

CA No. 12

Vendor No. 481714

Contract No. 9762

Effective Date _____

LEE COUNTY PORT AUTHORITY
LOQ 23-02 Construction Manager for the Southwest Florida International Airport
Terminal Expansion Phase II – Gates Expansion

CONTRACT AMENDMENT (CA)

Upon the completion and execution of this Contract Amendment, signed by both parties, the parties acknowledge the following work will be performed in accordance with the Contract. The intent of this Contract Amendment is to amend the scope, time or dollars of the contract work. ***No work should be performed without the execution of a written Task Authorization, which shall serve as a Notice To Proceed with the work.*** All the covenants, terms, conditions, provisions and contents of the original Contract, as amended, shall be and are applicable to this Contract Amendment unless specifically identified herein.

Description of work: RSW Terminal Expansion Phase II Gates Expansion – Construction Manager & Agency Construction Manager Services

(1) Reasons for Amendment:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Programmed CIP Project(s) | <input type="checkbox"/> Budgeted Task/Work |
| <input type="checkbox"/> Unforeseen Site Conditions | <input type="checkbox"/> Error/Omission in Plans/Specs |
| <input type="checkbox"/> Design Change | <input type="checkbox"/> Owner Requested |
| <input type="checkbox"/> Safety Considerations | <input type="checkbox"/> Cost Benefit to Project |
| <input type="checkbox"/> Other: _____ | |

(2) Method of Negotiating Price of Work

- ☒ Lump Sum
____ Time and Materials
____ Unit Prices
____ Hourly plus expenses
____ Other _____

Method of Negotiating Time of Work:

- ____ Consultant/Contractor Records
____ Cost plus fixed fee
____ Force Account

(3) Acceptance

It is understood and agreed that the execution and acceptance of this CA constitutes agreement by both parties to amend the Contract in accordance with the represented work and/or conditions. It shall be understood between both parties that this Amendment shall not be effective until approval from the FAA and/or FDOT has been obtained, if required.

SUFFOLK CONSTRUCTION COMPANY, INC. C/M ACCEPTANCE

Peter Tuffo

441981-1-94-01 & 441981-1-94-02

FDOT: _____

FDOT Representative

FAA: _____

FAA Representative

Approved as to form for the reliance of the Lee County Port Authority only:

Port Attorney

LEE COUNTY PORT AUTHORITY AUTHORIZATION

☐ By: _____ N/A
Deputy Executive Director or Designee

☒ Board Item By: _____
Chair - Lee County Port Authority Board of Port Commissioners

EXHIBIT A – SUBCONSULTANT/SUBCONTRACTOR INFORMATION

CA No. 12

The CONSULTANT or CONTRACTOR intends to engage the following subconsultant(s) and/or subcontractor(s) to assist in providing and performing the services, tasks, or work required under this Contract Amendment. At any time during the performance of work outlined in this Contract Amendment that the subconsultant(s)/subcontractor(s) identified below change, such change should be sent in writing to the LCPA. Only those subconsultants(s)/subcontractor(s) whereby prior written notification has been given to the LCPA are allowed to perform work under this Contract Amendment.

It is the responsibility of the CONSULTANT or CONTRACTOR to ensure that all subconsultants and/or subcontractors are properly licensed and insured prior to initiating any work in accordance with this contract.

(If none, enter the word "none" in the space below.)

Service or Work to be Performed	Name, Address, Phone and e-mail of Individual or Firm	Estimated Dollar Value of Subcontracted Work	DBE, WBE, or MBE (yes or no)	If Yes, Estimated Dollar Value of DBE/WBE/MBE Work
General Contractor	Wright Construction 5811 Youngquist Road Fort Myers, FL 33912	\$4,691,489.00	No	

CA 12		Board Approved Contract Amount	This Contract Adjustment	CA Issued Maximum \$1,000,000 FY 22-23	CA Issued Maximum \$1,000,000 FY 23-24	Current Contract Value	TAs Issued	Pending TAs	Remaining Contract Balance
1	Preconstruction Services	\$ 1,520,230.00	\$ -	\$ -	\$ 1,520,230.00	\$ 1,520,230.00	\$ 1,520,230.00	\$ -	\$ -
1.2	Preconstruction Services (post 75% to 100% design)	\$ 616,271.00	\$ -	\$ -	\$ 616,271.00	\$ 616,271.00	\$ 616,271.00	\$ -	\$ -
2	Void	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Preconstruction Bidding Services	\$ -	\$ -	\$ -	\$ 52,254.00	\$ 52,254.00	\$ 52,254.00	\$ -	\$ -
4	Concourse D Gate Reconfigurations CM/MGC Services	\$ 9,367,126.00	\$ -	\$ -	\$ -	\$ 9,367,126.00	\$ 9,108,971.29	\$ -	\$ 258,154.71
5	Precon Bidding - Terminal Roadway Modifications	\$ -	\$ -	\$ -	\$ 56,190.56	\$ 56,190.56	\$ 56,190.56	\$ -	\$ -
6	Precon Bidding - Passenger Boarding Bridges	\$ -	\$ -	\$ -	\$ 32,750.48	\$ 32,750.48	\$ 32,750.48	\$ -	\$ -
7	Precon Bidding - Airside Improvements	\$ -	\$ -	\$ -	\$ 53,270.56	\$ 53,270.56	\$ 53,270.56	\$ -	\$ -
8	Precon Bidding - Central Utility Plant, Concourse E, TE	\$ 554,409.48	\$ -	\$ -	\$ -	\$ 554,409.48	\$ 554,409.48	\$ -	\$ -
9	D Gates - Deep Foundation Change	\$ -	\$ -	\$ -	\$ 79,000.00	\$ 79,000.00	\$ 79,000.00	\$ -	\$ -
10	CM Services for TE II - Gates Expansion	\$ -	\$ 759,719,418.00	\$ -	\$ -	\$ 759,719,418.00	\$ -	\$ 759,719,418.00	\$ -
CONTRACT TOTALS		\$ 12,058,036.48	\$ 759,719,418.00	\$ -	\$ 2,409,966.60	\$ 772,050,920.08	\$ 12,073,347.37	\$ 759,719,418.00	\$ 258,154.71

Construction Manager & Agency Construction Manager Services For RSW Terminal Expansion Phase II

This scope of work is for the services to be provided by Suffolk Construction for the RSW Terminal Expansion Phase II Project. This scope is composed of the following four tasks:

1. Construction Manager (CM) Services for Terminal Expansion, Concourse E, Central Utility Plant (CUP) Expansion, and Airside Site Preparation
2. Agency CM Services for Terminal Roadway Modifications
3. Agency CM Services for Concourse E Passenger Boarding Bridges (PBBs)
4. Agency CM Services for Airside Improvements Paving Package

This Contract Amendment extends the contract term through February 1, 2029.

Task 1: CM Services for Terminal Expansion, Concourse E, Central Utility Plant (CUP) Expansion, and Airside Improvements Site Preparation

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Task 1: Construction Manager (CM) Services for Terminal Expansion, Concourse E, Central Utility Plant (CUP) Expansion, and Airside Improvements Site Preparation

1.1. Construction Manager Scope of Services

The objective of the CM services under this task authorization is to assist the Port Authority and the design consultants to provide for the timely and successful completion of all construction elements required for the Southwest Florida International Airport (RSW) – Terminal Expansion Phase II- Terminal Expansion, Concourse E, CUP Expansion & Airside. More specifically, the overriding objective of Suffolk Construction Company, Inc. as the CM is to subcontract and manage the work for the Lee County Port Authority and the design consultants in keeping this project on schedule, within the prescribed budget and fully coordinated with all airlines, airport operations and other parties.

The Construction Phase Contract Documents for this project includes:

- The project-specific scope of work identified below to include:
 - Project Information Sheet and all project manual bid documents
- The General Conditions & Special Conditions of the Contract for Construction issued for Terminal Expansion-Concourse E Southwest Florida International Airport
- All Bid Addendums issued (#1 thru #7)
 - Addendum #1 Issued 5/31/2024
 - Addendum #2 Issued 6/10/2024
 - Addendum #3 Issued 6/27/2024
 - Addendum #4 Issued 7/02/2024
 - Addendum #5 Issued 7/03/2024
 - Addendum #6 Issued 7/09/2024
 - Addendum #7 Issued 7/17/2024
- All Bid Clarifications issued via addendums (#1 thru #7)
- Drawings and specifications issued by (Atkins Realis) dated 05/21/2024.
- Suffolk Construction Company, Inc. organizational chart – Attached at end of document.
- Suffolk Construction Company, Inc. Phasing and Logistics Plan dated 6/27/2024 – Attached at end of document.

1.2. Description

The CM will provide for the necessary construction management as well as enter into subcontractor agreements as needed for the planned construction of the (RSW) – Terminal Expansion Phase II- Terminal Expansion/Concourse E Gates Improvements and Chiller Plant Enhancements & Airside Improvements Site Preparation Project, at the Southwest Florida International Airport (RSW) – Fort Myers, Florida as described in the Contract Documents referenced above.

The general scope of the project is identified below:

Terminal Expansion

The addition of Concourse E will require the expansion of the existing terminal building to the west on all three levels (arrivals, departures, and mezzanine). The terminal expansion will comprise approximately

315,000 square feet over the three levels. The arrivals level will include space for baggage claim; baggage make-up; baggage processing, including Check Baggage Inspection System [CBIS] / Checked Bag Reconciliation Area [CBRA] facilities; public circulation; and restrooms. The departure level will include space for baggage processing; public circulation, including a meeter/greeter lobby; restrooms; security screening, including TSA queue, TSA checkpoint pre-screening, and TSA secondary screening; and ticket lobby.

Concourse E

Concourse E will provide fourteen (14) gates. The first floor (arrivals/apron level) includes support areas, airline operations space, electrical, mechanical, and IT space. The second floor of the fourteen (14) gate Concourse E (departures level) includes hold rooms, public circulation, concessions, and restrooms. Third level space provides mechanical rooms and support areas.

Chiller Plant Expansion

The terminal expansion and new Concourse E will require support facility upgrades to the existing chiller building which include a (1) new 1,500-ton VS Chiller within the existing building footprint, and replacement of the two (2) existing 1,200-ton chillers with 1,500-ton VS chillers in the existing chiller plant. One existing 1,500-ton chiller is to remain. Replacement of (3) existing 2820 GPM cooling towers with (3) new 3525 GPM Cooling Towers and adding (1) new 3525 GPM cooling tower. New support structures provided for all four cooling towers. The existing chiller plant to remain operational throughout all phases of expansion construction

Airside Improvements Site Preparation

The airside improvements required to support the terminal expansion and New Concourse E include the site demolition, earthwork, stormwater, hydrant fueling, site utilities, & subgrade for the new hardstand apron and associated taxilanes/taxiways. The paving for the new hardstand aprons, taxilanes, and taxiways will be constructed by Others under a separate contract.

Assumptions & Clarifications

1. **Certified Payroll noted in General Conditions 9.3.3 does not apply to this project and is specifically excluded.**
2. Rock Excavation and removal is specifically excluded.
3. Specification Section 078123 - Intumescent Fire Protection is specifically excluded.
4. Proposal is based on the LCPA allowing the project to be constructed as a landside project, and it is assumed that once the temporary AOA fencing is installed, no badging is required for subcontractors to work on the project until such time the existing terminal walls are removed to allow connection to the new terminal.
5. Expediting fees for material deliveries are specifically excluded.
6. TSA equipment, installations, connections, certifications, and training are specifically excluded.
7. Costs to furnish and install temporary and permanent transformers, drops and associated feeders to be provided by the local power company (FPL) and are specifically excluded.
8. Project is not intended to achieve LEED, Green Globes, or any sustainable construction certification status upon completion and is specifically excluded.
9. Interior tenant improvement build outs and all related finishes, MEPF's, FFE, equipment, signage and branding are specifically excluded.
10. Performance/Aesthetic mockups are assumed to be in place and/or incorporated into the permanent work.
11. Bullet resistant door and frame is include only at Door #1021402.
12. Signage not shown on project drawings is specifically excluded.
13. Crime Insurance / Fidelity Bond indicated in Professional Services agreement Article 19.2.6 indicates a crime coverage with a limit equal to 50% of the Agreement Value. Suffolk has included

a Crime Limit Value of \$10 million dollars in our project budget. Should additional coverage for 50% of Agreement be required, which would be in excess of \$200 million in value, there would be additional costs to purchase additional limits beyond the \$10 million currently provided by Suffolk.

1.3. Basic Services

Coordination:

1. The CM shall accept the relationship of trust and confidence established with the Owner as outlined in the Master Agreement, and covenants with the Owner to furnish the CM's reasonable skill and judgment and to cooperate with the A/E in furthering the interests of the Owner. The CM shall furnish construction management services and use its best efforts to perform the Project in an expeditious and economical manner consistent with the interests of the Owner. The Owner shall endeavor to promote harmony and cooperation among the Owner, A/E, CM and other persons or entities employed by the Owner for the Project. The CM will assist the Owner and A/E as required for the timely successful completion of the project.
2. The CM shall assist in the coordination of all aspects of construction work with local municipal authorities, other governmental agencies, utility companies and others who may be involved in the project.
3. The CM shall attend all necessary local meetings, within 60 miles, with officials of the PORT AUTHORITY, and/or other local approval governmental agencies. If requested, the CM shall participate in periodic PORT AUTHORITY, Airports Special Management Committee, and Board of Port Commissioners Meetings; as well as special meetings with airline managers, Port Authority departments, A/E, and others to provide information and make recommendations concerning the project.
4. As requested by A/E or Subcontractor(s), the CM shall assist in obtaining additional information from the PORT AUTHORITY when such information is required at the job site for proper execution of the work.
5. The CM shall be required to work cooperatively with the PORT AUTHORITY'S A/E of Record, and Construction Administrator during the duration of construction.
6. The CM shall recommend and justify to the PORT AUTHORITY any extensions of contract time.
7. The CM shall schedule and conduct the preconstruction conference.

Construction Management /Contract Administration:

8. The CM shall coordinate with the Port Authority to establish the date of the Notice to Proceed.
9. The CM shall assign a specific Project Manager to the project, which with necessary support from within the CM organization will provide all necessary project management services for the project.
10. During actual construction, the CM will have qualified personnel on the job site when any Subcontractor is on-site performing work for the duration of the Contract Base Bid generally described as the period from Notice to Proceed through Substantial Completion. The qualified personnel shall be on-site as necessary through Final Completion.
11. Provide continuous construction management services throughout the construction duration. These management duties shall include, but not be limited to:
 - a. maintain daily reports
 - b. monitor subcontractor work performance for deficiencies

- c. maintain electronic record copy of all contract documents, change orders and other documentation on-site
- 12. Provide scheduling services and take all necessary steps to ensure that the project milestone requirements are met.
- 13. Prepare and process payment requests for approval in accordance with project specific requirements of the PORT AUTHORITY.
- 14. Report potential budget and schedule variances to PORT AUTHORITY and take all necessary and appropriate steps to implement a speedy recovery plan.
- 15. When requested, coordinate delivery of Owner-supplied materials or equipment.
- 16. In the event proposed work is in proximity to utilities, coordinate proposed utility work with any subcontractor(s) and provide necessary coordination with the subcontractor(s), appropriate Utility Services and PORT AUTHORITY.
- 17. The CM shall issue to the SUBCONTRACTOR a Notice of Noncompliance for completed work not in conformance with the contract documents and provide a copy of such notice to Owner and A/E.
- 18. The CM will notify the PORT AUTHORITY of any potential changes to the work and/or possible claims. This notification will include an evaluation of the impact of potential changes in work and/or claims on the Contracts, Project Costs, and Schedules. The CM shall consider and evaluate SUBCONTRACTOR'S suggestions for modifications in drawings or specifications and report them with recommendations to the A/E and PORT AUTHORITY for comments and/or approval.
- 19. The CM shall prepare requests to the Subcontractor(s) to review proposed modifications through a Notice of Variation form. The CM shall monitor the timely response by the subcontractor and take such necessary actions; such as, preparation of construction Field Directives and assignment of costs as outlined in the Contract specifications.
- 20. In accordance with Contract Documents, the CM shall receive and evaluate requests for proposed Change Orders: advise the PORT AUTHORITY of the impact of potential changes on Project Costs and schedules; make recommendations regarding Change Order dispositions; and where necessary, participate in negotiations with Subcontractor(s) to prepare Change Orders.
- 21. The CM shall maintain current logs including: Requests for Information (RFI's), Notice of Variations (NOV's), Field Directives (FD's), Change Orders (CO's) and shop drawings/submittals. These logs should track dates of receipt and approval by A/E, CM and Owner.
- 22. The CM shall continually monitor the effects of weather and advise Owner of potential consequential delays to the overall schedule.
- 23. The CM shall review and certify monthly Payment Requests.
- 24. The CM shall review and certify monthly and/or bi-monthly W/MBE Payment Requests and participation to verify the Subcontractors conformance to contract requirements and PORT AUTHORITY project percent goals.
- 25. Based on observation of the CM, as well as the recommendations of the A/E and an evaluation of the Application for Payment, the CM will determine the amount owing to the Subcontractor(s) and will issue a Certificate for Payment with the appropriate signatures, in accordance with procedures set forth in the construction contract consistent with PORT AUTHORITY procedures. The CM shall receive, check for accuracy, and submit to the PORT AUTHORITY all releases of liens and claims required of Subcontractor(s).

Safety:

- 26. The CM will review the safety requirements outlined within the Contract Documents, specifically those that address FAA AC 150/5370-2G (or latest version at time of bid packages), "Operational Safety on Airports During Construction Activity," and monitor all work to ensure compliance with these safety requirements. Work that is not addressed under the FAA AC shall meet local and state

safety requirements. If the work pursuant does not adhere to such a plan or if an unsafe condition presents itself, then CM shall notify the PORT AUTHORITY and implement remediation to cure the unsafe condition.

27. The CM shall stop or suspend the construction anytime that the CM considers that a hazardous condition has been or is created.
28. The CM shall review all proposals regarding project phasing which differ from that outlined in the Contract Documents, if applicable. The CM shall discuss phasing with the PORT AUTHORITY representatives and make recommendations on any changes to project phasing.

Substantial Completion:

29. When the Subcontractor(s) considers the work ready for substantial acceptance, the CM shall advise the A/E, and PORT AUTHORITY, in writing, the work in question is ready to be inspected by the A/E and PORT AUTHORITY for Substantial Completion. The CM shall plan, schedule, and lead the inspection walkthrough(s) of the work.
30. The CM shall examine PORT AUTHORITY Punch List and determine what are the actual obligations based on the contract requirements.
31. For Substantial Completion inspection, the CM shall inspect the work and prepare a punch list of outstanding deficiencies. The CM will, within five (5) days after the Substantial Completion inspection, transmit the Master Punch List (compilation of PORT AUTHORITY and A/E Punch List) to PORT AUTHORITY and A/E.
32. Upon correction of the Punch List, the CM shall advise the A/E and PORT AUTHORITY, in writing, that the work is now one hundred percent (100%) complete and is ready for acceptance. The CM shall plan, schedule and lead the final inspection walk through of the work. Once the PORT AUTHORITY and A/E confirm completion of the Punch List, the PORT AUTHORITY, shall issue written notification of Final Acceptance.

Project Close Out and Final Acceptance:

33. Assure that punch list items are completed to the satisfaction of the PORT AUTHORITY and A/E.
34. From Substantial Completion to Final Acceptance will be Sixty (60) Calendar Days as indicated in the agreed project information sheet in lieu of (30) Calendar Days as indicated in Project Specification 01-3200 1.7.D.8.
35. Perform post-construction administrative project close out procedures.
36. Prepare final project accounting and reporting to the PORT AUTHORITY as required.
37. Assist in the transfer of the project to the PORT AUTHORITY including the delivery of warranties and guarantees.
38. Provide final certification that ALL record drawings, warranties and project-related files have been reviewed by the CM and provided to the Port Authority as required and provided for in the contract and project specifications.
39. Per Article 15.2 (Project Data and Record Documents) of the Special Conditions no later than (120) Calendar Days after Final Project Completion a complete set of Computer Aided Design (CAD) files of the as-built plans per LCPA CAD & GIS standards.

1.4. Task Fee Summary

The CM's Lump Sum Fee for CM Service is **\$592,378,722.00** and is fixed for the scope described herein and for the duration of the Construction Schedule which in this case is 38 months and anticipated to begin on October 1, 2024.

Task Authorizations will be required in order to authorize contracted work to begin.

The Project Fee shall be comprised of the following components:

1. Subcontractor Costs: This cost includes the amounts proposed by the selected successful bidders, received from public bid opening, and as selected in consultation with the PORT AUTHORITY and A/E.
2. Lump Sum Construction Management Fee (Professional Personnel Costs): The cost of professional services including construction management activities and other contract administration tasks performed by the CM. This includes oversight and management of all construction activities, subcontract management, pay application and invoice processing, budget tracking, project meetings, and coordination with the Port Authority.
3. CM Lump Sum General Requirements Fee (Non-Personnel Costs): The cost of items necessary in the general course of work and not provided within the scope of subcontractor's work. This includes costs related to field-based items.
4. CM Bonds and Insurance Costs: The following approved percentages for these costs will be applied for any change in scope and the Value of the CM contract will be adjusted up or down accordingly.
 - a) Payment and performance bond is an agreed stipulated rate of .7% of total project cost
 - b) Insurance is an agreed stipulated rate of 1.5% of total project cost
 - c) Subguard is an agreed stipulated rate of 1.5% of direct trade cost
 - d) Builders Risk cost will be actual policy cost plus 2.5% administration fee
 - e) All deductibles associated with Builders Risk are the responsibility of LCPA.
 - f) Cost for insurance, subguard SDI, builders risk, and bonds will be billed 100% in contractors first payment application.

Included within the Project cost is the supervision costs necessary for all Suffolk Construction Company, Inc. personnel needed as per the negotiation sheet, long distance telephone calls, facsimiles, technology including software and hardware usage, postage, delivery services, and other direct expenses.

Note: Project Lump Sum Fee will be billed according to the agreed upon billing schedule dated 7.30.24 or as mutually agreed.

Note: Resource Loading & Cost Loading of Project Baseline Schedule and Project Schedule Updates is specifically excluded.

Note: Project Baseline schedule will be submitted within 120 calendar days of NTP in lieu 10 calendar days noted in General Conditions Article 3.9.3 and Specification Section 013200 3.9.2 indicating Seven Days (7) after NTP.

The fee for construction activities is a lump sum amount distributed as follows:

1. Subcontractor Costs	\$ 486,313,521
2. Construction Management (Professional Personnel Costs):	\$ 68,816,999.00
3. General Requirements (Non-personnel Costs):	\$ 9,861,355
4. Bonds and Insurance Costs:	\$ 27,386,847.00
Task Total Lump Sum	\$ 592,378,722.00

Task 2: Agency CM for Terminal Roadway Modifications

2.1. Agency Construction Management (CM Agent) Scope of Services

The objective of the Agency CM services under this task authorization is to assist the Port Authority and the design consultants by providing CM Agent oversight for the timely and successful completion of all construction elements required for the Southwest Florida International Airport (RSW) – Terminal Expansion Phase 2 Concourse E- Terminal Roadway Modifications. More specifically, the overriding objective of Suffolk Construction Company, Inc. as the CM Agent is to provide oversight of the work performed by the awarded prime contractor for the Lee County Port Authority and the design consultants in assist in keeping this project on schedule, within the prescribed budget and fully coordinated with all airlines, airport operations and other parties.

The Construction Phase Contract Documents for which this Agency Construction Management scope of services applies to includes the following:

- The Request for Bid 24-0060LEB Information documents as issued by LCPA on 3/1/24.
- The Board approved construction agreement between the LCPA and the successful General Contractor.
- The General Conditions and Special Conditions of the Contract for the successful General Contractor
- All Bid Addendums issued (#1 thru #5)
 - Addendum #1 Issued 4/3/24.
 - Addendum #2 Issued 4/18/24
 - Addendum #3 Issued 4/29
 - Addendum #4 Issued 5/9
 - Addendum #5 Issued 5/19
- All Bid Clarifications issued by LCPA
- All Drawings and specifications issued by (Atkins Realis) dated dated 3/1/2024
- Phasing Plan & MOT prepared by Atkins/Suffolk dated 3/1/2024.

Attachments incorporated into this contract amendment include:

- Suffolk Construction Company, Inc. Terminal Roadway Modifications for RSW Terminal Expansion Phase II Organizational Chart – Attached at end of document.

2.2. Description

The CM Agent will provide for the necessary construction management oversight of awarded prime contractor for the planned construction of the (RSW) – Terminal Expansion Phase 2 Concourse E- Terminal Roadway Modifications, at the Southwest Florida International Airport (RSW) – Fort Myers, Florida as described in the Contract Documents referenced above. Work includes: Terminal roadway modifications for the arrival roadways, departure roadways, and curbfront.

Assumptions & Clarifications

1. Certified Payroll does not apply to this scope of work and is specifically excluded.

2.3. Basic Services

Coordination:

- The CM Agent shall accept the relationship of trust and confidence established with the Owner as outlined in the Master Agreement, and covenants with the Owner to furnish the CM Agent's reasonable skill and judgment and to cooperate with the A/E and awarded prime contractor in furthering the interests of the Owner. The CM Agent shall furnish construction management oversight services and use its best efforts to assist the Project in an expeditious and economical manner consistent with the interests of the Owner. The Owner shall endeavor to promote harmony and cooperation among the Owner, A/E, CM Agent, Prime Contractor, CEI and other persons or entities employed by the Owner for the Project. The CM Agent will provide oversight to assist the Owner, A/E, Awarded Prime Contractor and CEI as required for the timely successful completion of the project.
- The CM Agent shall provide oversight and work cooperatively in the coordination of all aspects of the Prime Awarded Contractor's construction work with local municipal authorities, other governmental agencies, utility companies and others who may be involved in the project.
- The CM Agent shall attend all necessary local meetings, with officials of the PORT AUTHORITY, and/or other local approval governmental agencies. If requested, the CM Agent shall participate in periodic PORT AUTHORITY, Airports Special Management Committee, and Board of Port Commissioners Meetings; as well as special meetings with airline managers, Port Authority departments, A/E, Awarded Prime Contractor and others to provide information and make recommendations concerning the project.
- As requested by A/E or Awarded Prime Contractor, the CM Agent shall assist in obtaining additional information from the PORT AUTHORITY when such information is required at the job site for proper execution of the work.
- The CM Agent shall be required to work cooperatively with the PORT AUTHORITY'S A/E of Record, Awarded Prime Contractor, CEI, and Construction Administrator during the duration of construction.
- The CM Agent shall recommend and justify to the PORT AUTHORITY any extensions of contract time.

Construction Management /Contract Administration:

- The CM Agent will attend the Prime Contractor preconstruction conference.
- The CM Agent shall coordinate with the Port Authority to establish the date of the Notice to Proceed.
- The CM Agent shall assign a specific Project Manager to the project, which with necessary support from within the CM Agent organization will provide all necessary project management oversight services for the project.
- During actual construction, the CM Agent will have qualified personnel on the job site when any Prime Contractor is on-site performing work for the duration of the Contract Base Bid generally described as the period from Notice to Proceed through Substantial Completion. The qualified personnel shall be on-site as necessary through Final Completion.
- Provide continuous construction management oversight services throughout the construction duration. These management duties shall include, but not be limited to:
 - maintain daily CM Agent reports.
 - monitor Prime Contractor work performance for deficiencies.
 - maintain electronic record copy of all contract documents, change orders and other documentation on site.
 - Provide CM Agent management and oversight services of numerous project schedules and budgets to assist in monitoring that the project schedule milestone requirements and project budgets are met.
- Review Prime Contractor's payment requests for approval in accordance with project specific requirements of the PORT AUTHORITY.

- Monitor and report potential budget and schedule variances by the Prime Contractor to PORT AUTHORITY.
 - When requested, assist the Awarded Prime Contractor and PORT AUTHORITY in coordination for the delivery of Owner-supplied materials or equipment.
 - In the event proposed work is in proximity to utilities, coordinate proposed utility work with Prime Contractor and necessary coordination with the subcontractor(s), appropriate Utility Services and PORT AUTHORITY.
- Quality Control activities to be performed by the CM Agent:
 - Perform a thorough review of the QC plan and provide comments.
 - Verify that construction components are being performed per the contract documents. Example: When bridge components are being constructed our staff will be verifying the steel placement meets the spacing requirements.
 - Maintain presence during depth checks on roadway components.
 - Perform quarterly reviews of the QC log book with the QC Manager.
 - Provide elevation checks on all roadway, drainage, utilities, structure components, etc. This will be performed with in-house GPS equipment and sight level/laser. Elevation checks will significantly reduce any potential rework, as these checks are taking place in real time and allows the GC to make corrections immediately.
 - Verify that the material that is delivered to the site meets the dimensions and or specifications. Example: When structures and or materials are delivered to the site, there will be a review in the field of the material and the submittal to make sure the material is correct. This is just one example of a multitude of items that would be checked in the same manner.
 - Verify cross slope checks on all roadway components including sidewalk, bridge structures, and roads.
 - Perform daily checks of pedestrian and vehicular maintenance of traffic.
 - Report to A/E, CEI, Prime Contractor and the PORT AUTHORITY whenever CM Agent believes that any work is unsatisfactory, faulty or defective or does not conform to the Contract Documents, or does not meet the requirements of any inspections, tests or approval required to be made or has been damaged prior to final acceptance; and A/E, CEI, Prime Contractor and PORT AUTHORITY when he believes work should be corrected or rejected or should be uncovered for observation, or requires special testing, inspection or approval. The CM Agent shall issue to the SUBCONTRACTOR a Notice of Noncompliance on these deficient items with a copy of such notice to Owner, CEI, Prime Contractor and A/E.
- The CM Agent will notify the PORT AUTHORITY of any potential changes to the work and/or possible claims. This notification will include an evaluation of the impact of potential changes in work and/or claims on the Contracts, Project Costs, and Schedules. The CM Agent shall consider and evaluate PRIME CONTRACTOR suggestions for modifications in drawings or specifications and report them with recommendations to the A/E, CEI and PORT AUTHORITY for comments and/or approval.
- The CM Agent shall assist in the management of the issuance of requests to the Prime Contractor to review proposed modifications through a Notice of Variation form. The CM Agent shall monitor the timely response by the Prime Contractor and take such necessary actions; such as, preparation of construction Field Directives and assignment of costs as outlined in the Contract specifications.
- The CM Agent, with consent of PORT AUTHORITY, will assist in management of the issuance of Field Directives to the Prime Contractor, which orders an addition, deletion or change in the required construction work as set forth in the construction documents, which such addition, deletion or change may or may not result in a change to the scope, contract time, or monies due the Subcontractor.
- In accordance with PORT AUTHORITY approved policies and procedures, the CM Agent shall receive and evaluate requests for proposed Change Orders from the Prime Contractor; advise the PORT AUTHORITY of the impact of potential changes on Project Costs and schedules; make recommendations regarding Change Order dispositions; and where necessary, participate in negotiations with Prime Contractor/Subcontractor(s) to prepare Change Orders.

- The CM Agent shall provide management oversight and maintain current logs including: Requests for Information (RFI's), Notice of Variations (NOV's), Field Directives (FD's), Change Orders (CO's) and shop drawings/submittals. These logs should track dates of receipt and approval by Prime Contractor, A/E, CEI, CM Agent and Owner.
- The CM Agent shall continually monitor and provide management oversight in regards to effects of weather and advise the Owner of potential consequential delays to the overall schedule reported or submitted by the Prime Contractor.
- The CM Agent shall provide A/E and Owner oversight review and recommendations regarding the certification of the monthly Payment Requests submitted by the Prime Contractor.
- The CM Agent shall participate in the specialty Port Authority programs and provide oversight review and recommendations for the monthly and/or bi-monthly W/MBE Payment Requests by Prime Contractor and participation to verify the Prime Contractors /Subcontractors conformance to contract requirements and PORT AUTHORITY project percent goals.
- Based on observations of the Prime Contractor, as well as the recommendations of the A/E, CEI, CM Agent and an evaluation of the Application for Payment, Prime Contractor will issue a Certificate for Payment with the appropriate signatures, in accordance with procedures set forth in the construction contract consistent with PORT AUTHORITY procedures.
- The CM Agent shall receive from Prime Contractor, check for accuracy, and submit to the PORT AUTHORITY all releases of liens and claims required of the Prime Contractor and Subcontractor(s).
- The CM Agent shall recommend to the PORT AUTHORITY any partial or complete default action as necessary against the Prime Contractor and Subcontractor(s) and assist the PORT AUTHORITY in determining the amounts due under default statements. Specifically, work in place deemed acceptable; however, not 100% in quality will be subject to this procedure.

Safety:

- The CM Agent will maintain management and oversight of project controls documentation and provide management oversight of the Prime Contractor's safety programs. CM Agent will review the safety requirements outlined within the Contract Documents, specifically those that address FAA AC 150/5370-2G (or latest version at time of bid packages), "Operational Safety on Airports During Construction Activity," and monitor all work to ensure compliance with these safety requirements. Work that is not addressed under the FAA AC shall meet local and state safety requirements. If the work performed by the Prime Contractor does not adhere to such a plan or if an unsafe condition presents itself, then CM Agent shall notify the PORT AUTHORITY and have the Prime Contractor provide and implement remediation to cure the unsafe condition.
- The CM Agent shall immediately notify Prime Contractor and PORT AUTHORITY representatives and has the right to stop or suspend the construction anytime that the CM Agent considers that a hazardous condition has been or is created by the Prime Contractors work until remediation to cure the unsafe condition has been successfully implemented.
- The CM Agent shall review all proposals regarding project phasing from the Prime Contractor which differ from that outlined in the Contract Documents, if applicable. The CM Agent shall discuss phasing with the PORT AUTHORITY representatives and make recommendations on any changes to project phasing.

Substantial Completion:

- When the Prime Contractor considers the work ready for substantial acceptance, the CM Agent shall accept a written request for inspection by the Prime Contractor. After the CM Agent and Prime Contractor has preliminarily inspected and approved the work, the CM Agent shall advise the A/E, CEI and PORT AUTHORITY, in writing, the work in question is ready to be inspected by the A/E and PORT AUTHORITY for Substantial Completion. The CM Agent will coordinate and assist with the Prime Contractor who shall be responsible to plan, schedule, and lead the inspection walk through(s) of the work.
- The CM Agent will review all comments and those comments designated as the Prime Contractor's responsibility shall be compiled as the PORT AUTHORITY Punch List. The CM Agent shall assist and examine PORT AUTHORITY Punch List and determine what are the actual obligations based on the contract requirements.

- For Substantial Completion inspection, the CM Agent shall inspect the work by the Prime Contractor and its subcontractors and prepare a punch list of outstanding deficiencies. This shall be compiled as the Substantial Completion Punch List. The CM Agent will, within five (5) days after the Substantial Completion inspection, transmit the Master Punch List (compilation of PORT AUTHORITY, CEI and A/E Punch List) to the Prime Contractor for corrective action with copies to all parties.
- Upon correction of the deficiencies, the CM Agent shall accept a written request by the Prime Contractor for Final Inspection. The Prime Contractor shall plan, schedule, and lead the final inspection walk through of the work. The CM Agent shall re-inspect the work, and if approved, shall advise the A/E, CEI and PORT AUTHORITY, in writing, that the work is now one hundred percent (100%) complete and is ready for acceptance. The PORT AUTHORITY, based on these recommendations, shall issue written notification of Final Acceptance.

Project Close Out and Final Acceptance:

- Provide management oversight to assure that all Prime Contractor's punch list items are completed to the satisfaction of the PORT AUTHORITY, CEI and A/E.
- Provide management oversight to assure that the Prime Contractor has performed post-construction administrative project close out procedures.
- Provide management oversight, as requested by PORT AUTHORITY, of Prime Contractor's prepared final project accounting and reporting to the PORT AUTHORITY as required.
- Assist in the coordinated transfer of the project from the Prime Contractor to the PORT AUTHORITY including the delivery of warranties and guarantees.
- Provide management oversight and review, as requested by PORT AUTHORITY, of Prime Contractor's provided final certification that ALL record drawings, warranties and project-related files have been reviewed by the Prime Contractor and provided to the Port Authority as required and provided for in the contract and project specifications.

2.4. Task Fee Summary

The Lump Sum Fee for Agency Construction Management Scope of Services is **\$13,578,713.00** and is fixed for the scope described herein and for the duration of the Construction Schedule which in this case is 38 months and anticipated to begin on October 1, 2024.

Task Authorizations will be required in order to authorize contracted work to begin.

The Lump Sum Price shall be comprised of the following components:

- CM Agent Lump Sum Management Fee (Professional Personnel Costs): The cost of professional services including construction management activities and other contract administration tasks performed by the CM Agent. This includes CM Agency staffing management oversight services of all the Prime Contractor's construction activities, pay application and invoice processing, budget tracking, project meetings, and coordination with the Port Authority.
- CM Agent Lump Sum General Requirements Fee (Non-Personnel Costs): The cost of items necessary in the general course of work and includes costs related to field-based items.
- CM Agent Permits / Bonds and Insurance Costs: The costs associated with, (CM Agent Only Value) Payment and Performance Bond; (CM Agent Only Value) General Liability Insurance; (CM Agent and Prime Contractor's Scopes Value) Builders risk Insurance and (CM Agent Only Value) AOA Excess Auto Policy. These values are provided as allowances based on percentages, until the value of the Lump Sum Subcontracts are determined, at which time, these fixed and approved percent's for these costs will be applied and the Value of the CM Agent contract will be adjusted up or down accordingly.
 - a) Payment and performance bond is an agreed stipulated rated of .7% of total project cost

- b) Insurance is an agreed stipulated rate of 1.5% of total project cost
- c) Builders Risk cost will be actual policy cost plus 2.5% administration fee
- d) All deductibles associated with Builders Risk are the responsibility of LCPA.
- e) Cost for insurance, builders risk, and bonds will be billed 100% in contractors first payment application.
- CM Agent Sub Consultants Costs: These values are provided as allowances until the value of the Lump Sum Subcontracts are determined, at which time, these costs will be applied and the Value of the CM Agent contract will be adjusted up or down accordingly.

Included within the Project cost is the supervision costs necessary for all Suffolk Construction Company, Inc. personnel needed as per the negotiation sheet, long distance telephone calls, facsimiles, technology including software and hardware usage, postage, delivery services, and other direct expenses.

The fee for CM Agent Construction Management scope activities is a lump sum amount distributed as follows:

CM Management Fee	\$ 9,850,169.00
CM General Requirements	\$1,227,519.00
CM Bond & Insurance Costs	\$2,501,025.00
Subconsultants	
Task Total Lump Sum	\$13,578,713.00

Task 3: Agency CM for Concourse E Passenger Boarding Bridges (PBBs) for RSW Terminal Expansion Phase II

3.1. Agency Construction Management (CM Agent) Scope of Services

The objective of the Agency CM services under this task authorization is to assist the Port Authority and the design consultants by providing CM Agent oversight for the timely and successful completion of all construction elements required for the Southwest Florida International Airport (RSW) – Terminal Expansion Phase II - Concourse E Passenger Boarding Bridges. More specifically, the overriding objective of Suffolk Construction Company, Inc. as the CM Agent is to provide oversight of the work performed by the awarded prime contractor for the Lee County Port Authority and the design consultants in assist in keeping this project on schedule, within the prescribed budget and fully coordinated with all airlines, airport operations and other parties.

The Construction Phase Contract Documents for which this Agency Construction Management scope of services applies to includes the following:

- The Request for Bid 24-0060LEB Information documents as issued by LCPA on 3/28/24.
- The Board approved construction agreement between the LCPA and the successful General Contractor.
- The General Conditions and Special Conditions of the Contract for the successful General Contractor.
- All Bid Addendums issued (#1 thru #7)
 - Addendum #1 Issued 4/9/24
 - Addendum #2 Issued 4/9/24
 - Addendum #3 Issued 4/10/24
 - Addendum #4 Issued 4/10/24
 - Addendum #5 Issued 5/7/24
 - Addendum #6 Issued 5/13/24
 - Addendum #7 Issued 5/17/24
- All Bid Clarifications issued by LCPA
- All Drawings and specifications issued by (Atkins Realis) dated 3/28/2024
- Phasing Plan prepared by Atkins/Suffolk dated 3/28/24.

