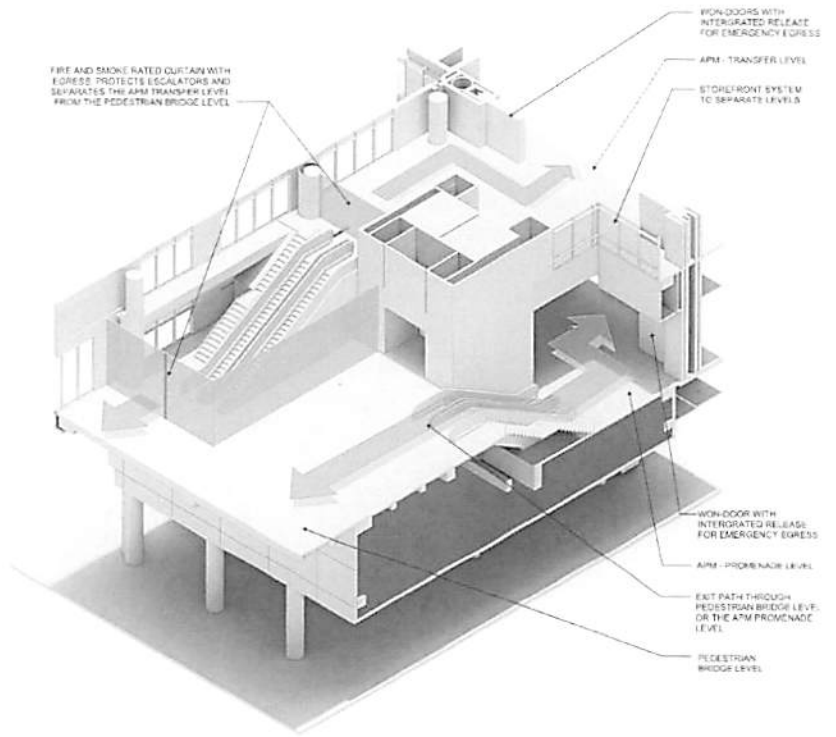
We propose relocating the trash area to the south side of the proposed utility space. This will avoid placing the trash area under the GTF Bridge as well as provide access off of the GTF loop road without having to go under the GTF or the proposed Hotel. While talking with the city, if located under the building additional fire separation will be needed. Our intent behind pulling this out from under the building and providing a dedicated price is that it can be evaluated as the project develops with adjacent projects (i.e. Road network & Future Hotel)

ID 25. Design for future elevators and escalators to ground level (removable slab).

We have provided provisions for the proposed escalator and elevators for the RAC. However, we proposed relocating the escalators to the south as the placement based on the DCP will conflict with the bus parking indicated on the drawings.



A1 / A107 APM TRANSFER LEVEL - LEVEL 05



A2 / A107 PEDESTRIAN BRIDGE - LEVEL 04

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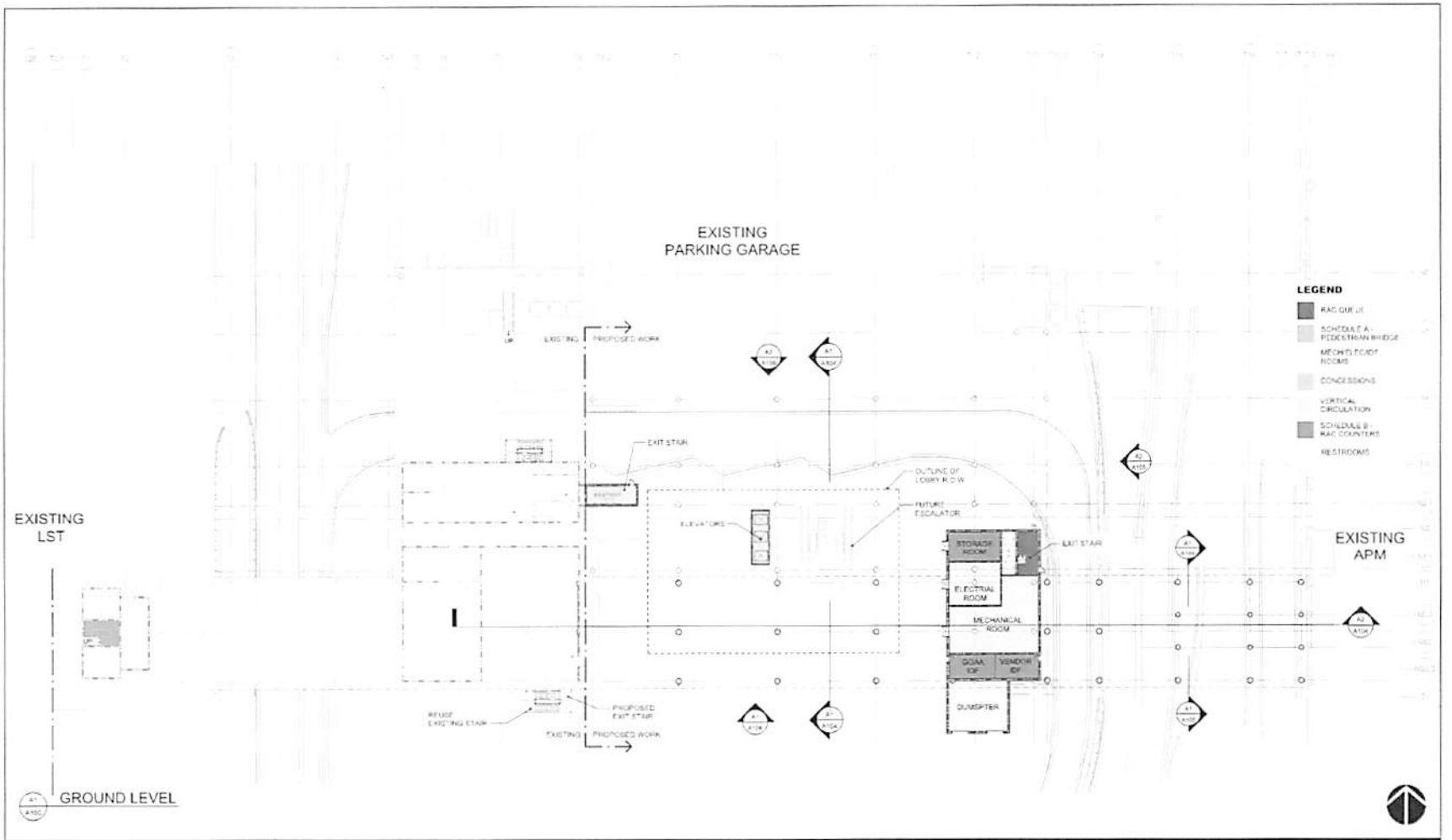
C. INCLUDE A MINIMUM OF 4 CONCEPT DRAWINGS (1 SECTION, 2 ELEVATIONS, FLOOR PLANS AND 1 PERSPECTIVE) THAT DEPICT THE OVERALL LAYOUT OF THE SPACE AND ELEVATIONS



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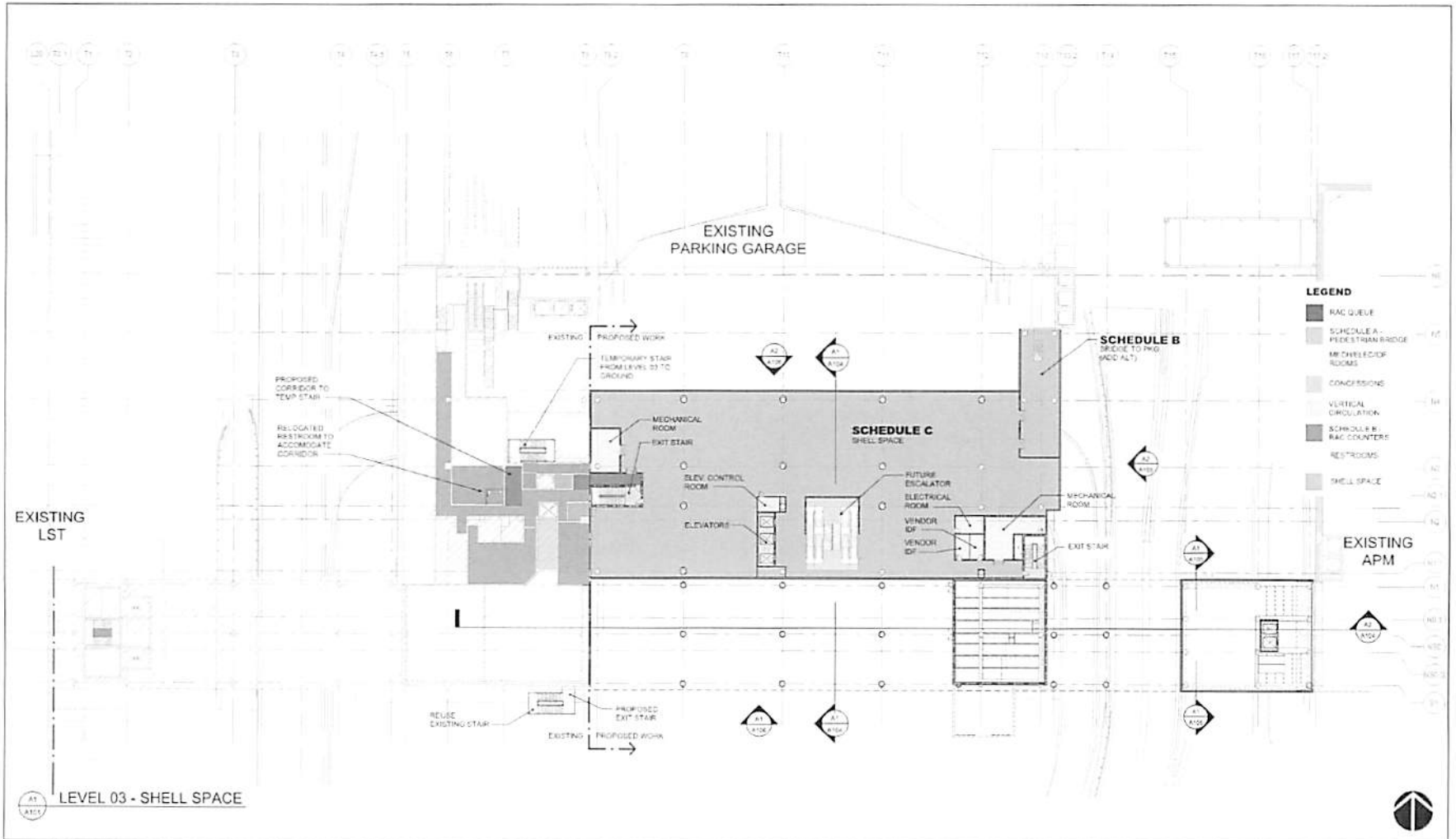

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OVERALL PLAN - LEVEL 03 - SHELL SPACE

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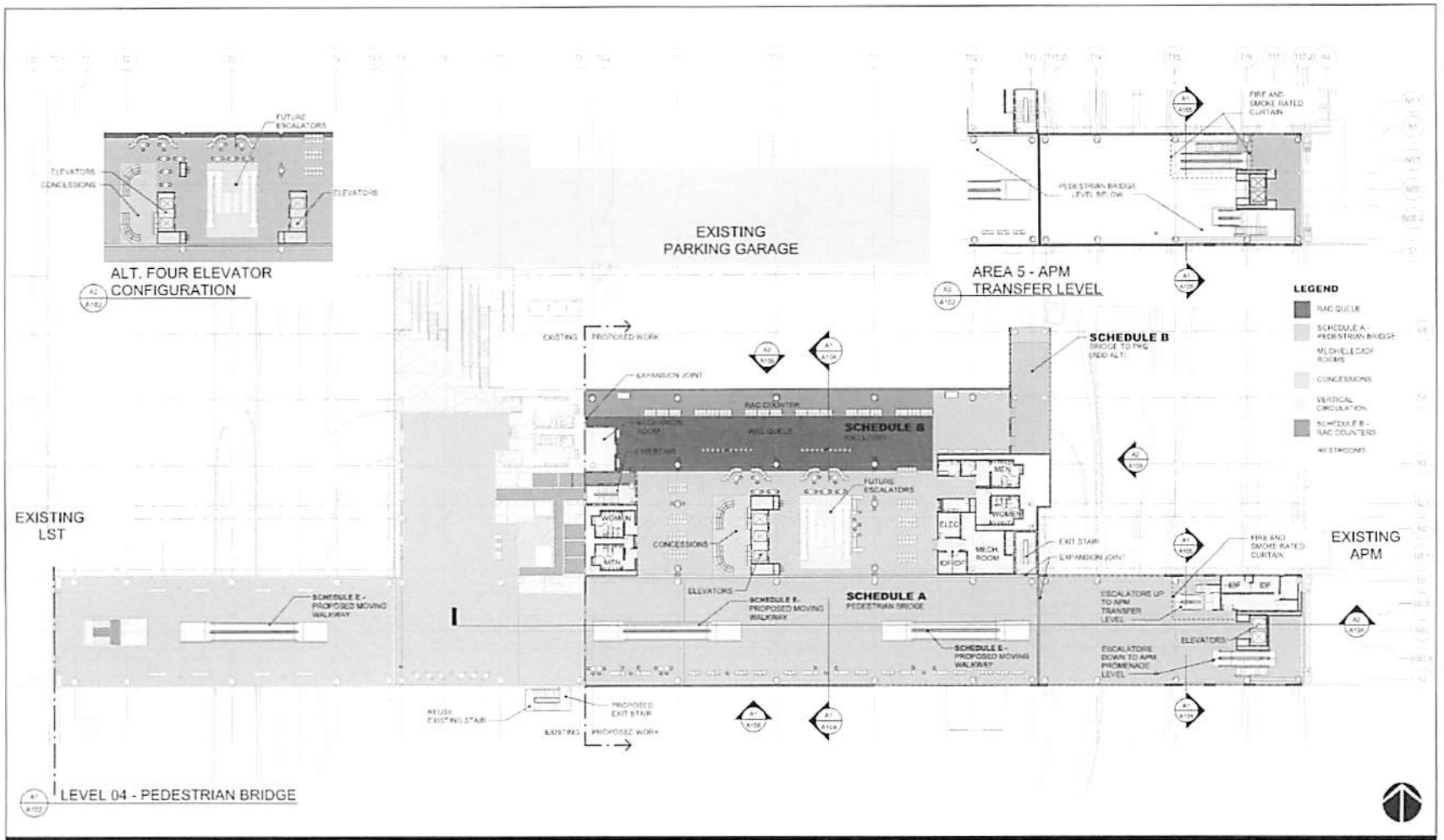
A101



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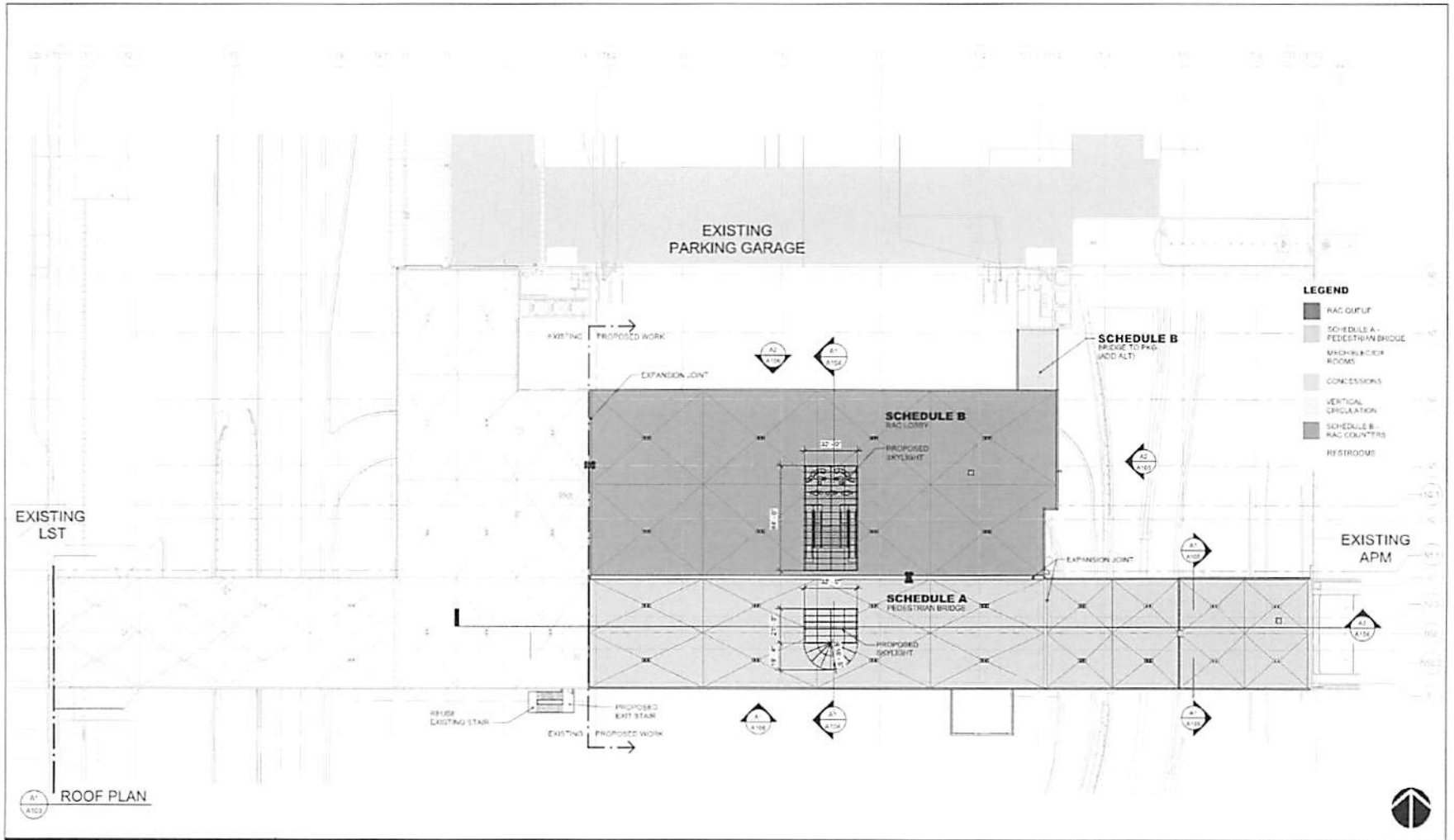

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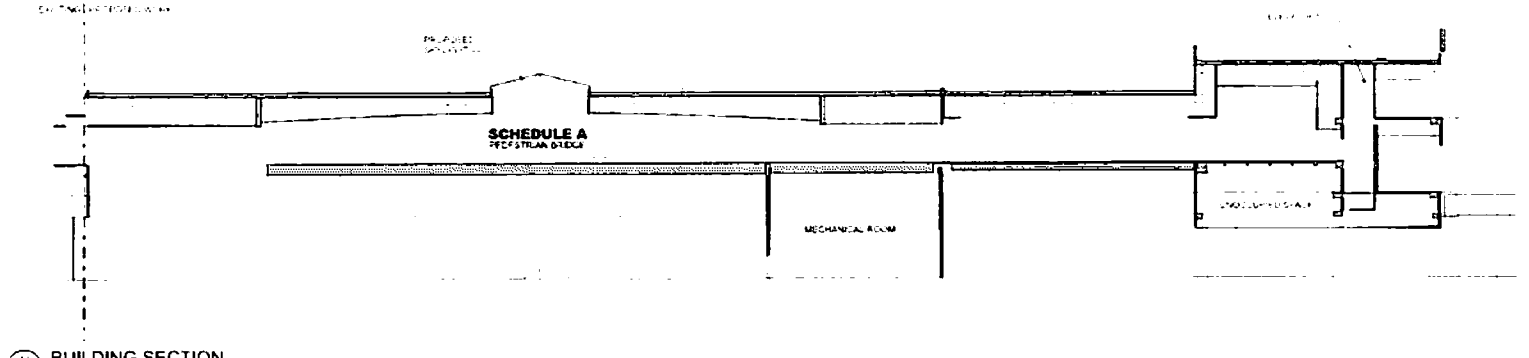
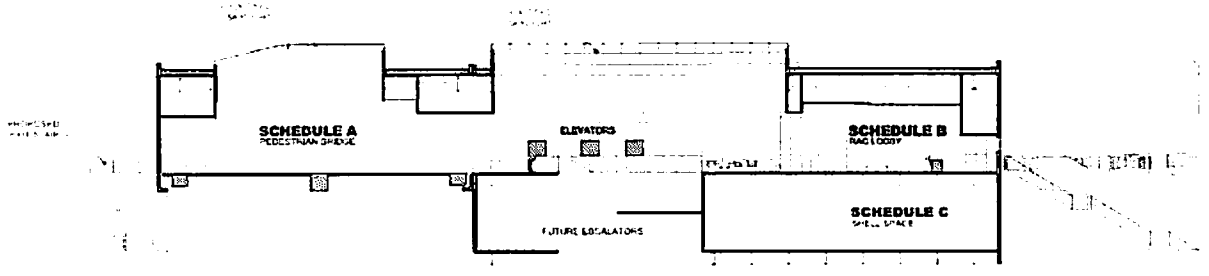


BUILDING SECTION



BUILDING SECTION

LEGEND

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BUILDING SECTIONS

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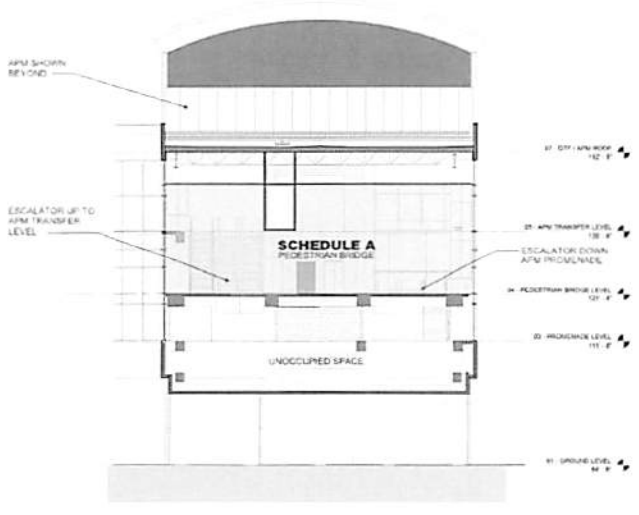
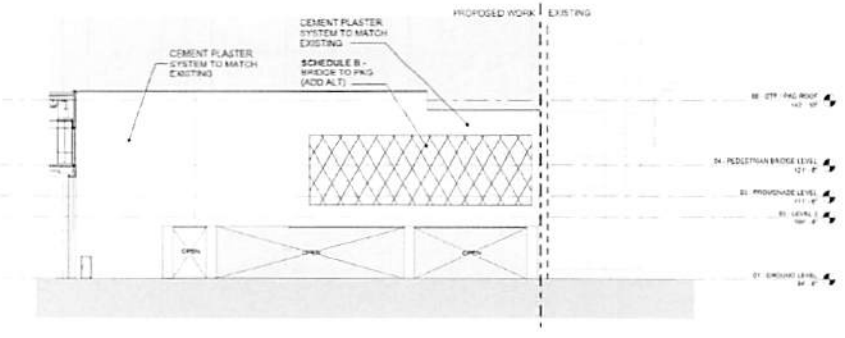


A1 / A105 BUILDING SECTION



A2 / A105 EAST ELEVATION

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BUILDING SECTION & ELEVATION

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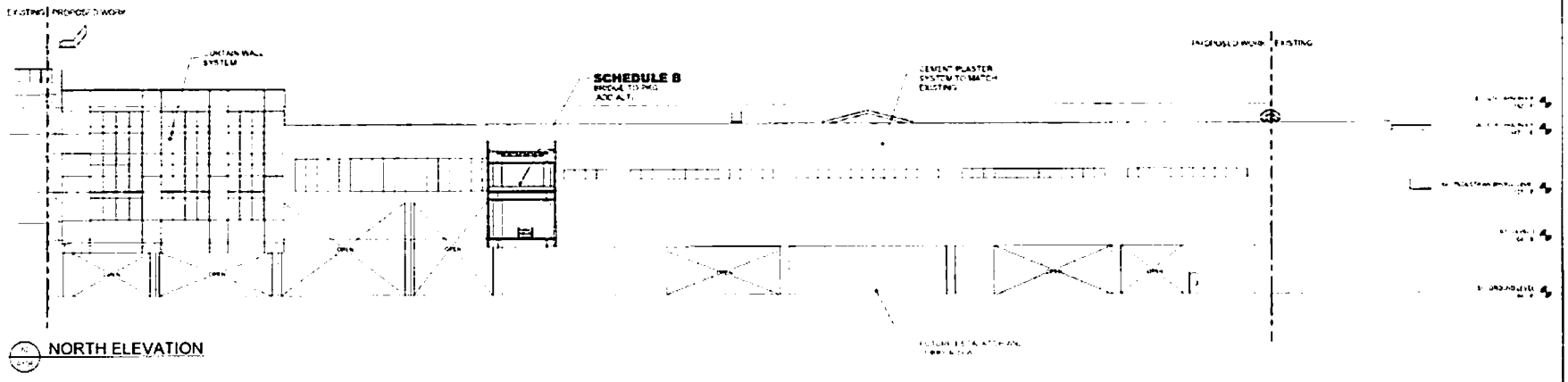
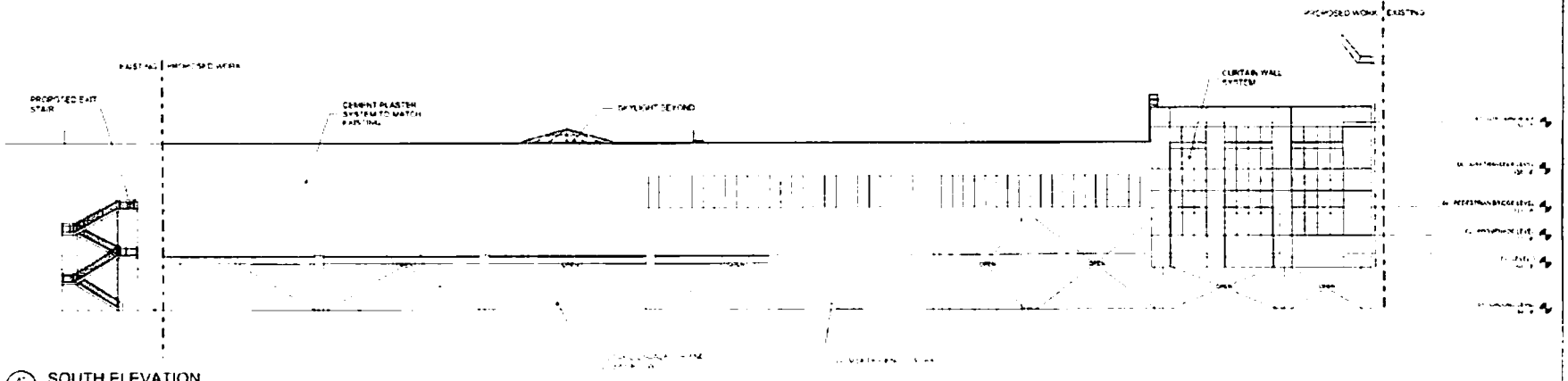


NORTH ELEVATION



SOUTH ELEVATION

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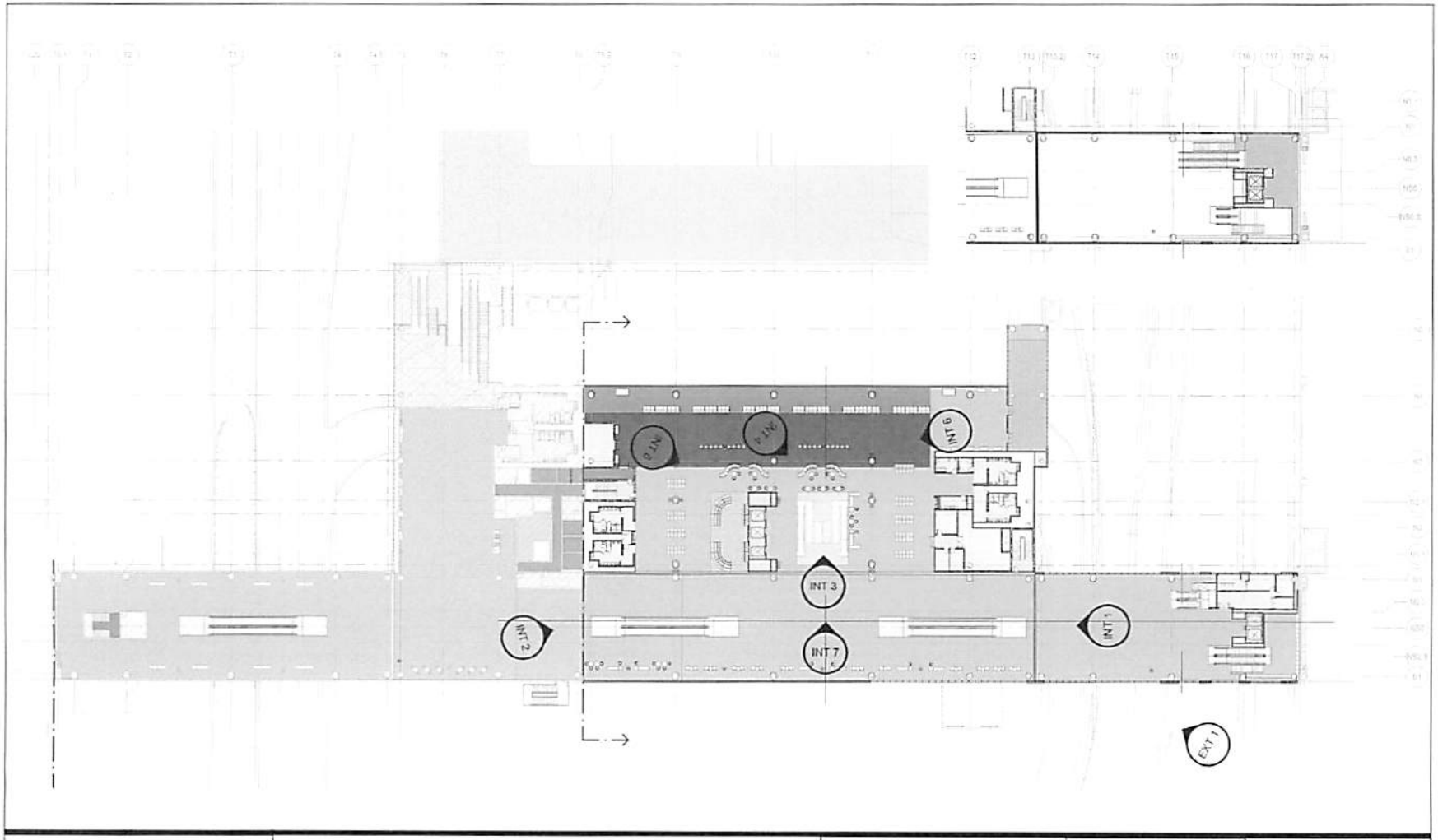
RENDERING REFERENCE KEY



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OVERALL PLAN - LEVEL 04 - PEDESTRIAN BRIDGE

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EXTERIOR SHOT 1 - EXTERIOR SHOT FROM SOUTH WEST OF GTF

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INTERIOR SHOT 1 - FROM PED BRIDGE TOWARDS LANDSIDE

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INTERIOR SHOT 2 - FROM THE PED BRIDGE TOWARDS RAC

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INTERIOR SHOT 3 - FROM ESCALATORS AT RAC

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INTERIOR SHOT 4 - FROM THE RAC WAITING AREA TO THE PED BRIDGE

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INTERIOR SHOT 5 - FROM THE RAC COUNTERS

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INTERIOR SHOT 6 - FROM RAC WAITING AREA

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INTERIOR SHOT 7 - FROM PED BRIDGE TO RAC

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2. Description of Proposed Design Elements

A. DESCRIBE THE FOLLOWING ELEMENTS:

1. BUILDING ARCHITECTURAL SYSTEMS AND MATERIALS INCLUDING A SKYLIGHT IN SCHEDULE A AREA AND A SKYLIGHT IN SCHEDULE B AREA - EXPLAIN HOW THE WORK WILL BE AESTHETICALLY COMPATIBLE WITH THE DCP CONCEPT AND THE ADJACENT BUILDINGS, INCLUDING ANY PROPOSED IMPROVEMENTS TO THE BUILDING LAYOUT

The building architectural systems and materials, including the skylights in Schedule A and Schedule B areas, have been carefully selected to ensure aesthetic compatibility with the DCP concept and adjacent buildings. The skylights are aligned on axis with the future hotel skylight and together they reinforce the town center concept by creating a strong "sense of place" with natural daylighting. These elements continue the Orlando Experience seen throughout the STC.

Interior finishes of the GTF will match those of the existing STC/GTF and Intermodal Facility, and additional floor patterning will strengthen the connection to the adjacent facility. For the Town Center, artwork such as 3D colored glass material supported from the ceiling will allow for clear circulation below and interact well with daylighting and lighting sources.

To ensure aesthetic compatibility with the DCP concept and adjacent buildings, the RAC counters shall match the existing aesthetic and modules. The team will provide furniture layouts will to ensure the required capacity is met and circulation patterns, as well as relationships to concessions, are appropriate.

Overall, the chosen building architectural systems and materials, along with the proposed improvements to the building layout, will ensure aesthetic compatibility with the DCP concept and the adjacent buildings while also providing a functional and visually appealing space for passengers.

We have addressed the proposed improvements in Part I including:

- Combining and expanding the level one mechanical/electrical room
- Relocating the trash room to the south side of the level one mechanical/electrical room
- Consolidating the RAC elevators from two banks of two elevators each to one bank of three elevators as a cost save without impacting servicability
- Modifying proportions of the GTF skylight to align with the RAC escalators and skylight, enhancing aesthetics and wayfinding approximately 3,200 square feet total area
  - The basis of design that was identified previously: Acurlite Structural Skylights

    1/4" Clear heat strengthened solarban 70 XL #2 surface

    1/2" Black airspace with black silicone

    9/16" Clear heat strengthened laminated with ceramic frit
- Adjusted the RAC column grid spacing to accommodate the future escalators
- Relocating the proposed east stair in the RAC to satisfy life safety requirements
- Adding a new stair on the south side of the GTF, west of the future hotel connection, to satisfy life safety requirements and provide construction access
- Adding a temporary stair from level 03 to the ground floor to maintain egress requirements due to the removal of the existing stair
- Re-orienting the RAC concessions area to create an open indoor environment
- Providing additional space for GOAA and Tenant IDF spaces

CODE AND LIFE SAFETY SYSTEM REQUIREMENTS

Applicable Codes and Documents

- Florida Building Code (FBC) - 2020 7th Edition
- Florida Fire Prevention Code (FFPC) - 2020 7th Edition
  - NFPA 1 - 2018 Edition per FFPC
  - NFPA 101 - 2018 Edition per FFPC
- NFPA 13 - Standard for the Installation of Sprinkler Systems - 2016 Edition
- NFPA 14 - Standard for the Installation of Standpipes and Hose Systems - 2016 Edition
- NFPA 70 - National Electrical Code - 2017 Edition
- NFPA 72 - National Fire Alarm and Signaling Code - 2016 Edition
- NFPA 88A - Standard for Parking Garages - 2015
- NFPA 110 - Standard for Emergency and Standby Power Systems - 2016 Edition
- NFPA 111 - Standard on Stored Electrical Energy Emergency and Standby Power Systems - 2016 Edition
- NFPA 415 - Standard on Airport Terminal Buildings, Fueling Ramp Drainage, and Loading Walkways - 2015
- City of Orlando Code

CONSTRUCTION TYPE GTF EXPANSION

The project is an addition to the existing GTF which also connects the existing parking garage. The Life Safety Drawings for the existing facility (Sheet G0.02.01) indicate the existing facility is Type IB (per FBC 2017). The GTF expansion to be of Type IB Construction. The Fire-Resistance Rating Requirements for Building Elements are required as per FBC Table 601 for the expansion.

a. Roof supports: Fire resistance rating of primary structural frame and bearing walls are permitted to be reduced by 1 hour where supporting a roof only

b. Except in Group F-1, H, M and S-1 occupancies, fire protection of structural members shall not be required, including protection of roof framing and deck where every part of the roof construction is 20 ft. or more above any floor immediately below. Fire retardant treated wood members shall be allowed to be used for such protected members.

c. In all occupancies, heavy timber shall be allowed where a 1-hour or less fire resistance rating is required.

Structural Element	Fire Protection Rating (hr)
Construction Type	Type IB
Primary Structural Frame	2[a]
Exterior Bearing Walls	2
Interior Bearing Walls	2[a]
Non-Bearing Walls— Exterior	See Table 602
Nonbearing walls and Partitions— Interior	0
Floor Construction and Secondary Members	2
Roof Construction and Secondary Members	1[b, c]

PEDESTRIAN BRIDGE CONNECTION:

Schedule B proposes a Pedestrian Bridge connection from the RAC to the PKG. The FBC states the following:

3104.5 Connections of pedestrian walkways to buildings. The connection of a pedestrian walkway to a building shall comply with Section 3104.5.1, 3104.5.2, 3104.5.3, or 3104.5.4.

3104.5.1Fire barriers. Pedestrian walkways shall be separated from the interior of the building by not less than 2-hour fire barriers constructed in accordance with Section 707 and Sections 3104.5.1.1 through 3104.5.1.3. 3104.5.1.1Exterior walls.

Exterior walls of buildings connected to pedestrian walkways shall be 2-hour fire-resistance rated. This protection shall extend not less than 10 feet (3048 mm) in every direction surrounding the perimeter of the pedestrian walkway.

3104.5.1.2 Openings in exterior walls of connected buildings. Openings in exterior walls required to be fire-resistance rated in accordance with Section 3104.5.1.1 shall be equipped with opening protectives providing a not less than 3/4-hour fire protection rating in accordance with Section 716.

3104.5.1.3 Supporting construction. The fire barrier shall be supported by construction as required by Section 707.5.1.

3104.5.1.3 Supporting construction. The fire barrier shall be supported by construction as required by Section 707.5.1. 3104.5.2 Alternative separation. The wall separating the pedestrian walkway and the building shall comply with Section 3104.5.2.1 or 3104.5.2.2 where: 1.The distance between the connected buildings is more than 10 feet (3048 mm). 2.The pedestrian walkway and connected buildings are equipped throughout with an automatic sprinkler system in accordance with Section 903.3.1.1, and the roof of the walkway is not more than 55 feet (16 764 mm) above grade connecting to the fifth, or lower, story above grade plane, of each building. Exception: Open parking garages need not be equipped with an automatic sprinkler system.

According to the Alternative Separation, we have proposed the Pedestrian Bridge roof not exceeding 55' to avoid adding a fire rating to the GTF and to the PKG structure.

OCCUPANCY SEPARATION

The Life Safety Drawings for the existing facility (Sheet G0.02.01) indicate the existing building has the following occupancy classifications:

Primary Occupancy: Assembly Group A-3
Other Building Uses: Storage Group S-1 (Medium Hazard - Mechanical Rooms are S-1) Business B Mercantile M - Concessions Area

Occupancy	Type	Example Spaces
Assembly	A-3	Pedestrian Bridge Expansion/Concourse, Rental Car Queue Space, Rental Car Seating Area
Business	B	Rental Car Office areas, BOH Shell Space Spaces used for assembly by less than 50 persons
Mercantile	M	Concession Area
Storage	S-1	Mechanical Rooms
Storage	S-2	Electrical/Trash/Comm/Maintenance Rooms

The proposed expansion will have the same occupancy classifications. The spaces in the proposed expansion can be classified as follows.

Where required to be provided, occupancy separations shall be provided. Fire Resistance Ratings to be in accordance with FBC 508.4.

Occupancy	Required Seperation (hrs.)
Assembly (A) to Business[d] (B)	1
Assembly (A) to Mercantile (M)	1
Assembly (A) to Storage (S-1)	1
Assembly to Storage (S-2)	No Separation Required
Business[d] (B) to Mercantile (M)	No Separation Required
Storage (S-1) to Business[d] (B)	No Separation Required
Storage (S-1) to Mercantile (M)	No Separation Required
Storage (S-1) to Storage (S-2)	1

a. See Section 420

b. The required separation from areas used only for private or pleasure vehicles shall be reduced by 1 hour but not less than 1 hour

c. See Section 406.3.2

INTERIOR FINISH

Interior Wall and Ceiling Finish Requirements shall be in accordance with FBC Table 803.11 and FFPC (NFPA 101) 12.3.3, 36.3.3, 38.3.3 and 42.3.3. The Values provided below are for sprinkler protected buildings.

Group	Vertical Exits & Passageways[a]	Exit Access Corridors/Other Exitways[b]	Rooms/Enclosed Spaces[c]
A-3	B	B	C
B	B	C	C
M	B	C	C
S	C	C	C

a. Class C interior finish materials shall be permitted for wainscoting or paneling of not more than 1,000 square feet of applied surface area in the grade lobby where applied directly to noncombustible base or over furring strips applied to a noncombustible base and fireblocked as required by Section 803.13.1

b. In other than Group I-3 occupancies in buildings less than three stories above grade plane, Class B interior finish for non-sprinklered buildings and Class C interior finish for sprinklered buildings shall be permitted in interior exit stairways and ramps

c. Requirements for rooms and enclosed spaces shall be based upon spaces enclosed by partitions. Where a fire-resistance rating is required for structural elements, the enclosing partitions shall extend from the floor to the ceiling. Partitions that do not comply with this shall be considered enclosing spaces and the rooms or spaces on both sides shall be considered one. In determining the applicable requirements for rooms and enclosed spaces, the specific occupancy thereof shall be the governing factor regardless of the group classification of the building or structure

OPENING PROTECTIVES

Where required, building openings shall be protected in accordance with FBC table 716.5.

Element	Enclosure Protection (hrs.)	Fire Door/Fire shutter (hrs.)
Other Fire Partitions	1	1/3
Fire Walls (having a required fire-resistance rating greater than 1 hour)	1 ½	1 ½
	2	1 ½
Shafts	2	1 ½
	3	1 ½
Exterior Walls	2	1 ½
	1	3/4
Smoke Barriers	1	1/3

VERTICAL OPENINGS

The GTF expansion is provided with multiple vertical openings, including those with stairs and escalators.

Escalator Openings

1. Escalator openings connecting (3) stories are permitted to be provided when in accordance with FBC 712.1.3 and FFPC (NFPA 101) 8.6.9.7(3). This criterion requires the area of the floor opening shall not exceed twice the horizontal projected area of the escalator and for the opening to be protected in accordance with the method detailed for vertical openings in NFPA 13. This method will require closely spaced sprinklers and at minimum 18" deep draft stops directly adjacent to the opening.

2. The FBC 1003.7 and FFPC (NFPA 101) 7.2.7 does not permit escalators to be used as a part of the required means of egress.

Stair Openings

1. Convenience stairs connecting (3) stories are permitted to be provided in accordance with FBC 1019.3(4) and FFPC (NFPA 101) 12.3.1(4)/8.6.9.2. This criterion requires the area of the floor opening shall not exceed twice the horizontal projected area of the stair and for the opening to be protected in accordance with the method detailed for vertical openings in NFPA 13. This method will require closely spaced sprinklers and at minimum 18" deep draft stops directly adjacent to the opening.

2. The convenience stairs connecting stories in the vertical openings are not permitted to be used as a part of the required means of egress.

Two Story Vertical Openings

1. Two story vertical openings are permitted to be provided in accordance with FBC 712.1.9 and FFPC (NFPA 101) 12.3.1(3). The vertical openings are permitted only between two adjacent stories and the opening (and any stair) cannot be used as a portion of the required means of egress.

PROTECTION FROM HAZARDS

The expansion will be designed such that the following hazards are protected.

1. Rooms containing high pressure boilers, refrigerating machinery of other than the domestic refrigerator type, large transformers, or other service equipment subject to explosions shall meet both of the following requirements (FFPC [NFPA 101] 12.3.2.1)

   a. Such rooms shall not be located directly under or abutting required exits.

   b. Such rooms shall be separated from other parts of the building by fire barriers in accordance with Section 8.3 having a minimum 1-hour fire resistance rating or shall be protected by automatic extinguishing systems in accordance with Section 8.7.

MEANS OF EGRESS

The GTF shall be code compliant with regard to the means of egress. The design approach will include identification of maximum allowable means of egress travel within individual structures, and identification of maximum allowable means of egress travel. In order to accommodate the many occupants anticipated, exits will be distributed equally throughout the buildings as required.

Capacity of Exits

1. The number of occupants shall be computed at the rate of one occupant per unit of area as prescribed in FBC Table 1004.1.2 and FFPC [NFPA 101] table 7.3.1.2. For areas without fixed seating, the occupant load shall not be less than that number determined by dividing the floor area under consideration by the occupant per unit of area factor assigned to the occupancy as set forth in the tables. Where an intended use is not listed in the tables, the building official shall establish a use based on a listed use that most nearly resembles the intended use.

Occupancy	Specific Use	Occupant Load Factor ft²/person
Assembly (Not Fixed Seating)	Concentrated	7 net
	Unconcentrated	15 net
	Standing Space	5 net
Business Areas	Baggage Handling	300 gross
	Airport Concourse	100 gross
	(Other than below)	150 gross
	Concentrated Business Use	50 gross
Mercantile	Sales area on street floor	30 gross
	Sales area above street floor	60 gross
	Floors or portion of floors used only for storage, receiving and shipping, and not open to general public	300 gross
Storage/Mechanical Room	Storage/Mechanical/Electrical Spaces	300 gross

2. Total capacity of the means of egress for any story, balcony, tier, or other occupied space shall be for the design occupant load of the building. Capacity of each exit element shall be based on the required width per person for each component. (FBC 1005.3.1, FBC 1005.3.2 and FFPC Table 7.3.3.1)

a. Standard

- Stairs: 0.3" / person
- Horizontal components: 0.2" /person

b. For purposes of calculating capacity, the width of doors shall be measured as follows:

- For swinging doors, only the width of the doorway when the door is open 90 degrees shall be included,
- For other types of doors, only the width of the doorway when the door is in the fully open position shall be included,
- For all doors, projections not more than 3.5 in (90 mm) at each side of the doorway at a height not more than 38 inches (965 mm) shall not be considered a reduction in egress capacity width.

Travel Distance, Dead-End and Common Path of Travel (Sprinkler Protected Building)

The table below notes the maximum allowable travel distances, dead-ends and common path of travel for each of the occupancies located in the proposed expansion. Where the occupancies are mixed and not separated, the requirements of the most stringent occupancy shall apply.

Occupancy	Max Travel Distance to Exit (FBC Table 1017.2)	Maximum Dead-end Corridor Length (FBC 1020.4)	Common Path of Travel Limit (FBC Table 1006.3.2(2))
Assembly	250 ft	20 ft	20 fta (FFPC [NFPA 101] 12.2.5.1.2
Business	300 ft	50 ft	100 ft
Mercantile	250 ft	50 ft	75 ft
Storage (S-1)	400 ft	50 ft	100 ft
Storage (S-2)			

a. 75 ft, when serving occupant load of less than 50

Number of Exits

1. Minimum number of separate means of egress from any story or portion thereof: (FBC 1006.2.1 and FBC 1006.2.1.1)

    a. 1-500 occupants - 2 exits

    b. 501-1000 occupants - 3 exits

    c. > 1000 occupants - 4 exits

Arrangement of Exits

The exits and exit access throughout the GTF will be arranged in accordance with the following:

1. The building will be provided with two or more exits or exit access doorways are required from any portion of the exit access, the exit doors or exit access doorways shall be placed a distance apart equal to not less than one-third of the length of the maximum overall diagonal dimension of the building or area to be served measured in a straight line between exit doors or exit access doorways. Interlocking or scissor stairs shall be counted as one exit stairway. (FBC 1007.1.1)

2. Egress from a room or space shall not pass through adjoining or intervening rooms or areas, except where such adjoining rooms or areas and the area served are accessory to one or the other, are not a Group H occupancy and provide a discernible path of egress travel to an exit. (FBC 1016.2)

3. An exit shall not be used for any purpose that interferes with its function as a means of egress. Once a given level of exit protection is achieved, such level of protection shall not be reduced until arrival at the exit discharge. (FBC 1022.1)

Fire Extinguishers

The GTF Expansion is to be provided with Fire Extinguishers throughout as required by FBC 906.1 and FFPC (NFPA 1) 13.6.1 for Class A Fire Hazards. Each elevator machine room to be provided with an extinguisher.

	Light (Low Hazard Occupancy)	Ordinary (Moderate) Hazard Occupancy
Minimum Rated Single Extinguishers	2-A	2-A
Maximum Floor Area per Unit of A	3,000 SF	1,500 SF
Maximum Floor Area for Extinguisher	11,250 SF	11,250 SF
Maximum Distance of Travel to Extinguisher	75 ft	75 ft

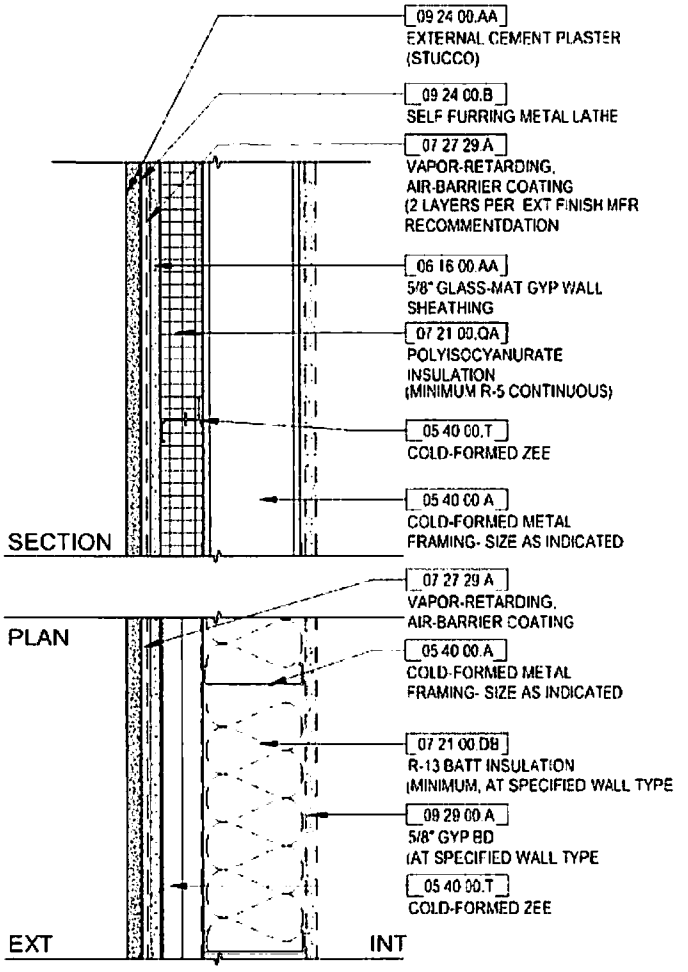
Exterior Wall

The exterior wall system is design to protect the interior of the building from the exterior of the building as well as resist vertical forces (i.e. permanent loads which result from the weight of the structure itself or from other permanent attachments) and horizontal forces (i.e. lateral loads such as wind loads from wind gusts, hurricanes, or tornadoes). In addition, this project's exterior wall provides thermal, moisture, and a degree of acoustic protection from the exterior environment.

In terms of thermal performance requirements, the exterior walls will meet the current Florida Building Code minimum requirements for Climate Zone 2 which are, for walls above grade, R-5.7 continuous insulation for mass walls (i.e. cast-in-place concrete or masonry) and R-13 + R-5 continuous insulation for metal framed walls. Thermal minimums for walls below grade are not required.

Moisture at the exterior walls is anticipated to be in the form of humidity, carried through the air condensing on the surface, or falling/wind-driven rain. All exterior walls on the ground level will be elevated above paved roadway surfaces and site grades so that temporary standing water should not be an issue by virtue of the stormwater drainage system designed by the Civil engineer. At masonry walls, an integral repellant to the block will be specified as well as a moisture-resisting admixture added to the mortar, all coated with a liquid-applied moisture resistant application prior to the wall finishing system. Since all the project's masonry walls are proposed as single-wythe, an embedded block flashing/weep pan system at all non-grouted masonry block cells near the base course will be utilized. At all control joints, moisture-resistant sealants atop backer rods will be used, and, at building expansion joints, a compressible moisture resistant expansion system will be utilized. As an indirect, added layer of moisture protection, the exterior masonry walls will have direct-bond cement plaster exterior finish and an exterior latex paint final coating. For the metal stud exterior walls, the system has taped sheathing joints, a liquid-applied moisture/air layer, asphalt-impregnated, weather-resistive barrier/membrane behind the cement plaster exterior finish for moisture intrusion/condensation while having a level of permeability for moisture originating from the interior of the wall system to escape. Similar to the exterior masonry walls, the metal stud walls will have cement plaster exterior finish and an exterior latex paint final coating which adds additional layers of moisture protection.

The exterior walls for this project are anticipated to be single-wythe masonry block walls with direct-bond cement plaster finish and cold-formed metal stud walls with sheathing and cement plaster finish – see below for the basis of design systems that are anticipated for use in this proposed project from the previous phase of construction:



EWS-10

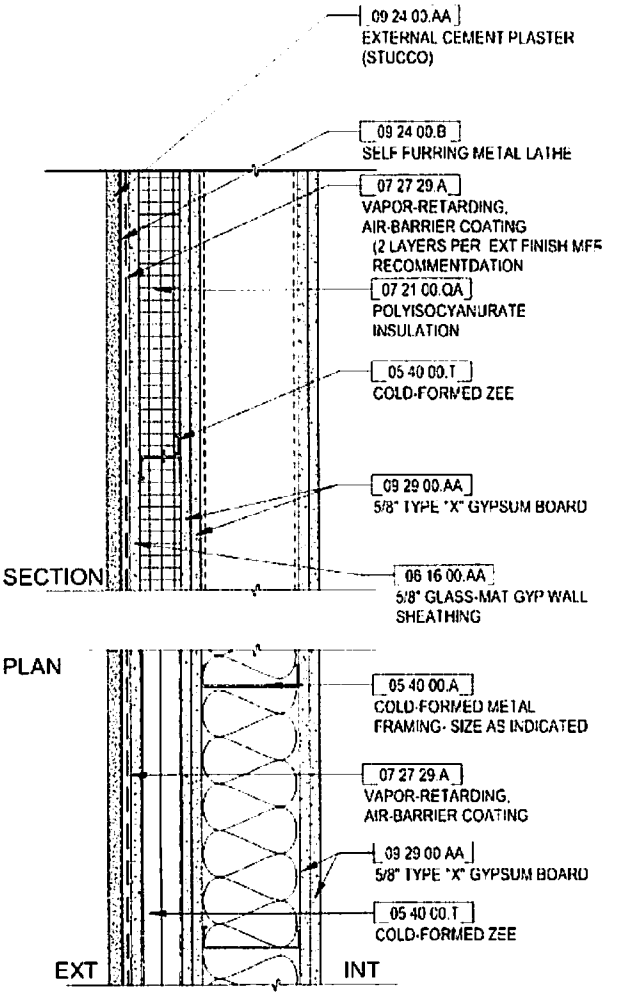
PLASTER SYSTEM
6-INCH METAL STUD WALL FRAMING WITH MINIMUM R-13 BATT INSULATION IN STUD CAVITY AND MINIMUM R-5 CONTINUOUS INSULATION TOWARDS EXTERIOR SIDE OF STUDS WITH PLASTER WALL FINISH. NO WALL BOARD FINISH AT INTERIOR SIDE

EWS-10a

PLASTER SYSTEM
6-INCH METAL STUD WALL FRAMING WITH MINIMUM R-13 BATT INSULATION IN STUD CAVITY AND MINIMUM R-5 CONTINUOUS INSULATION TOWARDS EXTERIOR SIDE OF STUDS WITH PLASTER WALL FINISH. (1) LAYER OF 5/8" GYPSUM BOARD FINISH AT INTERIOR SIDE OF STUD FRAMING

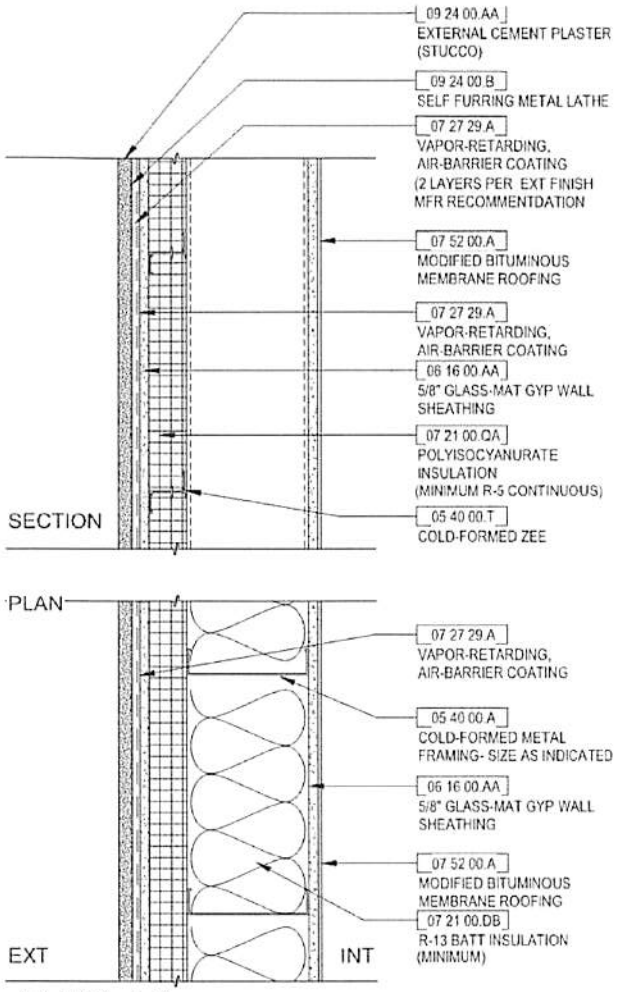
EWS-10b

PLASTER SYSTEM
6-INCH METAL STUD WALL FRAMING WITH NO INSULATION IN STUD CAVITY AND MINIMUM R-5 CONTINUOUS INSULATION TOWARDS EXTERIOR SIDE OF STUDS WITH PLASTER WALL FINISH. NO WALL BOARD FINISH AT INTERIOR SIDE OF STUD FRAMING



EWS-11

PLASTER SYSTEM (2 HOUR FIRE-RATED)
PLASTER SYSTEM ON 2-HOUR FIRE RATED PARTITION PER UL DESIGN U411 - 6-INCH METAL STUD FRAMING WITH MINIMUM R-13 INSULAION BATT INSULATION BETWEEN STUDS IN CAVITY AND MINIMUM R-5 CONTINUOUS RIGID INSULATION BOARD ON EXTERIOR SIDE OF RATED PARTITION



EWS-12

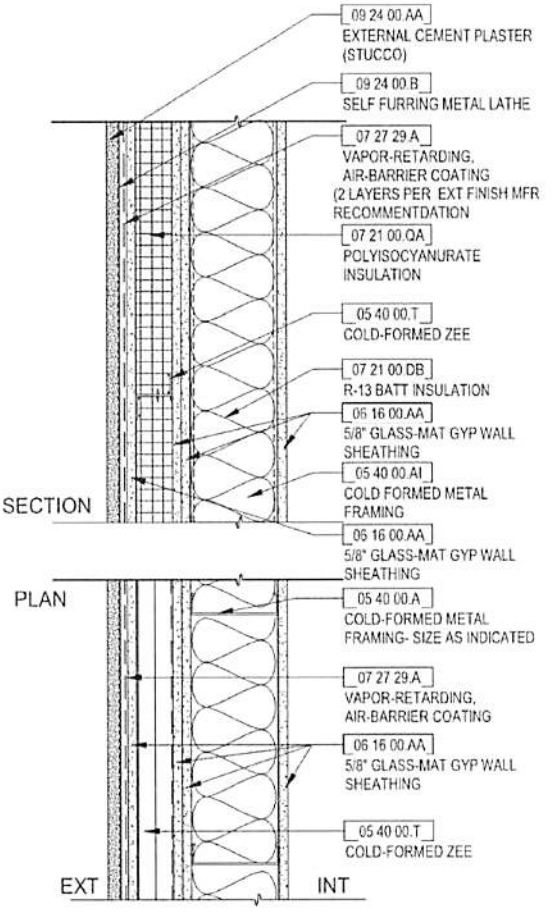
PLASTER SYSTEM (ROOF PARAPET)
MODIFIED BITUMEN MEMBRANE CARRIED OVER TOP OF PARAPET AND 5/8" GLASS MAT GYPSUM BOARD SHEATHING ON 6-INCH METAL STUD WALL WITH INSULATION BETWEEN STUDS.

EWS-12a

MODIFIED BITUMEN MEMBRANE (ROOF PARAPET)
MODIFIED BITUMEN MEMBRANE CARRIED OVER TOP OF PARAPET AND 5/8" GLASS MAT GYPSUM BOARD SHEATHING ON ON EXTERIOR-SIDE OF 6-INCH METAL STUD WALL, NO PLASTER FINISH

EWS-12c

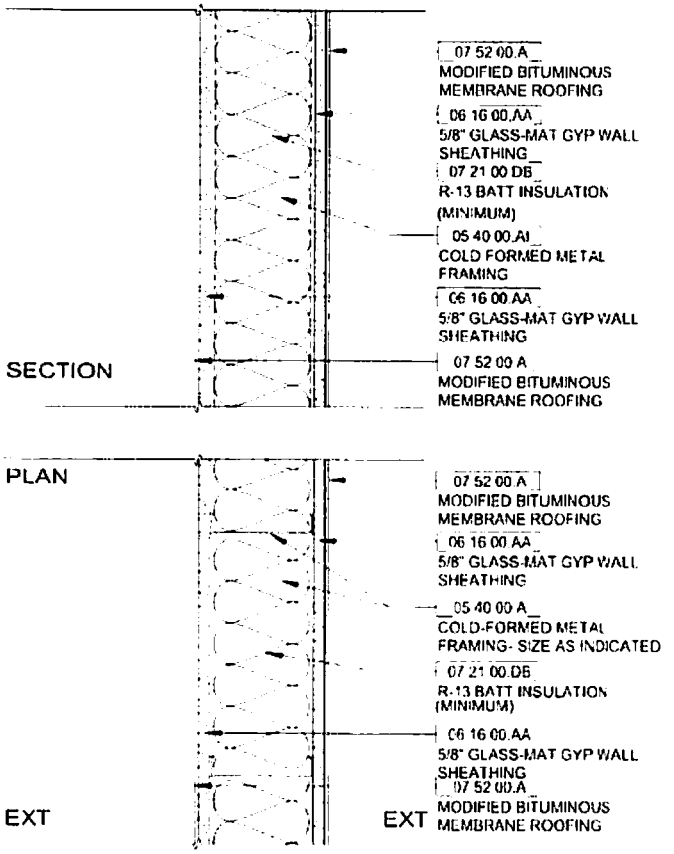
MODIFIED BITUMEN MEMBRANE (ROOF PARAPET)
MODIFIED BITUMEN MEMBRANE CARRIED OVER TOP OF PARAPET AND 5/8" GLASS MAT GYPSUM BOARD SHEATHING ON EXTERIOR-SIDE OF 6-INCH METAL STUD WALL, NO PLASTER FINISH



EWS-13

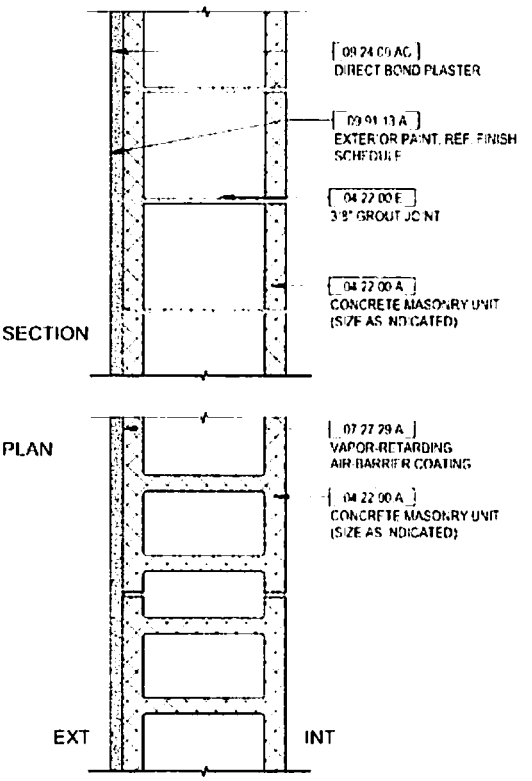
PLASTER SYSTEM (ROOF PARAPET)
PLASTER SYSTEM ON NON-RATED PARTITION 6-INCH METAL STUD FRAMING WITH MINIMUM R-13 INSULAION BATT INSULATION BETWEEN STUDS IN CAVITY AND MINIMUM R-5 CONTINUOUS RIGID INSULATION BOARD ON EXTERIOR SIDE OF 6" METAL STUD. ALL SHEATHING EXTERIOR GRADE GLASS MAT GYPSUM BOARD

(WHERE FIRE-RATED PARTITION TYPE IS BELOW EWS-13, PROVIDE PERIMETER FIRE CONTAINMENT SYSTEM AS DEFINED IN UNDERWRITERS LABORATORIES (UL) SYSTEM NUMBER XHDG.CW-S-1002 INSIDE METAL STUD CAVITY)



EWS-14

MODIFIED BITUMEN MEMBRANE (ROOF AREA DIVIDER)
MODIFIED BITUMEN MEMBRANE CARRIED OVER TOP OF PARTITION AND 5/8" GLASS MAT GYPSUM BOARD SHEATHING ON BOTH SIDES OF 6-INCH METAL STUD WALL NO PLASTER FINISH



EWS-08

DIRECT BOND PLASTER SYSTEM ON 12-INCH UNINSULATED CMU (2-HOUR RATED) RATED UL DES U905

EWS-09

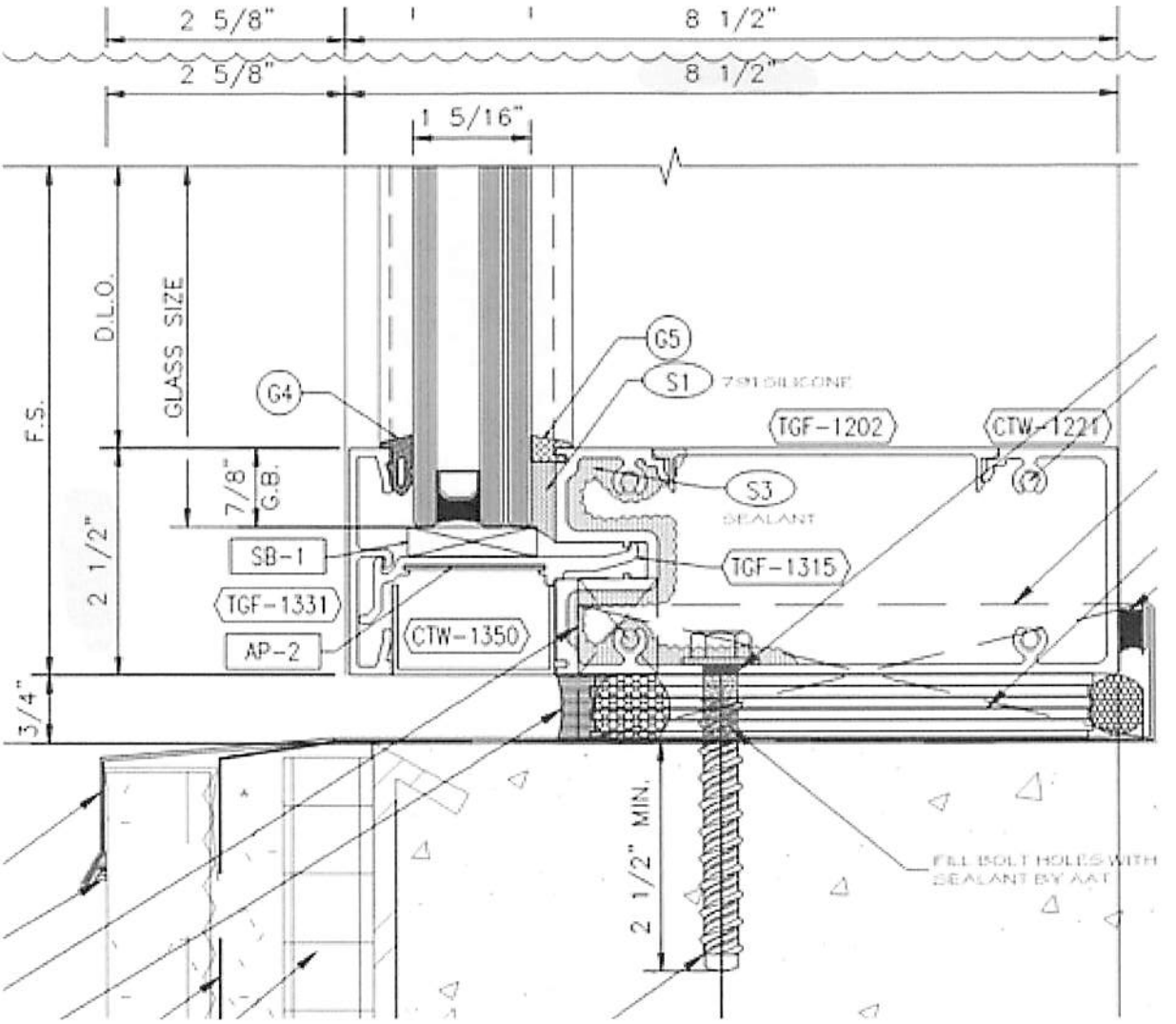
DIRECT BOND PLASTER SYSTEM ON 12-INCH UNINSULATED CMU (NON-RATED)

Exterior Doors

The exterior, non-swinging opaque doors will meet the current Florida Building Code minimum requirements for Climate Zone 2 which is R-4.75 and U-0.61 for swinging doors. All doors will have seals/gaskets and threshold provisions to resist air, dirt, and moisture intrusion.

Exterior Storefront

The exterior storefront systems will be strategically placed to introduce natural daylight into public, passenger spaces while minimizing monitor glare for airport service workers. The proposed storefront system is based on the previous phase storefront system (i.e. CW-01) with the same installer, for an integrated system and tie into other structures except for the Area 5 storefronts which are to match the adjacent APM storefront systems in order to blend the design from GTF to the existing APM. The storefront system is composed of 2-1/2"(W x 8-1/2"(D) extruded aluminum mullions with 1-15/16" insulated, laminated clear glass panels that have a Low-E coating at the #2 interior glazing surface to achieve a solar heat gain coefficient (SHGC) of 0.27max and 0.29 minimum. The system will have a Florida Product Approval certification for wind resistance at the project's geographical location and meet the minimum.



Outboard Lite.....¼" Clear Viracon VNE-63 #2 Tempered

Airspace.....½" Air filled, Aluminum Spacer Frame

Inboard Lite.....9/16" Laminated Clear Glass:
(1/4" Clear Heat-Strengthened Glass, .060" PVB Interlayer, and 1/4" Clear Heat-Strengthened Glass)

Exterior Skylight

The project proposes approximately 3,200 square feet total area of roof skylights to be placed above the "Town Center" and RAC Lobby seating area. This system will utilize a similar skylight system installed at the adjacent APM building. The system will have a Florida Product Approval certification for wind resistance at the project's geographical location and meet the minimum.

Exterior Ceiling Soffits

Where exterior ceilings or ceiling soffits will be provided, the system will be similar to the exterior wall, cold-formed metal stud wall system outlined in the exterior wall section above. In terms of thermal insulation, the continuous layer, as noted in the Florida Building Code, will be provided, however, additional thermal insulation will be provided at the underside of the adjacent floor above via spray foam insulation, such as spray foam insulation.

Roof System

The proposed roofing system is intended to match the previous phase roofing system installed (i.e. RS-02) which, above the structural, fluted metal deck, is a lightweight insulated concrete encapsulating embedded, rigid foam boards topped with a modified bitumen system carried over the roof parapet and capped by a metal coping. The targeted system thermal resistance is R-30 minimum. The system will have a Florida Product Approval certification for wind resistance at the project's geographical location and meet the minimum.

Signage

GTF Pedestrian Bridge

- The overall design for the signage and wayfinding will follow the design standards developed for Terminal C and the existing GTF to maintain visual continuity.
- The nomenclature, color, typography, and pictograms are to be consistent with the current system in Terminal C.
- In the new design, the circulation between the Train Station and the existing GTF is streamlined compared to the current configuration - it will achieve a better passenger experience.
- The wayfinding will carry through the rhythmic sign locations established in the existing GTF with the overhead signs and freestanding directional signs.
- Overhead wayfinding will be internally illuminated. The overhead signs by the escalator landing will be dynamic on one side with messages that may need to be updated in the future.
- The existing signage in the existing GTF and the parking passage to the Train Station need to be updated to reflect the new circulation. The wayfinding messages will be coordinated with the Terminal C signage and multi-modal facility. SPD to coordinate with the GOAA signage team to ensure a seamless passenger experience on the opening day.

RAC Lobby & Town Center

- FIDS may be located between the escalators and the moving walks or near Town Center to provide information for the passengers coming from the train station or RAC counters.
- Provide information for the passengers coming from the train station or RAC counters. The Town Center area requires robust wayfinding to RAC counters, all gates, elevators, parking (rental car pick-up), restrooms, and Train Station.
- RAC counters will have a continuous digital display on the back wall for ultimate brand flexibility.
- Include a dynamic freestanding directory in this area that will feature a Terminal map and other useful information.

Code Signs

- The code sign types and design will follow the design standards developed for Terminal C and the existing GTF. The typical mounting locations, mounting height, typefaces, and other design elements will match the existing sign system. Review all relevant shop drawings for any design refinements made during the construction phase.

2. STRUCTURAL SYSTEMS AND MATERIALS - DESCRIBE THE PROPOSED STRUCTURAL SYSTEM APPROACH AND MATERIALS, INCLUDING THE SKYLIGHTS AND MOVING WALKWAYS, AND EXPLAIN ANY PROPOSED IMPROVEMENTS THAT WILL IMPROVE FUNCTIONALITY OR REDUCE COSTS OR CONTRACT TIME.

SCHEDULE A - PROPOSED NEW GTF PEDESTRIAN BRIDGE

The scope of this project includes construction of level 3, 4 and 5, roof of areas 4 and 5 of the Pedestrian Bridge, and the mechanical room between grids T12 and T13.

The structural systems and materials for the GTF Pedestrian Bridge remains unchanged from the previous design because the footings and columns are already designed, and installation has started. This provides 2 distinct advantages for GOAA and one specific to this team.

1. Speed to Start Installation - With the design complete and material readily available, our trade partner team will be able to mobilize and advance the schedule

2. For this portion of the project, because the same design team is in place, the City of Orlando has agreed to perform "a change of contractor" to still active permit submission.

Other key structure and material aspects for the Bridge and RAC are as follows

Bridge: Columns - Remaining concrete to ensure building stiffness and unbraced support
Elevated Deck - Remains Cast in place to provide lateral support and creates concrete placement schedule efficiencies Elevated Columns & Column Wraps - Remain cast in place for structural efficiencies, material integration, & steel connections Elevated Roof Deck - Metal Joists and Deck for cost and schedule efficiencies RAC Foundations - Displacement auger cast piles. This foundation is the most efficient and effective limiting the extra piles required for an all-concrete building Columns - Will be concrete to ensure building stiffness as it connects to 4 other buildings and will be unbraced for two floors to allow for the future loop road Elevated Deck - 6 5" Structural steel beam and metal deck slab to allow for the most future modification flexibility, no fireproofing, and a lighter overall structure Elevated Columns & Column Wraps - Remain cast in place for stiffness, elongation, and material continuity. Elevated Roof Deck - Metal Joists and Deck for cost and schedule efficiencies

Existing Structures:
Piles, pile caps and grade beams for Concrete Masonry Unit (CMU) walls in areas 4 and 5, have been constructed and are in place. The first pour of the concrete columns was also completed and are in place.

New Elevated Floors:

- Floor framing for Level 3, Promenade, and Pedestrian Bridge level is anticipated to be concrete beams with concrete slabs to match the existing bridge structure in areas 1,2 and 3:
  - 6" thick normal weight concrete slab reinforced with #6 @10" O.C. each way
  - 20" deep concrete beams spaced at 8'-0" o. c.
  - 32" deep concrete girders at columns.
- Columns
  - Extend all concrete columns up to support framing including the roof. The diameter shall match the existing column below.
  - 6,000 psi strength at 28 days
- Transfer level floor framing is anticipated to be composite steel beams with composite metal deck. This framing type will help to expedite the construction.

- 6 1/2" floor (3" deep 20 gage composite deck + 3 1/2" lightweight concrete slab)
- 14" deep steel beams spaced at 8'-0" o. c. max. with 1 ¼" camber
- 30" deep steel girders at columns

- Roof framing is anticipated to be steel girders with steel joist in-fill framing.
  - 1 ½" deep, 18 gage galvanized roof (vented) deck with lightweight insulating concrete
  - 18" deep LH-series steel joists spaced at 5'-0" o.c. for spans less than 32'-0"
  - 24" deep LH-series joists spaced at 5'-0" o.c. for spans up to 48'-0"
  - 32" deep LH-series joists spaced at 5'-0" o.c. for spans up to 60' 0"
  - 33" deep girders which run in the east-west direction
  - Steel beam infill framing can be provided if steel joists are unavailable
- Skylight Framing
  - Skylight between grids 110 and 111 will be supported on W30 steel beams spanning between the perimeter girders
- Mechanical Room in Area 4
  - Mechanical Room in area 4 will be enclosed with masonry walls on existing grade beams
  - Provisions will be made to accommodate openings in the walls for the future baggage lines
  - Mechanical room roof is comprised of structural steel framing acting compositely with the metal deck with concrete topping
  - Slab on grade: 5" thick on 6mil vapor barrier on compacted fill

    4,000 psi strength at 28 days 0.45 w/c ratio

    Reinforced with 6x6 W2.9xW2.9 welded wire reinforcement.

    Control joints at 10' - 0" o. c. short way and 15' - 0" o. c. long way

    Housekeeping pads will be provided to support mechanical units
- Escalator and Elevator in Area 5:
  - The escalators will have cast-in-place framed escalator pits at the bottom of the escalators with concrete beams
  - The two elevator pits will be cast-in-place framed below the Promenade level
  - Elevator shafts will be framed with masonry infill walls
- Provisions for moving walkway:
  - Existing Area 1: Depending on the selected future moving walkway system, retrofit of the existing floor framing may be required
  - Area 4: To maintain the consistency of structural framing, an elevated moving walkway will be preferable. This will avoid the need for a pit. Floor framing will be designed to support the walkway system
- Interface at the Existing APM Building
  - Portions of the existing APM Building which currently extends into the GTF Building profile will have to be demolished to tie the two buildings together. This will require modification of floor framing and a new vertical steel frame at the APM to support the curtain wall at the difference in roof elevation between the GTF roof and the APM

SCHEDULE B - NEW RAC LOBBY EXPANSION

The proposed RAC building will be a one-story building separated with an expansion joint along the south and west sides, with an option for an additional second level. Columns spacing in the east west direction will match the GTF column spacing and will be 40'-0" (+/-) in the north-south direction.

The RAC building is proposed to be a hybrid structural system with concrete columns up to level 4 and concrete shear walls to the roof. The floor framing will be steel beams and composite floor deck for level 4. Above level 4 the columns will transition to steel and the roof will be framed with steel girders and steel joists. This system will be lighter than a concrete

structure, thereby requiring fewer piles, saving both time and cost for pile installation. Concrete columns are proposed up to the bridge level due to the following reasons:

- To limit differential movement between adjacent concrete structures
- Exterior exposure
- Tall unbraced first story height
- Proximity to the drive loop

In addition to being a lighter system, a hybrid structural system allows steel fabrication to start simultaneously with the concrete work, which will help to expediate the schedule.

The RAC column layout is adjusted to accommodate the proposed Loop Road layout while eliminating the need for a T beam bridge structure for cost and aesthetic savings. The column location is adjusted along grid T13 near the loop road and to avoid potential conflict with the loop road. A 64'-0" long girder is provided along grid T13 allowing elimination of a column at N3/T13. Concrete columns are not designed for vehicular impact loads. Columns in close proximity (within Roadway Clear zone) of the Loop Road shall be protected by means as determined by the Civil Engineer.

Foundation and Slab on Grade:

Based on the geotechnical report for the existing structures, deep foundations are anticipated for the building. The top of pile caps elevation is anticipated to match the existing pile cap elevations. Adjacent to the existing structure, existing pile caps will need to be modified to accommodate the new anticipated loads.

- Auger-Pressure Grouted Displacement Pile Foundation
  - 18" diameter pile
  - Compression capacity 150ton (Service)
  - Tension capacity 50ton (Service)
  - Shear capacity 9ton (Service)
- Slab on grade for MEP and Maintenance spaces
  - 5" thick on 6mil vapor barrier on compacted fill.
  - 4,000 psi strength at 28 days 0.45 w/c ratio
  - Reinforced with 6x6-W2.9xW2.9 welded wire reinforcement.
  - Control joints at approximately 10' - 0" o. c. short way and 15' - 0" o. c. long way

Elevated Floor Framing

- Columns
  - All columns shall be 30" diameter cast-in-place concrete up to the Bridge Level.
  - 6,000 psi strength at 28 days
  - Above Level 4, all columns will be structural steel wide flange sections (W14)
- RAC lobby floor framing is anticipated to be composite steel beams with composite metal deck:
  - 6 1/2" floor slab (3" deep 20 gage composite deck + 3 1/2" lightweight concrete slab)
  - 30" deep steel beams spaced at 8'-0" o. c. max. with 1 ¼" camber spanning in the east-west direction.
  - 36" deep steel girders at columns in the north-south direction.
- Roof framing is anticipated to be steel girders with steel joist infill framing:
  - 1 ½" deep, 18 gage galvanized roof deck with lightweight insulating concrete roofing.
  - 18" deep LH-series steel joists spaced at 5'-0" o.c. for spans less than 32'-0".
  - 24" deep LH-series joists spaced at 5'-0" o.c. for spans up to 48'-0".
  - 32" deep LH-series joists spaced at 5'-0" o.c. for spans up to 60'-0".
  - 36" deep wide flange girders which run in the north-south direction.

- Steel beam infill framing can be provided in case steel joists are unavailable
- Skylight will be supported on 30" deep steel beams

- Lateral resisting system
  - Concrete shear walls at the stairs and elevator cores.
- Provisions for future escalator
  - Structural framing the area in the proposed future escalator area will consist of steel beams with removable isolated deck to accommodate future escalator opening. Allowance will be made in the beams design for future escalator reactions.

ADD ALTERNATE: RAC BUILDING LEVEL 3 SHELL SPACE:

- Level 3 floor framing will be similar to RAC Lobby level framing with composite steel beams with composite metal deck
  - 6 1/2" floor slab (3" deep 20 gage composite deck + 3 1/2" lightweight concrete slab)
  - 30" deep steel beams spaced at 8'-0" o. c. max. with 1 ½" camber spanning in the east-west direction.
  - 36" deep steel girders at columns in the north-south direction

Should GOAA forgo this alternate, design and embed plates can be added for future build out while not changing the overall design of the buildings columns.

ADD ALTERNATE: CONNECTION BRIDGE TO THE PARKING GARAGE

The proposed bridge will be a two-story open air structure supported on two new columns next to the parking garage at the north end and the building column at the south end. The existing parking garage pile caps will need to be modified to accommodate the newly anticipated loads.

- Floor framing will be similar to RAC Lobby level framing with composite steel beams with composite metal deck. The floor framing will be sloped up to the garage to accommodate the finished floor difference between the two buildings.
- 6 1/2" floor slab (3" deep 20 gage composite deck + 3 1/2" lightweight concrete slab)
- 14" deep steel beams spaced at 8'-0" o. c. max. spanning in the east-west direction
- 30" deep steel girders at columns in the north-south direction
- The RAC building floor girder along grid N2.1 will cantilever to support the southeast corner of the building to avoid the fly beam framing proposed in the criteria package. To further simplify the framing, the column at N4/T13 will be relocated to grid 13.2 to line up with the column next to the garage.
- Miscellaneous steel will be provided to support curtain wall system and exterior stud walls. The monitors behind the counters will require cold form steel support framing with miscellaneous structural steel.
- Roof framing is anticipated to be steel girders with steel joist infill framing:
  - 1 ½" deep, 18 gage galvanized roof deck with lightweight insulating concrete roofing
  - 14" deep k-series steel joists spaced at 5'-0" o.c

STRUCTURAL MATERIAL INFORMATION CONCRETE

All cast-in-place concrete normal weight concrete. Portland cement shall conform to ASTM C150, type I or II. All aggregate for normal weight concrete shall meet ASTM C 33. All concrete reinforcement bars shall conform to ASTM A615, Grade 60. All welded wire reinforcement shall conform to ASTM A497.

Framing element	28 day strength
Slab on grade	4000psi
Floor slab, beams, and girders	6000psi
Columns	6000psi

CONCRETE MASONRY

Hollow concrete block (masonry) units shall be normal weight with a minimum compressive strength of 1900 psi on the net area and 1000 psi on the gross area (f'm = 1500psi) and shall conform to ASTM C-90 and sampled in accordance with ASTM C-140. All mortar for use in masonry shall conform to ASTM C-270, type M or S. Average compressive strength at 28 days of at least 1800psi. All grout for use in masonry shall conform to ASTM C-476, min. 3000 psi. Grout shall be tested in accordance with ASTM C-109. For filling spaces less than 4" in one or both directions, use grout proportioned per ASTM C-476. Slump at the final point of discharge shall be 8 to 11 inches. Use of air entraining admixtures is not allowed.

STRUCTURAL STEEL

Hot rolled structural members: all hot rolled steel plates, shapes, and bars shall be new steel conforming to ASTM specification A6-98A. ASTM specification and grade: clearly mark the grade of steel on each piece, with a distinguishing mark visible from floor surfaces, for the purpose of field inspection of proper grade of steel. Unless noted otherwise on the drawings, structural steel shall be as follows:

- W- and WT-shapes: ASTM A 992 (Fy=50ksi)
- C shapes: ASTM A 36
- Rectangular HSS: ASTM A 500 Grade B (Fy=46 ksi)
- Edge angles, bent plates, angle hangers, and angle kickers: ASTM A 36

Unless noted otherwise, electrodes for welding shall conform to E70XX (SMAW), F7XX-EXXX (SAW), ER70S-X (GMAW) or F7XT-X (FCAW).

STEEL FLOOR DECK

Steel deck shall conform to ASTM A611 Grade C or D or ASTM A653, Structural Steel Grade with a minimum yield strength as stated on the drawings but not less than 50 ksi. The delivered thickness of the uncoated steel shall not be less than 95% of the design thickness. Sheet metal accessories shall conform to the same material specification as the deck product. The steel deck shall be galvanized with a protective zinc coating conforming to ASTM A 653 G90 class.

STEEL ROOF DECK

Steel deck shall conform to ASTM A 446 grades A, B, C, D, E or F for galvanized deck, minimum yield strength of 80 ksi. The steel deck shall be galvanized with a protective zinc coating conforming to ASTM A 653 G90 class.

OPEN WEB STEEL JOISTS

Steel joists and bridging shall be designed, fabricated, and erected per Steel Joist Institute specifications.

COLD FORMED METAL FRAMING

Stud and track profiles shall be standard sections used by members of the Steel Stud Manufacturers Association (SSMA). All framing members shall be formed from corrosion resistant steel, corresponding to the requirements of ASTM A-446 with a minimum following yield strength:

- Studs: 33, 43 mil thickness FY=33ksi
- Studs: 54, 68, 97 mil thickness FY=50ksi
- Tracks: 33, 43, 54, 68, 97 mil FY=33ksi
- U-Channels, furring channels: FY=33ksi

All cold-formed steel framing materials shall have a minimum G60 galvanized coating unless noted otherwise. All cold-formed steel framing material used for bathroom partitions and nonconditioned spaces shall have a minimum G90 galvanized coating.

Item	Base Bid	Base Bid+Bridge	Base Bid+lvl3+Bridge
Level 4 beams	14psf	14psf	14psf
Level 3 beams	-	-	14psf
Steel columns	1psf	1psf	1psf
Roof Beams	4psf	4psf	4psf
Roof Joists	3.4psf	3.4psf	3.4psf
Concrete columns	30"dia	30"dia	30"dia
Piles	80	84	100
Conc shear wall thickness	12"/10"	12"/10"	12"/12"/10"

**An allowance of 15% total steel weight shall be made for steel connections and miscellaneous steel.*
**Our team has deliberately kept the same structural system for optionality and future expansion. Placing the required foundations will allow growth without costly redesign.*

3. MECHANICAL, PLUMBING, ELECTRICAL AND OTHER BUILDING SYSTEMS, MATERIALS, AND EQUIPMENT - DESCRIBE THE PROPOSED MECHANICAL, PLUMBING AND ELECTRICAL SYSTEMS,MATERIALS, AND EQUIPMENT AND HOW EACH COMPLIES WITH THE BASIS OF DESIGN IN THE DCP.

MECHANICAL

General

All mechanical design elements are intended to be in compliance with the mechanical requirements section of the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package as well as the design team's knowledge of GOAA standards of engineering design. The following descriptions indicate the design intent regarding the mechanical systems for this project which include specific references to requirements indicated in the Design Criteria Package.

Site Mechanical

1. There are currently a set of (2) 8" Chilled water supply and return lines installed underground between the APM and Terminal building which run beneath the proposed connector bridge. These lines are intended to remain in service without interruption during the Pedestrian Bridge and RAC construction phase. All new chilled water pipe work is intended to be performed above ground within buildings. The existing chilled water lines were located on the existing mechanical drawings which indicate location and entrance into the existing terminal building on the ground level near the start of the connector bridge and RAC. The new chilled water connections are intended to be made downstream of the chilled water booster pumps which connect to these existing 8" chilled water lines. The new Pedestrian Bridge and RAC is anticipated to require approximately 350-400 tons which translates to a 6" chilled water pipe size.

Air Distribution Systems

1. The new Pedestrian Bridge and RAC shall be served by new dedicated chilled water central station air handling units installed in mechanical rooms. At a minimum the air handling units shall include the following specifications:

   a. Double wall foam injected galvanized steel construction with minimum 8" base rails.

   b. Chilled water-cooling coils with copper tubes and stainless steel coil casings.

c. Pressure independent characterized chilled water control valves.

d. Stainless steel drain pans.

e. Direct Drive plenum fan arrays (VFD supply fans).

f. MERV 8 Pre-Filters and MERV 15 Final Filters

g. UV-C lights.

h. Marine lights in all access sections.

i. Supply duct mounted electric heaters.

j. Thermal dispersion type outside air flow measurement stations (EBtron Gold or equal).

k. Opposed blade outdoor air and return air control dampers.

l. Open Protocol BACnet controls and integration with existing STC BAS.

2. A summary of estimated new air handling unit sizing is as follows:

a. Pedestrian Bridge: The Pedestrian Bridge will utilize (2) new chilled water air handling units and (1) existing air handling unit installed in the existing terminal building ground floor mechanical room. (Refer to previous GTF mechanical design documents for clarification on intent and equipment sizing). These AHU's are intended to operate as single zone VAV units without VAV terminals.

b. RAC Lobby: The RAC Lobby is intended to be served by (2) new chilled water air handling units sized at approximately 20,000 cfm and 25,000 cfm. Location of mechanical room to house the new air handling units to be determined. These AHU's are intended to operate as single zone VAV units without VAV terminals.

c. Level 3 Shell Space: The 32,700 s.f. shell space will be served by (2) equally sized chilled water air handling units at approximately 18,000 cfm each. These units are intended to operate as VAV units with approximately (4) VAV terminals each to condition the space in a shell state.

d. IDF Spaces: All IDF spaces in the Pedestrian Bridge, RAC, and Level 3 Shell Space shall be provided with dedicated chilled water computer room air conditioning systems (CRAC's) complete with humidifiers and electric heat. A second redundant split-dx type unit shall also be provided to serve these spaces, the split DX systems shall be on emergency power circuits, in accordance with the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package.

e. Electrical Rooms: All Electrical rooms shall be provided with (2) chilled water air handling systems for redundancy as well as a third split DX system on emergency power per the DCP requirements, in accordance with the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package.

3. All ductwork shall be formed from galvanized steel and shall conform to the requirements of SMACNA's Duct Construction Standards, in accordance with the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package. All supply ductwork shall be externally wrapped with 2 inch fiberglass insulation with FSK vapor barrier. Seal all ductwork (supply, return and exhaust) in accordance with the International Energy Code.

4. Low pressure ductwork will be designed from the terminal units (VTU) to the diffusers/grills, RA ductwork, and exhaust ductwork. Low pressure ductwork will be sized to deliver air at a friction pressure drop not to exceed 0.08" W.C. per 100' of duct.

5. Medium pressure ductwork will be designed from the Central Station Air Handling Units to the terminal units. Medium pressure ductwork will be sized to deliver air at a friction pressure drop not to exceed 0.1" W.C. per 100' of duct and no

more than 1800 FPM (Max 1500 FPM in acoustic sensitive locations.), in accordance with the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package.

6. Supply, return, and outside air ductwork will be externally insulated galvanized steel when routed above ceilings, and would be double wall round spiral if exposed. Medium pressure ductwork will be provided upstream of the terminal units, and low pressure will be provided downstream of the terminal units.

7. The complete air system will be tested, adjusted and balanced by an independent certified testing and balancing firm (NEBB or AABC) as required to ensure system performance in accordance with design criteria.

8. Air distribution shall be supplied through diffusers located in acoustical ceiling tile or drywall ceiling, at ceiling level. Ceiling return grilles shall transfer the supplied air to the return air system. It is anticipated that the following grilles/ diffusers will be incorporated in the design.

- 24x24 Lay In Architectural Plaque Diffuser
- 12x12 Surface Mounted Plaque Diffuser
- Linear slot diffusers with 1" slots
- Perforated Return Grilles
- Louvered Return Grilles (i.e. Sidewall)
- Louvered Supply Grilles (i.e. Sidewall)
- Nozzle Type diffusers in high volume spaces.

9. Any unconditioned spaces with hydronic piping installed (i.e. fire pump rooms) shall be provided with electric unit heaters to maintain space temperatures.

Condensate Drains

All new AHUs shall have condensate drains which discharge to the nearest storm system. Typically this will be in the form of a floor mounted condensate hub drain installed near the AHU in a mechanical room. All condensate drain piping shall be Type K copper with closed cell flexible elastomeric insulation and aluminum jacketing.

Chilled Water

The new Pedestrian Bridge and RAC is intended to be served by the existing STC chilled water loop. New chilled water loop distribution piping extensions shall be provided downstream of the chilled water booster pumps installed in the existing north terminal ground floor mechanical room.

Ventilation

Code required ventilation rates shall be provided to all spaces, with distribution provided by the central air handling units. The new AHU's installed within the existing terminal ground floor mechanical room will use the adjacent DOAS units to provide pre-conditioned outdoor air. All new AHU's provided to serve the RAC and 3rd Level Shell space shall utilize wall louvers for outdoor air intakes. All outdoor intakes shall be located to avoid contamination such as vehicular exhaust.

Building Automation System (BAS):

The facilities shall be provided with an open protocol Building Automation System (BAS) which integrates all new mechanical systems provided as part of this project. The BAS shall be an ASHRAE-135 compliant open protocol BACnet system. It is the design intent to incorporate all new HVAC systems onto the BAS from monitoring and control of all HVAC equipment. The system shall be an extension of the existing BAS currently installed at STC.

PLUMBING

General

All plumbing design elements are intended to be in compliance with the plumbing requirements section of the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package as well as the design team's knowledge of GOAA standards of engineering design. The following descriptions indicate the design intent regarding the mechanical systems for this project which include specific references to requirements indicated in the Design Criteria Package.

Water Distribution:

Water shall be distributed to various pieces of equipment and plumbing fixtures through an adequately sized system of type L copper tubing and fittings. Water piping shall be sized to limit velocity to 7 fps in order to reduce pressure drop, noise and water hammer.

Sanitary Sewer:

A sanitary sewer drainage system shall be provided to serve all plumbing fixtures and floor drains. This system shall be constructed utilizing schedule 40 PVC with DWV fittings and solvent welded joints for all below grade piping and shall be hub-less cast iron pipe with heavy duty stainless steel couplings for above ground pipes per the requirements of the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package. The sanitary system shall be routed by gravity through the building to a point five feet outside the building where it will connect to the existing underground site sewer collection system.

Per Addendum #2, a 2,500-gallon grease trap shall be provided at grade to support the proposed concessions spaces. The grease trap will be connected to the concession spaces via a 2-inch pipe to each concession location. Final location will be coordinated with existing utilities.

Storm System:

A storm drainage system shall be provided to serve all roof areas. This system shall be constructed utilizing schedule 40 PVC with DWV fittings and solvent welded joints for all below grade piping and shall be hub-less cast iron pipe with heavy-duty stainless-steel couplings for above ground pipes per the requirements of the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package. All above ground storm piping shall be insulated with 1" thick insulation. The storm system shall be routed by gravity through the building to a point five feet outside the building where it will connect to the existing underground site storm collection system. Secondary storm drainage system will consist of either scuppers or a separate piped secondary storm system terminating above grade.

Condensate System:

A condensate drainage system shall be provided to serve all equipment producing condensate. This system shall be constructed utilizing schedule 40 PVC with DWV fittings and solvent welded joints for all below grade piping and shall be hub-less cast-iron pipe with heavy-duty stainless-steel couplings for above ground pipes per GOAA standards. The condensate system shall be routed by gravity through the building to a point outside the building where it will be provided with a backwater valve prior to connecting to the storm system.

Plumbing Fixtures:

All plumbing fixtures will be commercial grade. Accessible fixtures shall be ADA approved.

ELECTRICAL

General

All electrical design elements are intended to be in compliance with the electrical requirements section of the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package as well as the design team's knowledge of GOAA standards of engineering design. The following descriptions indicate the design intent regarding the mechanical systems for this project which include specific references to requirements indicated in the Design Criteria Package.

Site Electrical –

1. There are three existing (3) OUC transformers which are connected to the existing service switchboards GTFEMSB1A, GTFEMSB1B and GTFNMSB1 in the Ground Transportation Facility. These switchboards will have the additional required loads added to them downstream for the GTF Pedestrian Bridge and RAC Lobby.

2. Additional service entrance conductors will be required to increase the capacity of existing switchboards. Existing switchboards GTFEMSB1A, GTFEMSB1B, and GTFNMSB1 are located in Area 2 of the Ground Level GTF electrical room. Three (3) additional sets of 750kCMIL copper will be pulled from each of the two utility transformers for each switchboard GTFEMSB1A and GTFEMSB1B, and five (5) additional sets of 750kCMIL copper pulled from utility transformer for switchboard GTFNMSB1.

Electrical Distribution

1. Electrical infrastructure is currently installed for the entire GTF facility for normal and backup standby power. This infrastructure will be modified and extended to the new RAC Lobby area, in accordance with the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package.

2. Within the existing switchboards GTFNMSB1 (Normal), GTFEMSB1A (Emergency) and GTFEMSB1B (Emergency), the trip plug ratings will be changed out to increase the ampacity to accommodate the additional anticipated loads for the RAC Lobby, the GTF Pedestrian Bridge, and the future shell space, in accordance with the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package.

3. Existing Distribution/Branch Panels GTFEH1DPSC1 (Life Safety), GTFEQH1DPSC1 (Equipment), GTFEQH4SC1 (Equipment), GTFH1DPSC1 (Normal), GTFEXH1DPSC1 (Security) have existing spare 3-pole breakers, and spaces for new 3-pole breakers that will be used to feed new electrical equipment (panels and transformers) for the Pedestrian Bridge, RAC Lobby and future fit-out loads in the shell space.

4. New electrical panels and step-down transformers, and central UPS will be located in new electrical room on the ground level under the Pedestrian Bridge area, and additional new panels located in the mechanical room (Equipment branch), GOAA IDF/comm room and vendor IDF/comm rooms (Security & Normal Branch) on the ground level, and will be fed from existing distribution & branch panels in adjacent existing GTF electrical rooms.

5. A minimum of six (6) 4" conduits (one for each GOAA required branch, and one spare) from the new ground level electrical room will be stubbed overhead into to the Level 3 Shell Space for future build out.

6. New electrical panels and step down transformers and central UPS units (for IDF room circuits) will also be located in a new electrical room on Level 4 of the Pedestrian Bridge area, and additional new panels located in the mechanical room (Equipment branch), GOAA IDF/comm room and vendor IDF/comm rooms (Security & Normal Branch) on Level 4, and will be fed from existing distribution & branch panels in adjacent existing GTF electrical rooms.

7. All conduit required between existing facility and new area, whether for distribution feeders or branch circuits, will be run overhead, in accordance with the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package.

Branch Power

1. New loads will be connected to appropriate panels (new and existing) based on GOAA Standard Branch of Power requirements, in accordance with the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package. This includes (loads not listed below but appear in GOAA standards and are not anticipated to apply to this project; some loads listed might not apply to this project):

a. Life Safety:
   - i. Egress Lights.
   - ii. Exit Lights.
   - iii. Elevator Controller & Cab Lights.
   - iv. Fire Alarm.
   - v. Fire Shutters.

b. Critical:
   - i. 800MHz radio.
   - ii. Elevators.
   - iii. Smoke evacuation controls, associated fans, louvers, etc.
   - iv. Smoke system controlled sliding glass doors.

c. Security:
   - i. 400MHz radio.
   - ii. Access Control.
   - iii. CCTV.
   - iv. Paging.
   - v. Premise Distribution System (PDS).

d. Equipment:
   - i. AED's.
   - ii. AHU's.
   - iii. BAS.
   - iv. Battery Chargers.
   - v. Circulating Fans.
   - vi. Chilled Water Pumps.
   - vii. Exhaust Fans.
   - viii. Escalator Balustrade Lighting
   - ix. Electric Space Heaters
   - x. Fan Coil Units.
   - xi. Flush Valves.
   - xii. Holiday Receptacles.
   - xiii. Ice Machines.
   - xiv. Irrigation Controllers & Pumps.
   - xv. Jacket Heaters.
   - xvi. Liftnet Elevator Monitoring.
   - xvii. Motorized Doors.
   - xviii. Power Distribution Units.
   - xix. PIV's.
   - xx. Powernet / Power Xpert.
   - xxi. Roll-Up Doors.
   - xxii. Trap Primers.
   - xxiii. Supply Fans.
   - xxiv. Signage (excluding exit lights).
   - xxv. Split DX HVAC Systems.
   - xxvi. Trash Compactors.
   - xxvii. UPS's.
   - xxviii. Walk-in Coolers.
   - xxix. Walk-in Freezers.
   - xxx. Wireless AP.

e Normal:
   - i. 400Hz generators.
   - ii. Air compressors (not associated w/ fire protection system).
   - iii. EWC's.
   - iv. Electric Water Heaters.
   - v. Escalators.
   - vi. Food Service Equipment.
   - vii. Hand dryers.
   - viii. Office equipment.
   - ix. Receptacles.
   - x. Tenant office spaces.

Lighting Fixtures and Lighting Controls

1. All new lighting will be LED, in accordance with the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package.

2. Aesthetically similar light fixtures and layout from Areas 1, 2 & 3 will be selected and used for the new Pedestrian Bridge and the RAC Lobby area. (4" narrow recessed linear LED, similar to Finelite light fixture, vertical wall sconces in public restrooms indicated in OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package). Light fixtures utilized in existing adjacent Areas 1, 2 & 3 will be specified as the Basis of Design for the expansion area., in accordance with the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package. Fixtures shall be similar to the fixtures installed in Areas 1, 2 and 3.

3. Back of house lights will be LED, dimmable 0-10V control.

4. Life safety lighting will be controlled through Echo Relay panels. All other lighting shall be controlled through dRD Relay Panels.

5. Lighting controls shall be in compliance with Florida Energy Conservation Code and be an extension of installed ETC Lighting Control System in Areas 1, 2 & 3, in accordance with the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package.

6. Candela Controls shall be retained to support modifications and additions, required programming to the existing ETC Lighting Control System.

7. "Stumble" lighting, exit signage and emergency lighting will be provided to the Level 3 Shell Space. This will be LED 4' strip lights spaced at approximately 20' on center. Local controls will allow manual on/off of the lights, occupancy sensors to turn lights off after 10 minutes of no occupancy, and will be part of expanded ETC lighting control system.

Lightning Protection

1. Extension of existing Areas 1, 2 & 3 lightning protection systems will be LPI-certified by a lightning protection contractor, and require a UL Letter of Findings, in accordance with the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package. New components will be tied into the existing lightning protection system, including the down-lead conductors in the existing columns for this area, in accordance with the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package.

2. Lightning protection system components, regardless of the overall height of the new areas, will be Class II.

Fire Alarm

1. Fire alarm system will consist of new fire alarm notification, initiating, supervisory, alarm and trouble devices, NAC power supplies at terminal cabinets, matching existing fire alarm system manufacturer installed in Terminal C, and will extend to the existing system. Programming at the existing fire alarm panel and command center is to be included to interface to the new area.

2. The fire alarm systems in the proposed new areas will be a complete extension of the existing GTF fire alarm detection system (Edwards EST-3). Any new panels and equipment or devices shall be integrated with the existing fire alarm system network in the GTF and greater STC. The fire alarm system will interface with the ECS system to provide voice annunciation with the fire alarm system. Interface will include updates required between fire alarm system and ECS system to support all life safety paging functions. Expansion of existing system will include, but not be limited to, all control panel components, power supplies, batteries, signal initiating devices, wire, fittings, conduit, accessories, programming, software licenses, and interfaces to other systems required to provide a complete operating system. This will be in accordance with the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package.

TECHNOLOGY

General

All technology and low voltage design elements are intended to be in compliance with the low voltage requirements section of the OIA GTF Pedestrian & RAC Lobby Expansion Design Criteria Package as well as the design team's knowledge of GOAA standards of engineering design. The following descriptions indicate the design intent regarding the mechanical systems for this project which include specific references to requirements indicated in the Design Criteria Package.

Telecommunication Spaces

1. Project will provide (1) new IDF location consisting of a GOAA IDF and Vendor IDF.

2. Each IDF room shall have a combination of 2-post telecommunication equipment racks and server cabinets.

3. Above the racks/cabinets and around the perimeter of the room provide two layered, ladder rack (18" wide)

4. All walls shall have full height, Ready-Spec, fire-rated plywood pre-manufactured telecommunications backboard.

5. All rooms shall have a telecommunications grounding busbar connected to the existing telecommunications grounding and bonding system.

6. Each IDF shall connect to the existing APM Platform level MDF with a minimum 48-strand single-mode optical fiber cable.

7. Provide a minimum of (2) 4" conduits between the MDF and each IDF; each conduit shall have (3) 3-cell, 3" Maxcell fabric innerduct.

Passive Optical Network

1. The existing passive optical network (PON) shall be extended to serve the new project. Single-mode optical fiber cable from the Landside MDF Room 01-0077 and the Airside MDF Room 01-0046 shall be extended via new passive optical splitters to each IDF.

2. In each IDF provide a new rack mounted Optical Network Terminal (ONT).

3. Provide CAT6 patch cords from ONT to a CAT6 Patch Panel.

4. Horizontal CAT6 UPT cables shall run to data outlets for devices served by the PON system.

5. Select telephone locations shall be served from a local ONT served by a fiber optical cable from the GOAA IDF rooms.

Distributed Antenna System

1. The existing distributed antenna system (DAS) for public safety emergency responder radio systems shall be extended to the new project area.

2. The DAS signal is distributed over 2-HR rated optical fiber cable.

3. Provide a new DAS fiber remote unit in the GOAA IDF's.

4. Each Fiber Remote Unit is served by a 4-strand primary and 4-strand secondary optical fiber cable fusion spliced to the primary and secondary optical fiber rings.

5. Provide optical fiber cable, fusion splicing housing and all materials necessary for a complete system.

6. In each IDF provide coaxial cable splitters, coaxial cable and DAS antennas based on the sub-contractors iBwave engineering model.

Emergency Communication System

1. Contractor shall provide a complete, IP-based emergency communications system to extend the current system for the new project area.

2. The headend is existing. GOAA shall provide all network switches.

3. Equipment shall be located in the new IDF room.

4. The ECS shall be zoned to match the existing zoning scheme. Speakers shall be a combination of ceiling and wall mounted.

Electronic Dynamic Signage System

1. The electronic dynamic signage (EDS) system shall consist of displays, display mounts.

2. GOAA shall furnish all displays and display mounts; contractor shall install displays and display mounts.

3. The EDS is supported by the PON system.

4. Contractor shall furnish all backbone cables, horizontal cables and duplex patch cables as described above for the PON. GOAA shall provide all active Displayport-over-Fiber HDMI receivers.

Physical Access Control System (PACS)

1. PACS shall be an extension of the existing iSTAR access control system.
2. PACS control panels shall connect via the network to the existing system.
3. Provide control panels, input/output boards, reader boards, power supplies, cabling, alarm devices, door positions switches.
4. Power supplies shall be Altronix Electrified door hardware is provided by Division 08.
5. Provide all interfaces for fire alarm system, elevators, and door controls
6. Provide all software and programming to program the system.
7. Provide updates to all graphical user interfaces.
8. Provide integration with VSS via the existing PSIM to include additional door licenses.
9. The PACS system is an IP-based system served from the PON via the new IDF room.

Video Surveillance System (VSS)

1. The VSS shall be an extension of the existing system.
2. Provide all cameras and mounting brackets.
3. Provide CAT6 cable and patch cords.
4. Provide all backbone cable.
5. Provide all programming into the existing VSS system.
6. Provide updates to all graphical user interfaces.
7. Provide integration with PACS via the PSIM to include additional camera licenses.
8. GOAA to provide all additional network vide storage, upgrades to VSS servers and monitoring workstations and monitors. The VSS system is an IP-based system served from the PON via the new IDF room.
9. Cameras shall consist of fixed and multi-sensor cameras depending upon the application.

FIRE PROTECTION

Applicable Codes and Standards

- Florida Building Code: 2020 Edition
- Florida Fire Prevention Code, (2020) 7th Edition
- NFPA 13, Standard for the Installation of Sprinkler Systems, 2016
- NFPA 14, Standard for the Installation of Standpipe and Hose Systems, 2016
- FM Global Data Sheets

GENERAL FIRE PROTECTION SYSTEMS DESCRIPTION:

Fire sprinkler protection is to be provided throughout the entire expansion of the existing GTF building as required by the Florida Building Code, Florida Fire Prevention Code, and FM Global. The fire protection is to be in accordance with the applicable codes identified, including all applicable FM Global data sheets. All new areas, including outside the building and the underside of level 3 and level 4, to be provided with automatic fire sprinkler protection. An existing fire pump is provided in the Landside building that currently supplies all existing fire protection standpipes and fire sprinkler systems in the GTF. The fire pump has a rating of 1500 gpm at 150 psi and includes a variable speed controller that limits the available pressure to 165 psi. The existing automatic, wet, standpipe systems are to be expanded for the building and include all required items. Temporary standpipes to be provided during construction as required by NFPA 241 and the City of Orlando.

Fire sprinkler protection to be provided throughout the new construction. The maximum allowable area per wet-pipe sprinkler system is 52,000 sq.ft. for the GTF.

Fire sprinkler protection is to be provided throughout the entire existing open parking garage as an alternate. The existing garage is provided with limited wet-pipe and dry-pipe sprinkler protection for the currently enclosed spaces. The new fire protection is to be in accordance with the applicable codes identified, including all applicable FM Global data sheets. An existing fire pump is provided in the parking garage building that currently supplies all existing fire protection standpipes and fire sprinkler systems in the garage. The fire pump has a rating of 1500 gpm at 130 psi. All new fire protection equipment to be listed/FM approved for high-pressure (minimum of 175psi to 250psi). Sufficient quantity of Dry-pipe systems are to be provided such that regardless of the system capacity (gallons) the maximum time of water delivery not to exceed 40 seconds. Any existing fire sprinkler protection to be incorporated into the new systems to reduce the number of sprinkler valves where there is overlap.

MATERIAL

All fire standpipe and fire sprinkler material to be FM Global approved. All wet-pipe piping of 1" to 2" to be schedule 40 black steel piping. Piping to be connected with threaded fittings. All wet-pipe piping of 2 ½" and larger to be schedule 10 black steel piping with grooved fittings and couplings. Flanged connections are permitted. The use of pipe such as threadable thinwall, similar to XL, Dyna-thread, etc, is not permitted. All steel piping to have a minimum CRR of 1.0. Any pipe other than schedule 10 and schedule 40 is not permitted. Galvanized pipe and fittings to be used in all areas where pipe is installed outside of the building, including, but not limited to drain piping. All dry-pipe system piping to be galvanized steel schedule 40, regardless of pipe diameter. All fire sprinkler protection for the open parking garage to be dry-pipe systems. All new fire protection equipment for the parking garage to be listed / FM Approved for high-pressure

All fire sprinklers to be FM Global approved and have glass bulbs. All fire sprinklers in areas classified as Light Hazard to be of the Quick Response type. Where sprinklers are installed in locations that are open to existing fire sprinkler protection, such as the GTF Pedestrian Bridge, the new sprinklers shall match the existing sprinklers' k factor, response type, temperature, and escutcheon style. Sprinklers located in the GTF to be standard spray. All sprinklers in areas with drop-ceiling to be white, with recessed white escutcheons. Back of house spaces such as Mechanical, Electrical, IDF to have sprinklers with wired cages and be of the intermediate temperature. Sprinklers to be provided in shell spaces to be standard coverage and installed on one-inch sprig ups to allow for future modification. Skylight sprinklers to be of the intermediate or high-temperature rating in accordance with NFPA 13. All fire sprinklers located in areas normally outside to have manufactured corrosion resistant covering and be of the intermediate temperature.

The open parking garage sprinklers are to be either standard spray or extended coverage. All parking garage fire sprinklers to be FM Global approved, have manufactured corrosion resistant covering and be of the intermediate temperature. All fire sprinkler k-factors shall be in accordance with NFPA 13, and FM Global Data Sheet 2-0 for the Hazard Category, ceiling height, and sprinkler spacing

All new control valves to be of the butterfly type with supervisory switch. Riser check valves to have two pressure gauges and main drain ports. Dry-pipe valves to include all required trim and be provided with quick opening devices.

DESIGN CRITERIA

The GTF existing fire standpipe system to be expanded to the new expansion. A class 1 automatic wet standpipe system to be provided in accordance with the FBC, FFPC, FM Global and NFPA 14. Standpipe hose connections to include a 2 ½" x 1 ½" reducer, cap and chain per City of Orlando. The standpipe system to be calculated using the two most remote standpipes each flowing a minimum of 500 gpm at 100 psi for a total of 1000 gpm. Hose valve locations shall be in accordance with NFPA 14 and City of Orlando. The City of Orlando typically request for hose valves to be located at the intermediate landing. Additional fire hose valves to be provided where the distance from standpipe hose connections to reach all portions of the story exceed 200 ft. Hose valves in public spaces to be provide with stainless steel fire hose valve cabinets with glass front. Fire hose valves to be provided at each intermediate landing and at the roof level.

Fire sprinkler protection for offices, corridors, bathrooms, and stairs may be designed for Light Hazard / HC-1 with a design density of .10 gpm/sq.ft. over a remote area of 1,500 sq ft. A hose allowance of 250 gpm to be provided. The maximum allowable spacing of sprinklers is 225 sq.ft.

Fire sprinkler protection for mechanical, electrical, IDF rooms will be designed for Ordinary Hazard Group 2 (HC-2). A design density of .20 gpm/sq.ft. over a remote area of 2,500 sq.ft. A hose allowance of 250 gpm to be provided. The maximum

allowable spacing of sprinklers is 130 sq ft. Storage rooms to have their design criteria shall be in accordance with NFPA 13 and FM Global based upon the storage commodity and arrangement.

The GTF Level 3 Shell Space fire sprinkler protection will be designed for Ordinary Hazard Group 2 (HC-2). A design density of .20 gpm/sq.ft. over a remote area of 2,500 sq.ft. A hose allowance of 250 gpm to be provided. The maximum allowable spacing of sprinklers is 120 sq.ft. All sprinklers to be installed on branchlines with one-inch outlets to allow for future expansion.

The GTF Level 4 Pedestrian Bridge and Rac Lobby fire sprinkler protection will be designed for Ordinary Hazard Group 2 (HC-2). A design density of .20 gpm/sq.ft. over a remote area of 2,500 sq.ft. A hose allowance of 250 gpm to be provided. The maximum allowable spacing of sprinklers is 130 sq.ft. All sprinklers to be installed on branchlines with one-inch outlets to allow for future expansion.

The existing open parking garage, and other dry-pipe systems over parking and roads, will be designed for Extra Hazard Group 1 (HC-3). A design density of .30 gpm/sq.ft. over a remote area of 3,500 sq ft. A hose allowance of 500 gpm to be provided. The maximum allowable spacing of sprinklers is 100 sq.ft. for standard spray sprinklers or 400 sq ft. for extended coverage sprinklers. Sprinkler k-factors to be in accordance with FM Global for HC-3. The new dry-pipe valves for the parking garage are to be located at each level and be provided with permanent heat, lighting, and power for the compressors. It appears a minimum of 12 rooms will be necessary on each level for the dry-pipe valve assemblies, located equally apart throughout the floor. Each room to be provided with heat, lighting and power for the compressors.

All fire standpipe and fire sprinkler systems to be hydraulically calculated. Fire Sprinkler Calculations to include a minimum of 100 gpm for inside hose allowance. All hydraulic calculations will include a minimum safety factory of 10%. The 10% safety margin is at the fire pump discharge based upon the system pressure demand.

INSTALLATION

Fire sprinkler protection is to be provided throughout the entire expansion of the existing building as required by the Florida Building Code and Florida Building Code. The fire protection is to be in accordance with the applicable codes identified, and FM Global data sheets. All areas outside the building, including the underside of level 3 and level 4, to be provided with automatic fire sprinkler protection. Portions of the existing ITF building to have its existing fire sprinkler system modified accordingly for the updated architecture where the two buildings connect. The sprinkler systems shall be zoned per floor. Maximum allowable size of wet-pipe sprinkler system shall be 52,000 sq ft. The wet-pipe floor control valve assembly(s) shall consist of a check valve, supervised control valve, water flow switch and test and drain with relief valve located at the riser. All dry pipe valves to be provided with all trim and pressure switches, and air compressor. The dry-pipe valves to be located in a room with permanent heat and light as required by NFPA 13. Dry-pipe valves not to be located in the exit stairs. New wet-pipe fire sprinkler control valve assemblies may be located in exit stair, and connected to the standpipe, where sufficient space is provided.

All dry-pipe system piping shall be galvanized black schedule 40 steel pipe with cut-grooves. Threaded connections and roll groove connections are not permissible for dry-pipe systems. All piping, mains and branchlines, to be pitched a minimum of ½" per 10ft. Pitching of piping is required per NFPA 13 and FM global. All piping and fittings to be cleaned, primed and painted. Hanger rod and hangers to be galvanized. The open parking garage sprinkler system to be located at a minimum height not less than that required by the owner.

All sprinklers that are located in areas with ceiling tile to be center of tile. Where new sprinklers are installed in areas adjacent to existing fire sprinkler systems, such as, but not limited to the Pedestrian Bridge, the new sprinklers shall match the existing sprinkler system and be located in the same consistent pattern as the existing sprinkler system. All sprinklers in all areas to be located in a consistent pattern, including with the ceiling grid (where provided), lights, HVAC supply and return grills and other ceiling elements.

Escalators and stairs are proposed to be provided in the B RAC Lobby and connecting floors. The vertical opening shall be protected with sprinkler protection and draft stops in accordance with NFPA 101 and NFPA 13 for Large Openings.

All fire protection piping and fittings located in stairwells and locations exposed to public view to be public viewing to be cleaned, primed, and painted. Each color to be as per the owner's request. All piping to be provided with permanent labels to identify the piping and flow of water.

VERTICAL TRANSPORTATION AND MOVING WALKWAY NARRATIVE

Elevators

Schedule A – GTF Pedestrian Bridge

The schedule A scope includes two front/rear opening elevators servicing Promenade Level, Pedestrian Bridge Level, and the APM Transfer level. Each elevator has a capacity of 4500lbs and a travel speed of 200ft per minute with a six-foot-deep elevator pit. The elevator control room will be located on the Pedestrian Bridge Level.

Schedule B – RAC Lobby

The design criteria package calls for the use of 4 elevators arranges in two banks of two. However, after analyzing the occupancy load of the RAC lobby, it was determined that a reduction in the number of elevators noted in the design criteria would be appropriate. We are proposing (3) front opening elevators which are arranged into a single bank. Each RAC Lobby elevator has a capacity of 4500lbs and a travel speed of 200ft per minute.

Escalators

Schedule A – GTF Pedestrian Bridge

The GTF Pedestrian Bridge scope includes two sets of escalators that connect the Pedestrian Bridge level to the Promenade and the APM Transfer level.

Schedule B – RAC Lobby

Additional planning has been provided to accommodate a future set of escalators that connect the future GTF lobby on the ground floor, the level 3 shell space, and the Pedestrian Bridge on level 4. The design of the escalators uses 4 sets of escalators with an intermediate landing between each level. To add additional circulation a set of metal pan concrete stairs would be utilized.

Moving Walkways

Schedule A – GTF Pedestrian Bridge

To reduce walking distances from the APM to Terminal C, the installation of three moving walkways is proposed. Moving walkways will be surface mounted with a height of approximately 15" above finish floor height. Ramps will be utilized at each end of the moving walkways with a slope of 1:12 to meet 2020 Florida Building Code – Accessibility requirements. The proposed length of the walking surface will be approximately 62 feet. The maximum length of the walkway will be 92 feet, which includes 15' ramps at both ends.

4. EXPLAIN ALL INTERFACES (DESIGN AND CONSTRUCTION) WITH ADJACENT PROJECTS AND BUILDINGS AND HOW ALL PROPOSED SYSTEMS ARE COMPATIBLE WITH OTHER EXISTING SYSTEMS; DESCRIBE THE APPROACH TO CONFIRMING CAPACITY OF EXISTING MECHANICAL AND ELECTRICAL POWER SYSTEMS TO SUPPORT SCHEDULE B

Site Mechanical

- *Design:*
  - Verify existing central energy plant chilled water capacity is sufficient to serve new Pedestrian Bridge and RAC.
  - All existing underground site chilled water is intended to remain as currently installed.
  - All new chilled water distribution is intended to be above ground as an extension of existing chilled water loops.
- *Construction:*
  - Locate existing underground chilled water supply and return lines.
  - Coordination all new excavation with existing UG CHW lines
  - Confirm tie in location.
  - Coordinate shut down schedule timing with GOAA in order to tap existing 8" CHW line.

Site Electrical

- *Design:*
  - Based on owner-provided as-built/record drawings, and visual inspection at the facility, the existing standby power system capacity will be evaluated to assess capacity with existing demand load and additional demand load to be added in the GTF
  - Early in design phase, estimated calculations will be performed to determine different types of loads (IDF equipment, mechanical equipment, lighting, receptacles, elevators, escalators, etc.), estimated demand load for each type, appropriate GOAA distribution branch that applies to each load. From this, estimated sizes of branch panels, step-down transformers can be determined, with future spare capacity added.
  - Based on estimated demand load calculations, each existing GTF distribution panel will be evaluated for capacity, existing available spare breakers, or spaces for new breakers, to tie into new GTF RAC Lobby & Pedestrian Bridge electrical panels.
  - Each existing distribution panel, branch panel that will interface with new equipment will be visually inspected, ampacity and breaker types verified.
  - Existing switchboards that feed downstream existing distribution panels, where new equipment ties into will be inspected to verify breaker type, and coordinated with existing switchgear manufacturer, to enabling new plug trip ratings to be installed to increase capacity
  - A visual inspection and field survey will occur to determine existing fire alarm devices, light fixtures, devices, etc that are affected at the existing GTF building interface and the existing APM interface to the new GTF Pedestrian Bridge and RAC Lobby, and also the new bridge connector to the existing parking garage
  - A visual inspection and field survey will occur to determine potential paths for new overhead conduit routing from existing GTF area to the new GTF expansion
- *Construction*
  - Locate existing UG feeders to the utility transformers for the existing switchboards indicated above in this narrative that will require additional capacity and determine most practical method of adding feeders to minimize any disruptions to power, in coordination with GOAA
  - Coordinate proposed UG excavation with new sub grade foundations.
  - Coordinate shut down schedule timing with GOAA in order to , change out switchboard plug trip ratings, tie-in of new breakers and expand service feeder capacity.
  - Coordinate overhead conduit paths for major conduit runs from existing GTF to new GTF expansion.

Passive Optical Network

1. The existing passive optical network (PON) shall be extended to serve the new project. Single-mode optical fiber cable from the Landside MDF Room 01-0077 and the Airside MDF Room 01-0046 shall be extended via new passive optical splitters to each IDF.