Attachments incorporated into this contract amendment include:

- Suffolk Construction Company, Inc. RSW Terminal Expansion Phase II - Concourse E Passenger Boarding Bridges Organizational Chart – Attached at end of document.

3.2. Description

The CM Agent will provide for the necessary construction management oversight for the planned construction of the (RSW) Terminal Expansion Phase 2 - Concourse E Passenger Boarding Bridges, at the Southwest Florida International Airport (RSW) as described in the Contract Documents referenced above. Work includes furnishing and installing Passenger Boarding Bridges (PBBs) for the fourteen (14) Concourse E gates.

Assumptions & Clarifications

1. Certified Payroll does not apply to this scope of work and is specifically excluded.

3.3. Basic Services

Coordination:

- The CM Agent shall accept the relationship of trust and confidence established with the Owner as outlined in the Master Agreement, and covenants with the Owner to furnish the CM Agent's reasonable skill and judgment and to cooperate with the A/E and awarded prime contractor in furthering the interests of the Owner. The CM Agent shall furnish construction management oversight services and use its best efforts to assist the Project in an expeditious and economical manner consistent with the interests of the Owner. The Owner shall endeavor to promote harmony and cooperation among the Owner, A/E, CM Agent, Prime Contractor, CEI and other persons or entities employed by the Owner for the Project. The CM Agent will provide oversight to assist the Owner, A/E, Awarded Prime Contractor and CEI as required for the timely successful completion of the project.
- The CM Agent shall provide oversight and work cooperatively in the coordination of all aspects of the Prime Awarded Contractor's construction work with local municipal authorities, other governmental agencies, utility companies and others who may be involved in the project.
- The CM Agent shall attend all necessary local meetings, within 60 miles, with officials of the PORT AUTHORITY, and/or other local approval governmental agencies. If requested, the CM Agent shall participate in periodic PORT AUTHORITY, Airports Special Management Committee, and Board of Port Commissioners Meetings; as well as special meetings with airline managers, Port Authority departments, A/E, Awarded Prime Contractor and others to provide information and make recommendations concerning the project.
- As requested by A/E or Awarded Prime Contractor, the CM Agent shall assist in obtaining additional information from the PORT AUTHORITY when such information is required at the job site for proper execution of the work.
- The CM Agent shall be required to work cooperatively with the PORT AUTHORITY'S A/E of Record, Awarded Prime Contractor, CEI, and Construction Administrator during the duration of construction.
- The CM Agent shall recommend and justify to the PORT AUTHORITY any extensions of contract time.

Construction Management /Contract Administration:

- The CM Agent will attend the Prime Contractor preconstruction conference.
- The CM Agent shall coordinate with the Port Authority to establish the date of the Notice to Proceed.
- The CM Agent shall assign a specific Project Manager to the project, which with necessary support from within the CM Agent organization will provide all necessary project management oversight services for the project.
- During actual construction, the CM Agent will have qualified personnel on the job site when any Prime Contractor is on-site performing work for the duration of the Contract Base Bid generally described as the period from Notice to Proceed through Substantial Completion. The qualified personnel shall be on-site as necessary through Final Completion.
- Provide continuous construction management oversight services throughout the construction duration. These management duties shall include, but not be limited to:
 - maintain daily CM Agent reports.
 - monitor Prime Contractor work performance for deficiencies.
 - maintain electronic record copy of all contract documents, change orders and other documentation on site.
 - Provide CM Agent management and oversight services of numerous project schedules and budgets to assist in monitoring that the project schedule milestone requirements and project budgets are met.
- Review Prime Contractor's payment requests for approval in accordance with project specific requirements of the PORT AUTHORITY.
 - Monitor and report potential budget and schedule variances by the Prime Contractor to PORT AUTHORITY.

- When requested, assist the Awarded Prime Contractor and PORT AUTHORITY in coordination for the delivery of Owner-supplied materials or equipment.
 - In the event proposed work is in proximity to utilities, coordinate proposed utility work with Prime Contractor and necessary coordination with the subcontractor(s), appropriate Utility Services and PORT AUTHORITY.
- Quality Control activities to be performed by the CM Agent:
 - Perform a thorough review of the QC plan and provide comments.
 - Verify that construction components are being performed per the contract documents. Example: When bridge components are being constructed our staff will be verifying the steel placement meets the spacing requirements.
 - Will be present during depth checks on roadway components.
 - Will perform quarterly reviews of the QC log book with the QC Manager.
 - Provide elevation checks on all roadway, drainage, utilities, structure components, etc. This will be performed with our in-house GPS equipment and sight level/laser. Elevation checks will significantly reduce any potential rework, as these checks are taking place in real time and allows the GC to make corrections immediately.
 - Provide verification of survey components.
 - Verify that the material that is delivered to the site meets the dimensions and or specifications. Example: When structures and or materials are delivered to the site, there will be a review in the field of the material and the submittal to make sure the material is correct. This is just one example of a multitude of items that would be checked in the same manner.
 - Verify cross slope checks on all roadway components including sidewalk, bridge structures, and roads.
 - Perform daily checks of pedestrian and vehicular maintenance of traffic.
 - Report to A/E, CEI, Prime Contractor and the PORT AUTHORITY whenever he believes that any work is unsatisfactory, faulty or defective or does not conform to the Contract Documents, or does not meet the requirements of any inspections, tests or approval required to be made or has been damaged prior to final acceptance; and A/E, CEI, Prime Contractor and PORT AUTHORITY when he believes work should be corrected or rejected or should be uncovered for observation, or requires special testing, inspection or approval. The CM Agent shall issue to the SUBCONTRACTOR a Notice of Noncompliance on these deficient items with a copy of such notice to Owner, CEI, Prime Contractor and A/E.
- The CM Agent will notify the PORT AUTHORITY of any potential changes to the work and/or possible claims. This notification will include an evaluation of the impact of potential changes in work and/or claims on the Contracts, Project Costs, and Schedules. The CM Agent shall consider and evaluate PRIME CONTRACTOR suggestions for modifications in drawings or specifications and report them with recommendations to the A/E, CEI and PORT AUTHORITY for comments and/or approval.
- The CM Agent shall assist in the management of the issuance of requests to the Prime Contractor to review proposed modifications through a Notice of Variation form. The CM Agent shall monitor the timely response by the Prime Contractor and take such necessary actions; such as, preparation of construction Field Directives and assignment of costs as outlined in the Contract specifications.
- The CM Agent, with consent of PORT AUTHORITY, will assist in management of the issuance of Field Directives to the Prime Contractor, which orders an addition, deletion or change in the required construction work as set forth in the construction documents, which such addition, deletion or change may or may not result in a change to the scope, contract time, or monies due the Subcontractor.
- In accordance with PORT AUTHORITY approved policies and procedures, the CM Agent shall receive and evaluate requests for proposed Change Orders from the Prime Contractor; advise the PORT AUTHORITY of the impact of potential changes on Project Costs and schedules; make recommendations regarding Change Order dispositions; and where necessary, participate in negotiations with Prime Contractor/Subcontractor(s) to prepare Change Orders.
- The CM Agent shall provide management oversight and maintain current logs including: Requests for Information (RFI's), Notice of Variations (NOV's), Field Directives (FD's), Change Orders (CO's)

and shop drawings/submittals. These logs should track dates of receipt and approval by Prime Contractor, A/E, CEI, CM Agent and Owner.

- The CM Agent shall continually monitor and provide management oversight in regards to effects of weather and advise the Owner of potential consequential delays to overall schedule reported or submitted by the Prime Contractor.
- The CM Agent shall provide A/E and Owner oversight review and recommendations regarding the certification of the monthly Payment Requests submitted by the Prime Contractor.
- The CM Agent shall participate in the specialty Port Authority programs and provide oversight review and recommendations for the monthly and/or bi-monthly W/MBE Payment Requests by Prime Contractor and participation to verify the Prime Contractors /Subcontractors conformance to contract requirements and PORT AUTHORITY project percent goals.
- Based on observations of the Prime Contractor, as well as the recommendations of the A/E, CEI, CM Agent and an evaluation of the Application for Payment, the Prime Contractor will determine the amount owing to the Subcontractor(s) and will issue a Certificate for Payment with the appropriate signatures, in accordance with procedures set forth in the construction contract consistent with PORT AUTHORITY procedures.
- The CM Agent shall receive from Prime Contractor, check for accuracy, and submit to the PORT AUTHORITY all releases of liens and claims required of the Prime Contractor and Subcontractor(s).
- The CM Agent shall recommend to the PORT AUTHORITY any partial or complete default action as necessary against the Prime Contractor and Subcontractor(s) and assist the PORT AUTHORITY in determining the amounts due under default statements. Specifically, work in place deemed acceptable; however, not 100% in quality will be subject to this procedure.

Safety:

- The CM Agent will maintain management and oversight of project controls documentation and provide management oversight of the Prime Contractor's safety programs. CM Agent will review the safety requirements outlined within the Contract Documents, specifically those that address FAA AC 150/5370-2G (or latest version at time of bid packages), "Operational Safety on Airports During Construction Activity," and monitor all work to ensure compliance with these safety requirements. Work that is not addressed under the FAA AC shall meet local and state safety requirements. If the work performed by the Prime Contractor does not adhere to such plan or if an unsafe condition presents itself, then CM Agent shall notify the PORT AUTHORITY and have Prime Contractor provide and implement remediation to cure the unsafe condition.
- The CM Agent shall immediately notify Prime Contractor and PORT AUTHORITY representatives and has the right to stop or suspend the construction anytime that the CM Agent considers that a hazardous condition has been or is created by the Prime Contractors work until remediation to cure the unsafe condition has been successfully implemented.
- The CM Agent shall review all proposals regarding project phasing from the Prime Contractor which differ from that outlined in the Contract Documents, if applicable. The CM Agent shall discuss phasing with the PORT AUTHORITY representatives and make recommendations on any changes to project phasing.

Substantial Completion:

- When the Prime Contractor considers the work ready for substantial acceptance, the CM Agent shall accept a written request for inspection by the Prime Contractor. After the CM Agent and Prime Contractor has preliminarily inspected and approved the work, the CM Agent shall advise the A/E, CEI and PORT AUTHORITY, in writing, the work in question is ready to be inspected by the A/E and PORT AUTHORITY for Substantial Completion. The CM Agent will coordinate and assist with the Prime Contractor who shall be responsible to plan, schedule, and lead the inspection walk through(s) of the work.
- The CM Agent will review all comments and those comments designated as the Prime Contractor's responsibility shall be compiled as the PORT AUTHORITY Punch List. The CM Agent shall assist and examine PORT AUTHORITY Punch List and determine what are the actual obligations based on the contract requirements.
- For Substantial Completion inspection, the CM Agent shall inspect the work by the Prime Contractor and its subcontractors and prepare a punch list of outstanding deficiencies. This shall

be compiled as the Substantial Completion Punch List. The CM Agent will, within five (5) days after the Substantial Completion inspection, transmit the Master Punch List (compilation of PORT AUTHORITY, CEI and A/E Punch List) to the Prime Contractor for corrective action with copies to all parties.

- Upon correction of the deficiencies, the CM Agent shall accept a written request by the Prime Contractor for Final Inspection. The Prime Contractor shall plan, schedule, and lead the final inspection walk through of the work. The CM Agent shall re-inspect the work, and if approved, shall advise the A/E, CEI and PORT AUTHORITY, in writing, that the work is now one hundred percent (100%) complete and is ready for acceptance. The PORT AUTHORITY, based on these recommendations, shall issue written notification of Final Acceptance.

Project Close Out and Final Acceptance:

- Provide management oversight to assure that all Prime Contractor's punch list items are completed to the satisfaction of the PORT AUTHORITY, CEI and A/E.
- Provide management oversight to assure that the Prime Contractor has performed post-construction administrative project close out procedures.
- Provide management oversight, as requested by PORT AUTHORITY, of Prime Contractor's prepared final project accounting and reporting to the PORT AUTHORITY as required.
- Assist in the coordinated transfer of the project from the Prime Contractor to the PORT AUTHORITY including the delivery of warranties and guarantees.
- Provide management oversight and review, as requested by PORT AUTHORITY, of Prime Contractor's provided final certification that ALL record drawings, warranties and project-related files have been reviewed by the Prime Contractor and provided to the Port Authority as required and provided for in the contract and project specifications.

3.4. Task Fee Summary

The Lump Sum Fee for Agency Construction Management Scope of Services is **\$2,490,568.00** and is fixed for the scope described herein and for the duration of the Construction Schedule which in this case is 38 months and anticipated to begin on October 1st, 2024.

Task Authorizations will be required in order to authorize contracted work to begin.

The Lump Sum Price shall be comprised of the following components:

- **CM Agent Lump Sum Management Fee (Professional Personnel Costs):** The cost of professional services including construction management activities and other contract administration tasks performed by the CM Agent. This includes CM Agency staffing management oversight services of all the Prime Contractor's construction activities, pay application and invoice processing, budget tracking, project meetings, and coordination with the Port Authority.
- **CM Agent Lump Sum General Requirements Fee (Non-Personnel Costs):** The cost of items necessary in the general course of work and not provided within the scope of subcontractor's work. This includes costs related to field-based items.
- **CM Agent Permits / Bonds and Insurance Costs:** The costs associated with, (CM Agent Only Value) Payment and Performance Bond; (CM Agent Only Value) General Liability Insurance; (CM Agent and Prime Contractor's Scopes Value) Builders risk Insurance and (CM Agent Only Value) AOA Excess Auto Policy. These values are provided as allowances based on percentages, until the value of the Lump Sum Subcontracts are determined, at which time, these fixed and approved percent's for these costs will be applied and the Value of the CM Agent contract will be adjusted up or down accordingly.
 - a) Payment and performance bond is an agreed stipulated rate of .7% of total project cost

- b) Insurance is an agreed stipulated rate of 1.5% of total project cost
- c) Builders Risk cost will be actual policy cost plus 2.5% administration fee
- d) All deductibles associated with Builders Risk are the responsibility of LCPA.
- e) Cost for insurance, builders risk, and bonds will be billed 100% in contractors first payment application.
- CM Agent Sub Consultants Costs: These values are provided as allowances until the value of the Lump Sum Subcontracts are determined, at which time these costs will be applied and the Value of the CM Agent contract will be adjusted up or down accordingly.

Included within the Project cost is the supervision costs necessary for all Suffolk Construction Company, Inc. personnel needed as per the negotiation sheet, long distance telephone calls, facsimiles, technology including software and hardware usage, postage, delivery services, and other direct expenses.

The fee for CM Agent Construction Management scope activities is a lump sum amount distributed as follows:

CM Management Fee	\$1,246,931.00
CM General Requirements	\$409,433.00
CM Bond & Insurance Costs	\$834,204.00
Subconsultant Costs	
Total Lump Sum	\$2,490,568.00

Task 4: Agency Construction Management for Airside Improvements Paving Package for RSW Terminal Expansion Phase II

4.1. Agency Construction Management (CM Agent) Scope of Services

The objective of the Agency CM services under this task authorization is to assist the Port Authority and the design consultants by providing CM Agent oversight for the timely and successful completion of all construction elements required for the Southwest Florida International Airport (RSW) Terminal Expansion Phase II - Airside Improvements Paving Package. More specifically, the overriding objective of Suffolk Construction Company, Inc. as the CM Agent is to provide oversight of the work performed by the awarded prime contractor for the Lee County Port Authority and the design consultants in assist in keeping this project on schedule, within the prescribed budget and fully coordinated with all airlines, airport operations and other parties.

The Construction Phase Contract Documents for which this Agency Construction Management scope of services applies to includes the following:

- The Request for Bid 24-0080LB Information documents as issued by LCPA on 6/14/24.
- The Board approved construction agreement between the LCPA and the successful General Contractor.
- The General Conditions and Special Conditions of the Contract for the successful General Contractor.
- All Bid Addendums issued (#1 thru #5)
 - Addendum #1 Issued 6/26/24
 - Addendum #2 Issued 6/27/24
 - Addendum #3 Issued 7/3/24
 - Addendum #4 Issued 7/11/24
 - Addendum #5 Issued 7/12/24
- All Bid Clarifications issued by LCPA
- All Drawings and specifications issued by (Atkins Realis) dated June 14, 2024

Attachments incorporated into this contract amendment include:

- Suffolk Construction Company, Inc. Airside Improvements Paving Package for RSW Terminal Phase II Organizational Chart – Attached at end of document.
- Phasing Plan prepared by Atkins/Suffolk dated 6/26/24.

4.2. Description

The CM Agent will provide for the necessary construction management oversight for the planned construction of the RSW Terminal Expansion Phase II - Airside Improvements Paving Package, at the Southwest Florida International Airport (RSW) – Fort Myers, Florida as described in the Contract Documents referenced above. Work includes paving of the new hardstand aprons, taxilanes, and taxiways.

Assumptions & Clarifications

1. Certified Payroll does not apply to this scope of work and is specifically excluded.

4.3. Basic Services

Coordination:

- The CM Agent shall accept the relationship of trust and confidence established with the Owner as outlined in the Master Agreement, and covenants with the Owner to furnish the CM Agent's

reasonable skill and judgment and to cooperate with the A/E and awarded prime contractor in furthering the interests of the Owner. The CM Agent shall furnish construction management oversight services and use its best efforts to assist the Project in an expeditious and economical manner consistent with the interests of the Owner. The Owner shall endeavor to promote harmony and cooperation among the Owner, A/E, CM Agent, Prime Contractor, CEI and other persons or entities employed by the Owner for the Project. The CM Agent will provide oversight to assist the Owner, A/E, Awarded Prime Contractor and CEI as required for the timely successful completion of the project.

- The CM Agent shall provide oversight and work cooperatively in the coordination of all aspects of the Prime Awarded Contractor's construction work with local municipal authorities, other governmental agencies, utility companies and others who may be involved in the project.
- The CM Agent shall attend all necessary local meetings, within 60 miles, with officials of the PORT AUTHORITY, and/or other local approval governmental agencies. If requested, the CM Agent shall participate in periodic PORT AUTHORITY, Airports Special Management Committee, and Board of Port Commissioners Meetings; as well as special meetings with airline managers, Port Authority departments, A/E, Awarded Prime Contractor and others to provide information and make recommendations concerning the project.
- As requested by A/E or Awarded Prime Contractor, the CM Agent shall assist in obtaining additional information from the PORT AUTHORITY when such information is required at the job site for proper execution of the work.
- The CM Agent shall be required to work cooperatively with the PORT AUTHORITY'S A/E of Record, Awarded Prime Contractor, CEI, and Construction Administrator during the duration of construction.
- The CM Agent shall recommend and justify to the PORT AUTHORITY any extensions of contract time.

Construction Management /Contract Administration:

- The CM Agent will attend the Prime Contractor preconstruction conference.
- The CM Agent shall coordinate with the Port Authority to establish the date of the Notice to Proceed.
- The CM Agent shall assign a specific Project Manager to the project, which with necessary support from within the CM Agent organization will provide all necessary project management oversight services for the project.
- During actual construction, the CM Agent will have qualified personnel on the job site when any Prime Contractor is on-site performing work for the duration of the Contract Base Bid generally described as the period from Notice to Proceed through Substantial Completion. The qualified personnel shall be on-site as necessary through Final Completion.
- Provide continuous construction management oversight services throughout the construction duration. These management duties shall include, but not be limited to:
 - maintain daily CM Agent reports.
 - monitor Prime Contractor work performance for deficiencies.
 - maintain electronic record copy of all contract documents, change orders and other documentation on site.
 - Provide CM Agent management and oversight services of numerous project schedules and budgets to assist in monitoring that the project schedule milestone requirements and project budgets are met.
- Review Prime Contractor's payment requests for approval in accordance with project specific requirements of the PORT AUTHORITY.
 - Monitor and report potential budget and schedule variances by the Prime Contractor to PORT AUTHORITY.
 - When requested, assist the Awarded Prime Contractor and PORT AUTHORITY in coordination for the delivery of Owner-supplied materials or equipment.
 - In the event proposed work is in proximity to utilities, coordinate proposed utility work with Prime Contractor and necessary coordination with the subcontractor(s), appropriate Utility Services and PORT AUTHORITY.
- Quality Control activities to be performed by the CM Agent:
 - Perform a thorough review of the QC plan and provide comments.

- Verify that construction components are being performed per the contract documents. Example: When bridge components are being constructed our staff will be verifying the steel placement meets the spacing requirements.
- Will be present during depth checks on roadway components.
- Will perform quarterly reviews of the QC log book with the QC Manager.
- Provide elevation checks on all roadway, drainage, utilities, structure components, etc. This will be performed with our in-house GPS equipment and sight level/laser. Elevation checks will significantly reduce any potential rework, as these checks are taking place in real time and allows the GC to make corrections immediately.
- Provide verification of survey components.
- Verify that the material that is delivered to the site meets the dimensions and or specifications. Example: When structures and or materials are delivered to the site, there will be a review in the field of the material and the submittal to make sure the material is correct. This is just one example of a multitude of items that would be checked in the same manner.
- Verify cross slope checks on all roadway components including sidewalk, bridge structures, and roads.
- Perform daily checks of pedestrian and vehicular maintenance of traffic.
- Report to A/E, CEI, Prime Contractor and the PORT AUTHORITY whenever he believes that any work is unsatisfactory, faulty or defective or does not conform to the Contract Documents, or does not meet the requirements of any inspections, tests or approval required to be made or has been damaged prior to final acceptance; and A/E, CEI, Prime Contractor and PORT AUTHORITY when he believes work should be corrected or rejected or should be uncovered for observation, or requires special testing, inspection or approval. The CM Agent shall issue to the SUBCONTRACTOR a Notice of Noncompliance on these deficient items with a copy of such notice to Owner, CEI, Prime Contractor and A/E.
- The CM Agent will notify the PORT AUTHORITY of any potential changes to the work and/or possible claims. This notification will include an evaluation of the impact of potential changes in work and/or claims on the Contracts, Project Costs, and Schedules. The CM Agent shall consider and evaluate PRIME CONTRACTOR suggestions for modifications in drawings or specifications and report them with recommendations to the A/E, CEI and PORT AUTHORITY for comments and/or approval.
- The CM Agent shall assist in the management of the issuance of requests to the Prime Contractor to review proposed modifications through a Notice of Variation form. The CM Agent shall monitor the timely response by the Prime Contractor and take such necessary actions; such as, preparation of construction Field Directives and assignment of costs as outlined in the Contract specifications.
- The CM Agent, with consent of PORT AUTHORITY, will assist in management of the issuance of Field Directives to the Prime Contractor, which orders an addition, deletion or change in the required construction work as set forth in the construction documents, which such addition, deletion or change may or may not result in a change to the scope, contract time, or monies due the Subcontractor.
- In accordance with PORT AUTHORITY approved policies and procedures, the CM Agent shall receive and evaluate requests for proposed Change Orders from the Prime Contractor; advise the PORT AUTHORITY of the impact of potential changes on Project Costs and schedules; make recommendations regarding Change Order dispositions; and where necessary, participate in negotiations with Prime Contractor/Subcontractor(s) to prepare Change Orders.
- The CM Agent shall provide management oversight and maintain current logs including: Requests for Information (RFI's), Notice of Variations (NOV's), Field Directives (FD's), Change Orders (CO's) and shop drawings/submittals. These logs should track dates of receipt and approval by Prime Contractor, A/E, CEI, CM Agent and Owner.
- The CM Agent shall continually monitor and provide management oversight in regards to effects of weather and advise the Owner of potential consequential delays to overall schedule reported or submitted by the Prime Contractor.
- The CM Agent shall provide A/E and Owner oversight review and recommendations regarding the certification of the monthly Payment Requests submitted by the Prime Contractor.

- The CM Agent shall participate in the specialty Port Authority programs and provide oversight review and recommendations for the monthly and/or bi-monthly W/MBE Payment Requests by Prime Contractor and participation to verify the Prime Contractors /Subcontractors conformance to contract requirements and PORT AUTHORITY project percent goals.
- Based on observations of the Prime Contractor, as well as the recommendations of the A/E, CEI, CM Agent and an evaluation of the Application for Payment, the Prime Contractor will determine the amount owing to the Subcontractor(s) and will issue a Certificate for Payment with the appropriate signatures, in accordance with procedures set forth in the construction contract consistent with PORT AUTHORITY procedures.
- The CM Agent shall receive from Prime Contractor, check for accuracy, and submit to the PORT AUTHORITY all releases of liens and claims required of the Prime Contractor and Subcontractor(s).
- The CM Agent shall recommend to the PORT AUTHORITY any partial or complete default action as necessary against the Prime Contractor and Subcontractor(s) and assist the PORT AUTHORITY in determining the amounts due under default statements. Specifically, work in place deemed acceptable; however, not 100% in quality will be subject to this procedure.
 - Safety:
- The CM Agent will maintain management and oversight of project controls documentation and provide management oversight of the Prime Contractor's safety programs. CM Agent will review the safety requirements outlined within the Contract Documents, specifically those that address FAA AC 150/5370-2G (or latest version at time of bid packages), "Operational Safety on Airports During Construction Activity," and monitor all work to ensure compliance with these safety requirements. Work that is not addressed under the FAA AC shall meet local and state safety requirements. If the work performed by the Prime Contractor does not adhere to such plan or if an unsafe condition presents itself, then CM Agent shall notify the PORT AUTHORITY and have Prime Contractor provide and implement remediation to cure the unsafe condition.
- The CM Agent shall immediately notify Prime Contractor and PORT AUTHORITY representatives and has the right to stop or suspend the construction anytime that the CM Agent considers that a hazardous condition has been or is created by the Prime Contractors work until remediation to cure the unsafe condition has been successfully implemented.
- The CM Agent shall review all proposals regarding project phasing from the Prime Contractor which differ from that outlined in the Contract Documents, if applicable. The CM Agent shall discuss phasing with the PORT AUTHORITY representatives and make recommendations on any changes to project phasing.

Substantial Completion:

- When the Prime Contractor considers the work ready for substantial acceptance, the CM Agent shall accept a written request for inspection by the Prime Contractor. After the CM Agent and Prime Contractor has preliminarily inspected and approved the work, the CM Agent shall advise the A/E, CEI and PORT AUTHORITY, in writing, the work in question is ready to be inspected by the A/E and PORT AUTHORITY for Substantial Completion. The CM Agent will coordinate and assist with the Prime Contractor who shall be responsible to plan, schedule, and lead the inspection walk through(s) of the work.
- The CM Agent will review all comments and those comments designated as the Prime Contractor's responsibility shall be compiled as the PORT AUTHORITY Punch List. The CM Agent shall assist and examine PORT AUTHORITY Punch List and determine what are the actual obligations based on the contract requirements.
- For Substantial Completion inspection, the CM Agent shall inspect the work by the Prime Contractor and its subcontractors and prepare a punch list of outstanding deficiencies. This shall be compiled as the Substantial Completion Punch List. The CM Agent will, within five (5) days after the Substantial Completion inspection, transmit the Master Punch List (compilation of PORT AUTHORITY, CEI and A/E Punch List) to the Prime Contractor for corrective action with copies to all parties.
- Upon correction of the deficiencies, the CM Agent shall accept a written request by the Prime Contractor for Final Inspection. The Prime Contractor shall plan, schedule, and lead the final inspection walk through of the work. The CM Agent shall re-inspect the work, and if approved, shall advise the A/E, CEI and PORT AUTHORITY, in writing, that the work is now one hundred percent

(100%) complete and is ready for acceptance. The PORT AUTHORITY, based on these recommendations, shall issue written notification of Final Acceptance.

Project Close Out and Final Acceptance:

- Provide management oversight to assure that all Prime Contractor's punch list items are completed to the satisfaction of the PORT AUTHORITY, CEI and A/E.
- Provide management oversight to assure that the Prime Contractor has performed post-construction administrative project close out procedures.
- Provide management oversight, as requested by PORT AUTHORITY, of Prime Contractor's prepared final project accounting and reporting to the PORT AUTHORITY as required.
- Assist in the coordinated transfer of the project from the Prime Contractor to the PORT AUTHORITY including the delivery of warranties and guarantees.
- Provide management oversight and review, as requested by PORT AUTHORITY, of Prime Contractor's provided final certification that ALL record drawings, warranties and project-related files have been reviewed by the Prime Contractor and provided to the Port Authority as required and provided for in the contract and project specifications.

4.4. Allowances

The total CM Agent fee includes allowances for potential future work as described below.

Allowances contained in the Contract amount are controlled by the LCPA. No expenditures against any allowance amounts shall occur until after a Task Authorization is issued by the LCPA. If expenditures are in accordance with the allowance language, then a Task Authorization will be issued for any LCPA authorized expenditures. If a clarification or change to the allowance scope of work is needed, a Contract Amendment will be processed followed by a Task Authorization, both issued by the LCPA.

4.5. Task Fee Summary

The CM Agent Lump Sum Fee for Agency Construction Management Scope of Services is **\$15,716,906.00** TBD and is fixed for the scope described herein and for the duration of the Construction Schedule which in this case is 38 months and anticipated to begin on October 1st, 2024.

Task Authorizations will be required in order to authorize contracted work to begin.

The Lump Sum Price shall be comprised of the following components:

- CM Agent Lump Sum Management Fee (Professional Personnel Costs): The cost of professional services including construction management activities and other contract administration tasks performed by the CM Agent. This includes CM Agency staffing management oversight services of all the Prime Contractor's construction activities, pay application and invoice processing, budget tracking, project meetings, and coordination with the Port Authority.
- CM Agent Lump Sum General Requirements Fee (Non-Personnel Costs): The cost of items necessary in the general course of work and not provided within the scope of subcontractor's work. This includes costs related to field-based items.
- CM Agent Permits / Bonds and Insurance Costs: The costs associated with, (CM Agent Only Value) Payment and Performance Bond; (CM Agent Only Value) General Liability Insurance; (CM Agent and Prime Contractor's Scopes Value) Builders risk Insurance and (CM Agent Only Value) AOA Excess Auto Policy. These values are provided as allowances based on percentages, until the value of the Lump Sum Subcontracts are determined, at which time, these fixed and approved percent's for these costs will be applied and the Value of the CM Agent contract will be adjusted up or down accordingly.

- a) Payment and performance bond is an agreed stipulated rate of .7% of total project cost
- b) Insurance is an agreed stipulated rate of 1.5% of total project cost
- c) Builders Risk cost will be actual policy cost plus 2.5% administration fee
- d) All deductibles associated with Builders Risk are the responsibility of LCPA.
- e) Cost for insurance, builders risk, and bonds will be billed 100% in contractors first payment application.
- CM Agent Sub Consultants Costs: These values are provided as allowances until the value of the Lump Sum Subcontracts are determined, at which time these costs will be applied and the Value of the CM Agent contract will be adjusted up or down accordingly.

Included within the Project cost is the supervision costs necessary for all Suffolk Construction Company, Inc. personnel needed as per the negotiation sheet, long distance telephone calls, facsimiles, technology including software and hardware usage, postage, delivery services, and other direct expenses.

The fee for CM Agent Construction Management scope activities is a lump sum amount distributed as follows:

CM Management Fee	\$10,622,180.00
CM General Requirements	\$1,677,297.00
CM Bond & Insurance Costs	\$3,417,429.00
Subconsultant Costs	\$ xxx,xxx
Task Total Lump Sum	\$15,716,906.00

Task 5: Allowances & In-Contract Owner Controlled Contingency

Allowances contained in the Contract amount are controlled by the LCPA. No expenditures against any allowance amounts shall occur until after a Task Authorization is issued by the LCPA. If expenditures are in accordance with the allowance language, then a Task Authorization will be issued for any LCPA authorized expenditures. If a clarification or change to the allowance scope of work is needed, a Contract Amendment will be processed followed by a Task Authorization, both issued by the LCPA. The total Construction Management fee includes allowances for unknown costs and potential future work as described below:

5.1 Administrative Allowances:

Administrative Allowances are being utilized within the Construction Management agreement to offer better accountability and transparency for known project costs. Administrative Allowances are used by the Owner to better track, control and authorize expenditures against the Contract to better align with actual costs as the project progresses. As the construction and completion of Concourse E takes place over a three year period, these items are known costs that will be incurred as part of the project but all expenditures will be controlled by the LCPA. The following Administrative Allowances will be authorized for expenditure only through an LCPA approved Contract Amendment and/or Task Authorization pursuant to the Board approved LCPA Procurement Manual. Pursuant to Section 10.7 of the Board approved Contract, funds may be cross-utilized between various Tasks assigned to accomplish the overall purpose and goal of the project with the prior written approval of the LCPA.

• Building Permits and Inspection Fees	\$ 820,000
• Temporary Security Guards	\$ 50,000
• Water/Electric Consumption	\$ 760,000
• Additional Surveys	\$ 230,000
• Utility Locates	\$ 100,000
• Quality Controls Materials Testing	\$ 300,000
• Envelope Consultant	\$ 120,000
• Hazardous material Sampling, Testing & Abatement	\$ 280,000
• 4D Video Timeline	\$ 40,000
• Relocate Data, Tag & Trace	\$ 75,000
• X-Ray Existing & Demolition	\$ 48,000
• Relocate owner's FFE	\$ 25,000
• Digital Delivery	\$ 1,800,000
• Unforeseen Conditions @ Existing Facility & Site	\$ 500,000
• Rebid of BP#9 - Overhead Coiling Doors & Fire Shutters	\$ 1,800,000
• Rebid of BP#11 - Accordion Folding Doors	\$ 168,000
• Rebid of BP#18 - Division 10 Specialties	\$ 2,040,000
• Rebid of BP#19 - Furniture, Hold Room Seating, Hookup, Biophilia	\$ 6,750,000
• Rebid of BP#20 - Elevators/Escalators	\$ 5,700,000
• AOA Security Checkpoint turnstiles	\$ 150,000
• Temporary use of elevators prior to acceptance and turnover to LCPA. Includes use cost, maintenance, inspection, and certification for final turnover	\$ 100,000
• Floor Leveling & Moisture Mitigation	\$ 600,000

5.2 In-Contract Owner Controlled Allowances:

In-contract Owner Allowances are being carried within the Total Project Budget and the Construction Management agreement to offer transparency for additional project costs that are known at the start time

of the project. Owner Allowances are amounts carried in the contract for “known unknowns”, while project contingencies are carried both inside and outside the contract for “unknown unknowns.” As the construction and completion of Concourse E takes place over a three year period, these items are known costs that will be incurred as part of the project but cannot be quantified until later in the project schedule. (An example is the repaving of Air Cargo Lane which is not planned to start construction until towards the end of the project in 2027 and won't be bid until 2026. Bidding this project element sooner would mean bids would need to be held by the paving subcontractor for over two years, thereby significantly increasing the bidder risk and as a result significantly increasing the bid amount). Therefore, In-Contract Owner Allowances are called out within the Construction Management agreement and within the Total Project Budget to offer transparency by identifying each future known item and estimated cost specifically. The following In-Contract Owner Allowances will be controlled by the LCPA and will be authorized for expenditure only through an LCPA approved Contract Amendment identifying a more specific scope of work and actual associated costs and after the execution of an associated Task Authorization pursuant to the Board approved LCPA Procurement Manual. Pursuant to Section 10.7 of the Board approved Contract, funds may be cross-utilized between various Tasks assigned to accomplish the overall purpose and goal of the project with the prior written approval of the LCPA.

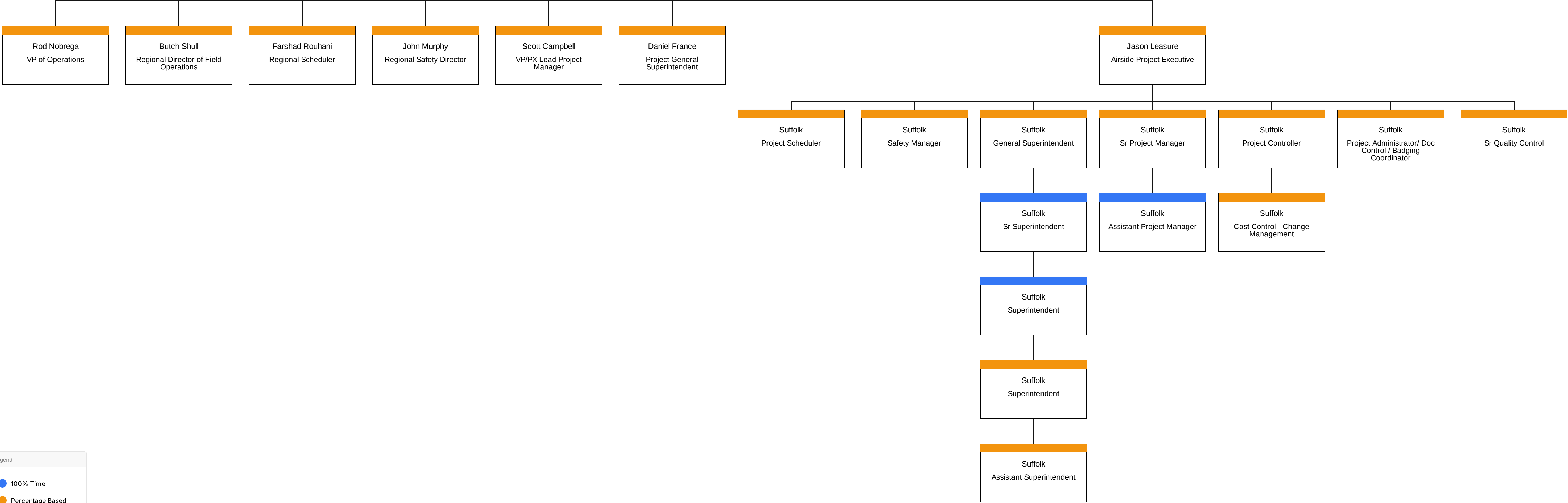
• Repave Haul Road	\$ 3,000,000
• Airline Space Build-out	\$ 8,000,000
• Base Project changes resulting from tenants/concessions build-outs	\$ 1,000,000
• Mezzanine Office Build-out	\$ 10,000,000
• Base Project changes resulting from TSA checkpoint equipment	\$ 1,000,000
• New outer curb bollards	\$ 1,000,000
• Additional grout inject to Taxiways/Apron resulting from found voids	\$ 1,000,000
• New janitorial areas build-out	\$ 1,700,000
• Additional pile grout resulting from field installation	\$ 3,000,000
• Bag system modification resulting from TSA testing	\$ 1,000,000
• Operational Readiness and Airport Transition	\$ 1,000,000

5.3 In-Contract Owner Controlled Contingency

In-contract Owner Contingencies are being carried within the Total Project Budget and the Construction Management agreement to cover unexpected additional project costs that are unknown at the start time of the project. As the construction and completion of Concourse E takes place over a three year period, there are typically items that require changes to the contract, including but not limited to, Owner requested changes, unforeseen site/field conditions, changes to the project required by outside agencies (ie, TSA, FAA, FDOT, airlines, concessionaires, tenants, etc.) and/or omissions in the design and bidding documents. Owner Contingencies mitigate the risk to Owners by providing funding within the project cost to account for unforeseen and unknown costs. Therefore, an In-Contract Owner Contingency amount is called out within the Construction Management agreement and within the Total Project Budget. Due to the length and complexity of the Concourse E Project, the LCPA is carrying an In-Contract Owner Contingency valued at 12 percent of all known Construction Management work. The In-Contract Owner Contingency will be controlled by the LCPA and will be authorized for expenditure only through an LCPA approved Contract Amendment identifying a specific scope of work and actual associated costs and after the execution of an associated Task Authorization pursuant to the Board approved LCPA Procurement Manual.