2. In each IDF provide a new rack mounted Optical Network Terminal (ONT).

Distributed Antenna System

1. The existing distributed antenna system (DAS) for public safety emergency responder radio systems shall be extended to the new project area.

2. The DAS signal is distributed over 2-HR rated optical fiber cable.

3. Provide a new DAS fiber remote unit in the GOAA IDF's.

Emergency Communication System

1. Contractor shall provide a complete, IP-based emergency communications system to extend the current system for the new project area.

2. The headend is existing. GOAA shall provide all network switches.

Physical Access Control System (PACS) PACS shall be an extension of the existing iSTAR access control system.

1. PACS control panels shall connect via the network to the existing system.

Part II

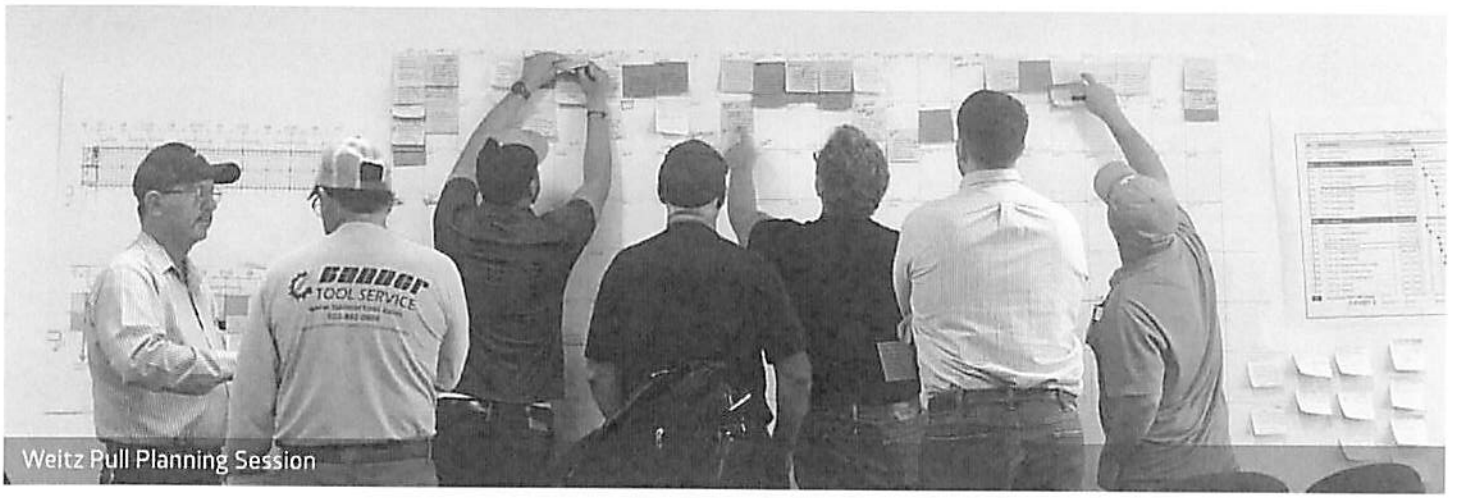
Project Schedule & Approach

Detailed Schedules for A & B

1. PROVIDE DETAILED SCHEDULES FOR SCHEDULES A AND B THAT ARE COMPLIANT WITH THE SCHEDULE REQUIREMENTS DEFINED IN THE DCP. THE PROPOSED SCHEDULES SHALL HAVE NOT MORE THAN A MONTHLY TIME SCALE AND SHALL INCLUDE THE DESCRIPTION, LOGIC, START/FINISH DATE AND DURATION OF EACH WORK ACTIVITY, AS WELL AS MILESTONES FOR THE FOLLOWING:

-DESIGN DOCUMENTATION AND REVIEW AT LEVEL 60%, 95% AND FINAL DESIGN,
-PERMITTING,
-PROCUREMENT MILESTONES FOR ALL MAJOR COMPONENTS AND TRADES
-INSPECTIONS FOR ALL MAJOR SYSTEMS, AND
-COMMISSIONING EACH MAJOR SYSTEM.

With the critical nature of getting the Pedestrian Bridge open to the RAC in 15 months, The Weitz Company has developed a detailed schedule in order to achieve early opening of the Pedestrian Bridge and completion of the RAC within the project requirements. The critical path of the Pedestrian Bridge portion of the project will consist of concrete column extensions, cast in place concrete deck, exterior enclosure, mechanical systems install, moving walkways, commissioning, and closeout. The shift of the critical path then goes into the RAC facility. The critical path runs thru auger cast piles, concrete columns, cast in place deck, exterior enclosure, interior metal framing, elevators, flooring, commissioning, closeout. These critical path items and all additional requirements above are included in the following schedules.



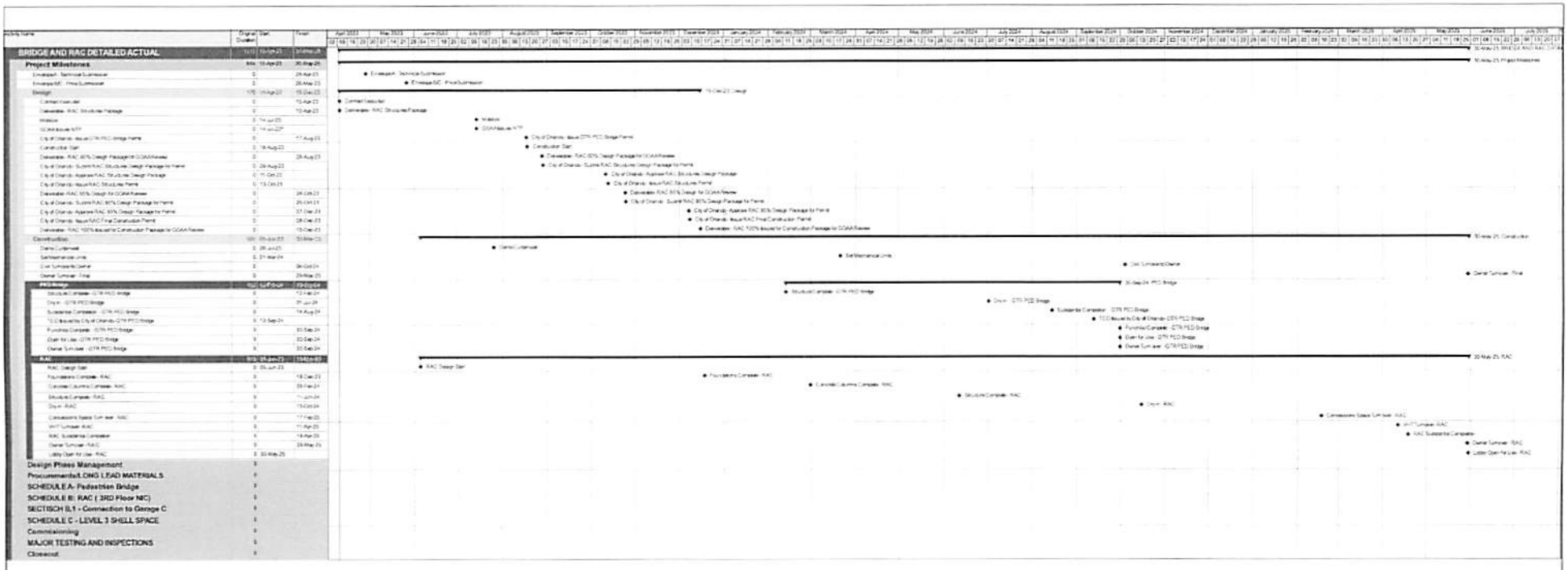
Weitz Pull Planning Session

See the following pages for our milestone schedule and full project schedule. You can also view these online by scanning the QR codes below with your phone.

MILESTONE SCHEDULE

FULL SCHEDULE

MILESTONE SCHEDULE



Actual Work | Critical Remaining Work | Summary
Remaining Work | Milestone

TASK filter: Milestone.

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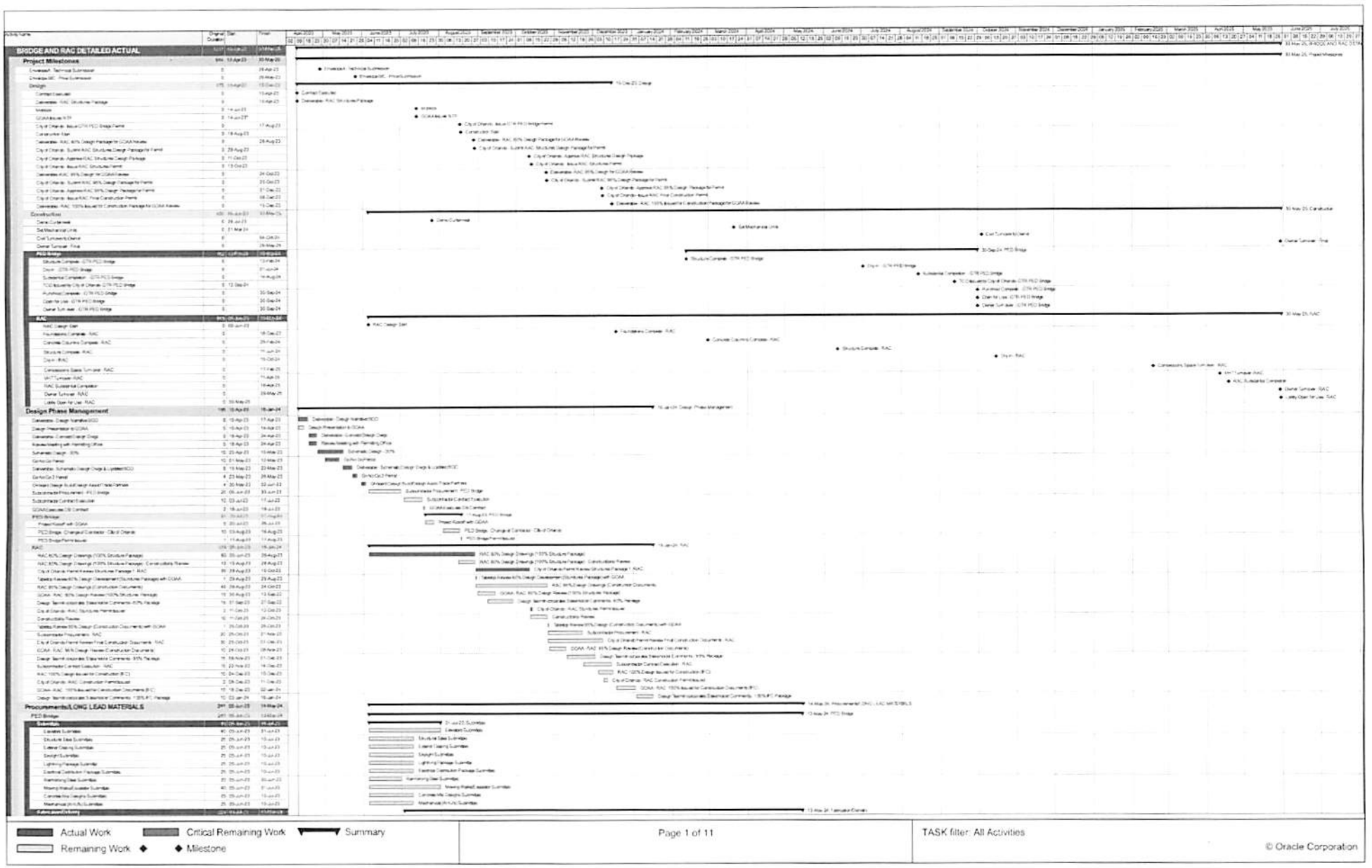
FULL SCHEDULE



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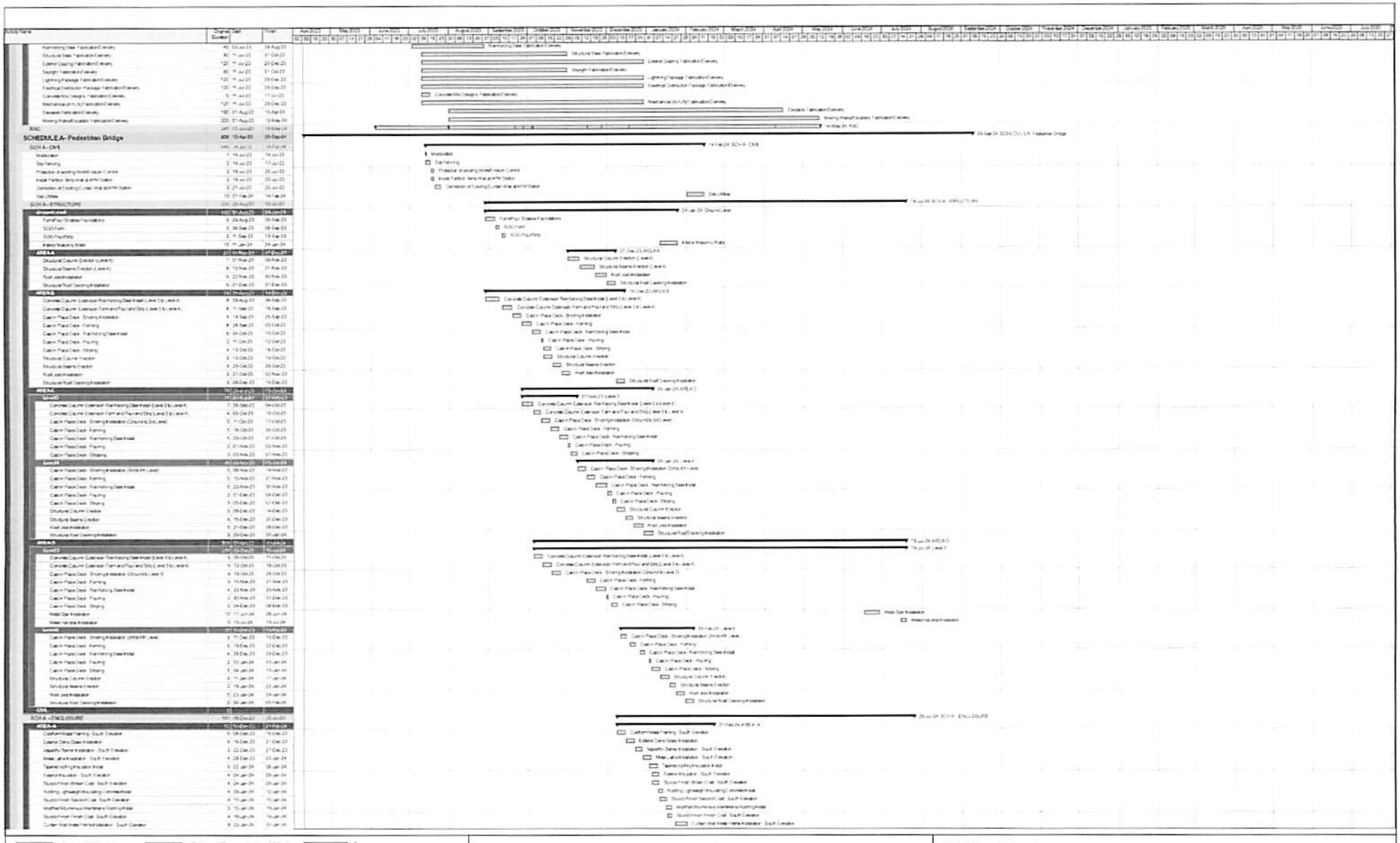

Actual Work | Critical Remaining Work | Summary
Remaining Work | Milestone

TASK filter: All Activities

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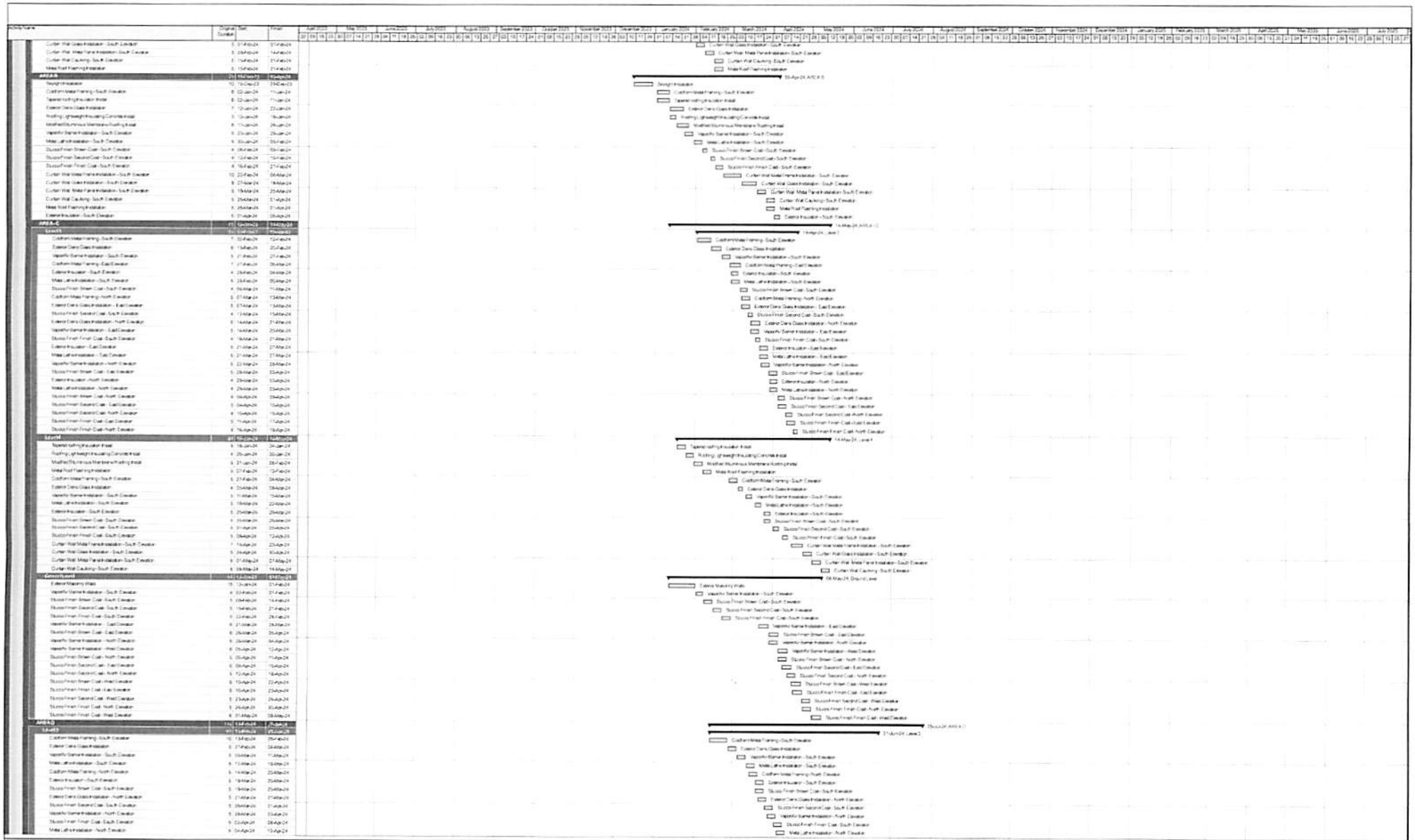

Actual Work | Critical Remaining Work | Summary
Remaining Work | Milestone

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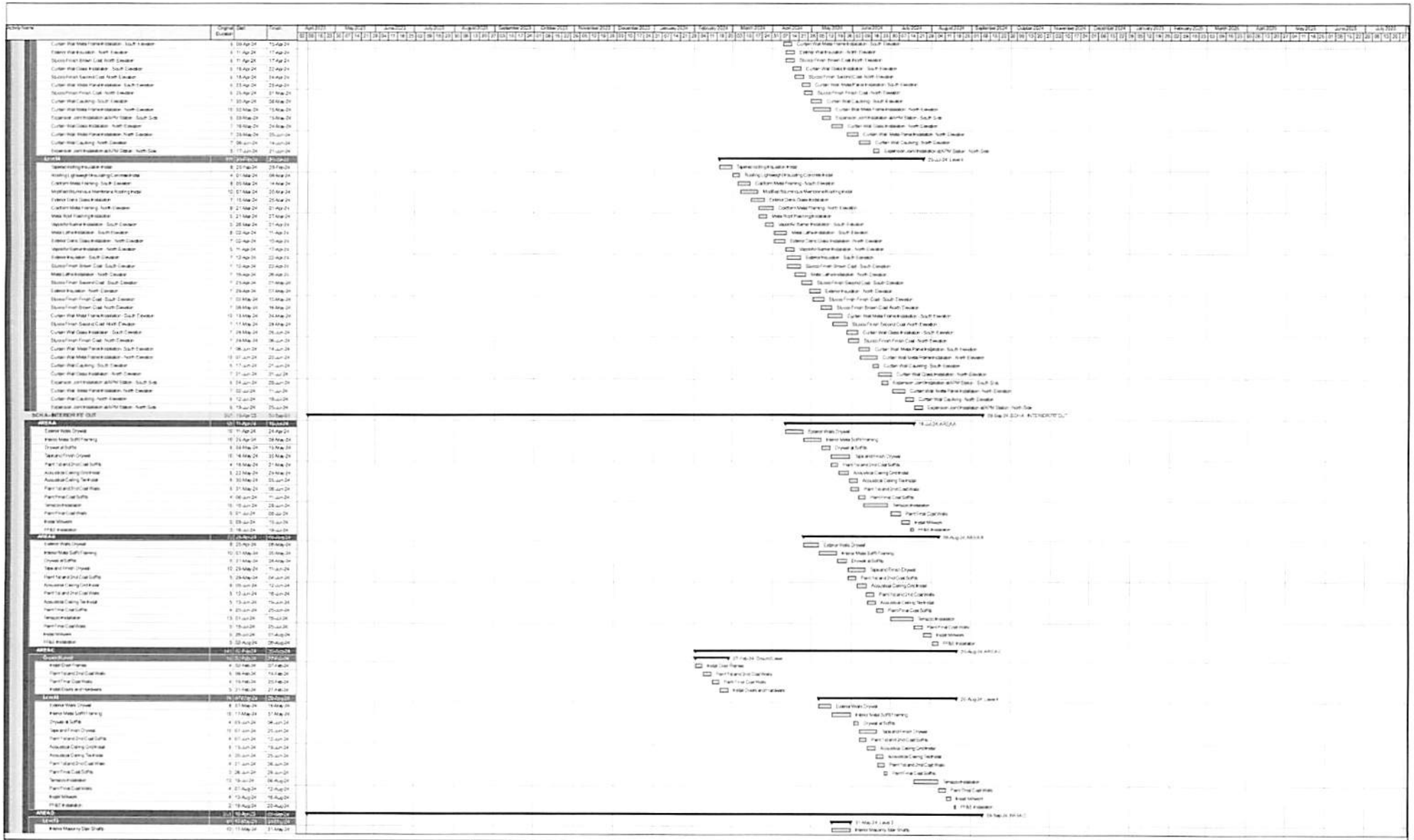

Actual Work | Critical Remaining Work | Summary
Remaining Work | Milestone

TASK filter: All Activities

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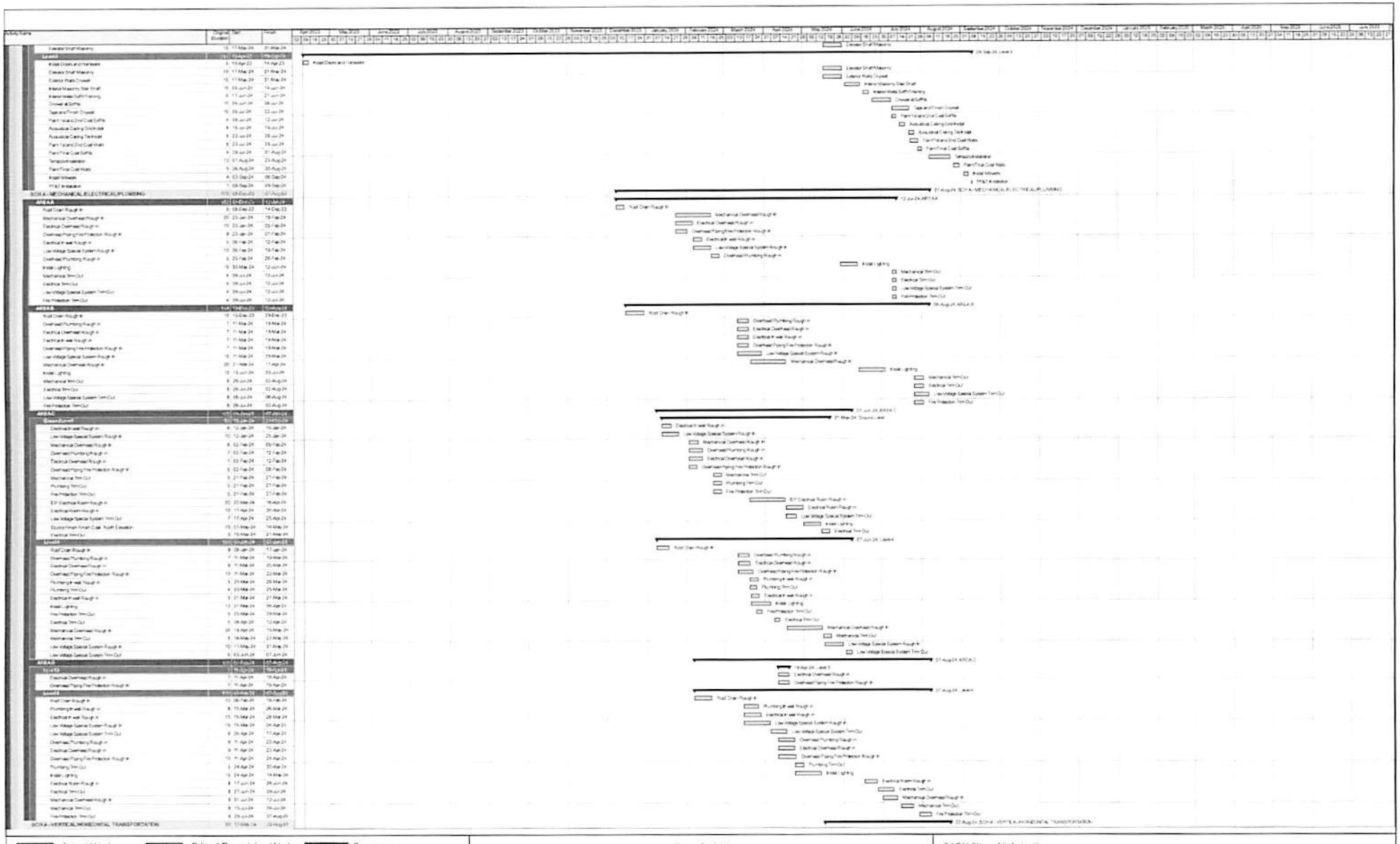

Actual Work | Critical Remaining Work | Summary
Remaining Work | Milestone

TASK filter: All Activities

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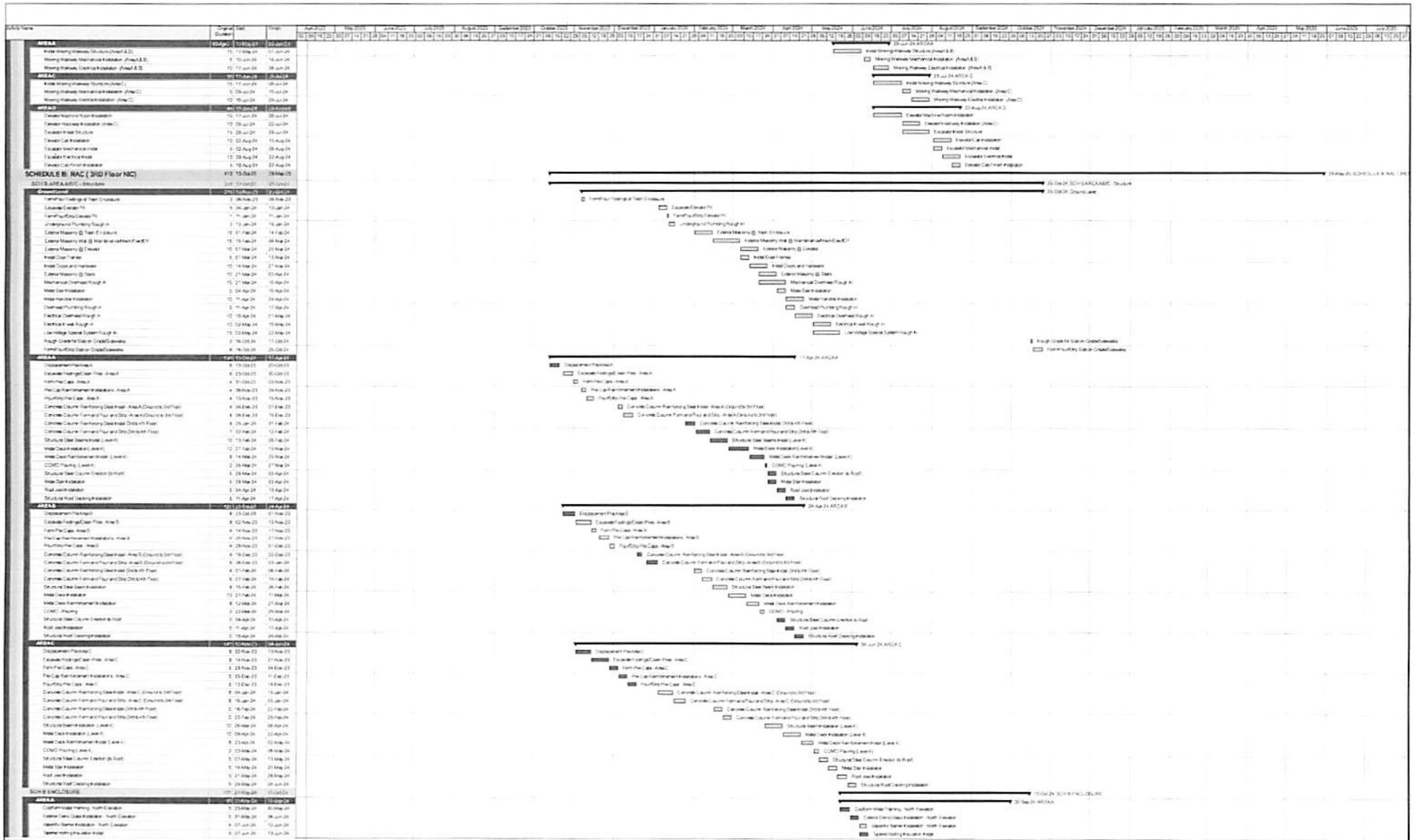

Actual Work | Critical Remaining Work | Summary
Remaining Work | Milestone

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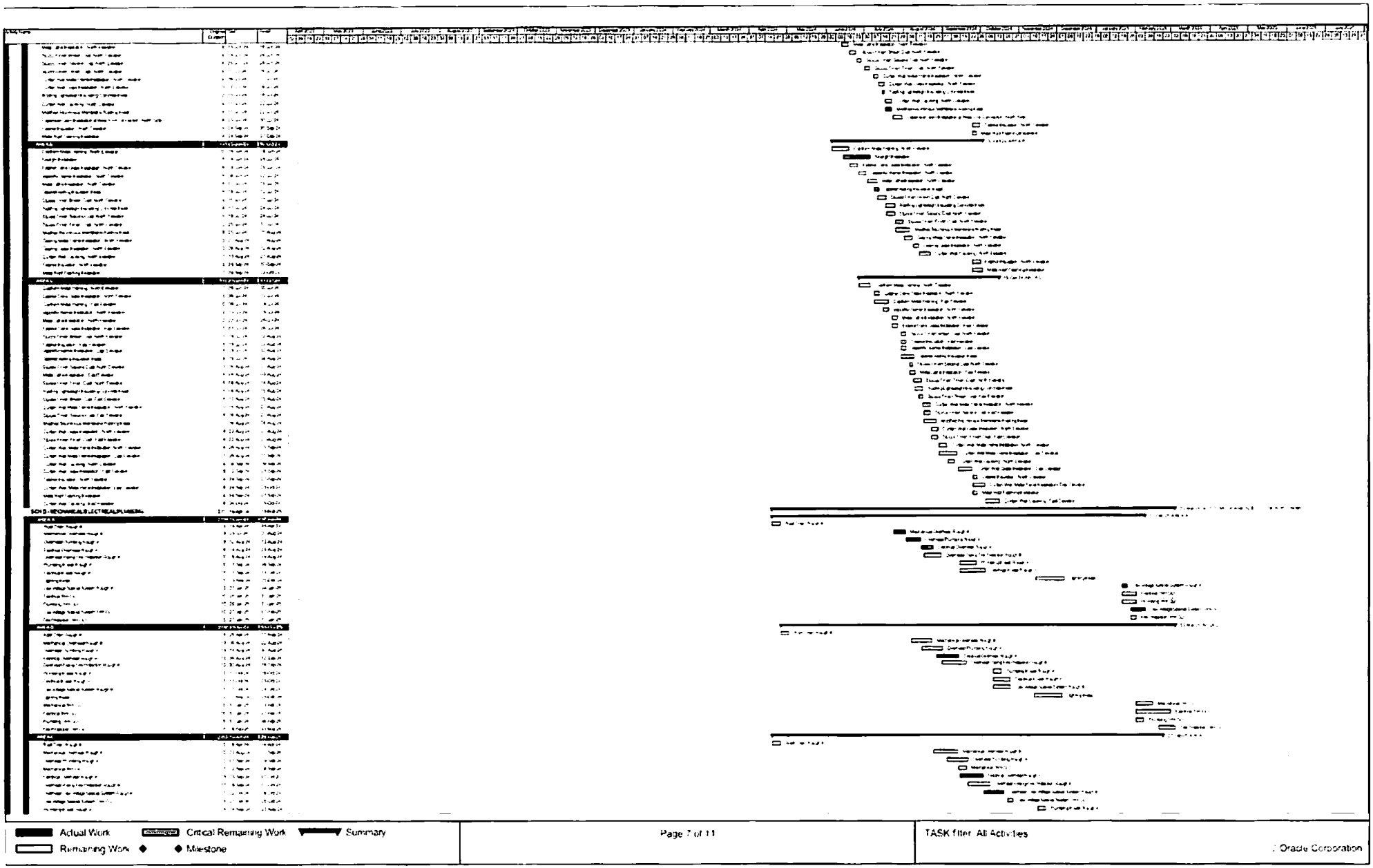

Actual Work
Remaining Work
Critical Remaining Work
Milestone
Summary

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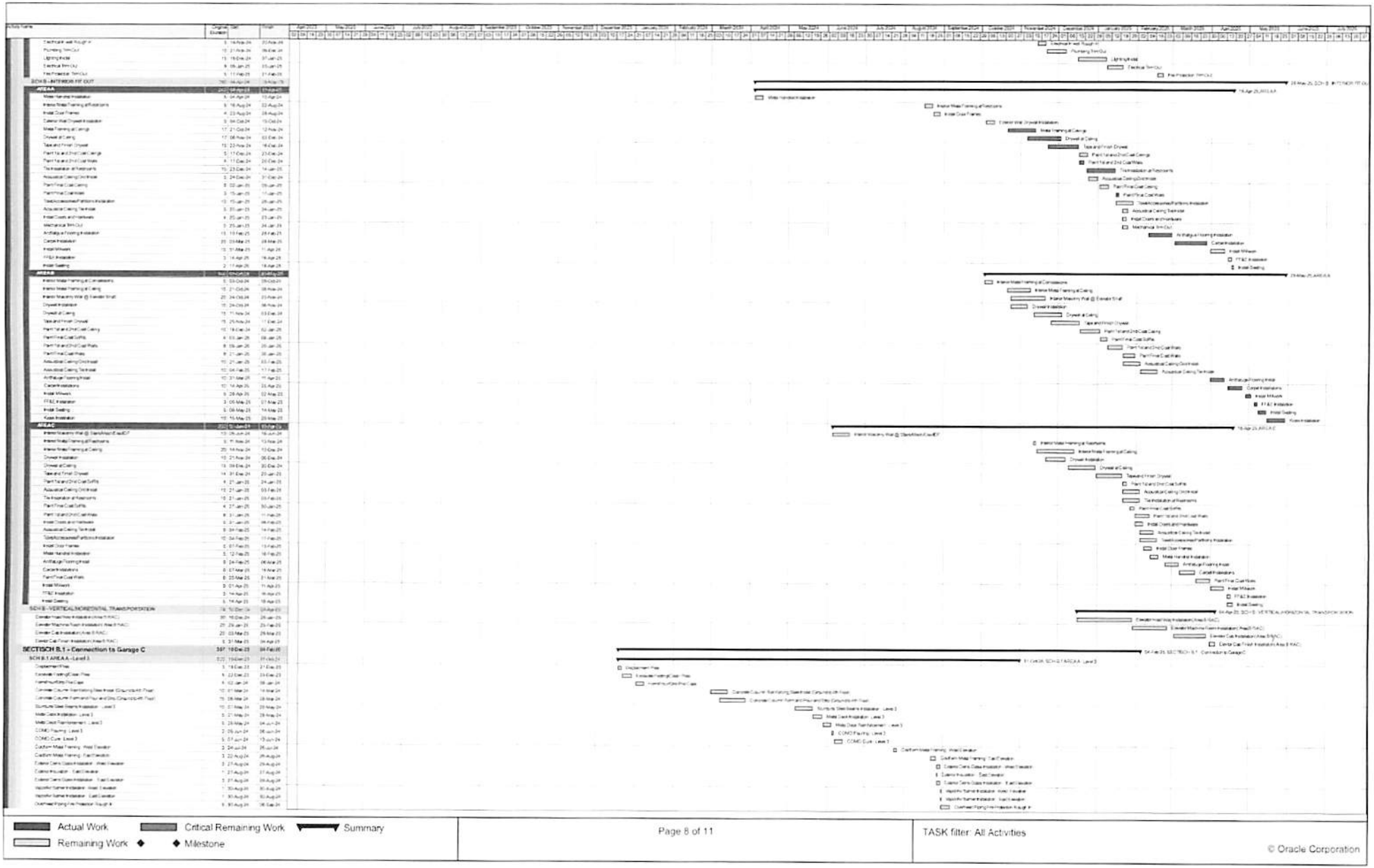

Actual Work | Critical Remaining Work | Summary
Remaining Work | Milestone

TASK filter: All Activities

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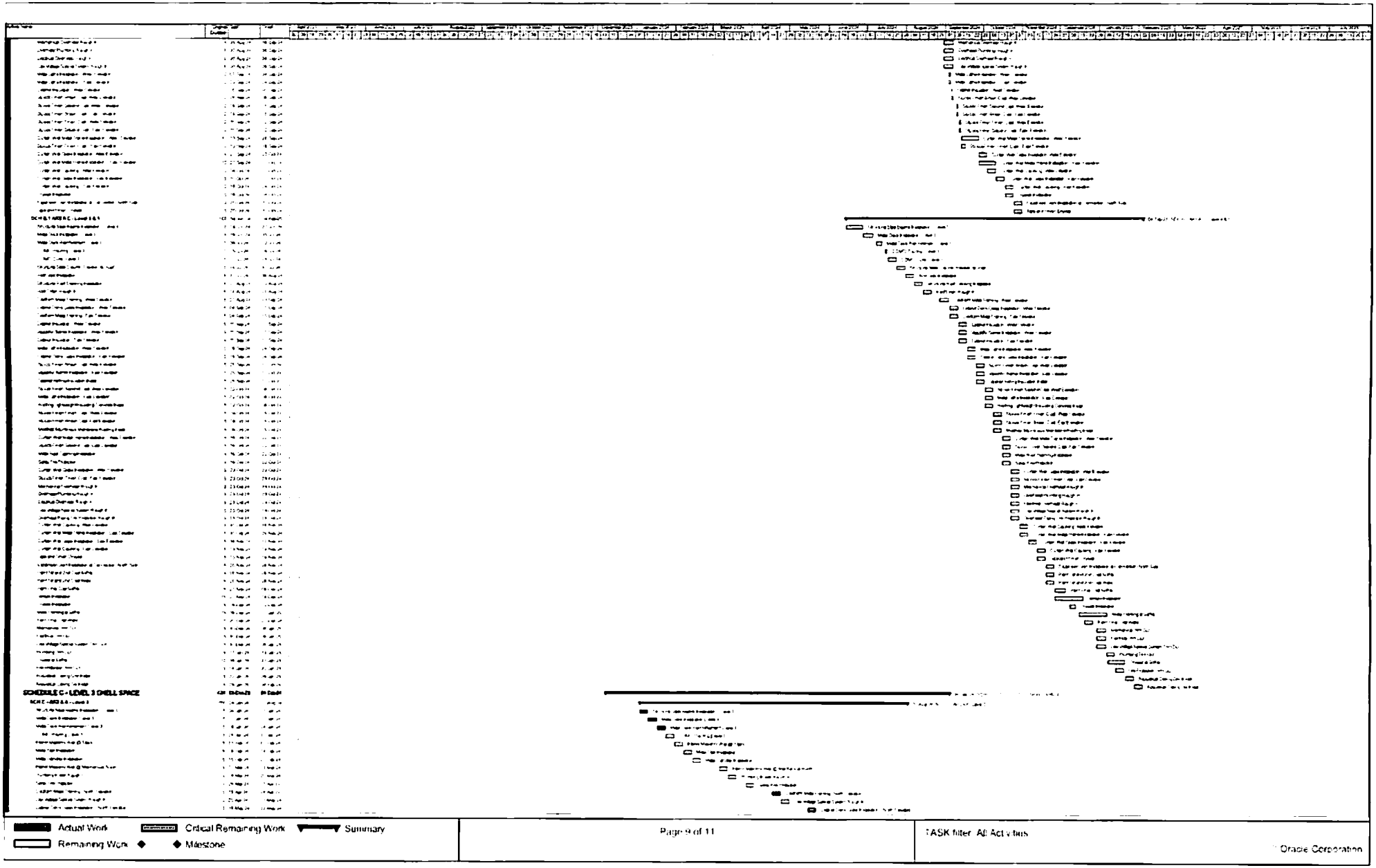
SCHEDULE C - LEVEL 3 SHELL SPACE
Actual Work
Remaining Work
Critical Remaining Work
Milestone
Summary
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TASK filter: All Activities
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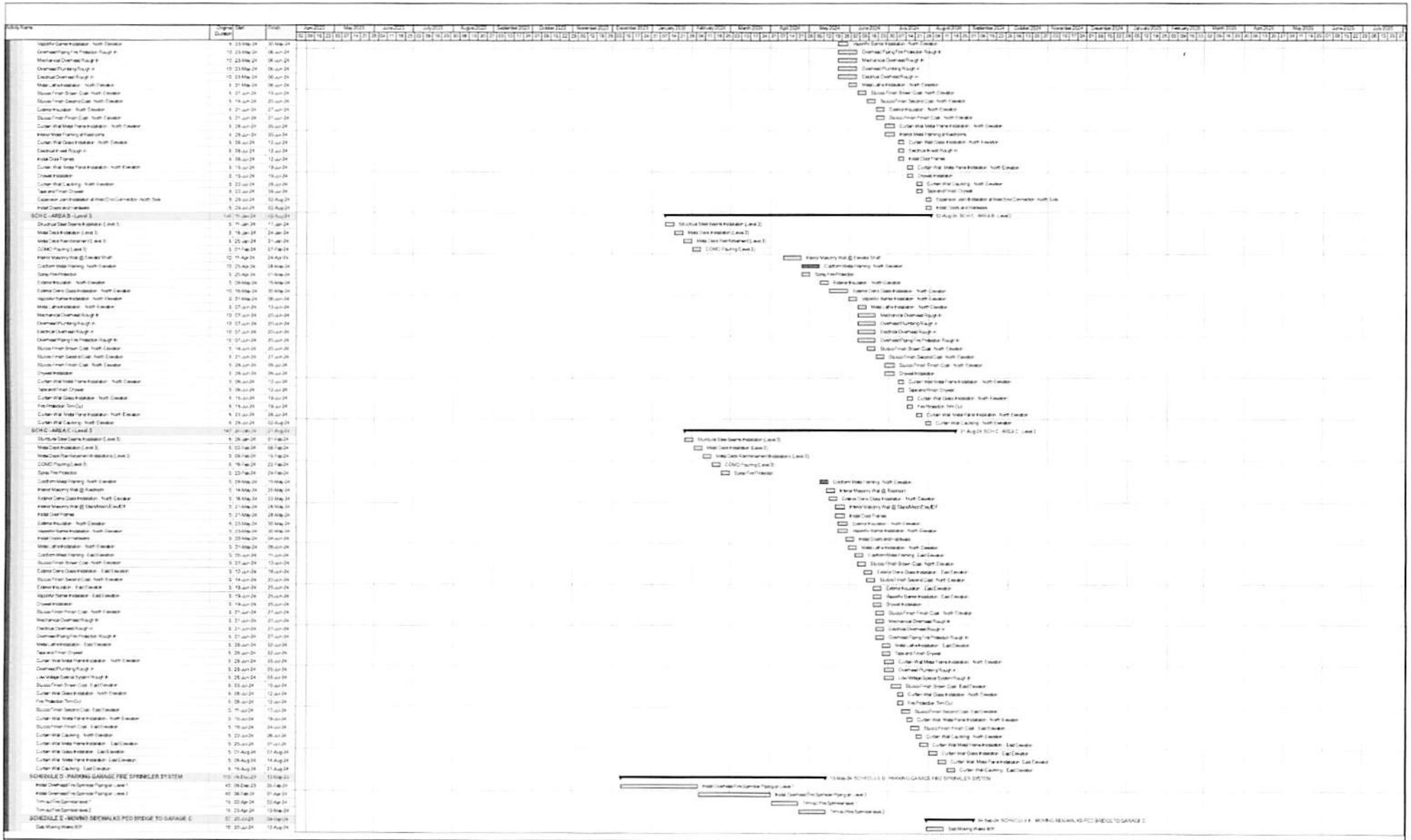

Actual Work | Critical Remaining Work | Summary
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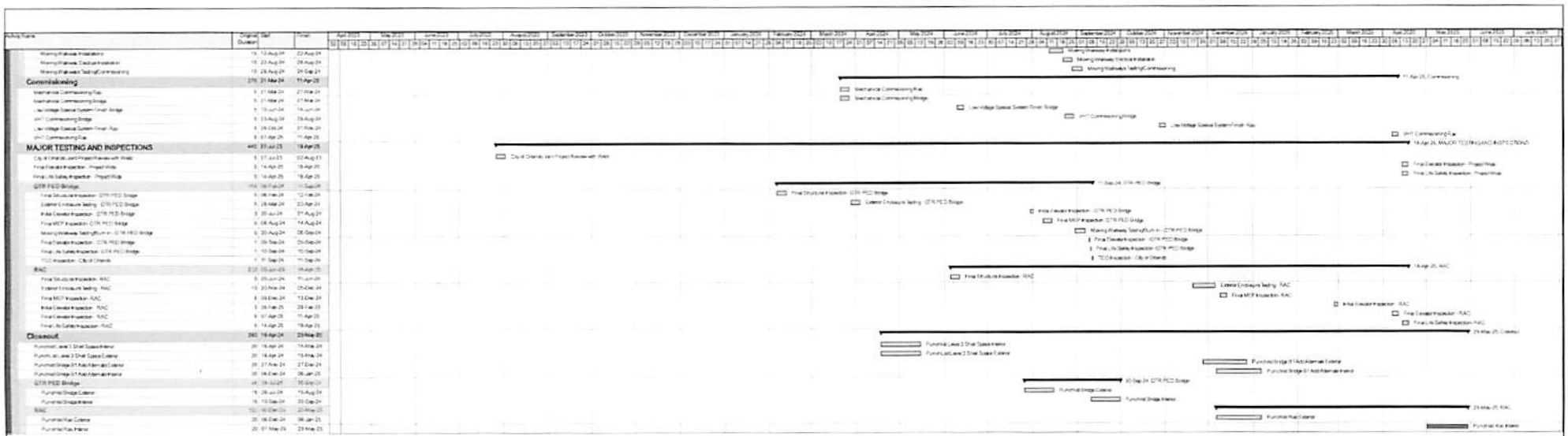

Actual Work | Critical Remaining Work | Summary
Remaining Work | Milestone

TASK filter: All Activities

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2. INCLUDE A SCHEDULE NARRATIVE FOR EACH SCHEDULE THAT EXPLAINS THE SCHEDULE LOGIC AND SEQUENCE OF WORK.

Our team understands that GOAA's desire it to open the pedestrian bridge to the traveling public as soon as possible, with a target date of 15 months from awarding the project. The remainder of the project, including the RAC facility, scheduled to open within 24 months. The Weitz Company has worked with our design partners and our key trade partners to develop a schedule that meets these requested dates. Our schedule is broken into the followings sections and meets these requirements with subcontractor input:

- **Schedule A - Bridge**
- **Schedule B - RAC**
- **Schedule B Alternate - Parking Bridge**
- **Schedule C - 3rd Floor RAC**
- **Schedule D - Fire sprinkler Parking Garage**
- **Schedule E - Moving walk in GTF**

Weitz is confident with our schedule - both the design team and critical path contractors are in alignment. Vigorously maintaining the milestones with all the stakeholders will keep the agreed upon logic.

Realizing that every plan is fluid and will require adjustments, each of our scheduled critical logics are shown below, highlighting key aspects:

SCHEDULE A – GTF PEDESTRIAN BRIDGE

Design - The schedule is to complete the facility in 15 months and overlap design documentation and review, with permitting, procurement, and construction activities. We are anticipating being able to use the existing permit and a "change of contractor" to expedite construction via a core and shell permit. Finishes will still need to go through the permitting process after a design review with GOAA acceptance.

Procurement – Our team has identified several key procurement items to meet the 15-month schedule. Elevators, escalators, curtain wall, steel, and mechanical equipment/gear are all key products that will require timely release for fabrication. Our intent is to request expedited review and approval of this material. Weitz will also scan the building and existing conditions immediately after notice of intent to award. This will allow us to release shop drawings while the contract is getting finalized.

Build – The focus of the Pedestrian Bridge will be to hit key mile stones while maintain critical path and procurement deadlines. The team will focus on meeting or exceeding scheduled durations and quickly bring to light questions and solutions in order to not delay the work in the field. The critical path will be to get the structure in place followed by dry in for interior activities. Early / on-time procurement will be crucial for the VHT in order to complete the Pedestrian Bridge component in 15 months. Maintaining clear and defined signage and designated pedestrian access routes will be crucial in keeping pedestrian traffic separated from construction traffic. Strategically placed temporary partition walls will be separate the Pedestrian Bridge from the RAC in order to keep construction separated from the traveling public in the operational bridge.

Closeout – The team will focus on opening the Pedestrian Bridge as quickly and efficiently as possible. We understand the significance of achieving a quick turnover and we are looking at extended equipment warranties to transition everything at the completion of the entire project.

SCHEDULE B – RAC LOBBY

Design – With design just starting, our team has provided extensive planning documents for review. We will look to advance layout and structure conversations to get a core and shell permit. As 60, 95 and 100 percent drawings are

created; our team will be focused on interior decisions and value engineering options. Our team will be focused on driving value back into the project through dedicated working session with GOAA

Procurement – Similar to the Pedestrian Bridge key procurement items will require timely release for fabrication. Ensuring constant communication with trade partners and fabrication establishments will allow for on time deliveries and materials to be installed in the field. Getting the core and shell permit will be essential to ordering material and contractor flow in the field. In addition, material selections and releases such as millwork, furniture and artwork, will help guarantee our final deliverable

Build – The focus of the RAC Lobby will be getting the structure in place and exterior dried in for finishes to start. The RAC activities will be completed within the 24 month duration and will require key milestone to be hit. Starting the structure early and working simultaneously while the Pedestrian Bridge is on-going will ensure a smooth flow from bridge to RAC facility. Achieving key dates will ensure materials are in hand and able to be installed in sequence. Ensuring clear separation between the RAC and the Pedestrian Bridge will minimize the impact on the public and create a barrier of safety

Closeout – Weitz strives to closeout projects within 120 days. At the 50% mark in the project, we will request closeout documents and submit to the owner for review before we head into commissioning. This allows the bulk of our closeout material to be complete and as-built's to be the last submission for owner acceptance as the project is opening up. If interested, Weitz also has the capability to asset tag and turnover an integrated model for facility management

SCHEDULE B (ALT) – RAC LOBBY BRIDGE

Design – The bridge will be an add alternate that can reviewed with the RAC. Several critical challenges present itself with the design connections. Specifically, we need to coordinate the columns and foundations, fire sprinkler enclosure, and overall height. Each of these items will influence the look and feel of the overall area. Our team would suggest reviewing each of these with the initial design concepts

Procurement – The decision to build the RAC Lobby Bridge will need to be made with the acceptance of the RAC so the same materials can be procured and delivered with the project sequencing. Concrete, steel, and curtain wall are each examples of these lead times

Build – If included in this contract, this work will take place during the build out of the RAC lobby. Working simultaneously with the RAC lobby will ensure a complete and finished product tied in with the garage. Early procurement of materials such as steel and glazing will be required to complete this scope. Maintaining safe traffic flow to elevator lobbies at existing garages will require coordination between GOAA and Weitz. Temporary partition walls will be utilized to separate general public and construction. Creative solutions to crane type and crane paths will be required in order to complete the work and not box equipment in. Ensuring a detailed review and QC of building tie-ins will be crucial to the weather tightness of connections at buildings

Closeout – We will close out this project with the RAC in a similar mentioned above.

SCHEDULE C – LEVEL 3 RAC SHELL SPACE

Design – Our design contemplates concrete columns that can span between 3 and 4 floors, should the shell space not be added, embeds can be placed and the steel structure can be placed at a later date. In addition, the steel structure allows easy access to cut in escalator openings should the shell space be added in the future.

Procurement – The decision to build the RAC Lobby Bridge will need to be made with the acceptance of the RAC so the same materials can be procured and delivered with the project sequencing. Concrete, steel, and curtain wall are each examples of these lead times

Build – Level 3 shell space will require coordination between level 4 RAC lobby and Level 4 Pedestrian Bridge. Through lean last planner this will take place at the same time as the activities above and will allow for a sequencing between the

different levels. Getting the structure up quickly will assist with allowing for ground activities to take place and a quick turn over to GOAA for civil package.

Closeout – We will close out this project with the RAC in a similar mentioned above.

SCHEDULE D – PARKING GARAGE FIRE SPRINKLER

Design – With acceptance of parking garage fire sprinkler during pricing acceptance, our team will design and furnish a working fire suppression system applicable with all AHJ's and applicable codes. This work will be designed with future expansion in mind and will include all necessary components for extensions in the future.

Procurement – Timely procurement of the fire pump and city design sign off.

Build – Due to limited access and general public use this activity will require phasing of work within the garage. The garage will have to be broken down into sections and strategically placed barricades will be used to block off work zones. By identifying clear access lanes and prefabrication of work this will minimize the impact to GOAA.

Closeout – We will close out this project with the RAC in a similar mentioned above.

SCHEDULE E – ADD MOVING SIDEWALKS TO EXISTING GTF PEDESTRIAN BRIDGE

Design – With accepted moving walks during price acceptance, our team would look to finalize the design connections through existing spaces.

Procurement – Our team would look to release this material shortly after the Bridge and RAC. Early release will ensure material delivery with schedule flow for crew's on site.

Build – The team will look to build temporary walls to separate passengers from the build. In addition, our team would notify stakeholders of the work in interstitial spaces. Once the material is onside, our goal would be to load the material through the RAC opening, and store until it works to install with end users. The actual connection and build would be very similar to the construction of the other walkways already installed in the bridge.

Closeout – Our team would close out this project with facilities in 90 days or less. Specifically we will focus on delivering with the end in mind by ensuring the connections and turnover testing with GOAA expectations.

IN SUMMARY:

As noted throughout this proposal, our exclusive partners manage almost 100% of the critical path and all have the necessary attributes to deliver. This design-build approach team is setup in a way in emulates a progressive integrated project delivery "IPD" delivery model. Our team is accustom to build in similar progressive delivery models.

One way we have help align our team with the decision-making is daily or bi-weekly stand-up meetings. This small batch format of sharing critical information eliminates the amount of emails and allows the team members who are empowered to move the project forward with a set aside time to discuss, commit to each other on follow up, and ultimately hit the target milestones to maintain schedules.

IDENTIFY ALL ASSUMPTIONS MADE

Assumptions

#	General	Schedule Impacted
1	GOAA will provide standard owner-furnished items such as testing, inspections, and third-party commissioning.	A,B,B.1,C,D,E
2	A Contractor Controlled Insurance Program (CCIP) will be provided by The Weitz Company.	A,B,B.1,C,D,E
3	Subcontractor default insurance program will be provided by The Weitz Company	A,B,B.1,C,D,E
4	Good Faith efforts for DBE participation is included in this procurement and contracting effort.	A,B,B.1,C,D,E
5	City of Orlando will approve a Temporary C.O for the Pedestrian Bridge to open with temporary fire, life, safety measures or systems in place.	A
6	Elevator inspector will allow use of escalators and elevators in Pedestrian Bridge under temporary C.O without elevator operator and allow to function in full operation mode.	A
7	GOAA will take possession of Pedestrian Building prior to the final completion of the RAC facility, and all applicable warranties will begin at that time.	A
8	Additional assumptions/Clarifications will be provided with full GMP estimate in Package B.	A,B,B.1,C,D,E
9	GOAA will issue NTP no later that July 4, 2023	A,B,B.1,C,D,E
10	This work will not require badging or background check of staff by GOAA/TSA	A,B,B.1,C,D,E
11	All required staffing to perform work as described in this proposal	A,B,B.1,C,D,E
12	Temporary site lighting within construction fence extents included.	A,B,B.1,C,D,E
13	Temporary site security within construction fence extents included.	A,B,B.1,C,D,E
14	Temporary restrooms included.	A,B,B.1,C,D,E
15	Security camera data sharing is excluded.	A,B,B.1,C,D,E
16	Temporary office FFE, utilizes, AV, and equipment included.	A,B,B.1,C,D,E
#	**Design**	**Schedule Impacted**
1	2014 permit which include Rhodes+Brito as the Architect of Record and Ramski as the Engineer of record will be able to carry forward with our current team, simply replacing The Weitz Company as the Contractor of Record.	A,B,B.1,C,D,E
2	The design will be approved by stakeholders at each review milestone.	A,B,B.1,C,D,E
3	All necessary permits and approvals will be obtained on time.	A,B,B.1,C,D,E
4	RAC is designed utilizing structural steel and is acceptable with GOAA/MCO	A,B,B.1,C,D,E
5	Approval of all alternates are made by required timeline by GOAA, to allow for procurement and construction to flow as identifed in the proposal schedule.	B.1,C,D,E

Assumptions

6	GOAA and stakeholders committed to review and approval timelines as identified in proposal schedule.	A,B,B.1,C,D,E
7	Escalators identified in RAC are future and not in this scope of work.	B, B.1
8	The Weitz Company and Rhodes + Brito will begin design process on RAC after understanding of anticipated award of contract end of May.	B, B.1,C
9	All design will be conducted in small batch process and will require approvals from GOAA to move design forward to meeting design review milestones as identified in the proposal schedule and RFQ Stage 2	B, B.1,C
#	**Procurement**	**Schedule Impacted**
1	Owner will be able to provide early approval and release of the elevators, escalators and moving walks. This has been identified as a long lead item to get on site, so allowing for the release to begin fabrication and approval submittal early will greatly impact our ability to approve submittal early.	A,B,B.1,C,D,E
2	There will be no delays in material delivery or long lead items.	A,B,B.1,C,D,E
3	GOAA will allow for billing of long lead materials and release funds for deposits as required to allow for release and fabrication.	A,B,B.1,C,D,E
4	Early teaming of certain trade partners are acceptable and GOAA does not have any "unapproved" contractors on the list.	A,B,B.1,C,D,E
#	**Construction**	**Schedule Impacted**
1	Existing structural columns are still viable and adequate and will not require additional repairs or upgrades within the scope of this project.	A
2	Existing structural CIP deck is still viable and adequate and will not require additional repairs or upgrades within the scope of this project.	A
3	City of Orlando will not require additional testing/verification of columns for re-inpsetion or approval prior to commencement of construction.	A
4	All existing permits have been cleared and no outstanding issues with existing work is present.	A
5	Road access around project site is maintained to allow for exiting of parking garage.	A,B,B.1,C,D
6	Installation of the Alternate Moving Walkway in Schedule E will include construction of temp walls and diversion of pedestrian traffic flow.	E
7	Moving of existing exterior egress stair from the east of the current Rental facility to the south of the rental facility to allow for construction is acceptable by GOAA and City of Orlando.	B,B.1,C
8	Phased closing of sections of the parking structure to allow for construction of Alternate.	D
9	No civil work is included in this project except installation of the Trash Enclosure. GOAA will perform all Civil work.	A,B,B.1,C
10	Onsite worker parking allowed within construction fenced areas.	A,B,B.1,C,D,E
11	Construction fencing will be installed, and gates will be provided. Access and rock drive to get to the site is included.	A,B,B.1,C,D,E

Assumptions

12	Construction fencing shown as part of phasing plans included.	A,B,B.1,C,D,E
13	Temporary site access roads furnished, installed, and removed are included. Damage to pavement around the site due to site traffic is excluded.	A,B,B.1,C,D,E
14	Protective Screening at south end of existing parking structure to provide protection to pedestrians and vehicles in parking garage during construction. Screen will be coordinated with GOAA to provide image of new Pedestrian Bridge and RAC facility.	A,B,B.1,C

DESCRIBE ANY CHALLENGES AND PROPOSED SOLUTIONS

Challenge	Schedule	Solution
Emergency egress at east side of current RAC	A	Weitz proposes to move the existing egress stair tower to the south side of the existing RAC and work with local officials and MCO to provide appropriate signage and training to all MCO staff on new egress pathways and procedures during the construction of the project.
Exiting structure has been exposed to elements for approximately two years	A	Weitz has teamed with the A/E firms that were part of the initial project, and understand how the condition of the columns were prior to the stoppage. We will also conduct several tests to ensure that the portions of the reinforced steel that will be cut to proper length to allow for mechanical splicing will be structurally sound for usage. Since the original structural engineer will be evaluating, they will not need to go through additional evaluation to sign off the mechanical splicing and cleaning for the reinforcing steel prior to execution of the work.
Successfully coordinating and completing four alternates in allotted time	A, B, B1, C, D, & E	During the development of the initial project schedule, Weitz has incorporated the workflow required for the four alternates to ensure that the project can be completed on time. It will allow MCO to understand when approvals are needed to ensure smooth flow of design and construction of the entire potential project.
Limited availability of skilled workforce	A, B, B1, C, D, & E	Weitz is eliminating this challenge by partnering with our seven key trade contractors that align with the critical path. These partners have adequate and immediate resources available to complete this project. Additionally we are continuing outreach sessions for all of our other trades and right sizing our bid packages to allow for all size of contractors to perform work on the project. By right sizing packages and outreach sessions we can ensure we team with the firms that will have adequate and immediate resources needed to complete the project. Lastly we have been working in the Florida and Orlando market for many years and have key relationship with most trade contractors that enjoy working with Weitz.
Supply chain and procurement	A, B, B1, C, D, & E	Weitz has a unique position in the market with a division that is dedicated to material procurement to circumvent typical delays in our industry related to "middleman" suppliers and vendors. Weitz will work side by side with our trade partners to ensure that we can support or assist in supply of these key materials to arrive on site approved and on time for installation. We also can assist our smaller DBE partners with the material procurement and help reduce financial obligations and bonding capacity concerns with the use our internal supply chain.