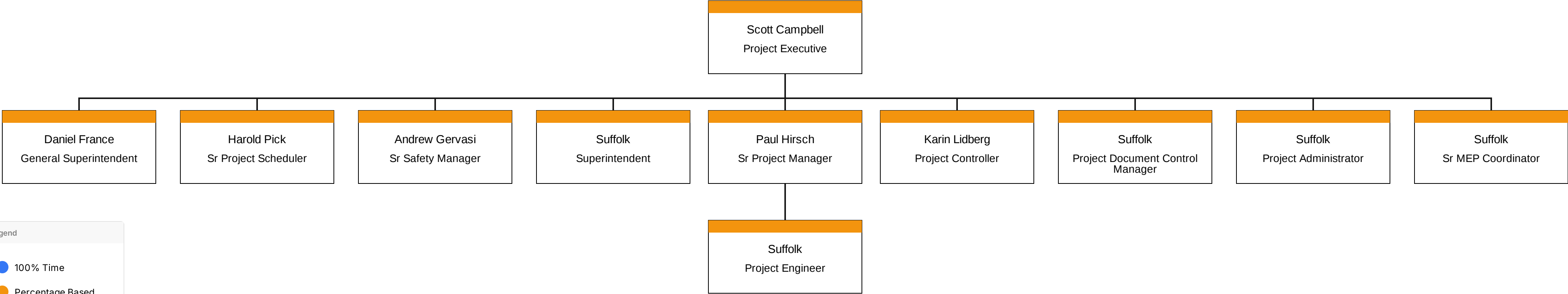
• Owner Controlled Contingency (12%)	\$ \$81,398,509.00
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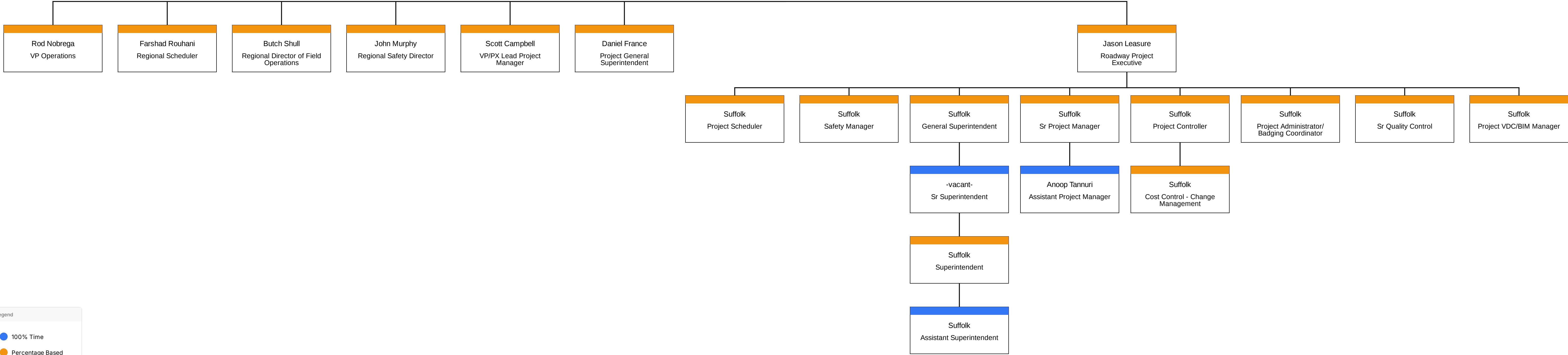
Task Total Lump Sum	\$135,554,509.00
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Legend

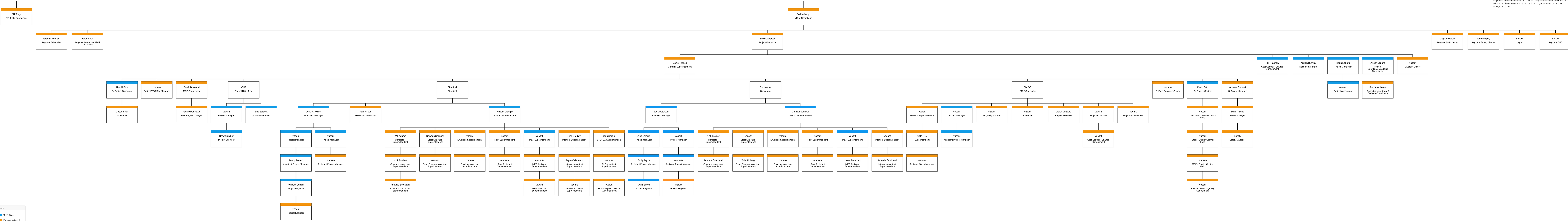
- 100% Time
- Percentage Based





Legend

- 100% Time
- Percentage Based



Legend

- 100% Time
- Percentage Based

RSW Concourse E Terminal Roadway Modifications Phasing Plan & Maintenance of Traffic (MOT)

March 1, 2024



RSW Concourse E – Landside/Curb

Phasing Requirements

- During Peak Season (Nov 15 – Apr 15), during daytime hours (5am-9pm), 2 GT lanes and 3 public lanes must be open at all times
- At all times (except during Phase 3), at least 1 single public vehicle lane shall be open at the approach and exit of the departures level terminal curbside.
- At all times, on the lower arrivals level, 2 crosswalks (1 at Doors #1 or #2 and 1 at Doors #5 or #6) shall be open to pedestrian traffic between the terminal building and the parking garage/rental car customer service building.
- At all times, on the upper departures level, 2 2nd level pedestrian bridges shall be open between the terminal and the parking garage.
- Door #2 pedestrian bridge must be reconstructed between April 15th – November 15th
- At all times, on the lower arrivals level, only 1 GT vehicle lane and 1 public vehicle lane shall be closed at anytime.
- At all times, within the parking garage, at least 1 rental car vehicle exit lane shall be open for all rental car companies use.
- At all times, a pedestrian pathway shall be maintained between the terminal and the rental car service facility
- At all times, within the parking garage, maintain all existing pedestrian pathways between the rental car customer service building and all rental car vehicle areas shall be open.
- Any exceptions to the above requires prior written approval by the LCPA.

RSW Concourse E – Landside/Curb

Contract Schedule

October 1, 2024 = Notice-To-Proceed*

1,095 Calendar Days = Project Duration to Substantial Completion

October 1, 2027 = Substantial Completion

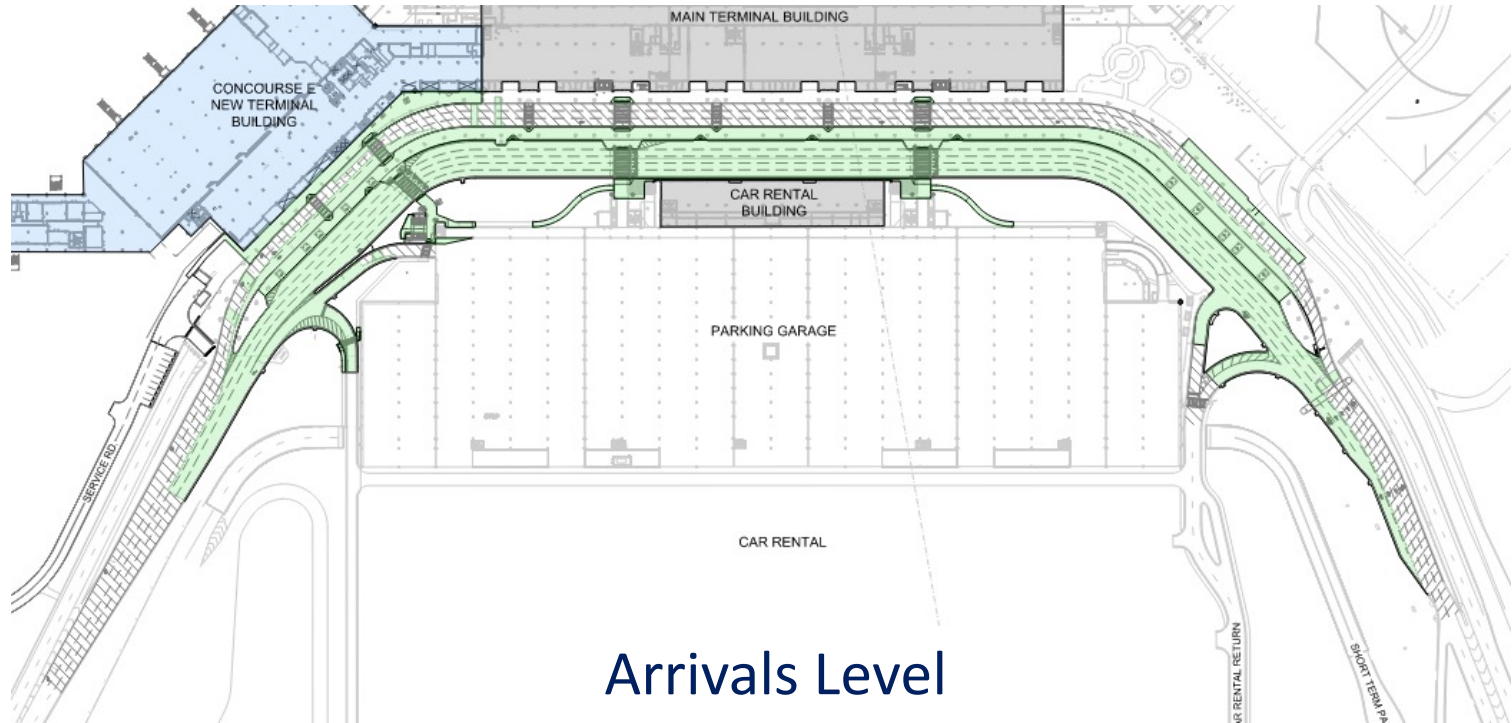
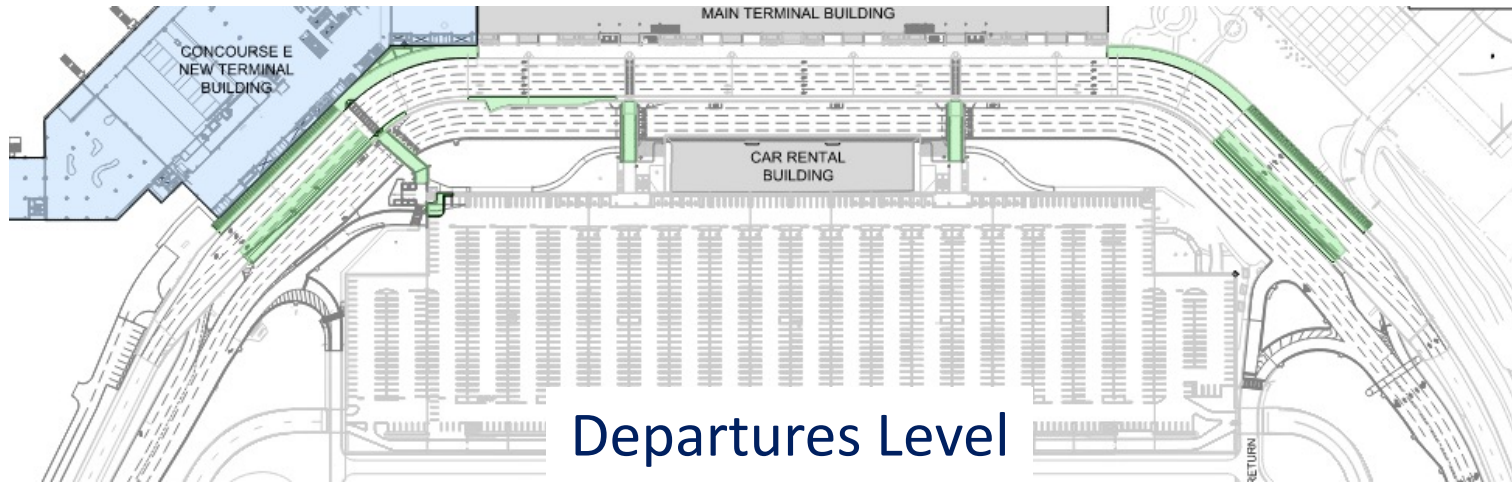
60 days from SC to Final Completion

December 1, 2027 = Final Completion

*All dates to be adjusted (if necessary) based on actual NTP

RSW Concourse E – Landside/Curb

Scope of Work

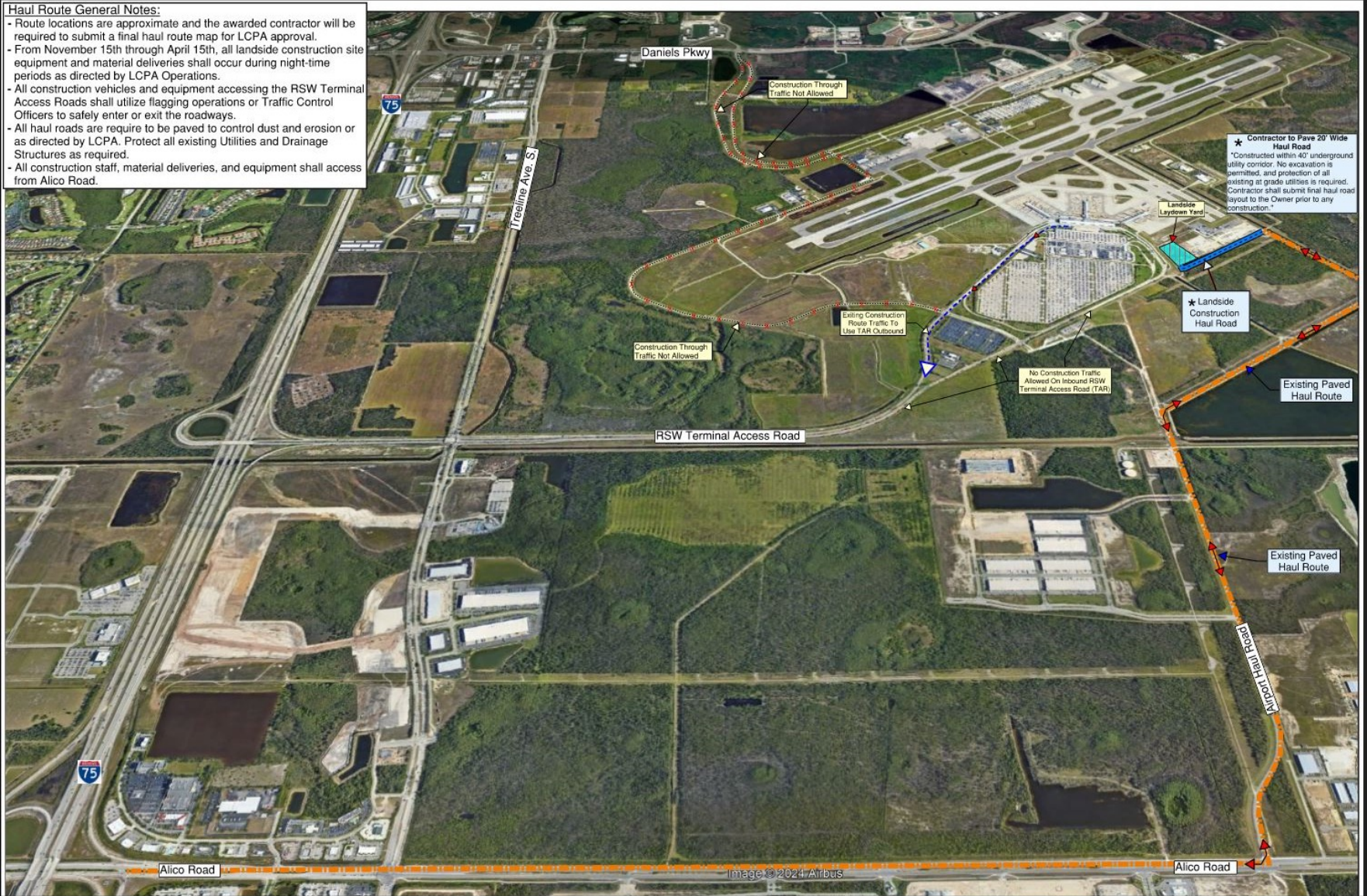


RSW Concourse E – Landside/Curb

Haul Routes

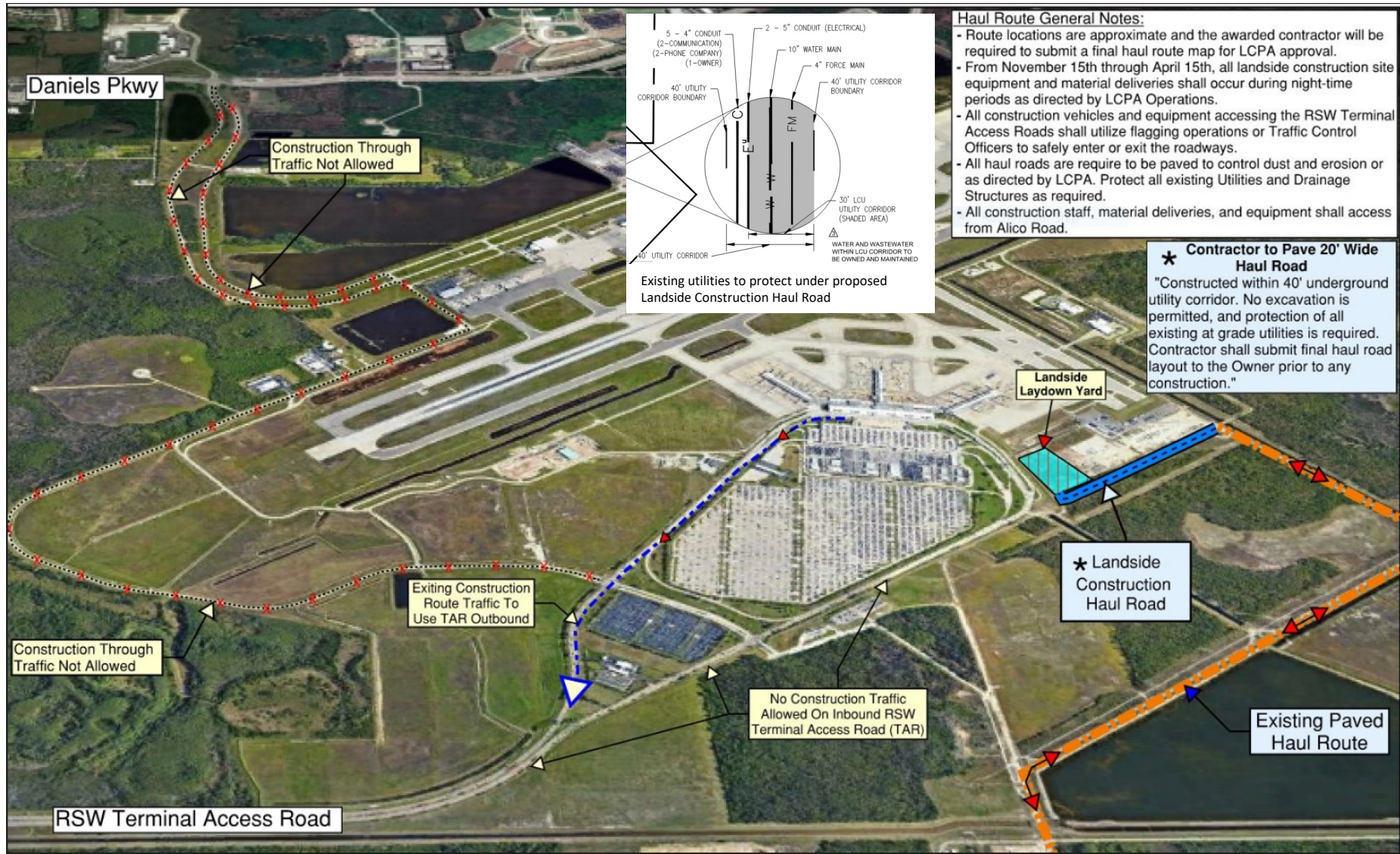
Haul Route General Notes:

- Route locations are approximate and the awarded contractor will be required to submit a final haul route map for LCPA approval.
- From November 15th through April 15th, all landside construction site equipment and material deliveries shall occur during night-time periods as directed by LCPA Operations.
- All construction vehicles and equipment accessing the RSW Terminal Access Roads shall utilize flagging operations or Traffic Control Officers to safely enter or exit the roadways.
- All haul roads are required to be paved to control dust and erosion or as directed by LCPA. Protect all existing Utilities and Drainage Structures as required.
- All construction staff, material deliveries, and equipment shall access from Alico Road.



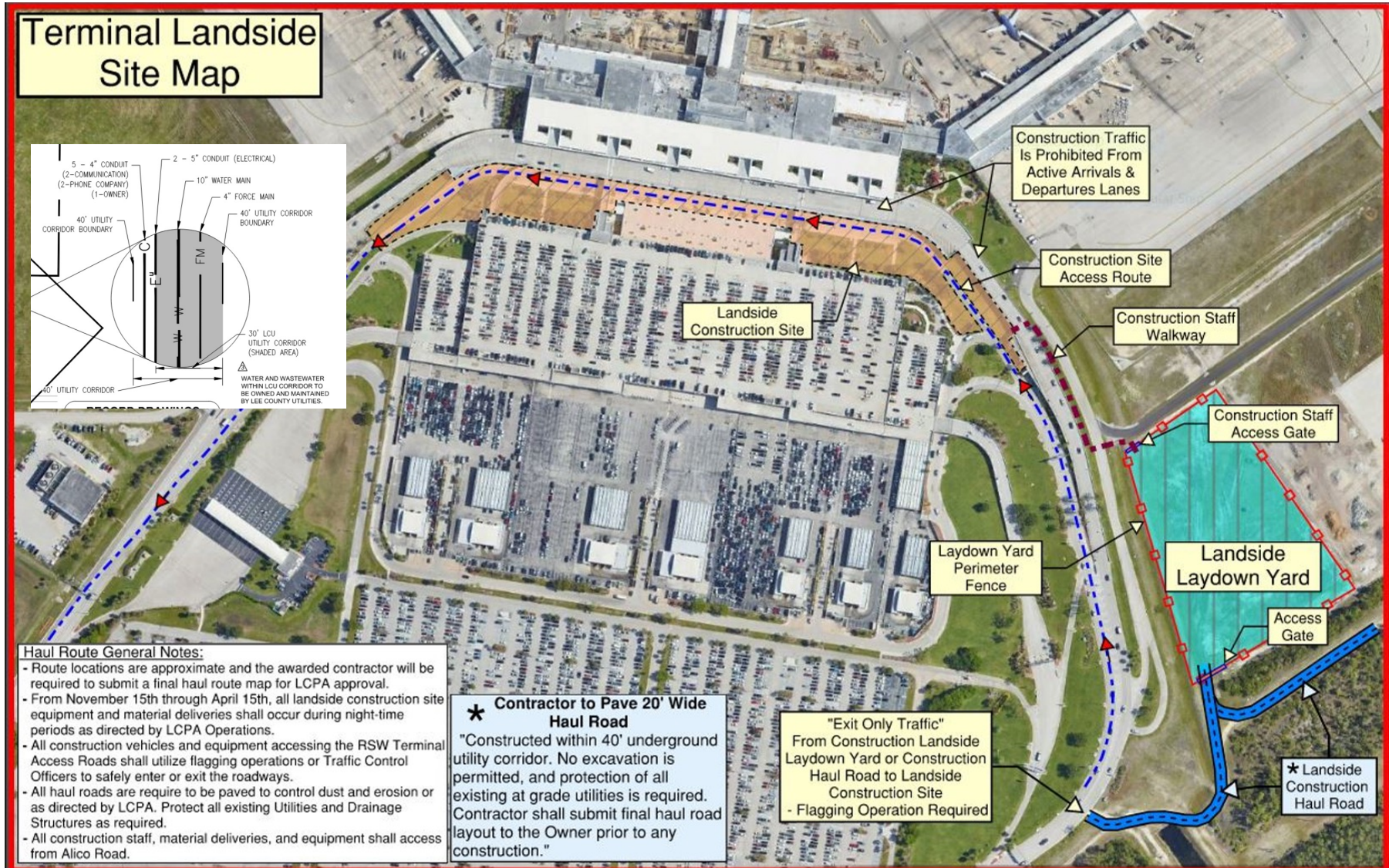
RSW Concourse E – Landside/Curb

Temporary Staging and Construction Vehicle Access Plan



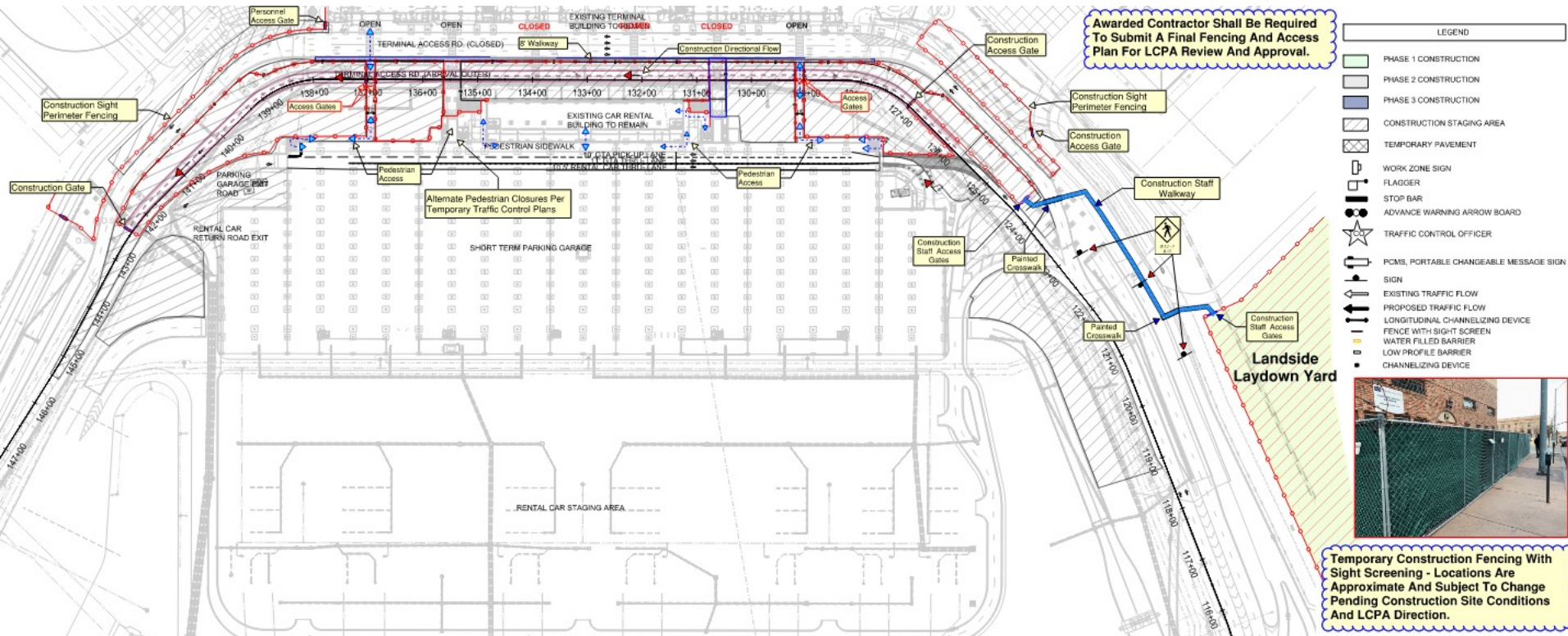
RSW Concourse E – Landside/Curb

Temporary Staging and Construction Vehicle Access Plan



RSW Concourse E – Landside/Curb

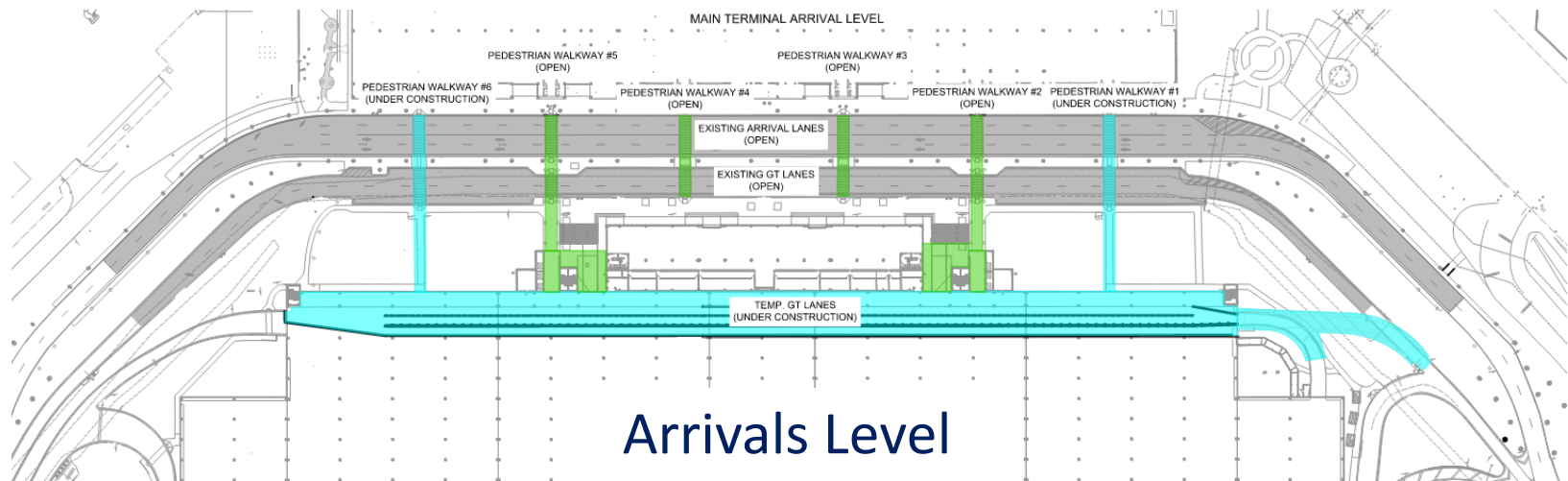
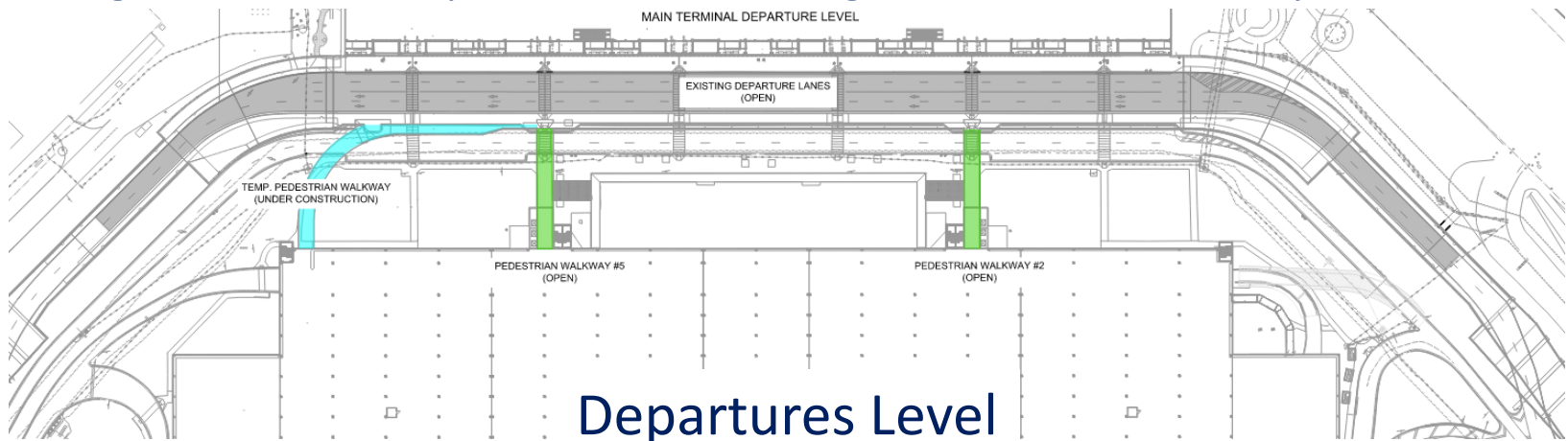
Temporary Construction Fencing and Worker Access Plan



RSW Concourse E – Landside/Curb

Phase 1a: GT Lanes Relocation Oct 1, 2024 – January 31, 2025

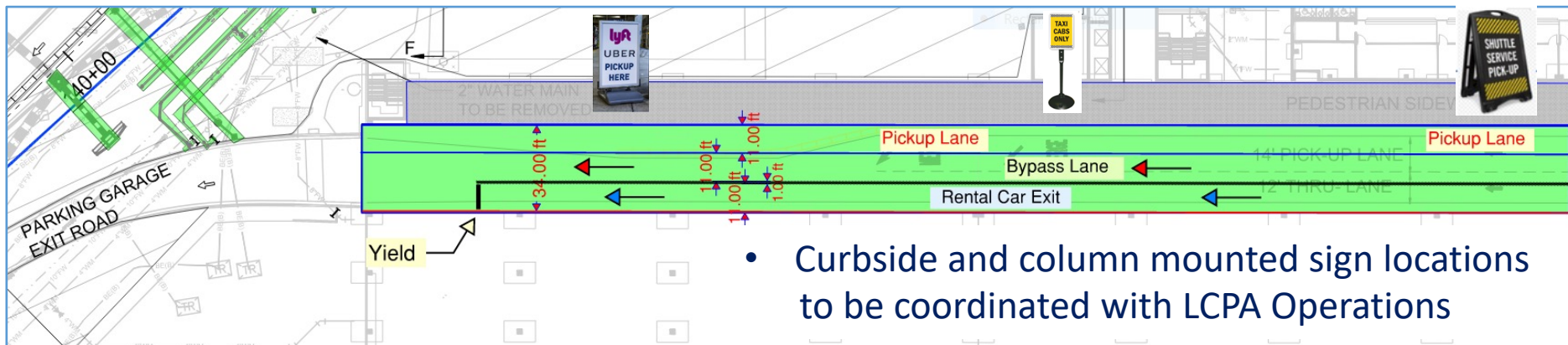
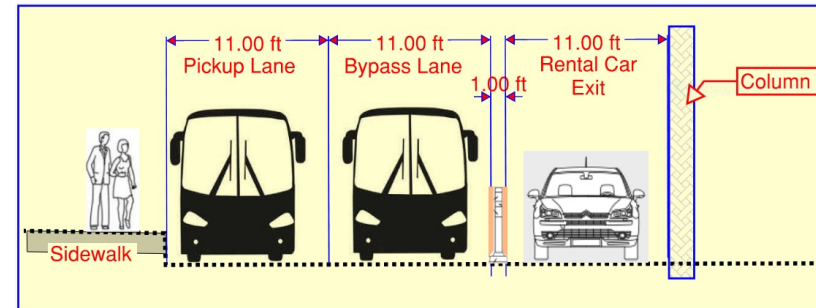
- Departures: Close vehicle garage ramp and convert to pedestrian walkway
- Arrivals: Construct walkways between Doors #1 and #6 and the parking garage
- Arrivals: Construct GT lanes within parking garage
- Garage GT lanes complete/GT lane change-over date = January 31, 2025



RSW Concourse E – Landside/Curb

Phase 1a: GT Lanes Relocation Oct 1, 2024 – January 31, 2025

- General scope of work (garage interior)

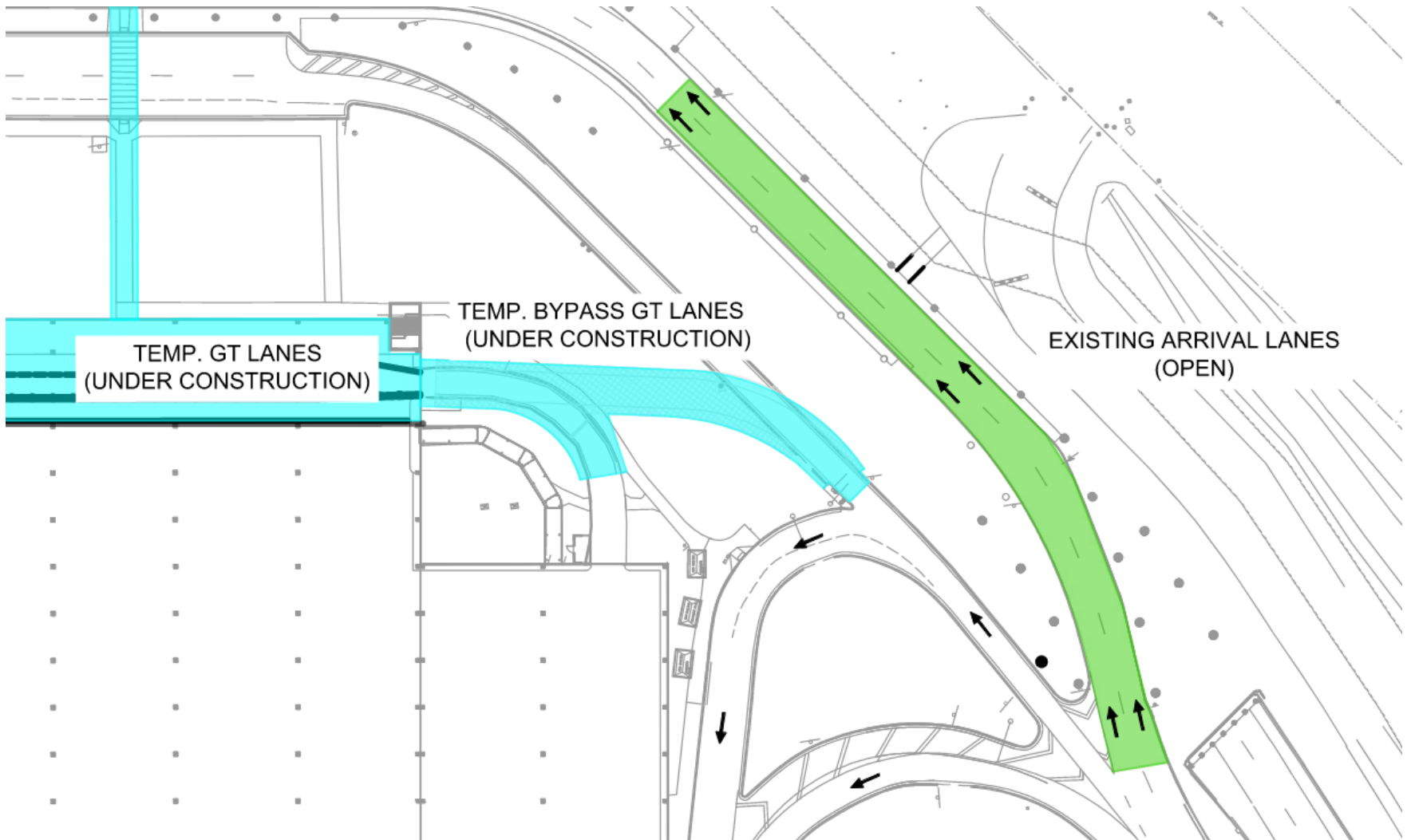


- Curbside and column mounted sign locations to be coordinated with LCPA Operations

RSW Concourse E – Landside/Curb

Phase 1a: Temporary GT Lanes Tie-in

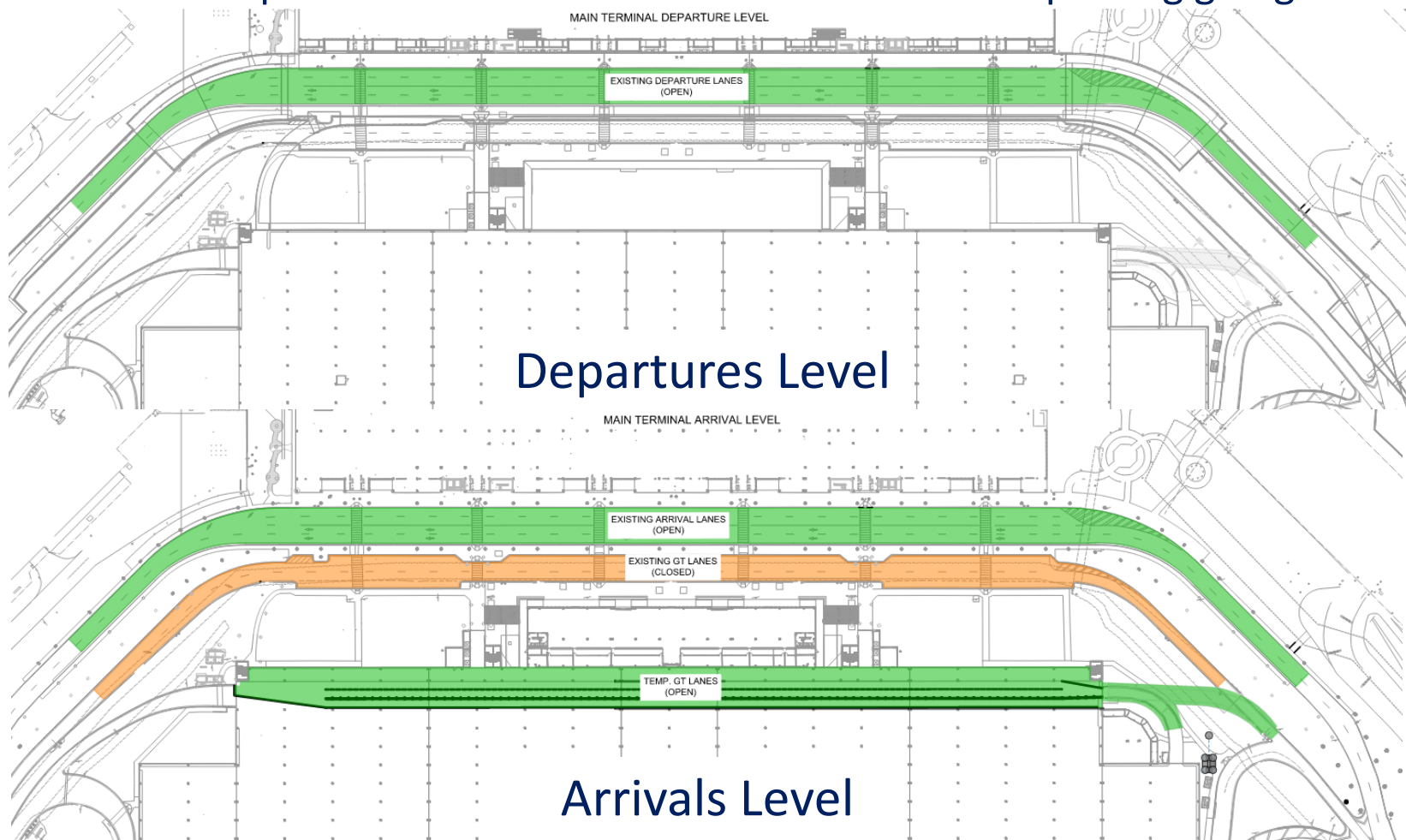
- GT traffic to use arrivals curb 9pm-5am for temp GT lane connections



RSW Concourse E – Landside/Curb

Phase 1b: Curbside Traffic Operations

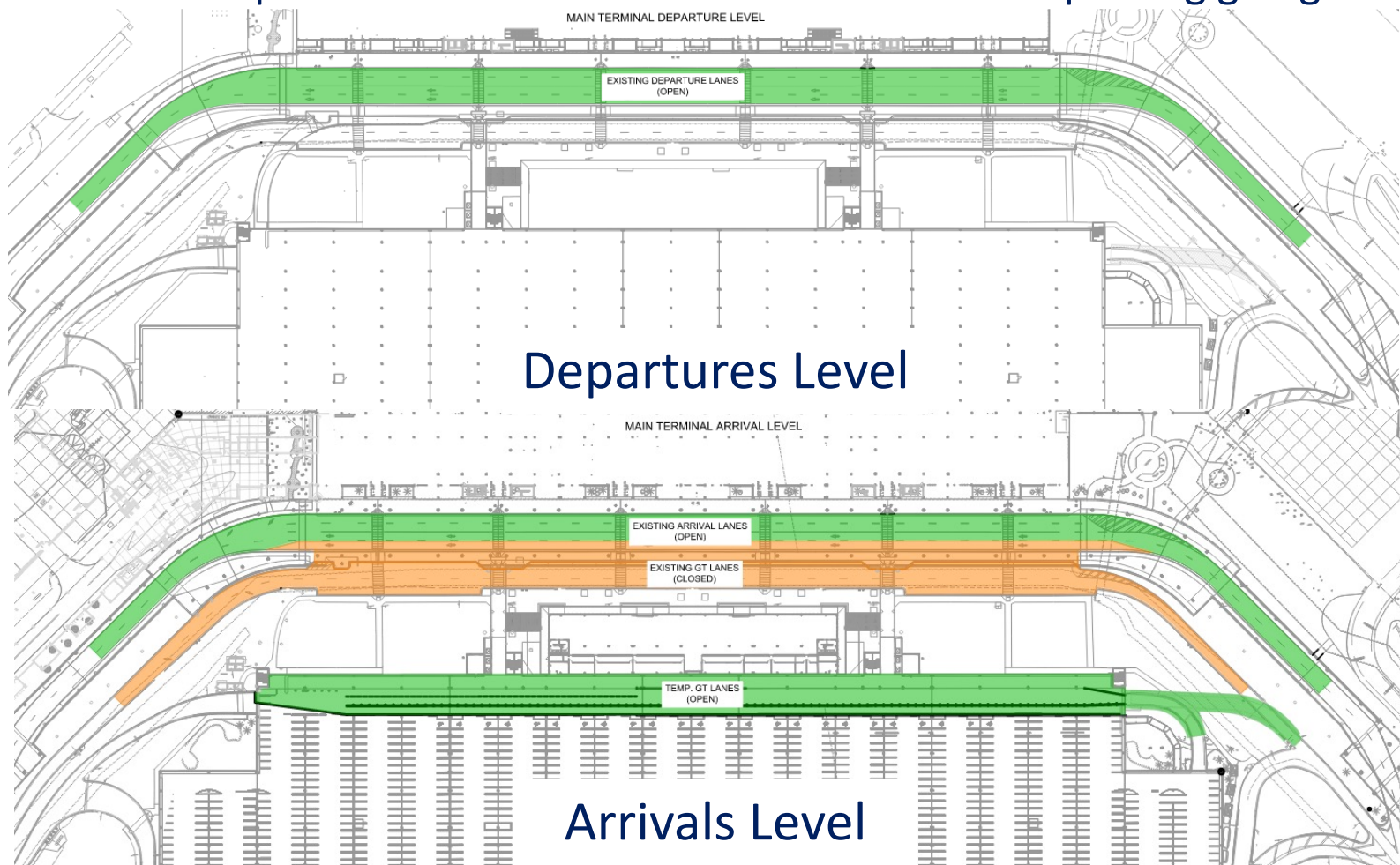
- Departures: All existing public lanes open
- Arrivals: All public lanes open
- Arrivals: Existing GT lanes closed
- Arrivals: GT operations diverted to new GT lanes within parking garage



RSW Concourse E – Landside/Curb

Phase 2 Curbside Traffic Operations

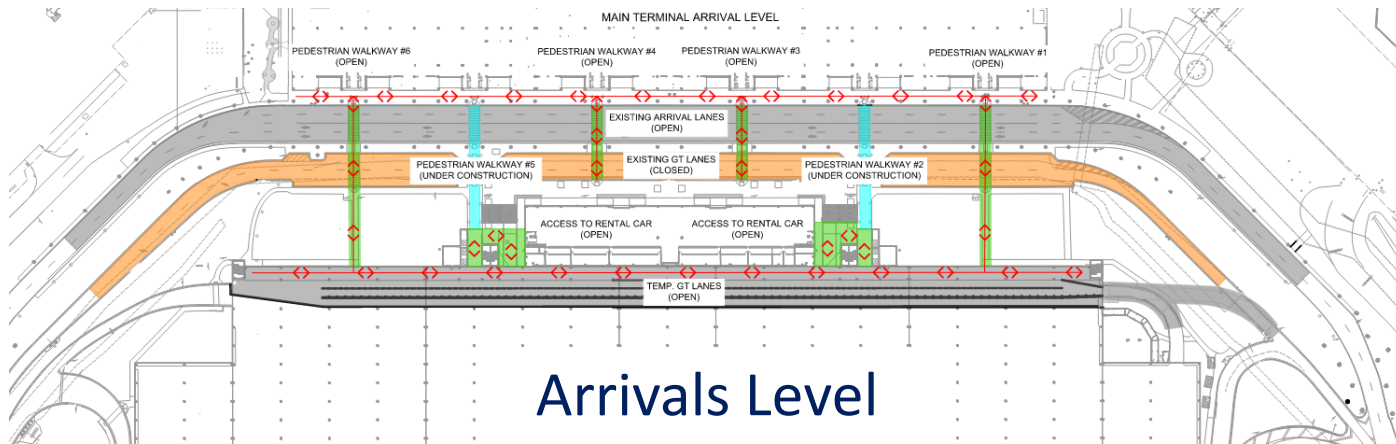
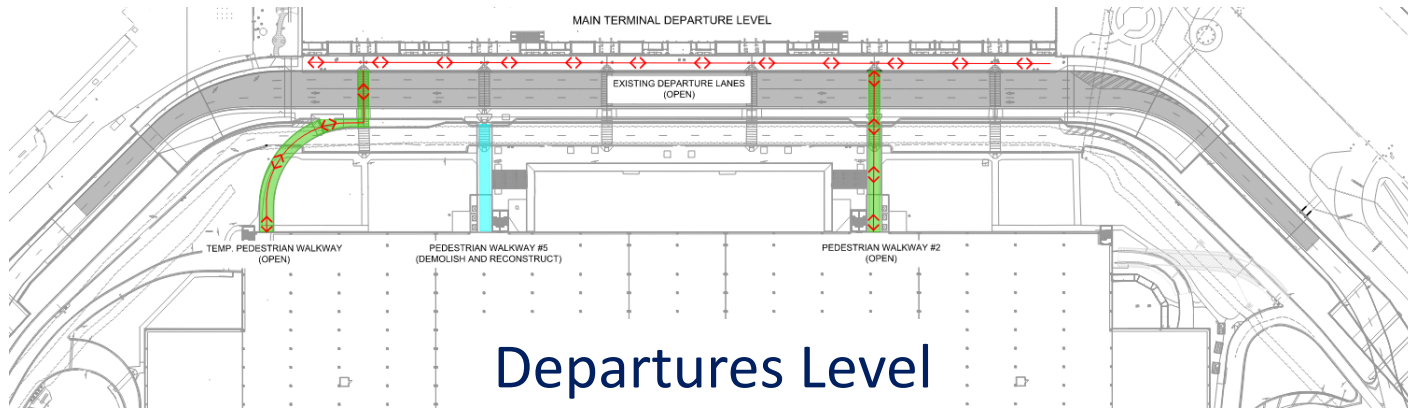
- Departures: All existing public lanes open
- Arrivals: Maintain 3 public lanes open
- Arrivals: Existing GT lanes closed
- Arrivals: GT operations diverted to new GT lanes within parking garage



RSW Concourse E – Landside/Curb

Phase 1b & 2 Pedestrian Detours – Condition 1

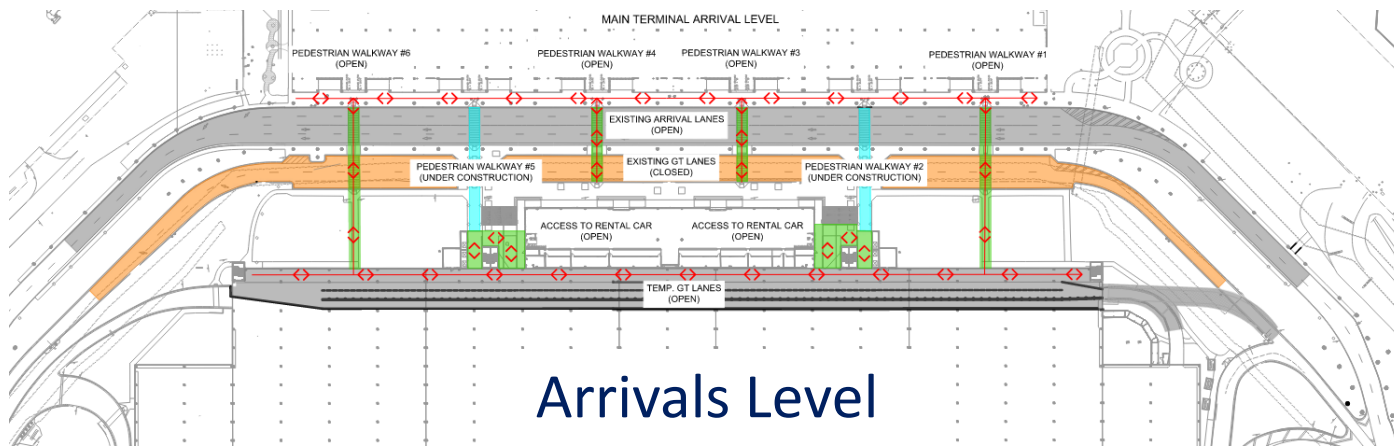
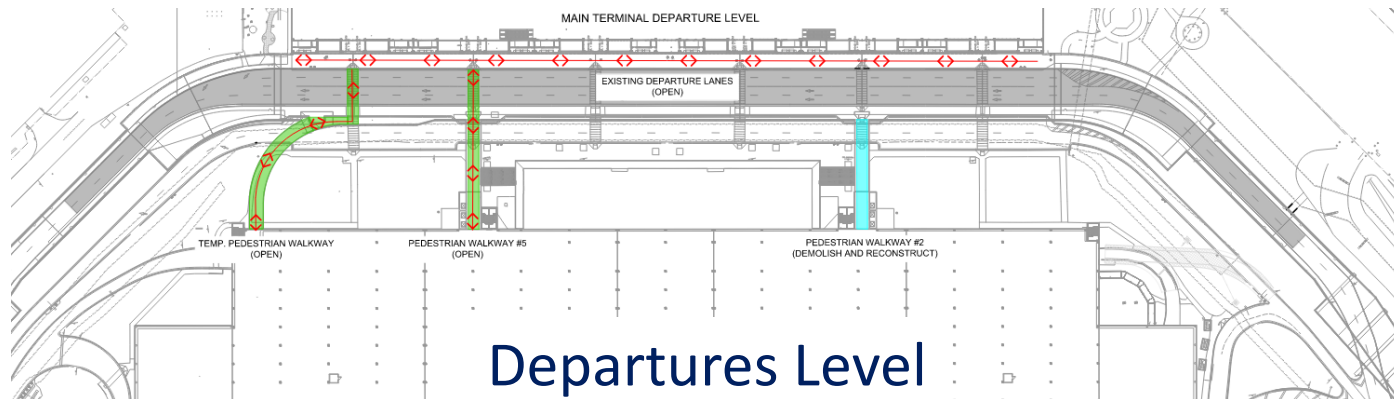
- Departures: Door #2 pedestrian bridge open
- Departures: Converted vehicle ramp open for pedestrian traffic
- Departures: Demolish and re-construct Door #5 pedestrian bridge
- Pedestrian walkways shall be maintained in accordance with below unless otherwise approved in writing by the LPCA



RSW Concourse E – Landside/Curb

Phase 1b & 2 Pedestrian Detours – Condition 2

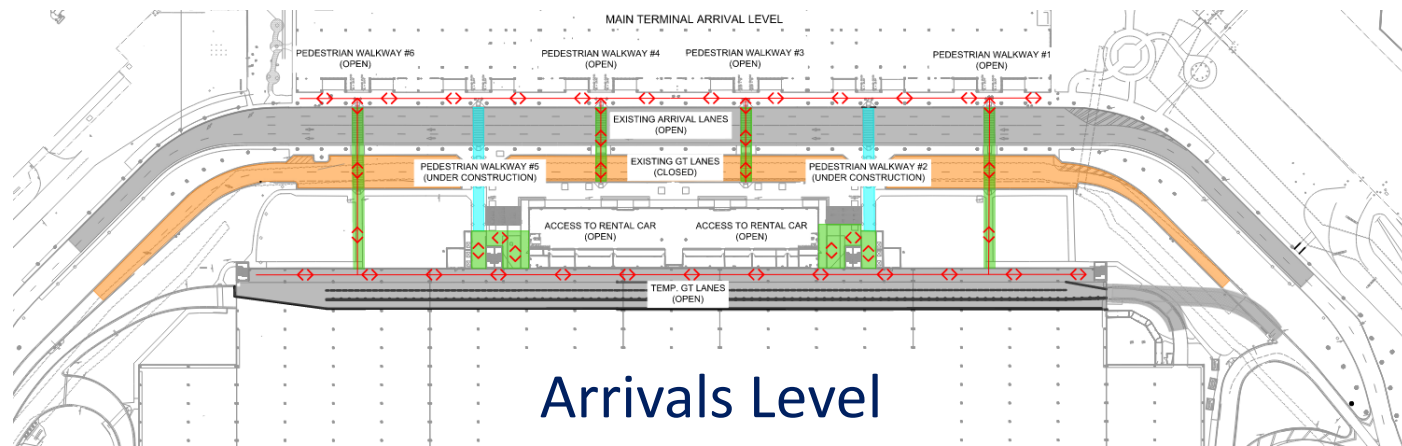
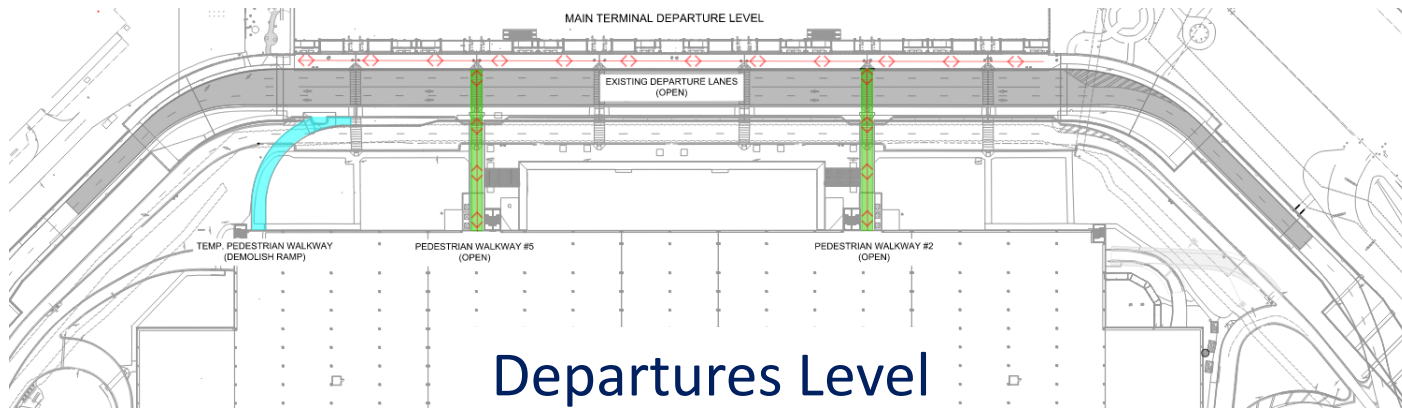
- Departures: Door #5 pedestrian bridge open
- Departures: Converted vehicle ramp open for pedestrian traffic
- Departures: Demolish and re-construct Door #2 pedestrian bridge
- Door #2 pedestrian bridge must be reconstructed between April 15th – November 15th
- Pedestrian walkways shall be maintained in accordance with below unless otherwise approved in writing by the LCPA



RSW Concourse E – Landside/Curb

Phase 1b & 2 Pedestrian Detours – Condition 3

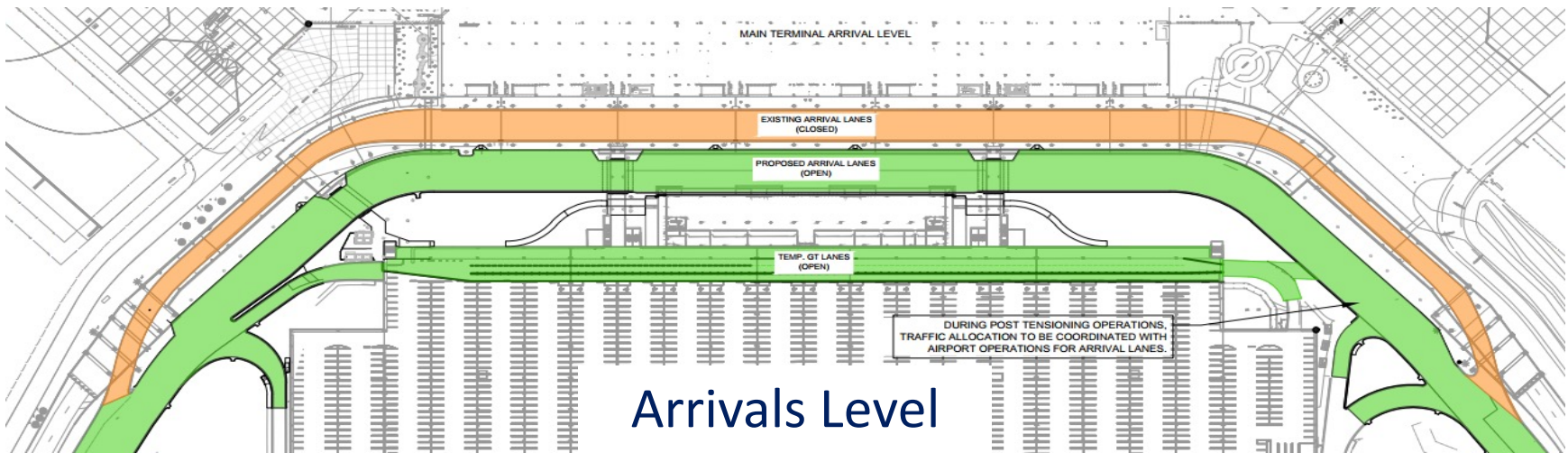
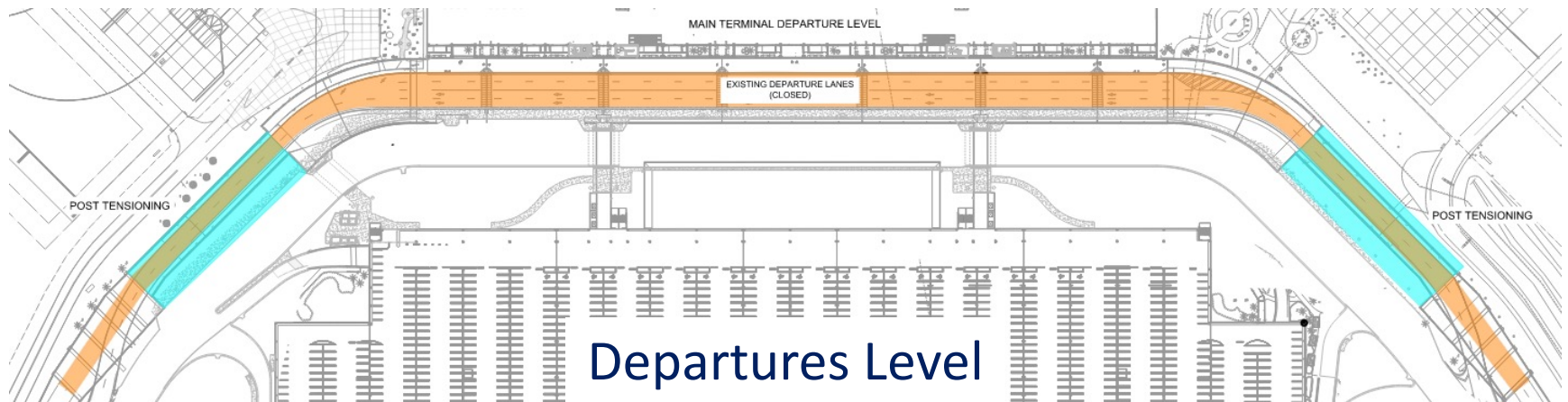
- Departures: Door #2 pedestrian bridge open
- Departures: Door #5 pedestrian bridge open
- Departures: Demolish vehicle ramp between garage and upper-level roadway
- Pedestrian walkways shall be maintained in accordance with below unless otherwise approved in writing by the LPCA



RSW Concourse E – Landside/Curb

Phase 3a Curbside Traffic Operations: April 15, 2027 – June 30, 2027

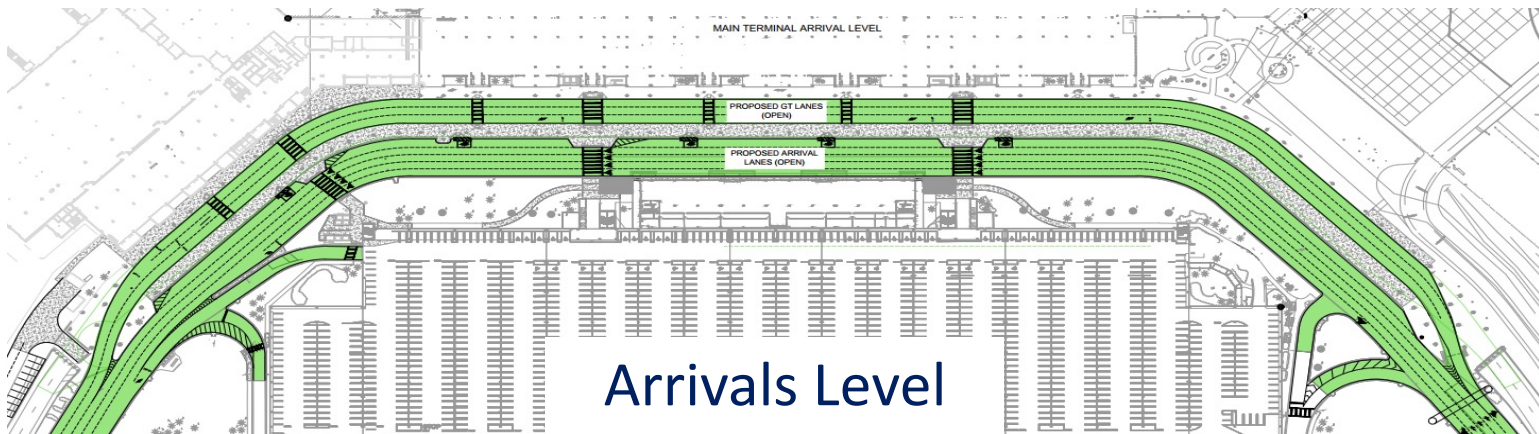
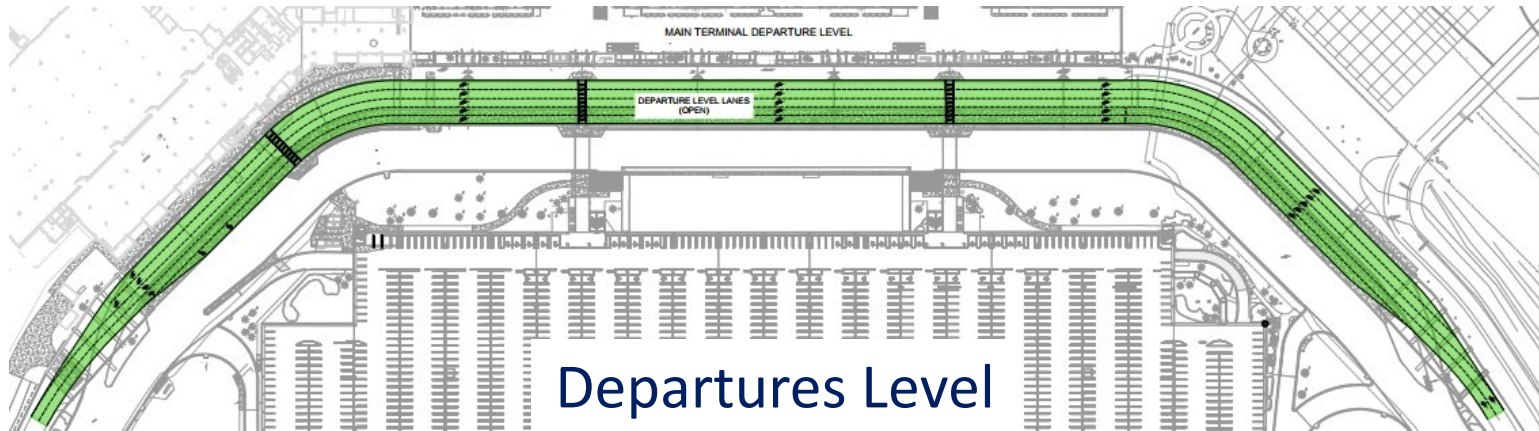
- Departures: Divert departures to new lower-level arrival lanes
- Departures: Complete structure post-tensioning of fill-in bridge deck
- Arrivals: Open new lower-level arrival lanes (shared with departures)
- Arrivals: Maintain GTA traffic thru parking garage



RSW Concourse E – Landside/Curb

Phase 3b: July 1, 2027 – Oct 1, 2027

- All new departures lanes open
- All new arrivals lanes open
- Crosswalks #2 and #5 at both departures and arrivals open
- Only 1 GT or 1 new public vehicle lane to be closed at any time
- Final outer sidewalk work to be completed; isolated GT lane re-paving to be completed
- Restore all disturbed areas; finish landscaping



RSW Concourse E – Landside/Curb

Final Configuration – Lower-Level Arrivals GT Lanes



RSW Concourse E – Landside/Curb

Final Configuration – Lower-Level Arrivals Public Lanes



RSW Concourse E – Landside/Curb

Final Configuration – Upper-Level Departures Public Lanes



RSW Terminal Expansion Phase II Concourse E Passenger Boarding Bridges Phasing Plan

March 28, 2024



Concourse E PBBs

Phasing Requirements

- At no time shall runway 6-24 be closed due to construction activities during the delivery, installation, and commissioning of the PBBs.
- At no time shall any existing taxiways, taxilanes, or aircraft gate positions be restricted during the delivery, installation, and commissioning of the PBBs.
- At no time shall the aircraft fueling system be restricted from providing aircraft gate fueling during the delivery, installation, and commissioning of the PBBs.

Concourse E PBBs

Contract Schedule

October 1, 2024 = Notice-To-Proceed*

854 Calendar Days = Project Duration to Substantial Completion

- Begin PBB Pile Cap Installation = March 1, 2025
- Begin PBB Installation = February 1, 2026

February 1, 2027 = Substantial Completion

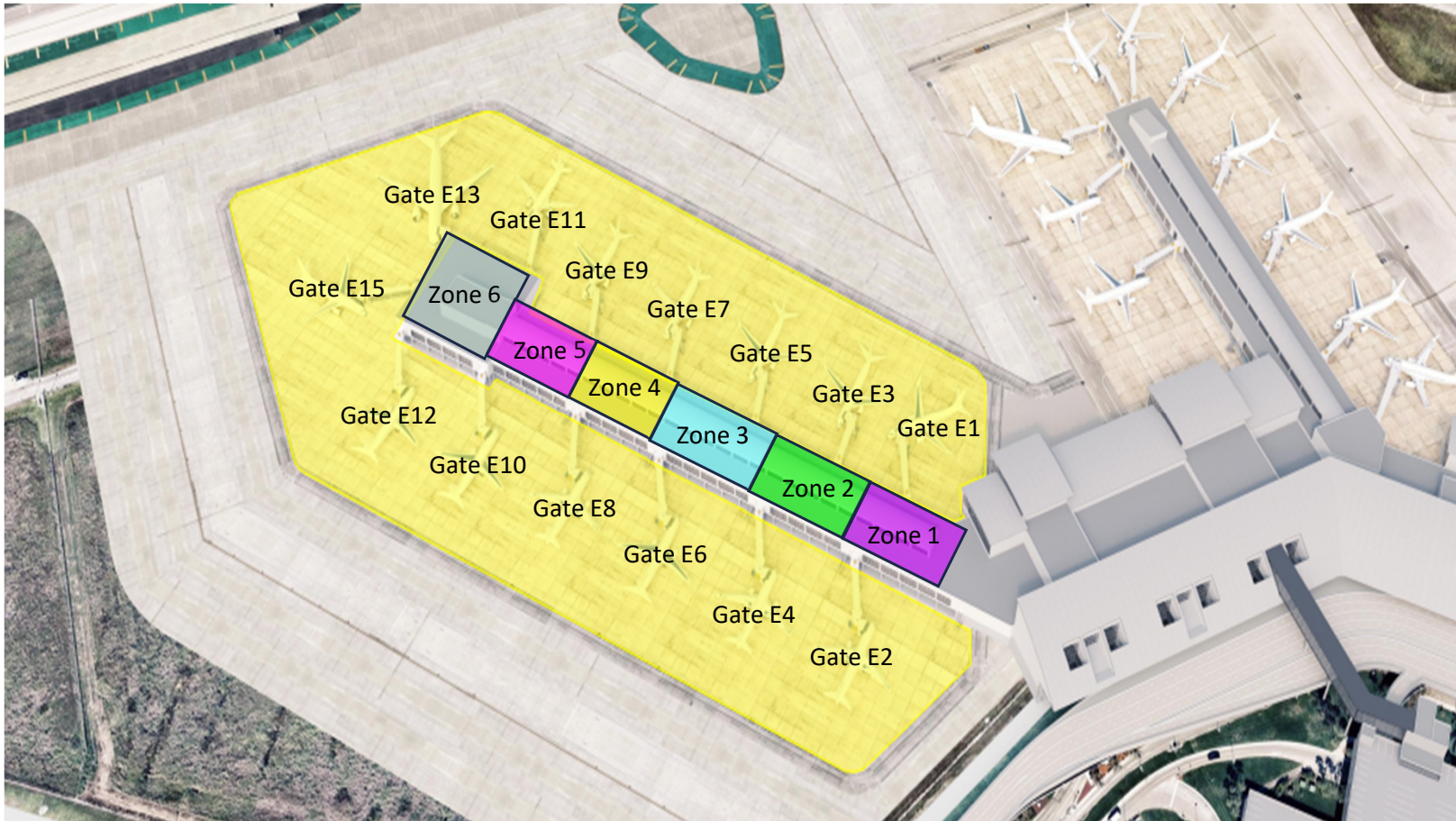
60 days from Substantial Completion to Final Completion

April 1, 2027 = Final Completion

*All dates to be adjusted (if necessary) based on actual NTP

Concourse E PBBs

Overall Work Area Plan



Project Scope and Completion Dates:

- Zone 1
Concourse Pile & Cap (By Others)
Feb 21, 2025
PBB Pile Caps
March 31, 2025

- Zone 2
Concourse Pile & Cap (By Others)
Mar 26, 2025
PBB Pile Caps
Apr 30, 2025

- Zone 3
Concourse Pile & Cap (By Others)
Mar 21, 2025
PBB Pile Caps
Apr 30, 2025

- Zone 4
Concourse Pile & Cap (By Others)
Apr 16, 2025
PBB Pile Caps
May 31, 2025

- Zone 5
Concourse Pile & Cap (By Others)
May 7, 2025
PBB Pile Caps
May 31, 2025

- Zone 6
Concourse Pile & Cap (By Others)
May 21, 2025
PBB Pile Caps
Jun 30, 2025

-Apron Paving (By Others, Shown in Yellow) Complete by:
January 31, 2026

-PBB Installation & Commission
Substantial Completion: Feb 1, 2027
Final Completion: Apr 1, 2027

	In Season							Out of Season - Taxiway Footrest Closure							In Season							Out of Season - Taxiway Footrest Closure							In Season					
	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27			
Zone 1 - Concourse Piles & Cap (Others)				23rd	21st																													
Zone 1 - Cap (PBB)																																		
Zone 2 - Concourse Piles & Cap (Others)					6th	26th																												
Zone 2 - Cap (PBB)																																		
Zone 3 - Concourse Piles & Cap (Others)					20th	21st																												
Zone 3 - Cap (PBB)																																		
Zone 4 - Concourse Piles & Cap (Others)						6th	16th																											
Zone 4 - Cap (PBB)																																		
Zone 5 - Concourse Piles & Cap (Others)						20th		7th																										
Zone 5 - Cap (PBB)																																		
Zone 6 - Concourse Piles & Cap (Others)							3rd	21st																										
Zone 6 - Cap (PBB)																																		
Apron Concrete Pavement (Others)																																		
PBB Installation																																		

Concourse E PBBs

Laydown Area/Haul Routes



Haul Route General Notes:

- Haul route locations are approximate, and the awarded contractor will be required to submit a final haul route map for LCPA approval.
- All Construction Vehicles and equipment accessing the staging and laydown area shall utilize flagging operations or Traffic Control Officers to safely enter or exit.
- All construction staff, material deliveries, and equipment shall enter from Daniels Parkway.

RSW Terminal Expansion Phase II Airside Improvements Paving Package (BP2) Phasing Plan Addendum 1

June 26, 2024

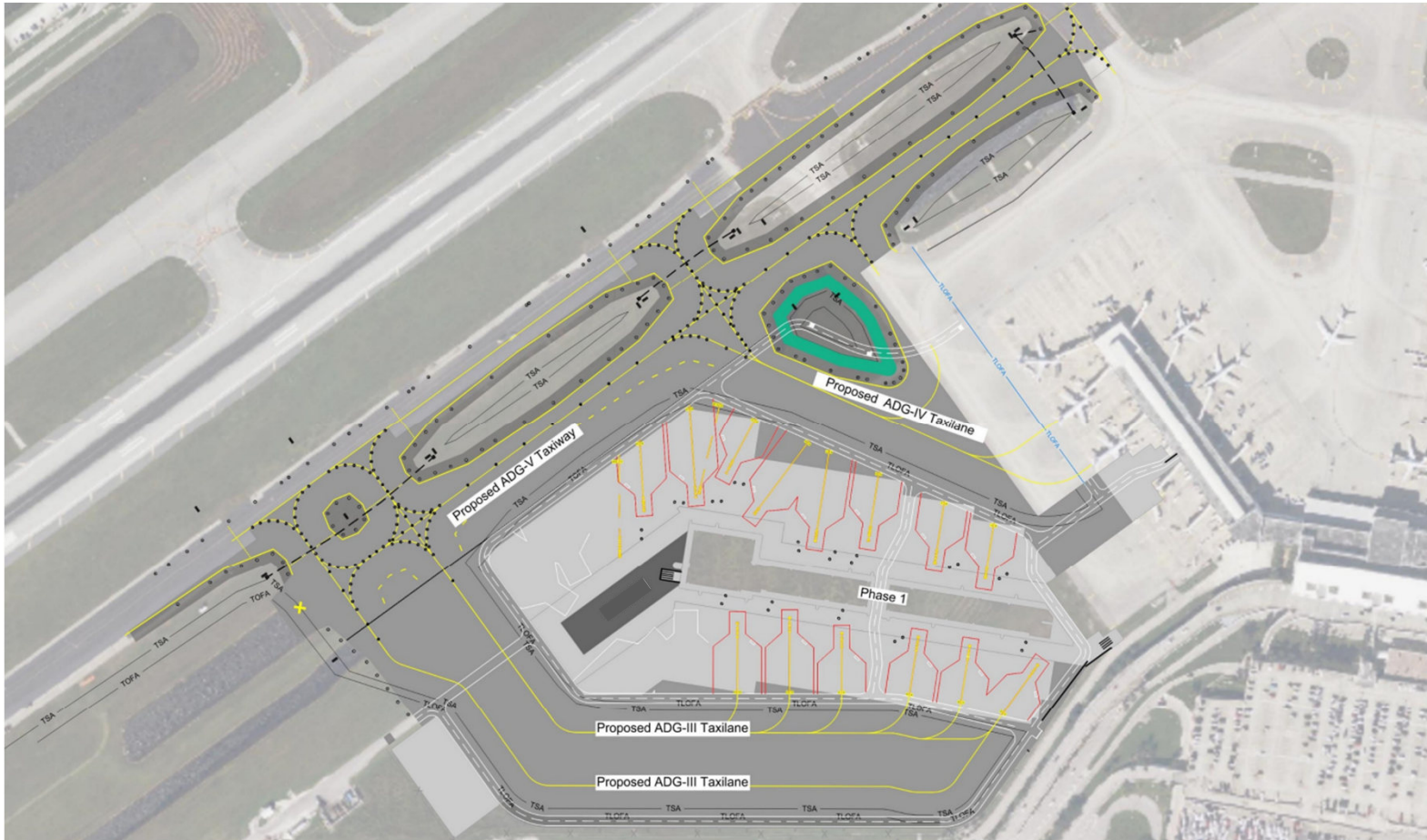


Concourse E Airside Improvements Paving (BP2)

Scope of Work

Project Scope

- Airfield Geometry Upgrades
- Airfield Pavements
 - Apron Concrete
 - HMA
- Airfield Electrical & Signage
- Pavement Markings



Concourse E Airside Improvements Paving (BP2)

Phasing Requirements

- At no time shall runway 6-24 be closed due to construction activities.
- At no time shall any taxiways or aircraft parking areas be closed other than as depicted on this Phasing Plan.
- At no time shall the aircraft fueling system be restricted from providing aircraft gate fueling other than as depicted on this Phasing Plan.
- At no time shall any gate be restricted from operation other than as depicted on this Phasing Plan.