Unforeseen conditions	A, B, & C	Our job is to identify the typical unforeseen conditions prior to any material showing up on site. Our team will conduct a thorough site investigation to identify any potential issues and include contingencies in the project budget and schedule. The Weitz team will confirm all physical tie-in points visually, and use VDC scanning and documentation. We will leverage laser scanning technology in place structural systems to ensure that all systems are installed per the coordinated model-and identify anything that is out of tolerance – in a fraction of the time needed. By overlaying scan data on the coordinated BIM model, Weitz VDC can run a program that identifies and flags any elements that are out of a specified tolerance and creates a report. This report is then distributed to our trade partners, with items that need remediating assigned to their respective trades. to complete this manually.
Protection of public and vehicle in active parking garage to the north	A, B, B1, C, & D	While the RAC facility is under construction, the pathway from the ATF to the current RAC and terminal will remain active. The proximity from the site to the garage is very close. In order to ensure pedestrian safety and vehicle safety from the project site, Weitz will utilize protective screening on the south face of the parking garage to not allow debris, dust, or any other items to impact the pedestrian path or Vehicles parked in the garage. Additionally this will provide a protective physical barrier to ensure no pedestrians can accidently wander from the garage onto the site. Lastly we will include imagery on the screening of the new upcoming facility to build on what GOAA has already done and garner additional excitement from the traveling public at the airport.
Electrical Switch Gear	A,B,B.1,C	Typically electrical switch gear can take over 12 months to acquire. Utilizing the initial design on the Pedestrian bridge, Weitz will collaborate with the electrical engineer and our internal supply chain to work with suppliers identify equipment that is part of each manufactures quick ship program and design the RAC and Pedestrian Bridge systems to allow usage of the quick ship electrical switch gear. This will allow Weitz and our trade partners to acquire the switch gear in as little as 32 weeks. Well in advance of the required time need to complete the Pedestrian bridge on schedule.
Permitting	A, B, B1, C, & D	The Weitz Company has held multiple pre meetings prior the proposal to walk the City of Orlando and its official through the design and construction schedule. Incorporating their feedback on timing of permit reviews and setting expectations as a team to ensure the proper information and packages are sent to the City of Orlando for review to allow for smooth and efficient review. In addition The Weitz Company and Rhodes Birito will hold regular meeting with the City of Orlando during the design to keep the communication open and updating them on progress.

DESCRIBE THE APPROACH FOR MITIGATION OF LONG LEAD ITEMS AND SUPPLY CHAIN ISSUES, INCLUDING THE PROPOSED PLAN FOR CONCRETE SUPPLY.

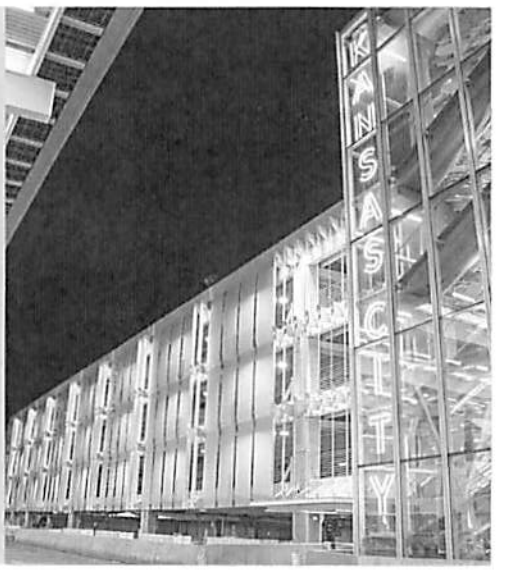
Today's market is volatile. Material price escalation, supply chain distribution, long delivery times, and labor shortages are just a few obstacles to overcome. **Identifying these risks early and developing a mitigation plan is key to setting your Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby project up for success.** Our team has been collaborating with the Rhodes + Brito to provide input on the selection of major building systems and provide market insight to determine which building systems have been minimally impacted by labor shortages and extended lead times. **According to multiple concrete suppliers in the Orlando area, concrete currently has an extended lead time for pours with substantial yardage.** Our team has a proposed plan to establish relationships with multiple suppliers to ensure that there is a consistent supply of concrete. We will also plan for potential delays due to inclement weather or other factors that may impact concrete placement.

In Florida, there are also material allocations provided to contractors. Partnering with CECO affords us the ability to utilize one of the largest contractors in the industry with one of the largest allocations.

SUPPLY CHAIN CASE STUDY

Kansas City International Airport (KCI) New Terminal

The Weitz Company successfully completed the Kansas City International Airport (KCI) New Terminal in February 2023. The project had two concrete suppliers that were subcontracted and provided concrete throughout the life of the project. Two major challenges our team faced included the nationwide shortage of fly ash and a railroad strike which affected the supply of aggregates. To overcome this, Weitz worked closely with the design partners to have multiple approved mix designs using alternate cement material that was readily available such as slag. The team also mitigated risk by planning large pours to ensure the New Terminal project was *on the books* with the ready mix suppliers to have concrete delivered when needed. Our team plans to use these successful strategies on the Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby project.



Also, through our **supply chain** and national network, our team is able to review, track, and ensure material deliveries. **Scan the QR code to the right** for a full case study of this supply chain network in action on a recent student housing project. This is just one example of how Weitz goes above and beyond through our supply chain to ensure project success.

Supply Chain Case Study

CURRENT CONDITIONS

he Weitz Supply Chain has direct purchase agreements with all major equipment and material suppliers. These relationships will assist the team and guide the designers in the selection of readily available equipment and material. **Utilizing the Weitz Supply Chain will assist in maintaining your project budget and schedule.**

With predictable and reliable preconstrution, local market experts in the project team, diligent scheduling, and our team's in-house supply chain, the Weitz team is confident that we can delivery your project on time and on budget despite the current conditions within the construction industry.

The Team has been releasing a quarterly construction market report to aid in the understanding of the changing conditions. Scan the QR code to see our current report for the first quarter of 2023.

Construction Market Report

DESCRIBE HOW PERMITTING AND INSPECTION ISSUES WILL BE MITIGATED

Our team takes an all-encompassing look at permitting and inspections, particularly in a design-build delivery. Our team does a thorough review of each of the following as we evaluate and create the standards to which permits are issued and inspections will be governed.

- Design Document Creation and Review with Stakeholders
- Evaluating Site Conditions
- Validating Phasing & Sequencing
- Maintaining Strong Team Relationship Estimating through Design Phases

Each of these items ensure accurate documents & standards creation are communicated in conjunction with the stakeholders as to their application and intent. As it pertains how we are managing permitting and inspection:

Permitting

Our team, through our code consultants and design professionals, has identified multiple code challenges throughout the connection of the four buildings. We have socialized these challenges and solutions through multiple meetings with the City of Orlando Permitting Office and are confident that our schedule, permit approval approach, and overall design acceptance process will result in limited correction or cost impacts to your project. As noted in the design section, our focus meetings with the permitting department throughout the RFP phase have positioned us well to reuse the existing bridge building code and drawings. We believe this early start and open communication approach gives us a solid understanding of the existing conditions as well as the connection concerns such as exiting, smoke control systems and code revision challenges.

We also have created a plan in which permit approvals can occur to meet schedule while allowing interiors and stakeholder engagement on material selections finalize. This permitting process is something we are very accustom too. Once selected, our team will create a permitting matrix to keep all stakeholders abreast of the current state of permit submissions and acceptance.

Inspections

The entire build plan starts with a comprehensive QA/QC process.

Having a team that understands the fast track nature of the project and the capacity of City of Orlando inspectors is key and we understand that. We will utilize independent third party inspectors to pre-verify work in place to ensure a smooth and clean review and approval process from city inspectors on site. Getting the early buy-in from the city on that process will help keep the schedule on track.

- Our team will work closely with local authorities early and often to ensure that all necessary permits and approvals are obtained on time.
- Our documents will be presented in a clear manner to make it easy for code officials to review and approve our submissions.
- Our team will conduct regular inspections to ensure that all work is performed in accordance with local codes and regulations.

Weitz is local and is your trusted partner to ensure that you are getting the project you are expecting!

QUALITY MANAGEMENT & ASSURANCE

Our inspection process goes hand in hand with our quality management and assurance process that we also covered in step 1 submittal. The Weitz Quality Assurance Program (QAP) consists of reliable and efficient processes for preparing, planning, executing, inspecting and documenting the work. The goal of quality assurance is to produce an end product that meets customer expectations now and into the future. Below, we outline some of the steps included in our QC Management process.

1. Prepare

Design Constructibility Review

An independent and structured review of construction design documents by construction professionals to make certain that the work requirements are clear, the documents are coordinated, and that they assist the contractor in bidding, constructing and project administration to result in reduced impacts to the project.

During a constructability review, special attention is given to answer the question "Can the project be built as indicated in the plans?" and "Can the project be built a better way?" Focus is given to identifying conflicts that exist within the documents and additional details that are needed to clarify the work. Review and confirmation of the design to ensure it meets the Customer's programming needs.

Virtual Design Coordination (BIM Coordination)

Collaborative VDC planning during the preconstruction phase of a project is important to ensure quality is incorporated into the design.

Submittal Review

The Weitz project team will review and certify all submittals are in compliance with the contract requirements. In the event the submittal contains a variation or substitution, the item will be clearly marked as such on the submittal transmittal sheet. The detailed written description will provide the necessary documentation of the nature and features of the variation, reason(s) for the variation or substitution and why the variation/substitution is desirable to the owner. Deviations in high risk areas such as structure, enclosure, and mechanical systems will be rejected.

2. Meet

Trade Specific Preconstruction Services

Prior to subcontractors beginning work, the Weitz will complete a PreCon Safety Meeting with the subcontractors to review the Weitz trade specific requirements. At this meeting, the project team and the subcontractor will review any/all relevant High Risk Activities (HRAs) to their trade that have been identified and determine if the potential exists for any new or additional HRAs may be encountered that have not yet been identified.

Pre-installation Meetings

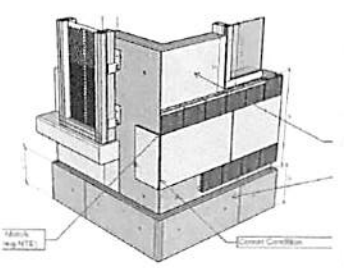
Preinstallation meetings are held to review the scope of work, identify participants and plan activities that involve the owner or other contractors. Proper pre-planning will ensure coordination of work by the other contractor prior to installation.

3. Mock-Up

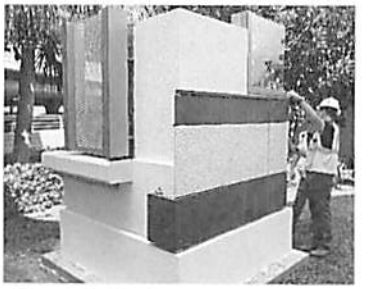
Virtual & Physical Mock-Ups

Virtual and physical mock-ups will be used and are an efficient tool for establishing quality standards for installation, focusing on installation, transitions between dissimilar materials and systems, studying thermal conductivity from the exterior to interior spaces, and defining Lean processes to increase field productivity. Mock-ups will be utilized for the following:

- As specified by plans and specifications
- As required by special and 3rd party inspectors
- Repetitive work



Virtual Mock Up



Physical Mock Up

4. Inspect

1st Work Inspections

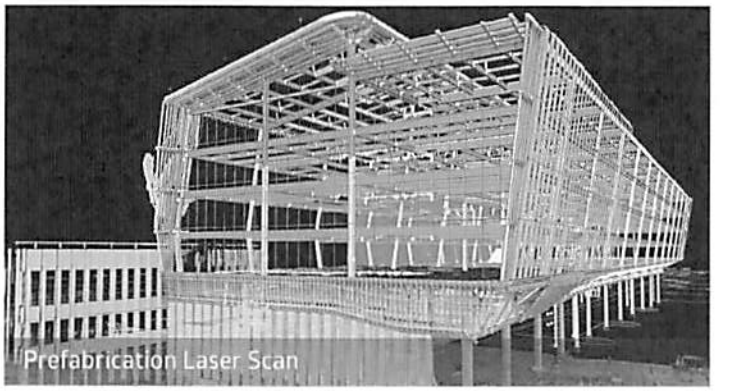
1st Work inspections are critical to ensure that work is done right the first time, defect free and in conformance with the contract requirements. Weitz identifies 1st work inspections associated with definable features of work as outlined in the contract documents and then incorporates the 1st work inspections into the schedule for tracking purposes. All 1st work inspections include photo documentation, approval signatures by all associated parties and notification to the installation company of approval to proceed with installation

Periodic Follow-Up Inspections

These continual quality inspections are performed as a frequency associated with the definable feature of work and are focused on verifying that the work being put in place continues to meet the quality set forth in the mockup and ensure that all materials continue to meet approvals and specifications. Typically the frequency is at 20%, 40%, 60% and then any time testing of an installation fails or any other major change event occurs.

Technology QC Inspections

- Interior Scans
  - In wall and overhead MEPF, overlay with model to verify work is installed per coordination.
  - Bring as-builts into model for 3D reference
- MEPF Scanning
- Structure Scanning
  - Check structural elements before concrete pour.
  - Check as-built structure for potential interference/ clearance issues.
  - Verify concrete tolerances
  - Check structure for conflicts with pre-fabricated installs
  - Elevation heat-map to visualize issues


Prefabrication Laser Scan

5. Follow Up

Non-Conformance Item Tracking & Resolution

All non-conformance items identified either during the performance of a quality inspection or during daily activities on site, are documented and assigned to a responsible individual to ensure follow up and completion/close out. The non-conformance report is reviewed during all internal Weitz Team staff meetings as well as the weekly trade partner coordination meeting and will be shared with GOAA.

Laser Scanning for QA/QC

Our overall commitment to GOAA and the City of Orlando on this project includes:

- ✓ Our team will work closely with local authorities early and often to ensure that all necessary permits and approvals are obtained on time.
- ✓ Our documents will be presented in a clear manner to make it easy for code officials to review and approve our submissions.
- ✓ Our team will conduct regular inspections to ensure that all work is performed in accordance with local codes and regulations.
- ✓ Our team will close out the project strong and with confidence the built condition meets or exceeds the approved standards and code requirements

IDENTIFY OPPORTUNITIES, IF ANY, TO REDUCE THE TOTAL CONTRACT TIME FOR SCHEDULE A, SCHEDULE B OR BOTH

Weitz has focused our initial schedule development to achieve the 15 month turnover of the Pedestrian Bridge and 24 month turnover of the rental car facility, by making a concerted effort to eliminate as much time as possible.

Opportunity #1:

The Weitz Company has incorporated early teaming with our key trade partners that will allow early approval, fabrication and delivery of key materials. This will ensure with the correct workflow there will be no work stoppage or hold up for the installation of these materials.

Opportunity #2:

Our team has created multiple critical paths within both of the schedules. Getting commitments from our key partners that are directly influencing the critical path with additional on site manpower, production rates, and focused leadership will ensure tight timelines are met.

Opportunity #3:

We are focused on prefabrication of certain sections of the project such as restroom pods, electrical racking, mechanical racks, underground utilities, and potentially exterior enclosure. Prefabrication has a direct influence on time and direct labor on site, and allows for a higher level of quality control.

Opportunity #4:

We have designed the rental car facility out of structural steel in lieu of cast in place concrete structure. This will speed up the time that is required to construct the rental car facility, allow for lighter structure, and usage of smaller cranes required for erection. By doing this, we can focus on getting the full completion of the Pedestrian Bridge and move equipment underneath the Pedestrian Bridge to construct the skeleton and structure of the rental car facility well after the Pedestrian Bridge is open to the public. This will eliminate any picks/lifts over the Pedestrian Bridge while it is open to the public.

Opportunity #5:

Weitz, upon anticipated award, will work with our designers to work on the design of the rental car facility prior to official award. This "at risk" activity will allow us to achieve 30-45 days of initial design process and reduce the overall design time seen by that 30-45 days.

Opportunity #6:

Weitz has teamed with Rhodes + Brito, the original A/E and Engineer on the Pedestrian Bridge. We have met with the city and understand that we can do a change of contractor for the original design, that will allow us to commence work immediately on the Pedestrian Bridge. This will eliminate 30-60 days of re-engineering and design that will be required if not utilizing the original designer/engineer of record.

As you can see, Weitz has taken many of the opportunities to reduce the overall project and turnovers into our initial schedule. We will continue to look at and evaluate additional opportunities as we move through the design process and on-boarding of other trade partners.

DESCRIBE THE PLAN FOR COMPLETING THE WORK WITHIN THE PROPOSED SCHEDULE GIVEN THE CURRENT WORKLOAD AND AVAILABILITY OF THE PROPOSED TEAM MEMBERS, INCLUDING PROPOSED SUBCONTRACTORS.

Our proposed construction team has several facets to increase schedule certainty and reduce market volatility.

Experienced Team: The core members of our proposed team recently completed the New Single Terminal Project at Kansas City International Airport. This team is available to start immediately. In addition, we have multiple projects finishing up around greater Orlando, which will bring additional management staff. Weitz has been in the Florida market for over 40 years and has an additional 155 local project management members to complement our national aviation team.

The Weitz Core Team

Ben Bunge
Aviation Director

Joel McWilliams
Project Executive

Tahir Edwards, AIA
Design & Precon Manager

Bill Wolfford
Director of Preconstruction

Brett Smith
Project Manager

David Newell
Project Superintendent

Design Team Expertise: Rhodes + Brito's design team and Voltum bring years of GOAA and City of Orlando expertise. This institutional knowledge and specific familiarity to connection of four separate buildings ensures GOAA and the City of Orlando a peace of mind. In addition, Weitz will utilize these relationships combined with our past successes to enhance our market predictability.

WEITZ + rhodes + brito ARCHITECTS + VOTUM CONSTRUCTION

The Weitz Company's approach is to always be transparent. Our team will have a successful plan in place, and consistent communication amongst all stakeholders to keep everyone informed. Our proposed team is predictive and solution oriented to quickly resolve problems and propose solutions.

One example of this, as noted in the design section, is we brought on a code consultant to specifically resolve challenges of connecting multiple buildings. These solutions were reviewed and accepted as a viable solution to ensure our drawings and pricing are inclusive of the necessary scope and cost.

Exclusive Trade Partnership: As noted in the cover letter and schedule narrative section, our team is composed of exclusive trade partners. These partners have traveled across the U.S. with Weitz and have local offices in and around the greater Orlando area. These team members know the expectations we set as a company and they successfully deliver for Weitz and our clients.

Overall, Weitz has taken a strategic approach to deliver share in the project success metrics. The concept of doing "What's right for the project verse any one contractor" has a proven track record, and why companies and clients enjoy working with us.

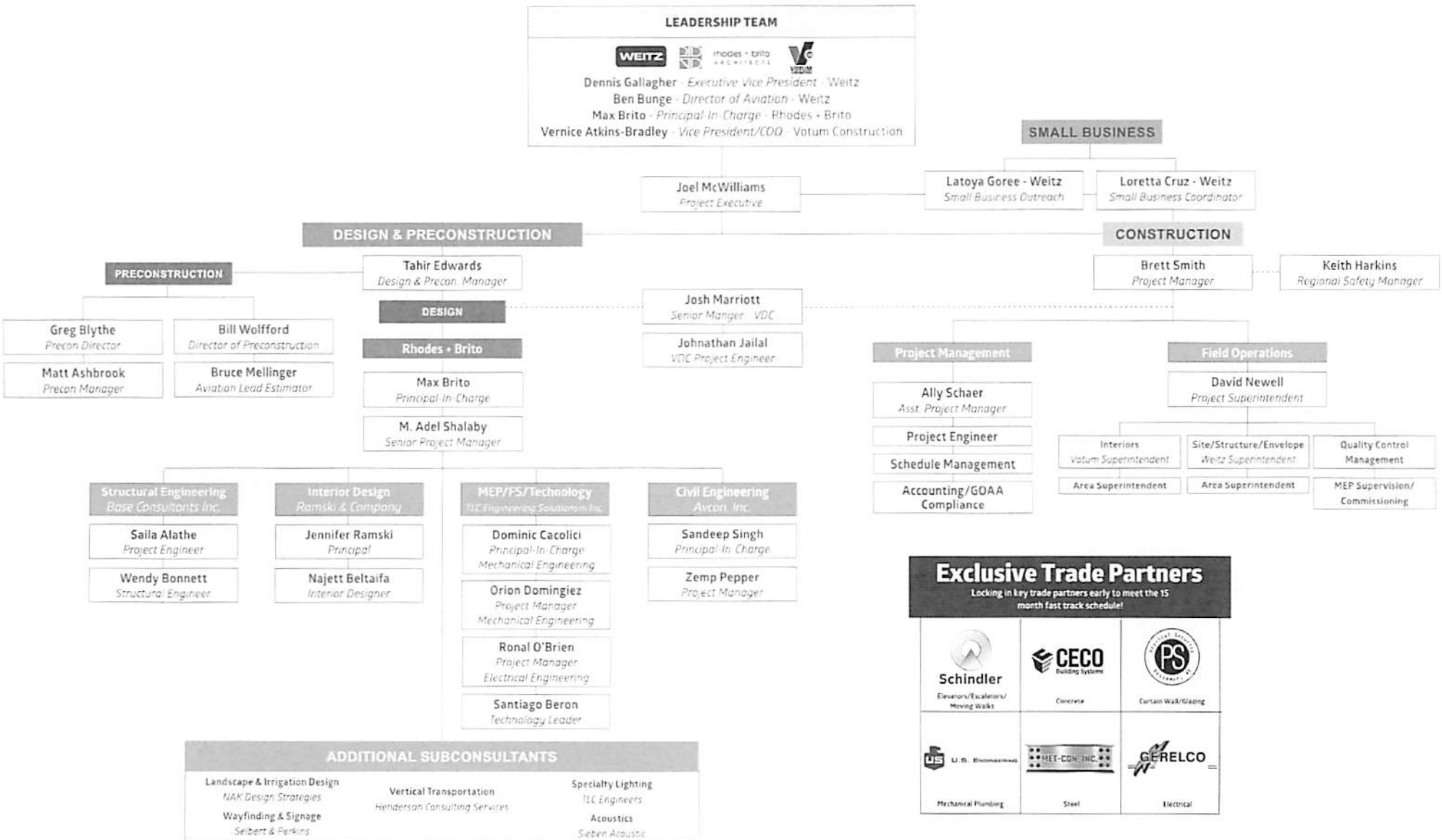
DBE Participation: Weitz's commitment to DBE's goes beyond hitting specific number. One of our core values is nurturing personal growth. Our team represents this with the establishment of our design-build partners. Both Rhodes + Brito and Votum are successfully established key partners, well known in the market, and Weitz is looking to continue to mentor and grow their expertise.

In addition, through our multiple outreach events, Weitz has received consistent feedback that our programs are refreshing, and our communication style is different in a positive way. Our team is versed in delivering at the highest level and we see this as a direct reflection of a new experience for the market.

SEE: Workforce Training Program on KCI New Terminal Project

For the reasons mentioned above, Weitz has the available resources and GOAA can have confidence Weitz will delivering on time, on budget, and will exceed the establish project and DBE goals.

PROPOSED PROJECT TEAM



THE WEITZ COMPANY - DESIGN BUILDER

Ben Bunge, Aviation Director - Ben lead the team on the execution of the new Kansas City Airport and will make sure we are meeting GOAA's expectations. Proven leadership, creating strong relationships in the industry with every delivery method and with various stakeholders and with large public project settings.

Joel McWilliams, Project Executive - Joel will be our project executive working on your project from Day 1! Joel's primary responsibility is setting the project up for success by working closely with GOAA during the design and pre-construction phase, and making sure the construction phase is being properly planned.

Tahir Edwards, Design & Preconstruction Manager - Tahir is a licenses architect and has lead our most complex Design-Build project designs including Kansas City Airport and University Florida Honors College Complex. Tahir will be with you from day one collaborating with all GOAA stakeholders and coordinating with the design team and ensuring our construction documents are accurate and complete.

Bill Wolfford, Director of Preconstruction - Bill will make sure our budgets are inclusive, accurate and presented as required by GOAA. Bill will work closely with Tahir, Rhodes + Brito team and our in-house MEP experts to make sure the MEP scope is complete. Bill is leading the pre-construction efforts on the GOAA Hyatt renovation project.

Brett Smith, Project Manager - Brett will be in charge of all project controls and making sure we are on budget, all of the project's materials and equipment are arriving timely and fitting correctly. Brett will also be responsible for ensuring we are compliant with GOAA's requirements.

David Newell, Project Superintendent - David Newell is our Project Superintendent Dave is in charge of all field operations, he will be driving the project schedule with our subcontractor and field forces. Another important part of Dave's role is coordinating with GOAA operations to ensure we do not have an impact on airport operations.

RHODES + BRITO - ARCHITECT OF RECORD

Over our 26+ years of operation, Rhodes+Brito Architects has established a solid reputation for delivering quality projects via quality service.

Max Brito, Principal in Charge - As the Principal and the Director of Design of Rhodes + Britom Max functions as a "hands-on" Project Designer/ Project Manager for his projects. Max has been involved in over 1.5 million square feet of space for transportation/aviation construction for more than 20 years. He has served as the Project Manager for over 80+ Work Orders for the Greater Orlando Aviation Authority (GOAA).

M. Adel Shalaby, Principal - As the Principal at Rhodes + Brito, M. Adel Shalaby is responsible for clients' relations, architectural design team supervision, research and preparation of design schematics, preparation of construction documents, coordination with building permitting authorities and construction administration.

Derek Cartwright, Project Coordinator III - Derek is proficient in BIM software such as Autodesk Revit and has an appreciation for sustainable design and technology that advances the profession. Derek has had an opportunity to work variety of project types, including office renovations, theme park facility renovations, courthouse renovations, and conceptualization and/or design studios. He is the project coordinator on the GOAA projects.

VOTUM CONSTRUCTION

Led by Vernice Atkins-Bradley and Teska Dillard, Votum will be integrated into the Weitz pre-construction and construction team performing tasks such as field supervision, quality control, compliance and small business outreach. Votum had an active role on the construction of Terminal C.

Vernice Atkins-Bradley, Principal in Charge - Vernice has served as the Principal in Charge for Votum and brings vast experience in Construction through team coordination, client-relations, and the implementation of a minority program to meet minority participation goals across projects.

Teska T. Dillard, Co-Project Executive - Teska is bringing experience with GOAA and projects where he managed schedules, budgets, and meeting client's expectations and requirements.

TLC ENGINEERING SOLUTIONS - ENGINEER OF RECORD MECHANICAL, ELECTRICAL, FIRE SUPPRESSION & TECHNOLOGY

TLC was the engineer on the Multimodal APM project at GOAA, they will be bringing their full scope of services along with their experience working for GOAA to the Pedestrian Bridge project including the design of the Mechanical System, electrical system, and the design of the low voltage / technology systems. TLC will be partnering with AVCON on all plumbing engineering design.

BASE CONSULTANTS - STRUCTURAL ENGINEER

As the Engineer of Record on the original Pedestrian Bridge design and Terminal C, our team will collaborate closely with Base to ensure the structural design is optimized and fully coordinated as we connect with existing surrounding structures.

RAMSKI & COMPANY, INC. - INTERIOR DESIGN

As interior designer Ramski will make sure the standards for Terminal C's interior vision is carried throughout the Pedestrian Bridge project.

AVCON - CIVIL ENGINEER

Avcon was part of the original design team for the Terminal C project, they will bring the knowledge of the existing infrastructure to the pedestrian project along with insight to the other enabling civil projects taking place concurrently at the multimodal center.

Constructability

3.CONSTRUCTABILITY -DESCRIBE HOW THE WORK FOR EACH SCHEDULE WILL BE EXECUTED WITHIN AN ACTIVE OPERATING AIRPORT ENVIRONMENT WITH MINIMAL IMPACT ON OPERATIONS.

The Weitz Company, Rhodes+Brito, and Votum have completed numerous complex renovations and project additions. Our team brings extensive knowledge and have 65 years of combined experience working at major airports around the country. As a team, we understand the safety, security, dust mitigation, and noise concerns related to such projects and have the proven ability to develop solutions that eliminate or minimize disturbances.

Our teams airport experience, allows us to adjust and plan around the 24/7 operations in adjacent buildings including travel during major holidays. By anticipating challenges, timing and addressing them with appropriate strategies. Our knowledge and approach will assist GOAA in maintaining a seamless passenger/visitor/staff experience that reflects the "Orlando Experience" during any construction visible to the public.

Prior to beginning any work, we will engage the Greater Orlando Airport Construction and Airport Operations Management Team, and we will have multiple meetings to discuss the different phases and the plans that go with them, as well as ideas that will allow us to construct the project with little interruption to airport operations. After the initial meeting, we would like to meet with those from the airport on a weekly basis. Some ideas we already have to minimize disruptions on the project include:

- Completing as much of the work as possible from a landside/pre-security position
- Comprehensive MOT planning to ensure safe and efficient movement for not only construction traffic, but also airport operations and the general public. This planning will evolve continuously throughout the project but will always be considered and communicated in advance with the MCO and all other regulatory entities will be managed 24/7 by the Weitz Team and our trade partners.
- Pre-planning and timing all phasing components of the project.
- Discuss and find best location for fence for each phase so that we don't have to move it until the phase is complete. Therefore, creating a construction area that will be out of the way of airport operations.
- We will also discuss the utilization of the access road. This will be heavily used by Weitz, R+B, and Votum during the construction of the CUP, as well as phases 1a and 1b. This road will also be used by airport operations and other contractors on site to perform their work and gain access to it
- Complete existing condition scans to ensure we are making the uncertain process of connecting to an existing building certain. This process also includes designing flexibility into the connections on either end of the pedestrian walkway.

DESCRIBE THE PROPOSED PLAN FOR PHASING/SEQUENCING EACH SCHEDULE, SPECIFICALLY FOCUSING ON HOW SCHEDULE A CAN BE COMPLETED AND OPENED TO THE PUBLIC AS SOON AS POSSIBLE WHILE SCHEDULE B REMAINS UNDER CONSTRUCTION, INCLUDING HOW CRITICAL SYSTEMS CAN BE OPERATIONAL FOR SCHEDULE A WHILE CONSTRUCTION OF SCHEDULE B IS ONGOING.

Ensuring that we are meeting the needs of the traveling public and GOAA, The Weitz Company, Rhodes + Brito, and our key trade partners, has a comprehensive plan of not only construction, but design and procurement. By bringing on our key trade partners very early on, we can get approval on materials and release of the fabrication of these key materials immediately. Procurement of materials is a key factor with on-time completion. Our plan has materials arriving in most cases prior to the need. In this market we need allow for as much variability as possible and this will achieve that.

The Weitz Company has been and will continue to work with the City of Orlando on expectation of permitting and permitting reviews. Our team has been working with City of Orlando to allow for a change of contractor on the existing Pedestrian Bridge documents since our team includes the original designer and engineers, Rhodes+ Brito and will allow for the immediate release of structural construction of the Pedestrian Bridge while maintaining code requirements from the original project.

Weitz has broken the project into seven different sectors and 13 different phases with the focus of the Pedestrian Bridge opening as soon as possible. The Pedestrian Bridge (schedule A) is separated into area's A, B, C and D, while the RAC facility (schedule B) is separated into section E, F, and G. The layout of the sequencing starts from west to east on both the bridge (A,B,C,D) and the RAC (E,F,G). Immediately upon notification of NTP, Weitz will mobilize the site setting up the construction fencing, storm water prevention system, and laydown area's, parking, and trailer complex areas. The next critical operation is to modify the emergency egress path to allow for the removal of the existing egress stair on the east side of the current RAC facility. Working closely with GOAA and the City of Orlando, we will relocate the existing stair tower to the south side of the current RAC facility with a new exit door to allow for a safe egress and an area of refuge. New signage on the interior will be installed along with Weitz providing training to GOAA staff on the temporary exiting plans while the Pedestrian Bridge and RAC facility are under construction. Finally, a protective screen will be installed on the south face of the existing parking structure from the roof to the ground protecting not only the pedestrians that will continue to use the current pathway from the transfer facility to the terminal, but also the vehicles from any dust/debris that may arise from construction site, eliminating any safety concerns of the traveling public, ensuring a positive experience for the traveling public and GOAA.

With the site set and secure, Weitz will begin construction by examining the existing columns and starting any remediation work that needs to be completed. Once the remediation work is completed, Weitz and our trade partners, will commence work in area A of the Pedestrian Bridge extending the concrete columns to the roof level, while simultaneously working on extending the concrete columns in area B. Upon completion of the concrete columns in area A, the structural steel will commence on the roof structure. At the same time the columns in area B are complete, shoring, forming, and pouring operations for the cast in place (CIP) deck will be underway in area B. In conjunction with the CIP operations in area B, the concrete column extensions in area C will start. Once the CIP deck is completed in area B, the continuation of the concrete columns in area B above the 4th floor will begin. The completion of the columns will align with the completion of the structural steel in area A allowing the structural steel to begin in area B. At this time the CIP deck in area C will be well underway and the column extensions in area D will have commenced. The Pedestrian Bridge structural erection will continue to follow the sequence of extending concrete columns through fourth floor, CIP deck shoring/forming/pouring operations, concrete column extensions to roof, and finally structural roof erection. At this point the entire structure of the Pedestrian Bridge will be complete.

While the structural work in ongoing through the Pedestrian Bridge, the exterior skin work will be commencing. Once the structural steel work is completed in area B, exterior framing will begin in area A at the bridge level. Starting with the exterior framing, then exterior sheathing, EFIS system installation, followed by the exterior window/glazing operations. As the exterior systems are under construction, roof is being prepared and readied for completion to allow us to get

dried in as fast as possible. This operations work will follow the same sequencing as in the structure. Working from west to east will allow a seamless flow of construction operations will be efficient. To visualize this, see the flow of operations of the project to this point via the 4D video rendering as shown in the QR code to the right.

4D Logistics Plan

As soon as the structure for the Pedestrian Bridge is complete, the structural work for the RAC (schedule B) facility will get underway. To ensure no interference with the current construction of the Pedestrian Bridge and future occupancy, The Weitz Company and our partners have approached the design and construction of the RAC facility to allow for all construction traffic and machinery to easily pass under the bridge from our controlled project site to allow for no interruption of traffic, and no operations over the top of the Pedestrian Bridge that will be in usage during the remainder of the construction of the RAC Facility. Starting with mobilizing track mounted drill rig, that will easily pass under the newly constructed Pedestrian Bridge, foundations for the RAC facility will commence. Sequencing, similar to the Pedestrian Bridge, the RAC facility will work from west to east (Area E,F,G). As noted in the design narratives, the RAC Facility will be constructed of structural concrete columns and infilled with structural steel concrete on metal deck (COMD), and structural steel roof structure.

As the structural work is underway on the RAC inside the Pedestrian Bridge mechanical, electrical, low voltage, and plumbing rough in work will be underway. All operations working from west to east will allow for the next trades to come in seamlessly and complete the work with ease and efficiency. To ensure that the Pedestrian Bridge can be open and operational prior to the completion of the RAC, additional future tie-in mechanical valves and electrical connections will be installed at the critical infrastructure points with the Pedestrian Bridge facility. By identifying these locations for future tie-in with all of the major systems it ensures there will be no disruption, down time, or impact to the traveling public as the RAC facility gets tied into the entire "backbone" of the mechanical, electrical, low voltage, and plumbing systems.

As MEP systems are underway the roof structure will be completed on the Pedestrian Bridge allowing for the start of interior framing and masonry operations for the VHT (elevator, escalators, and moving walkways) to begin. Installation of the moving walkways are on the critical path of the project and are key to ensuring the project is completed on time. At the same time the interiors fit out of the Pedestrian Bridge will commence. Installing drywall, ceilings, flooring systems, paint, millwork, testing and commissioning, and lastly FFE.

During the construction and installation of the interior systems of the Pedestrian Bridge, the RAC will have competed the erection of its entire structure and roof deck. At this point our team will install a robust temporary wall along the north side of the Pedestrian Bridge separating the Pedestrian Bridge from the RAC facility. With this temporary wall and having the egress in place will allow the team to work with the city and have all fire life safety requirements in place to ensure early use and occupation of the Pedestrian Bridge while the remainder of the RAC facility is under construction.

The Weitz Company, Rhodes + Brito, and our key trade partners have developed a detailed plan not only in conjunction with our team, but doing initial review consultations with the City of Orlando to ensure we are working as a team and planning for all contingencies and opportunities. Upon award, The Weitz Company and our team will meet with GOAA and your team to refine the plan and ensure a full team approach to ensure an early 15 month opening of the Pedestrian Bridge for occupancy and providing a new safe comfortable environment for the traveling public.

DESCRIBE THE METHOD OF MAINTAINING SAFE AND EFFICIENT TRAFFIC FLOW DURING CONSTRUCTION (PASSENGERS AND VEHICLES

Our team brings the knowledge necessary to navigate the careful interplay of an active airport site. Ensuring an exemplary passenger experience both onsite and within the terminal is paramount. Extensive attention to communication throughout all phases for traffic patterns, parking, passenger movement in an ever-evolving project site will be critical to success.

Passenger Interface during construction: On the interior of the building our team has strategically placed interior separation walls to start the project step one will include demolition of the existing current wall system, and insurance that the waterproofing and temp walls already are sufficient. We do not want to have water through rain events penetrate into finish spaces after the temple walls are proven, and the stair noted above has been moved. Our team will be concentrated in to the site. This separation from passenger traffic will be critical to making unencumbered experiences as the bridge is built our team will build a rated wall that separates the rock from the bridge. Once the bridge is open, we will still be able to bring material through the site at our RAC access point in the northeast corner. We chose this location because it has limited the utilities for easy closure. As build options are selected, our access point should not need to change. This location provides great forklift access for the Pedestrian Bridge and RAC third floor. **Please refer to the QR code on page 97 for a 4D video simulation of the interior wall layout and major site improvements.**

Efficient Traffic Flow during construction: Weitz recognizes that a major international airport like MCO constantly has construction projects going at different areas of the airport. We are prepared to communicate clearly and often with Airport Operations and Project stakeholders to make sure everyone is aware of the status of the project and any upcoming work activities that outside parties may need to be aware of. From interruptions in traffic flow due to a delivery or an impact to public areas, Weitz wants to be a good partner to ensure airport operations are not negatively impacted.

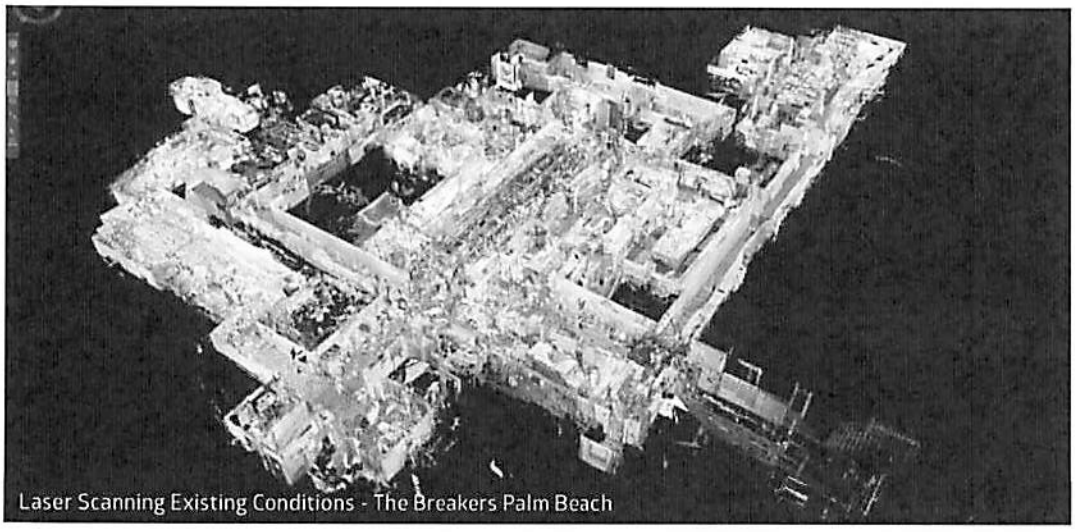
In addition to site fencing, adjusted access, and dedicated wayfinding, Weitz has strategically placed a screen on the parking structure to protect both the passenger and their vehicles. **Please note site plan with key logistics planning on pages 98 and 99.**

DESCRIBE THE APPROACH FOR COORDINATION WITH ADJACENT BUILDINGS.

Overall, our approach to coordinating with adjacent buildings goes beyond capturing as built conditions for coordination. Weitz has strategically placed a screen on the parking structure to protect passengers and their cars as they are traveling. We also have taken a hard look at signage and minimizing the use of the existing building for access or material movement during the build. Specifically we have temporary scaffold stairs until new stairs are delivered, and we have strategically placed a material access point in the RAC for deliveries during construction.

In regards to modeling, Weitz has extensive experience connecting back to existing structures. Successfully completing this starts with deploying a variety of field and reality capture technology to streamline the build, assisting in progress documentation, QA/QC, and coordination efforts.

By laser scanning existing conditions and pulling this information into the comprehensive project model, our team is able order long lead material and make connections with confidence. In addition, we can successfully tie into to deflecting slabs or other infrastructure installed prior to our arrival onsite.



Laser Scanning Existing Conditions - The Breakers Palm Beach

Our approach model coordination to installation goes beyond adjacent buildings. We view any constructed material as a potential risk we should document and utilize as data for coordination. Examples of this include surveying sleeve and penetrations for prefabrication opportunities. Scanning placed slabs for subcontractor acceptance and acceptance hand-offs between trades and site utility as builts to prevent utility strikes and site communications.

Finally, as we look at the traffic flow for adjacent buildings, our team concentrated our site material and trailer complex, while shifting deliveries away from typical passenger traffic. Each of these coordination items, are ways we have ensured successful connections before, during, and after connections are made.

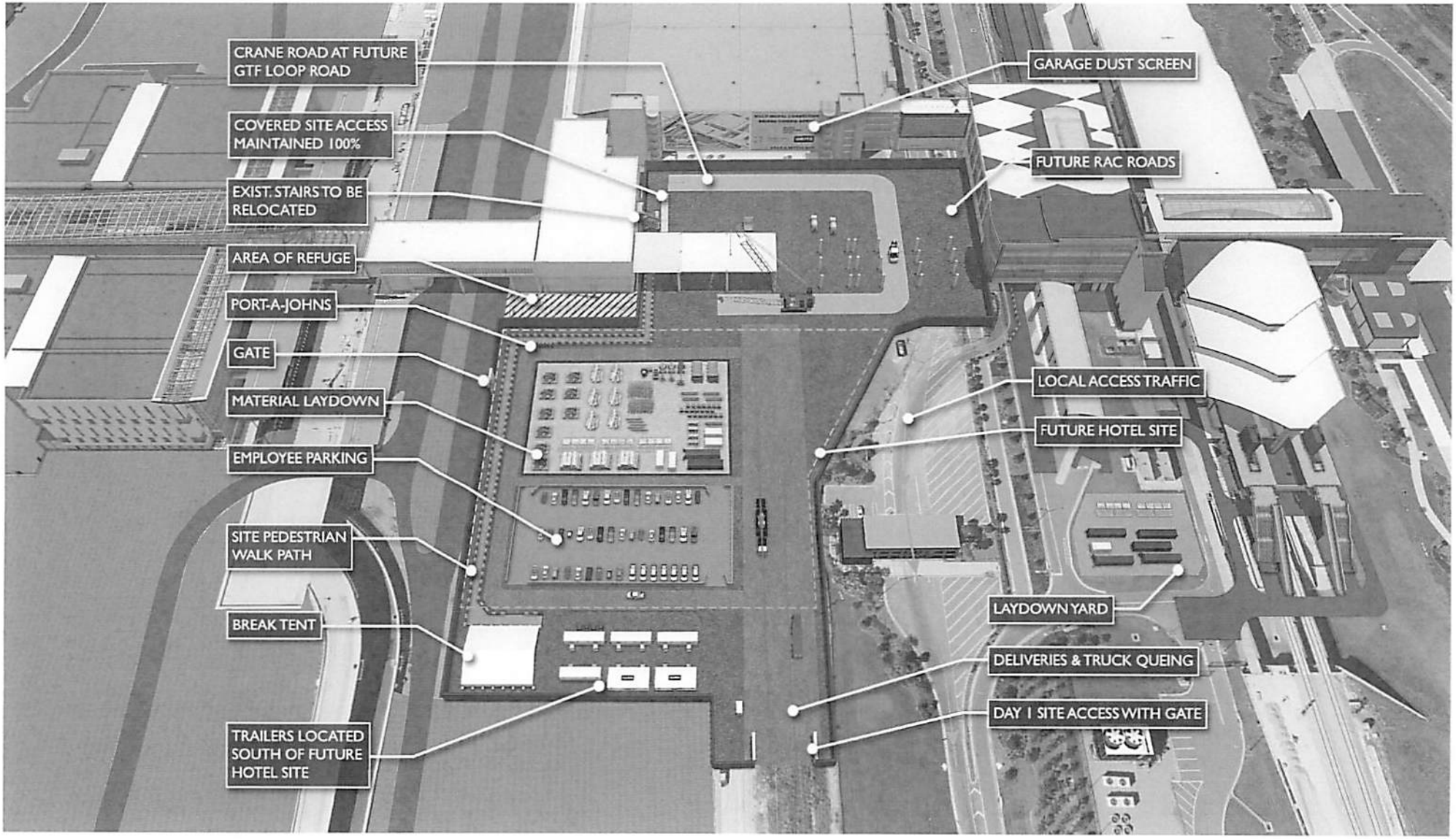
INCLUDE A DETAILED LOGISTICS PLAN, INCLUDING SITE ACCESS, HAUL ROUTES, MATERIAL LAYDOWN AND STORAGE AREAS.

View our proposed 2D logistics model on the following two pages. To view our animated logistics plan, please scan the QR codes below.

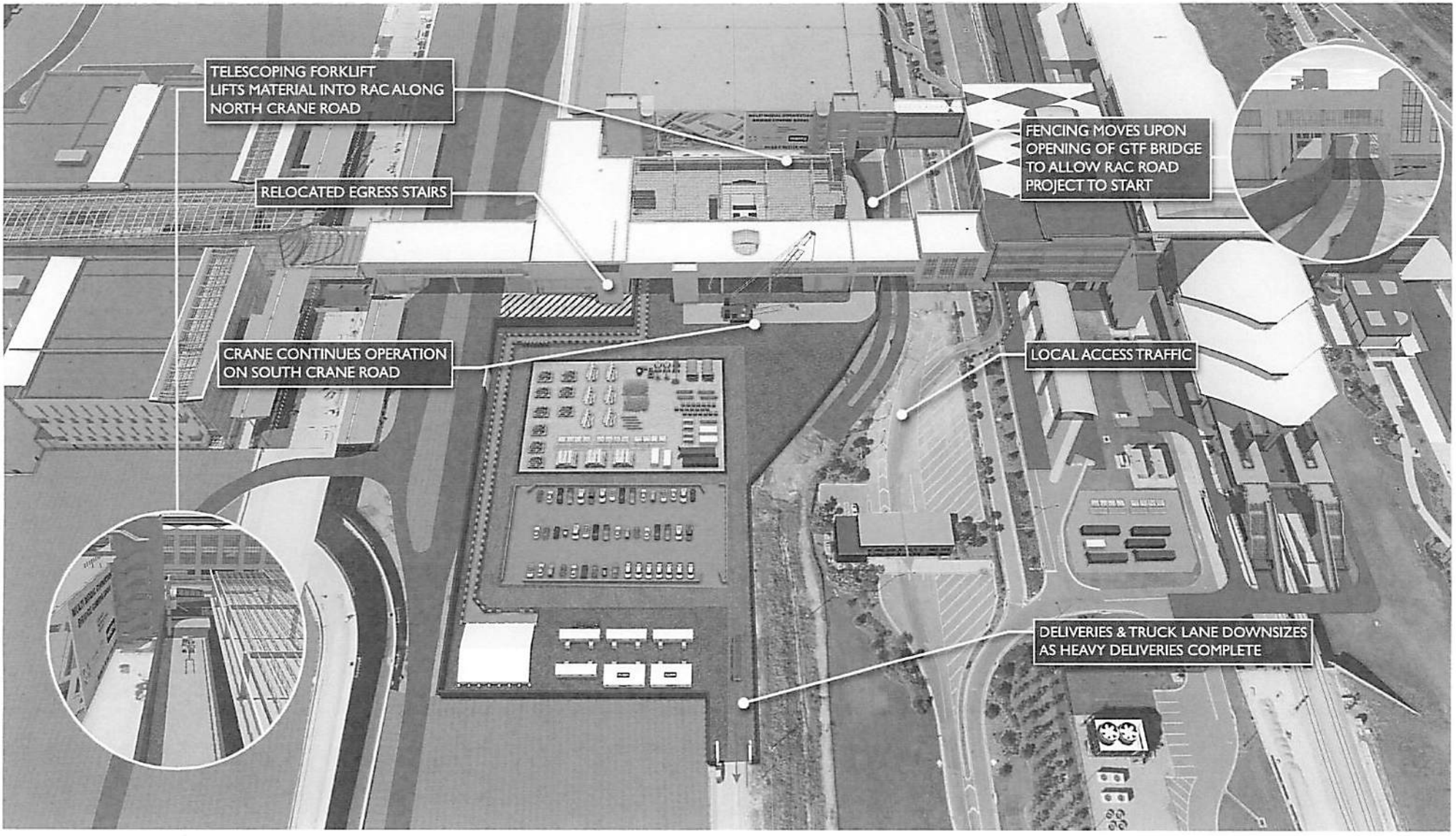
4D LOGISTICS PLAN

LOGISTICS PLAN FLY THROUGH

PHASE I LOGISTICS PLAN



PHASE II LOGISTICS PLAN



ORASCOM CONSTRUCTION | USA

WEITZ CONTRACK WATTS WATTS CONSTRUCTORS

GOAA PEDESTRIAN BRIDGE APPENDIX

Appendix I to **GOAA Contract S00198, Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (Design Build)** clarifies the price inclusions as part of the design build submission. Clarifications are as follows:

1. Total DBE percentage utilization will meet or exceed the minimum 25% requirement set forth in the procurement documents. This percentage is based on the total dollar figure accepted through the base bid and alternates as read off during the award.

2. The Design Criteria Package (DCP) represent the minimum standards set forth in the contract. The Weitz Company priced the project as referenced in the Compliance Checklist of our Technical Proposal. Additional Clarifications to this checklist include:

    a. Ceilings in the bridge and lobby are standard 2x8 acoustical tile in a flat ceiling arrangement. No wood ceilings or rolling ceilings are included in the base price as depicted in the Technical Proposal renderings. Refer to our interview and board presentation for bases of design look and feel.
    b. Artwork is to be an owner cost. Weitz will coordinate installation points.
    c. The underside of the bridge has exposed jacketed pipes and spray insulation with a vapor barrier coating.
    d. The detailed design within Terrazzo flooring is specifically not included in the base price as depicted in the Technical Proposal renderings, board presentation or interview.
    e. All curtain wall has vertical and horizontal members. Cross-"X" braced curtain wall similar to the APM to Parking Structure Bridge is not included in the base price.

The Weitz Company in conjunction with GOAA Stakeholders and its partners agree to work through these specified items and other interpreted design items through the design build process with as minimal cost or schedule impact as possible.

CONTACT US

BEN BUNGE
DIRECTOR OF AVIATION

611 5th Avenue, Suite 300
Des Moines, IA 50309
E: ben.bunge@weitz.com
P: 515.231.3101

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GREATER ORLANDO AVIATION AUTHORITY

ADDENDUM NO. 1

(Issued _____, 2023)

TO THE RFP DOCUMENTS FOR BP-S00198 TERMINAL C MULTI-MODAL CONNECTOR PEDESTRIAN BRIDGE AND RENTAL CAR LOBBY(D/B) ORLANDO INTERNATIONAL AIRPORT

TO ALL HOLDERS OF CONTRACT DOCUMENTS

1. Your attention is directed to the following interpretations of, changes in, and/or additions to the contract documents for the above-named project.
2. This Addendum is part of the Contract Documents.
3. Proposers shall acknowledge receipt of this Addendum in the space provided on the Price Proposal Form Section 00 41 13

RFP:

1. The due date for the Price Proposal (Envelope B) is changed to **May 31, 2023**.
2. A new Envelope C that includes the updated DBE forms attached to this Addendum shall be submitted at the same time as Envelope B. See below Proposal Content Requirements Section 00 24 16.
3. All references to Executive Director are changed to Chief Executive Officer throughout the Contract Documents.

PROPOSAL CONTENT REQUIREMENTS SECTION 00 24 16

1. In Section 2.0 PART 1 DESIGN APPROACH - **Replace** subsection (2)(a)(2) regarding Structural systems and materials with the following:

   2) Structural systems and materials - Describe the proposed structural system approach and materials, including the skylights **and moving walkways**, and explain any proposed improvements that will improve functionality or reduce costs or Contract Time.

2. In Section 2.0, Part III – DBE Approach, **Delete** all references to Exhibit A.1. No DBE forms are required for the Technical Proposal (Envelope A).

3. In Section 3.0 Envelope B Subsection 3 – **Revise** to Section 4.0 Envelope C as follows:

4.0 ENVELOPE C - DBE EXHIBITS

~~3.~~ DBE Exhibits
- 00 41 13.15.2 – Exhibit A.2 – Schedule of DBE Participation Monetary Value for Schedules A and B
- ~~00 41 13.15.2 – Exhibit A.2 – Schedule of DBE Participation Monetary Value for Schedule D~~
- Letters of Intent signed by all proposed DBE-certified firms

Good Faith Efforts, if applicable

Note the following changes:

a. For Schedules A and B, Exhibit A.2 s replaced with the New Exhibit A.2 that is attached to and included in this Addendum. **This New Exhibit A.2 must be submitted in a third sealed envelope, labeled Envelope C, at the same time as Envelope B is submitted. Please include the Total Base Bid Price for Schedules A and B in the space provided in the top righthand corner. This is a new requirement.** The Office of Small Business Development will open Envelope C and evaluate the information while the Procurement Committee conducts the presentations and interviews. The Office of Small Business Development will present their findings at the public portion of the Procurement Committee, before deliberations.

b. No Exhibit for Schedule D is required in the Proposal. If any alternate is awarded, the Proposer shall submit Exhibit A.2 and the Letter(s) of Intent, demonstrating compliance with the DBE requirements for the alternate scope no later than 5 business days after award. By submitting a price for an alternate, the Proposer certifies that it will comply with the DBE requirements for the alternate.

RFP SECTION 00 41 13.15.1

1. **Delete** Exhibit A.1. All references to Exhibit A.1 are deleted throughout the RFP.

RFP SECTION 00 41 13.15.2

1. **Replace** Exhibit A.2 with the New Exhibit A.2 that is attached and included in this Addendum.
2. **Replace** the Letter of Intent form with the new Letter of Intent form that is attached and included in this Addendum.

SECTION 00 72 53, GENERAL CONDITIONS OF THE CONTRACT, SECTION 8.4, NO EXCUSE BONUS AND WAIVER OF CONTRACTOR CLAIMS

1. **Replace** the first sentence with the following:

   The Owner will pay the Contractor a "No Excuse Bonus" in the amount of **$10,000** per calendar day, **up to a maximum amount of $900,000**, for every calendar day that the Work **for Schedule A** is completed in accordance with the Contract Documents, as determined by the DCC, OAR and Owner, before the maximum time for Substantial Completion of Schedule A, which is 458 days from NTP ~~the date proposed in the Contractor's Technical Proposal~~ ("No Excuse Bonus" Completion Date), subject to the conditions precedent set forth below.

   The rest of Section 8.4 remains as is.

SECTION 00 72 53, GENERAL CONDITIONS OF THE CONTRACT, SECTION 13.3

1. Section 13.3 is replaced with the following:

   13.3.1 Written notice shall be deemed to have been duly served to the Owner if delivered by certified mail, or courier providing proof of delivery, to the Vice President of Capital

Programs at Greater Orlando Aviation Authority, 11312 Terminal C Service Road, Bldg. 15, Orlando, Florida 32824, unless changed through an acceptable means of written notice.

13.3.2 Written notice shall be deemed to have been duly served to the Contractor if delivered by certified mail, or courier providing proof of delivery, to the Principal of the Contractor at the address that is identified in writing at the design kickoff meeting or the preconstruction conference, unless changed through an acceptable means of written notice.

QUESTIONS (during presentation)

1) What is the project budget? Does GOAA have a standard percentage over the budget that can be awarded?

   RESPONSE: The program budget will be $160M that includes soft costs and other owner costs. There is no standard procedure for awarding bids that are over-budget.

2) Can we have an additional 7 weeks to submit a proposal?

   RESPONSE: No, this project is a top priority of GOAA leadership and is needed as soon as possible. We understand the schedule is aggressive, but we believe it can be achieved, and it is required due to the critical urgency of this needed enhancement of the passenger experience for those passengers that must walk to Terminal C through the parking garage.

3) Can we be provided the BIM Model for current facility/bridge?

   RESPONSE: The revit files for the previous bid package are located in the box.com folder for reference information only. Proposers must produce their own design model for construction. Note that this includes only the pedestrian connection portion of the project as previously designed and does not include the latest updates required by the DCP.

4) Please provide the GOAA master design standards, including:
   - Design Guidelines
   - Concession Guidelines
   - Signage Guidelines
   - IT Guidelines
   - Security Guidelines
   - BIM/CADD Guidelines

   RESPONSE: The design standards are included in the box.com folder in the subfolder for the previously bid project. There are 5 volumes of specifications included. For example, Wayfinding Signage, Section 10 40 10, is located in the file titled BP-S198-For Permit and Bid Documents-Specs Vol 3.pdf. Other standards are included in the subfolders for the Addenda. For example, the file titled 27 05 00 - Common Work Elements For Communications.pdf is located in the subfolder for Addendum 07.

Not all specifications are applicable to this project. The standards will need to be reviewed with the Owner at the design kick-off meeting.

There are no BIM Guidelines at this time. Those will be established with the Owner during the design development phase.

5) Does the 15-month duration for Schedule A include the permitting process?

RESPONSE: Yes

ADDITIONAL QUESTIONS (post presentation)

6) Will there be a site inspection/tour?

RESPONSE: The existing facility is open to the public and is accessible at any time. If there is a need to see non-public spaces, please submit a specific request to do that.

7) Are Schedule A GTF Pedestrian Bridge, Schedule B RAC Lobby, or any alternates required to be LEED certified? If so, what Levels apply to each Schedule and Alternate?

RESPONSE: The GTF is not within the boundary for GOAA's LEED certification. A LEED application for this project is not required.

8) What are the interview dates and agenda?

RESPONSE: Interviews will be scheduled for May 31, 2022, starting at 1:00 p.m. in the Aviation Authority Boardroom. Proposers will be asked to present their technical proposal.

9) 002116 - Instructions to Proposers, 2.0, paragraph two requires Envelopes A and B to be delivered at the same time, however 001119 - Request for Proposals, page 1, paragraph four requires the two envelopes to be submitted on different dates. Shall the Request for Proposals document take precedence regarding due dates?

RESPONSE: Yes, see above change to the Instructions. There are now 3 envelopes required, with Envelope B and C to be delivered at the same time.

10) Will GOAA please provide any and all inspections performed, RFI responses, tests, reports, fails and sign-offs related to the previous incomplete project?

RESPONSE: The as-built documents for the GTF Concrete are located in the box.com folder under Addendum 3 to the bid documents for the previous project. The Deep Foundations as-builts and geotechnical report have also been uploaded.

11) Section 00 24 16-7 (Pg 10) of the Div 0 document provided mentions opening price proposals, but lists no interview date. Is it the intention of GOAA to have interviews with finalists?

RESPONSE: Yes, see response to Question 8.

12) Please provide BHS Designer and documents associated with connecting buildings

RESPONSE: The Future BHS is right of way (ROW) only. There is no BHS design in this project. This project is only required to maintain the ROW for the possibility of a future BHS project.

13) The DCP Schedule A: GTF Pedestrian Bridge Section indicates "The Materials and Finishes shall match the existing GTF Floor, wall and ceiling systems." Does this requirement include the structure?

RESPONSE: The GTF Pedestrian Bridge exposed structure is required to match the material, finish, color and texture of the existing structure.

14) The specs provided state that the project is subject to SSI. Please provide clarification. Will the plans and specs require SSI information? What other documents require it? We don't find any included in the DCP other than this note in the specs.

RESPONSE: SSI is not applicable to this project, except for the possibility of camera locations and views. This will be further detailed during the design review process.

15) What is the induction point GTF-BHS?

RESPONSE: The Future BHS is right of way (ROW) only. There is no BHS design in this project. This project is only required to maintain the ROW for the possibility of a future BHS project.

16) What type of concessions should be planned for at the proposed "Concessions" area? Will Grab & Go suffice or will typical kitchen equipment (exhaust, grease waste, etc) be required?

RESPONSE: Yes, Grab & Go type concessions will suffice which should include power/data, water and sanitary connections and grease trap for future Concessions (TBD).

17) Please confirm delivery dates for Envelope A and Envelope B. Conflicting information is provided in DCP.

RESPONSE: Envelope A: May 3, 2023, 2:00 p.m.
Envelopes B and C: May 31, 2023, 9"00 a.m.
Locations as listed in the RFP.

18) Please confirm/clarify MWBE/SBE/DBE requirements. Conflicting information is provided in the DCP.

RESPONSE: Please use the New Forms that are attached to this Addendum. Refer to the revised Proposal Content Requirements in this Addendum.

19) Please clarify document form requirements for SBE participation. It will be difficult to provide these forms/information with Envelope A, as the design and selection of subs will not be complete by required submission date for Envelope A

RESPONSE: Refer to the revised Proposal Content Requirements in this Addendum. No DBE Forms are required in Envelope A.

20) 00 24 16-2, item 7.0 requires RFIs to be submitted no later than nine (9) calendar days prior to submission of proposal. Is this date relative to Envelope "A" or Envelope "B"?

RESPONSE: The pre-proposal presentation included a deadline of April 24, 2023 for questions.

21) Provide all associated geotechnical surveys and deep foundation as-builts from previous project.

RESPONSE: See response to question 10. The geotechnical report for the Landside Terminal has also been uploaded.

22) Please provide a clearly delineated civil scope of work as well as as-built drawings for utilities, etc. It is very difficult to determine the civil scope of work based on the DCP

RESPONSE: There is no civil scope in this project. The building must accommodate the planned roadway geometry in this area.

23) Please clarify that the 120-day stoppage period is not applicable to the third sub-bullet in Section 14.1.1 of Section 00 72 53 ("General Conditions") of the RFP. In other words, please confirm that 14 days, instead of 120 or 134 days, is the applicable waiting period in relation to the third sub-bullet, below.

> 14.1.1 The Contractor may terminate the Contract because the Work has been stopped for a period of more than one hundred and twenty (120) consecutive days through no act or fault of the Contractor or a Subcontractor or their agents or employees or any other persons performing portions of the Work under contract with the Contractor, for only any one of the following reasons:
>
> 1. issuance of an order a court or other public authority having jurisdiction which requires all Work to be stopped; or
> 2. an act of government, such as a declaration of national emergency which requires all Work to be stopped; or
> 3. because the OAR has not approved an Application for Payment and has not notified the Contractor of the reason for withholding approval, or because the Owner has not made payment within the time stated in the Contract Documents, Contractor has notified Owner, and the Owner has not cured the Work stoppage within fourteen (14) days of receipt of such notice.

RESPONSE: Replace 14.1 with the following:

14.1 TERMINATION BY THE CONTRACTOR

14.1.1 The Contractor may terminate the Contract because the Work has been stopped for a period of more than thirty (30) days through no act or fault of the Contractor or a Subcontractor or their agents or employees or any other persons performing portions of the Work under contract with the Contractor, provided the Contractor notifies the Authority and OAR in writing of such intent and the Authority has not cured the Work stoppage within fourteen (14) days of receipt of such notice, for any one of the following reasons:

1. issuance of an order a court or other public authority having jurisdiction which requires all Work to be stopped; or
2. an act of government, such as a declaration of national emergency which requires all Work to be stopped; or
3. because the OAR has not approved an Application for Payment and has not notified the Contractor of the reason for withholding approval, or because the Authority has not made payment within the time stated in the Contract Documents.

14.1.2 If repeated suspensions, delays or interruptions by the Authority constitute in the aggregate more than one hundred percent (100%) of the total number of days scheduled for Substantial Completion, or one hundred and twenty (120) days in any 365-day period, whichever is less, then the Contractor may terminate the Contract unless the Authority has approved a Contract Modification for the increased time and cost in accordance with Article 2.

14.1.3 If the Contractor terminates the Contract per Article 14.1.1 or 14.1.2, the Contractor may recover from the Authority payment for Work executed and actual reasonable costs incurred with respect to materials, equipment, tools, and construction equipment and machinery, including reasonable overhead, profit earned to the date of termination, subject to the limitations in Article 7. There is no entitlement to anticipatory profits, unless agreed to by the Authority as part of a final Contract Modification that fully resolves all outstanding issues on the Project. The Contractor shall substantiate its request for payment as requested by the Authority.

14.1.4 Termination of the Contract or a portion thereof pursuant to Article 14.1.1 or 14.1.2 shall neither relieve the Contractor or its Surety of their responsibilities for the completed Work nor shall it relieve the Contractor and Surety of their obligation for and concerning any Claim arising out of the Work performed.

24) In relation to Section 3.1.3 of the General Conditions, please advise if subsurface conditions can be removed from the Contractor's investigation obligations.

Explanation: Currently, the RFP does not call for the Contractor to undertake extensive geotechnical/subsurface testing, for which cost would need to be included in its bid. Instead, as confirmed by Section 2.1.3 of the General Conditions, the Owner intends to provide such reports to the Contractor, but then disclaims all accuracy of these reports. If the Contractor cannot rely upon the Owner-provided reports, then it must revert back to undertaking extensive geotechnical/subsurface testing of its own. In order to avoid these additional costs being included in bids, it makes sense to handle subsurface differing site conditions (if any) via request(s) for change versus carrying costs for an event that may not occur.

3.1.3 The Contractor represents that it is familiar with the Project site and has received all information it needs concerning the conditions of the Project site. The Contractor represents that it has inspected the location of the Work and has satisfied itself as to the location and condition thereof, including, without limitation, the location and condition of all structures, utilities, and surface and subsurface conditions. In addition the Contractor has investigated and is fully informed of the conditions to be encountered, of the character, quality and quantities of Work to be performed and materials to be furnished and included in its Proposal and Contract all items necessary for the proper execution and completion of the Work. At no additional cost to the Owner, the Contractor shall undertake all further investigations and studies as may be necessary or useful to determine the location and condition of structures, utilities, surface and subsurface conditions. The Contractor shall exercise special care in executing Work in proximity of known utilities, improvements, and easements. The Contractor shall be solely responsible for the location of any existing utilities. Based upon the foregoing inspections, understandings, agreements and acknowledgments, the Contractor agrees and acknowledges: (i) that the Total Contract Price is just and reasonable compensation for all the Work, including all reasonably foreseen and foreseeable risks, hazards, and difficulties in connection therewith; (ii) that the Contract Time is adequate for the performance of the Work; and (iii) that the Work shall not result in any unintended lateral or vertical movement of any existing structure. The Contractor shall have no claims for surface or subsurface conditions except as described in Article 4.3.5.

RESPONSE: No Change. The geotechnical report is included in the box.com folder for reference only. The Contractor is to determine whether the previous tesing is sufficient or whether additional or updated testing is needed.

25) In relation to Section 7.1.10(2) of the General Conditions, please advise if the Contractor can recover additional costs for Owner-caused delays (including those parties the Owner contracts).

Explanation: Respondents are unable to accurately price impacts that are outside of their control. Instead of building in excessive internal contingency for costs relating to Owner-caused delay, it makes sense to address these costs via request(s) for change. This is the industry standard, particularly in relation to Owner-caused delay. As drafted, the "active interference" standard is overly restrictive.

2. If the Contractor is delayed in performance of the Work by any act or omission of the Owner, OAR, or by any member, officer, employee, agent, servant, or representative of the Owner or OAR, or by any separate contractor or consultant engaged by the Owner or OAR, or by changes in the Work ordered by the Owner (as reflected in COs, CCDs, or FCOs), or by fire, or any unforeseen cause which the Contractor lacked any ability to control or manage, all of which occurred without any responsibility, fault, or negligence on the part of the Contractor and, in the opinion of the Owner, neither could have been anticipated nor avoided by the Contractor, then the Contract Time shall be extended for an appropriate period of time to compensate the Contractor for the delay, which in no event shall exceed a day-for-day extension for the period

of proven actual delay to the critical path as described above; provided that the Contractor has complied with the notice requirements of Article 4.3 and submitted full documentation supporting the request. Labor disputes involving the Contractor, its Subcontractors, Subconsultants or any other laborers or materialmen performing the Work, shall not be considered to be unforeseeable, unavoidable, or unanticipated. An extension of the Contract Time shall be the Contractor's sole and exclusive remedy for any delay of any kind or nature, except to the extent the delays were solely caused by: (1) material acts or material omissions by the Owner or parties for whom the Owner bears responsibility constituting active interference; or, (2) concealed or unknown conditions as set forth in Article 4.3.5. For these two types of delays, the Contractor may only be entitled to the reasonable actual costs that are caused directly and solely by the delay and allowed for Contract Modifications as set forth in Article 7.1.9.9. The Owner's exercise of any of its rights or remedies, including, without limitation, ordering changes in the Work or suspending, rescheduling or ordering correction of the Work, regardless of the extent or frequency of Owner's exercise of such rights or remedies, shall not be construed as active interference.

RESPONSE: No Change.

26) In relation to Section 7.1.10(2) of the General Conditions (see above), please also advise if the Contractor can recover additional costs for force majeure delays.

Explanation: Similar to the prior Explanation, this risk is outside respondents' control and best handled via change management.

RESPONSE: No Change.

27) In relation to Section 11.4.7 of the General Conditions, please advise if the Contractor and its Subcontractors of all tiers will be provided a waiver of subrogation under the Owner-provided Builder's Risk Insurance (BRI). In addition, please provide a copy of the BRI policy for review.

Explanation: This is the purpose of having insurance. Should the Owner's BRI carrier be able to simply recover any losses paid out, then this coverage provides no protection to the parties it is in fact intended to protect (i.e., those building the job).

11.4.7 Any damage or loss (including theft) to Owner's property, including Work at Project site, materials, appurtenant property, arising from the actions, errors, omission or improper performance by Contractor or its Subcontractors of any tier shall not prohibit Owner from making a claim under the Property Insurance Program. Any claim covered by this Property insurance program shall not absolve Contractor or its subcontractors from any responsibility or liability of claim, damages, or loss. Owner or its insurer, on its behalf, does not waive any right to recover from Contractor, its Subcontractors, or each of its insurers for such damages or loss.

RESPONSE: No Change.

28) In relation to Section 4.3.2 of the General Conditions, please advise if the Contractor will equally be provided a waiver of consequential damages in its favor, as is currently provided only to the Owner.

Explanation: This is industry standard in the market, and for good reason. The fee a contractor makes on a project pails in comparison to the risk of consequential damages (e.g. lost profits, holdover rent, etc.), especially on an active airport. The Contractor is waiving consequential damages as towards the Owner. It is only fair that it receives a waiver of its own in return.

to comply with the time requirements for providing written notice and substantiation of Claims shall result in a waiver of the applicable Claim. Under no circumstances shall the Contractor be entitled to any indirect, incidental, special, or consequential damages in any proceeding arising out of or relating to this Contract or the breach thereof.

RESPONSE: No Change.

29) In relation to Section 11.0 of the Instructions to Proposers, please advise if liquidated damages (LD) can be reduced, capped at a reasonable percentage of the Contractor's Fee, only be tied to Substantial Completion, and be defined as the Owner's sole remedy in the event of delay.

Explanation: Given the volume of the Project, the LD per diem sums are aggressive. Compounding the problem is the fact that no grace period is provided nor a reasonable cap. Also, LD's are not only tied to substantial completion, but also to final completion. As is common knowledge, LD's are unenforceable if they are a penalty. Given the fact that GOAA will have beneficial occupancy of the Project, and thus be able to generate profits, LD's tied to final completion are a penalty and should be removed. Finally, the below highlighted language indicates that LD's may not constitute the Owner's sole remedy in the event of delay. This is not equitable, as it can only serve as a double recovery of potential delay damages, and too should be removed.

11.0 LIQUIDATED DAMAGES:

It is agreed that if Substantial Completion or Final Completion, as defined in the Contract Documents, is not achieved within the Contract Time, as adjusted by Contract Modifications, if any, the Contractor and its surety shall be liable to the Owner for the following Liquidated Damages for such delay and not as a penalty:

- TWENTY THOUSAND and 00/100 Dollars ($20,000) per calendar day for each and every consecutive calendar day elapsing between the date fixed for Substantial Completion of the Work and the date Substantial Completion is actually achieved, and
- FIVE THOUSAND and 00/100 Dollars ($5,000) per calendar day for each and every consecutive calendar day beyond the calendar days fixed for Final Completion and the date Final Completion is actually achieved.

The Owner's receipt of payment for such Liquidated Damages does not preclude the Owner from pursuing any other rights or remedies available to it under the Contract or Florida law. Furthermore, the Owner specifically reserves all claims and rights to indemnification and recovery from Contractor for third-party claims, demands, expenses, and costs arising from or related to delays caused by the Contractor.

RESPONSE: No Change. Note that the Contract Time is defined as the Contract Time specified in the Instructions to Proposers Article 10.0, or the Contract Time included in the Contractor's Technical Proposal, *whichever is less*.

30) In relation to Section 11.7 of the General Conditions, please advise if the Contractor's indemnity obligations can be limited to claims resulting from third-party bodily injury and property damage, as is drafted in other standardized contract templates (including the AIA). If not, please advise if Section 11.7.1 will be removed such that Section 11.7.3 controls. Florida Statute 725.06(2) only permits the Section 11.7.3 language to be included in a public agency's contract for construction.

Explanation: Similar to consequential damages, by creating a risk that cannot be insured (i.e. bodily injury and property damage), a respondent is now required to build in excess funds into its bid. This is not conducive to GOAA receiving the lowest responsive and responsible bid. As noted above, this position is also contrary to other industry-standard forms.

11.7 INDEMNIFICATION

11.7.1 To the fullest extent permitted by law, Contractor shall indemnify and hold completely harmless the Owner, City of Orlando, (including, without limitation, their officers, agents, employees and all members of the governing boards and the Citizen Advisory Committees of each), as well as the OAR, State of Florida, Department of Transportation, and the officers, agents, and employees of each of them (the "Indemnified Parties") from and against any and all claims, suits, demands, judgments, losses, costs, fines and penalties (including any assessed by the FAA or TSA, and any required or recommended investigation and security training, incurred as a result of any violation of federal regulations, including the Airport Security Plan), damages, expenses, liabilities (including statutory liabilities under Workers Compensation laws) and reasonable expenses (including, but not limited to, fees for attorneys, expert witnesses, scene recreations, legal support expenses) ("Damages"), which may be incurred by or charged to Indemnified Parties, to the extent caused in whole or in part by any negligent act, omission, recklessness or intentional misconduct by the Contractor, any Subcontractor, or any of their officers, directors, partners, employees, agents, or suppliers, or anyone directly or indirectly employed by any of them or anyone for whose acts they may be liable, arising directly or indirectly from (i) the Work or Project or this Contract, (ii) work performed under warranty, or (iii) the failure of the Contractor to keep, observe or perform its responsibilities and obligations contained in or arising from this Contract. . This indemnification obligation shall apply and not be limited by any limitation on the amount or type of compensation or benefits under worker's compensation laws, disability benefits, or other employee benefits. The obligations of this paragraph shall not be construed to negate, abridge, or reduce other rights or obligations of indemnity which would otherwise exist under law or this Contract. Nothing in this Contract shall be deemed a waiver by Owner of its sovereign immunity rights under the laws of the State of Florida, other than those specifically waived by virtue of this Contract.
11.7.2 This indemnification shall survive the expiration or termination of this Contract.

11.7.3 If the above indemnity provisions are deemed void in whole or in part under Florida law, then the following indemnification obligations shall apply to the extent such provisions are deemed void: Contractor shall indemnify and hold harmless the Owner, its officers and employees, OAR, and DCC from liabilities, damages, losses and costs, including but not limited to, reasonable attorney's fees, to the extent caused by the negligence, recklessness, or intentional wrongful misconduct of the Contractor and persons employed or utilized by the Contractor in the performance of the Contract.

RESPONSE: No Change.

31) In relation to Section 12.2.2 of the General Conditions, please confirm that the Contractor's liability, by terms under an applicable special warranty required by the Contract Documents, will not be extended beyond the applicable statute of limitations or repose under Florida law.

Explanation: A contractor's liability should exist for a reasonable period of time on a project, as established under Florida law. The included special warranty language could serve to extend this period not only for years, but potentially decades.

12.2.2 If, within one (1) year after the date of Substantial Completion of the Work or designated portion thereof, or after the date for commencement of warranties or by terms of an applicable special warranty required by the Contract Documents, any of the work is found to be not in accordance with the requirements of the Contract Documents, the Contractor shall, at its sole cost, correct it promptly after receipt of written notice from the Owner or OAR to do so unless the Owner has previously given the Contractor a written acceptance of that specific condition. This period of one year shall be extended with respect to portions of Work first performed after Substantial Completion by the period of time between Substantial Completion and the Final Completion of the Work. The obligations under this paragraph shall survive acceptance of the Work under the Contract and termination of the Contract. Even after the expiration of the one (1) year period, the Contractor shall cooperate with the Owner to resolve any issues that may arise with product warranties provided under this Contract.

RESPONSE: No Change.

32) In relation to Section 1.6 of the General Conditions, the Contractor's Assumptions & Clarifications (A&C's) are not listed. Please advise if these A&C's may be listed as the second highest order of priority, following Contract Modifications.

Explanation: The Contractor's A&C's form the basis of its proposal. Especially given that the Project is being bid on a stipulated sum basis, these A&C's are of critical importance to maintain the integrity of the Contractor's scope and bid.

1.6 ORDER OF PRECEDENCE

A. The order of precedence for the Contract Documents shall be as follows:

1. Contract Modifications
2. Agreement between Owner and Contractor
3. Addenda issued during procurement process
4. Special Conditions
5. Design Criteria Package; drawings and specifications
6. Supplemental Conditions
7. General Conditions
8. Instructions to Proposers and all portions thereof containing information required from the Contractor
9. Contractor's Specifications and Drawings: Drawings take precedence over Specifications as to quantity and location. Specifications take precedence over Drawings as to quality of materials and workmanship.
10. Unit Price Schedules contained in the Contractor's Proposal
11. Request for Proposal
12. Measurements by Scale
13. Contractor's Technical Proposal

RESPONSE: No Change. The Contractor's Technical Proposal is listed in number 13. Only clarifications and assumptions that are compliant with the DCP and the other Contract Documents will be accepted by the Owner.

33) Please confirm that, upon award, the selected respondent will have a reasonable opportunity to negotiate the provided Contract Documents with GOAA.

RESPONSE: The successful Proposer must execute the Contract as is, without any negotiation. The design review process allows for negotiation of acceptable design details, as long as in compliance with the DCP.

34) Please confirm anticipated timeframe for availability of funding. Based on the pre-proposal conference, the NTP of July 10th, 2023 indicates that it is subject to availability of funding. Once proposals are received on May 31st, what is anticipated process to confirm funding is in place for the project?

RESPONSE: The Aviation Authority Board must approve the project as part of the updated capital improvement plan. At this time, it is anticipated that will occur at the same board meeting in June 2023.

35) In addition to the above specific Explanations, will GOAA consider the hardship that many of these above-listed onerous contract provisions will place on potential DBE contractors. As GOAA is aware, Section 13.0 of the Instructions to Proposers sets forth aggressive DBE participation goals. In order to achieve, and potentially even exceed, such goals, it behooves GOAA to advise in the affirmative on the above Requests for Interpretation or Correction. For example, the majority of DBE's will hold smaller contract volumes. Given the $20,000/day LD risk, only a few days of delay could quickly become more than a DBE's entire contract sum. The same scenario applies to consequential damages, as well as other provisions.

RESPONSE: It is within the Proposer's discretion to what extent it will assist subcontractors with risk mitigation techniques.

END OF ADDENDUM NO. 1 (BP-S00198)

SECTION 00 41 13.15.2 - EXHIBIT A.2 - **ENVELOPE C**

Proposer/Bidder: _____

Enter value from PRICE PROPOSAL FORM (Section 00 41 13 - 7):

Total Base Bid Price: **Schedules A + B**: $ _____

SCHEDULE OF DBE SUBCONTRACTOR PARTICIPATION MONETARY VALUES FOR SCHEDULES A + B

DBE Goal: **25%**

	"A"	"B"	"C"		"D"	"E"	
	NAME OF CERTIFIED DBE FIRM, MANUFACTURER, SUPPLIER	ADDRESS AND PHONE NUMBER	SCOPE OF WORK	NAICS CODE	DBE SUBCONTRACT AMOUNT ($)*	SUPPLIER SUBCONTRACT AMOUNT ($)**	GOAA Use Only
1							
2							
3							
4							
5							
6							
				DBE TOTAL $			
	Example Firm/ Manufacturer				$100		
	Example Supplier				$60	$100	

*"D" Show DBE Bid Values: The Proposal value in this column for Supplier Subcontracts is shown as 60% of column "E" 100% value.
** "E" Show DBE Supplier Values: Full Subcontractor Bid Amount

The undersigned will enter into a formal agreement with the above DBE subcontractors for work listed in the schedule conditioned upon execution of a contract with the Owner.

By: _____

SECTION 00 41 13.15.2 - EXHIBIT A.2 – **TO BE SUBMITTED UPON AWARD OF THE ALTERNATE** Proposer: _____

Enter value from PRICE PROPOSAL FORM (Section 00 41 13 - 7):

Total Option #1: **Schedule B Alternate 1**: $ _____

SCHEDULE OF DBE SUBCONTRACTOR PARTICIPATION MONETARY VALUES FOR SCHEDULE B ALTERNATE 1 DBE Goal: **25%**

	"A"	"B"	"C"		"D"	"E"	
	NAME OF CERTIFIED DBE FIRM, MANUFACTURER, SUPPLIER	ADDRESS AND PHONE NUMBER	SCOPE OF WORK	NAICS CODE	DBE SUBCONTRACT AMOUNT ($)*	SUPPLIER SUBCONTRACT AMOUNT ($)**	GOAA Use Only
1							
2							
3							
4							
5							
6							
				DBE TOTAL $			
	Example Firm/ Manufacturer				$100		
	Example Supplier				$60	$100	

*"D" Show DBE Bid Values: The Proposal value in this column for Supplier Subcontracts is shown as 60% of column "E" 100% value.
** "E" Show DBE Supplier Values: Full Subcontractor Bid Amount

The undersigned will enter into a formal agreement with the above DBE subcontractors for work listed in the schedule conditioned upon execution of a contract with the Owner.

By: _____

SECTION 00 41 13.15.2 - EXHIBIT A.2 - **TO BE SUBMITTED UPON AWARD OF THE ALTERNATE** Proposer/Bidder: _____

Enter value from PRICE PROPOSAL FORM (Section 00 41 13 - 7):

Total Option #2: **Schedule C:** $ _____

SCHEDULE OF DBE SUBCONTRACTOR PARTICIPATION MONETARY VALUES FOR SCHEDULE C

DBE Goal: **25%**

	"A"	"B"	"C"		"D"	"E"	
	NAME OF CERTIFIED DBE FIRM, MANUFACTURER, SUPPLIER	ADDRESS AND PHONE NUMBER	SCOPE OF WORK	NAICS CODE	DBE SUBCONTRACT AMOUNT ($)*	SUPPLIER SUBCONTRACT AMOUNT ($)**	GOAA Use Only
1							
2							
3							
4							
5							
6							
				DBE TOTAL $			
	Example Firm/ Manufacturer				$100		
	Example Supplier				$60	$100	

*"D" Show DBE Bid Values: The Proposal value in this column for Supplier Subcontracts is shown as 60% of column "E" 100% value.
** "E" Show DBE Supplier Values: Full Subcontractor Bid Amount

The undersigned will enter into a formal agreement with the above DBE subcontractors for work listed in the schedule conditioned upon execution of a contract with the Owner.

By:_____

SECTION 00 41 13.15.2 - EXHIBIT A.2 - **TO BE SUBMITTED UPON AWARD OF THE ALTERNATE** Proposer/Bidder: _____

Enter value from PRICE PROPOSAL FORM (Section 00 41 13 - 7):

Total Option #3: **Schedule D:** $ _____

SCHEDULE OF DBE SUBCONTRACTOR PARTICIPATION MONETARY VALUES FOR SCHEDULE D

DBE Goal: **10%**

	"A"	"B"	"C"		"D"	"E"	
	NAME OF CERTIFIED DBE FIRM, MANUFACTURER, SUPPLIER	ADDRESS AND PHONE NUMBER	SCOPE OF WORK	NAICS CODE	DBE SUBCONTRACT AMOUNT ($)*	SUPPLIER SUBCONTRACT AMOUNT ($)**	GOAA Use Only
1							
2							
3							
4							
5							
6							
				DBE TOTAL $			
	Example Firm/ Manufacturer				$100		
	Example Supplier				$60	$100	

*"D" Show DBE Bid Values: The Proposal value in this column for Supplier Subcontracts is shown as 60% of column "E" 100% value.
** "E" Show DBE Supplier Values: Full Subcontractor Bid Amount

The undersigned will enter into a formal agreement with the above DBE subcontractors for work listed in the schedule conditioned upon execution of a contract with the Owner.

By: _____

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

Project No./Name: _____

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer: _____ **Self-Performing:** ☐Yes ☐No

Firm's Representative: _____ **Title:** _____

Signature: _____ **Date:** _____

Address: _____ **City, State, Zip:** _____

Phone: _____ **Email:** _____

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE: _____

DBE's Representative: _____ **Title:** _____

Signature: _____ **Date:** _____

Address: _____ **City, State, Zip:** _____

Phone: _____ **Email:** _____

DBE Performing as: ☐Subcontractor ☐Manufacturer (100% credit) ☐Broker (fees/commissions only) ☐Dealer / Supplier (60% credit) ☐Trucking/Hauling

Scope(s) of Work: _____ **NAICS Code:** _____

_____ _____

_____ _____

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$	$	%
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$	$	%
Schedule C: *Level 3 Shell, including 20' Connection to Garage C*	25%	$	$	%
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$	$	%

GREATER ORLANDO AVIATION AUTHORITY

ADDENDUM NO. 2

(Issued April 21, 2023)

TO THE RFP DOCUMENTS FOR BP-S00198 TERMINAL C MULTI-MODAL CONNECTOR PEDESTRIAN BRIDGE AND RENTAL CAR LOBBY (D/B) ORLANDO INTERNATIONAL AIRPORT

TO ALL HOLDERS OF CONTRACT DOCUMENTS

1. Your attention is directed to the following interpretations of, changes in, and/or additions to the contract documents for the above-named project.
2. This Addendum is part of the Contract Documents.
3. Proposers shall acknowledge receipt of this Addendum in the space provided on the Price Proposal Form Section 00 41 13

RFP:

1. All Proposers are invited to attend a site visit on Monday, April 24, 2023 at 2:00 p.m.. See response to question 60.

REVISED RESPONSE TO QUESTION 16

16) What type of concessions should be planned for at the proposed "Concessions" area? Will Grab & Go suffice or will typical kitchen equipment (exhaust, grease waste, etc) be required?

RESPONSE: The Concession space may be a Grab and Go concept, however the space should be constructed with power/data, water and sanitary connections, and a grease trap in case a more full service concept is installed in the near future.

ADDITIONAL QUESTIONS

36) Specification Section 00 41 13, Price Proposal Form, defines "TOTAL BASE BID PRICE FOR SCHEDULES A AND B" as Schedule A + Schedule B. It also defines "Total Proposal Price" as Schedule A + Schedule B + DRB Allowance. Specification Section 00 24 16 states that "The Total Base Bid Price will then be divided by the Total Numeric Score to Arrive at the Adjusted Score." Please clarify what the "Total Base Bid Price" is comprised of.

RESPONSE: The Total Base Bid Price is the Total Base Bid Price for Schedules A and B. It is not the Total Proposal Price that includes the DRB Allowance.

37) Level 4, Area 4, RAC G040234 shows Power Distribution to support RAC Counters, Kiosks and Dynamic Display. Please confirm that these circuits are to be rerouted to the new RAC Lobby, and that power should be deleted from this location.

RESPONSE: Confirmed. Power Distribution to support RAC Counters, Kiosks and Dynamic Display shall be routed to the proposed Schedule B RAC Lobby area unless a solution more favorable to the Aviation Authority is devised by the design-build proposer. This will be part of the design development process.

38) Level 4, Area 4, RAC G040234 shows Horizontal Data Distribution Cabling to support RAC Counters, Kiosks and Dynamic Display. Please confirm that are to be rerouted to the new RAC Lobby, and that Cabling and Devices should be deleted from this location.

RESPONSE: Confirmed. Horizontal Data Distribution Cabling to support RAC Counters, Kiosks and Dynamic Display shall be routed to the proposed Schedule B RAC Lobby area unless a solution more favorable to the Aviation Authority is devised by the design-build proposer. This will be part of the design development process.

39) Level 4, Area 4, RAC G040234 shows RAC Counters, Dynamic Displays, Soffit, Carpet and Anti-Fatigue Mats. Since the RAC Operations are being moved to the RAC Lobby, please confirm the Architectural Design Intent for this Area.

RESPONSE: Please refer to Level 04 Concept and Schedule A: GTF Pedestrian Bridge included in the DCP for Architectural Design Intent for this Area.

40) Summary of Work Section 011100, Part 1, Item 1.2, A.3 states "The Project will be seeking LEED v4 BD + C Certification". Phase 1 of the GTF did not require LEED Certification. Please clarify.

RESPONSE: Please delete that sentence from the Summary of Work. See Response to Question 7.

41) Division O Fed DesignBuild for GTF - 03.21.2023 Specification, was issued concurrently with the Project Manual for BP-S198. Which document takes precedence in the event of a discrepancy or conflict?

RESPONSE: The Project Manual for the previous BP-S198 is for reference only. The entire bid package was uploaded so that the Proposers would have the standard specifications.

42) General Decision Number: FL20230218 01/13/2023 as published in Division 0 Fed DesignBuild for GTF - 03.21.2023, does not provide Wage Determinations for all Classifications that will be required on the Project. Please advise what standards are to be used for unpublished Classifications.

RESPONSE: The Department of Labor has a process for requesting additional classifications by submitting a SF-1444. For assistance with completing form SF 1444, with questions concerning the conformance process, please contact a WHD Branch of Construction Wage Determinations (BCWD) wage analyst. A list of analysts and their states can be found at the following website:

https://www.dol.gov/whd/govcontracts/stateassignments.htm

43) Project Manual, Division 0, GP40 Scope of Work, Item 40-04.9.b, states that "Contractor's burden on direct labor costs shall be limited to a maximum of 42% of labor costs for straight time unless the Contractor justifies to the satisfaction of the Owner that actual costs for these items exceed this limit". Please clarify which specific burden costs are included in the Davis Bacon "Fringes" figure as relate to the 42% maximum.

RESPONSE: Revise to "Contractor's burden on direct labor costs shall be limited to 42% of labor costs for straight time and 30% for overtime, or the Davis Bacon Fringe Rate, whichever is greater, unless the Contractor justifies to the satisfaction of the Owner that the Contractor's actual costs for such items exceed these limits."

44) Program Description, Schedule C requires "Provision for utilities needed for future tenant improvements." Please provide a Program Description and anticipated Loads for all utilities serving Level 3.

RESPONSE: Utilities should be designed for a general office buildout in accordance with the Aviation Authority's design guidelines.

45) Ground Level Concept Drawing shows a "FUTURE GTF LOBBY". Are there any utility requirements to be provided for this Space under this RFP?

RESPONSE: No, this area is to be reserved for future parking and loop roadway. The Ground Level Future GTF Lobby is Right of Way (ROW) only.

46) Section 002416, Part II Project Schedule and Approach, requires that Milestones shall be established for Permitting. Since the Contractor has no control over City Review Durations, please provide a Duration (In calendar days) for each City Permit Review Activity to be included in the Project Schedule.

RESPONSE: The Owner has no control over City Review Durations. This is a contractor risk to anticipate and mitigate.

47) Pre-Proposal Submission Requirements for Envelope B amended the Submission date to 05/31/23. Selection Schedule still shows April 24, 2023 as the "Questions Due" date (unchanged). Please consider extending the date for RFIs that are specific to Envelope B.

RESPONSE: Question deadline is extended to May 22, 2023.

48) Please confirm that the performance of work by Second Tier Subcontractors will be counted toward the Schedule A, B and D DBE Participation Goals as relate to 49 CFR Part 26. Paragraph 26.55, Item (a) states "When a DBE participates in a contract, you can count only the value of the work actually performed by the DBE toward DBE goals." There is no restriction on whether the DBE is a First Tier or Second Tier Subcontractor. Additionally, GOAA's DBE Policy, Section XVII Counting DBE Participation, states "For satisfying the goals established at each division or portion of work, the participation to be counted shall include participation at the first or second tier subcontract levels".

RESPONSE: On this project, only prime (first tier) subcontractors and suppliers will be counted towards the goal. The question's reference to GOAA Policy applies to construction management projects only.

49) Will the Florida Unified Certification Program certify Joint Venture Companies consisting of a DBE and Non-DBE? If so, how will the JV's participation be credited toward the DBE Goal?

RESPONSE: The JV itself is not certified. However, in a JV that contains a DBE partner, the value of the contract equal to the distinct, clearly defined portion of the work of the contract that the DBE performs with its own forces is counted towards the DBE goal.

50) Selection Schedule shows July 10, 2023 as the "Anticipated NTP (subject to availability of funding)". Please clarify exactly what funding is at risk and what impact this may have.

RESPONSE: Please disregard the reference to funding. See previous response to question 34.

51) Please provide copies of Borings, Soil Analysis Reports and Geotechnical Reports for the RAC Lobby Area.

RESPONSE: There are none for this specific area. To be by Contractor.

52) Section 004113, Page 7, Add Alternates (Options) describes Schedule B Alternate 1 as "for Design/Build Services to add 20' connection to Garage C." Please clarify whether this Connector is to be conditioned space or open air.

RESPONSE: This connector shall be conditioned space.

53) Ground Level Concept Drawing shows a "TRASH AREA", but the DCP does not provide any construction or operational details or criteria. Please define TRASH AREA requirements.

RESPONSE: The Trash Area shown on the Ground Level Concept Drawing shall be enclosed and include overhead doors and room for (2) dumpsters, meeting all applicable codes.

54) Basis of Design Narrative, Structural, Section 2, New Elevated Floors states, "All elevated floors in the building, all areas, are constructed of cast-in-place concrete beams, girders and slabs." If an Alternative Structural System that would allow for cost and time savings at the RACS Lobby is possible, can it be included in the Structural Design for the RACS Lobby as part of the Schedule B Pricing?

RESPONSE: Yes, alternative construction methods can be utilized. Finishes need to be in accordance with the design criteria package requirements. See response to question 13. Design details will be reviewed for approval during the design development phase.

55) Basis of Design Narrative, Section 3, STC Material Quality Standards, presents a Specifications Table of Contents for the GTF and RAC Lobby, Materials and Finish Systems. There is no reference as to which version of the Specifications is to be applied to the project. Please confirm that BP-S198 Ground Transportation Facility Pedestrian Bridge and Loop Road Volumes 1 through 5, Dated June 17, 2022, shall be used for the Design Build Project. There are no Revisions noted in these Documents, so please confirm that the Specifications are current, and have incorporated Addenda 1 through 9. Please advise whether the RACS Design is allowed deviate from these Specifications.

RESPONSE: Addendum 1-9 have not been incorporated into Volumes 1-5. The documents are not conformed documents. The design review process allows for some modifications to the specifications if approved by the Owner.

56) BP-S198 South Terminal C - Phase 1 GTF Pedestrian Bridge and Loop Road Drawings Volumes 1 through 4 (Dated June 17,2022) were issued as part of the Design-Build RFP. There are no entries in any of the Revision Blocks. Please confirm that Addenda 1 through 9 were incorporated into the Drawings.

RESPONSE: The drawings are provided for reference only. Addendum 1-9 have not been incorporated into Volumes 1-5. The documents are not conformed documents.

57) Can the Technical Proposal (Envelope A) due date be extended to May 17, 2023, to allow more time to integrate subcontractor feedback into our design solutions?

RESPONSE: No, but the Technical Proposal (Envelope A) **due date is extended to May 10, 2023, 2:00 p.m**.

58) Is Landscape included in the project scope of work?

RESPONSE: No

59) Please re-consider the responses to the questions regarding contract terms or have another pre-proposal conference to discuss.

RESPONSE: The requested change were reviewed with GOAA leadership and no changes will be made to the contract terms. GOAA has used the same or similar contract terms for years without major issues. Proposers should account for all risk allocation terms in their price proposals.

60) A site visit is requested for non-public areas of the project for Monday 4/24/23, at or about 1PM, to view utilities and other items.

RESPONSE: All interested parties to meet at the train station information booth on level 3 of the train station at 2 pm. All questions must be submitted in writing to the email address: BPS198@goaa.org.

END OF ADDENDUM NO. 2 (BP-S00198)

GREATER ORLANDO AVIATION AUTHORITY

ADDENDUM NO. 3

(Issued April 21, 2023)

TO THE RFP DOCUMENTS FOR BP-S00198 TERMINAL C MULTI-MODAL CONNECTOR PEDESTRIAN BRIDGE AND RENTAL CAR LOBBY (D/B) ORLANDO INTERNATIONAL AIRPORT

TO ALL HOLDERS OF CONTRACT DOCUMENTS

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ADDITIONAL QUESTION:

61) We would like to see the site itself to ascertain utility locations, feeder sizes, switchgear locations and sizes along with expansion capabilities and others.

RESPONSE: All Proposers are invited to attend a site visit on Monday, April 24, 2023 at 2:00 p.m. See response to question 60 in Addendum 02 for the starting location. A badged escort will have a key to the electrical room that serves the current Ground Transportation Facility. Verbal questions cannot be accommodated during the site visit.

END OF ADDENDUM NO. 3 (BP-S00198)

GREATER ORLANDO AVIATION AUTHORITY

ADDENDUM NO. 4

(Issued April 27, 2023)

TO THE RFP DOCUMENTS FOR BP-S00198 TERMINAL C MULTI-MODAL CONNECTOR PEDESTRIAN BRIDGE AND RENTAL CAR LOBBY (D/B) ORLANDO INTERNATIONAL AIRPORT

TO ALL HOLDERS OF CONTRACT DOCUMENTS

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DESIGN CRITERIA PACKAGE:

1. Any specification in the Aviation Authority design guidelines that specifies a manufactured product by name shall be interpreted as a performance specification whereby alternate products may be submitted in order to comply with federal requirements such as the FAA's Buy American preference. A "basis of design" brand name is listed for ease of reference to the performance standards of the product. Any statement to the effect that "no other manufacturers are allowed" will be deleted during the design development phase.

ADDITIONAL QUESTIONS:

62) As mentioned during the site visit on 4/24/23, please confirm that Proposers can visit the jobsite at any time, without an escort and without security badges.

RESPONSE: Yes, the jobsite (where the existing foundations are located) is open and unsecured and parking is readily available in the vicinity. Proposers may visit and inspect the jobsite at any time.

63) Will the existing Garage C model be provided?

RESPONSE: The Parking Garage C (APM/ITF phase and STC phase) structural and fire protection as-builts have been posted to the box.com folder for the project. Revit model will be uploaded to Box for reference only.

64) What size is the current fire pump is in existing Garage C?

RESPONSE: The Parking Garage C (APM/ITF phase and STC phase) structural and fire protection as-builts have been posted to the box.com folder for the project. Revit model will be uploaded to Box for reference only.

65) Would conventional shallow foundations on ground improvements be an acceptable substitute in lieu of auger-cast piles for the new RAC and short bridge expansion?

RESPONSE: Please refer to the previously distributed RFP documents / addenda for requirements associated with Alternative Design Concepts. Also, please refer to the Design Criteria Package for the list of applicable codes for the project. If the proposed structural system meets all applicable standards and codes, is cost effective, is feasible with respect to existing underground utilities and does not preclude the Authority's plans for potential future building / facility expansion areas, then such structural systems can be considered.

66) We find no documentation for Parking Garage C included in the provided documents. In order to provide the alternate price for Fire Sprinklers, please provide the structural (as-built) drawings as well as the Fire Protection (as-built) drawings for Parking Garage C. Also please provide expected size/levels of expansion.

RESPONSE: The Parking Garage C (APM/ITF phase and STC phase) structural and fire protection as-builts have been posted to the box.com folder for the project. Revit model will be uploaded to Box for reference only.

67) Will GOAA make virtual (Zoom, Teams or other) accommodations for remote presenters during the interview process that cannot attend with the rest of the group?

RESPONSE: No, all presenters must attend in person

END OF ADDENDUM NO. 4 (BP-S00198)

GREATER ORLANDO AVIATION AUTHORITY

ADDENDUM NO. 5

(Issued May 2, 2023)

TO THE RFP DOCUMENTS FOR BP-S00198 TERMINAL C MULTI-MODAL CONNECTOR PEDESTRIAN BRIDGE AND RENTAL CAR LOBBY (D/B) ORLANDO INTERNATIONAL AIRPORT

TO ALL HOLDERS OF CONTRACT DOCUMENTS

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ADDITIONAL QUESTIONS:

68) Division 0 Fed DesignBuild for GTF, Section 00 72 53, Item 11.4.1 states that "the Owner shall, on behalf of itself, Contractor and subcontractors, procure and maintain an "All Risk" property insurance policy, including builder's risk coverage and equipment breakdown, resulting in damages or loss to real and personal property". Please provide a copy of this All Risk Policy for Contractor review.

RESPONSE: The Certificate of Insurance and the policy from the primary carrier has been uploaded to the box.com folder for this project. Proposers should provide a full copy of the design/build contract to their risk management or insurance agent/broker to understand its risk exposure, its obligations and responsibilities, regardless of the specified minimum insurance requirements for each party.

69) Based on Updated Occupant Load and Plumbing Calculations, can the number of Fixtures and/or number of Restrooms shown for the RACS Lobby be amended, or does the program require (4) dedicated Restrooms?

RESPONSE: Proposers are required to meet the applicable code requirements and standards for restrooms. For the proposal, Proposers shall provide (1) pair of restrooms on each side of RAC Lobby per DCP Schedule B: RAC Lobby (page 3).

70) Please advise which Version of the Buy American Act is applicable to this project. Based on the timing and sourcing of funding, are any recent FAR Amendments to be acknowledged that may impact the threshold for Domestic Content Percentage or the List of Compliant Countries? Are the BAA requirements being applied to the entire Construction Cost, or just to the Federally Funded portion of the Contract?

RESPONSE: The Buy American Certification is included on the Price Proposal Form, pages 4-6. This is the current certification that is required by the Federal Aviation Authority (FAA) that was last updated by the FAA in November 2022. Notice that the certification does not include any list of compliant countries or reference to international trade agreements. Typically, the exception for trade agreements only applies to direct federal procurements, not grant recipients. Under the required certification for this project, the only exempt products are those that have an approved waiver or those are included on the FAR list of excepted items. The certification applies to the entire contract, including alternates, if awarded.

71) The furnishing and installation of Moving Sidewalks is required under Schedule A and also under Option #4. None of the Listed manufacturers source this equipment domestically, thus violating the Buy American Act Provisions. Please advise whether GOAA will obtain a waiver for this equipment.

RESPONSE: Proposers should confirm the availability of any domestic source(s) for the moving sidewalk system and, if none are available, plan to submit a formal waiver request to the FAA. If a non-availability waiver is needed, the Aviation Authority will assist with this effort. The Aviation Authority recently conducted an outreach event to garner interest and information from the moving sidewalk industry and through that process will gather market data that it will share with the successful proposer. The Aviation Authority has no control over whether a waiver will be approved by the federal government.

The specifications for the moving sidewalks will be developed during the design phase. The dimensions and locations must comply with the DCP and a standard 12-month operations and maintenance program and plan must be included.

72) *Final Design Criteria Package 2023.03.20, Program Description, Schedule D: Parking Garage Fire Sprinklers,* does not address the Water Source to feed the Building. Please confirm that the Existing Fire Main and Existing Fire Pump located on Level 1 (1500 GPM) is to be utilized, and confirm that it is adequate to service Parking Garage C as well as the Future Expansion to the North.

RESPONSE: The Parking Garage C (APM/ITF phase and STC phase) structural and fire protection as-builts have been posted to the Box.com folder for the project. Bidders are responsible for confirming extent of existing fire main and existing pump to be utilized to adequately service Parking Garage C and future expansion and to meet all applicable codes and standards.

73) The Original GTF Vertical Permit BLD2017-12550 that was issued in 2020 was based on a design that was compliant with the 2014 Building Code. When Areas 4 & 5 were deferred, and the project was subsequently rebid based on Drawings and Specifications Dated June 17, 2022, were those Documents updated to Current Code prior to being issued? Under the current RFP, will these Reference Drawings and Specifications need to be updated to Current Building Code before being submitted to the City for Permitting? What version of the Code applies to the Project?

RESPONSE: Yes, the June 2022 reference documents were code compliant for that project, but code compliance for this project is the responsibility of the Architect of Record for this project.

74) Pedestrian Level (Level 4) Slab exhibited a 1" Deflection in Area 1. Please confirm that similar deflection should be anticipated for the balance of the Slabs, and that Epoxy Fill will be required to provide a level walking surface and to accept Curtain Wall.

RESPONSE: Deflections for all areas shall be determined by the design build contractor as part of design process.

75) The Bid Documents call for Schedule C to be shell space. Please clearly define expectations for shell space, i.e. "cold dark shell", etc. and what components of the shell are to be included?

RESPONSE: The Schedule C Level 3 Shell Space shall include full exterior envelope, dried in to meet minimum code compliance for unoccupied shell space (i.e. Fire Alarm, Fire Protection System, Temporary lighting, etc.).

76) Please clarify whether the DBE goal can include sub-subcontractor involvement or has to be direct subcontract. Our understanding is that sub-subcontractor dollar values can be included in the goal. Is this correct?

RESPONSE: No, only first-tier, direct, prime subcontractors and suppliers can be counted toward the DBE goal. See response to Question #48.

77) It is noted in the DCP that the existing exit stairs from Area 2 are to be maintained during construction. Is Level 03 in the existing GTF currently occupied and in operation? If so, will that continue during construction?

RESPONSE: Yes, there are occupiable spaces on Level 3. They may not be currently in use, but they could be at any time.

78) Please confirm if badging will be required for this project.

RESPONSE: This is a public area, badging will not be required for all contractor personnel. Key personnel will require badging/keys for access to existing rooms.

79) Please identify the usage of the (4) RAC Lobby Elevators approximately located at grid lines T10 & T11 / N1 and if they are for future useage.

RESPONSE: The (4) RAC Lobby Elevators are part of the central public vertical core and shall have potential stops at Level 04, Level 03, and the Ground Level.

80) Is the CERTIFICATE AS TO CORPORATE PRINCIPAL for PROPOSAL BOND SECTION 00 62 96 required to be submitted with the proposal?

RESPONSE: Yes, it attaches to the Proposal Bond

81) A1/A0.02.04 in the previous Pedestrian Bridge drawings refers to Sheet A0.02.05 for interior demolition information. Please provide Sheet A0.02.05.

RESPONSE: Sheet A0.02.05 was removed from previous drawings. The Contractor will be responsible for all demolition required for connection to the existing GTF.

82) Reference Spec Section 004113-4: Certification of Compliance with FAA Buy American Preference: please confirm the owner/GOAA has received a FAA waiver on the FAA Nationwide Buy American requirements. There are electrical components that are required on this project that cannot meet the FAA requirements without the waiver.

RESPONSE: FAA waivers can be researched at the FAA's website: https://www.faa.gov/airports/aip/buy_american. Proposers must either (i) check the box certifying that all manufactured products are produced in the United States using 100% domestic content, with the only exceptions being those products that are on the FAA waiver list or excepted per FAR or (ii) check the box certifying that it will submit the documentation required for a waiver within 15 days of award.

83) Preferred vendors/manufacturers have not been listed in the bid documents. Please confirm any manufacturers can be used and if this is not the case, please provide a list of required manufacturers (i.e., Switchgear, Fixtures, Lighting Control, Fire Alarm, Tel/Data, Security).

RESPONSE: The folder titled "Bid Documents for previous project as design.bid.build (Aug 2022)" includes the Aviation Authority's standard specifications that will be further developed during the design phase by the Architect of Record for this project. For example, the file titled "BP-S198-For Permit and Bid Documents-Specs Vol 5.pdf" includes information for many low voltage systems. Those standards may be revised during the design phase, as long as the systems/products are fully functional and meet the performance criteria.

84) GTF Drawing Package/E3.00.01 Dated 6/17/22: Please confirm that load calculations and panel schedules for existing switchgear in the provided package are assumed to be accurate and additional field surveys and load studies are not to be included in this D/B proposal for existing switchgear.

RESPONSE: Confirmed that no field surveys are required to confirm the location of the existing switchgear or the current electrical panel schedules, but the Architect of Record is responsible for the design of this project and will need to determine whether load studies are required for this project since the scope has changed from the previous reference project.

85) GTF Drawing Package/E3.00.01 Dated 6/17/22: Please confirm the maximum electrical downtime / UON allowed for existing switchgear GTFEMSBIA, GTFEMSB1B, and GTFNMSB1 at the existing facility. This will require multiple days of work to fully install the feeder upfit.

RESPONSE: UON downtime is dependent on systems impacted and is evaluated on a case-by-case basis.

86) GTF Drawing Package/E3.00.01 Dated 6/17/22: Please confirm GOAA will cover any shutdown/startup cost with the OUC utility transformers through their direct contract with OUC.

RESPONSE: Confirmed.

87) GTF DCP Dated 03/20/23: New Area Lighting, Bullet #4: Please provide as-built drawings for existing ETC system, as an extension of the existing system is requested.

RESPONSE: As-builts drawings for ETC are not available. Approved shop drawings for ETC have been uploaded to the box.com folder for this project.

END OF ADDENDUM NO. 5 (BP-S00198)

GREATER ORLANDO AVIATION AUTHORITY

ADDENDUM NO. 6

(Issued May 5, 2023)

TO THE RFP DOCUMENTS FOR BP-S00198 TERMINAL C MULTI-MODAL CONNECTOR PEDESTRIAN BRIDGE AND RENTAL CAR LOBBY (D/B) ORLANDO INTERNATIONAL AIRPORT

TO ALL HOLDERS OF CONTRACT DOCUMENTS

1. Your attention is directed to the following interpretations of, changes in, and/or additions to the contract documents for the above-named project.
2. This Addendum is part of the Contract Documents.
3. Proposers shall acknowledge receipt of this Addendum in the space provided on the Price Proposal Form Section 00 41 13.

ADDITIONAL QUESTIONS:

88) Provision for Utilities needed for Future GTF Lobby are included for the Envelope A Compliance Checklist Item 21. What provisions are required to be included in the bids?

RESPONSE: Provide stub-ups for all utilities (water, stormwater, sanitary, electrical, data, etc) within 5 feet of Future GTF Lobby.

89) Are Phase I and Phase II Environmental reports available for the project?

RESPONSE: The 1998 and 2013 environmental assessments and the geotechnical reports for the GTF and LST have been uploaded to the box.com folder for this project for reference. Any additional reports that may be required are the responsibility of the Design-Build Contractor.

90) Are any hazardous or contaminated materials located on the project site or in buildings where work is required?

RESPONSE: See responses to Questions 10, 21 and 89.

91) *BP-S00198, Addendum No. 01, Additional Questions (post presentation), Q22* asks "**Please provide a clearly delineated civil scope of work as well as as-built drawings for utilities, etc. It is very difficult to determine the civil scope of work based on the DCP.**" RESPONSE was "**There is no civil scope in this project. The building must accommodate the planned roadway geometry in this area**". The RFP DCP references *Specification Divisions 31 and 32* , and Civil Drawings were issued in *Volume 01 of the GTF Pedestrian Bridge and Loop Road* as part of the RFP. Are these Documents for reference only? Are all Underground Utilities, Connections, and all Site Improvements to be provided by others? If not, please define the Civil Scope of Work as it applies to this RFP.

RESPONSE: References to Divisions 31 and 32 are deleted. The civil scope is limited to (i) minor grading to leave the site in a clean, safe condition (ii) utility stub-ups referenced in the response to Question #88, (iii) any other utility connections that may be required for functional building services, and (iv) a dumpster pad and access to the pad may be required. The Loop Road was part of the reference project, but is not included in this project.

92) The existing specifications for BP-S198 Previous do not show Division 31 or 33. The Design Criteria Package labels a few specifications making reference to Division 31. Please provide current specifications (standards) including any pertinent sections in Division 33 with considerations for storm water, water main, and sanitary sewer.

RESPONSE: Division 31 is not applicable. The standard Division 33 specifications have been uploaded to the box.com folder for this project. During the design phase, the Design-Build Contractor will determine the extent to which the specifications are applicable.

93) The vertical and horizontal transportation elements of Schedule A and Schedule B represent a significant portion of the work. The DCP allows Schedule E to be exempt from the DBE requirements due to specialized scope. Can the value of VHT on Schedule A & B be exempt from the DBE goals as well, considering it is likely that the same subcontractor will perform that work?

RESPONSE: The DBE participation goal will not be changed. The goal was developed considering the full scope of Schedules A and B.

94) Since the Buy American Act applies, will the Trade Agreements Act be incorporated into contract?

RESPONSE: No, the FAA Buy American certification, required as of January 20, 2023, for grant recipients does not recognize the Trade Agreements Act. Note that the response to Question #70 included a reference date of November 2022 that should be January 20, 2023. There are no changes to the required certification.

95) What is the process for GOAA to verify Buy American Act compliance and what Buy American Act documentation is required of Contractor?

RESPONSE: If the first box is checked, compliance is verified during the submittal review process. A certification of compliance is required from every subcontractor and supplier for their products and materials. If the second box is checked, the Design-Build Contractor must submit the waiver documentation within the time specified in the certification unless extenuating circumstances exist. Compliance efforts will depend upon whether the FAA approves the waiver.

96) Considering that this project is design build, will the Buy American Waiver Period be extended until after Construction Documents are produced?

RESPONSE: The Aviation Authority will forward that request to the FAA. It is unknown whether the FAA will consider that a justifiable extenuating circumstance to allow a waiver post-contract execution, but it seems a reasonable request.

97) Referencing the Response to Addendum No. 02, Item 49, a JV that contains a DBE partner will receive credit toward the DBE Goal for the "clearly defined portion of the work of the contract that the DBE performs with its own forces". Please confirm that this Response also applies to a Teaming Agreement between a DBE and a Non-DBE.

RESPONSE: Confirmed

98) Please clarify whether the RACS Counter Monitors are OFCI or CFCI.

RESPONSE: RAC monitors are Owner-furnished, Contractor-installed.

99) The DCP does not include provisions for new IDFs or Elevator Machine Rooms. There are concerns that horizontal cabling from existing IDFs will exceed the 295 Foot threshold. Please confirm that IDFs and Elevator Machine Rooms should be added to the RACS Building.

RESPONSE: All Specifications, including Sections for Communications and Conveying Equipment, were included in the GTF BP-S198 Specifications provided in the folder for the reference project. All horizontal cabling must comply with GOAA and industry standards. Any communication rooms are to be determined by the Design Build Contractor. Elevator machine rooms shall be provided in accordance with GOAA specifications and meet all required codes. Design Build Contractor is responsible for determining location, size, and equipment in any required elevator and/or escalator machine rooms.

END OF ADDENDUM NO. 6 (BP-S00198)

GREATER ORLANDO AVIATION AUTHORITY

ADDENDUM NO. 7

(Issued May 19, 2023)

TO THE RFP DOCUMENTS FOR BP-S00198 TERMINAL C MULTI-MODAL CONNECTOR PEDESTRIAN BRIDGE AND RENTAL CAR LOBBY (D/B) ORLANDO INTERNATIONAL AIRPORT

TO ALL HOLDERS OF CONTRACT DOCUMENTS

1. Your attention is directed to the following interpretations of, changes in, and/or additions to the contract documents for the above-named project.
2. This Addendum is part of the Contract Documents.
3. Proposers shall acknowledge receipt of this Addendum in the space provided on the Price Proposal Form Section 00 41 13.

ADDITIONAL QUESTIONS:

100) Will Type 4 Buy American Waivers be considered despite the certification only referencing Type 3 waivers? (The original question was modified to state that the certification only references Type 3 waivers in the mandatory text of the certification.)

RESPONSE: We submitted this request to the FAA and they responded that the certification includes the list of documentation that is required for Type 2 and Type 4 waivers. All types of waivers will be considered, as long as all of the required documentation is submitted before the execution of any subcontract or purchase order covered by a waiver request.

101) The following is provided in previous bridge specifications, Addendum 1, Specification Section 033000, 2.2, A, For slab reinforcement, AASHTO M 31 M grade 420, epoxy coated. Is epoxy coated rebar required at slabs?

RESPONSE: No, epoxy coated rebar is not required for GTF slab reinforcement. The specifications for the previous project are only guidelines, for reference only, and the design remains the responsibility of the Design Build Contractor.

102) The GTF Design Criteria Package indicates that the existing chilled water service from the existing APM central chiller plant should be adequate to support the new buildout of the Pedestrian Bridge, RAC, and 3rd floor shell space. Is GOAA able to provide the current historical peak cooling demand of the APM chiller plant to determine there is adequate chilled water capacity available for this project? This would be necessary to determine if the existing plant capacity is sufficient or if other measures need to be accounted for to add additional chilled water capacity.

RESPONSE: The as-built documents for the mechanical systems for the APM chiller plant have been uploaded to the box.com folder for this project. Historical demand information is not available. The design criteria package was provided for reference only, and the design remains the responsibility of the Design Build Contractor.

103) Shall temporary water consumption costs be the responsibility of Contractor?

RESPONSE: Yes

104) Shall temporary power consumption costs be the responsibility of Contractor?

RESPONSE: No, temporary power consumption from existing building power will not be the responsibility of the contractor. All other temporary power consumption is responsibility of contractor.

105) What testing agency costs shall be the responsibility of Contractor?

RESPONSE: The project-specific specifications regarding testing will be developed during the design development phase to reflect the approved project-specific process. In general, the Design Build Contractor is responsible for its own quality *control* testing and inspection and the Aviation Authority performs quality *assurance* testing and inspection of the work performed.

106) Specification SECTION 00 73 93.0, 3.8, E. states that Dumpsters will be emptied by the end of every business day. Waste Haulers charge a flat fee each time a dumpster is emptied whether full or partially full. Normally, dumpsters are emptied when full to minimize the fees charged. Shall the Owner allow dumpster to be emptied when full rather then by the end of every business day?

RESPONSE: Dumpsters may be emptied when full.

107) Previous design specification 019113, 1.3, F, notes that the Commissioning Authority is hired by the Owner. Will the Owner hire the Commissioning Authority?

RESPONSE: The Aviation Authority will retain a commissioning consultant as part of its program management team. The Design Build Contractor is responsible for its own commissioning agent (can be in-house or subconsultant) to coordinate with the Aviation Authority's agent. The project-specific specifications will be developed during the design development phase to reflect the approved project-specific process.

108) Previous design specification 019113, 1.3, D, notes that the Building Envelope Commissioning Authority is hired by the Owner. Will the Owner hire the Building Envelope Commissioning Authority?

RESPONSE: The Aviation Authority will retain a building envelope consultant for quality assurance testing and inspection of the work performed. The Design Build Contractor is responsible for its own quality control testing and inspection. The project-specific specifications will be developed during the design development phase to reflect the approved project-specific process.

109) Are sanitary and sewer lines to be extended five feet out beyond the building line (ready for connections by others) or extended to the existing manholes as depicted on Sheet C35.0.08?

RESPONSE: All necessary utility connections for building occupancy and use are to be provided by the Design Build Contractor. Sheet C35.0.08 shows the approximate connection point for storm and sanitary sewer. No stub-ups are required for a future development.

110) Please confirm that the costs associated with the CCIP coverage can be included by the Contractor in its Bid and the Owner agrees to issue a No Cost Change Order, accepting CCIP coverage for the project.

RESPONSE: Confirmed that all costs must be included in the price proposal. A change order will only be needed if there is an agreement to modify the contract terms.

111) Is FM Global or another insurance company's approval of the fire protection system required?

RESPONSE: Yes, FM Global requirements must be met.

112) Design Criteria Package, Program Description, Schedule B: RAC Lobby, Bullet Point 6, states Provide (20) self-service RAC kiosks (ultimate). Shall the Contractor furnish these kiosks? Design Criteria Package, Program Description, Schedule B: RAC Lobby, Bullet Point 6, states Provide (20) self-service RAC kiosks (ultimate). If the Contractor is required to furnish these kiosks, what is the design criteria for these kiosks?

RESPONSE: The kiosks will be owner-provided.

113) Please clarify the painting (finish) requirements for exposed and concealed fire protection piping being installed under Schedules A, B and D. Include color and paint type for each location.

RESPONSE: Exact painting finishes will be determined/recommended by the Design Build Contractor and approved by the Owner The standard/typical painting specifications for exposed items can be found in the file titled: BP-S198-For Permit and Bid Documents-Specs Vol 2.pdf. Any additional exposed fire protection piping in Schedule D should be black to match existing areas in the parking garage and same for all concealed fire protection piping in Schedules A and B.

114) DCP Dated March 20, 2023, Page 27 shows the Typical Terrazzo Layout from Area 1 of the GTF (Column Line T3 to Column Line T4). Please confirm that Areas 4 and 5 are to follow the same Terrazzo Pattern as Area 1, and that all references to Carpet and Resilient Floor Tile as depicted on Drawings A7.14.04 and A7.14.05 from BP-S198 South Terminal C - Phase 1 GTF Bridge and Loop Road Set are to be ignored.

RESPONSE: Confirmed. Areas 4 and 5 (Schedule A: GTF Pedestrian Bridge) are to follow same Terrazzo Pattern of Area 1 as shown on DCP page 27. References to Carpet and Resilient Floor Tile as depicted Drawings A7.14.04 and A7.14.05 from BP-S198 South Terminal C - Phase 1 GTF Bridge and Loop Road Set were provided for reference only and are no longer applicable for these Areas. Final floor finishes/designs/patterns will be determined/recommended by the Design Build Contractor and approved by the Owner.

115) The DCP (page 4 of 32) requires us to "Provide (20) self-service RAC kiosks (ultimate)". We find no other reference to this equipment. Please provide details on manufacturer, etc. as well as expectations for GC work related.

RESPONSE: The kiosks will be owner-provided. See response to question 112.

116) Who furnishes and who installs the FIDS? Is there a quantity?

RESPONSE: There are no FIDS in this project.

117) The Buy American Act in its current form is new to the industry, becoming a requirement on January 20, 2023, for grant recipients, per RFI 94. Subtrades are expressing concern with the Buy American requirements, based on challenges they are experiencing on a current project for GOAA. Subtrades may not submit bids that meet either of the two Buy American project requirements of 1) Compliance or 2) Type 3 Waiver. This may prohibit the Contractor(s) from the ability to submit a responsive bid. Will GOAA host a meeting to explain the waiver documentation requirements, how the domestic and foreign costs are calculated, the waiver process, what the FAA would consider "extenuating circumstances" related to waiver requests after establishment of the contract, and allow a time for question and answer regarding the Buy American requirements?

RESPONSE: See response to questions 100 and 118. The FAA has responded that a design-build project delivery method is an extenuating circumstance that would justify allowing submission of a waiver post-contract execution. The waiver request can be submitted after the design phase (since that is when the project-specific specifications are developed and approved). However, a waiver request must be submitted and approved by FAA before the contractor's execution of any subcontract or purchase order covered by a waiver request.