Concourse E Airside Improvements Paving (BP2)

Contract Schedule

October 1, 2024 = Notice-To-Proceed

1,095 Calendar Days = Project Duration to Substantial Completion

- PBB apron pavement milestone = July 31, 2026

October 1, 2027 = Substantial Completion

60 days from Substantial Completion to Final Completion

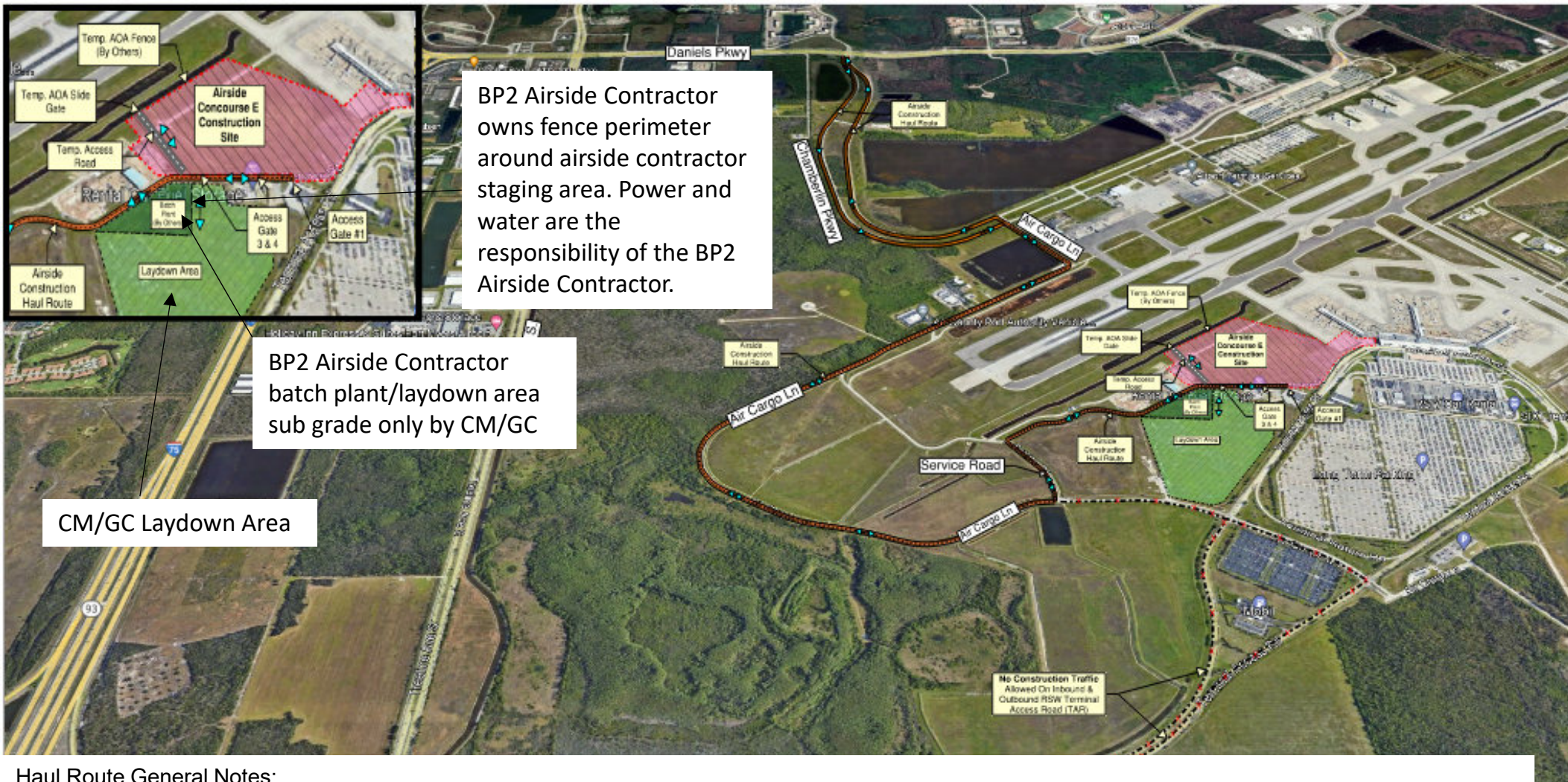
December 1, 2027 = Final Completion

*All dates to be adjusted (if necessary) based on actual NTP

Airside Improvements Paving Package (BP2) Phasing Plan

Concourse E Airside Improvements Paving (BP2)

Laydown Area/Haul Routes

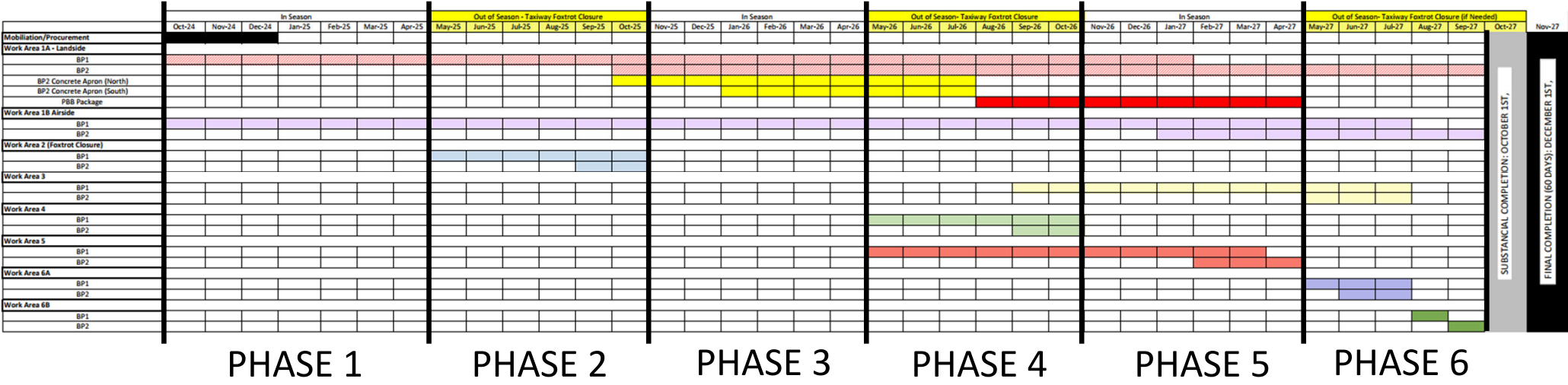
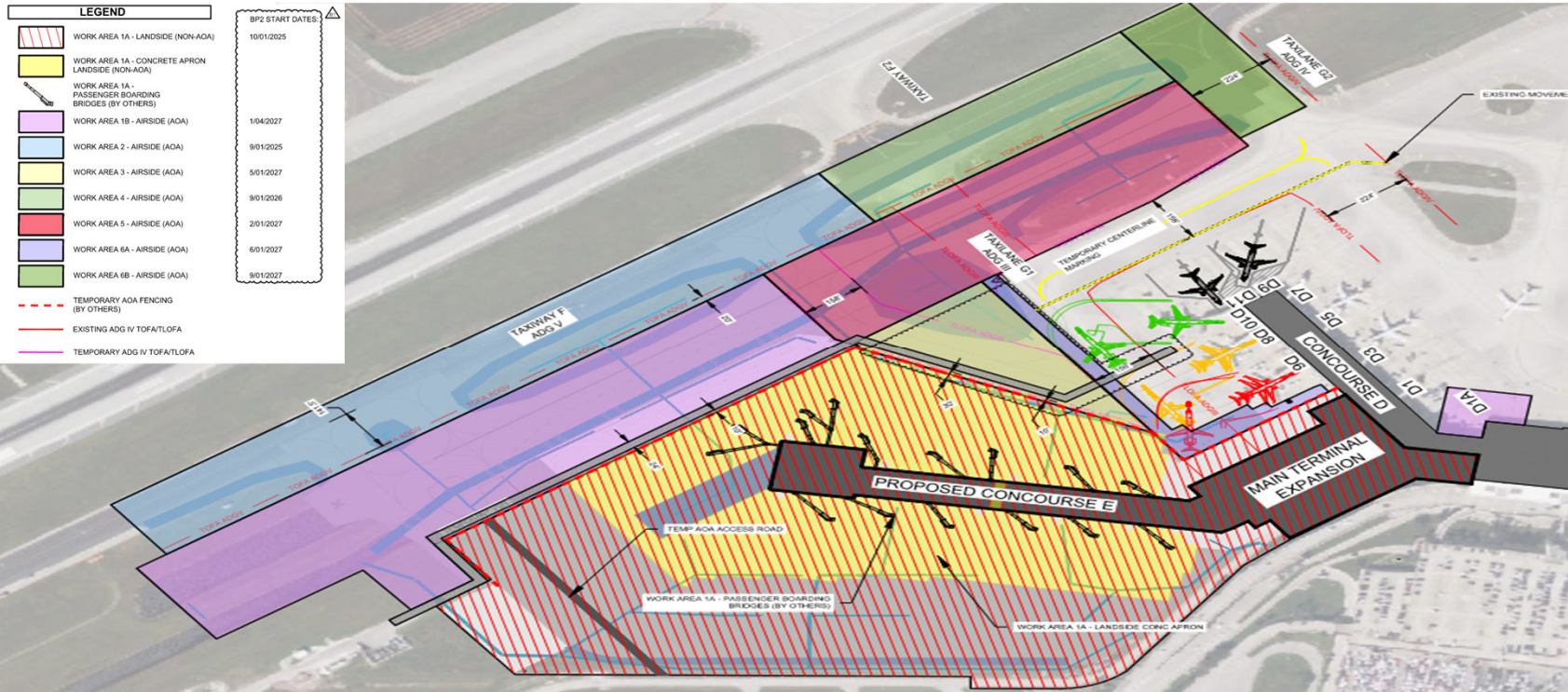


Haul Route General Notes:

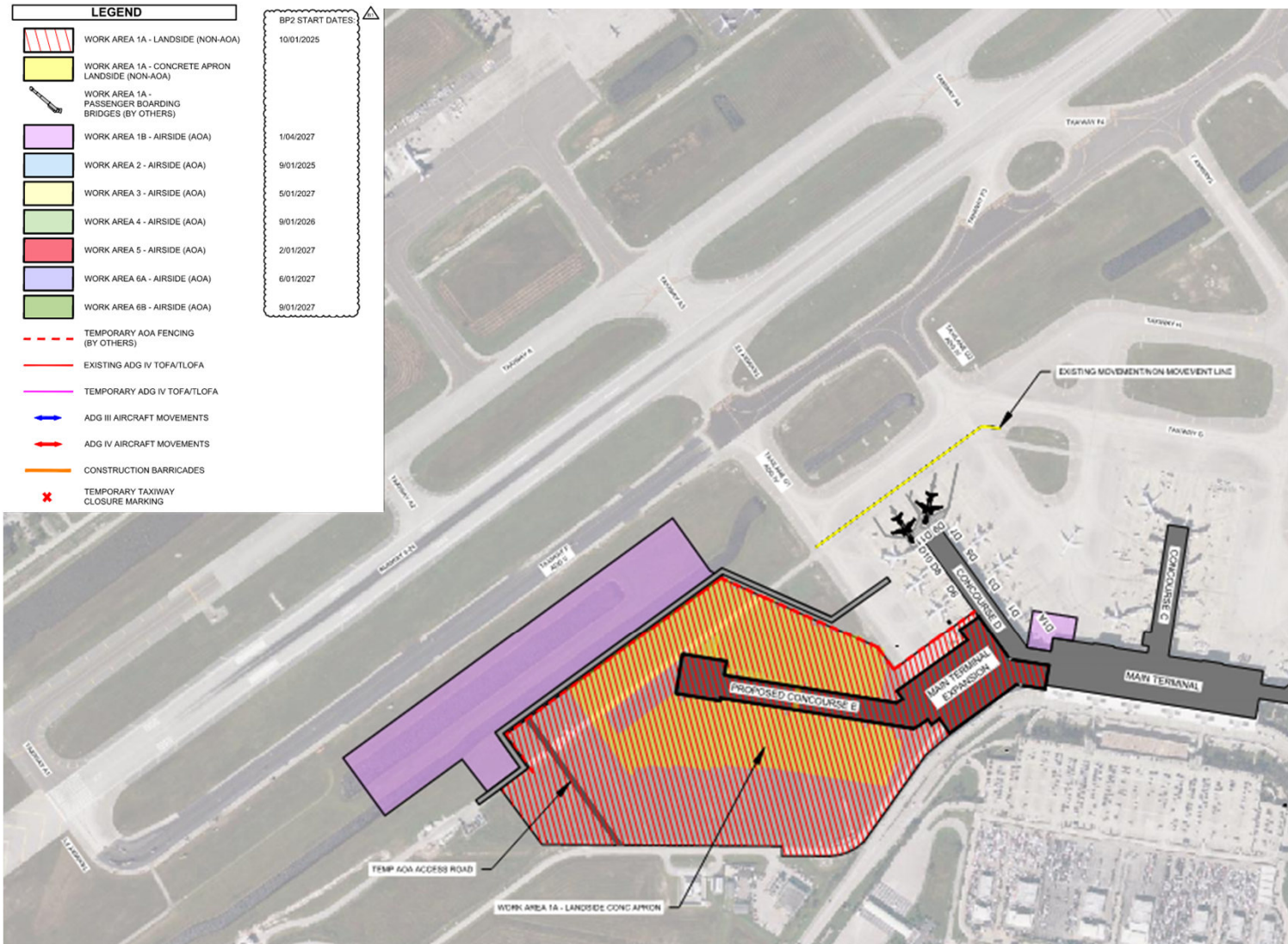
- Haul route locations are approximate and the awarded contractor will be required to submit a final haul route map for LCPA approval.
- All Construction Vehicles and equipment accessing the staging and laydown area shall utilize flagging operations or Traffic Control Officers to safely enter or exit.
- All construction staff, material deliveries, and equipment shall enter from Daniels Parkway.
- Temporary gravel access road, temporary AOA Fence & Relocated VSR by CM/GC (Others).
- If a batch plant is utilized by the BP2 Airside Contractor, the Contractor is responsible for all work and costs associated with installing, maintaining, and removing batch plant. These costs shall be included in the Mobilization Pay Item.
- CM/GC (Others) are responsible for AOA Temporary Automatic Slide Gate, Turnstiles, & Associated Infrastructure (Power, Cameras, Telecom, etc.)
- CM/GC (Others) are responsible for providing Guard Shack, and 24/7 Security Monitoring

Concourse E Airside Improvements Paving (BP2)

Overall Phasing Plan



Phase 1 – Oct 1, 2024 to Apr 30, 2025 (In Season)



GATE OPERATIONS		
	STATUS	ADG GROUP
D1A	CLOSED	CLOSED
D1	OPEN	ADGV
D2	PERM. CLOSED	PERM. CLOSED
D3	OPEN	ADGV
D4	PERM. CLOSED	PERM. CLOSED
D5	OPEN	ADGV
D6	OPEN	ADGIII
D7	OPEN	ADGV
D8	OPEN	ADGV
D9	OPEN	ADGV
D10	OPEN	ADGV
D11	OPEN	ADGV
TAXIWAY OPERATIONS		
	STATUS	ADG GROUP
TWY F	OPEN	ADGV
TWY F1	OPEN	ADGV
TWY F2	OPEN	ADGV
TWY F3	OPEN	ADGV
TWY G1	OPEN	ADGV
TWY G2	OPEN	ADGV

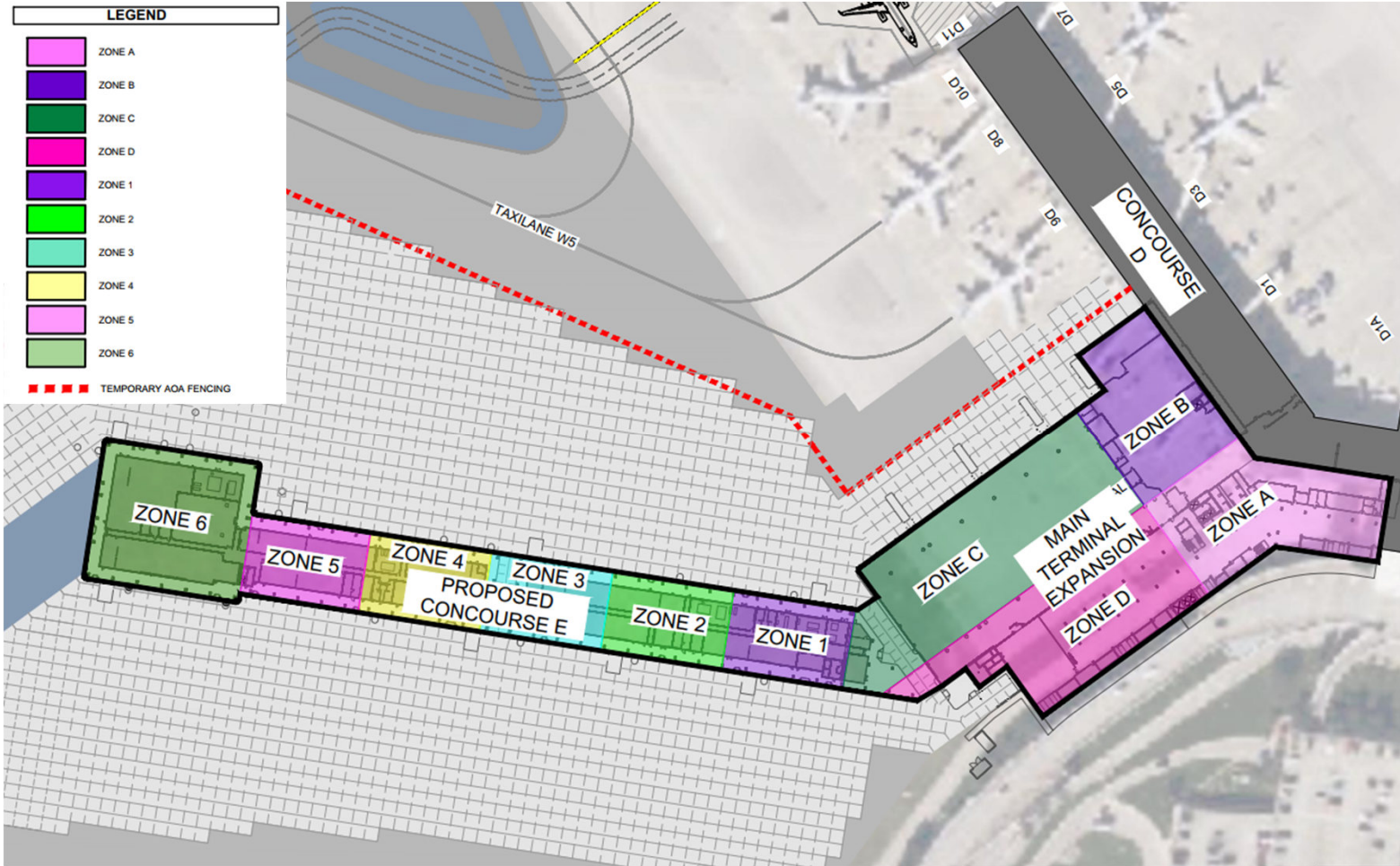
Work Area 1A & 1B BP2 Scope
- N/A

Work Area 1A by BP1 Only
- No BP2 Work

Work Area 1B by BP1 Only
- No BP2 Work

Concourse E Airside Improvements Paving (BP2)

Phase 1 – (Non-AOA) Overall Terminal/Concourse Zones

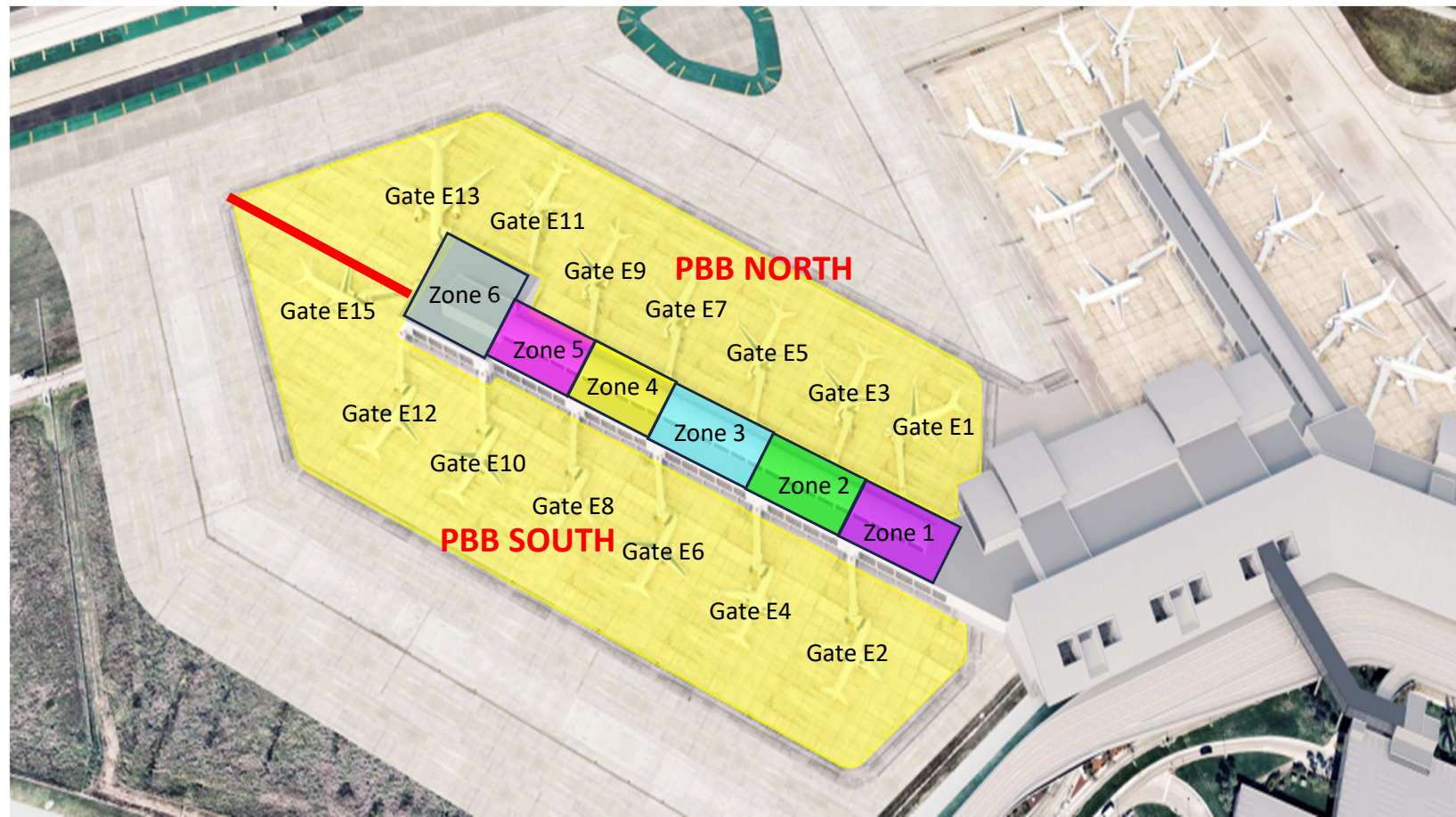


Work Areas

- Terminal Expansion
 - Zone A-D
- Concourse E
 - Zone 1-6

Concourse E Airside Improvements Paving (BP2)

PBB Apron Paving Limits



Paving Milestone Dates:


















- PBB North
 - Paving E1 West to E13
 - Begin October 1, 2025
 - Complete by July 31, 2026
- PBB South
 - Paving E2 West to E15
 - Begin January 4, 2026
 - Complete by July 31, 2026

Note: Apron Paving Shown in Yellow Complete by Airside Contractor by July 31, 2026

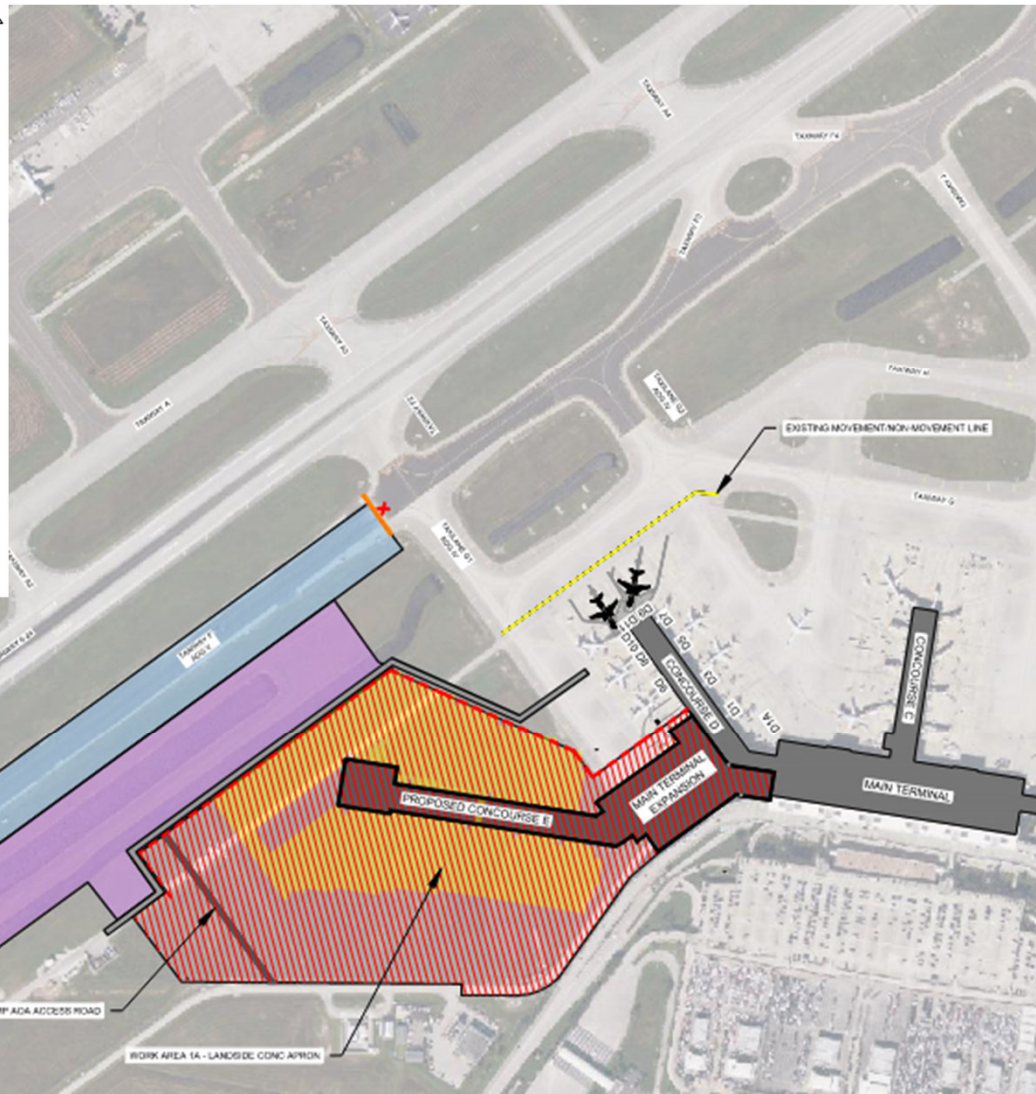
	In Season							Out of Season - Taxiway Foxtrot Closure					In Season					Out of Season- Taxiway Foxtrot Closure						In Season							
	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27
Zone 1 - Concourse Piles & Cap (Others)				23rd	21st																										
Zone 1 - Cap (PBB)																															
Zone 2 - Concourse Piles & Cap (Others)					6th	26th																									
Zone 2 - Cap (PBB)																															
Zone 3 - Concourse Piles & Cap (Others)					20th	21st																									
Zone 3 - Cap (PBB)																															
Zone 4 - Concourse Piles & Cap (Others)						6th	16th																								
Zone 4 - Cap (PBB)																															
Zone 5 - Concourse Piles & Cap (Others)						20th		7th																							
Zone 5 - Cap (PBB)																															
Zone 6 - Concourse Piles & Cap (Others)							3rd	21st																							
Zone 6 - Cap (PBB)																															
Apron Concrete Pavement (North)																															
Apron Concrete Pavement (South)																															
PBB Installation																															

Concourse E Airside Improvements Paving (BP2)

Phase 2 – May 1, 2025 to Oct 31, 2025 (Out of Season)

LEGEND	
	WORK AREA 1A - LANDSIDE (NON-AOA)
	WORK AREA 1A - CONCRETE APRON LANDSIDE (NON-AOA)
	WORK AREA 1A - PASSENGER BOARDING BRIDGES (BY OTHERS)
	WORK AREA 1B - AIRSIDE (AOA)
	WORK AREA 2 - AIRSIDE (AOA)
	WORK AREA 3 - AIRSIDE (AOA)
	WORK AREA 4 - AIRSIDE (AOA)
	WORK AREA 5 - AIRSIDE (AOA)
	WORK AREA 6A - AIRSIDE (AOA)
	WORK AREA 6B - AIRSIDE (AOA)
	TEMPORARY AOA FENCING (BY OTHERS)
	EXISTING ADG IV TOFAT/LOFA
	TEMPORARY ADG IV TOFAT/LOFA
	ADG III AIRCRAFT MOVEMENTS
	ADG IV AIRCRAFT MOVEMENTS
	CONSTRUCTION BARRICADES
	TEMPORARY TAXIWAY CLOSURE MARKING

BP2 START DATES	
10/01/2025	
1/04/2027	
9/01/2025	
5/01/2027	
9/01/2026	
2/01/2027	
6/01/2027	
9/01/2027	



GATE OPERATIONS		
	STATUS	ADG GROUP
D1A	OPEN	OPEN
D1	OPEN	ADGIV
D2	PERM. CLOSED	PERM. CLOSED
D3	OPEN	ADGIV
D4	PERM. CLOSED	PERM. CLOSED
D5	OPEN	ADGIV
D6	OPEN	ADGIII
D7	OPEN	ADGIV
D8	OPEN	ADGIV
D9	OPEN	ADGIV
D10	OPEN	ADGIV
D11	OPEN	ADGIV
TAXIWAY OPERATIONS		
	STATUS	ADG GROUP
TWY F	PARTIAL CLOSURE F1 TO G1	CLOSED
TWY F1	FULL CLOSURE	CLOSED
TWY F2	OPEN	ADGV
TWY F3	OPEN	ADGV
TWY G1	OPEN	ADGIV
TWY G2	OPEN	ADGIV

Work Area 1A & 2 BP2 Scope

- Fine Grading
- Airfield Pavement
- Airfield Electrical
- Airfield Signage
- Pavement Markings

Work Area 1A

- Begin October 1, 2025

Work Area 1B by BP1 Only

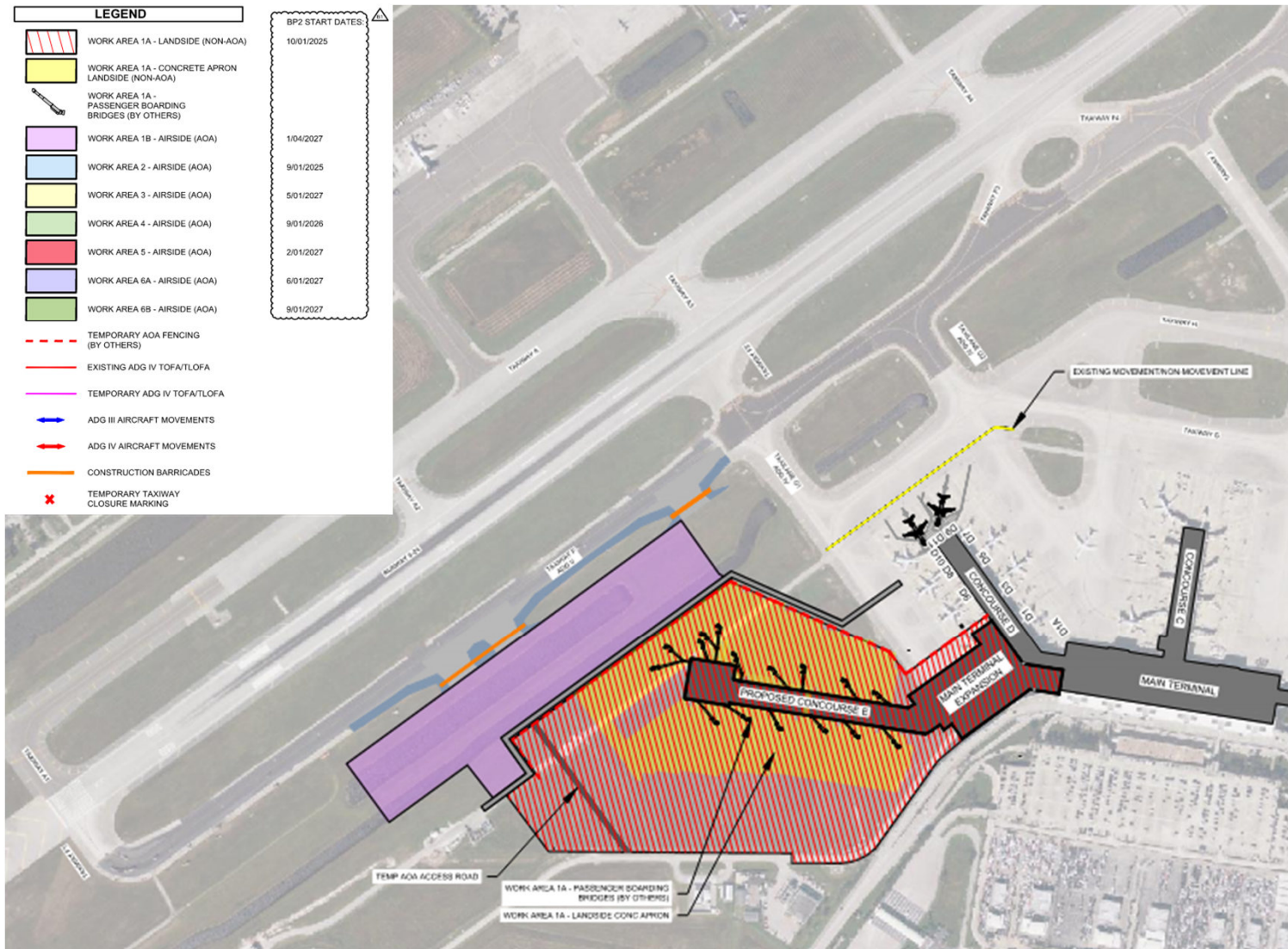
- No BP2 Work

Work Area 2

- Begin September 1, 2025
- Complete by October 31, 2025

Concourse E Airside Improvements Paving (BP2)

Phase 3 – Nov 1, 2025 to Apr 30, 2026 (In Season)



GATE OPERATIONS		
	STATUS	ADG GROUP
D1A	OPEN	ADGIII
D1	OPEN	ADGIV
D2	PERM. CLOSED	PERM. CLOSED
D3	OPEN	ADGIV
D4	PERM. CLOSED	PERM. CLOSED
D5	OPEN	ADGIV
D6	OPEN	ADGIII
D7	OPEN	ADGIV
D8	OPEN	ADGIV
D9	OPEN	ADGIV
D10	OPEN	ADGIV
D11	OPEN	ADGIV
TAXIWAY OPERATIONS		
	STATUS	ADG GROUP
TWY F	OPEN	ADGV
TWY F1	OPEN	ADGV
TWY F2	OPEN	ADGV
TWY F3	OPEN	ADGV
TWY G1	OPEN	ADGIV
TWY G2	OPEN	ADGIV

Work Area 1A BP2 Scope

- Fine Grading
- Airfield Pavement
- Airfield Electrical
- Airfield Signage
- Pavement Markings

Work Area 1A

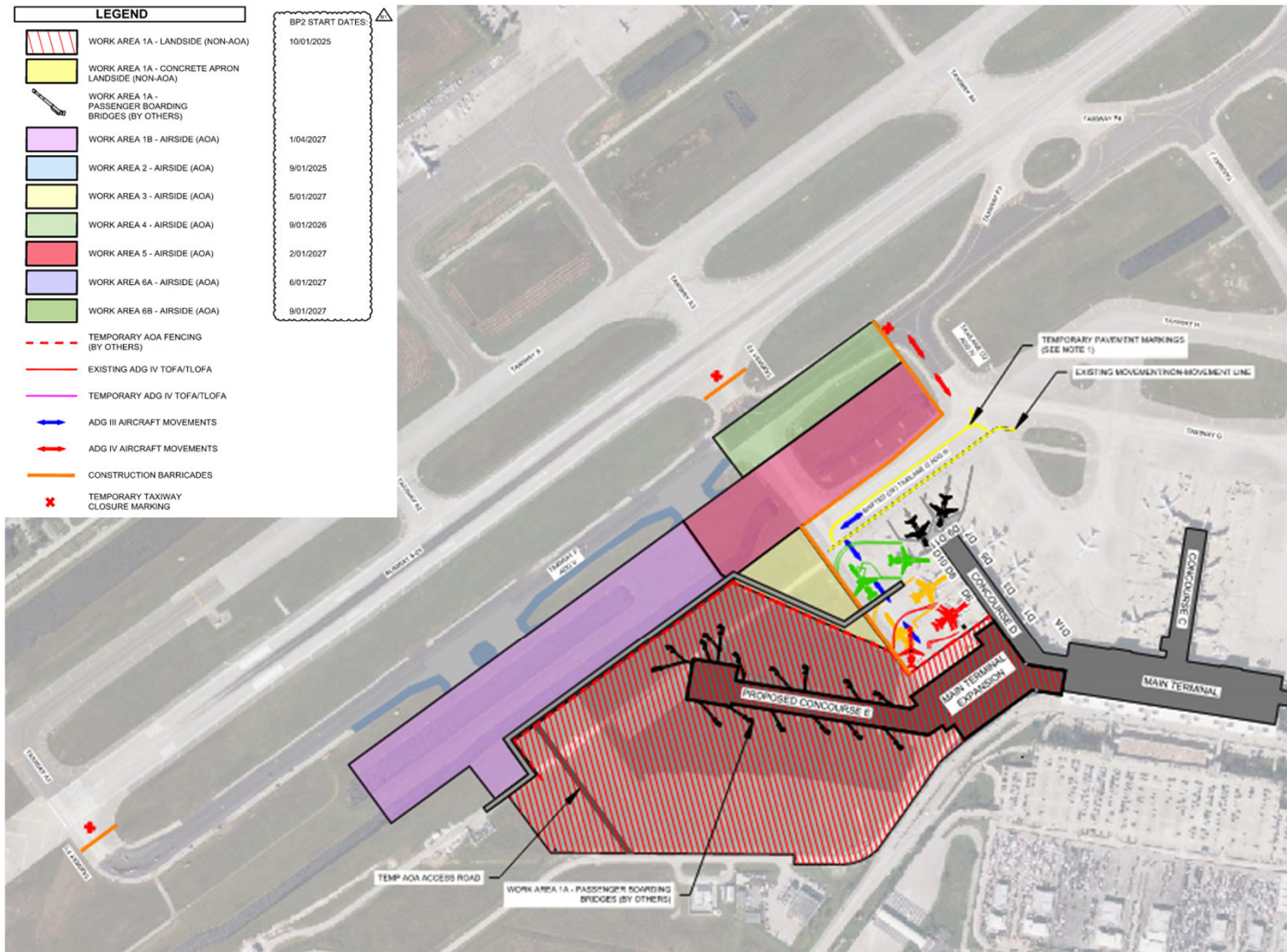
- BP2 Paving Ongoing

Work Area 1B by BP1 Only

- No BP2 Work

Concourse E Airside Improvements Paving (BP2)

Phase 4 – May 1, 2026 to Oct 31, 2026 (Out of Season)



GATE OPERATIONS		
	STATUS	ADG GROUP
D1A	OPEN	ADGIII
D1	OPEN	ADGIV
D2	PERM. CLOSED	PERM. CLOSED
D3	OPEN	ADGIV
D4	PERM. CLOSED	PERM. CLOSED
D5	OPEN	ADGIV
D6	OPEN	ADGIII
D7	OPEN	ADGIV
D8	OPEN	ADGIV
D9	OPEN	ADGIV
D10	OPEN	ADGIV
D11	OPEN	ADGIV
TAXIWAY OPERATIONS		
	STATUS	ADG GROUP
TWY F	PARTIAL CLOSURE F1 TO G2	CLOSED
TWY F1	FULL CLOSURE	CLOSED
TWY F2	FULL CLOSURE	CLOSED
TWY F3	OPEN	ADGV
TWY G1	FULL CLOSURE	CLOSED
TWY G2	OPEN	ADGIV

Work Area 1A & 4 BP2 Scope

- Fine Grading
- Airfield Pavement
- Airfield Electrical
- Airfield Signage
- Pavement Markings

Work Area 1A

- BP2 Paving Ongoing

Work Area 1B by BP1 Only

- No BP2 Work

Work Area 3 by BP1 Only

- No BP2 Work

Work Area 4

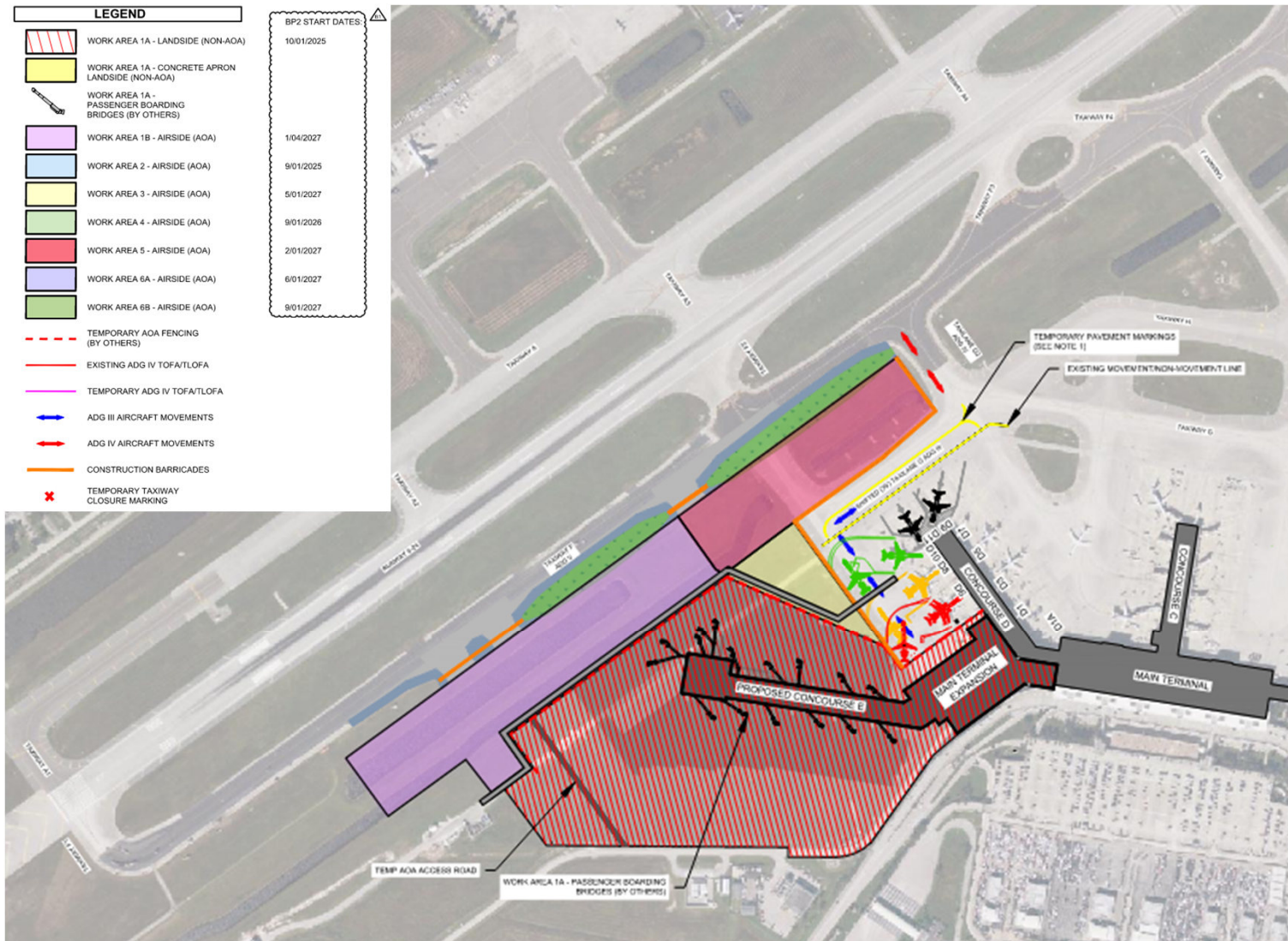
- Begin September 1, 2026
- Complete by October 31, 2026

Work Area 5 by BP1 Only

- No BP2 Work

Concourse E Airside Improvements Paving (BP2)

Phase 5 – Nov 1, 2026 to Apr 30, 2027 (In Season)



GATE OPERATIONS		
	STATUS	ADG GROUP
D1A	OPEN	ADGIII
D1	OPEN	ADGIV
D2	PERM. CLOSED	PERM. CLOSED
D3	OPEN	ADGIV
D4	PERM. CLOSED	PERM. CLOSED
D5	OPEN	ADGIV
D6	OPEN	ADGIII
D7	OPEN	ADGIV
D8	OPEN	ADGIV
D9	OPEN	ADGIV
D10	OPEN	ADGIV
D11	OPEN	ADGIV
TAXIWAY OPERATIONS		
	STATUS	ADG GROUP
TWY F	OPEN	ADGV
TWY F1	OPEN	ADGV
TWY F2	OPEN	ADGV
TWY F3	OPEN	ADGV
TWY G1	FULL CLOSURE	CLOSED
TWY G2	OPEN	ADGIV

Work Area 1A, 1B, & 5 BP2 Scope

- Fine Grading
- Airfield Pavement
- Airfield Electrical
- Airfield Signage
- Pavement Markings

Work Area 1A

- BP2 Paving Ongoing

Work Area 1B

- Begin January 4, 2027

Work Area 3 by BP1 Only

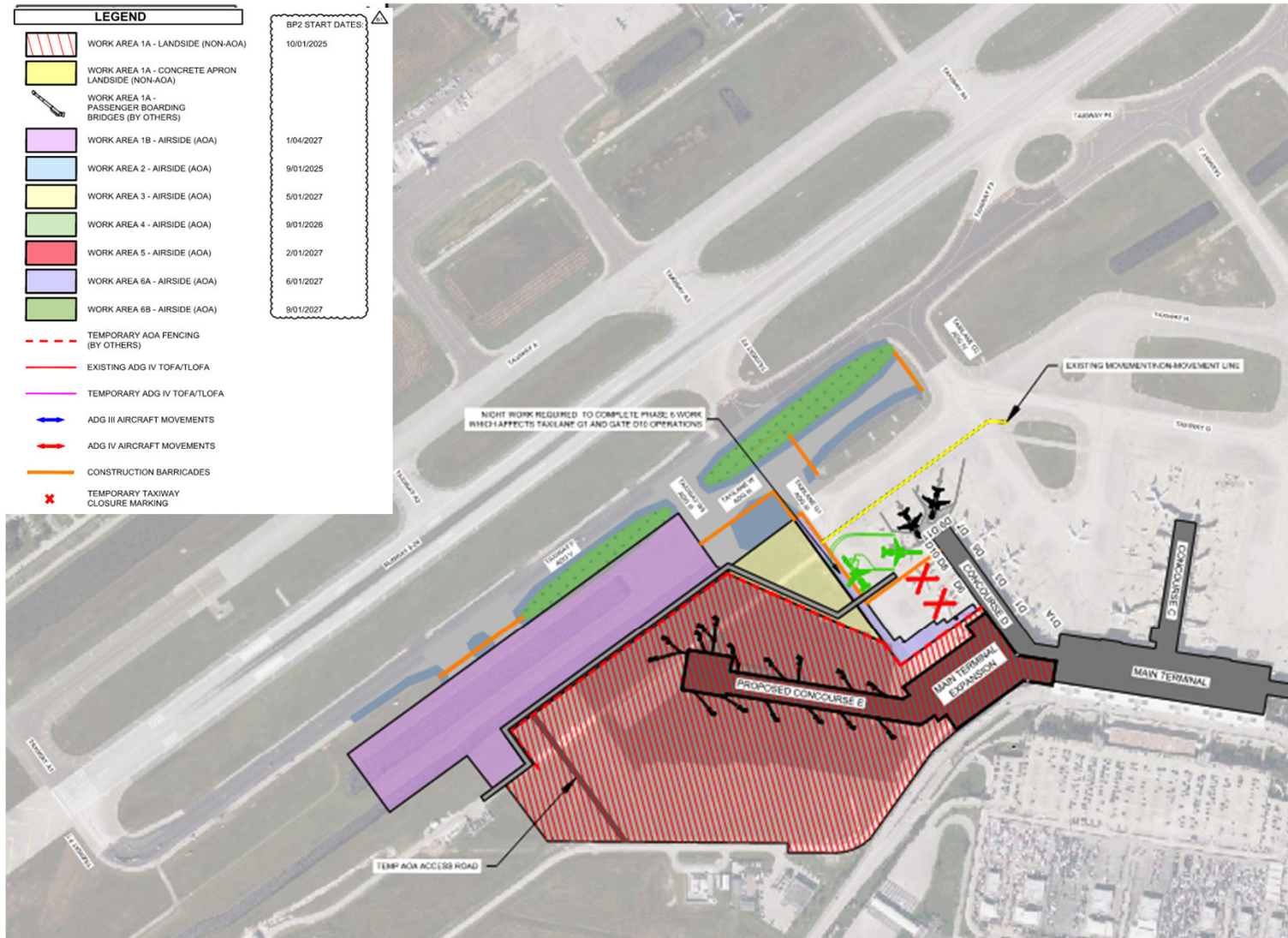
- No BP2 Work

Work Area 5

- Begin February 1, 2027
- Complete by April 30, 2027

Concourse E Airside Improvements Paving (BP2)

Phase 6A – May 1, 2027 to Jul 31, 2027 (Out of Season)



GATE OPERATIONS		
	STATUS	ADG GROUP
D1A	OPEN	ADGIII
D1	OPEN	ADGIV
D2	PERM. CLOSED	PERM. CLOSED
D3	OPEN	ADGIV
D4	PERM. CLOSED	PERM. CLOSED
D5	OPEN	ADGIV
D6	CLOSED	CLOSED
D7	OPEN	ADGIV
D8	CLOSED	CLOSED
D9	OPEN	ADGIV
D10	OPEN	ADGIV
D11	OPEN	ADGIV
TAXIWAY OPERATIONS		
	STATUS	ADG GROUP
TWY F	OPEN	ADGV
TWY F1	OPEN	ADGV
TWY F2	OPEN	ADGV
TWY F3	OPEN	ADGV
TWY G1	OPEN	ADGIII
TWY G2	OPEN	ADGIV
TWY W	PARTIAL OPENING W5 TO G1	ADGIII
TWY W5	OPEN	ADGIII

Work Area 1A, 1B, 3, & 6 BP2 Scope

- Fine Grading
- Airfield Pavement
- Airfield Electrical
- Airfield Signage
- Pavement Markings

Work Area 1A

- BP2 Paving Ongoing

Work Area 1B

- Complete by July 31, 2027

Work Area 3

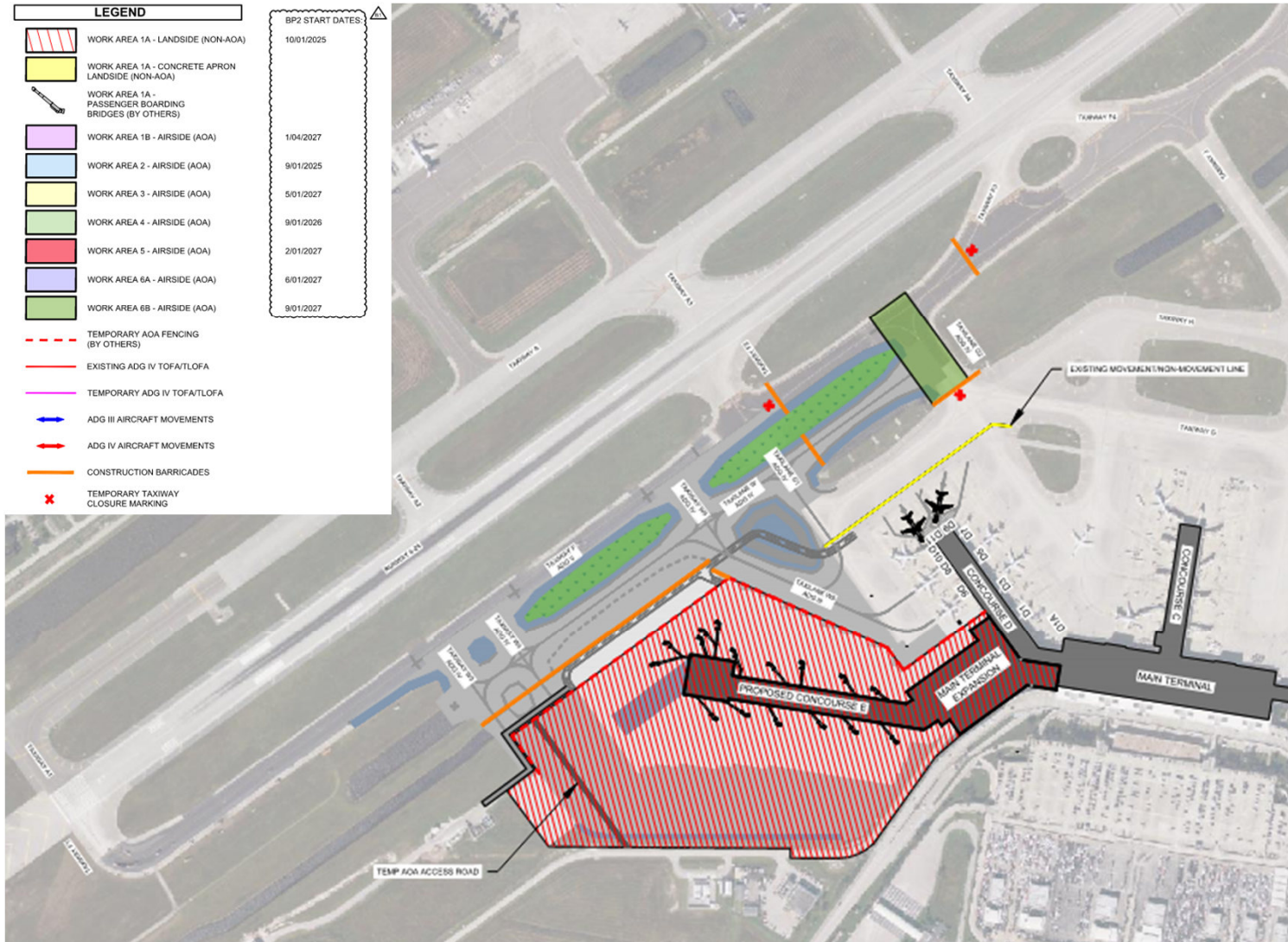
- Begin May 1, 2026
- Complete by July 31, 2027

Work Area 6A

- Begin June 1, 2026
- Complete by July 31, 2027

Concourse E Airside Improvements Paving (BP2)

Phase 6B – Aug 1, 2027 to Oct 1, 2027 (Out of Season)



GATE OPERATIONS		
	STATUS	ADG GROUP
D1A	OPEN	ADGIII
D1	OPEN	ADGIV
D2	PERM. CLOSED	PERM. CLOSED
D3	OPEN	ADGIV
D4	PERM. CLOSED	PERM. CLOSED
D5	OPEN	ADGIV
D6	OPEN	OPEN
D7	OPEN	ADGIV
D8	OPEN	OPEN
D9	OPEN	ADGIV
D10	OPEN	ADGIV
D11	OPEN	ADGIV
TAXIWAY OPERATIONS		
	STATUS	ADG GROUP
TWY F	PARTIAL CLOSURE F2 TO F3	ADGV
TWY F1	OPEN	ADGV
TWY F2	OPEN	ADGV
TWY F3	OPEN	ADGV
TWY G1	OPEN	ADGIV
TWY G2	CLOSED	CLOSED
TWY W	PARTIAL OPENING W3 TO G1	ADGIV
TWY W3	OPEN	ADGIV
TWY W4	OPEN	ADGIV
TWY W5	OPEN	ADGIII

Work Area 1A BP2 Scope

- Fine Grading
- Airfield Pavement
- Airfield Electrical
- Airfield Signage
- Pavement Markings

Work Area 1A

- Complete by October 1, 2027

Work Area 6B

- Begin September 1, 2027
- Complete by October 1, 2027

RSW TERMINAL EXPANSION PHASE 2, TERMINAL EXPANSION, CONCOURSE E, CUP EXPANSION, & BP-1 AIRSIDE PHASING & LOGISTICS PLAN 6/27/2024

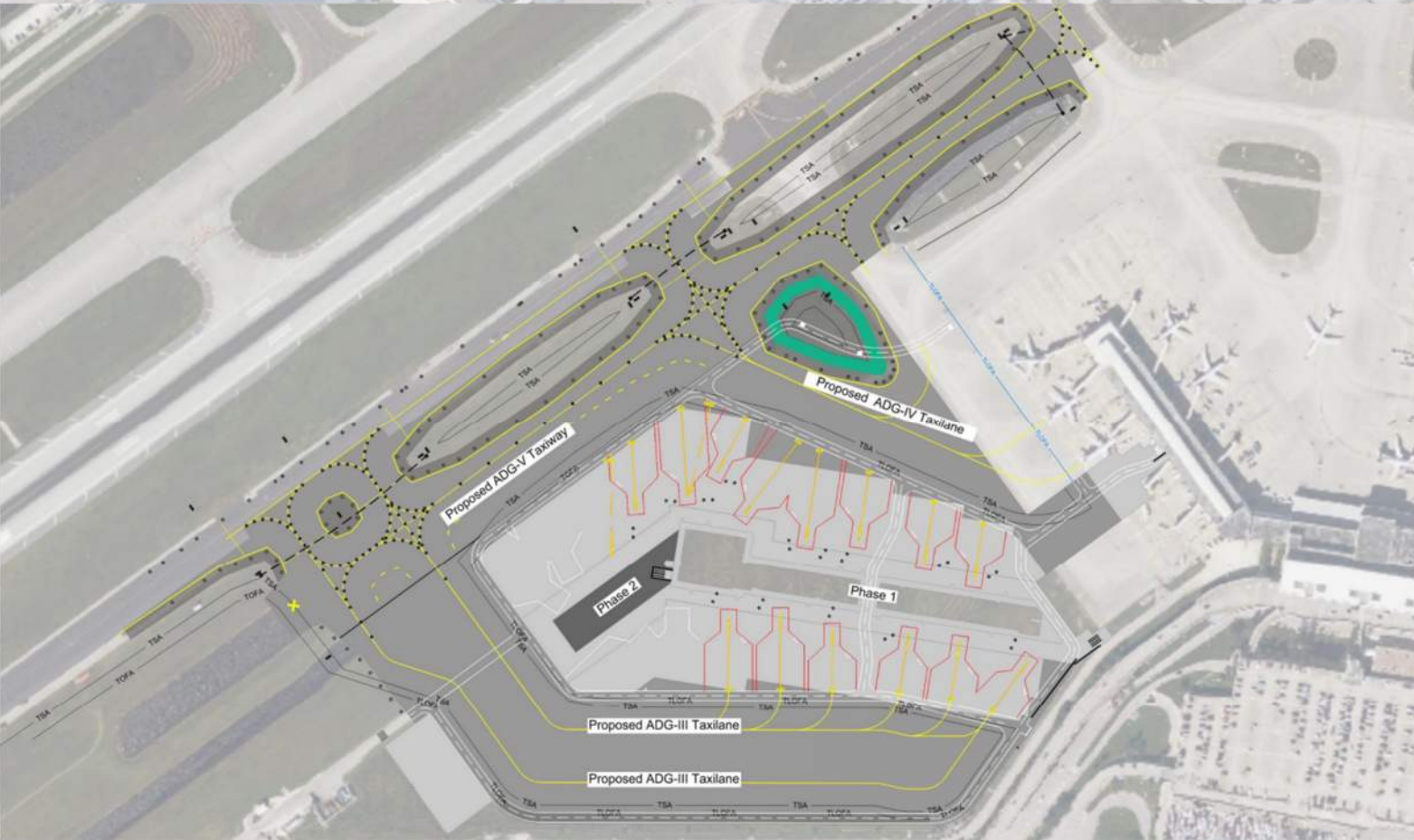


CONOURSE E AIRSIDE IMPROVEMENTS (BP-1)

SCOPE OF WORK

Project Scope

- Site Demo
- Earthwork
- Utilities
- Sub Grade



CONOURSE E AIRSIDE IMPROVEMENTS (BP-1) PHASING REQUIREMENTS

- At no time shall runway 6-24 be closed due to construction activities.
- At no time shall any taxiways or aircraft parking areas be closed other than as depicted on this Phasing Plan.
- At no time shall the aircraft fueling system be restricted from providing aircraft gate fueling other than as depicted on this Phasing Plan.
- At no time shall any gate be restricted from operation other than as depicted on this Phasing Plan.

CONOURSE E AIRSIDE IMPROVEMENTS (BP-1) CONTRACT SCHEDULE

October 1, 2024 = Notice-To-Proceed

1,095 Calendar Days = Project Duration to Substantial Completion

- PBB apron pavement milestone = July 31, 2026

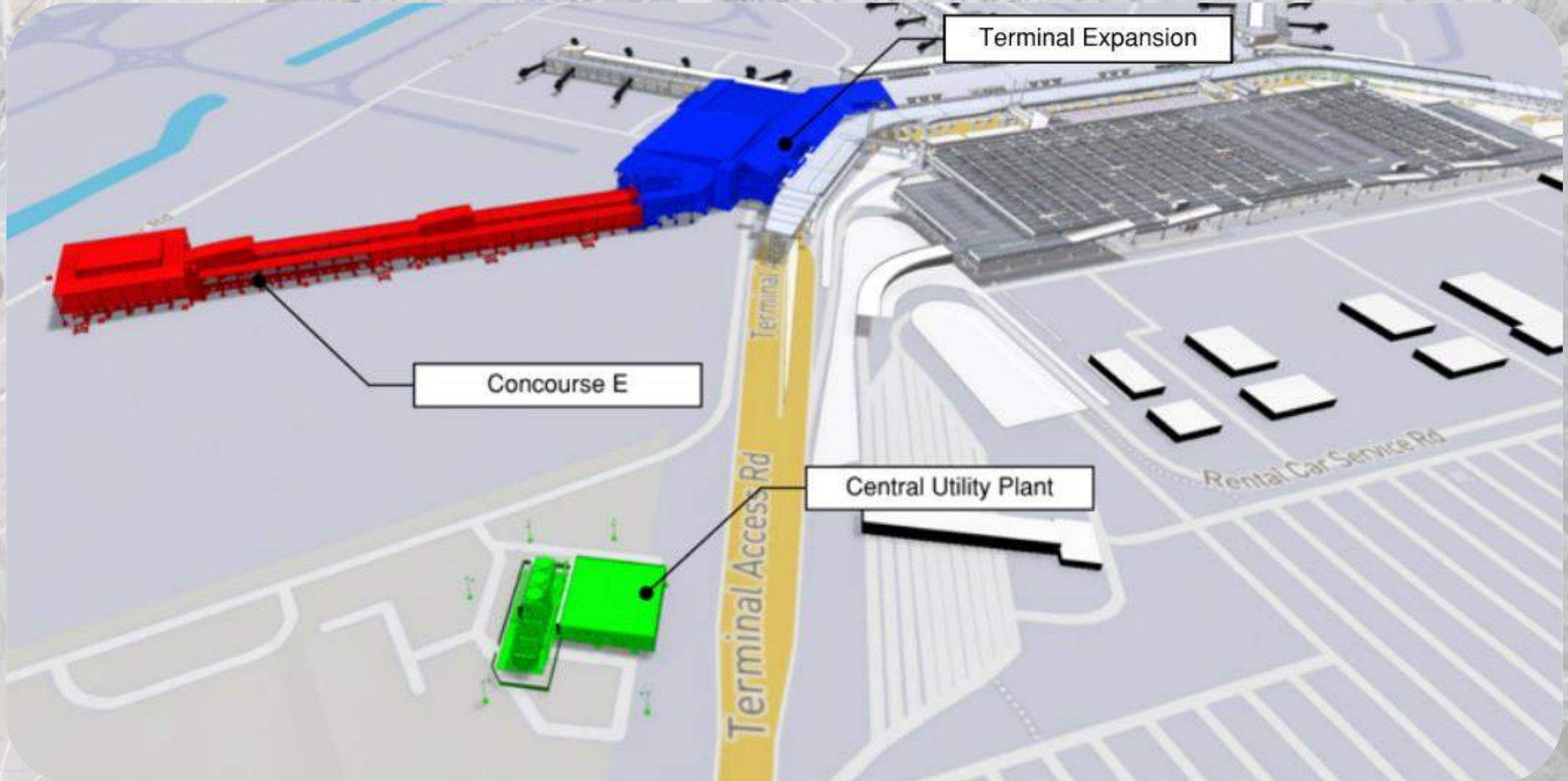
October 1, 2027 = Substantial Completion

60 days from Substantial Completion to Final Completion

December 1, 2027 = Final Completion

*All dates to be adjusted (if necessary) based on actual NTP

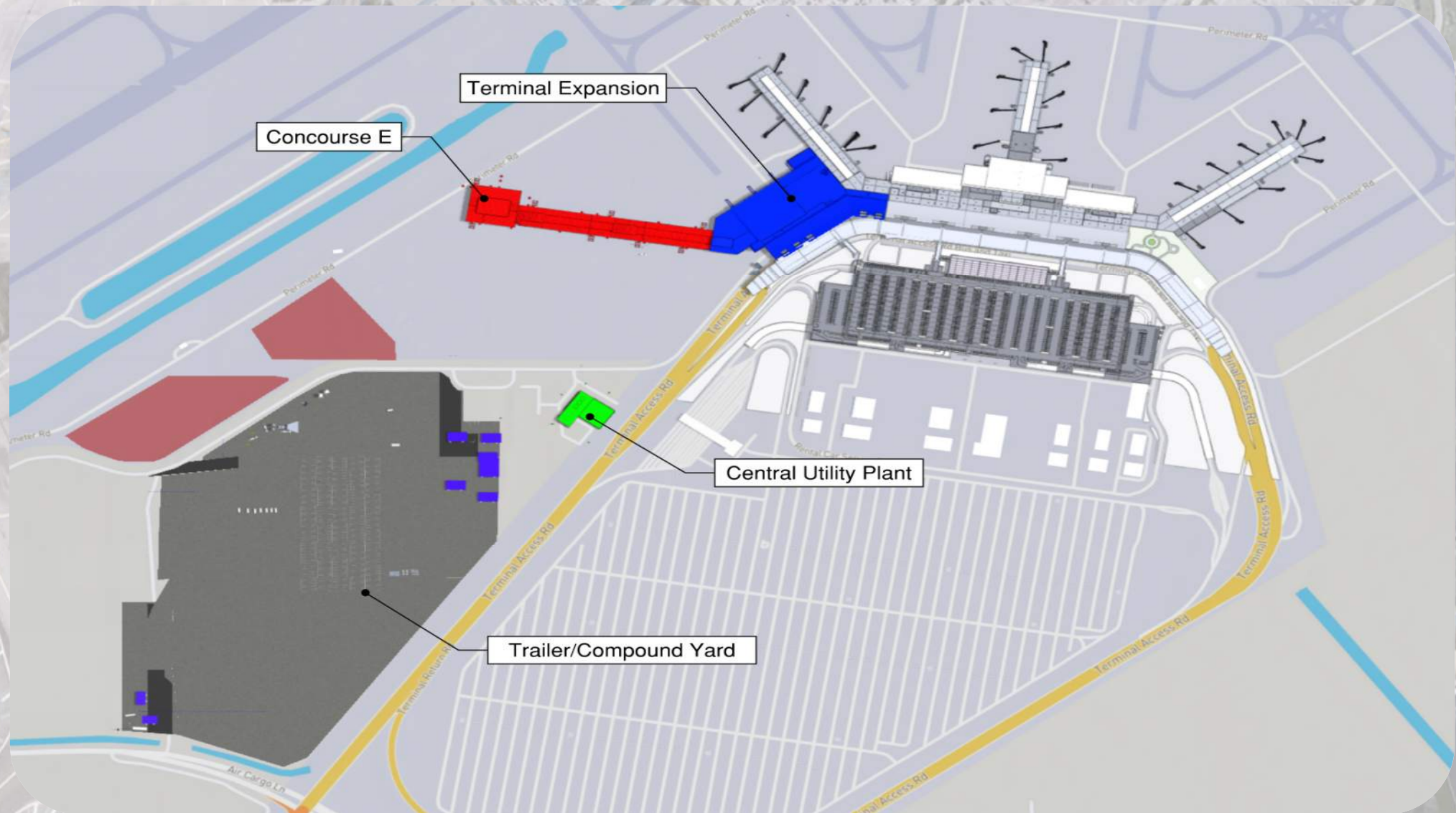
PROJECT OVERVIEW



Project Description

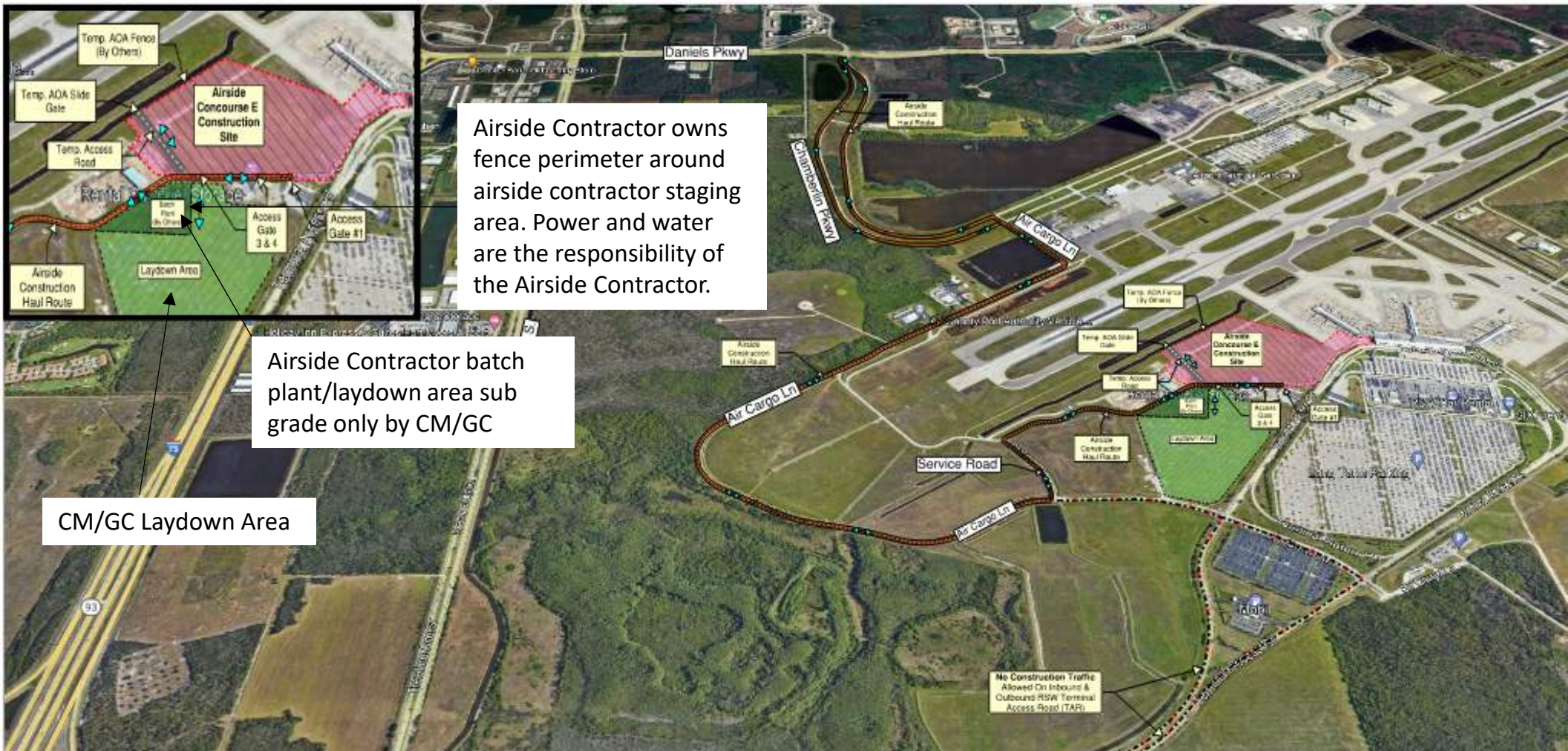
Project consists of construction of a New Terminal Expansion with a new TSA Checkpoint, New BHS that integrates into the existing system and new concession court, New 14 Gate Concourse E with concessions, airside improvements, and a CUP Expansion. The CUP expansion has an added chiller and a Phased replacement of the existing chillers.