The required waiver forms are published on the FAA website. Although the FAA's Buy American requirements for iron and construction materials are new, the requirements for steel and manufactured products/goods remain the same as that required for traditional FAA-grant funded projects. We will facilitate communication with the FAA on specific questions when necessary.

118) Since the current requirements of the Buy American Act are new to the industry, effective January 20, 2023, the project is design build, and not enough time has been allowed during the bid period to verify that the GOAA-provided reference specifications meet Buy American requirements OR to fully produce and bid Buy American compliant specifications, there may not be adequate time for the Contractor(s) to prepare and submit a responsive proposal considering Buy American and all other requirements. In light of these challenges, will GOAA extend the due date for the price proposal by 7 weeks to permit adequate time for Contractor(s) to verify and comply with Buy American and all other requirements?

RESPONSE: See response to questions 100 and 117. A time extension cannot be accommodated, The FAA requires the grant application with pricing to be submitted in June 2023 or the Aviation Authority will not lose its ability to apply for the federal funding.

119) Please advise whether the Ground Level "TRASH AREA" is required to have a roof, and confirm that the entire Structure is to be Fire Rated. What Clear Operating Height is required? Should Electrical provisions be made for a Trash Compactor?

RESPONSE: The TRASH AREA shall be fully enclosed including roof and the entire Structure shall be Fire Rated. Make required Electrical provisions for Trash Compactor. Operating height will be determined/recommended by the Design Build Contractor and approved by the Owner. See previous response to question 53.

120) Please provide an Equipment List and Layout Drawing for the DAS System and for any other GOAA Provided Systems that require Contractor Installed Raceways.

RESPONSE: This will be determined/recommended by the Design Build Contractor and approved by the Owner.

121) How much time will each proposer be allowed to present their Technical proposal?

RESPONSE: Separate correspondence will be issued to the proposers that sets forth the presentation schedule. The Procurement Committee will convene at 1:00 p.m. on May 31, 2023. There will be a quick introduction, followed by closed-session interviews. The Interviews are in alphabetical order. The interviews begin with a 20-minute introduction presentation by the Proposer, followed by 20 minutes of questions and answers. The Committee can agree to extend the time for all proposers if needed.

122) For the skylights over the RAC/GTF Lobby and the GTF Pedestrian Bridge, is it acceptable to use a translucent sandwich panel type skylight system?

RESPONSE: This will be determined/recommended by the Design Build Contractor and approved by the Owner.

123) Addendum No. 01, Response (8) states that "Interviews will be scheduled for May 31, 2023, starting at 1:00 p.m. in the Aviation Boardroom. Proposers will be asked to present their technical proposal". Has an Interview Schedule been established? Is there a Presentation Agenda?

RESPONSE: See response to question #121.

124) BP-S198 South Terminal C - Phase 1 GTF Pedestrian Bridge and Loop Road Drawing A1.14.05 and associated Elevations identify Area 5 Stairs from Level 4 to Levels 3 and 5 as "05 51 13.A CONCRETE FILLED METAL PAN STAIR SYSTEM". Drawing A4.40.04, Detail B4 calls out "09 66 23.H PRECAST TERRAZZO TREAD/RISER", which would be consistent with the South Terminal Standard for Public Stairs. Please clarify.

RESPONSE: GTF Pedestrian Bridge Area 5 Stairs from Level 4 to Levels 3 and 5 are Public Stairs and have 09 66 23.H PRECAST TERRAZZO TREADS/RISERS.

125) Please provide the time on May 31st for each team for the in-person interviews noted by Addendum.

RESPONSE: See response to question #121.

126) Please provide anticipated maximum duration of each team interview for planning purposes.

RESPONSE: See response to question #121.

127) GOAA Standards indicate that all Structural Steel that is permanently exposed to the Exterior or is permanently in Unconditioned Space shall be Hot-Dip Galvanized. Please clarify whether Steel that is fully encapsulated by Spray Foam Insulation or Spray Applied Fireproofing must be HDG.

RESPONSE: Steel that is fully encapsulated by Spray Foam Insulation or Spray Applied Fireproofing is not required to be HDG.

END OF ADDENDUM NO. 7 (BP-S00198)

GREATER ORLANDO AVIATION AUTHORITY

ADDENDUM NO. 8

(Issued May 24, 2023)

TO THE RFP DOCUMENTS FOR BP-S00198 TERMINAL C MULTI-MODAL CONNECTOR PEDESTRIAN BRIDGE AND RENTAL CAR LOBBY (D/B) ORLANDO INTERNATIONAL AIRPORT

TO ALL HOLDERS OF CONTRACT DOCUMENTS

1. Your attention is directed to the following interpretations of, changes in, and/or additions to the contract documents for the above-named project.
2. This Addendum is part of the Contract Documents.
3. Proposers shall acknowledge receipt of this Addendum in the space provided on the Price Proposal Form Section 00 41 13.

ADDITIONAL QUESTIONS:

128) See the attached overlay and reference drawing C35.0.08 from the previous bridge documents revealing RAC foundation conflicts with existing utilities. Please provide elevation information of the duct banks running under the future GTF Loop roadway and as they turn to north towards the Garage.

RESPONSE: The as-built information for the duct bank has been uploaded to the box.com folder for this project. Any conflicts will be addressed during the design phase. Please include in the pricing if necessary.

129) See the attached overlay and reference drawing C35.0.08 from the previous bridge documents revealing RAC foundation conflicts with existing utilities. Please provide duct bank details including sections, conductors, conduit, any encasement, manholes, handholes and any information needed to estimate the cost of rerouting the electrical duct banks to allow installation of the RAC Lobby foundations.

RESPONSE: The as-built information for the duct bank has been uploaded to the box.com folder for this project. Any conflicts will be addressed during the design phase. Please include in the pricing if necessary.

130) See the attached overlay and reference drawing C35.0.08 from the previous bridge documents revealing RAC foundation conflicts with existing utilities. Please provide As Built drawings of the duct bank and circuitry which is routed under the RAC lobby footprint so that the cost of re-routing them can be estimated.

RESPONSE: The as-built information for the duct bank has been uploaded to the box.com folder for this project. Any conflicts will be addressed during the design phase. Please include in the pricing if necessary.

131) Regarding the owner provided kiosk:
1.Will the Contractor install them?
2. Will Contractor or the Owner be responsible for storing the units If they arrive before Contractor is ready to install them?
3. Please provide a responsibility Matrix in regards to construction activities:
a.Store
b.Receive
c.Install
d.Wire/terminations
e.Programming

RESPONSE:
Owner will receive, store and install the kiosks, and Owner's vendor will program the kiosks. Contractor will provide wire terminations.

132) The current Price Proposal Form 004113 -4 and -5 (Buy American forms) provide options for 1) compliance and 2) Type 3 waiver. RFI 100 states that all types of waivers will be considered. Will the price proposal form be modified to include options for all types of waivers?

RESPONSE: Based upon the response from the FAA, despite the language of the certification, additional waiver types will be considered, as long as they are submitted prior to the Contractor subcontracting/purchasing the items. Waiver requests will require certification by the Contractor as to accuracy and completeness of information and the Contractor has burden of proof to establish compliance. The Aviation Authority cannot modify the mandatory language but we will rely on the FAA's response as to how they will administer waivers (allowing requests to be submitted despite the certification language).

133) Will GOAA provide onsite office space and parking for Design Build Contractor staff?

RESPONSE: Office space and staff parking (not trade parking), for approximately fifteen people, can be provided at the jobsite trailer complex that was used for Terminal C, subject to agreement on a no-cost space and use agreement.

The deadline for questions has passed. No additional questions will be addressed.

END OF ADDENDUM NO. 8 (BP-S00198)

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GREATER ORLANDO AVIATION AUTHORITY
REQUEST FOR PROPOSALS

The Greater Orlando Aviation Authority, hereinafter called "Owner," hereby requests sealed proposals for **"PROPOSAL PACKAGE BPS-198, TERMINAL C MULTI-MODAL CONNECTOR PEDESTRIAN BRIDGE AND RENTAL CAR LOBBY AT ORLANDO INTERNATIONAL AIRPORT."**

This Project will complete the construction of approximately 450 ft. of an elevated, enclosed and conditioned pedestrian walkway and adjacent rental car lobby area on the north side of the pedestrian walkway that will directly connect the new Terminal C with the existing multi-modal facility that will serve up to four forms of passenger rail and all forms of public and private ground transportation. The Project must comply with the Americans with Disabilities Act, provide accessibility for all individuals, include four moving walkways, and elevators, escalators and stairs to navigate between the two facilities. The Project includes rental car counters and queuing areas, multi-use information displays, interior landscaping, and preservation of all future capabilities for baggage right-of-ways and connection to future facilities and parking facilities.

A more detailed description in included in the Design Criteria Package (DCP). A complete examination and understanding of the DCP and all referenced documents therein is necessary in order for the Proposer to properly submit a Proposal. The referenced documents are available by accessing www.box.com using the email address included in the SOQ. Additional email addresses may be granted access upon sending a request to the email BPS198@goaa.org. In addition to the DCP, the detailed set of Instructions to Proposers, Section 00 21 16, must be followed by all Proposers. The failure to comply with any requirement contained in the Design Criteria Package Documents or Instructions to Proposers may result in the rejection of the Proposal as non-responsive.

Sealed technical proposals (Envelope A) will be received in the Project Controls Office, Greater Orlando Aviation Authority, 11312 Terminal C Service Road, Bldg. 16, Orlando, Florida 32824, up to **2:00 p.m.**, local time, **May 3, 2023.** Sealed price proposals (Envelope B) will be received in the Project Controls Office, Greater Orlando Aviation Authority, 11312 Terminal C Service Road, Bldg. 16, Orlando, Florida 32824, up to **9:00 a.m.**, local time, **May 30, 2023.**

A Pre-Proposal Conference will be conducted at the Orlando International Airport, Carl T. Langford Boardroom, Orlando, Florida 32824 on April 4, 2023, 1:00PM local time. A Site Inspection may be conducted immediately following the Pre-Proposal Conference or at a time specified during the Pre-Proposal Conference. The Pre-Proposal Conference is the primary opportunity that Proposers will have to address with the Owner questions about the Project, the Contract Documents, or the Owner's security requirements. After the Pre-Proposal Conference, Proposers may be scheduled for one-on-one meetings to obtain Owner input on the design. These meetings will be recorded in accordance with Florida law.

TITLE VI NOTICE

The Authority, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, [select businesses, or disadvantaged business enterprises or airport concession disadvantaged business enterprises] will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in consideration for an award.

All Proposers are hereby notified that they must comply with the Disadvantaged Business Enterprise (DBE) requirements of 49 CFR Part 26 including Appendix A, which addresses Good Faith Effort, as referenced in the Owner's DBE Participation Program.

The established DBE Participation Subcontractor Goal is defined in the Instructions to Proposers.

The Authority may revise the applicable small business program if the funding source changes.

NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein.

2. The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate workforce in each trade on all construction work in the covered area, are as follows:

Timetables

Goals for minority participation for each trade:	**15.5%**
Goals for female participation in each trade:	6.9%

These goals are applicable to all of the Contractor's construction work (whether or not it is Federal or federally assisted) performed in the covered area. If the Contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the Contractor also is subject to the goals for both its federally involved and nonfederally involved construction.

The Contractor's compliance with the Executive Order and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a) and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the Contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs (OFCCP) within 10 working days of award of any construction subcontract in excess of $10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address, and telephone number of the subcontractor; employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

4. As used in this notice and in the contract resulting from this solicitation, the "covered area" is Orlando, Florida SMSA*

*Orange, Osceola, and Seminole Counties, Florida.

SECTION 00 21 16 - INSTRUCTIONS TO PROPOSERS

1.0 DEFINITIONS:

The definitions of certain terms used in these Design Criteria Package (DCP) Documents are given in the attached General Conditions, Supplementary Conditions and Special Conditions Regarding Construction at Airport Facilities.

2.0 DELIVERY, RECEIPT AND OPENING OF PROPOSALS:

Proposals shall be hand delivered or mailed to the exact place specified in the Request for Proposal. Proposals **must be submitted in sealed envelopes and labeled** with the name of the Proposer, the Proposer's address, the time and date fixed for the opening of Proposals and plainly marked as follows: "PROPOSAL PACKAGE NO. BPS-198, Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby." Proposals received after that time will not be considered and will be returned unopened. Proposals transmitted by facsimile or electronic mail are non-responsive and will not be considered.

The Proposal shall consist of the following two envelopes, which **shall be delivered at the same time**:

Envelope A: (1) original printed version of the Technical Proposal and one (1) flash drive with a pdf file* copy of the Technical Proposal, and

Envelope B: one (1) original printed version of the Price Proposal, which shall include the Price Proposal Form, the Proposal Guaranty, and DBE Exhibits. Proposals must be submitted on an exact reproduction of the proposal forms provided.

***PDF submission requirements**: All documents shall be PDF/A compliant. PDF/A compliant documents have embedded fonts and do not reference external files. Layers shall not be preserved from CADD drawings. Scanned documents shall be created as PDF/A compliant, made text searchable and have a minimum resolution of 300 dpi. Submittals in PDF format shall have navigational bookmarks inserted in lieu of any tabs required in the hard copy. The entire submittal shall not exceed a single USB portable storage device. In cases where there are discrepancies between the PDF and hard copy, the hard copy shall take precedence.

The required contents of the Technical Proposal and Price Proposal are set forth in Section 00 24 16.

Envelope A will be logged as received and distributed to the Procurement Committee and relevant staff for review. Envelope B shall be maintained by the Owner's Records Management Administrator in a secure location. Envelope B will remain un-opened until the Procurement Committee's scoring of the Technical Proposal is complete and will be publicly opened during the Procurement Committee meeting as more specifically described in Article 17.0 below.

3.0 DESIGN CRITERIA PACKAGE:

The Design Criteria Package (DCP) describes the Work to be performed under this Contract and includes the performance and scope drawings, the Owner's Standards and Master Design Guidelines, the quantity and quality requirements of the Work, the sample forms, the Conditions of the Contract, the location of the Work, the time in which the Work must be completed, the Proposal Guaranty requirements, and the date, time, place and procedures of the receipt and opening of the Proposals.

4.0 EXAMINATION OF DCP DOCUMENTS AND SITE:

The Proposer is required to carefully examine the site of the Work, the DCP Documents, and existing Owner records relating to the Work. By submitting a Proposal, the Proposer represents to the Owner that if its Proposal is accepted, it will execute a contract that is inclusive of compensation for performing adequate investigations of the existing site conditions, the DCP, and the existing Owner records to sufficiently support the design developed by the Proposer. Proposers understand that any information that has been provided by the Owner is to assist the Proposer in completing adequate investigations. In addition, by submitting a Proposal, the Proposer certifies that it has investigated and is fully informed of the conditions to be encountered, of the character, quality and quantities of Work to be performed and materials to be furnished and has included in its Proposal all items necessary for the proper execution and completion of the Work.

All documents that are referenced in the DCP are for reference and general information only. They are not being incorporated into and are not being made part of the RFP, the contract documents or any other document that is connected or related to this Project except as otherwise specifically stated herein. No information contained in these documents shall be construed as a representation of any field condition or any statement of facts upon which the Design-Build Firm can rely upon in performance of this contract. All information contained in these reference documents must be verified by a proper factual investigation. The Proposer agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

5.0 OBLIGATION OF PROPOSERS:

The Proposer must inform itself fully of the design, construction and labor conditions under which the Work is to be performed. The Proposer shall not be relieved of its obligation to furnish all material, equipment, labor, and services necessary to carry out the provisions of the DCP Documents and to complete the contemplated Work for the consideration set forth in its Proposal by reason of having failed to inform itself with respect to those matters.

6.0 PREPARATION OF PROPOSALS:

Each Proposer must identify any changes or updates from what was previously provided in the Statement of Qualification (SOQ). If the Proposal is made by a Corporation, the Proposal must be signed by an authorized officer or agent, on behalf of the Corporation, and the corporate seal must be affixed thereto. If the Proposal is made by another business entity structure, joint venture, or partnership, its name and address must be stated, together with the name and address of each member of the firm, joint venture, or partnership.

7.0 ADDENDA - CHANGES WHILE PREPARING PROPOSAL:

No interpretation of the DCP or other Contract Documents or correction of any apparent ambiguity, inconsistency or error therein, will be made to any individual Proposer. Every request for an interpretation or correction shall be sent to **BPS198@goaa.org**, no later than nine (9) calendar days prior to the date fixed for the submission of Proposals.

All interpretations, corrections and supplemental instructions will be in the form of written Addenda to the DCP or other Contract Documents which, if issued, may be by Electronic mail (e-mail), registered mailed or certified mail, transmitted by facsimile, or hand delivered, to all prospective Proposers (at the respective

addresses furnished for such purposes). Addenda will be issued at least five (5) calendar days prior to the date fixed for the opening of Proposals.

All Addenda shall become part of the Contract Documents. Only the interpretation or correction issued in a written Addendum shall be binding, and prospective Proposers are warned that no other source or form of communication is authorized to give information concerning, or to explain or interpret, the Contract Documents.

If the Proposer fails to acknowledge receipt of any such Addendum in the space provided in the Price Proposal Form, its Proposal will nevertheless be construed as though the Addendum had been received and acknowledged, and the submission of its Proposal will constitute acknowledgement of the receipt of the same.

8.0 PROPOSAL GUARANTY:

Each Proposal shall be accompanied by a Proposal Guaranty in the form of a cashier's check made payable to the Owner or a Proposal Bond in the form contained in Section 00 43 13, duly executed by the Proposer as Principal with a surety company fulfilling the qualifications described in Article 11 of the General Conditions of the Contract along with the Power of Attorney required by Paragraph 23.0 of these Instructions. Cash will not be accepted as a Proposal Guaranty.

The Proposal Guaranty shall be in an amount not less than ten percent (10%) of the amount of the Total Proposal Price. The Proposal Guaranty shall guarantee that the Proposer will not withdraw the Proposal for a period of one hundred and twenty (120) calendar days after the time and date fixed for the opening of Proposals. If the Proposer improperly withdraws its Proposal, or if the Proposer receives a Notice of Intent to Award the Contract and fails to execute and deliver to the Owner any of the Contract Documents within ten (10) days after the date of the Notice of Intent to Award, the Owner shall be entitled to the full amount of the Proposal Guaranty, not as a penalty, but in liquidation of and compensation for damages. A Notice of Intent to Award may then be provided to the Proposer with the next lowest adjusted score.

9.0 WITHDRAWAL OF PROPOSALS:

No Proposal may be withdrawn after it is submitted, unless the Proposer makes its request in writing and such request is received prior to the time and date fixed for the opening of Proposals. If the Proposer improperly withdraws its Proposal, the Owner may seek recourse against the Proposal Guaranty.

10.0 TIME OF COMPLETION:

The time of completion is of the essence of the Contract. The Contractor shall complete the Work in accordance with the Contract Time specified below, or the Contract Time included in the Contractor's Technical Proposal, whichever is less.

The maximum time of completion is 730 calendar days to achieve Substantial Completion commencing from the issuance of the Notice to Proceed. The intent is to open Schedule A to the public as soon as possible, while Schedule B and other awarded work, if any, continues. Refer to the No Excuse Bonus in the General Conditions of the Construction Contract, Article 8.4.

Final Completion shall be achieved within 120 calendar days from the date of Substantial Completion.

11.0 LIQUIDATED DAMAGES:

It is agreed that if Substantial Completion or Final Completion, as defined in the Contract Documents, is not achieved within the Contract Time, as adjusted by Contract Modifications, if any, the Contractor and its surety shall be liable to the Owner for the following Liquidated Damages for such delay and not as a penalty:

- TWENTY THOUSAND and 00/100 Dollars ($20,000) per calendar day for each and every consecutive calendar day elapsing between the date fixed for Substantial Completion of the Work and the date Substantial Completion is actually achieved, and
- FIVE THOUSAND and 00/100 Dollars ($5,000) per calendar day for each and every consecutive calendar day beyond the calendar days fixed for Final Completion and the date Final Completion is actually achieved.

The Owner's receipt of payment for such Liquidated Damages does not preclude the Owner from pursuing any other rights or remedies available to it under the Contract or Florida law. Furthermore, the Owner specifically reserves all claims and rights to indemnification and recovery from Contractor for third-party claims, demands, expenses, and costs arising from or related to delays caused by the Contractor.

Refer to the No Excuse Bonus in the General Conditions of the Construction Contract, Article 8.4.

12.0 COMPUTATION OF TIME:

Unless otherwise specified in the Contract Documents, the term "days" shall refer to calendar days. When any obligation or deadline is measured by the number of days and the deadline date falls on a legal holiday or weekend when the Owner's office is closed, the obligation will be allowed to be completed on the next business day without penalty.

13.0 DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION PROGRAM:

Pursuant to regulations promulgated by the U.S. Department of Transportation, the Owner has adopted a Disadvantaged Business Enterprise (DBE) Participation Program for Federally and State of Florida Funded Contracts.

The policies, forms and certified DBE Directory are available on-line at the Owner's web site: http://www.orlandoairports.net/small_business/index.htm.

DBE Subcontractor Participation Goal: **25% of Total Base Bid Price (Schedules A and B)**

DBE Subcontractor Participation Goal: **10% of Proposed Price for Schedule D**

There is no DBE Participation Goal for Alternate Schedule E as those are specialty services with limited availability.

All Proposers shall complete and submit all 4 Exhibits as follows:

- schedule of DBE Subcontractor Participation, **Exhibit A.1** (Envelope A) for the Base Bid (Schedules A and B);
- schedule of DBE Subcontractor Participation, **Exhibit A.1** (Envelope A) for Schedule D;
- **Exhibit A.2** (Envelope B) for the Base Bid (Schedules A and B) and
- **Exhibit A.2** (Envelope B) for Schedule D.

The 25% goal for the Base Bid also applies to the other alternates that are listed for Schedules B and C, but separate exhibits for those alternates are not required. If those alternates are awarded, the same DBE firms must be used for the additional work in the same percentage as the Base Bid.

If there is any discrepancy between Exhibits A.1 and A.2, the Owner will consider the higher participation to be binding upon the Proposer.

Questions concerning the DBE program and can be addressed to the Owner's Office of Small Business Development, Attn. Mr. George Morning, Director. Greater Orlando Aviation Authority, Orlando International Airport, One Airport Blvd., Orlando, FL 32827; phone number (407) 825-7130. E-mail george.morning@goaa.org. Proposers shall be solely responsible for confirming DBE subcontractors' experience, capacity, certification and any other information related to the Project.

14.0 REQUIRED LICENSES

The Proposer (or its proposed team member), at the time of the Proposal, must be certified and licensed in accordance with the appropriate State of Florida Statutes and appropriate State of Florida construction or professional licensing boards. In the Technical Proposal, each Proposer must identify any changes or updates to any licenses that were previously provided in the Statement of Qualification (SOQ).

15.0 DISQUALIFICATION OF PROPOSERS:

Any of the following causes may be considered sufficient for the disqualification of a Proposer and the rejection of its Proposal:

a. submission of more than one Proposal for the same work by an individual, firm, partnership or corporation under the same or different names;

b. evidence of collusion between or among Proposers;

c. work for which the Proposer is committed by contract, which, in the Owner's judgment and sole discretion, might hinder or prevent the prompt completion of the Work under this Contract if awarded to the Proposer;

d. being behind on the approved completion schedule for any existing contracts with the Owner, in litigation with the Owner or having defaulted on a previous contract with the Owner;

e. poor, negligent or defective performance of work for Owner or any other party on prior projects, which, in the Owner's judgment and sole discretion, raises doubts as to the Proposer's ability to properly perform the Work;

f. appearance of the Proposer on the Department of Management Services' Convicted Vendors List or Discriminatory Vendor List;

g. providing a false certification in its Proposal; or

h. failure to demonstrate that the Proposer holds the licenses required to provide Design/Build services in the State of Florida.

16.0 REJECTIONS OF PROPOSALS:

A Proposal may be considered irregular and may be rejected if, in the Owner's sole discretion, the Proposal contains any omissions, alterations of form, additions not called for, conditions, limitations, unauthorized alternate proposals or other irregularities of any kind. In addition, the Owner reserves the right to reject for any reason, in its sole discretion, all Proposals at any time prior to full execution of a contract and delivery of same to the Proposer.

The Owner reserves the right to waive any irregularities in any Proposal, to reject any or all Proposals, to re-advertise the Project or elect not to proceed with the Project.

17.0 BASIS OF AWARD:

The Technical Proposal (Envelope A) will be opened and reviewed for conformance with criteria specified in Section 00 24 16. Initial review will be by Owner's staff and Design Criteria Consultant (DCC). The Owner's Procurement Committee (PC), in a scheduled public meeting, will evaluate responsiveness of each Technical Proposal. Technical Proposals that are determined to be disqualified or non-responsive will not be considered further and the corresponding Envelope B will remain unopened.

Following the review for responsiveness, the Procurement Committee will evaluate and score the contents of each responsive Technical Proposal in accordance with the following scale:

Envelope A Score	Score
Design Approach (Refer to Section 00 24 16 for the four elements in this category)	0 - 40
Project Schedule and Approach Refer to Section 00 24 16 for the elements in this category: Detailed Schedules 20 Schedule Narratives 20 Constructability 15	0 – 55
DBE Approach	0 - 5
NUMERIC SCORE	0 - 100

In determining the Total Numeric Score, the Procurement Committee will evaluate the information contained in the SOQs, staff reports, proposals, references, past performance with the Aviation Authority, presentations and interviews.

Design Approach
The Committee will score each proposal up to 40 points for the proposal that has the best design approach. Each of the four elements required by the Proposal Content Requirement Section 00 24 16 may be scored up to 10 points, for a maximum total of 40 points. A design approach that is satisfactory for a specific element will receive 5 points for that element, and the Committee may score up to 5 additional points for each element for an excellent design approach. Less than 5 points may be given for a less than satisfactory approach for an element. Tie scoring is allowed.

Project Schedule and Narrative and Approach to Constructability and Logistics
The Committee may score each proposal up to 55 points for the best schedule and thorough approach that demonstrates how the work will be completed within the Contract Time, with minimal impact to Owner operations, demonstrating reasonable logic and durations, consideration of constructability, long lead items, supply chain issues, logistics at this active operating airport, and proactive project management. A schedule and approach that is satisfactory will receive 28 points and the Committee may score up to 27 additional points for a detailed schedule and excellent, thorough, project-specific plans. Less than 28 points may be given for less than satisfactory approach. Tie scoring is allowed. Refer to Proposal Content Requirement Section 00 24 16 for additional information.

DBE Approach
The Committee will score 3 points to each proposal that meets the DBE participation goal and may score up to 2 additional points for a proposal that exceeds the goal and/or includes additional commitments for assisting small businesses. Less than 3 points may be given for a less than satisfactory approach. Tie scoring is allowed. Any Proposal that fails to meet the goal and fails to demonstrate good faith efforts in accordance with the Aviation Authority's policies may be deemed non-responsive and not considered further.

Disqualification of Poor Technical Proposal
The Committee may disqualify any proposal that is scored less than 50 points or that proposes an unacceptable design approach, unacceptable schedule, or unacceptable project approach. Disqualified proposals will not be considered further and the Price Proposal will remain unopened.

Opening of Price Proposals
Once the Procurement Committee has established the Numeric Score for the non-price evaluation criteria, Aviation Authority staff will open Envelope B in the presence of the Procurement Committee, read aloud the Base Proposal price, the price for each alternate, and the Total Proposal Price, for each responsive proposal and note whether the Proposal Guaranty and Exhibits are included.

The Total Base Bid Price will then be divided by the Total Numeric Score to arrive at an Adjusted Score for each responsive Proposer. **The apparent successful Proposer will be the Proposer with the lowest Adjusted Score.** The Procurement Committee may also include in the recommendation to the Aviation Authority Board the award of any combination of alternates that are within budget, as long as the proposed price for each alternate is deemed reasonable, in the Procurement Committee's sole discretion. The Procurement Committee recommendation is subject to staff review of Envelope B for responsiveness, mathematical review, small business compliance and legal review. Any discrepancies will be presented to the Procurement Committee at a subsequent public meeting.

In determining the apparent lowest Adjusted Score, the Owner reserves the right to correct, in all Proposals, obvious mathematical errors.

All decisions regarding award of the Contract will be made by the Owner at open public meetings in accordance with the requirements of Florida Statutes, Section 286.011, and all interested parties are invited to attend such meetings.

The award of the Contract is subject to the availability of funding.

The Owner's award of this contract is conditioned upon Offeror satisfying the good faith effort requirements of 49 CFR § 26.53. As a condition of responsiveness, the Offeror must submit the following information with its proposal on the forms provided herein:

1) The names and addresses of Disadvantaged Business Enterprise (DBE) firms that will participate in the contract;

2) A description of the work that each DBE firm will perform;
3) The dollar amount of the participation of each DBE firm listed under (1);
4) Written statement Offeror that attests their commitment to use the DBE firm(s) listed under (1) to meet the Owner's project goal
5) Written confirmation from each listed DBE firm that it is participating in the contract in the kind and amount of work provided in the prime contractor's commitment; and
6) If Offeror cannot meet the advertised project DBE goal, evidence of good faith efforts undertaken by the Offeror as described in appendix A to 49 CFR part 26. The documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.

18.0 EXECUTION OF CONTRACT:

Unless all Proposals are rejected, a Notice of Intent to Award the Contract will be issued to the apparent successful Proposer. The Notice of Intent to Award does not create a contractual relationship between the parties. Rather, it triggers the Proposer's obligation to, within ten (10) business days of the date of Notice of Intent to Award, execute and deliver to the Owner all of the required Contract Documents, including, but not limited to the following:

a. the Contract Agreement in the form contained in the Contract Documents,

b. the Performance Bond and Payment Bond in the form contained in the Contract Documents each for not less than the Total Proposal Price,

c. the Power of Attorney and Countersignature for the Bonds,

d. the Certificate of Insurance evidencing the required insurance coverage,

e. the required DBE data and submittals,

f. the Performance and Payment Bond Certification Form, evidencing the authority of the person executing the Bonds, and

g. the Preliminary Schedule.

The above documents must be furnished, executed and delivered to the Owner before the Contract Documents will be executed by the Owner. The Contract shall not be deemed awarded and shall not be binding upon the Owner until it has been executed by the Owner and a copy of the fully executed Contract Documents is delivered to the Proposer.

Proposers are hereby informed that the award of this Contract may be contingent upon Owner's receipt of grant funding. The Owner reserves the right not to proceed with the award of the Contract for any reason, including, but not limited to, if the lowest Total Proposal Price exceeds the Owner's estimates or budget or funding is otherwise unavailable. The Owner shall have the right to rescind its Notice of Intent to Award without liability, except for the return of the Proposal Guaranty to the Proposer, at any time before the Contract Documents have been fully executed by all parties and delivered to the Proposer.

19.0 GUARANTY OF FAITHFUL PERFORMANCE AND PAYMENT:

Proposers are hereby informed that as a public entity, the Owner's property is not subject to the Construction Lien Law contained in Chapter 713, Florida Statutes.

A Performance Bond and a Payment Bond satisfactory to the Owner and in the form attached hereto, each in an initial amount of not less than the awarded Contract Value, will be required from the successful Proposer for, among other, the following purposes: a) to guarantee faithful performance of the requirements of the Contract Documents, including all applicable warranties; b) to guarantee the payment of all labor, materials, or supplies used directly or indirectly in the prosecution of the Work provided for in the Contract; and C) to comply fully with the requirements of Florida law.

20.0 POWER OF ATTORNEY AND COUNTERSIGNATURE:

Attorneys in fact who sign Proposal Bonds, Performance Bonds, or Payment Bonds must file with such Bonds a certified copy of their power of attorney to sign the bonds. All bonds must be countersigned by an agent appointed by the Surety and licensed by the State of Florida, with proof of agency attached.

21.0 INSURANCE AND SUBCONTRACTOR BONDING REQUIREMENTS:

The insurance requirements were set forth in the Submission Requirements and are repeated below. A Contractor's Controlled Insurance Program (CCIP) will not be considered for this Contract (unless it is added as an agreed Change Order at no additional cost to the Owner). The Price Proposal shall include all costs of subcontractor's default insurance and/or subcontractor bonds, as applicable. Neither is required by the Owner.

Type of Insurance Policy	Amount
Commercial General Liability:	$25,000,000, each Occurrence
Maximum Deductible or Self-insured Retention:	$1,000,000

Coverage shall require a minimum of $5,000,000 each occurrence be on a per Project basis.

Coverage shall also include Products & Completed Operations and Contractual liability for the entire period of the statute of repose contained in Florida Statutes 95.11.

NOTE: Contractor shall agree to require Contractor or Subcontractor to maintain $10,000,000 each Occurrence directly related to any use of a crane during this Project.

Automobile Liability:	$5,000,000, Combined Single Limit
Maximum Deductible or Self-insured Retention:	$1,000,000
Workers Compensation	Statutory Limit
And	
Employers' Liability	$1,000,000 each accident $1,000,000 disease-policy limit $1,000,000 disease-each employee
Professional Liability	$25,000,000 each Claim

If written on a on a claim-made basis, coverage shall apply for 5 years after Certificate of Occupancy.

Pollution Liability Coverage: $10,000,000, each Claim
Maximum Deductible or Self-insured Retention: $1,000,000
If written on a claims-made basis, coverage shall apply for 3 years from Certificate of Occupancy.

Any deductible or self-insurance retention must be indicated on the Certificate of Insurance. Policy terms must be acceptable to the Authority and must comply with the Authority's requirements for insurance.

22.0 FLORIDA SALES AND OTHER TAXES:

The Proposer is responsible for paying to the appropriate governmental entity all applicable taxes. Any applicable tax legally enacted when the Proposals are received shall be included in the Total Proposal Price by the Proposer, whether or not yet effective or merely scheduled to go into effect.

The Owner reserves the right to remove from the Scope of Work the direct purchase of certain materials to be used or incorporated into the Project. Owner's direct purchase of materials, if any, will be determined after the Contract has been awarded. If Owner decides to directly purchase materials, a deductive change order will be issued in an amount that accurately reflects the reduced scope of work, which will normally be the amount of the direct purchase invoice plus the amount of the saved sales tax. Proposers shall not reduce their Proposal Price in anticipation of any Owner direct purchase.

23.0 CITY OF ORLANDO PERMIT FEES:

The Proposer is responsible for all permit fees for all permits required to complete the Work unless otherwise specifically stated in the DCP.

24.0 OWNER FURNISHED ELECTRONIC DOCUMENTS:

The Proposers shall receive from the Owner the electronic files of documents referenced in the DCP, including existing Record Documents of previous projects associated with the Project, to the extent available, and the applicable Owner's Master Design Guidelines.

25.0 THE AUTHORITY'S DEBARMENT LIST

Any entity or individual placed on the Authority's Debarment List pursuant to Authority Policy, Section 130.04, may not submit a response to any letter of intent, letter of interest, statement of qualifications, quote, proposal, or bid as a contractor, supplier, subcontractor, consultant or individual, of any tier, for any goods or services or contracts and may not provide any goods or services to the Authority, on behalf of the Authority, or on Authority property, regardless of whether there is a contractual relationship with the Authority. The Authority will disqualify any submission, bid or proposal that includes a person or entity on the Authority's Debarment List. You may request a copy of the Authority's Debarment List for your review at the following email:debarmentlist@goaa.org.

26.0 EQUAL OPPORTUNITY REPORT STATEMENT

Each ~~Bidder~~ Proposer shall complete the Equal Opportunity Report Statement that is included in the Price Proposal Form.

27.0 CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION (2 CFR PART 1200 AND 2 CFR PART 180)
By submitting a Price Proposal, the Bidder certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

28.0 CERTIFICATION REGARDING FOREIGN TRADE RESTRICTIONS (49 CFR PART 30)
TRADE RESTRICTION CERTIFICATION (49 CFR PART 30)
By submission of an Price Proposal ~~offer~~, the Proposer ~~Offeror~~ a certifies that with respect to the ~~Solicitation~~ Advertisement and any resultant Contract, the Proposer:

a. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (U.S.T.R.);
b. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the U.S.T.R; and
c. has not entered into any subcontract for any product to be used on the Federal on the project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001.

The ~~Offeror/~~Contractor must provide immediate written notice to the Owner if the ~~Offeror/~~Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Contractor must require subcontractors provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to *a Bidder* ~~an Offeror~~ or subcontractor:
(1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R. or
(2) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such U.S.T.R. list or
(3) who incorporates in the public works project any product of a foreign country on such U.S.T.R. list;

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The ~~Offeror~~ *Contractor* agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in in all lower tier subcontracts. The Ceontractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by U.S.T.R, unless the *Contractor* ~~Offeror~~ has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA.

29.0 BUY AMERICAN CERTIFICATION

Each Bidder shall complete the Buy American Certification that is included with the Price Proposal Form.

30.0 CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING (49 CFR 20)

The Bidder ~~or offeror~~ certifies by signing and submitting this Bid, ~~or proposal,~~ to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Bidder ~~or Offeror~~, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

END OF SECTION 00 21 16

SECTION 00 24 16 – PROPOSAL CONTENT REQUIREMENTS – 2 ENVELOPES

1.0 ENVELOPE A – TECHNICAL PROPOSAL (MONETARY VALUES ARE NOT TO BE INCLUDED IN ENVELOPE A)

The Technical Proposal shall be prepared and submitted in accordance with the following requirements. The contents, format and numbering for the Technical Proposal shall be the same as specified below.

Each Technical Proposal shall include:

Part I – Design Approach
Part II – Project Schedule, Constructability, Logistics and Project Management Plans
Part III – DBE Approach

2.0 PART I – DESIGN APPROACH

The Proposer shall provide information for each of the following items:

1. DESCRIPTION OF OVERALL DESIGN (pass/fail)

   a. Describe the features of the proposed design and explain how the design meets the minimum requirements of the DCP.

   b. Include the Compliance Checklist that is at the end of this Section. Failure to address or demonstrate compliance with every item may result in the proposal being deemed non-responsive.

   c. Include a minimum of 4 concept drawings (1 section, 2 elevations, floor plans and 1 perspective) that depict the overall layout of the space and elevations.

2. DESCRIPTION OF PROPOSED DESIGN ELEMENTS

   a. Describe the following design elements (maximum 10 points each):

      1) **Building Architectural** systems and materials including a skylight in Schedule A area and a skylight in Schedule B area – Explain how the Work will be aesthetically compatible with the DCP concept and the adjacent buildings, including any proposed improvements to the building layout

      2) **Structural** systems and materials - Describe the proposed structural system approach and materials, including the skylights and explain any proposed improvements that will improve functionality or reduce costs or Contract Time.

      3) **Mechanical, plumbing, electrical and other building systems, materials, and equipment** - Describe the proposed mechanical, plumbing and electrical systems, materials, and equipment and how each complies with the basis of design in the DCP.

      4) Explain all interfaces (design and construction) with adjacent projects and buildings and how all proposed systems are compatible with other existing systems; Describe the approach to confirming capacity of existing mechanical and electrical power

systems to support Schedule B.

2.2 PART II - PROJECT SCHEDULE AND APPROACH

1. Provide detailed schedules **for Schedules A and B** that are compliant with the schedule requirements defined in the DCP. The proposed schedules shall have not more than a monthly time scale and shall include the description, logic, start/finish date and duration of each work activity, as well as milestones for the following:

    - Design Documentation and Review at Level 60%, 95% and Final Design,
    - Permitting,
    - Procurement Milestones for all major components and trades
    - Inspections for all major systems, and
    - Commissioning each major system.

    MAXIMUM POINTS FOR SCHEDULE A - 15; Satisfactory schedule will be scored 8 points.

    MAXIMUM POINTS FOR SCHEDULE B - 5; Satisfactory schedule will be scored 3 points.

2. Include a schedule narrative for each schedule that explains the schedule logic and sequence of work, and the following:

    - Identify all assumptions made,
    - Describe any challenges and proposed solutions,
    - Describe the approach for mitigation of long lead items and supply chain issues, including the proposed plan for concrete supply,
    - Describe how permitting and inspection issues will be mitigated,
    - Identify opportunities, if any, to reduce the total Contract Time for Schedule A, Schedule B or both, and
    - Describe the plan for completing the work within the proposed schedule given the current workload and availability of the proposed team members, including proposed subcontractors.

    MAXIMUM POINTS FOR SCHEDULE A - 15. Satisfactory plan will be scored 8 points.

    MAXIMUM POINTS FOR SCHEDULE B - 5; Satisfactory plan will be scored 3 points.

3. Constructability –
   - Describe how the work for each schedule will be executed within an active operating airport environment with minimal impact on operations.
   - Describe the proposed plan for phasing/sequencing each schedule, specifically focusing on how Schedule A can be completed and opened to the public as soon as possible while Schedule B remains under construction, including how critical systems can be operational for Schedule A while construction of Schedule B is ongoing.
   - Describe the method of maintaining safe and efficient traffic flow during construction (passengers and vehicles).
   - Describe the approach for coordination with adjacent buildings.
   - Include a detailed Logistics Plan, including site access, haul routes, material laydown and storage areas.

MAXIMUM POINTS 15. Satisfactory plan will be scored 8 points.

The Committee may score proposals with excellent, highly comprehensive, project-specific plans up to the maximum points. The Committee may score unacceptable, poor or generic plans with less than satisfactory points.

2.3 PART III – DBE APPROACH (maximum 5 points)

1. Include completed Exhibit A.1 (Section 00 41 13.15.1) showing the commitment to DBE participation for Schedules A and B.

2. Include completed Exhibit A.1 (Section 00 41 13.15.1) showing the commitment to DBE participation for Schedule D.

3. **Do not include any reference to any monetary values or contract value(s) in Exhibit A.1.** SUBMIT COPY OF GOOD FAITH EFFORT WITH THE PROPOSAL, if Proposal does not meet either of the DBE participation goals. The Proposer shall follow the Owner's Policy for Good Faith Effort requirements as outlined in the Owner's website and addressed in the Instructions to Proposers. The Owner reserves the right, after the receipt of Proposals, to request, receive, review and consider additional information and documentation regarding DBE certification and good faith efforts issues.

The Committee may score proposals that exceed the goal and/or includes additional commitments for assisting small businesses up to the maximum points. The Committee may score poor plans with less than satisfactory points. The failure to meet the participation goal and submit satisfactory evidence of good faith efforts will result in the proposal being deemed non-responsive and not considered further.

3.0 ENVELOPE B – PRICE PROPOSAL:

Envelope B shall include the following:

1. 00 41 13 – PRICE PROPOSAL FORM
   - Acknowledge all Addenda, if any, on page 2
   - Properly executed signature block
   - Confirm that there are no mathematical errors
   - CHECK THE BUY AMERICAN CERTIFICATION, page 4/5

- EXECUTE THE CERTIFICATION, page 6

2. 00 43 13 - PROPOSAL BOND (or Cashier's Check)
   - In proper amount (10% of Total Proposal Price)
   - If Proposal Bond:
   - On Proper Form
   - Blanks completed and dated
   - Executed by principal, surety, and witnesses
   - Countersignature executed
   - **Power-of-Attorney attached to Bond for Surety**
   - Surety properly rated and authorized to transact business in Florida

3. DBE Exhibits
   - 00 41 13.15.2 – Exhibit A.2 – Schedule of DBE Participation Monetary Value for Schedules A and B
   - 00 41 13.15.2 – Exhibit A.2 – Schedule of DBE Participation Monetary Value for Schedule D
   - Letters of Intent signed by all proposed DBE-certified firms

THE DCP COMPLIANCE CHECKLIST FORM IS ON THE NEXT PAGE

ENVELOPE A

Compliance Checklist

ID	Sub-System	Requirement	Confirm technical design concept and pricing complies (Y/N)	Comments
1	Schedule A	Complete the previously designed Areas 4 & 5 above the existing foundations and the first placement of concrete columns to provide a finished elevated bridge connection between the existing GTF on the west side to the Train Station on the east side		
2	Schedule A	The Materials and Finishes shall match the existing STC GTF Floor, Wall and Ceiling systems and be contiguous with the existing GTF and Train Station pattern and color palette subject to compliance with the provisions of the Buy American Act.		
3	Schedule A	Maintain the previously designed vertical circulation components at the east end of the GTF Pedestrian Bridge connecting to the Train Station Levels 3 and 5.		
4	Schedule A	Develop 60 feet wide open Town Center Concept between columns T10 and T11 to align with proposed RAC Lobby to the north and Future Hotel to the south. The Town Center Concept shall be bound by (1) Pair of 90 ft nominal top of slab moving walks on each side.		
5	Schedule A	Provide (2) Pairs of 90 ft nominal top of slab moving walks inclusive of ramps.		
6	Schedule A	Provide (1) 40 ft. x 40 ft skylight over proposed town center		
7	Schedule A	Coordinate Owner furnished FFE for entire GTF Pedestrian Bridge.		
8	Schedule A	Confirm limits of Future Baggage right-of way to be maintained on the underside of the GTF Pedestrian Bridge north side.		

9	Schedule A	There shall be an exterior demising wall between the GTF Pedestrian Bridge and the proposed RAC/ GTF Lobby to facilitate opening Schedule A earlier than Schedule B
10	Schedule B	Proposed GTF RAC Lobby shall be bound by the north side of the existing GTF and east to column T13.
11	Schedule B	Coordination of RAC Lobby Structural Grid will be required over future GTF Loop Road/ Curb Operations.
12	Schedule B	Include provision for distribution of exit stairs in this area as required by code. All existing stairs and other paths of egress shall be maintained during construction for life safety compliance.
13	Schedule B	Provide (2) Pairs of Elevators on the south side aligned with the Town Center with stops at Level 3 and Ground Level below.
14	Schedule B	Provide (6) 9-Position RAC Counter Modules for a total of 54 positions (ultimate) based previously designed/ GOAA approved millwork drawings and specifications.
15	Schedule B	There shall be a total of (20) self-service RAC Kiosks
16	Schedule B	Maintain minimum 20 ft queue area clearance in front of RAC Counters.
17	Schedule B	Provide seating area for 100
18	Schedule B	Provide (1) Pair of Restrooms on each side of RAC Lobby
19	Schedule B	Provide (1) 40 ft. x 40 ft skylight over RAC Lobby
20	Schedule B	Coordinate location of previously allocated Concession Space (TBD) with GOAA such that it is adjacent to GTF Pedestrian Bridge.
21	Schedule B	Provision for Utilities needed for Future GTF Lobby
22	Schedule B	Align Mechanical, Electrical and Communication Rooms/Chases with New Ground Level Rooms and Equipment.
23	Schedule B	Provide Ground Level Storage Room

24	Schedule B	Provide Ground Level Trash Area on southwest side adjacent to existing Mechanical Room. Coordinate vehicular access lane with Future GTF Loop Road		
25	Schedule B	Include structural provision to remove portion of slab adjacent to elevators for potential future escalators to the ground level.		

SECTION 00 31 11 - PROJECT DIRECTORY

OWNER

Greater Orlando Aviation Authority
Orlando International Airport
Mr. Max Marble
Sr. Vice President Capital Programs
One Jeff Fuqua Blvd.
Orlando, FL 32827
Phone: (407) 825-3105

DESIGN CRITERIA CONSULTANT

HNTB Corp.
William Brooks
8529 Southpark Circle
Suite 140
Orlando, FL 32819

END OF SECTION 00 31 11

1. Price Proposal Form

SECTION 00 41 13 – PRICE PROPOSAL FORM – db--(single-Prime Contract)

PROPOSAL FOR THE GREATER ORLANDO AVIATION AUTHORITY

Submitted By: The Weitz Company, LLC
(Proposer's Name)

Date: May 30, 2023

The undersigned Proposer hereby certifies the following: (1) it has accurately identified all persons required by the applicable signature block; (2) this Proposal is fair, in all respects, and made in good faith, without collusion or fraud; (3) no officer, employee or agent of the Authority and no spouse or child of an officer or employee of the Authority, has, or will have during the performance of the Contract, any material interest in the business of the Proposer, and (4) Proposer has no knowledge of any potential conflict of interest.

The Proposer further represents that it has carefully examined the site of the Work, the DCP, Contract Documents, the Addenda furnished prior to the opening of the Proposals, and existing Owner records for the Work contemplated during the Proposal submittal period. By submitting a Proposal, the Proposer represented to the Owner that the Proposal and the Contract is inclusive of sufficient compensation for performing adequate investigations of existing site conditions, the DCP, and existing records to sufficiently support the design developed and proposed by the Proposer. The Proposer further acknowledges that any information provided by the Owner was to assist the Proposer in completing adequate investigations. In addition the Proposer represents that it has investigated and is fully informed of the conditions to be encountered, of the character, quality and quantities of Work to be performed and materials to be furnished and has included in the Proposal and Contract all items necessary for the proper execution and completion of the Work in accordance with the requisite time frame, applicable laws, statutes, building codes, regulations, or as otherwise required by the Contract Documents.

If provided with a Notice of Intent to Award the Contract by the Owner, the Proposer shall execute and deliver to the Owner all of the documents required by the Contract Documents, including but not limited to, the Contract Agreement and the Performance and Payment Bonds in the form contained in the Contract Documents, furnish the required evidence of the specified insurance coverages, furnish all necessary design, permits, licenses, materials, equipment, machinery, maintenance, tools, apparatus, means of transportation and labor necessary to complete the Work provided for in the Contract Documents for **BPS-198, Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby at the Orlando International Airport, Orlando, Florida.**

The Proposer shall commence work specified herein within the time limits set forth in the Instructions to Proposers, which time limits the Proposer acknowledges are reasonable.

If the Proposer improperly withdraws its Proposal or fails to execute and deliver to the Owner any of the documents required by the Contract Documents, within ten (10) days after the date of the Notice of Intent to Award, the Owner may seek recourse against the Proposal Guaranty as provided for in the Contract Documents.

If the Proposer fails to complete the Work within the scheduled time or any authorized extension thereof, liquidated damages, in accordance with the Contract Documents, shall be deducted from the Total Contract Price.

Acknowledgment is hereby made of the following Addenda (identified by number) received since issuance of the Plans and Specifications:

ADDENDA	DATE	ADDENDA	DATE
Addendum No. 1	April 13, 2023	Addendum No. 5	May 2, 2023
Addendum No. 2	April 21, 2023	Addendum No. 6	May 5, 2023
Addendum No. 3	April 21, 2023	Addendum No. 7	May 19, 2023
Addendum No. 4	April 27, 2023	Addendum No. 8	May 24, 2023

PUBLIC ENTITY CRIMES ACT

The Proposer represents that it is not precluded from submitting a Proposal under Section 287.133(2)(a), which provides as follows: "A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid, proposal or reply on a contract to provide any goods or services to a public entity; may not submit a bid, proposal or reply on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount set forth in Florida Statutes s.287.017, for CATEGORY TWO for a period of thirty-six (36) months from the date of being placed on the convicted vendor list."

DBE PROGRAM ACKNOWLEDGEMENT

By submitting a Proposal on this Project, Proposer represents that it has reviewed and familiarized itself with the Owner's Disadvantaged Business Enterprise Participation Program (DBE). **See the Instructions to Proposers for the DBE Participation Goal.**

SCRUTINIZED COMPANY CERTIFICATION

By submitting a Proposal on this Project:

A. (applicable to all agreements, regardless of value) – Proposer 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) - Proposer 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.

TEXTING WHEN DRIVING

In accordance with Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving" (10/1/2009) and DOT Order 3902.10, "Text Messaging While Driving" (12/30/2009), FAA encourages recipients of Federal grant funds to adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government, including work relating to a grant or subgrant.

The Contractor must promote and conduct workplace safety initiatives for employees and other work personnel in a manner commensurate with the size of the business, such as:

a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

The Contractor must insert this "Texting When Driving" language in each third party subcontract involved on this project.

PUBLIC ENTITY CRIMES ACT

The Proposer represents that it is not precluded from submitting a bid or proposal under Section 287.133(2)(a), which provides as follows: A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid, proposal or reply on a contract to provide any goods or services to a public entity, may not submit a bid, proposal or reply on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount set forth in Florida Statutes s.287.017, for CATEGORY TWO for a period of thirty-six (36) months from the date of being placed on the convicted vendor list.

DISCRIMINATORY VENDOR LIST

The Proposer represents that it is not precluded from submitting a bid or proposal under Section 287.134, which provides as follows: An entity or affiliate who has been placed on the discriminatory vendor list may not submit a bid, proposal, or reply on a contract to provide any goods or services to a public entity; may not submit a bid, proposal, or reply on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids, proposals, or replies on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity unless that entity or affiliate has been removed from the list pursuant to Florida law.

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) QUALIFICATION

The Proposer represents that neither it nor its affiliates have had their Certificate of Qualification suspended, revoked or denied by the FDOT, or determined by the FDOT to be a non-responsible contractor.

CERTIFICATION OF COMPLIANCE WITH FAA BUY AMERICAN PREFERENCE

The Contractor certifies that its bid/offer is in compliance with 49 USC § 50101, Build America, Buy America (BABA) and other related Made in America Laws,[1] U.S. statutes, guidance, and FAA policies, which provide that Federal funds may not be obligated unless all iron, steel and manufactured goods used in AIP funded projects are produced in the United States, unless the Federal Aviation Administration has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

The bidder or offeror must complete and submit the certification of compliance with FAA's Buy American Preference, BABA and Made in America laws included herein with their bid or offer. The Airport Sponsor/Owner will reject as nonresponsive any bid or offer that does not include a completed certification of compliance with FAA's Buy American Preference and BABA.

The bidder or offeror certifies that all **constructions materials**, defined to mean an article, material, or supply other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of: non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber; or drywall used in the project are manufactured in the U.S.

[1] Per Executive Order 14005 "Made in America Laws" means all statutes, regulations, rules, and Executive Orders relating to federal financial assistance awards or federal procurement, including those that refer to "Buy America" or "Buy American," that require, or provide a preference for, the purchase or acquisition of goods, products, or materials produced in the United States, including iron, steel, and manufactured products offered in the United States.

CERTIFICATION OF COMPLIANCE WITH FAA BUY AMERICAN PREFERENCE
Equipment/Building Projects

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 USC § 50101, and other Made in America Laws, U.S. statutes, guidance, and FAA policies by selecting one on the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (not both) by inserting a checkmark (✓) or the letter "X".

Bidder or offeror hereby certifies that it will comply with 49 USC § 50101, BABA and other related U.S. statutes, guidance, and policies of the FAA by:

a) Only installing steel and manufactured products produced in the United States;
b) Only installing construction materials defined as: an article, material, or supply – other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber or drywall that have been manufactured in the United States.

c) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
d) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108 or 25.103 as applicable.

By selecting this certification statement, the bidder or offeror agrees:

a) To provide to the Airport Sponsor or FAA evidence that documents the source and origin of the steel and manufactured product.
b) To faithfully comply with providing U.S. domestic product.
c) To furnish U.S. domestic product for any waiver request that the FAA rejects.
d) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

X The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 USC § 50101(a) but may qualify for a Type 3 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

a) To submit to the Airport Sponsor or FAA within 15 calendar days of being selected as the responsive bidder, a formal waiver request and required documentation that supports the type of waiver being requested.
b) That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.
c) To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
d) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 2 Waiver (Nonavailability) - The iron, steel, manufactured goods or construction materials are not available in sufficient quantity or quality in the United States. The required documentation for the Nonavailability waiver is:

a) Completed Content Percentage Worksheet and Final Assembly Questionnaire
b) Record of thorough market research, consideration where appropriate of qualifying alternate items, products, or materials including.
c) A description of the market research activities and methods used to identify domestically manufactured items capable of satisfying the requirement, including the timing of the research and conclusions reached on the availability of sources.

Type 3 Waiver – The cost of the item components and subcomponents produced in the United States is more that 60 percent of the cost of all components and subcomponents of the "item". The required documentation for a Type 3 waiver is:

a) Completed Content Percentage Worksheet and Final Assembly Questionnaire including:
b) Listing of all product components and subcomponents that are not comprised of 100 percent U.S. domestic content (Excludes products listed on the FAA Nationwide Buy

American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108 (products of unknown origin must be considered as non-domestic products in their entirety).

c) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly at place of manufacture.

d) Percentage of non-domestic component and subcomponent cost as compared to total "item" component and subcomponent costs, excluding labor costs associated with final assembly at place of manufacture.

Type 4 Waiver (Unreasonable Costs) - Applying this provision for iron, steel, manufactured goods or construction materials, would increase the cost of the overall project by more than 25 percent. The required documentation for this waiver is:

a) Completed Content Percentage Worksheet and Final Assembly Questionnaire from

b) At minimum two comparable equal bidders and/or offerors;

c) Receipt or record that demonstrates that supplier scouting called for in Executive Order 14005, indicates that no domestic source exists for the project and/or component; d) Completed waiver applications for each comparable bid and/or offer.

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

Date May 30, 2023 Signature _____

Company Name The Weitz Company, LLC Title Director of Aviation

CERTIFICATION REGARDING DOMESTIC PREFERENCES FOR PROCUREMENTS

The Offeror certifies by signing and submitting this proposal that, to the greatest extent practicable, the Offeror has provided a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including, but not limited to, iron, aluminum, steel, cement, and other manufactured products) in compliance with 2 CFR § 200.322.

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

PRICE PROPOSAL FORM – db -(single-Prime Contract)
SECTION 00 41 13

PRICE PROPOSAL

FOR ALL WORK REQUIRED IN ACCORDANCE WITH THE DESIGN CRITERIA PACKAGE, SPECIFICATIONS, AND OTHER CONTRACT DOCUMENTS, INCLUDING ALL COSTS RELATED TO DESIGN, OUTREACH, SOQ COMMITMENTS, COMPLIANCE WITH FEDERAL TERMS, CONSTRUCTION, PERMITTING, TAXES, BONDS AND INSURANCE, THE UNDERSIGNED SUBMITS:

Please provide pricing for Schedules A and B as defined in the DCP.	
Item	*Amount (US Dollars)*
Schedule A Proposed Lump Sum Price for Design/Build Services	$ $58,418,104.00
Schedule B (RAC) Proposed Lump Sum Price for Design/Build Services	$ $35,541,346.00
TOTAL BASE BID PRICE FOR SCHEDULES A AND B	$ $93,959,451.00

Owner's DRB Allowance: $100,000

Total Proposal Price: $ 94,059,451.00

(Total Proposal Price is the Contractor's Base Bid Price for Schedules A and B, plus Owner's DRB Allowance.)

Add Alternates (Options) *Award of alternates, if any, is at the Owner's sole discretion. There is no guarantee that any alternate will be awarded.*	
Option #1: Schedule B Alternate 1 for Design/Build Services to ADD 20' connection to Garage C	$ 1,646,465.00
Option #2: Schedule C for Design/Build Services for Level 3 Shell Space, including a 20' wide corridor connection to Garage C; the cost of schedule B should assume that the level 3 alternate is not selected and include any necessary additional structural bracing. The cost of the level 3 alternate should reflect any savings since Schedule B will provide the necessary structural bracing.	$ 6,661,334.00
Option #3: Schedule D for Design/Build Services for Parking Garage Fire Sprinkler System	$ 7,556,842.00
Option #4: Schedule E for Design/Build Services to add moving walkways to current pedestrian bridge connecting terminal and Garage C	$ 3,369,296.00

PROPOSAL GUARANTY

Attached is a cashier's check or a Proposal Bond on the standard form of the Owner **in an amount not less than 10% of the Total Proposal Price** in accordance with the Instructions to Proposers, which check or Proposal Bond is subject to the conditions and provisions thereof.

SIGNATURE REQUIRED ON FOLLOWING PAGE(s)

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

PRICE PROPOSAL FORM – db -(single-Prime Contract)
SECTION 00 41 13

The Weitz Company, LLC is not a corporation.

(If Proposer is a corporation, complete this signature block)
Fill in the name of the corporation, followed by the signature of the officer signing on behalf of the corporation, name and officer's title and Secretary attestation.

The below Corporation is organized and existing under the laws of the State of N/A, authorized by law to make this Proposal and perform all work and furnish materials and equipment required under the Contract Documents, and is authorized to do business in the State of Florida.

Federal ID # N/A

N/A
Name of Corporation

Phone: N/A

By: N/A
(signature of corporate officer)

Fax: N/A

Name: N/A

Title: N/A

Address: N/A

(Affix Corporate Seal)

Attest: N/A
Secretary

The full name, address and title of every Officer of the Corporation (including the President, Vice President, Secretary, and Treasurer) is as follows (attach additional pages if necessary):

Name	Address	Title
N/A	N/A	N/A
N/A	N/A	N/A
N/A	N/A	N/A
N/A	N/A	N/A

(If Proposer is a LLC, complete this signature block)
Fill in the name of the limited liability company, followed by the signature and printed name of the Manager who is authorized to sign on behalf of the LLC.

The below LLC is organized and existing under the laws of the State of Florida, authorized by law to make this Proposal and perform all work and furnish materials and equipment required under the Contract Documents, and is authorized to do business in the State of Florida.