PROJECT OVERVIEW



CONOURSE E AIRSIDE IMPROVEMENTS (BP-1)

LAYDOWN AREA/HAUL ROUTES



Haul Route General Notes:

- Haul route locations are approximate, and the awarded contractor will be required to submit a final haul route map for LCPA approval.
- All Construction Vehicles and equipment accessing the staging and laydown area shall utilize flagging operations or Traffic Control Officers to safely enter or exit.
- All construction staff, material deliveries, and equipment shall enter from Daniels Parkway.
- Temporary gravel access road, temporary AOA Fence & Relocated VSR by BP-1 Contractor.
- CM/GC (Others) are responsible for AOA Temporary Automatic Slide Gate, Turnstiles, & Associated Infrastructure (Power, Cameras, Telecom, etc.)
- CM/GC (Others) are responsible for providing Guard Shack, and 24/7 Security Monitoring

PROJECT LOGISTICS

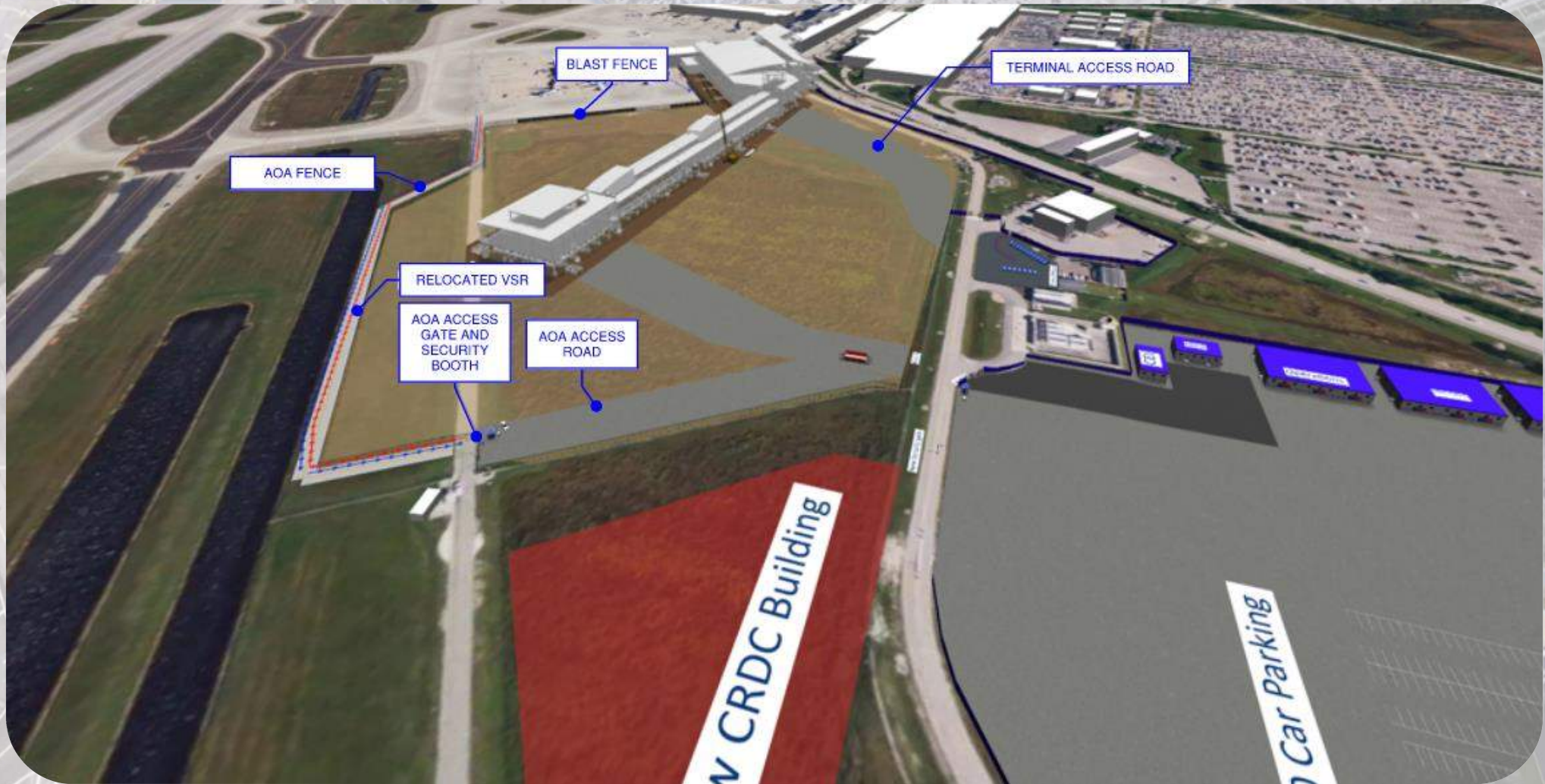


PROJECT LOGISTICS

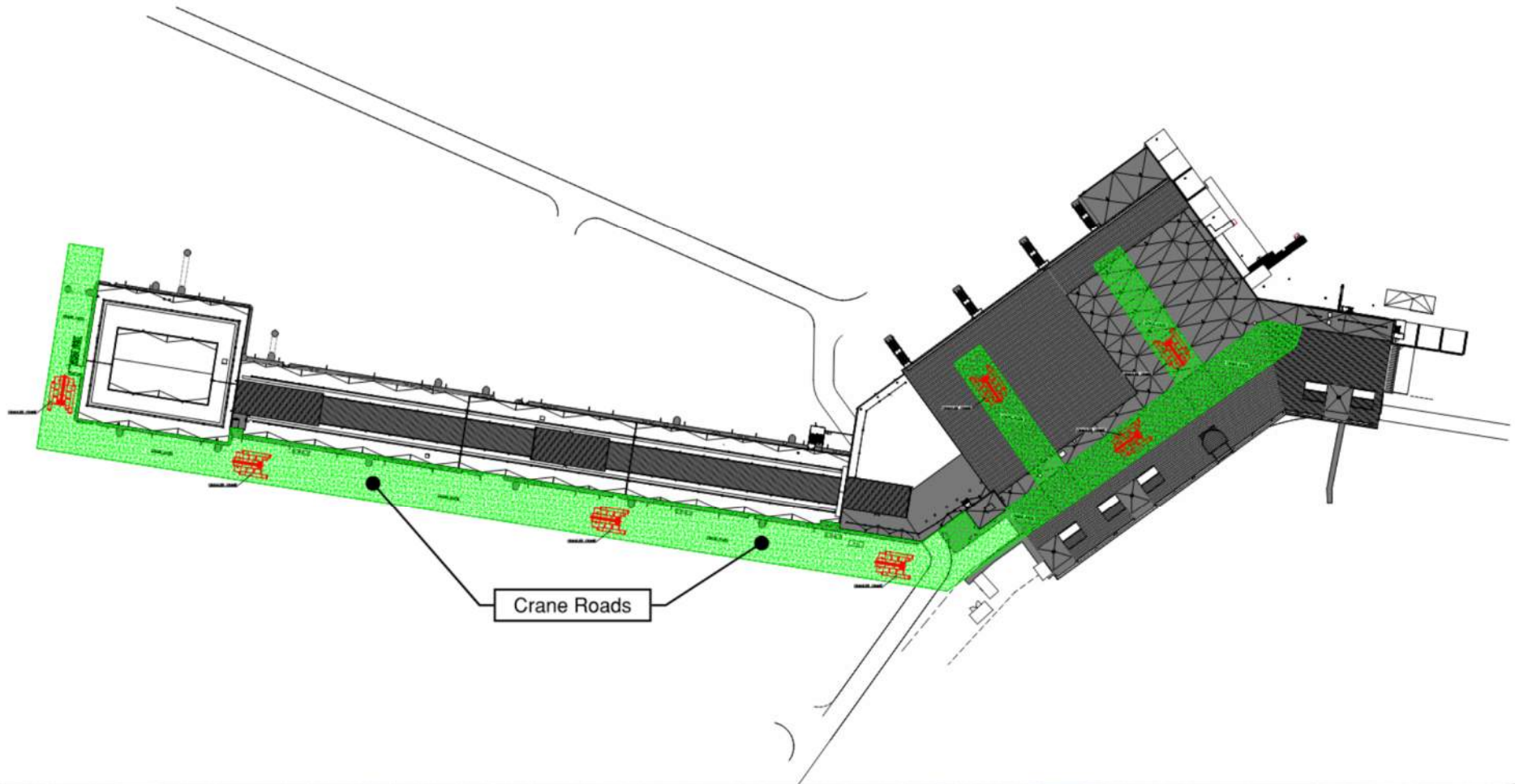


PROJECT LOGISTICS

AOA Access / Blast wall



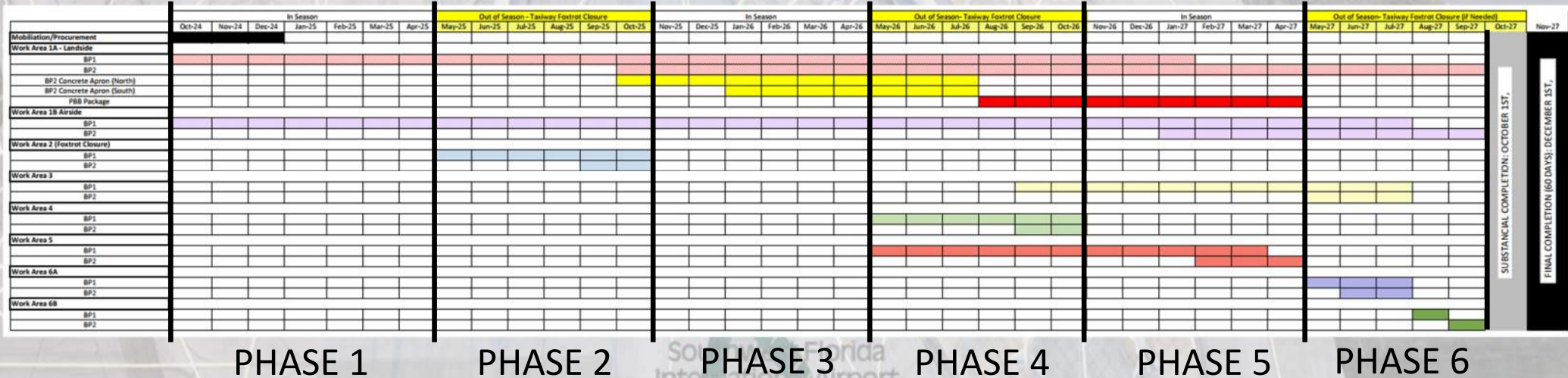
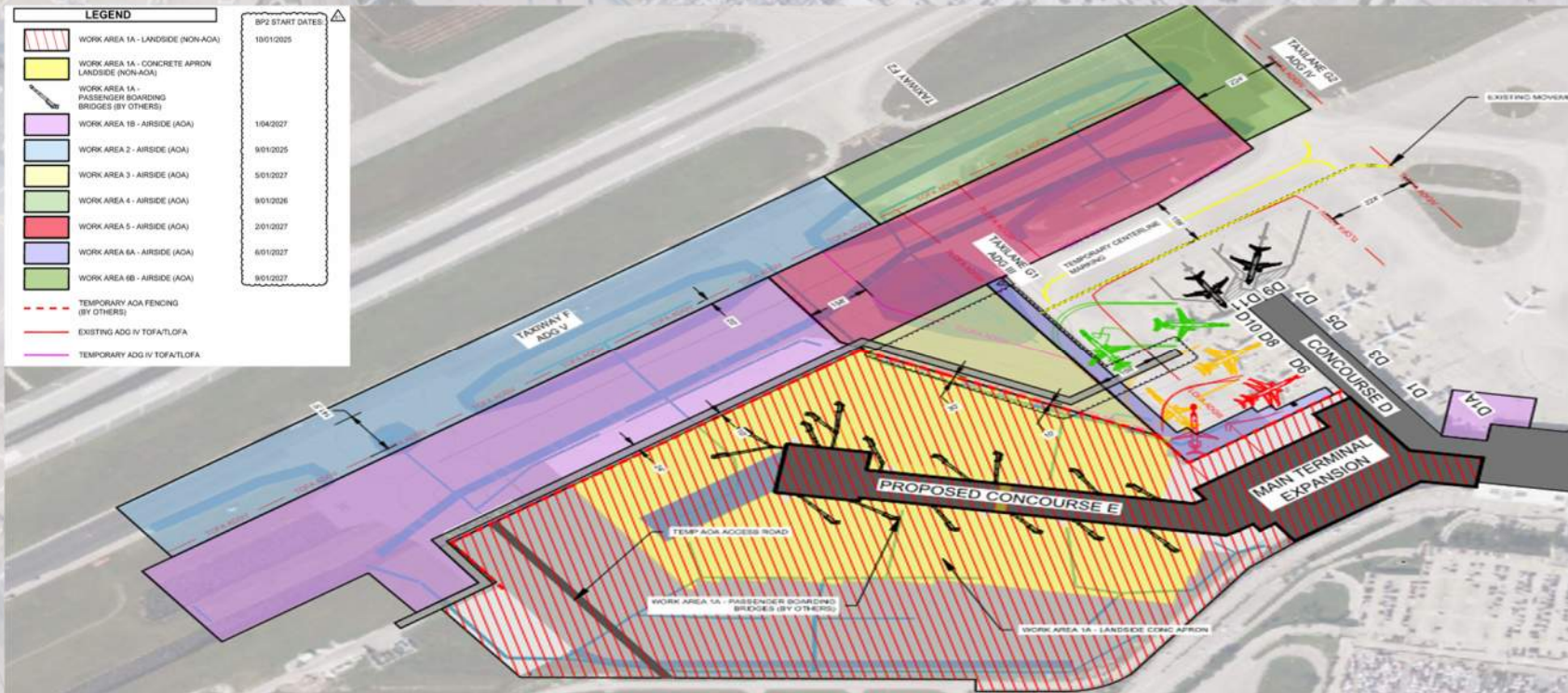
PROJECT LOGISTICS CRANE ROAD



TERMINAL/ CONCURSE PHASING ZONES



CONOURSE E AIRSIDE IMPROVEMENTS (BP-1) OVERALL PHASING PLAN

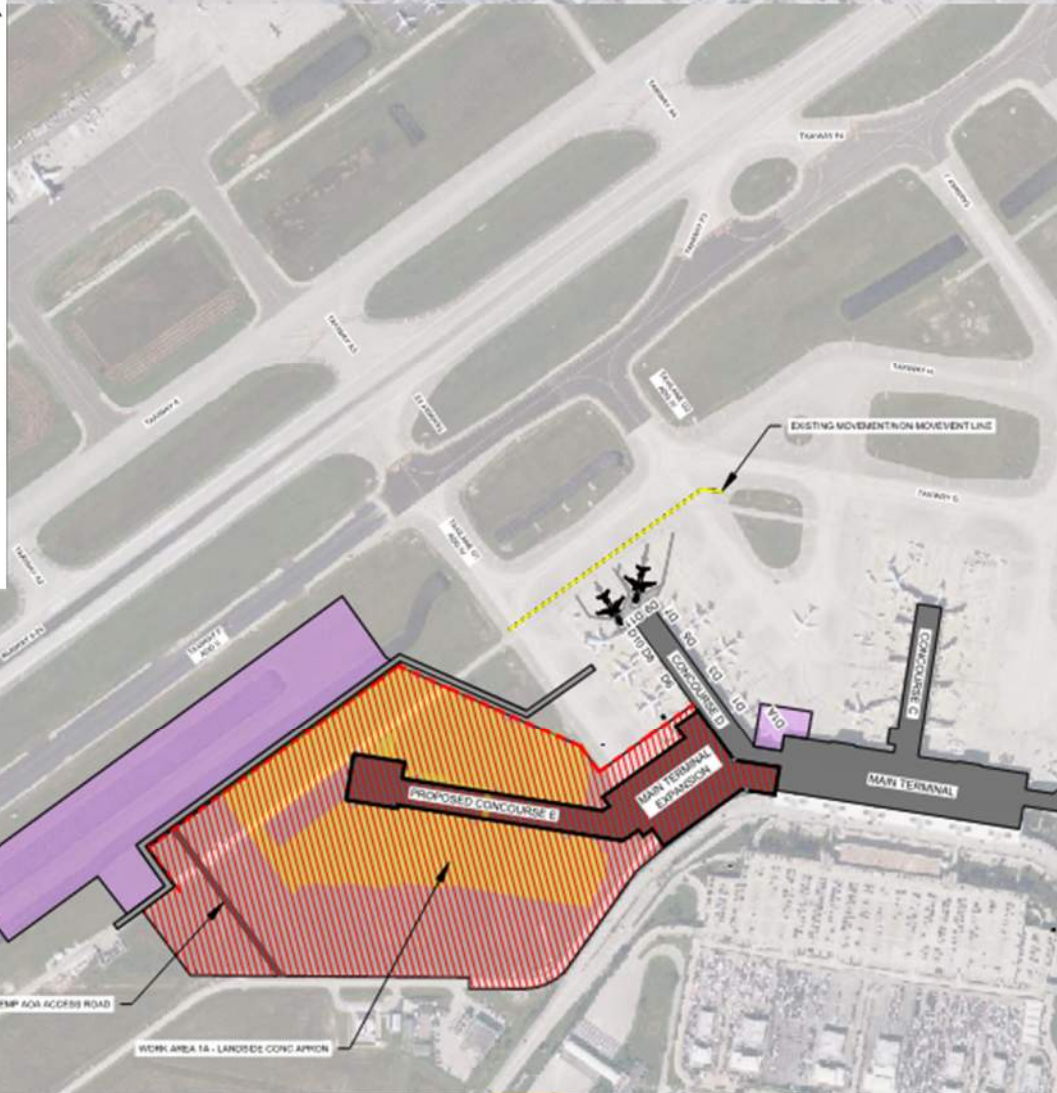


CONOURSE E AIRSIDE IMPROVEMENTS (BP-1)

PHASE 1 – OCT 1, 2024 TO APR 30, 2025 (IN SEASON)

LEGEND	
	WORK AREA 1A - LANDSIDE (NON-AOA)
	WORK AREA 1A - CONCRETE APRON LANDSIDE (NON-AOA)
	WORK AREA 1A - PASSENGER BOARDING BRIDGES (BY OTHERS)
	WORK AREA 1B - AIRSIDE (AOA)
	WORK AREA 2 - AIRSIDE (AOA)
	WORK AREA 3 - AIRSIDE (AOA)
	WORK AREA 4 - AIRSIDE (AOA)
	WORK AREA 5 - AIRSIDE (AOA)
	WORK AREA 6A - AIRSIDE (AOA)
	WORK AREA 6B - AIRSIDE (AOA)
	TEMPORARY AOA FENCING (BY OTHERS)
	EXISTING ADG IV TOFAT/LOFA
	TEMPORARY ADG IV TOFAT/LOFA
	ADG III AIRCRAFT MOVEMENTS
	ADG IV AIRCRAFT MOVEMENTS
	CONSTRUCTION BARRICADES
	TEMPORARY TAXIWAY CLOSURE MARKING

BP2 START DATES	
10/01/2025	
1/04/2027	
9/01/2025	
5/01/2027	
9/01/2026	
2/01/2027	
6/01/2027	
9/01/2027	



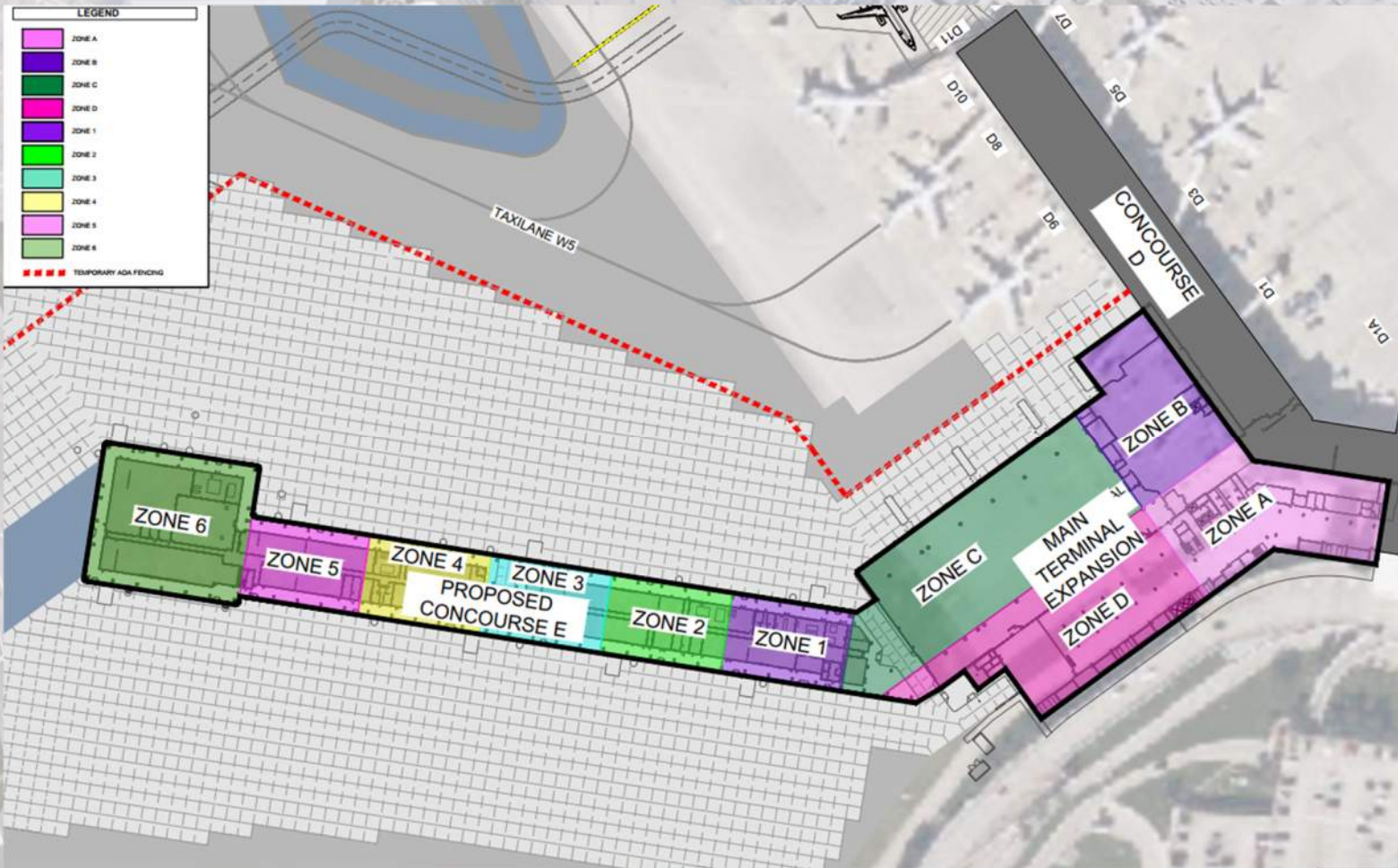
GATE OPERATIONS		
	STATUS	ADG GROUP
D1A	CLOSED	CLOSED
D1	OPEN	ADGIV
D2	PERM. CLOSED	PERM. CLOSED
D3	OPEN	ADGIV
D4	PERM. CLOSED	PERM. CLOSED
D5	OPEN	ADGIV
D6	OPEN	ADGIII
D7	OPEN	ADGIV
D8	OPEN	ADGIV
D9	OPEN	ADGIV
D10	OPEN	ADGIV
D11	OPEN	ADGIV
TAXIWAY OPERATIONS		
	STATUS	ADG GROUP
TWY F	OPEN	ADGV
TWY F1	OPEN	ADGV
TWY F2	OPEN	ADGV
TWY F3	OPEN	ADGV
TWY G1	OPEN	ADGIV
TWY G2	OPEN	ADGIV

Project Scope

- Site Demo
- Earthwork
- Utilities
- Sub Grade

CONOURSE E AIRSIDE IMPROVEMENTS (BP-1)

PHASE 1 – (NON-AOA) OVERALL TERMINAL/CONCOURSE ZONES

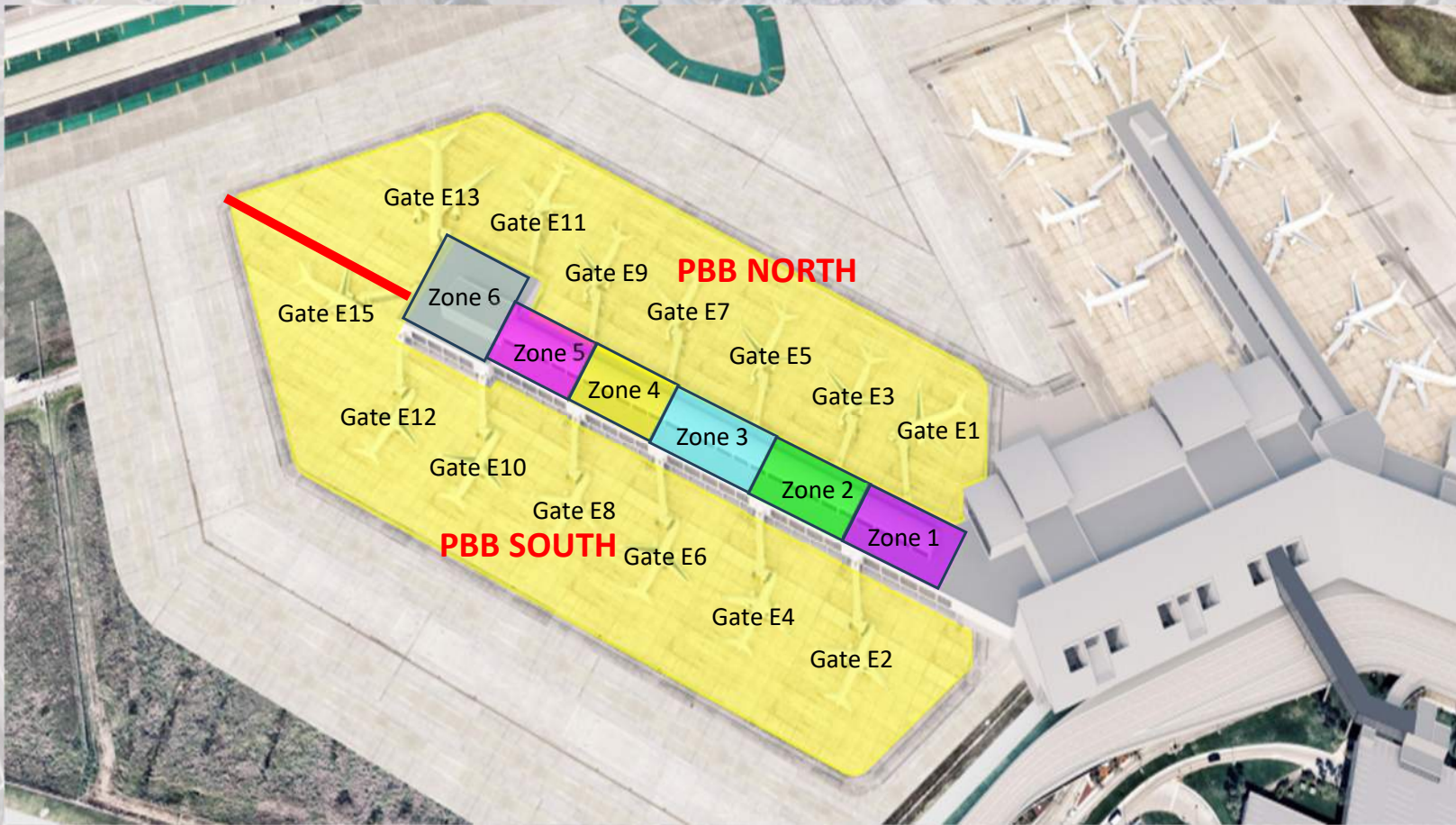


Project Scope

- Site Demo
- Earthwork
- Utilities
- Sub Grade

CONOURSE E AIRSIDE IMPROVEMENTS (BP-1)

PBB APRON PAVING LIMITS



Project Scope

- Site Demo
- Earthwork
- Utilities
- Sub Grade

Note: Apron Paving Shown in Yellow Complete by Airside Contractor by July 31, 2026

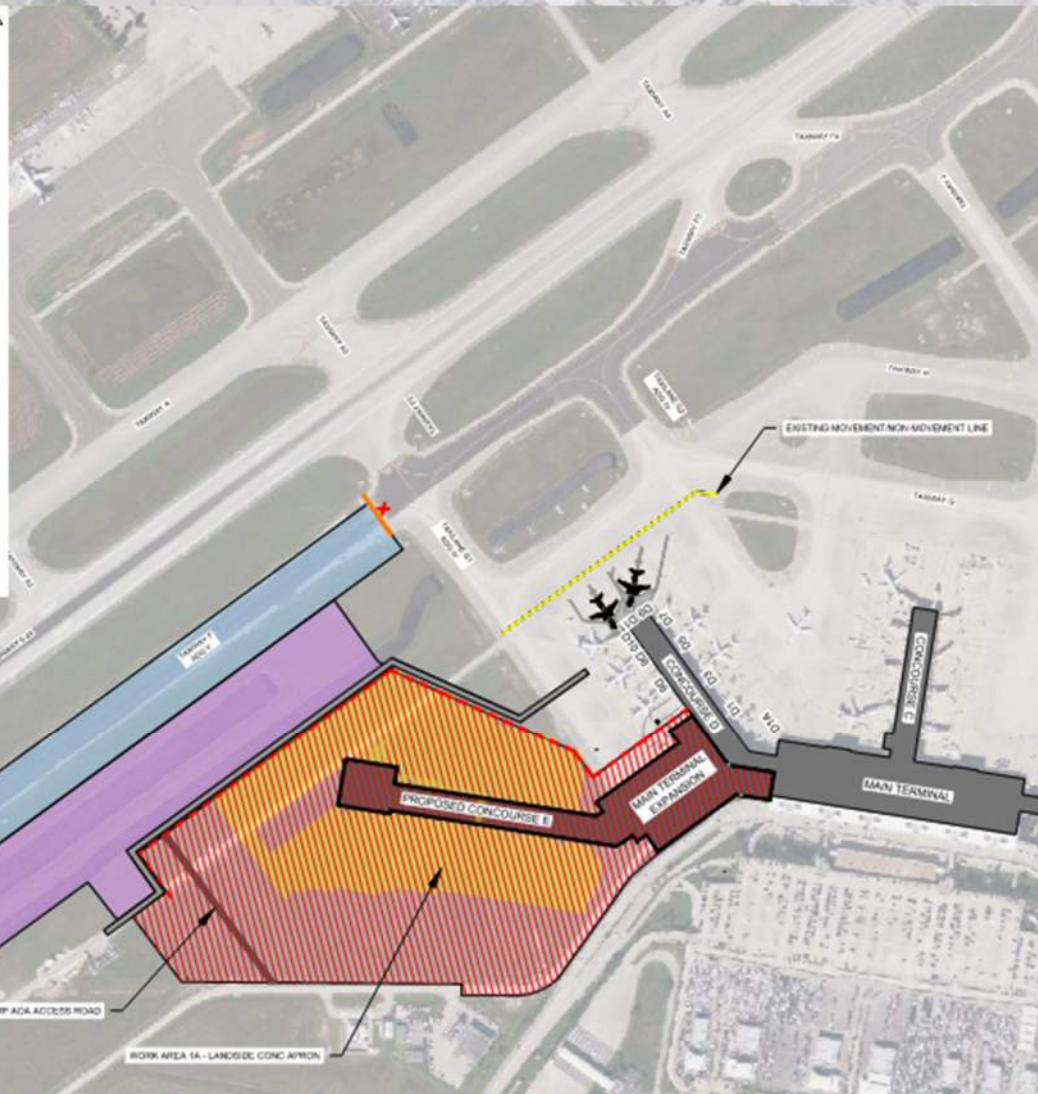
	In Season					Out of Season - Taxiway Foxtrot Closure							In Season					Out of Season - Taxiway Foxtrot Closure						In Season							
	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27
Zone 1 - Concourse Piles & Cap (Others)				23rd	21st																										
Zone 1 - Cap (PBB)																															
Zone 2 - Concourse Piles & Cap (Others)					6th	26th																									
Zone 2 - Cap (PBB)																															
Zone 3 - Concourse Piles & Cap (Others)					20th	21st																									
Zone 3 - Cap (PBB)																															
Zone 4 - Concourse Piles & Cap (Others)						6th	16th																								
Zone 4 - Cap (PBB)																															
Zone 5 - Concourse Piles & Cap (Others)						20th		7th																							
Zone 5 - Cap (PBB)																															
Zone 6 - Concourse Piles & Cap (Others)							3rd	21st																							
Zone 6 - Cap (PBB)																															
Apron Concrete Pavement (North)																															
Apron Concrete Pavement (South)																															
PBB Installation																															

CONOURSE E AIRSIDE IMPROVEMENTS (BP-1)

PHASE 2 – MAY 1, 2025 TO OCT 31, 2025 (OUT OF SEASON)

LEGEND	
	WORK AREA 1A - LANDSIDE (NON-AOA)
	WORK AREA 1A - CONCRETE APRON LANDSIDE (NON-AOA)
	WORK AREA 1A - PASSENGER BOARDING BRIDGES (BY OTHERS)
	WORK AREA 1B - AIRSIDE (AOA)
	WORK AREA 2 - AIRSIDE (AOA)
	WORK AREA 3 - AIRSIDE (AOA)
	WORK AREA 4 - AIRSIDE (AOA)
	WORK AREA 5 - AIRSIDE (AOA)
	WORK AREA 6A - AIRSIDE (AOA)
	WORK AREA 6B - AIRSIDE (AOA)
	TEMPORARY AOA FENCING (BY OTHERS)
	EXISTING ADG IV TOFAT/LOFA
	TEMPORARY ADG IV TOFAT/LOFA
	ADG III AIRCRAFT MOVEMENTS
	ADG IV AIRCRAFT MOVEMENTS
	CONSTRUCTION BARRICADES
	TEMPORARY TAXIWAY CLOSURE MARKING

BP2 START DATES	
	10/01/2025
	1/04/2027
	9/01/2025
	5/01/2027
	9/01/2026
	2/01/2027
	6/01/2027
	9/01/2027



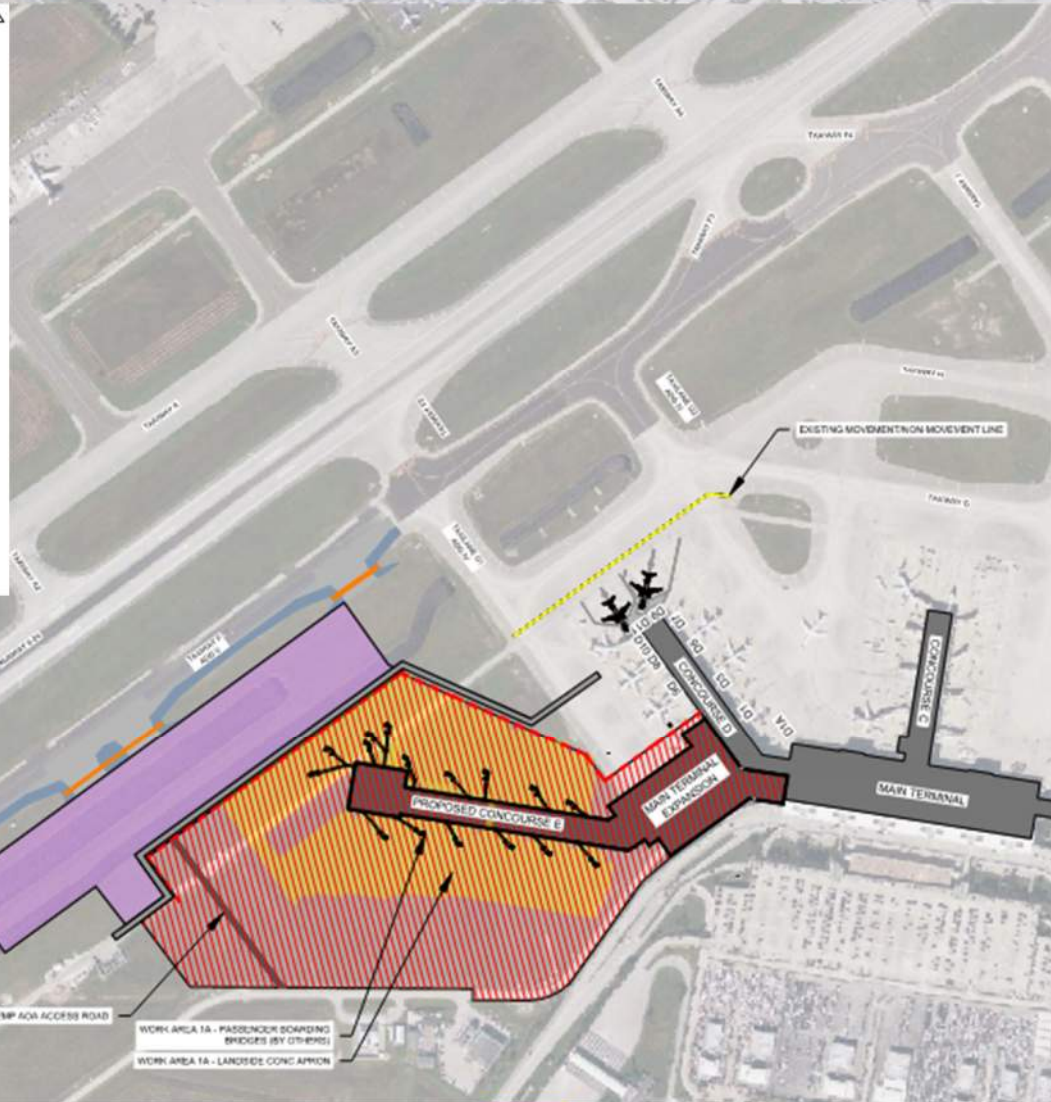
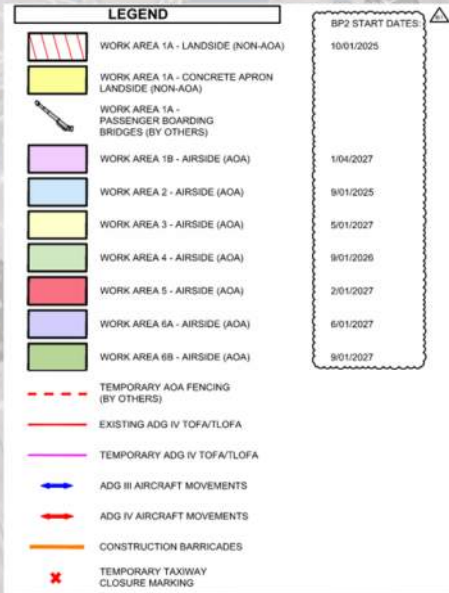
GATE OPERATIONS		
	STATUS	ADG GROUP
D1A	OPEN	OPEN
D1	OPEN	ADGIV
D2	PERM. CLOSED	PERM. CLOSED
D3	OPEN	ADGIV
D4	PERM. CLOSED	PERM. CLOSED
D5	OPEN	ADGIV
D6	OPEN	ADGIII
D7	OPEN	ADGIV
D8	OPEN	ADGIV
D9	OPEN	ADGIV
D10	OPEN	ADGIV
D11	OPEN	ADGIV
TAXIWAY OPERATIONS		
	STATUS	ADG GROUP
TWY F	PARTIAL CLOSURE F1 TO G1	CLOSED
TWY F1	FULL CLOSURE	CLOSED
TWY F2	OPEN	ADGV
TWY F3	OPEN	ADGV
TWY G1	OPEN	ADGIV
TWY G2	OPEN	ADGIV

Project Scope

- Site Demo
- Earthwork
- Utilities
- Sub Grade

CONOURSE E AIRSIDE IMPROVEMENTS (BP-1)

PHASE 3 – NOV 1, 2025 TO APR 30, 2026 (IN SEASON)



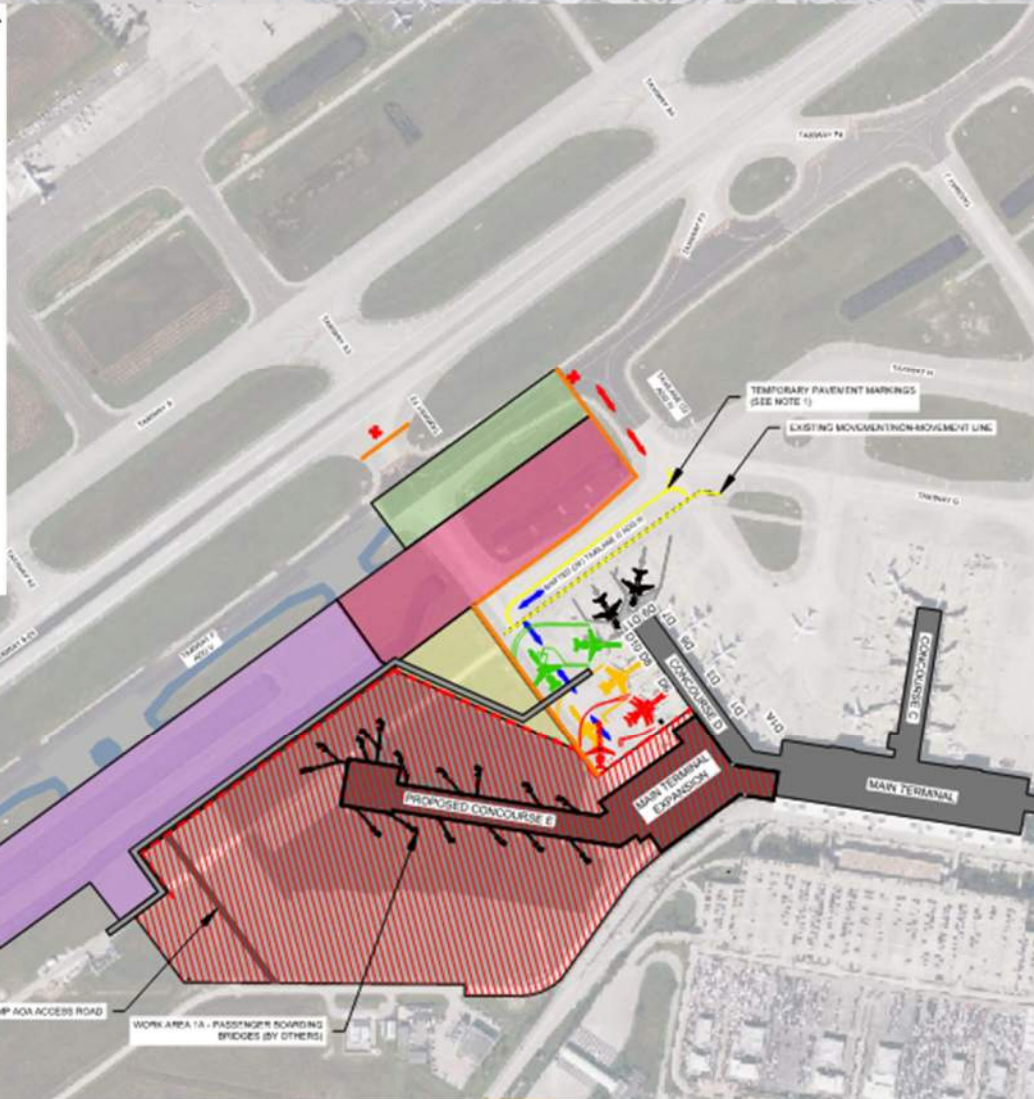
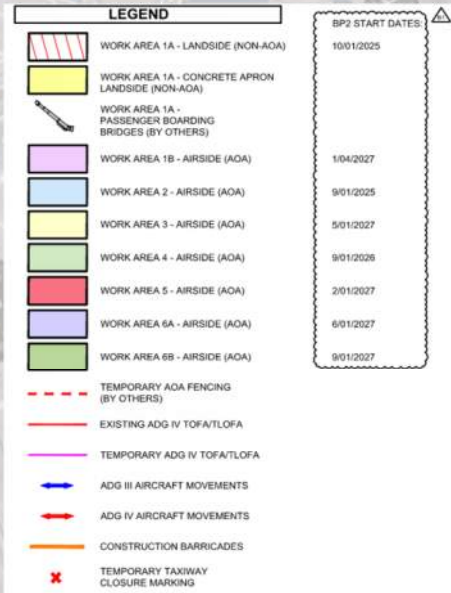
GATE OPERATIONS		
	STATUS	ADG GROUP
D1A	OPEN	ADGIII
D1	OPEN	ADGIV
D2	PERM. CLOSED	PERM. CLOSED
D3	OPEN	ADGIV
D4	PERM. CLOSED	PERM. CLOSED
D5	OPEN	ADGIV
D6	OPEN	ADGIII
D7	OPEN	ADGIV
D8	OPEN	ADGIV
D9	OPEN	ADGIV
D10	OPEN	ADGIV
D11	OPEN	ADGIV
TAXIWAY OPERATIONS		
	STATUS	ADG GROUP
TWY F	OPEN	ADGV
TWY F1	OPEN	ADGV
TWY F2	OPEN	ADGV
TWY F3	OPEN	ADGV
TWY G1	OPEN	ADGIV
TWY G2	OPEN	ADGIV

Project Scope

- Site Demo
- Earthwork
- Utilities
- Sub Grade

CONOURSE E AIRSIDE IMPROVEMENTS (BP-1)