Federal ID # 42-1512625

The Weitz Company, LLC
Name of Limited Liability Company

Phone: 561.686.5511

By: _____
(signature of Manager)

Fax 561.686.7774

Name: Director of Aviation
(Please print legibly or type)

Address of LLC: 1400 Centrepark Boulevard, Suite 700, West Palm Beach, FL 33401

Attest: _____
(Secretary)

(Affix Corporate Seal)
The Weitz Company does not have a corporate seal

The full name and address and title of every Member and Manager are as follows (attach additional pages if necessary):

Name	Address	Title
Kevin McClain	611 5th Ave, #300, Des Moines, IA 50309	President & Chief Executive Officer
Shane Bauer	1400 Centrepark Blvd., #700, West Palm Beach, FL 33401	Chief Operating Office
Jeremy Marron	611 5th Ave, #300, Des Moines, IA 50309	Chief Financial Officer
Jim Wells	1400 Centrepark Blvd., #700, West Palm Beach, FL 33401	Executive VP, Business Development
T. Ryan Lamb	611 5th Ave, #300, Des Moines, IA 50309	Vice President & General Counsel
Karmyn Babcock	611 5th Ave, #300, Des Moines, IA 50309	Executive Vice President, Strategy Execution
Krista Robinson	611 5th Ave, #300, Des Moines, IA 50309	Vice President of Human Resources

END OF SECTION 00 41 13

1. DBE Approach

EXHIBIT A2

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

EXHIBIT A.2
SECTION 00 41 13.15

SECTION 00 41 13.15.2 - EXHIBIT A.2 - **ENVELOPE C**

Proposer/Bidder: The Weitz Company

Enter value from PRICE PROPOSAL FORM (Section 00 41 13 - 7):

Total Base Bid Price: **Schedules A + B**: $93,959,451.00

SCHEDULE OF DBE SUBCONTRACTOR PARTICIPATION MONETARY VALUES FOR SCHEDULES A + B

DBE Goal: **25%**

	"A" NAME OF CERTIFIED DBE FIRM, MANUFACTURER, SUPPLIER	"B" ADDRESS AND PHONE NUMBER	"C" SCOPE OF WORK	"C" NAICS CODE	"D" DBE SUBCONTRACT AMOUNT ($)*	"E" SUPPLIER SUBCONTRACT AMOUNT ($)**
1	Sky Limit Crane & Rigging	6831 N Orange Blossom Trail Orlando, FL 32810 P: 407.448.4347	Crane Rental Rigging Hauling/Transport	352412 238290 484400	$898,404.00	
2	Carja Construction, Inc.	2010 Chickwood Ct Tampa, FL 33618 P: 813.304.7158	Concrete place Finish Flat-work	5221	$1,300,000.00	
3	JCB Construction	800 W Gore Orlando, FL 32805 P: 817.210.7007	Site work	238910	$871,056.00	
4	Designers West Interiors, Inc.	5609 South Orange Ave. Orlando, FL 32809 P: 407.601.3433	Ceramic and stone tile Resilient flooring and carpet	238340 238330	$539,782.00	
5	Quality Cable Contractors, Inc.	1936 Premier Row Orlando, FL 32809 P: 321.689.2096	Premise distribution Physical access control Video surveillance system	237130 238210 238210	$3,808,608.00	
6	Loyal Waterproofing Construction	383 E. Samuel Ct. Hernando, FL 34442 352.270.6108	Self-Adhering Sheet Waterproofing Polymer Modified Cement Waterproofing	238390	$112,251.00	
				DBE TOTAL $		
	Example Firm/ Manufacturer				$100	
	Example Supplier				$60	$100

***"D" Show DBE Bid Values: The Proposal value in this column for Supplier Subcontracts is shown as 60% of column "E" 100% value.**
**** "E" Show DBE Supplier Values: Full Subcontractor Bid Amount**

The undersigned will enter into a formal agreement with the above DBE subcontractors for work listed in the schedule conditioned upon execution of a contract with the Owner.

By: _____

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

EXHIBIT A.2
SECTION 00 41 13.15

SECTION 00 41 13.15.2 - EXHIBIT A.2 - **ENVELOPE C**

Proposer/Bidder: The Weitz Company

Enter value from PRICE PROPOSAL FORM (Section 00 41 13 - 7):

Total Base Bid Price: Schedules A + B: $93,959,451.00

SCHEDULE OF DBE SUBCONTRACTOR PARTICIPATION MONETARY VALUES FOR SCHEDULES A + B

DBE Goal: **25%**

	"A"	"B"	"C"		"D"	"E"
	NAME OF CERTIFIED DBE FIRM, MANUFACTURER, SUPPLIER	ADDRESS AND PHONE NUMBER	SCOPE OF WORK	NAICS CODE	DBE SUBCONTRACT AMOUNT ($)*	SUPPLIER SUBCONTRACT AMOUNT ($)**
1	Terrazzo USA and Associates, Inc.	426 S. McLoud Rd McLoud, OK 74851 P: 405.964.3547	Terrazzo flooring	238340	$1,280,849.00	
2	Wheels to Wings Transportation, Inc.	13182 Bovet Ave. Orlando, FL 32827 P: 407.719.0912	Fabrication/Trucking	88510, 238150, 425120, 541614	$410,343.00	
3	Rhodes + Brito Architects	605 E Robinson St #750, Orlando, FL 32801 P: 407.648.7288	Architectural Design	541310	$4,874,021.00	
4	Votum Construction, LLC	1405 W Colonial Dr. Orlando, FL 32804 P: 407.704.1743	General Contractor	236220	$8,410,541.00	
5	G & C Welding Specialist, LLC	4421 Schilke Way Sanford FL, 32771	Welding	238390	N/A	
6	Freedom Insulation, Inc.	23110 State Road 54, Unit #428 Lutz, FL 33549 P: 813.880.8445	HVAC & Plumbing Insulation	238990	$1,012,200.00	
				DBE TOTAL $		
	Example Firm/ Manufacturer				$100	
	Example Supplier				$60	$100

*"D" Show DBE Bid Values: The Proposal value in this column for Supplier Subcontracts is shown as 60% of column "E" 100% value.
** "E" Show DBE Supplier Values: Full Subcontractor Bid Amount

The undersigned will enter into a formal agreement with the above DBE subcontractors for work listed in the schedule conditioned upon execution of a contract with the Owner.

By: _____

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

EXHIBIT A.2
SECTION 00 41 13.15

SECTION 00 41 13.15.2 - EXHIBIT A.2 - **ENVELOPE C**

Proposer/Bidder: The Weitz Company

Enter value from PRICE PROPOSAL FORM (Section 00 41 13 - 7):

Total Base Bid Price: Schedules A + B: $93,959,451.00

SCHEDULE OF DBE SUBCONTRACTOR PARTICIPATION MONETARY VALUES FOR SCHEDULES A + B

DBE Goal: **25%**

	"A"	"B"	"C"		"D"	"E"
	NAME OF CERTIFIED DBE FIRM, MANUFACTURER, SUPPLIER	ADDRESS AND PHONE NUMBER	SCOPE OF WORK	NAICS CODE	DBE SUBCONTRACT AMOUNT ($)*	SUPPLIER SUBCONTRACT AMOUNT ($)**
1	NNP Construction and Development, Inc.	1405 Allendale Rd. West Palm Beach, FL 33405 P: 561.318.7575	Demolition	238910	$790,000.00	
2	SkyBuilders USA	40 W Crystal Lake St. Orlando, FL 32806 P: 407.362.1870	Framing, drywall, ACT, stucco, floor expansion, joints, corner guards, wire mesh partitions	238310, 238140	$142,422.00	
3	Osorno Group Corp	868 Duncan Ave. Kissimmee, FL 34744 P: 786.622.3898	~~HEAT~~ HVAC and PLBG Insulation	238290	n/A	
4	The Ford Design Group	3735 S. Highway 27, Ste. 105 Clermont, FL 34711 P: 352.470.9819 or 321.231.4518	Doors Frames & Hardware	236220	$55,505.00	
5	AC Signs	11100 Astronaut Blvd. Orlando, FL 32837 P: 407-857-5564	Signage & Wayfinding	238990 339950 541430	$202,665.00	
6	Rhodes + Brito Architects	605 E Robinson St #750, Orlando, FL 32801 P: 407.648.7288	Architectural Design	541310	see page 1	
				DBE TOTAL $	$24,706,657.00	
	Example Firm/ Manufacturer				$100	
	Example Supplier				$60	$100

*"D" Show DBE Bid Values: The Proposal value in this column for Supplier Subcontracts is shown as 60% of column "E" 100% value.
** "E" Show DBE Supplier Values: Full Subcontractor Bid Amount

The undersigned will enter into a formal agreement with the above DBE subcontractors for work listed in the schedule conditioned upon execution of a contract with the Owner.

By: _____

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

EXHIBIT A.2
SECTION 00 41 13.15

SECTION 00 41 13.15.2 - EXHIBIT A.2 – **TO BE SUBMITTED UPON AWARD OF THE ALTERNATE** Proposer: The Weitz Company

Enter value from PRICE PROPOSAL FORM (Section 00 41 13 - 7):
Total Option #1: **Schedule B Alternate 1:** $ 1,646,465.00

SCHEDULE OF DBE SUBCONTRACTOR PARTICIPATION MONETARY VALUES FOR SCHEDULE B ALTERNATE 1 DBE Goal: **25%**

	"A"	"B"	"C"		"D"	"E"
	NAME OF CERTIFIED DBE FIRM, MANUFACTURER, SUPPLIER	ADDRESS AND PHONE NUMBER	SCOPE OF WORK	NAICS CODE	DBE SUBCONTRACT AMOUNT ($)*	SUPPLIER SUBCONTRACT AMOUNT ($)**
1	Carja Construction	2010 Chickwood Ct. Tampa, FL 33618 813.304.7158	Concrete place and finish flatwork	5221	$ 33,828.00	
2	Sky Limit Crane and Rigging	6831 N Orange Blossom Trail Orlando, FL 32810 407.448.4347	Crane rental, rigging, and transport	532412, 238290, 484400	$ 39,060.00	
3	Voturn	1405 W Colonial Dr Orlando, FL 32804 P: 407.704.1743	General Contractor	236220	$ 79,050.00	
4	Ford Design Group	3735 S. Highway 27, Ste. 105 Clermont, FL 34711 P: 352.470.9819 or 321.231.4518	Doors Frames & Hardware	236220	$ 22,986.00	
5	Wheels to Wings	13182 Bovet Ave. Orlando, FL 32827 P: 407.719.0912	Fabrication/Trucking	88510, 238150, 425120, 541614	$ 50,694.00	
6	SkyBuilders	40 W Crystal Lake St Orlando, FL 32806 P: 407.362.1870	Framing, drywall, ACT, stucco, floor & ganson, joints, corner guards, wire mesh partitions	238310, 238140	$ 10,000.00	
				DBE TOTAL $	—	
	Example Firm/ Manufacturer				$100	
	Example Supplier				$60	$100

*"D" Show DBE Bid Values: The Proposal value in this column for Supplier Subcontracts is shown as 60% of column "E" 100% value.
** "E" Show DBE Supplier Values: Full Subcontractor Bid Amount

The undersigned will enter into a formal agreement with the above DBE subcontractors for work listed in the schedule conditioned upon execution of a contract with the Owner.

By: _____

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

EXHIBIT A.2
SECTION 00 41 13.15

SECTION 00 41 13.15.2 - EXHIBIT A.2 – **TO BE SUBMITTED UPON AWARD OF THE ALTERNATE** Proposer: The Weitz Company

Enter value from PRICE PROPOSAL FORM (Section 00 41 13 - 7):

Total Option #1: **Schedule B Alternate 1:** $ 1,646,465.00

SCHEDULE OF DBE SUBCONTRACTOR PARTICIPATION MONETARY VALUES FOR SCHEDULE B ALTERNATE 1 DBE Goal: **25%**

	"A"	"B"	"C"		"D"	"E"
	NAME OF CERTIFIED DBE FIRM, MANUFACTURER, SUPPLIER	ADDRESS AND PHONE NUMBER	SCOPE OF WORK	NAICS CODE	DBE SUBCONTRACT AMOUNT ($)*	SUPPLIER SUBCONTRACT AMOUNT ($)**
1	Designers West	5609 South Orange Ave. Orlando, FL 32809 P: 407.601.3433	Ceramic and stone tile Resilient flooring and carpet	238340 238330	$9,570.00	
2	AC Signs	11100 Astronaut Blvd. Orlando, FL 32837 P: 407-857-5564	signage and wayfinding	238990 339950 541430	N/A	
3	Freedom Insulation	23110 State Road 54, Unit #428 Lutz, FL 33549 P: 813.880.8445	HVAC and plumbing insulation	238990	$46,100.00	
4	Gerelco/Votum	1405 W Colonial Dr. Orlando, FL 32804 P: 407.704.1743	Construction	236220	N/A	
5	QCCI	1936 Premier Row Orlando, FL 32809 P: 321.689.2096	Premise distribution Physical access control Video surveillance system	237130 238210 238210	$28,348.00	
6	Rhodes + Brito Architects	605 E Robinson St #750, Orlando, FL 32801 P: 407 648.7288	Architectural Design	541310	$146,900.00	
				DBE TOTAL $	$466,536.00	
	Example Firm/ Manufacturer				$100	
	Example Supplier				$60	$100

*"D" Show DBE Bid Values: The Proposal value in this column for Supplier Subcontracts is shown as 60% of column "E" 100% value.
** "E" Show DBE Supplier Values: Full Subcontractor Bid Amount

The undersigned will enter into a formal agreement with the above DBE subcontractors for work listed in the schedule conditioned upon execution of a contract with the Owner.

By: _____

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

EXHIBIT A.2
SECTION 00 41 13.15

SECTION 00 41 13.15.2 - EXHIBIT A.2 - **TO BE SUBMITTED UPON AWARD OF THE ALTERNATE** Proposer/Bidder: The Weitz Company

Enter value from PRICE PROPOSAL FORM (Section 00 41 13 - 7):
Total Option #2: **Schedule C:** $ 6,601,334.00

SCHEDULE OF DBE SUBCONTRACTOR PARTICIPATION MONETARY VALUES FOR SCHEDULE C

DBE Goal: **25%**

	"A"	"B"	"C"		"D"	"E"
	NAME OF CERTIFIED DBE FIRM, MANUFACTURER, SUPPLIER	ADDRESS AND PHONE NUMBER	SCOPE OF WORK	NAICS CODE	DBE SUBCONTRACT AMOUNT ($)*	SUPPLIER SUBCONTRACT AMOUNT ($)**
1	Carja Construction, Inc.	2010 Chickwood Ct. Tampa, FL 33618 P: 813.304.7158	Placing & Finishing Flatwork (DBE) incl pumping & material	5221	$298,140.00	
2	Sky Limit Crane & Rigging	6831 N Orange Blossom Trail Orlando, FL 32810 P: 407.448.4347	Crane Rental Rigging Hauling/Transport	484400	$54,128.00	
3	The Ford Design Group	3735 S. Highway 27, Ste. 105 Clermont, FL 34711 P: 352.470.9819 or 321.231.4518	Doors Frames & Hardware	236220	$61,296.00	
4	Wheels to Wings Transportation, Inc.	13182 Bovet Ave. Orlando, FL 32827 P: 407.719.0912	Curtainwall and glazing	425120, 541614	$35,444.00	
5	Designers West Interiors, Inc.	5609 South Orange Ave. Orlando, FL 32809 P: 407.601.3433	Flooring: Carpel, Terrazzo, etc.	238330	$6,240.00	
6	AC Signs	11100 Astronaut Blvd. Orlando, FL 32837 P: 407-857-5564	Signage and wayfinding	238990 339950 541430	$18,437.00	
				DBE TOTAL $		
	Example Firm/ Manufacturer				$100	
	Example Supplier				$60	$100

*"D" Show DBE Bid Values: The Proposal value in this column for Supplier Subcontracts is shown as 60% of column "E" 100% value.
** "E" Show DBE Supplier Values: Full Subcontractor Bid Amount

The undersigned will enter into a formal agreement with the above DBE subcontractors for work listed in the schedule conditioned upon execution of a contract with the Owner.

By: _____

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

EXHIBIT A.2
SECTION 00 41 13.15

SECTION 00 41 13.15.2 - EXHIBIT A.2 - **TO BE SUBMITTED UPON AWARD OF THE ALTERNATE** Proposer/Bidder: The Weitz Company

Enter value from PRICE PROPOSAL FORM (Section 00 41 13 - 7):

Total Option #2: Schedule C: $ 6,661,334.00

SCHEDULE OF DBE SUBCONTRACTOR PARTICIPATION MONETARY VALUES FOR SCHEDULE C

DBE Goal: **25%**

	"A"	"B"	"C"		"D"	"E"
	NAME OF CERTIFIED DBE FIRM, MANUFACTURER, SUPPLIER	ADDRESS AND PHONE NUMBER	SCOPE OF WORK	NAICS CODE	DBE SUBCONTRACT AMOUNT ($)*	SUPPLIER SUBCONTRACT AMOUNT ($)**
1	Freedom Insulation	23110 State Road 54, Unit #428 Lutz, FL 33549 P: 813.880.8445	Plumbing	238990	N/A	
2	Freedom Insulation	23110 State Road 54, Unit #428 Lutz, FL 33549 P: 813.880.8445	HVAC	238990	$37,000.00	
3	Votum Construction	1405 W Colonial Dr. Orlando, FL 32804 P: 407.704.1743	General Contractor	236220	$695,500.00	
4	Quality Cable Contractors, Inc.	1936 Premier Row Orlando, FL 32809 P: 321.689.2096	Data Wiring/Technology/ Access Control/VSS	238210	$94,562.00	
5	Rhodes + Brito Architects	605 E Robinson St #750, Orlando, FL 32801 P: 407.648.7288	Architectural Design	541310	$404,350.00	
6						
				DBE TOTAL $	1,705,097.00	
	Example Firm/ Manufacturer				$100	
	Example Supplier				$60	$100

*"D" Show DBE Bid Values: The Proposal value in this column for Supplier Subcontracts is shown as 60% of column "E" 100% value.
** "E" Show DBE Supplier Values: Full Subcontractor Bid Amount

The undersigned will enter into a formal agreement with the above DBE subcontractors for work listed in the schedule conditioned upon execution of a contract with the Owner.

By: _____

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

EXHIBIT A.2
SECTION 00 41 13.15

SECTION 00 41 13.15.2 - EXHIBIT A.2 - **TO BE SUBMITTED UPON AWARD OF THE ALTERNATE** Proposer/Bidder: The Weitz Company

Enter value from PRICE PROPOSAL FORM (Section 00 41 13 - 7):
Total Option #3: Schedule D: $ 7,556,842.00

SCHEDULE OF DBE SUBCONTRACTOR PARTICIPATION MONETARY VALUES FOR SCHEDULE D

DBE Goal: **10%**

	"A" NAME OF CERTIFIED DBE FIRM, MANUFACTURER, SUPPLIER	"B" ADDRESS AND PHONE NUMBER	"C" SCOPE OF WORK	"C" NAICS CODE	"D" DBE SUBCONTRACT AMOUNT ($)*	"E" SUPPLIER SUBCONTRACT AMOUNT ($)**
1	Votum Construction, LLC	1405 W Colonial Dr Orlando, FL 32804 P: 407.704.1743	General Contractor	236220	4,756,787.00	
2	Rhodes + Brito Architects	605 E Robinson St #750, Orlando, FL 32801 P: 407.648.7288	Architectural Design	541310	474,544.00	
3						
4						
5						
6						
				DBE TOTAL $	5,231,331.00	
	Example Firm/ Manufacturer				$100	
	Example Supplier				$60	$100

*"D" Show DBE Bid Values: The Proposal value in this column for Supplier Subcontracts is shown as 60% of column "E" 100% value.
** "E" Show DBE Supplier Values: Full Subcontractor Bid Amount

The undersigned will enter into a formal agreement with the above DBE subcontractors for work listed in the schedule conditioned upon execution of a contract with the Owner.

By: _____

SKY LIMIT CRANE & RIGGING

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

Project No./Name: BP-S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B) Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Weitz Company, LLC	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bunge	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd, STE 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515-231-3101	**Email:**	ben.bunge@weitz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	Sky Limit Crane & Rigging		
DBE's Representative:	Samuel Barrington	**Title:**	President
Signature:		**Date:**	05-24-2023
Address:	6831 N Orange Blossom Trail	**City, State, Zip:**	Orlando, Fl 32810
Phone:	407.448.4347	**Email:**	sam@skylimitcrane.com

DBE Performing as: ☒Subcontractor ☐Manufacturer (100% credit) ☐Broker (fees/commissions only) ☐Dealer / Supplier (60% credit) ☒Trucking/Hauling

Scope(s) of Work:	NAICS Code:
Crane Rental	532412
Rigging	238290
Hauling/Transport	484400

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 898,404.00	.96 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ 39,060.00	2.37 %
Schedule C: *Level 3 Shell, including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ 54,128.00	.81 %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ N/A	N/A %

DESIGNERS WEST INTERIORS, INC,

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

Project No./Name: BP-S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B) Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Weitz Company, LLC	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bunge	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd, STE 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515-231-3101	**Email:**	ben.bunge@weitz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	Designers West Interiors, Inc.		
DBE's Representative:	Kristin Becker	**Title:**	Owner & President
Signature:		**Date:**	5/24/2023
Address:	5609 South Orange Avenue	**City, State, Zip:**	Orlando, FL, 32809
Phone:	407-601-3433	**Email:**	kbeckerdwi@aol.com

DBE Performing as: ☒Subcontractor ☐Manufacturer (100% credit) ☐Broker (fees/commissions only) ☐Dealer / Supplier (60% credit) ☐Trucking/Hauling

Scope(s) of Work:	NAICS Code:
Ceramic & Stone Tile	238340
Resilient Flooring & Carpet	238330

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 539,782.00	.57 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ 9,570.00	.58 %
Schedule C: *Level 3 Shell, including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ 6,240.00	.09 %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ N/A	N/A %

FREEDOM INSULATION, INC,

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

BP-S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B)

Project No./Name: Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Weitz Company, LLC	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bungee	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd. Suite 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515.231.3101	**Email:**	ben.bungee@weitz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	Freedom Insulation, Inc.		
DBE's Representative:	April Day	**Title:**	President
Signature:		**Date:**	5/19/23
Address:	23110 SR 54, #428	**City, State, Zip:**	Lutz, FL 33549
Phone:	813-880-8445	**Email:**	april@freedominsulation.com

DBE Performing as: ☒Subcontractor ☐Manufacturer (100% credit) ☐Broker (fees/commissions only) ☐Dealer / Supplier (60% credit) ☐Trucking/Hauling

Scope(s) of Work:	**NAICS Code:**
HVAC & plumbing insulation	238990

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 1,012,200.00	1.08 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ 46,100.00	2.8 %
Schedule C: *Level 3 Shell, including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ 37,000.00	.56 %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ N/A	N/A %

N&P CONSTRUCTION DEVELOPMENT, INC.

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

Project No./Name: BP-S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B) Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Weitz Company, LLC	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bunge	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd, STE 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515-231-3101	**Email:**	ben.bunge@weitz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	N&P Construction and Development, Inc		
DBE's Representative:	Tony Piedra	**Title:**	President
Signature:		**Date:**	05/19/2023
Address:	1405 Allendale Rd	**City, State, Zip:**	West Palm Beach, FL 33405
Phone:	(561) 318-7575	**Email:**	tony@npdemolition.com

DBE Performing as: ☑Subcontractor ☐Manufacturer (100% credit) ☐Broker (fees/commissions only) ☐Dealer / Supplier (60% credit) ☐Trucking/Hauling

Scope(s) of Work:	NAICS Code:

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 790,000.00	.84 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ N/A	N/A %
Schedule C: *Level 3 Shell, including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ N/A	N/A %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ N/A	N/A %

SKYBUILDERS USA

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

Project No./Name: BP S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B) Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Weitz Company, LLC	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bunge	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd, STE 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515-231-3101	**Email:**	ben.bunge@weitz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	SkyBuilders USA		
DBE's Representative:	Jordan Villa	**Title:**	Senior Estimator
Signature:		**Date:**	5/25/2023
Address:	40 W Crystal Lake St	**City, State, Zip:**	Orlando, FL 32806
Phone:	407-362-1870	**Email:**	jvilla@skybuildersusa.com

DBE Performing as: ☑Subcontractor ☐Manufacturer (100% credit) ☐Broker (fees/commissions only) ☐Dealer / Supplier (60% credit) ☐Trucking/Hauling

Scope(s) of Work:	**NAICS Code:**
Framing/drywall, ACT, Stucco, Floor expansion joints, corner guards, wire mesh partitions	238310, 238140

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 142,422.00	.15 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ 10,000	.61 %
Schedule C: *Level 3 Shell, including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ N/A	N/A %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ N/A	N/A %

VOTUM CONSTRUCTION, LLC

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

BP-S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B)

Project No./Name: Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Weitz Company, LLC	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bunge	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd. STE 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515-231-3101	**Email:**	ben.bunge@weitz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	Votum Construction, LLC		
DBE's Representative:	Vernice Atkins-Bradley	**Title:**	President/CEO
Signature:		**Date:**	5/24/2023
Address:	1405 W. Colonial Drive	**City, State, Zip:**	Orlando, Florida 32804
Phone:	407-704-1743	**Email:**	vabradley@votumllc.com or info@votumllc.com

DBE Performing as: ☒Subcontractor ☐Manufacturer (100% credit) ☐Broker (fees/commissions only)
☐Dealer / Supplier (60% credit) ☐Trucking/Hauling

Scope(s) of Work:	NAICS Code:
Construction Management, General Contracting & Staffing	236220

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Fed. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 8,410,541.00	8.95 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ 79,050.00	4.8 %
Schedule C: *Level 3 Shell, including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ 695,500.00	10.44 %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ 474,544.00	62.95 %

WHEELS TO WINGS TRANSPORTATION, INC.

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

Project No./Name: BP-S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B) Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Weitz Company, LLC	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bunge	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd, STE 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515-231-3101	**Email:**	ben.bunge@weitz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	Wheels to Wings Transportation, Inc.		
DBE's Representative:	Michael Mckenzie	**Title:**	President
Signature:		**Date:**	5/23/2023
Address:	13182 Bovet Ave	**City, State, Zip:**	Orlando, Florida 32827
Phone:	407-719-0912	**Email:**	w2wings@gmail.com

DBE Performing as: ☐Subcontractor ☐Manufacturer (100% credit) ☐Dealer / Supplier (60% credit) ☐Broker (fees/commissions only) ☐Trucking/Hauling

Scope(s) of Work:	NAICS Code:
Fabrication / Trucking	

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 410,343.00	.44 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ 50,694.00	3.08 %
Schedule C: *Level 3 Shell, including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ 35,444.00	.53 %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ N/A	N/A %

TERRAZZO USA AND ASSOCIATES, INC.

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

Project No./Name: BP-S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B) Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Weitz Company, LLC	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bunge	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd, STE 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515-231-3101	**Email:**	ben.bunge@weitz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	Terrazzo USA and Associates, Inc.		
DBE's Representative:	Sherry Hill	**Title:**	President
Signature:	Sherry Hill	**Date:**	05/22/2023
Address:	426 S. Mcloud Rd	**City, State, Zip:**	McLoud, OK 74851
Phone:	405-964-3547	**Email:**	sherry@terrazzousa.com

DBE Performing as: ☒Subcontractor ☐Manufacturer (100% credit) ☐Broker (fees/commissions only) ☐Dealer / Supplier (60% credit) ☐Trucking/Hauling

Scope(s) of Work:	**NAICS Code:**
096623 Terrazzo flooring	238340

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 1,280,849.00	1.3 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ N/A	N/A %
Schedule C: *Level 3 Shell, including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ N/A	N/A %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ N/A	N/A %

JCB CONSTRUCTION

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

Project No./Name: BP-S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B) Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Weitz Company, LLC	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bunge	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd, STE 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515-231-3101	**Email:**	ben.bunge@weitz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	JCB Construction		
DBE's Representative:	Tex Heyman	**Title:**	GM
Signature:		**Date:**	05-25-23
Address:	800 W Gore	**City, State, Zip:**	Orlando, FL 32805
Phone:	817-210-7007	**Email:**	theyman@jcbcon.net

DBE Performing as: ☒Subcontractor ☐Manufacturer (100% credit) ☐Broker (fees/commissions only) ☐Dealer / Supplier (60% credit) ☐Trucking/Hauling

Scope(s) of Work:	**NAICS Code:**
Site work	238910

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 871,056.00	.93 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ N/A	N/A %
Schedule C: *Level 3 Shell, including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ N/A	N/A %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ N/A	N/A %

QUALITY CABLE CONTRACTORS, INC.

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

BP-S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B)

Project No./Name: Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Weitz Company, LLC	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bungee	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd. Suite 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515.231.3101	**Email:**	ben.bungee@weitz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	Quality Cable Contractors, Inc.		
DBE's Representative:	Gabriel del Rio	**Title:**	CEO
Signature:		**Date:**	05-24-2023
Address:	1936 Premier Row	**City, State, Zip:**	Orlando, FL 32809
Phone:	321-689-2096	**Email:**	gabriel@qcciflorida.com

DBE Performing as: ☒Subcontractor ☐Manufacturer (100% credit) ☐Broker (fees/commissions only) ☐Dealer / Supplier (60% credit) ☐Trucking/Hauling

Scope(s) of Work:	NAICS Code:
Premise Distribution	237130
Physical Access Control	238210
Video Surveillance System	238210

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 3,808,608.00	4.05 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ 28,348.00	1.72 %
Schedule C: *Level 3 Shell, Including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ 94,562.00	1.42 %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ N/A	N/A %

CARJA CONSTRUCTION, INC.

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

Project No./Name: BP-S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B) Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Weitz Company, LLC	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bunge	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd, STE 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515-231-3101	**Email:**	ben.bunge@weitz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	Carja Construction, Inc		
DBE's Representative:	Carly Puleo	**Title:**	President
Signature:		**Date:**	5/24/2023
Address:	2010 Chickwood ct	**City, State, Zip:**	Tampa, FL 33618
Phone:	8133047158	**Email:**	Carly@carjaconstruction.com

DBE Performing as: ☑Subcontractor ☐Manufacturer (100% credit) ☐Broker (fees/commissions only) ☐Dealer / Supplier (60% credit) ☐Trucking/Hauling

Scope(s) of Work:	NAICS Code:
Concrete Place and Finish Flatwork	5221

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 1,300,000.00	1.38 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ 33,828.00	2.05 %
Schedule C: *Level 3 Shell, including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ 298,140.00	4.48 %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ N/A	N/A %

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

BP-S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B)

Project No./Name: Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Weitz Company, LLC	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bungee	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd Suite 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515.231.3101	**Email:**	ben.bungee@weitz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	The Ford Design Group		
DBE's Representative:	Carlton R. Freeman Jr.	**Title:**	V.P. of Operations
Signature:	Carlton R. Freeman Jr.	**Date:**	05/30/23
Address:	3735 S. Highway 27, Ste. 105	**City, State, Zip:**	Clermont, FL. 34711
Phone:	352.470.9819 or 321.231.4518	**Email:**	c.freeman@theforddesignfirm.com / S.ford@theforddesignfirm.com

DBE Performing as: ☐Subcontractor ☐Manufacturer (100% credit) ☐Broker (fees/commissions only) ☐Dealer / Supplier (60% credit) ☐Trucking/Hauling

Scope(s) of Work:	**NAICS Code:**
	236220 Commercial & Institution Building Construction

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 55,515.00	.06 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ 22,986.00	1.4 %
Schedule C: *Level 3 Shell, including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ 61,296.00	.92 %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ N/A	N/A %

LOYAL WATERPROOFING CONSTRUCTION INC

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

Project No./Name: BP-S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B) Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Weitz Company, LLC	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bunge	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd, STE 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515-231-3101	**Email:**	ben.bunge@weitz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	Loyal Waterproofing Construction, Inc.		
DBE's Representative:	Evelyn C. D'Amato	**Title:**	Owner/Operator
Signature:		**Date:**	05/30/2023
Address:	383 E. Samuel Ct.	**City, State, Zip:**	Hernando, FL 34442
Phone:	(352) 270-8108	**Email:**	loyalwaterproofing@outlook.com

DBE Performing as: ☑Subcontractor ☐Manufacturer (100% credit) ☐Broker (fees/commissions only) ☐Dealer / Supplier (60% credit) ☐Trucking/Hauling

Scope(s) of Work:	NAICS Code:
07 13 26 - Self-Adhering Sheet Waterproofing	238390
07 16 13 - Polymer Modified Cement Waterproofing	238390

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 112,251.00	.12 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ N/A	N/A %
Schedule C: *Level 3 Shell, including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ N/A	N/A %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ N/A	N/A %

QUALITY CABLE CONTRACTORS

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

BP-S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B)

Project No./Name: Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Weitz Company, LLC	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bungee	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd. Suite 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515.231.3101	**Email:**	ben.bungee@weitz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	Quality Cable Contractors, Inc.		
DBE's Representative:	Gabriel del Rio	**Title:**	CEO
Signature:		**Date:**	05-24-2023
Address:	1936 Premier Row	**City, State, Zip:**	Orlando, FL 32809
Phone:	321-689-2096	**Email:**	gabriel@qccflorida.com

DBE Performing as: ☒Subcontractor ☐Manufacturer (100% credit) ☐Broker (fees/commissions only) ☐Dealer / Supplier (60% credit) ☐Trucking/Hauling

Scope(s) of Work:	NAICS Code:
Premise Distribution	237130
Physical Access Control	238210
Video Surveillance System	238210

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 3,808,608.00	4.05 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ 28,349.00	1.72 %
Schedule C: *Level 3 Shell, Including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ 94,562.00	1.42 %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ N/A	N/A %

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Modal Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

Project No./Name: BP-S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B) Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Wentz Company, LLC	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bunge	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd. STE 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515 231 3101	**Email:**	ben.bunge@wentz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	Rhodes+Brito Architects		
DBE's Representative:	Max Brito AIA	**Title:**	Principal
Signature:		**Date:**	May 30, 2023
Address:	605 E Robinson Street, Suite 750	**City, State, Zip:**	Orlando, Florida, 32801
Phone:	407-648-7288	**Email:**	max.brito@rbarchitects.com

DBE Performing as: ☐Subcontractor ☐Manufacturer (100% credit) ☐Dealer / Supplier (60% credit) ☐Broker (fees/commissions only) ☐Trucking/Hauling

Scope(s) of Work:	NAICS Code:
Architectural Design	541310 Architectural Design

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is:

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 4,874,021.00	5.19 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ 146,900.00	8.92 %
Schedule C: *Level 3 Shell, including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ 404,350.00	6.07 %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ 474,544.00	6.28 %

AC SIGNS, LLC

ORLANDO INTERNATIONAL AIRPORT
BPS-198, Terminal C Multi-Moda Connector

GREATER ORLANDO AVIATION AUTHORITY

Small Business Development
Construction Bid Form – Federally Funded

Letter of Intent (LOI)

Project No./Name: BPS00198 Terminal C Multi Modal Connector Pedestrian Bridge and Rental Car Lobby (D/B) Orlando International Airport

A. The undersigned Bidder intends to engage the undersigned DBE to perform work if awarded the contract. This Letter of Intent must be Signed by the Bidder and DBE. Certified self-performing Prime must complete both sections A and B.

Bidder/Proposer:	The Weitz Company	**Self-Performing:**	☐Yes ☐No
Firm's Representative:	Ben Bunge	**Title:**	Director of Aviation
Signature:		**Date:**	May 30, 2023
Address:	1400 Centrepark Blvd, STE 700	**City, State, Zip:**	West Palm Beach, FL 33401
Phone:	515 231 3101	**Email:**	ben.bunge@weitz.com

B. The Following Section is To Be Completed by the DBE. Identify the scope of the work and NAICS code(s) to be performed and/or supply item that will be provided by the DBE.

Name of DBE:	AC Signs LLC		
DBE's Representative:	Alvaro Chica	**Title:**	Operations Manager
Signature:		**Date:**	5/25/23
Address:	11100 Astronaut Blvd	**City, State, Zip:**	Orlando, FL 32837
Phone:	407-857-5564	**Email:**	Cristian@acsigns.com & James@acsigns.com

DBE Performing as: ☑Subcontractor ☑Manufacturer (60% credit) ☐Broker (fees/commissions only) ☐Dealer / Supplier (60% credit) ☐Trucking/Hauling

Scope(s) of Work: Signage & Wayfinding

NAICS Code:
238990 ALL OTHER SPECIALTY TRADE CONTRACTORS
339950 SIGN MANUFACTURING
541430 GRAPHIC DESIGN SERVICES

The Bidder/Proposer intends to utilize the aforementioned DBE for the Work/Supply described above. The cost of the DBE work and percentage of total amount for each schedule is

	DBE % Goal	Bidder/Proposer Amount	DBE Amount	DBE %
Base Bid (Schedules A + B): *GTF Ped. Bridge + RAC Lobby*	25%	$ 93,959,451.00	$ 202,665.00	.22 %
Schedule B Alt 1: *ADD 20' Connection to Garage C*	25%	$ 1,646,465.00	$ N/A	N/A %
Schedule C: *Level 3 Shell, including 20' Connection to Garage C*	25%	$ 6,661,334.00	$ 18,437.00	.28 %
Schedule D: *Parking Garage Fire Sprinkler System*	10%	$ 7,556,842.00	$ N/A	N/A %

DBE APPROACH

The Weitz Company has a standing commitment to maximize DBE participation and also provide the necessary outreach that builds awareness of our opportunities for these firms and make them aware of the resources that we have available to support their participation. This approach also supports overall program goals and allows monitoring of critical productivity, quality, and safety issues. In preparing for the response to Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby, The Weitz Company built on previous successes, best practices, and present strategies to create meaningful outreach and engagement within the local DBE community.

We began by creating a pre-procurement program through implementation outreach plan. Understanding the scope, phasing and design plans for the project informed our outreach plan and helped to ensure timely engagement and interest with the trade community. We would like to reassure the Authority that we will continue to build upon these DBE relationships to identify and include first and second tier DBE firms throughout the duration of the project.

Members of the Weitz team have extensive experience in utilizing DBE subcontractors. In the past year, Weitz has subcontracted 26.8% of our work to SBEs (with 2% of that to DBEs).

Our teams have assisted DBE subcontractors by:

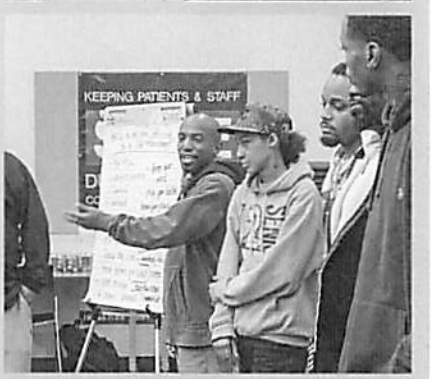
1. **Hosting Safety Training/Workshops**
2. **Assisting DBE's Purchase Materials through the Weitz Procurement Group**
3. **Helping DBE's Self-Perform Various Scopes of Work to stay on Schedule**
4. **Mentoring/Training DBE's on Various Projects**

Weitz commits to build long-term relationships with DBE and SBE subcontractors and to helping them grow. This commitment starts not only in the issuing of contracts, but also in assisting DBE's and SBE's on a daily basis with compliance training, safety plans, scheduling, or expedited payments. When it makes sense in accordance with the project schedule and is of value to the client and the prime contractor, we will break out material purchases and other meaningful scopes for our small business partners.

The Weitz team regularly attends industry forums and small business events throughout the Central Florida region and is connected with VBOC's in other regions. Weitz is a Corporate Member of the following National Organizations:

- Women's Business Enterprise National Council (WBENC)
- National Minority Supplier Development Council (NMSDC)

WBENC and NMSDC provide a variety of services and programs including access to its database of certified MBE's and WBE's. Most recently, Weitz attended the NMSDC 50th Anniversary Conference & Exchange where we met and engaged with DBE's and SBEs.



SBE Workforce Training Program
Kansas City International Airport
Single Terminal Project

WEITZ DBE EFFORTS ON THE GREATER ORLANDO AVIATION AUTHORITY TERMINAL C MULTI-MODAL CONNECTOR PEDESTRIAN BRIDGE & RENTAL CAR LOBBY PROJECT

As a part of our commitment to expanding our DBE subcontractor partnerships, Weitz executed the following items in anticipation of the Greater Orlando Aviation Authority Terminal C Multi-Modal Connector Pedestrian Bridge & Rental Car Lobby project

- DBE Outreach Events: Local & Virtual
- Provided Information about the Project
- Provided Information about the Subcontracting Opportunities
- Prequalification Resources and Information
- Email Outreach
- Social Media Promotion Across Company Platforms

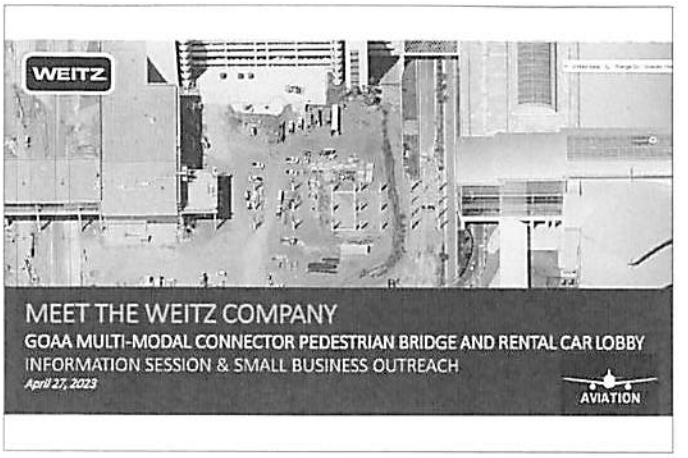
Included below and on the following pages are supporting documentation to our above responses as prior outlined.

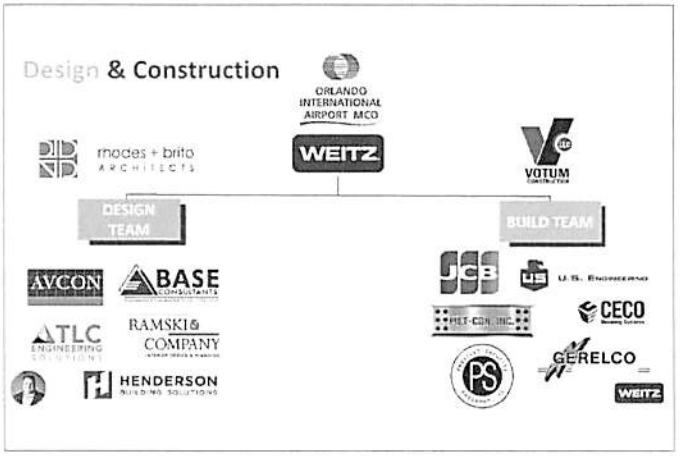
Included here is the advertisement of our Terminal C Multi-Modal Connector Pedestrian Bridge & Rental Car Lobby outreach events we held in an effort to connect with DBE subcontractors in the local area.

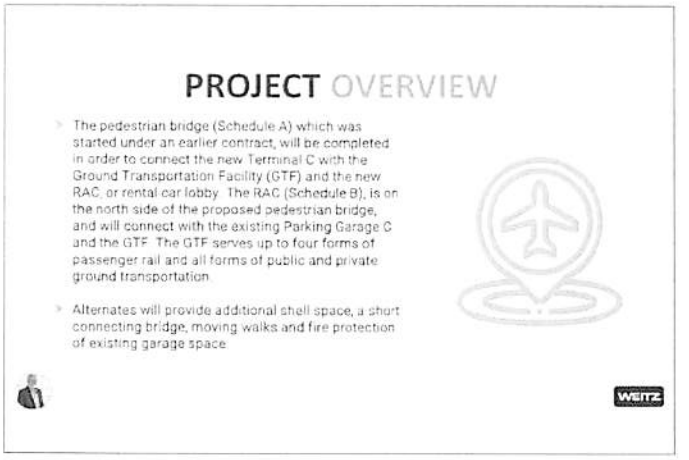
Local In-Person Outreach Event Flyer

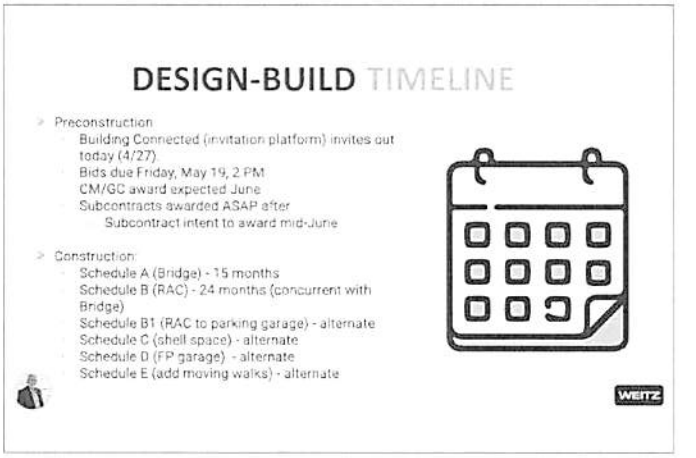
Virtual Outreach Social Media Post

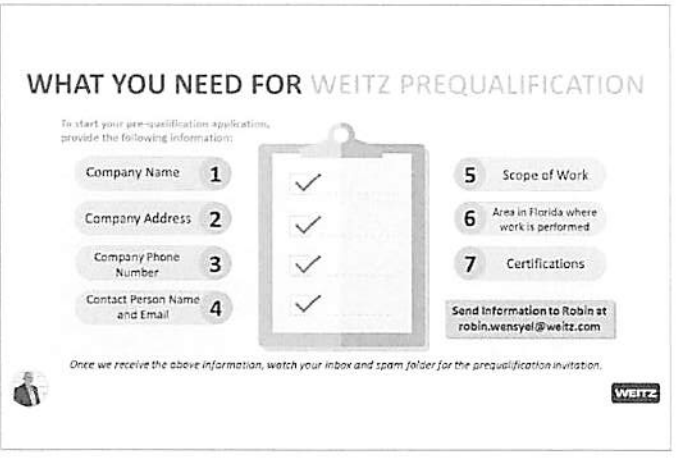
In an effort to communicate project details and opportunities for DBE subcontractos, Weitz provided ample information regarding the project to DBEs during the presentation during both outreach events. The slides shown below are an example of the project information discussed during the event. We also touched on topics of prequalification, our company background, and more.











2. Proposal Bond

SECTION 00 43 13 - BID SECURITY FORM

KNOW ALL MEN BY THESE PRESENTS, that we, the undersigned The Weitz Company, LLC, as Principal, and Travelers Casualty and Surety Company of America, as Surety, are held and firmly bound unto the Greater Orlando Aviation Authority (herein "Owner"), in the penal sum of Ten Percent of Total Amount Bid DOLLARS ($ 10%) for the payment of which, well and truly to be made we hereby jointly and severally bind ourselves, our successors and assigns.

SIGNED THIS 26th DAY OF April, 2023.

The condition of the above obligation is such that whereas the Principal has submitted to the Owner a certain Bid, attached hereto and made a part hereof, to enter into a contract in the form contained in the Bid Documents for BP-S00198, TERM C, PH 1 – GROUND TRANSPORTATION FACILITY PEDESTRIAN BRIDGE, Orlando International Airport.

NOW, THEREFORE, if

said Bid shall be rejected; or

if the Guarantee Period, as defined in the Instructions to Bidders, expires from the time and date fixed for opening of Bids before Notice of Intent to Award the Contract is given to Principal; or

if Notice of Intent to Award the Contract is given to the Principal and the Principal shall, within ten (10) business days of the date of the Notice of Intent to Award the Contract; execute and deliver a contract in the form of Contract Agreement contained in the Bid Documents, properly completed in accordance with the Instructions to Bidders; and shall furnish a Performance Bond for its faithful performance of the Contract, and a Payment Bond for the payment of all persons performing labor or furnishing materials or supplies in connection therewith, in the forms contained in the Bid Documents; and shall provide satisfactory evidence of all required insurance coverage; and shall provide evidence satisfactory to the Owner of the authority of the person or persons executing the Contract and all other documents on its behalf; and shall provide the statements, certifications and data relating to participation identified in the Instructions to Bidders; and shall in all other respects perform its obligations pursuant to the terms of the Bid;

then this obligation shall be void, otherwise the same shall be forfeited to the Owner, not as a penalty, but in liquidation of and compensation for damages; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall, in no event, exceed the Penal Sum of this obligation as herein stated.

The Surety, for value received, hereby stipulates and agrees that the obligations of said Surety and its Bond shall be in no way impaired or affected by any extension of the time within which the Owner may provide Notice of Intent to Award the Contract or within which the Principal or the Owner may execute, deliver, furnish, provide or perform its obligations and the Surety does hereby waive notice of any such extensions, provided, however, the Guarantee Period may be extended when the written consent of the Surety is obtained.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals and such of them as are corporations have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officers, on the day and year first set forth above.

ORLANDO INTERNATIONAL AIRPORT
BP-S00198, TERM C, PH 1 - GROUND TRANSPORTATION FACILITY PEDESTRIAN BRIDGE

BID SECURITY FORM
SECTION 00 43 13

Signed, sealed and delivered
in the presence of:

The Weitz Company, LLC
Principal

By: Shane Bauer

SHANE BAUER C.O.O.
Name and Title

(SEAL)

Maria Pena, Attorney-in-Fact

Travelers Casualty and Surety Company of America
Surety

By: Jessica Rosser

Jessica Rosser, Attorney-in-Fact
Name and Title
Alliant Insurance Services, Inc.
Agency
16000 N. Dallas Pkwy, Ste 850, Dallas, TX 75248
Address

(SEAL)

Margaret Ginem
(Countersignature by a Florida Licensed Agent)

Margaret Ginem, Attorney-in-Fact
Name and Title
Alliant Insurance Services, Inc.
Agency
2701 N. Rocky Point Dr, Ste 960, Tampa, FL 33607
Address

NOTE: If Principal or Surety are corporations, the respective corporate seals should be affixed. Additionally, a certified copy of a Power-of-Attorney appointing the individual Attorney-in-Fact for the Surety, as well as the Power-of-Attorney appointing the Florida licensed agent, should be attached.

END OF SECTION 00 43 13

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of TEXAS
County of Dallas)

On Apr 26 2023 before me, Diana Alexis Cervantes, Notary Public
(insert name and title of the officer)

personally appeared Jessica Rosser ==========
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of TEXAS that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

DIANA ALEXIS CERVANTES
Notary ID #133518424
My Commission Expires
January 5, 2026

Signature Diana Cervantes (Seal)

TRAVELERS

Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Jessica Rossor** of **DALLAS**, **Texas**, their true and lawful Attorney(s)-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **21st** day of **April, 2021**.

State of Connecticut

City of Hartford ss.

By: _____
Robert L. Raney, Senior Vice President

On this the **21st** day of **April, 2021**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June, 2026**

_____
Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this **26th** day of **April**, **2023**.

_____
Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.

TRAVELERS

Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **MARGARET GINEM** of **TAMPA**, **Florida**, their true and lawful Attorney(s)-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **21st** day of **April, 2021**.

State of Connecticut

City of Hartford ss.

By: _____
Robert L. Raney, Senior Vice President

On this the **21st day of April, 2021**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June, 2026**

_____
Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this **26th** day of **April**, **2023**.

_____
Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.

SECTION 00 52 53 - CONTRACT FORM OWNER-DESIGN/BUILDER - STIPULATED SUM

THIS CONTRACT made and entered into this 24th day of July, in the year 2023, by and between the **GREATER ORLANDO AVIATION AUTHORITY**, hereinafter called the Owner, and **The Weitz Company, LLC**, hereinafter called the Contractor.

The Contractor, for and in consideration of the Total Contract Price specified below, hereby agrees to furnish all labor, equipment, materials , supplies and services, to complete the Work in conformity with the Contract Documents for "**Bid Package S00198, Terminal C Multi-Modal Conector Pedestrian Bridge and Rental Car Lobby (Design/Build), Orlando International Airport**." The Contractor agrees to make payment of all proper charges for labor, equipment, materials, supplies and services, and to defend, indemnify, and hold harmless the Owner in accordance with the Contract Documents. If the Contractor shall fail to comply with any of the terms of the Contract Documents, the Owner may avail itself of any or all remedies provided in the Contract Documents. The acceptance of final payment by the Contractor shall be considered as a release in full of all claims against the Owner or any of their members, officers, agents, employees or servants, directly or indirectly relating to, arising out of, or by reason of, this Contract, except for those Claims that have been properly raised in accordance with the Contract Documents and specifically identified by the Contractor as unsettled in the final Application for Payment.

The Owner will pay the Contractor for the Work, according to the terms set forth in the Contract Documents the Base Bid for Schedules A and B plus Add Alternates B, C, D and E of **ONE HUNDRED THIRTEEN MILLION TWO HUNDRED NINETY-THREE THOUSAND THREE HUNDRED EIGHTY-SEVEN AND NO/100 DOLLARS ($113,293,387.00)** subject to approved Contract Modifications, if any.

The Contractor hereby certifies it will utilize the U.S. Department of Homeland Security's Employment Eligibility Verification System, in accordance with the terms governing the use of the system, to confirm the employment eligibility of persons employed by the Contractor, during the term of the Contract, to perform employment duties within Florida. The Contractor specifically represents that it will not discontinue use of the System until every Contract with the Owner has reached Final Completion and all contractual obligations have been fulfilled. The Contractor further certifies that it will include this provision in each Subcontract that involves work for the Owner.

GOAA DATE 6/21/2023

ITEM NO. 6.B

DOCUMENTARY # 101705

IN WITNESS WHEREOF, the said GREATER ORLANDO AVIATION AUTHORITY has caused this Contract to be executed in its name by its Chief Executive Officer or an Aviation Authority Officer; and attested by its Secretary or its Assistant Secretary, and has caused its seal to be hereto attached; and the Contractor has caused this Contract to be executed in its name by Jeremy Marron, its CFO ~~President~~; attested by T. Ryan Lamb, its Secretary, and has caused the seal of said corporation to be hereunto attached, all on the day and year first above written.

Signed, sealed and delivered
in the presence of:

GREATER ORLANDO AVIATION AUTHORITY

By: _____
Kevin J. Thibault, P.E.
Chief Executive Officer

_____
Assistant Secretary

(SEAL)

Approved as to Form and Legality
(for the benefit of GOAA only)
this 21 day of July, 2023
By: _____
NELSON MULLINS BROAD AND CASSEL
Legal Counsel
Greater Orlando Aviation Authority

The Weitz Company, LLC

By: _____
President

Attest: _____
Secretary

Haley Dudrow

HALEY DUDROW
Notarial Seal – Iowa
Commission Number 817230
My Commission Expires
June 3, 2025

(SEAL)

SECTION 00 61 13 - PERFORMANCE/PAYMENT BOND COVER SHEET
This cover sheet is an integral part of the attached bonds and must not be separated from them.

GREATER ORLANDO AVIATION AUTHORITY AND CITY OF ORLANDO, FLORIDA

(Public Work)
In Compliance with Florida Statute Chapter 255.05(1)(a)

PERFORMANCE BOND NO.:		Travelers: 107820717, Berkshire: 47-SUR-300053-01-0073 Zurich: 9327427
PAYMENT BOND NO.:		Travelers: 107820717, Berkshire: 47-SUR-300053-01-0073 Zurich: 9327427
CONTRACTOR INFORMATION:	Name:	The Weitz Company, LLC
	Address:	1400 Centrepark Blvd., Suite 700
		West Palm Beach, FL 33401
	Phone:	(561) 686-5511
SURETY PRINCIPAL: BUSINESS INFORMATION	Name:	Travelers Casualty and Surety Company of America, Berkshire Hathaway Specialty Insurance Company, Zurich American Insurance Company
	Address:	Travelers: One Tower Square, Hartford, CT 06183 (860) 277-0111
		Berkshire: 1314 Douglas Street, Suite 1400, Omaha, NE 68102 (402) 916-3000
	Phone:	Zurich: 1299 Zurich Way 5th Floor, Schaumburg, IL 60196 (847) 605-6000
OWNER INFORMATION:	Name:	Greater Orlando Aviation Authority
	Address:	11312 Terminal C Service Road
		Orlando, FL 32824
	Phone:	(407) 825-2001
BOND AMOUNT:		$113,293,387.00
CONTRACT NO. (*if applicable*):		BP-S00198
DESCRIPTION OF WORK:		Terminal C Multi-Modal Conector Pedestrian Bridge and Rental Car Lobby (Design/Build)
PROJECT LOCATION:		Orlando International Airport, Orlando, FL
AGENT INFORMATION:	Name:	Jessica Rosser, Attorney-in-Fact
	Address:	16000 N. Dallas Pkwy, Ste 850
		Dallas, TX 75248
	Phone:	(214) 273-3184

GREATER ORLANDO AVIATION AUTHORITY
ORLANDO, FLORIDA

Travelers: 107820717,
Berkshire: 47-SUR-300053-01-0073
Zurich: 9327427

SECTION 00 61 13.13 - PERFORMANCE BOND **BOND NO.:**_____

The cover page that lists the contact information for the entities involved in this bond is considered the front page of this bond and is an integral part of this bond and, therefore, must not be separated from this bond.

KNOW ALL MEN BY THESE PRESENTS that **The Weitz Company, LLC**, hereinafter called Principal, and Travelers Casualty and Surety Company of America, Berkshire*, a corporation organized under the laws of the State of CT, NE, NY and licensed to do business in the State of Florida, hereinafter called Surety, are held and firmly bound unto the Greater Orlando Aviation Authority, hereinafter called Owner, in the Penal Sum of **ONE HUNDRED THIRTEEN MILLION TWO HUNDRED NINETY-THREE THOUSAND THREE HUNDRED EIGHTY-SEVEN AND NO/100 DOLLARS ($113,293,387.00),** for the payment of which sum well and truly made, Principal and Surety bind ourselves, our heirs, personal representatives, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, Principal has by written agreement dated 7/24/23, entered into a Contract with Owner for **"Bid Package S00198, Terminal C Multi-Modal Conector Pedestrian Bridge and Rental Car Lobby (Design/Build), Orlando International Airport,"** in accordance with the Contract Documents which are incorporated herein by reference and made a part hereof, and are herein referred to as the Contract.

WHEREAS, Surety is authorized to do business in the State of Florida.

NOW, THEREFORE, the condition of this obligation is such that if Principal:

1. Promptly and faithfully performs the Contract including, but not limited to, its design (if any), construction and warranty provisions in the time and manner prescribed in the Contract, and correction of defective work, and

2. Pays Owner all losses, damages, expenses, costs, attorneys' fees and other legal costs (including, but not limited to, those for investigative and legal support services and appellate proceedings), that Owner sustains resulting directly or indirectly from the conduct of the Principal including, but not limited to, breach or default under the Contract, want of care or skill, negligence, patent infringement, or intentionally wrongful conduct on the part of the Principal, its officers, agents, employees or any other person or entity for whom the Principal is responsible,

then this bond is void; otherwise it shall remain in full force and effect.

3. In the event that the Principal shall fail to perform any of the terms, covenants and conditions of the Contract during the period in which this Performance Bond is in effect, the Surety shall remain liable to the Owner for all such loss or damage (including reasonable attorneys' fees and other legal costs) resulting from any failure to perform up to the amount of the Penal Sum.

4. In the event that the Surety fails to fulfill its obligations under this Performance Bond, then the Surety shall also indemnify and save the Owner harmless from any and all loss, damage, cost and expense, including reasonable attorneys' fees and other legal costs for all trial and appellate proceedings resulting directly or indirectly from the Surety's failure to fulfill its obligations hereunder. This paragraph shall survive the termination or cancellation of this Performance Bond. The obligations set forth in this paragraph shall not be limited by the Penal Sum of this Bond.

5. The Surety's obligations hereunder shall be direct and immediate and not conditional or contingent upon Owner's pursuit of its remedies against Principal, and shall remain in full force and effect notwithstanding (i) amendments or modifications to the Contract entered into by Owner and Principal without the Surety's knowledge

* Hathaway Specialty Insurance Company, Zurich American Insurance Company

or consent, (ii) waivers of any default under the Agreement or the Contract granted by Owner to Principal without the Surety's consent, (iii) the discharge of Principal from its obligations under the Contract as a result of any proceeding initiated under The Bankruptcy Code of 1978, as the same may be amended, or any similar state or federal law, or any limitation of the liability of Principal or its estate as a result of any such proceeding, or (iv) any other action taken by Owner or Principal that would, in the absence of this clause, result in the release or discharge by operation of law of the Surety from its obligations hereunder.

6. The institution of suit upon this Bond shall be in accordance with Section 95.11(2)(b), Florida Statutes.

7. Any changes in or under the Contract Documents (which include the Plans, Drawings and Specifications) and compliance or noncompliance with any formalities connected with the Contract or the changes therein shall not affect Surety's obligations under this Bond and Surety hereby waives notice of any such changes. Further, Principal and Surety acknowledge that the Penal Sum of this bond shall increase or decrease in accordance with approved changes or other modifications to the Contract Documents.

IN WITNESS WHEREOF, the Principal and Surety have executed this instrument under their several seals on this 24 day of July, 2023, to be effective as of the date of the Contract, the name and corporate seal of each corporate party being hereto affixed and these presents fully signed by its undersigned representative, pursuant to authority of its governing body.

The Weitz Company, LLC
Principal

By: _____

Jeremy Marron, CFO
Name and Title

(SEAL)

Travelers Casualty and Surety Company of America, Berkshire Hathaway Specialty Insurance Company, Zurich American Insurance Company
Surety

By: _____

Jessica Rosser, Attorney-in-Fact
Name and Title

Alliant Insurance Services, Inc.
Agency

16000 N. Dallas Pkwy, Ste 850, Dallas, TX 75248
Address

(SEAL)

_____
(Countersignature by a Florida Licensed Agent)

Jessica L. Nowlin, FL License # W308184
Name and Title

Alliant Insurance Services, Inc.
Agency

560 Mission St, FL 6, San Francisco, CA 94105
Address

NOTE: If Principal or Surety are corporations, the respective corporate seals should be affixed. Additionally, a certified copy of a Power-of-Attorney appointing the individual Attorney-in-Fact for the Surety, as well as the Power-of-Attorney appointing the Florida licensed agent, should be attached.

TRAVELERS

Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Jessica Rosser** of **DALLAS** , **Texas** , their true and lawful Attorney(s)-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **21st** day of **April**, **2021**.

State of Connecticut

City of Hartford ss.

By: _____
Robert L. Raney, Senior Vice President

On this the **21st** day of **April**, **2021**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June**, **2026**

_____
Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this day of , .

_____
Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.

Berkshire Hathaway Specialty Insurance

Power Of Attorney

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY
NATIONAL INDEMNITY COMPANY / NATIONAL LIABILITY & FIRE INSURANCE COMPANY

Know all men by these presents, that **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at One Lincoln Street, 23rd Floor, Boston, Massachusetts 02111, **NATIONAL INDEMNITY COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at 3024 Harney Street, Omaha, Nebraska 68131 and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Connecticut and having an office at 100 First Stamford Place, Stamford, Connecticut 06902 (hereinafter collectively the "Companies"), pursuant to and by the authority granted as set forth herein, do hereby name, constitute and appoint: **Jessica Rosser, S. Nicole Evans, 16000 Dallas Parkway, Suite 850 of the city of Dallas, State of Texas,** their true and lawful attorney(s)-in-fact to make, execute, seal, acknowledge, and deliver, for and on their behalf as surety and as their act and deed, any and all undertakings, bonds, or other such writings obligatory in the nature thereof, in pursuance of these presents, the execution of which shall be as binding upon the Companies as if it has been duly signed and executed by their regularly elected officers in their own proper persons. **This authority for the Attorney-in-Fact shall be limited to the execution of the attached bond(s) or other such writings obligatory in the nature thereof.**

In witness whereof, this Power of Attorney has been subscribed by an authorized officer of the Companies, and the corporate seals of the Companies have been affixed hereto this date of December 20, 2018. This Power of Attorney is made and executed pursuant to and by authority of the Bylaws, Resolutions of the Board of Directors, and other Authorizations of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, which are in full force and effect, each reading as appears on the back page of this Power of Attorney, respectively. **The following signature by an authorized officer of the Company may be a facsimile, which shall be deemed the equivalent of and constitute the written signature of such officer of the Company for all purposes regarding this Power of Attorney, including satisfaction of any signature requirements on any and all undertakings, bonds, or other such writings obligatory in the nature thereof, to which this Power of Attorney applies.**

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY,

By: _____
David Fields, Executive Vice President

NATIONAL INDEMNITY COMPANY, NATIONAL LIABILITY & FIRE INSURANCE COMPANY,

By: _____
David Fields, Vice President

NOTARY
State of Massachusetts, County of Suffolk, ss:
On this 20th day of December, 2018, before me appeared David Fields, Executive Vice President of BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY and Vice President of NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY, who being duly sworn, says that his capacity is as designated above for such Companies; that he knows the corporate seals of the Companies; that the seals affixed to the foregoing instrument are such corporate seals; that they were affixed by order of the board of directors or other governing body of said Companies pursuant to its Bylaws, Resolutions and other Authorizations, and that he signed said instrument in that capacity of said Companies.

[Notary Seal]

GEOFFERY A. DELISIO
Notary Public
Commonwealth of Massachusetts
My Comm. Expires November 29, 2024

_____
Notary Public

I, Ralph Tortorella, the undersigned, Officer of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies which is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this ____, ____.

_____
Officer

To verify the authenticity of this Power of Attorney please contact us at: BHSISurety Department, Berkshire Hathaway Specialty Insurance Company, One Lincoln Street, 23rd Floor Boston, MA 02111 | (770) 625-2516 or by email at Jennifer.Porter@bhspecialty.com *THIS POWER OF ATTORNEY IS VOID IF ALTERED*

To notify us of a claim please contact us on our 24-hour toll free number at (855) 453-9675, via email at claimsnotice@bhspecialty.com, via fax to (617) 507-8259, or via mail.

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)

ARTICLE V.

CORPORATE ACTIONS

. . . .

EXECUTION OF DOCUMENTS:

. . . .

Section 6.(b) The President, any Vice President or the Secretary, shall have the power and authority:

(1) To appoint Attorneys-in-fact, and to authorize them to execute on behalf of the Company bonds and other undertakings, and

(2) To remove at any time any such Attorney-in-fact and revoke the authority given him.

NATIONAL INDEMNITY COMPANY (BY-LAWS)

Section 4. Officers, Agents, and Employees:

A. The officers shall be a President, one or more Vice Presidents, a Secretary, one or more Assistant Secretaries, a Treasurer, and one or more Assistant Treasurers none of whom shall be required to be shareholders or Directors and each of whom shall be elected annually by the Board of Directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the Board of Directors, and shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the Board of Directors; and the Board of Directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the corporation.

NATIONAL INDEMNITY COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

A. The officers shall be a president, one or more vice presidents, one or more assistant vice presidents, a secretary, one or more assistant secretaries, a treasurer, and one or more assistant treasurers, none of whom shall be required to be shareholders or directors, and each of whom shall be elected annually by the board of directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the board of directors. The president and secretary shall be different individuals. Election or appointment of an officer or agent shall not create contract rights. The officers of the Corporation shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the board of directors; and the board of directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the Corporation.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by **Robert D. Murray, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint Jessica Rosser, **EACH** its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings,** and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 5th day of September, A.D. 2019.

ATTEST:
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND

By: Robert D. Murray
Vice President

By: Dawn E. Brown
Secretary

State of Maryland
County of Baltimore

On this 5th day of September, A.D. 2019, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Robert D. Murray, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

Constance A. Dunn

Constance A. Dunn, Notary Public
My Commission Expires: July 9, 2023

EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify of revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Secretary of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this _____ day of _____, _____.

Brian M Hodges

By: Brian M. Hodges
Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:

Zurich Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056
www.reportsfclaims@zurichna.com
800-626-4577

TRAVELERS

Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **JESSICA L NOWLIN** of **SAN FRANCISCO** , **California** , their true and lawful Attorney(s)-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **21st** day of **April, 2021**.

State of Connecticut

By: _____
Robert L. Raney, Senior Vice President

City of Hartford ss.

On this the **21st** day of **April, 2021**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June, 2026**

_____
Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this day of , .

_____
Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.

Berkshire Hathaway Specialty Insurance

Power Of Attorney

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY
NATIONAL INDEMNITY COMPANY / NATIONAL LIABILITY & FIRE INSURANCE COMPANY

Know all men by these presents, that **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at One Lincoln Street, 23rd Floor, Boston, Massachusetts 02111, **NATIONAL INDEMNITY COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at 3024 Harney Street, Omaha, Nebraska 68131 and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Connecticut and having an office at 100 First Stamford Place, Stamford, Connecticut 06902 (hereinafter collectively the "Companies"), pursuant to and by the authority granted as set forth herein, do hereby name, constitute and appoint: **Jessica L. Nowlin, John Lettieri, John Gilliland, 560 Mission Street, 6th Floor of the city of San Francisco, State of California,** their true and lawful attorney(s)-in-fact to make, execute, seal, acknowledge, and deliver, for and on their behalf as surety and as their act and deed, any and all undertakings, bonds, or other such writings obligatory in the nature thereof, in pursuance of these presents, the execution of which shall be as binding upon the Companies as if it has been duly signed and executed by their regularly elected officers in their own proper persons. **This authority for the Attorney-in-Fact shall be limited to the execution of the attached bond(s) or other such writings obligatory in the nature thereof.**

In witness whereof, this Power of Attorney has been subscribed by an authorized officer of the Companies, and the corporate seals of the Companies have been affixed hereto this date of December 20, 2018. This Power of Attorney is made and executed pursuant to and by authority of the Bylaws, Resolutions of the Board of Directors, and other Authorizations of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, which are in full force and effect, each reading as appears on the back page of this Power of Attorney, respectively. **The following signature by an authorized officer of the Company may be a facsimile, which shall be deemed the equivalent of and constitute the written signature of such officer of the Company for all purposes regarding this Power of Attorney, including satisfaction of any signature requirements on any and all undertakings, bonds, or other such writings obligatory in the nature thereof, to which this Power of Attorney applies.**

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY,

By: _____
David Fields, Executive Vice President

NATIONAL INDEMNITY COMPANY, NATIONAL LIABILITY & FIRE INSURANCE COMPANY,

By: _____
David Fields, Vice President

NOTARY
State of Massachusetts, County of Suffolk, ss:
On this 20th day of December, 2018, before me appeared David Fields, Executive Vice President of BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY and Vice President of NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY, who being duly sworn, says that his capacity is as designated above for such Companies; that he knows the corporate seals of the Companies; that the seals affixed to the foregoing instrument are such corporate seals; that they were affixed by order of the board of directors or other governing body of said Companies pursuant to its Bylaws, Resolutions and other Authorizations, and that he signed said instrument in that capacity of said Companies.

[Notary Seal]

GEOFFERY A. DELISIO
Notary Public
Commonwealth of Massachusetts
My Comm. Expires November 29, 2024

_____
Notary Public

I, Ralph Tortorella, the undersigned, Officer of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies which is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this ____, ____.

_____
Officer

To verify the authenticity of this Power of Attorney please contact us at: BHSI Surety Department, Berkshire Hathaway Specialty Insurance Company, One Lincoln Street, 23rd Floor Boston, MA 02111 | (770) 625-2516 or by email at Jennifer.Porter@bhspecialty.com *THIS POWER OF ATTORNEY IS VOID IF ALTERED*

To notify us of a claim please contact us on our 24-hour toll free number at (855) 453-9675, via email at claimsnotice@bhspecialty.com, via fax to (617) 507-8259, or via mail.

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)

ARTICLE V.

CORPORATE ACTIONS

. . . .

EXECUTION OF DOCUMENTS:

. . . .

Section 6.(b) The President, any Vice President or the Secretary, shall have the power and authority:

(1) To appoint Attorneys-in-fact, and to authorize them to execute on behalf of the Company bonds and other undertakings, and

(2) To remove at any time any such Attorney-in-fact and revoke the authority given him.

NATIONAL INDEMNITY COMPANY (BY-LAWS)

Section 4. Officers, Agents, and Employees:

A. The officers shall be a President, one or more Vice Presidents, a Secretary, one or more Assistant Secretaries, a Treasurer, and one or more Assistant Treasurers none of whom shall be required to be shareholders or Directors and each of whom shall be elected annually by the Board of Directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the Board of Directors, and shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the Board of Directors; and the Board of Directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the corporation.

NATIONAL INDEMNITY COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

A. The officers shall be a president, one or more vice presidents, one or more assistant vice presidents, a secretary, one or more assistant secretaries, a treasurer, and one or more assistant treasurers, none of whom shall be required to be shareholders or directors, and each of whom shall be elected annually by the board of directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the board of directors. The president and secretary shall be different individuals. Election or appointment of an officer or agent shall not create contract rights. The officers of the Corporation shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the board of directors; and the board of directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the Corporation.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by **Robert D. Murray, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint Jessica L. Nowlin, **EACH** its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings,** and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 5th day of September, A.D. 2019.

ATTEST:
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND

By: Robert D. Murray
Vice President

By: Dawn E. Brown
Secretary

State of Maryland
County of Baltimore

On this 5th day of September, A.D. 2019, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Robert D. Murray, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

Constance A. Dunn

Constance A. Dunn, Notary Public
My Commission Expires July 9, 2023

EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify of revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Secretary of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this _____ day of _____, _____.

By: Brian M. Hodges
Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:

Zurich Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056
www.reportsfclaims@zurichna.com
800-626-4577

GREATER ORLANDO AVIATION AUTHORITY
ORLANDO, FLORIDA

Travelers: 107820717,
Berkshire: 47-SUR-300053-01-0073

SECTION 00 61 13.16- PAYMENT BOND FORM

BOND NO.: Zurich: 9327427

The cover page that lists the contact information for the entities involved in this bond is considered the front page of this bond and is an integral part of this bond and, therefore, must not be separated from this bond.

KNOW ALL MEN BY THESE PRESENTS that **The Weitz Company, LLC**, hereinafter called Principal, and Travelers Casualty and Surety Company of America, Berkshire* , a corporation organized under the laws of the State of CT, NE, NY , having its home office in the City of Hartford, Omaha, Schaumburg and licensed to do business in the State of Florida, hereinafter called Surety, are held and firmly bound unto the Greater Orlando Aviation Authority, hereinafter called Owner, for the use and benefit of claimants as hereinbelow defined, in the Penal Sum of **ONE HUNDRED THIRTEEN MILLION TWO HUNDRED NINETY-THREE THOUSAND THREE HUNDRED EIGHTY-SEVEN AND NO/100 DOLLARS ($113,293,387.00)** for the payment of which sum well and truly to be made, Principal and Surety bind ourselves, our heirs, personal representatives, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, Principal has by written agreement dated 7/24/23, entered into a contract with Owner for **"Bid Package S00198, Terminal C Multi-Modal Conector Pedestrian Bridge and Rental Car Lobby (Design/Build), Orlando International Airport,"** in accordance with the Contract Documents which are incorporated herein by reference and made a part hereof, and are herein referred to as the Contract.

WHEREAS, Surety is authorized to do business in the State of Florida.

NOW, THEREFORE, the condition of this obligation is such that if Principal shall promptly make payments to all claimants as defined in Section 255.05(1), Florida Statutes, supplying Principal with labor, materials, or supplies, used directly or indirectly by Principal in the prosecution of the work provided for in the Contract, then this obligation shall be void; otherwise, it shall remain in full force and effect subject, however, to the following conditions:

1. **This bond is given to comply with Section 255.05, Florida Statutes, and any action instituted by a claimant under this bond for payment must be in accordance with Sections 255.05(2) and 255.05(10), Florida Statutes, as amended, including, but not limited to, the notice and time limitation provisions therein**.

2. Therefore, a claimant, except a laborer, who is not in privity with the Contractor shall, before commencing or not later than 45 days after commencing to furnish labor, services or materials for the prosecution of the work, serve the Contractor with a written notice that he or she intends to look to the bond for protection. A claimant who is not in privity with the Contractor and who has not received payment for furnishing his or her labor, services, or materials shall, serve a written notice of nonpayment on the Contractor and on the Surety. Notices must be served in accordance with Section 255.05(2), as amended. The notice of non-payment shall be under oath and served during the progress of the work or thereafter, but may not be served earlier than forty-five (45) days after the first furnishing of the labor, services or materials by the claimant or later than ninety (90) days after the final furnishing of the labor, services or materials by the claimant, or, with respect to rental equipment, later than 90 days after the date that the rental equipment was last on the job site available for use. Any notice of nonpayment served by a claimant who is not in privity with the contractor which includes sums for retainage must specify the portion of the amount claimed for retainage. No action for the labor, services, or materials may be instituted against the Contractor or the Surety unless both notices have been served. No action shall be instituted against the Contractor or the Surety on the bond after one (1) year from the performance of the labor or completion of the delivery of the materials or supplies.

3. The Surety's obligations hereunder shall remain in full force and effect notwithstanding (i) amendments or modifications to the Contract entered into by Owner and Principal without the Surety's knowledge or consent,

* Hathaway Specialty Insurance Company, Zurich American Insurance Company

(ii) waivers of compliance with or any default under the Contract granted by Owner to Principal without the Surety's knowledge or consent, (iii) the discharge of Principal from its obligations under the Contract as a result of any proceeding initiated under The Bankruptcy Code of 1978, as the same may be amended, or any similar state or federal law, or any limitation of the liability of Principal or its estate as a result of any such proceeding, or (iv) any other action taken by Owner or Principal that would, in the absence of this clause, result in the release or discharge by operation of law of the Surety from its obligations hereunder.

4. Any changes in or under the Contract Documents (which include the, Drawings and Specifications) and compliance or noncompliance with any formalities connected with the Contract or the changes therein shall not affect Surety's obligations under this Bond and Surety hereby waives notice of any such changes. Further, Principal and Surety acknowledge that the Penal Sum of this Bond shall increase or decrease in accordance with the approved changes or other modifications to the Contract Documents.

IN WITNESS WHEREOF, the Principal and Surety have executed this instrument under their several seals on this 24 day of July, 2023, to be effective as of the date of the Contract, the name and corporate seal of each corporate party being hereto affixed and these presents fully signed by its undersigned representative, pursuant to authority of its governing body.

Haley Dudrow

HALEY DUDROW
Commission Number 817230
My Commission Expires
June 3, 2025

The Weitz Company, LLC
Principal

By: Jeremy Marron

Name and Title
Jeremy Marron, CFO

(SEAL)

Travelers Casualty and Surety Company of America, Berkshire Hathaway Specialty Insurance Company, Zurich American Insurance Company
Surety

By: Jessica Rosser

Jessica Rosser, Attorney-in-Fact
Name and Title
Alliant Insurance Services, Inc.
Agency
16000 N. Dallas Pkwy, Ste 850, Dallas, TX 75248
Address

(SEAL)

(Countersignature by a Florida Licensed Agent)

Jessica L. Nowlin, FL License # W308184
Name and Title
Alliant Insurance Services, Inc.
Agency
560 Mission St, Fl. 6, San Francisco, CA 94105
Address

NOTE: If Principal or Surety are corporations, the respective corporate seals should be affixed. Additionally, a certified copy of a Power-of-Attorney appointing the individual Attorney-in-Fact for the Surety, as well as the Power-of-Attorney appointing the Florida licensed agent, should be attached.

TRAVELERS

Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Jessica Rosser** of **DALLAS**, **Texas**, their true and lawful Attorney(s)-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **21st** day of **April, 2021**.

State of Connecticut

City of Hartford ss.

By: _____
Robert L. Raney, Senior Vice President

On this the **21st** day of **April, 2021**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June, 2026**

_____
Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this day of ,

_____
Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.

Berkshire Hathaway Specialty Insurance

Power Of Attorney

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY
NATIONAL INDEMNITY COMPANY / NATIONAL LIABILITY & FIRE INSURANCE COMPANY

Know all men by these presents, that **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at One Lincoln Street, 23rd Floor, Boston, Massachusetts 02111, **NATIONAL INDEMNITY COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at 3024 Harney Street, Omaha, Nebraska 68131 and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Connecticut and having an office at 100 First Stamford Place, Stamford, Connecticut 06902 (hereinafter collectively the "Companies"), pursuant to and by the authority granted as set forth herein, do hereby name, constitute and appoint: **Jessica Rosser, S. Nicole Evans, 16000 Dallas Parkway, Suite 850 of the city of Dallas, State of Texas,** their true and lawful attorney(s)-in-fact to make, execute, seal, acknowledge, and deliver, for and on their behalf as surety and as their act and deed, any and all undertakings, bonds, or other such writings obligatory in the nature thereof, in pursuance of these presents, the execution of which shall be as binding upon the Companies as if it has been duly signed and executed by their regularly elected officers in their own proper persons. **This authority for the Attorney-in-Fact shall be limited to the execution of the attached bond(s) or other such writings obligatory in the nature thereof.**

In witness whereof, this Power of Attorney has been subscribed by an authorized officer of the Companies, and the corporate seals of the Companies have been affixed hereto this date of December 20, 2018. This Power of Attorney is made and executed pursuant to and by authority of the Bylaws, Resolutions of the Board of Directors, and other Authorizations of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, which are in full force and effect, each reading as appears on the back page of this Power of Attorney, respectively. **The following signature by an authorized officer of the Company may be a facsimile, which shall be deemed the equivalent of and constitute the written signature of such officer of the Company for all purposes regarding this Power of Attorney, including satisfaction of any signature requirements on any and all undertakings, bonds, or other such writings obligatory in the nature thereof, to which this Power of Attorney applies.**

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY,

By: _____
David Fields, Executive Vice President

NATIONAL INDEMNITY COMPANY, NATIONAL LIABILITY & FIRE INSURANCE COMPANY,

By: _____
David Fields, Vice President

NOTARY
State of Massachusetts, County of Suffolk, ss:
On this 20th day of December, 2018, before me appeared David Fields, Executive Vice President of BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY and Vice President of NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY, who being duly sworn, says that his capacity is as designated above for such Companies; that he knows the corporate seals of the Companies; that the seals affixed to the foregoing instrument are such corporate seals; that they were affixed by order of the board of directors or other governing body of said Companies pursuant to its Bylaws, Resolutions and other Authorizations, and that he signed said instrument in that capacity of said Companies.

[Notary Seal]

GEOFFERY A. DELISIO
Notary Public
Commonwealth of Massachusetts
My Comm. Expires November 29, 2024

_____
Notary Public

I, Ralph Tortorella, the undersigned, Officer of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies which is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this ____ day of _____.

_____
Officer

To verify the authenticity of this Power of Attorney please contact us at: BHSI Surety Department, Berkshire Hathaway Specialty Insurance Company, One Lincoln Street, 23rd Floor Boston, MA 02111 | (770) 625-2516 or by email at Jennifer.Porter@bhspecialty.com *THIS POWER OF ATTORNEY IS VOID IF ALTERED*

To notify us of a claim please contact us on our 24-hour toll free number at (855) 453-9675, via email at claimsnotice@bhspecialty.com, via fax to (617) 507-8259, or via mail.

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)

ARTICLE V.

CORPORATE ACTIONS

. . . .

EXECUTION OF DOCUMENTS:

. . . .

Section 6.(b) The President, any Vice President or the Secretary, shall have the power and authority:

(1) To appoint Attorneys-in-fact, and to authorize them to execute on behalf of the Company bonds and other undertakings, and

(2) To remove at any time any such Attorney-in-fact and revoke the authority given him.

NATIONAL INDEMNITY COMPANY (BY-LAWS)

Section 4. Officers, Agents, and Employees:

A. The officers shall be a President, one or more Vice Presidents, a Secretary, one or more Assistant Secretaries, a Treasurer, and one or more Assistant Treasurers none of whom shall be required to be shareholders or Directors and each of whom shall be elected annually by the Board of Directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the Board of Directors, and shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the Board of Directors; and the Board of Directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the corporation.

NATIONAL INDEMNITY COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

A. The officers shall be a president, one or more vice presidents, one or more assistant vice presidents, a secretary, one or more assistant secretaries, a treasurer, and one or more assistant treasurers, none of whom shall be required to be shareholders or directors, and each of whom shall be elected annually by the board of directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the board of directors. The president and secretary shall be different individuals. Election or appointment of an officer or agent shall not create contract rights. The officers of the Corporation shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the board of directors; and the board of directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the Corporation.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by **Robert D. Murray, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint Jessica Rosser, **EACH** its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings,** and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 5th day of September, A.D. 2019.

ATTEST:
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND

By: Robert D. Murray
Vice President

By: Dawn E. Brown
Secretary

State of Maryland
County of Baltimore

On this 5th day of September, A.D. 2019, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Robert D. Murray, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

Constance A. Dunn, Notary Public
My Commission Expires: July 9, 2023

EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify of revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Secretary of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this _____ day of _____, _____.

By: Brian M. Hodges
Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:

Zurich Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056
www.reportsfclaims@zurichna.com
800-626-4577

TRAVELERS

Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **JESSICA L NOWLIN** of **SAN FRANCISCO**, **California**, their true and lawful Attorney(s)-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **21st** day of **April, 2021**.

HARTFORD, CONN.

HARTFORD, CONN.

CORPORATE SEAL

State of Connecticut

City of Hartford ss.

By: _____
Robert L. Raney, Senior Vice President

On this the **21st** day of **April, 2021**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June, 2026**

ANNA P NOWIK NOTARY PUBLIC CONNECTICUT

_____
Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this day of , .

HARTFORD, CONN.

HARTFORD, CONN.

CORPORATE SEAL

_____
Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.

Berkshire Hathaway Specialty Insurance

Power Of Attorney

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY
NATIONAL INDEMNITY COMPANY / NATIONAL LIABILITY & FIRE INSURANCE COMPANY

Know all men by these presents, that **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at One Lincoln Street, 23rd Floor, Boston, Massachusetts 02111, **NATIONAL INDEMNITY COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at 3024 Harney Street, Omaha, Nebraska 68131 and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Connecticut and having an office at 100 First Stamford Place, Stamford, Connecticut 06902 (hereinafter collectively the "Companies"), pursuant to and by the authority granted as set forth herein, do hereby name, constitute and appoint: **Jessica L. Nowlin, John Lettieri, John Gilliland, 560 Mission Street, 6th Floor of the city of San Francisco, State of California,** their true and lawful attorney(s)-in-fact to make, execute, seal, acknowledge, and deliver, for and on their behalf as surety and as their act and deed, any and all undertakings, bonds, or other such writings obligatory in the nature thereof, in pursuance of these presents, the execution of which shall be as binding upon the Companies as if it has been duly signed and executed by their regularly elected officers in their own proper persons. **This authority for the Attorney-in-Fact shall be limited to the execution of the attached bond(s) or other such writings obligatory in the nature thereof.**

In witness whereof, this Power of Attorney has been subscribed by an authorized officer of the Companies, and the corporate seals of the Companies have been affixed hereto this date of December 20, 2018. This Power of Attorney is made and executed pursuant to and by authority of the Bylaws, Resolutions of the Board of Directors, and other Authorizations of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, which are in full force and effect, each reading as appears on the back page of this Power of Attorney, respectively. **The following signature by an authorized officer of the Company may be a facsimile, which shall be deemed the equivalent of and constitute the written signature of such officer of the Company for all purposes regarding this Power of Attorney, including satisfaction of any signature requirements on any and all undertakings, bonds, or other such writings obligatory in the nature thereof, to which this Power of Attorney applies.**

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY,

By: _____
David Fields, Executive Vice President

NATIONAL INDEMNITY COMPANY, NATIONAL LIABILITY & FIRE INSURANCE COMPANY,

By: _____
David Fields, Vice President

NOTARY
State of Massachusetts, County of Suffolk, ss:
On this 20th day of December, 2018, before me appeared David Fields, Executive Vice President of BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY and Vice President of NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY, who being duly sworn, says that his capacity is as designated above for such Companies; that he knows the corporate seals of the Companies; that the seals affixed to the foregoing instrument are such corporate seals; that they were affixed by order of the board of directors or other governing body of said Companies pursuant to its Bylaws, Resolutions and other Authorizations, and that he signed said instrument in that capacity of said Companies.

[Notary Seal]

GEOFFERY A. DELISIO
Notary Public
Commonwealth of Massachusetts
My Comm. Expires November 29, 2024

_____
Notary Public

I, Ralph Tortorella, the undersigned, Officer of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies which is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this ____/____.

_____
Officer

To verify the authenticity of this Power of Attorney please contact us at: BHSISurety Department, Berkshire Hathaway Specialty Insurance Company, One Lincoln Street, 23rd Floor Boston, MA 02111 | (770) 625-2516 or by email at Jennifer.Porter@bhspecialty.com *THIS POWER OF ATTORNEY IS VOID IF ALTERED*

To notify us of a claim please contact us on our 24-hour toll free number at (855) 453-9675, via email at claimsnotice@bhspecialty.com, via fax to (617) 507-8259, or via mail.

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)

ARTICLE V.

CORPORATE ACTIONS

. . . .

EXECUTION OF DOCUMENTS:

. . . .

Section 6.(b) The President, any Vice President or the Secretary, shall have the power and authority:

(1) To appoint Attorneys-in-fact, and to authorize them to execute on behalf of the Company bonds and other undertakings, and

(2) To remove at any time any such Attorney-in-fact and revoke the authority given him.

NATIONAL INDEMNITY COMPANY (BY-LAWS)

Section 4. Officers, Agents, and Employees:

A. The officers shall be a President, one or more Vice Presidents, a Secretary, one or more Assistant Secretaries, a Treasurer, and one or more Assistant Treasurers none of whom shall be required to be shareholders or Directors and each of whom shall be elected annually by the Board of Directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the Board of Directors, and shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the Board of Directors; and the Board of Directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the corporation.

NATIONAL INDEMNITY COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

A. The officers shall be a president, one or more vice presidents, one or more assistant vice presidents, a secretary, one or more assistant secretaries, a treasurer, and one or more assistant treasurers, none of whom shall be required to be shareholders or directors, and each of whom shall be elected annually by the board of directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the board of directors. The president and secretary shall be different individuals. Election or appointment of an officer or agent shall not create contract rights. The officers of the Corporation shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the board of directors; and the board of directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the Corporation.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by **Robert D. Murray, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint Jessica L. Nowlin, **EACH** its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings,** and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 5th day of September, A.D. 2019.

ATTEST:
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND

By: Robert D. Murray
Vice President

By: Dawn E. Brown
Secretary

State of Maryland
County of Baltimore

On this 5th day of September, A.D. 2019, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Robert D. Murray, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

Constance A. Dunn

Constance A. Dunn, Notary Public
My Commission Expires: July 9, 2023

EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify of revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Secretary of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this _____ day of _____, _____.

Brian M Hodges

By: Brian M. Hodges
Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:

Zurich Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056
www.reportsfclaims@zurichna.com
800-626-4577

SECTION 00 61 13.19 – PERFORMANCE/PAYMENT BOND CERTIFICATION FORM

GREATER ORLANDO AVIATION AUTHORITY
ORLANDO, FLORIDA

I, T. RYAN LAMB, certify that I am the Secretary of the corporation, the General Partner of the Partnership or Manager or the Managing Member of the LLC, named as Principal in the foregoing Performance and Payment Bonds; that JEREMY MARRON who signed the said Bonds on behalf of the Principal was then President or Vice-President of said corporation, the General Partner of the Partnership or the Manager or Managing Member of the LLC; that I know [his, her] signature, and [his, her] signature thereto is genuine, and that said Bonds were duly signed, sealed and attested for and in behalf of said Principal by authority of its governing body or is otherwise authorized by the Principal to enter into this Contract and the Performance and Payment Bonds.

T. Ryan Lamb
Signature of Secretary/General Partner/Manager

T. RYAN LAMB
Printed Name

(Corporate Seal)

Haley Dudrow

HALEY DUDROW
NOTARIAL SEAL
IOWA
Commission Number 817230
My Commission Expires
June 3, 2025

SECTION 00 61 13 - PERFORMANCE/PAYMENT BOND COVER SHEET
This cover sheet is an integral part of the attached bonds and must not be separated from them.

GREATER ORLANDO AVIATION AUTHORITY AND CITY OF ORLANDO, FLORIDA

(Public Work)
In Compliance with Florida Statute Chapter 255.05(1)(a)

PERFORMANCE BOND NO.:		
PAYMENT BOND NO.:		
CONTRACTOR INFORMATION:	Name:	The Weitz Company, LLC
	Address:	1400 Centrepark Blvd., Suite 700 West Palm Beach, FL 33401
	Phone:	(561) 686-5511
SURETY PRINCIPAL: BUSINESS INFORMATION	Name:	
	Address:	
	Phone:	
OWNER INFORMATION:	Name:	Greater Orlando Aviation Authority
	Address:	11312 Terminal C Service Road Orlando, FL 32824
	Phone:	(407) 825-2001
BOND AMOUNT:		$113,293,387.00
CONTRACT NO. (*if applicable*):		BP-S00198
DESCRIPTION OF WORK:		Terminal C Multi-Modal Conector Pedestrian Bridge and Rental Car Lobby (Design/Build)
PROJECT LOCATION:		Orlando International Airport, Orlando, FL
AGENT INFORMATION:	Name:	**Kevin J. Thibault, P.E.** **Chief Executive Officer**
	Address:	1 Jeff Fuqua Blvd Orlando, FL 32827
	Phone:	407-825-2263

GREATER ORLANDO AVIATION AUTHORITY
ORLANDO, FLORIDA

SECTION 00 61 13.13 - PERFORMANCE BOND **BOND NO.:**_____

The cover page that lists the contact information for the entities involved in this bond is considered the front page of this bond and is an integral part of this bond and, therefore, must not be separated from this bond.

KNOW ALL MEN BY THESE PRESENTS that **The Weitz Company, LLC**, hereinafter called Principal, and _____, a corporation organized under the laws of the State of _____ and licensed to do business in the State of Florida, hereinafter called Surety, are held and firmly bound unto the Greater Orlando Aviation Authority, hereinafter called Owner, in the Penal Sum of **ONE HUNDRED THIRTEEN MILLION TWO HUNDRED NINETY-THREE THOUSAND THREE HUNDRED EIGHTY-SEVEN AND NO/100 DOLLARS ($113,293,387.00),** for the payment of which sum well and truly made, Principal and Surety bind ourselves, our heirs, personal representatives, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, Principal has by written agreement dated _____, entered into a Contract with Owner for **"Bid Package S00198, Terminal C Multi-Modal Conector Pedestrian Bridge and Rental Car Lobby (Design/Build), Orlando International Airport,"** in accordance with the Contract Documents which are incorporated herein by reference and made a part hereof, and are herein referred to as the Contract.

WHEREAS, Surety is authorized to do business in the State of Florida.

NOW, THEREFORE, the condition of this obligation is such that if Principal:

1. Promptly and faithfully performs the Contract including, but not limited to, its design (if any), construction and warranty provisions in the time and manner prescribed in the Contract, and correction of defective work, and

2. Pays Owner all losses, damages, expenses, costs, attorneys' fees and other legal costs (including, but not limited to, those for investigative and legal support services and appellate proceedings), that Owner sustains resulting directly or indirectly from the conduct of the Principal including, but not limited to, breach or default under the Contract, want of care or skill, negligence, patent infringement, or intentionally wrongful conduct on the part of the Principal, its officers, agents, employees or any other person or entity for whom the Principal is responsible,

then this bond is void; otherwise it shall remain in full force and effect.

3. In the event that the Principal shall fail to perform any of the terms, covenants and conditions of the Contract during the period in which this Performance Bond is in effect, the Surety shall remain liable to the Owner for all such loss or damage (including reasonable attorneys' fees and other legal costs) resulting from any failure to perform up to the amount of the Penal Sum.

4. In the event that the Surety fails to fulfill its obligations under this Performance Bond, then the Surety shall also indemnify and save the Owner harmless from any and all loss, damage, cost and expense, including reasonable attorneys' fees and other legal costs for all trial and appellate proceedings resulting directly or indirectly from the Surety's failure to fulfill its obligations hereunder. This paragraph shall survive the termination or cancellation of this Performance Bond. The obligations set forth in this paragraph shall not be limited by the Penal Sum of this Bond.

5. The Surety's obligations hereunder shall be direct and immediate and not conditional or contingent upon Owner's pursuit of its remedies against Principal, and shall remain in full force and effect notwithstanding (i) amendments or modifications to the Contract entered into by Owner and Principal without the Surety's knowledge

or consent, (ii) waivers of any default under the Agreement or the Contract granted by Owner to Principal without the Surety's consent, (iii) the discharge of Principal from its obligations under the Contract as a result of any proceeding initiated under The Bankruptcy Code of 1978, as the same may be amended, or any similar state or federal law, or any limitation of the liability of Principal or its estate as a result of any such proceeding, or (iv) any other action taken by Owner or Principal that would, in the absence of this clause, result in the release or discharge by operation of law of the Surety from its obligations hereunder.

6. The institution of suit upon this Bond shall be in accordance with Section 95.11(2)(b), Florida Statutes.

7. Any changes in or under the Contract Documents (which include the Plans, Drawings and Specifications) and compliance or noncompliance with any formalities connected with the Contract or the changes therein shall not affect Surety's obligations under this Bond and Surety hereby waives notice of any such changes. Further, Principal and Surety acknowledge that the Penal Sum of this bond shall increase or decrease in accordance with approved changes or other modifications to the Contract Documents.

IN WITNESS WHEREOF, the Principal and Surety have executed this instrument under their several seals on this _____ day of _____, 20_____, to be effective as of the date of the Contract, the name and corporate seal of each corporate party being hereto affixed and these presents fully signed by its undersigned representative, pursuant to authority of its governing body.

Haley Dudrow

HALEY DUDROW
Commission Number 817230
My Commission Expires
June 3, 2025

The Weitz Company, LLC
Principal

By: _____

Jeremy Marron, CFO
Name and Title

(SEAL)

_____
Surety

By: _____
Name and Title

(SEAL)

_____
Agency

_____
Address

_____
(Countersignature by a Florida Licensed Agent)

_____
Name and Title

_____
Agency

_____
Address

NOTE: If Principal or Surety are corporations, the respective corporate seals should be affixed. Additionally, a certified copy of a Power-of-Attorney appointing the individual Attorney-in-Fact for the Surety, as well as the Power-of-Attorney appointing the Florida licensed agent, should be attached.

GREATER ORLANDO AVIATION AUTHORITY
ORLANDO, FLORIDA

SECTION 00 61 13.16- PAYMENT BOND FORM **BOND NO.:_____**

The cover page that lists the contact information for the entities involved in this bond is considered the front page of this bond and is an integral part of this bond and, therefore, must not be separated from this bond.

KNOW ALL MEN BY THESE PRESENTS that **The Weitz Company, LLC**, hereinafter called Principal, and _____, a corporation organized under the laws of the State of _____, having its home office in the City of _____ and licensed to do business in the State of Florida, hereinafter called Surety, are held and firmly bound unto the Greater Orlando Aviation Authority, hereinafter called Owner, for the use and benefit of claimants as hereinbelow defined, in the Penal Sum of **ONE HUNDRED THIRTEEN MILLION TWO HUNDRED NINETY-THREE THOUSAND THREE HUNDRED EIGHTY-SEVEN AND NO/100 DOLLARS ($113,293,387.00)** for the payment of which sum well and truly to be made, Principal and Surety bind ourselves, our heirs, personal representatives, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, Principal has by written agreement dated _____, entered into a contract with Owner for **"Bid Package S00198, Terminal C Multi-Modal Conector Pedestrian Bridge and Rental Car Lobby (Design/Build), Orlando International Airport,"** in accordance with the Contract Documents which are incorporated herein by reference and made a part hereof, and are herein referred to as the Contract.

WHEREAS, Surety is authorized to do business in the State of Florida.

NOW, THEREFORE, the condition of this obligation is such that if Principal shall promptly make payments to all claimants as defined in Section 255.05(1), Florida Statutes, supplying Principal with labor, materials, or supplies, used directly or indirectly by Principal in the prosecution of the work provided for in the Contract, then this obligation shall be void; otherwise, it shall remain in full force and effect subject, however, to the following conditions:

1. **This bond is given to comply with Section 255.05, Florida Statutes, and any action instituted by a claimant under this bond for payment must be in accordance with Sections 255.05(2) and 255.05(10), Florida Statutes, as amended, including, but not limited to, the notice and time limitation provisions therein**.

2. Therefore, a claimant, except a laborer, who is not in privity with the Contractor shall, before commencing or not later than 45 days after commencing to furnish labor, services or materials for the prosecution of the work, serve the Contractor with a written notice that he or she intends to look to the bond for protection. A claimant who is not in privity with the Contractor and who has not received payment for furnishing his or her labor, services, or materials shall, serve a written notice of nonpayment on the Contractor and on the Surety. Notices must be served in accordance with Section 255.05(2), as amended. The notice of non-payment shall be under oath and served during the progress of the work or thereafter, but may not be served earlier than forty-five (45) days after the first furnishing of the labor, services or materials by the claimant or later than ninety (90) days after the final furnishing of the labor, services or materials by the claimant, or, with respect to rental equipment, later than 90 days after the date that the rental equipment was last on the job site available for use. Any notice of nonpayment served by a claimant who is not in privity with the contractor which includes sums for retainage must specify the portion of the amount claimed for retainage. No action for the labor, services, or materials may be instituted against the Contractor or the Surety unless both notices have been served. No action shall be instituted against the Contractor or the Surety on the bond after one (1) year from the performance of the labor or completion of the delivery of the materials or supplies.

3. The Surety's obligations hereunder shall remain in full force and effect notwithstanding (i) amendments or modifications to the Contract entered into by Owner and Principal without the Surety's knowledge or consent,

(ii) waivers of compliance with or any default under the Contract granted by Owner to Principal without the Surety's knowledge or consent, (iii) the discharge of Principal from its obligations under the Contract as a result of any proceeding initiated under The Bankruptcy Code of 1978, as the same may be amended, or any similar state or federal law, or any limitation of the liability of Principal or its estate as a result of any such proceeding, or (iv) any other action taken by Owner or Principal that would, in the absence of this clause, result in the release or discharge by operation of law of the Surety from its obligations hereunder.

4. Any changes in or under the Contract Documents (which include the, Drawings and Specifications) and compliance or noncompliance with any formalities connected with the Contract or the changes therein shall not affect Surety's obligations under this Bond and Surety hereby waives notice of any such changes. Further, Principal and Surety acknowledge that the Penal Sum of this Bond shall increase or decrease in accordance with the approved changes or other modifications to the Contract Documents.

IN WITNESS WHEREOF, the Principal and Surety have executed this instrument under their several seals on this _____ day of _____, 20_____, to be effective as of the date of the Contract, the name and corporate seal of each corporate party being hereto affixed and these presents fully signed by its undersigned representative, pursuant to authority of its governing body.

Haley Dudrow

HALEY DUDROW
Commission Number 817230
My Commission Expires
June 3, 2025

IOWA NOTARIAL SEAL

The Weitz Company, LLC
Principal

By: _____
Name and Title
Jeremy Marron, CFO

(SEAL)

_____
Surety

By: _____

(SEAL)

_____
Name and Title

_____
Agency

_____
Address

_____
(Countersignature by a Florida Licensed Agent)

_____
Name and Title

_____
Agency

_____
Address

NOTE: If Principal or Surety are corporations, the respective corporate seals should be affixed. Additionally, a certified copy of a Power-of-Attorney appointing the individual Attorney-in-Fact for the Surety, as well as the Power-of-Attorney appointing the Florida licensed agent, should be attached.

SECTION 00 61 13.19 – PERFORMANCE/PAYMENT BOND CERTIFICATION FORM

GREATER ORLANDO AVIATION AUTHORITY
ORLANDO, FLORIDA

I, T. RYAN LAMB, certify that I am the Secretary of the corporation, the General Partner of the Partnership or Manager or the Managing Member of the LLC, named as Principal in the foregoing Performance and Payment Bonds; that JEREMY MARRON who signed the said Bonds on behalf of the Principal was then President or Vice-President of said corporation, the General Partner of the Partnership or the Manager or Managing Member of the LLC; that I know [his, her] signature, and [his, her] signature thereto is genuine, and that said Bonds were duly signed, sealed and attested for and in behalf of said Principal by authority of its governing body or is otherwise authorized by the Principal to enter into this Contract and the Performance and Payment Bonds.

T. Ryan Lamb
Signature of Secretary/General Partner/Manager

T. RYAN LAMB
Printed Name

(Corporate Seal)

Haley Dudrow

NOTARIAL SEAL IOWA
HALEY DUDROW
Commission Number 817230
My Commission Expires
June 3, 2025

SECTION 00 62 96 - CERTIFICATE AS TO CORPORATE PRINCIPAL FOR PROPOSAL BOND

I, T. RYAN LAMB, certify that I am the Secretary of the corporation, or Manager or the Managing Member of the LLC, named as Principal in the foregoing Proposal Bond; that JEREMY MARRON who signed the said Bond on behalf of the Principal was then CFO of said corporation; that I know [his, her] signature, and [his, her] signature thereto is genuine, and that said Bond was duly signed, sealed and attested for and in behalf of said corporation by authority of its governing body.

T. RYAN LAMB, SECRETARY
Name and Title

THE WEITZ COMPANY, LLC
Name of Corporation Submitting Proposal

(Corporate Seal)

Haley Dudrow

NOTARIAL SEAL IOWA
HALEY DUDROW
Commission Number 817230
My Commission Expires
June 3, 2025

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 07/19/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Alliant Insurance Services, Inc.
1125 Sanctuary Parkway
Suite 300
Alpharetta GA 30009
License# 0C36861

CONTACT NAME: Velvet Anderson
PHONE (A/C, No, Ext): | **FAX (A/C, No):**
E-MAIL ADDRESS: velvet.anderson@alliant.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Hartford Fire Insurance Company	19682
INSURER B : Starr Indemnity & Liability Company	38318
INSURER C : Berkley Specialty Insurance Company	31295
INSURER D : American Guarantee and Liability Insurance Company	26247
INSURER E : Ascot Specialty Insurance Company	45055
INSURER F : Endurance American Specialty Insurance Company	41718

INSURED
The Weitz Company, LLC
611 5th Ave, Suite 300
Des Moines, IA 50309

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY			83 CSE OV1F00	07/10/2023	11/29/2027	EACH OCCURRENCE	$ 2,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 100,000
							MED EXP (Any one person)	$ 10,000
							PERSONAL & ADV INJURY	$ 2,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER						GENERAL AGGREGATE	$ 4,000,000
	POLICY X PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$ 4,000,000
	OTHER						Deductible	$ 500,000
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$
	ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	HIRED AUTOS ONLY / NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
B	X UMBRELLA LIAB X OCCUR			1000588094221	07/10/2023	11/29/2027	EACH OCCURRENCE	$ 10,000,000
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$ 10,000,000
	DED RETENTION $							$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY			83CSEOV1F00	07/10/2023	11/29/2027	X PER STATUTE / OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N N/A						E.L. EACH ACCIDENT	$2,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$2,000,000
							E.L. DISEASE - POLICY LIMIT	$2,000,000
C	Excess liability — $15M x $10M			BCS 8800154-10	07/10/2023	11/29/2027	Each Occurence/Aggregate	$15,000,000
D	Excess liability — $25M x $25M			AEC 8652363-00	07/10/2023	11/29/2027	Each Occurence/Aggregate	$25,000,000
E	Excess liability — $15M PO $50M x $50M			AEC452060900	07/10/2023	11/29/2027	Each Occurence/Aggregate	$15,000,000
F	Excess liability — $15M PO $50M x $50M			ELD30028492600	07/10/2023	11/29/2027	Each Occurence/Aggregate	$15,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
RE: Contractor Controlled Insurance Program (CCIP) - GOAA Ped Bridge & GTR

Greater Orlando Aviation Authority is included as additional Insured on a primary and non-contributory basis as required by written contract or agreement. Waiver of subrogation in favor of Greater Orlando Aviation Authority to the extent permitted by law and required by written contract or agreement. Thirty (30) days' notice of cancellation or non-renewal will be provided to Certificate Holder, except 10 days' notice for cancellation for non-payment of premium.

CERTIFICATE HOLDER

Greater Orlando Aviation Authority
1 Jeff Fuqua Blvd
Orlando, FL 32827

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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AGENCY CUSTOMER ID: _____

LOC #: _____

ADDITIONAL REMARKS SCHEDULE

AGENCY	NAMED INSURED
Alliant Insurance Services, Inc.	The Weitz Company, LLC 611 5th Ave, Suite 300 Des Moines, IA 50309
POLICY NUMBER	
CARRIER / NAIC CODE	POLICY PERIOD: 07/10/2023 to 11/29/2027

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: 25 FORM TITLE: CERTIFICATE OF LIABILITY INSURANCE

Excess Liability - $20M PO $50M x $50M:

Ohio Casualty Insurance Company (NAIC: 24074)
Policy Number - ECO2561553686
Policy Period - 07/10/2023 to 11/29/2027

Deductibles are as follows:
General Liability (CCIP): $500,000
Workers Compensation (CCIP): $500,000

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CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 7/20/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
ALLIANT INSURANCE SERVICES, INC.
1125 SANCTUARY PKWY
STE 300
ALPHARETTA GA 30009

CONTACT NAME: Kimberly Sullivan
PHONE (A/C, No, Ext): 678-867-6110 **FAX (A/C, No):**
E-MAIL ADDRESS: Kimberly.Sullivan@Alliant.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Hartford Fire Insurance Compan	19682
INSURER B : Hartford Casualty Insurance Co	29424
INSURER C : Twin City Fire Insurance Compa	29459
INSURER D : Hartford Accident and Indemnit	22357
INSURER E : Hartford Underwriters Insuranc	30104
INSURER F : Pacific Insurance Company, Lim	10046

INSURED
THE WEITZ COMPANY, LLC
611 5th Ave. Suite 300
DES MOINES, IA 50309

COVERAGES **CERTIFICATE NUMBER:** 226777043 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY	Y		83 CSE QU3422	6/1/2023	6/1/2024	EACH OCCURRENCE	$ 2,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 1,000,000
							MED EXP (Any one person)	$ 10,000
							PERSONAL & ADV INJURY	$ 2,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 4,000,000
	POLICY X PRO-JECT X LOC						PRODUCTS - COMP/OP AGG	$ 4,000,000
	OTHER:							$
A E	AUTOMOBILE LIABILITY	Y		83 UEN QU3423 83 UEN QU3424	6/1/2023 6/1/2023	6/1/2024 6/1/2024	COMBINED SINGLE LIMIT (Ea accident)	$ 2,000,000
	X ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
B	UMBRELLA LIAB X OCCUR	Y		83 XST QU3425	6/1/2023	6/1/2024	EACH OCCURRENCE	$ 10,000,000
	X EXCESS LIAB CLAIMS-MADE						AGGREGATE	$ 10,000,000
	DED RETENTION $						See Description	$
D C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N			83 WN QU3420 83 WBR QU3421	6/1/2023 6/1/2023	6/1/2024 6/1/2024	X PER STATUTE / OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N	N/A					E.L. EACH ACCIDENT	$ 1,000,000
	(Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	$ 1,000,000
F	PROFESSIONAL / POLLUTION LIABILITY	Y		20 CPI EK0306	6/1/2023	6/1/2024	PER CLAIM AGGREGATE	25,000,000 25,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
INSURER G: 2nd Layer Excess, $15M excess of $10M, Policy #BCS 8800042-20; Carrier Name: Berkley Regional Insurance Company; Term: 6/1/2023-6/1/2024; Limit - Each Occurrence/Aggregate: $15M/$15M.
INSURER H: 3rd Layer Excess, $25M excess of $25M, Policy #1000586312231; Carrier Name: Starr Indemnity & Liability Company; Term: 6/1/2023-6/1/2024; Limit - Each Occurrence/Aggregate: $25M/$25M.
INSURER I: Excess Pollution/Professional, $10M excess of $25M, Policy #0312-3444; Carrier Name: Allied World Assurance Company (U.S.) Inc.; Term: 6/1/2023-6/1/2024; Limit - Per Claim/Aggregate: $10M/$10M.

See Attached...

CERTIFICATE HOLDER

Greater Orlando Aviation Authority
Engineering and Construction
11312 Terminal C Service Road
ORLANDO FL 32824

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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AGENCY CUSTOMER ID: _____

LOC #: _____

ADDITIONAL REMARKS SCHEDULE

AGENCY	NAMED INSURED
ALLIANT INSURANCE SERVICES, INC.	THE WEITZ COMPANY, LLC 611 5th Ave. Suite 300 DES MOINES, IA 50309
POLICY NUMBER	
CARRIER / NAIC CODE	EFFECTIVE DATE:

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: 25 FORM TITLE: CERTIFICATE OF LIABILITY INSURANCE

RE: Non-CCIP COI (off-site liability). BP-S00198. Terminal C Multi-Modal Conector Pedestrian Bridge and Rental Car Lobby (Design/Build), Orlando International Airport.
Certificate Holder is included as Additional Insured with respect to General Liability, Auto Liability and Excess Liability if required by written contract.
Deductibles are as follows:
General Liability (non-CCIP): $250,000
Workers Compensation (non-CCIP): $250,000
Automobile Liability: $1,000 PP/LT, $2,000 M/H Trk, $5,000 EX/TT comp & collision
Professional Pollution Liability: $250,000 (SIR)

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - OWNERS, LESSEES OR CONTRACTORS - SCHEDULED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s):	Location(s) Of Covered Operations
AS REQUIRED BY WRITTEN CONTRACT OR AGREEMENT	AS REQUIRED BY WRITTEN CONTRACT OR AGREEMENT

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

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POLICY NUMBER: 83 CSE QU3422

COMMERCIAL GENERAL LIABILITY
CG 20 37 07 04

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s):	Location And Description Of Completed Operations
AS REQUIRED BY WRITTEN CONTRACT OR AGREEMENT	AS REQUIRED BY WRITTEN CONTRACT OR AGREEMENT
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in the schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

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POLICY NUMBER: 83 CSE QU3422

COMMERCIAL GENERAL LIABILITY
CG 20 28 04 13

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – LESSOR OF LEASED EQUIPMENT

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s):
Any person or organization whom you have agreed to include as an additional insured under a written contract or agreement, provided such contract was executed prior to the date of loss.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your maintenance, operation or use of equipment leased to you by such person(s) or organization(s).

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, this insurance does not apply to any "occurrence" which takes place after the equipment lease expires.

C. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

© Insurance Services Office, Inc., 2012

POLICY NUMBER: 83 CSE QU3422

COMMERCIAL GENERAL LIABILITY
CG 20 18 04 13

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – MORTGAGEE, ASSIGNEE OR RECEIVER

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Person(s) Or Organization(s)	Designation Of Premises
IF ANY	IF ANY
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to their liability as mortgagee, assignee, or receiver and arising out of the ownership, maintenance, or use of the premises by you and shown in the Schedule.

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. This insurance does not apply to structural alterations, new construction and demolition operations performed by or for that person or organization.

C. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – STATE OR GOVERNMENTAL AGENCY OR SUBDIVISION OR POLITICAL SUBDIVISION – PERMITS OR AUTHORIZATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

State Or Governmental Agency Or Subdivision Or Political Subdivision:
AS REQUIRED BY WRITTEN CONTRACT OR AGREEMENT
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

A. **Section II – Who Is An Insured** is amended to include as an additional insured any state or governmental agency or subdivision or political subdivision shown in the Schedule, subject to the following provisions:

1. This insurance applies only with respect to operations performed by you or on your behalf for which the state or governmental agency or subdivision or political subdivision has issued a permit or authorization.

   However:

   a. The insurance afforded to such additional insured only applies to the extent permitted by law; and

   b. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

2. This insurance does not apply to:

   a. "Bodily injury", "property damage" or "personal and advertising injury" arising out of operations performed for the federal government, state or municipality; or

   b. "Bodily injury" or "property damage" included within the "products-completed operations hazard".

B. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - CONTROLLING INTEREST

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Person(s) Or Organization(s):
IF ANY

Information required to complete this Schedule, if not shown above, will be shown in the Declarations

A. **Section II - Who Is An Insured** is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to their liability arising out of:

1. Their financial control of you; or
2. Premises they own, maintain or control while you lease or occupy these premises.

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. This insurance does not apply to structural alterations, new construction and demolition operations performed by or for that person or organization.

C. With respect to the insurance afforded to these additional insureds, the following is added to **Section III - Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable limits of insurance;

whichever is less.

This endorsement shall not increase the applicable limits of insurance.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - ENGINEERS, ARCHITECTS OR SURVEYORS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

A. Section II – Who Is An Insured is amended to include as an additional insured any architect, engineer, or surveyor engaged by you but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

1. In connection with your premises; or
2. In the performance of your ongoing operations.

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusion applies:

This insurance does not apply to "bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of or the failure to render any professional services by or for you, including:

1. The preparing, approving, or failing to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders or drawings and specifications; or
2. Supervisory, inspection, architectural or engineering activities.

This exclusion applies even if the claims against any insured allege negligence or other wrongdoing in the supervision, hiring, employment, training or monitoring of others by that insured, if the "occurrence" which caused the "bodily injury" or "property damage", or the offense which caused the "personal and advertising injury", involved the rendering of or the failure to render any professional services by or for you.

C. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

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SECTION 00 62 16 – CERTIFICATE OF INSURANCE FORM

The Contractor shall provide evidence of insurance reflecting compliance with the insurance requirements as listed in the Submission Requirements and Article 11 of the General Conditions. Certificate(s) of Insurance shall be remitted using an ACORD form, or in a form acceptable to the Owner and submitted to the Owner's Contracts and Grants Manager prior to contract execution and each policy renewal for the duration of the contract term and statute of repose. Any deductible or self-insurance retention ($0.00 and higher) for each coverage line must be indicated on the Certificate of Insurance.

The Certificate of Insurance shall state the following as certificate holder:

The Greater Orlando Aviation Authority
Engineering and Construction
One Jeff Fuqua Blvd.
Orlando, FL 32827

The Certificate of Insurance shall reflect the Greater Orlando Aviation Authority and the City of Orlando and their members (including without limitation, members of the Owner's board and the City Council and members of the citizens' advisory committees of each), the OAR, and the Designer as additional insured as outlined in Article 11.2 of the General Conditions. Owner may elect to utilize a third party for the collection and monitoring of Contractor's insurance. Contractor will promptly respond to all requests for information, including, without limitation, requests for copies of insurance policies and Certificate(s) of Insurance evidencing renewal policy periods.

END OF SECTION 00 62 16

SECTION 00 62 76.19 - PARTIAL RELEASE FOR REDUCTION OF RETAINAGE

GREATER ORLANDO AVIATION AUTHORITY

KNOW ALL PERSONS BY THESE PRESENTS, that the undersigned, conditioned upon payment of the sum of _____ DOLLARS ($_____) (payment amount), paid by the Greater Orlando Aviation Authority (hereinafter referred to as "Owner"), does hereby fully and completely discharge and release the Owner from and waives any and all debts, accounts, promises, damages, liens, encumbrances, causes of action, suits, bonds, judgments, claims, and demands whatsoever, in law or in equity, which the undersigned ever had, now has, or might hereafter have on account of labor performed, material furnished, or services rendered, directly or indirectly, for the Contract between the parties, dated _____, known as " **BPS-198, Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby** at the Orlando International Airport," except for the following Claims, if any, which have been properly raised by written demand and in accordance with the Contract Documents: _____(list brief description of Claim or list None).

All Claims not specifically listed are hereby waived.

The undersigned further covenants that any payment of retainage which is attributable to the labor, services, supplies, or material supplied by one or more subcontractors; suppliers; materialmen; or any or all other persons supplying labor, services, supplies, or material used directly or indirectly in the prosecution of the Work, the undersigned shall timely remit payment of such retainage to those subcontractors, suppliers, materialmen, or persons.

The undersigned shall maintain in full force and effect the provisions of the Contract Documents respecting the guaranty against defective work, and any other special guaranties required by the Contract Documents, for the terms provided in the Contract Documents, which terms shall begin to run from the date specified in the Contract Documents.

The undersigned represents and warrants that the statements contained in the foregoing Release are true and correct and that the person signing this Release has full authority to bind the Contractor.

IN WITNESS WHEREOF, I hereunto set my hand and seal this _____ day of _____, _____.

WITNESSES:

_____
_____

_____
CONTRACTOR
By: _____
Title: President

(CORPORATE SEAL)
(If Applicable)

State of:_____
County of:_____

On this _____ day of _____, _____, before me appeared (name) _____, as (office) _____ of (name of Firm) _____, who, being duly sworn, did execute the foregoing affidavit, and who is personally known by me or who presented (type of identification) _____, and who did take an oath.

(Seal)

Notary Public: _____

Printed Name: _____

Commission Expires: _____

SECTION 00 62 93 - CONSTRUCTION ADMINISTRATION FORMS

PART 1 - GENERAL
The following listed forms are hereby made a part of the Construction Documents.

PART 2 - PRODUCT
Index of Construction Administration Forms for Contractor

Form #	Description
001	Parking Permit Office - Release Form
002	Badge & ID Office (Access Control Office) – Release Form
003	Key Shop - Release Form
006	LDB/VBE Designated Mobilization Payment Release Form (Shall not apply if the Project is funded by the State of Florida and requires Disadvantaged Business Enterprise (DBE) participation as defined in the Instructions to Proposers)
007	Certificate of Substantial Completion (CoSC)
008	Substantial Completion Acceptance (SCA)
009	Partial Occupancy/Use Agreement (POUA)
010	Application for Payment Forms:
	010-Cover Cover Sheet
	010-Bkdwn Breakdown
	010-SM Stored Materials
	010-DISB Contractor Disbursements to Subcontractors/Suppliers
010A	Remittance Information Request
013A	Owner's Close-Out Documentation Checklist
015	Request for Information
016	Request for Clarification
017	Job Memorandum
018	Electrical System Interruption/Utility Outage Notification
018A	UON Procedures for Contractors and UON Checklist
018B	Roofing Impact Notification (RIN)
018C	Security System Interruption/Utility Outage Notification
018D	TBD Blank Interruption/Utility Outage Notification
018E	Energized Electrical Work Permit
018F	Maintenance of Traffic (MOT) Notification
018G	Smoke Detector Notification
018H	TBD Blank Notification
019	Designer's Supplemental Instructions
020	Utility Service Request (to OUC by Owner)
021	Request for Use of Lot(s) on Canal Road
023	Subcontractor's Sworn Statement of Account
024	Powder Actuated Tools Permit
025	Receipt for Commissioning Closeout Documents
026	City of Orlando Wastewater Division Construction Closeout Checklist
---	Construction Coordination Phone List
---	Airport Layout Plan (ALP) Change Request
---	Owner's Hot Work Policy
---	Key Plans and Instructions

PART 3 - EXECUTION

3.1. During the administration of the Contract, the Contractor will be required to complete various construction administration forms as a part of the Greater Orlando Aviation Authority's Management System. These forms are identified in the "Index of Construction Forms" and will be issued at the Pre-Construction Conference. These forms may be revised during the construction period and the Contractor will be required to comply with these revisions.

END OF SECTION 00 62 93

SECTION 00 65 19.29 - FINAL RELEASE FORM

GREATER ORLANDO AVIATION AUTHORITY

KNOW ALL PERSONS BY THESE PRESENTS, that the undersigned, **conditioned upon payment** of the sum of _____ DOLLARS ($_____) (final total Contract amount), paid by the Greater Orlando Aviation Authority (hereinafter referred to as "Owner"), does hereby fully and completely discharge and release the Owner from and waives any and all debts, accounts, promises, damages, liens, encumbrances, causes of action, suits, bonds, judgments, claims, and demands whatsoever, in law or in equity, which the undersigned ever had, now has, or might hereafter have on account of labor performed, material furnished, or services rendered, directly or indirectly, for the Contract between the parties, dated _____, known as " BP-S198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby " except for those claims, disputes, and other matters arising out of or relating to said Contract which have been properly raised by written demand and in accordance with the Contract Documents prior to this date and identified by the Contractor as unsettled in the final Application for Payment.

The undersigned further covenants that all subcontractors, suppliers, materialmen, and any or all other persons supplying material, supplies, services, or labor used directly or indirectly in or for the Work will be paid in full upon receipt of final payment from Owner.

The undersigned shall maintain in full force and effect the provisions of the Contract Documents respecting the guaranty against defective work, and any other special guaranties required by the Contract Documents, for the terms provided in the Contract Documents, which terms shall begin to run from the date specified in the Contract Documents.

The undersigned represents and warrants that the statements contained in the foregoing Release are true and correct.

IN WITNESS WHEREOF, I hereunto set my hand and seal this _____ day of _____, _____.

WITNESSES:

_____

_____

_____
CONTRACTOR

By: _____

Title: _____

(CORPORATE SEAL)
(If Applicable)

State of:_____
County of:_____

On this _____ day of _____, _____, before me appeared (name) _____, as (office) _____ of (name of Firm) _____, who, being duly sworn, did execute the foregoing affidavit, and who is personally known by me or who presented (type of identification) _____, and who did take an oath.

(Seal)

Notary Public: _____

Printed Name: _____

Commission Expires: _____

Final Release Form must be signed by a corporate officer or such other representative of the Contractor with authority to bind the Contractor to this Release.

SECTION 00 65 19.33 - SUBCONTRACTOR FINAL, CONDITIONAL RELEASE FORM

GREATER ORLANDO AVIATION AUTHORITY

KNOW ALL PERSONS BY THESE PRESENTS, that the undersigned, conditioned upon payment of the sum of _____ _____ DOLLARS ($_____) (final total Contract amount), paid by the Contractor does hereby fully and completely discharge and release the Greater Orlando Aviation Authority from and waives any and all debts, accounts, promises, damages, liens, encumbrances, causes of action, suits, bonds, judgments, claims, and demands whatsoever, in law or in equity, which the undersigned ever had, now has, or might hereafter have on account of labor performed, material furnished, or services rendered, directly or indirectly, for the Project known as " BP-S198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby," except for those Claims, if any, which have been properly raised by written demand and in accordance with the Contract Documents prior to this date and identified by the Contractor as unsettled in the Contractor's final Application for Payment.

This Final Release and Waiver is conditioned upon receipt of the final payment from the Contractor in the amount of _____ Dollars ($_____) and is not effective until that payment is received.

The undersigned further covenants that all sub-subcontractors, suppliers, materialmen, and any or all other persons supplying material, supplies, services, or labor used, directly or indirectly, on or for the Project have been paid in full.

The undersigned shall maintain in full force and effect all guaranties against defective work, and any other special guaranties required by the Contract and Subcontract.

The undersigned represents and warrants that the statements contained in the foregoing Release are true and correct.

IN WITNESS WHEREOF, I hereunto set my hand and seal this _____ day of _____, _____.

WITNESSES:

_____
SUBCONTRACTOR

_____ By: _____

_____ Title: _____

(CORPORATE SEAL)