PHASE 4 – MAY 1, 2026 TO OCT 31, 2026 (OUT OF SEASON)



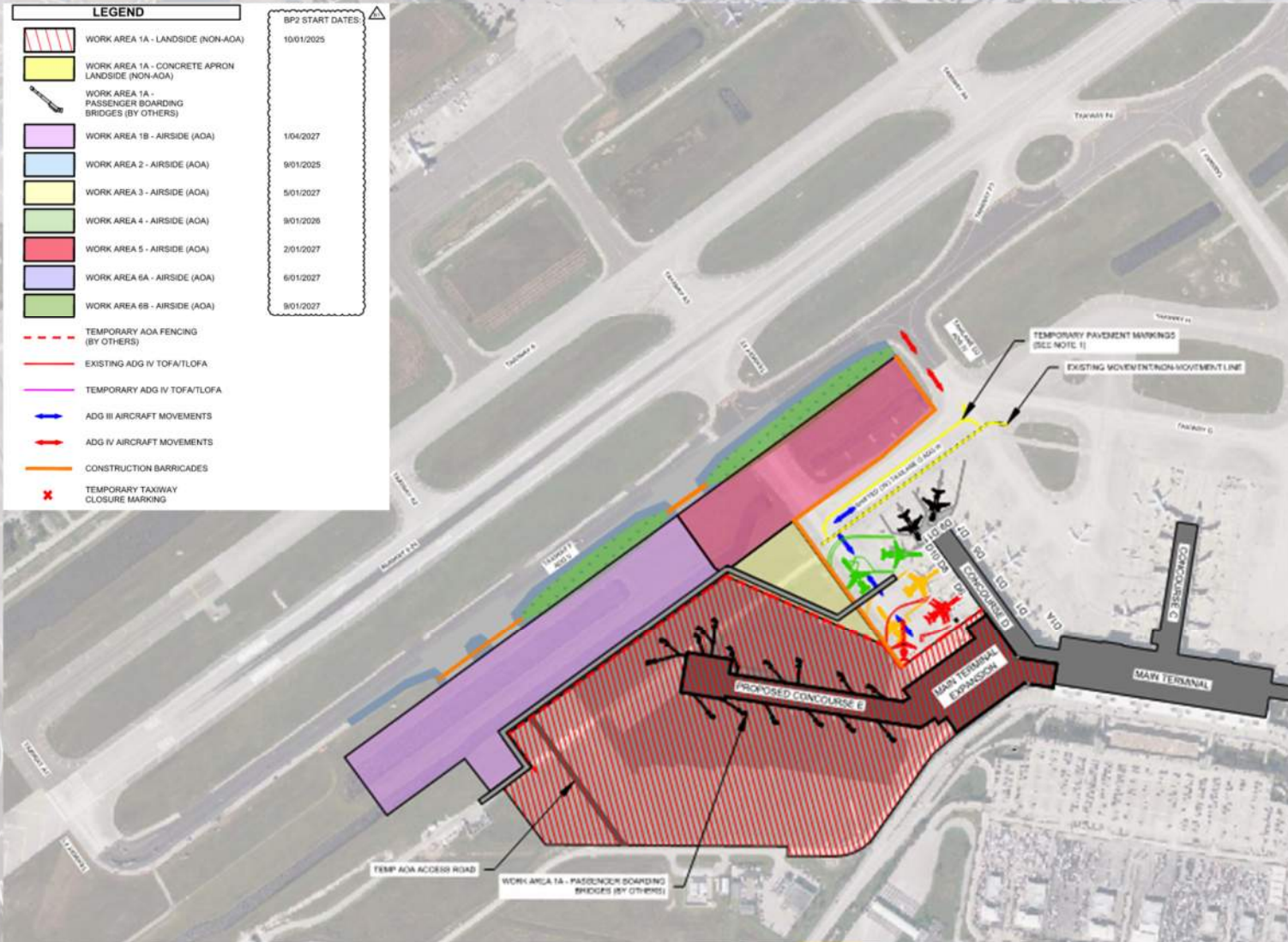
GATE OPERATIONS		
	STATUS	ADG GROUP
D1A	OPEN	ADGIII
D1	OPEN	ADGIV
D2	PERM. CLOSED	PERM. CLOSED
D3	OPEN	ADGIV
D4	PERM. CLOSED	PERM. CLOSED
D5	OPEN	ADGIV
D6	OPEN	ADGIII
D7	OPEN	ADGIV
D8	OPEN	ADGIV
D9	OPEN	ADGIV
D10	OPEN	ADGIV
D11	OPEN	ADGIV
TAXIWAY OPERATIONS		
	STATUS	ADG GROUP
TWY F	PARTIAL CLOSURE F1 TO G2	CLOSED
TWY F1	FULL CLOSURE	CLOSED
TWY F2	FULL CLOSURE	CLOSED
TWY F3	OPEN	ADGV
TWY G1	FULL CLOSURE	CLOSED
TWY G2	OPEN	ADGIV

Project Scope

- Site Demo
- Earthwork
- Utilities
- Sub Grade

CONOURSE E AIRSIDE IMPROVEMENTS (BP-1)

PHASE 5 – NOV 1, 2026 TO APR 30, 2027 (IN SEASON)



Project Scope

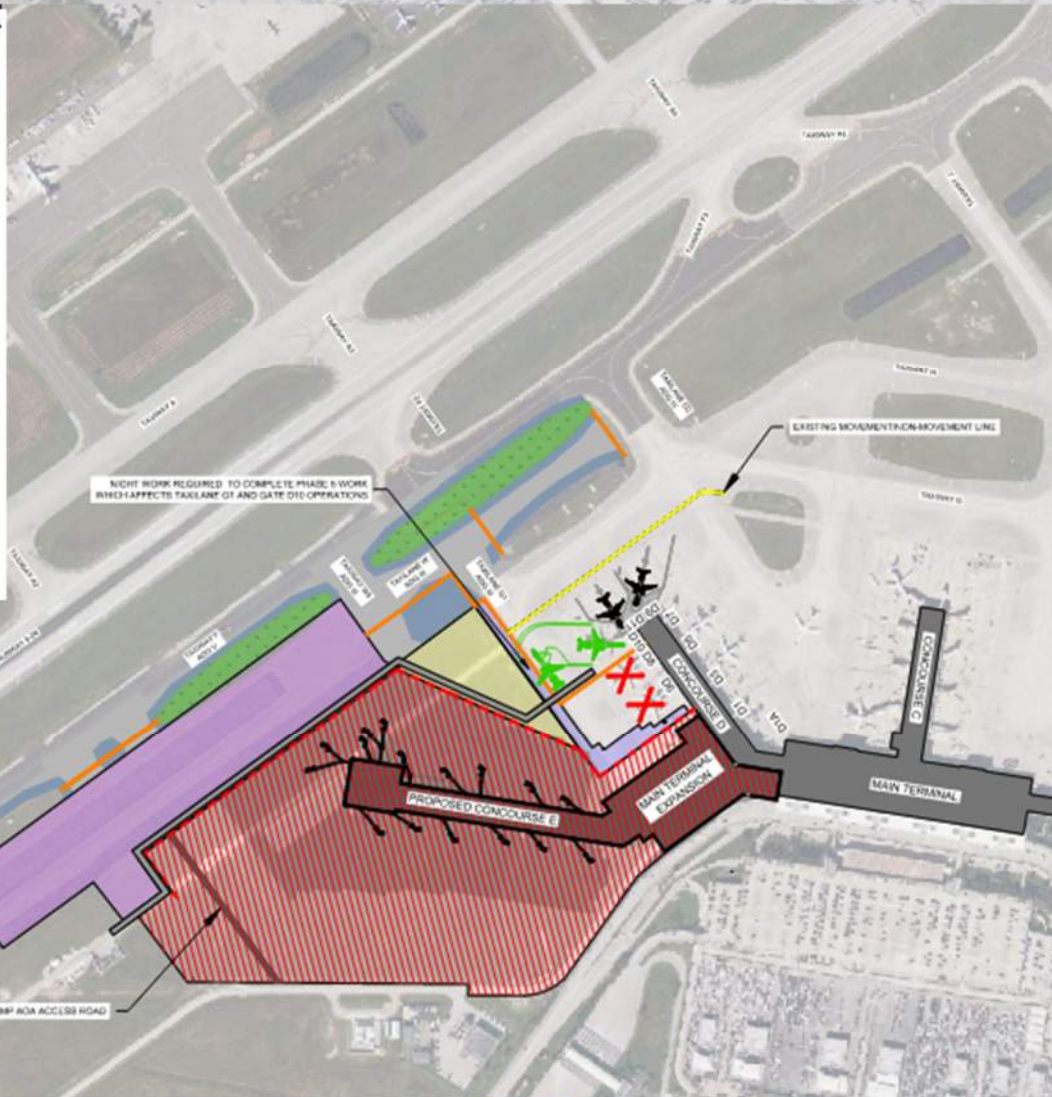
- Site Demo
- Earthwork
- Utilities
- Sub Grade

CONOURSE E AIRSIDE IMPROVEMENTS (BP-1)

PHASE 6A – MAY 1, 2027 TO JUL 31, 2027 (OUT OF SEASON)

LEGEND	
	WORK AREA 1A - LANDSIDE (NON-AOA)
	WORK AREA 1A - CONCRETE APRON LANDSIDE (NON-AOA)
	WORK AREA 1A - PASSENGER BOARDING BRIDGES (BY OTHERS)
	WORK AREA 1B - AIRSIDE (AOA)
	WORK AREA 2 - AIRSIDE (AOA)
	WORK AREA 3 - AIRSIDE (AOA)
	WORK AREA 4 - AIRSIDE (AOA)
	WORK AREA 5 - AIRSIDE (AOA)
	WORK AREA 6A - AIRSIDE (AOA)
	WORK AREA 6B - AIRSIDE (AOA)
	TEMPORARY AOA FENCING (BY OTHERS)
	EXISTING ADG IV TOF/A/LOFA
	TEMPORARY ADG IV TOF/A/LOFA
	ADG III AIRCRAFT MOVEMENTS
	ADG IV AIRCRAFT MOVEMENTS
	CONSTRUCTION BARRICADES
	TEMPORARY TAXIWAY CLOSURE MARKING

BP2 START DATES	
10/01/2025	
1/04/2027	
9/01/2025	
5/01/2027	
9/01/2026	
2/01/2027	
6/01/2027	
9/01/2027	



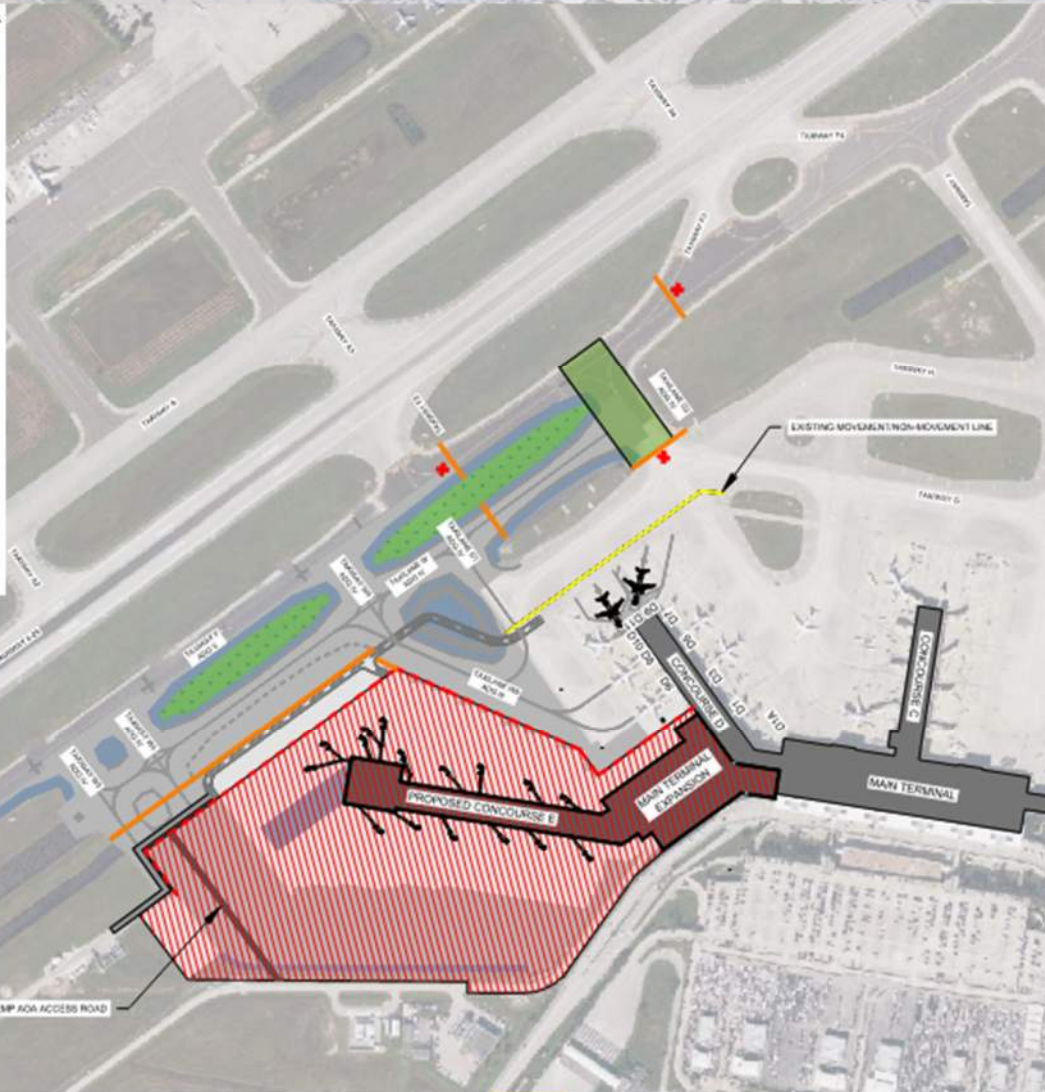
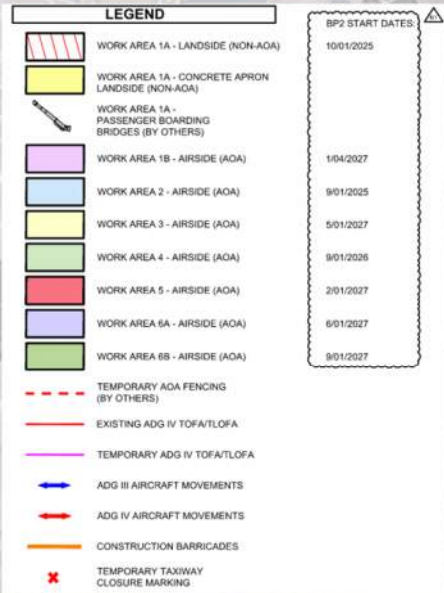
GATE OPERATIONS		
	STATUS	ADG GROUP
D1A	OPEN	ADGIII
D1	OPEN	ADGIV
D2	PERM. CLOSED	PERM. CLOSED
D3	OPEN	ADGIV
D4	PERM. CLOSED	PERM. CLOSED
D5	OPEN	ADGIV
D6	CLOSED	CLOSED
D7	OPEN	ADGIV
D8	CLOSED	CLOSED
D9	OPEN	ADGIV
D10	OPEN	ADGIV
D11	OPEN	ADGIV
TAXIWAY OPERATIONS		
	STATUS	ADG GROUP
TWY F	OPEN	ADGV
TWY F1	OPEN	ADGV
TWY F2	OPEN	ADGV
TWY F3	OPEN	ADGV
TWY G1	OPEN	ADGIII
TWY G2	OPEN	ADGIV
TWY W	PARTIAL OPENING W5 TO G1	ADGIII
TWY W5	OPEN	ADGIII

Project Scope

- Site Demo
- Earthwork
- Utilities
- Sub Grade

CONOURSE E AIRSIDE IMPROVEMENTS (BP-1)

PHASE 6B – AUG 1, 2027 TO OCT 1, 2027 (OUT OF SEASON)



GATE OPERATIONS		
	STATUS	ADG GROUP
D1A	OPEN	ADGIII
D1	OPEN	ADGIV
D2	PERM. CLOSED	PERM. CLOSED
D3	OPEN	ADGIV
D4	PERM. CLOSED	PERM. CLOSED
D5	OPEN	ADGIV
D6	OPEN	OPEN
D7	OPEN	ADGIV
D8	OPEN	OPEN
D9	OPEN	ADGIV
D10	OPEN	ADGIV
D11	OPEN	ADGIV
TAXIWAY OPERATIONS		
	STATUS	ADG GROUP
TWY F	PARTIAL CLOSURE F2 TO F3	ADGV
TWY F1	OPEN	ADGV
TWY F2	OPEN	ADGV
TWY F3	OPEN	ADGV
TWY G1	OPEN	ADGIV
TWY G2	CLOSED	CLOSED
TWY W	PARTIAL OPENING W3 TO G1	ADGIV
TWY W3	OPEN	ADGIV
TWY W4	OPEN	ADGIV
TWY W5	OPEN	ADGIII

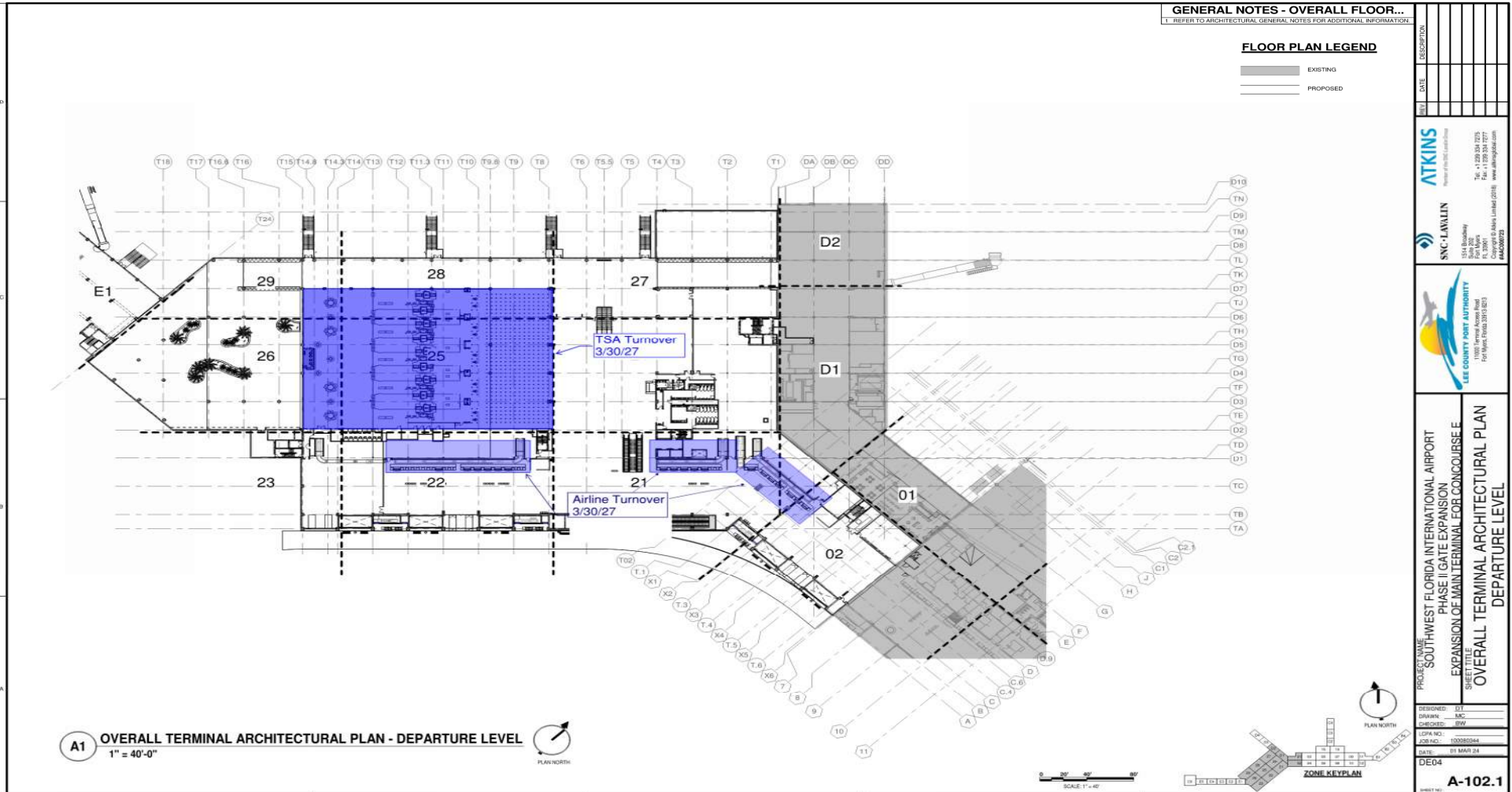
Project Scope

- Site Demo
- Earthwork
- Utilities
- Sub Grade

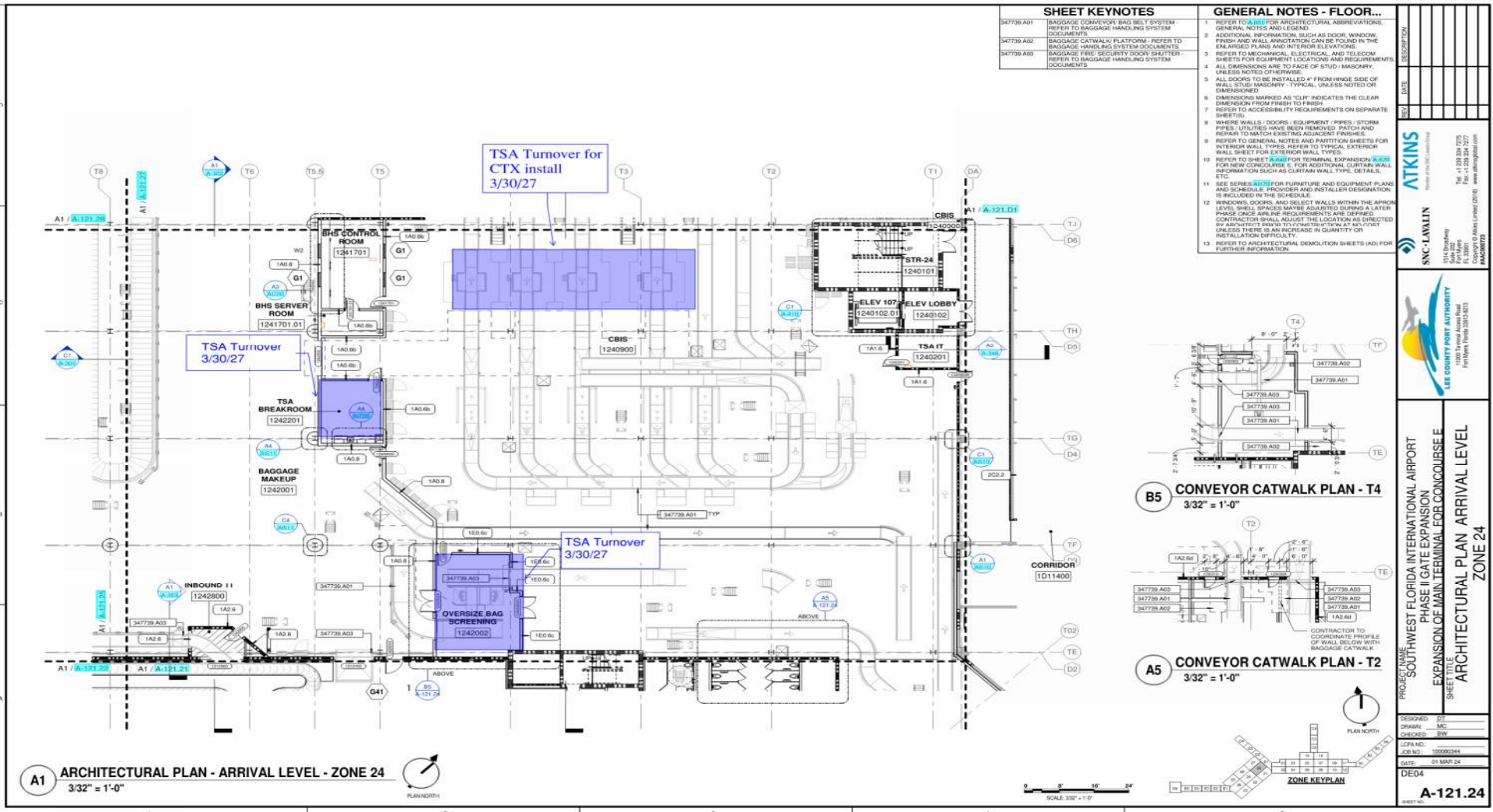
TERMINAL/ CONCOURSE CRITICAL MILESTONES (TSA TURNOVER)

ISSUED FOR PERMIT - ISSUED FOR BID

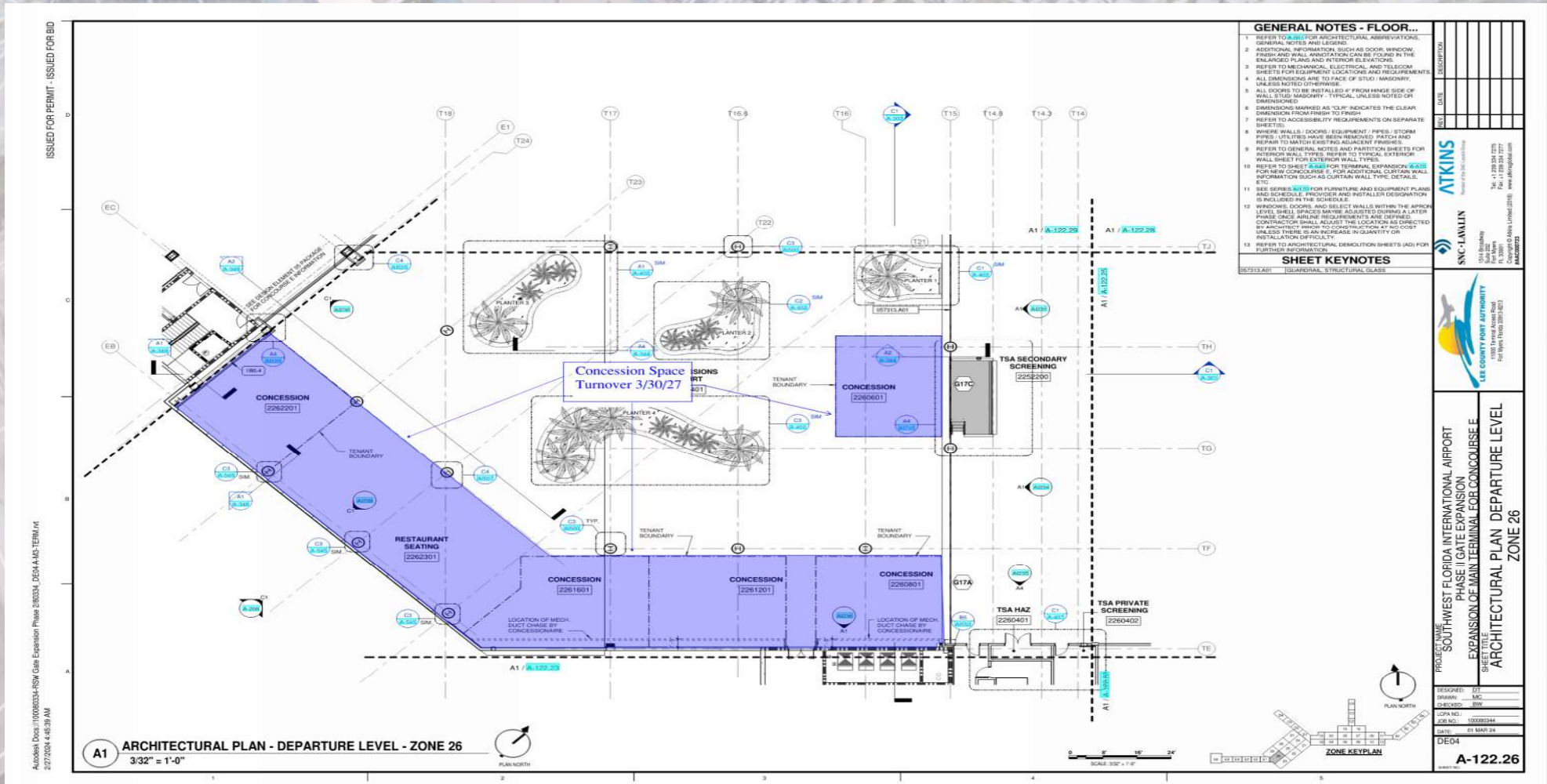
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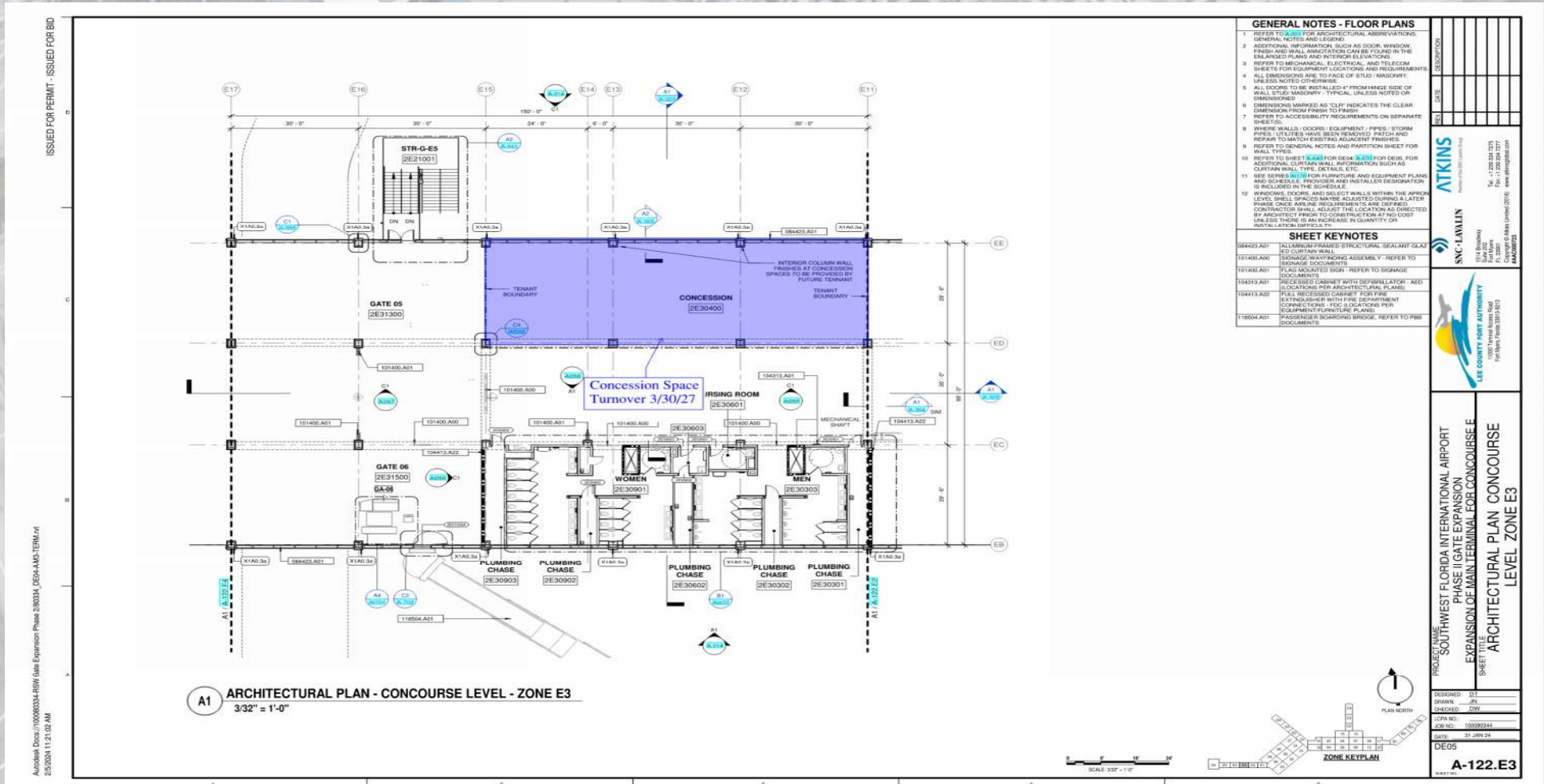
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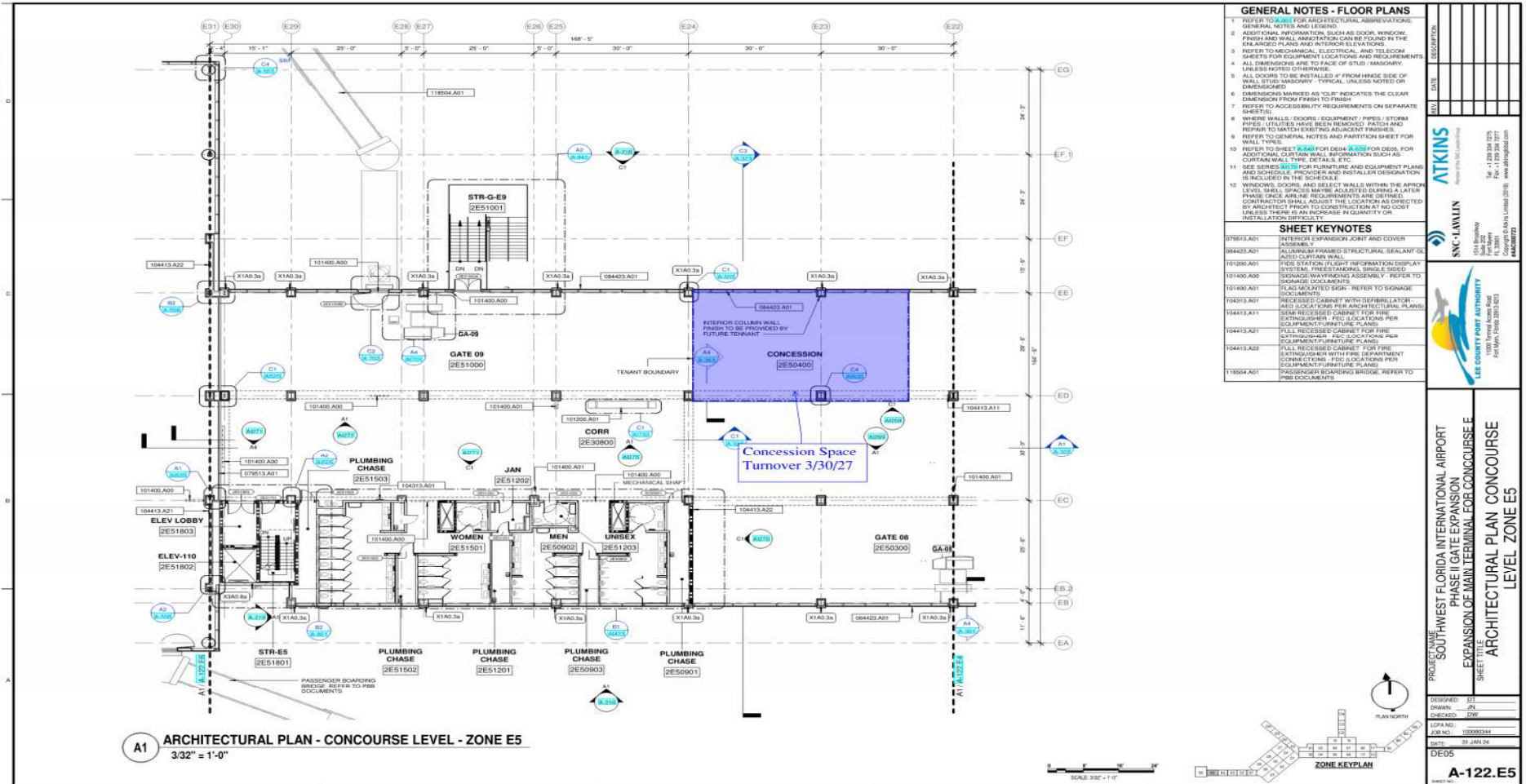
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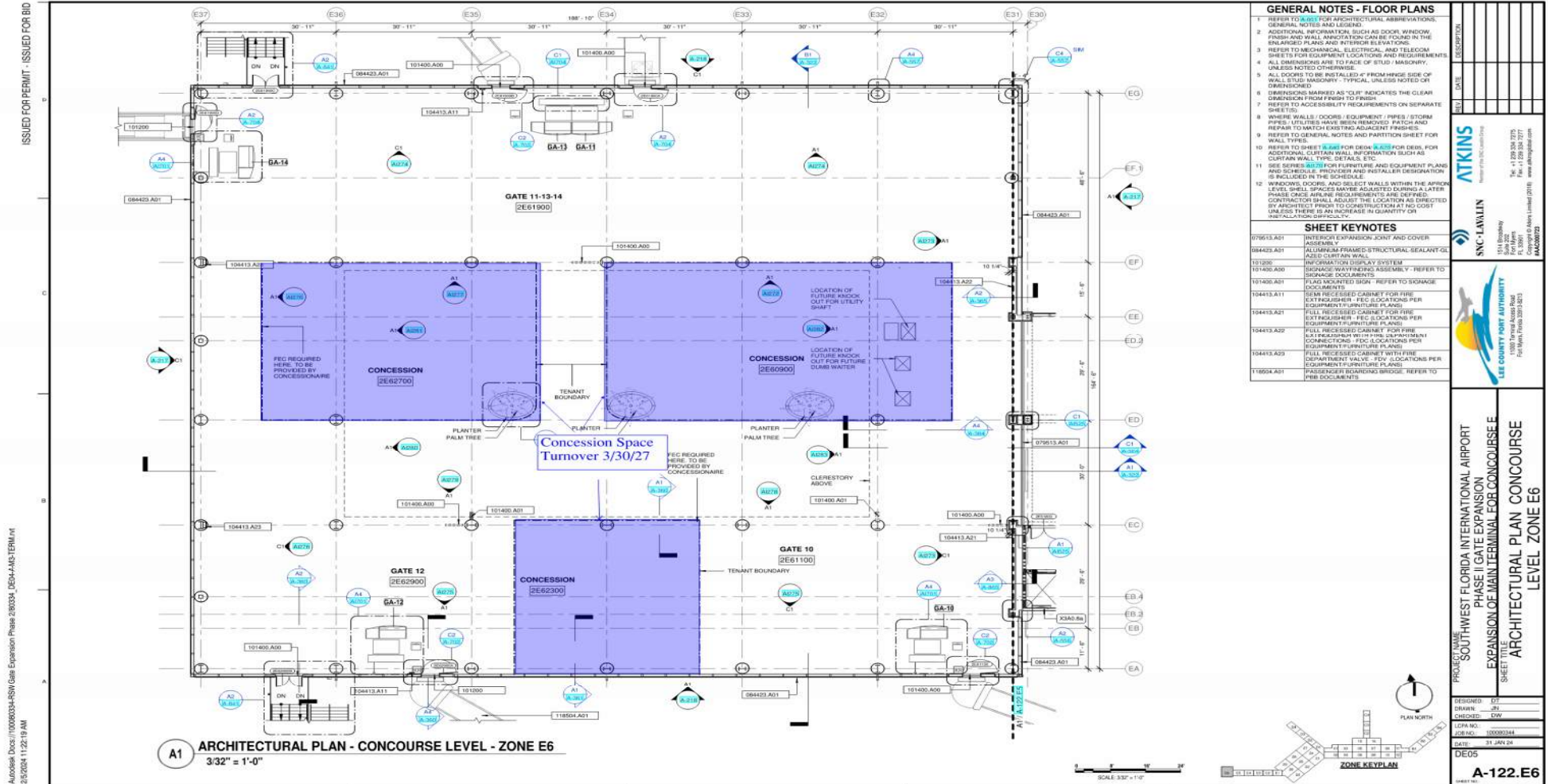
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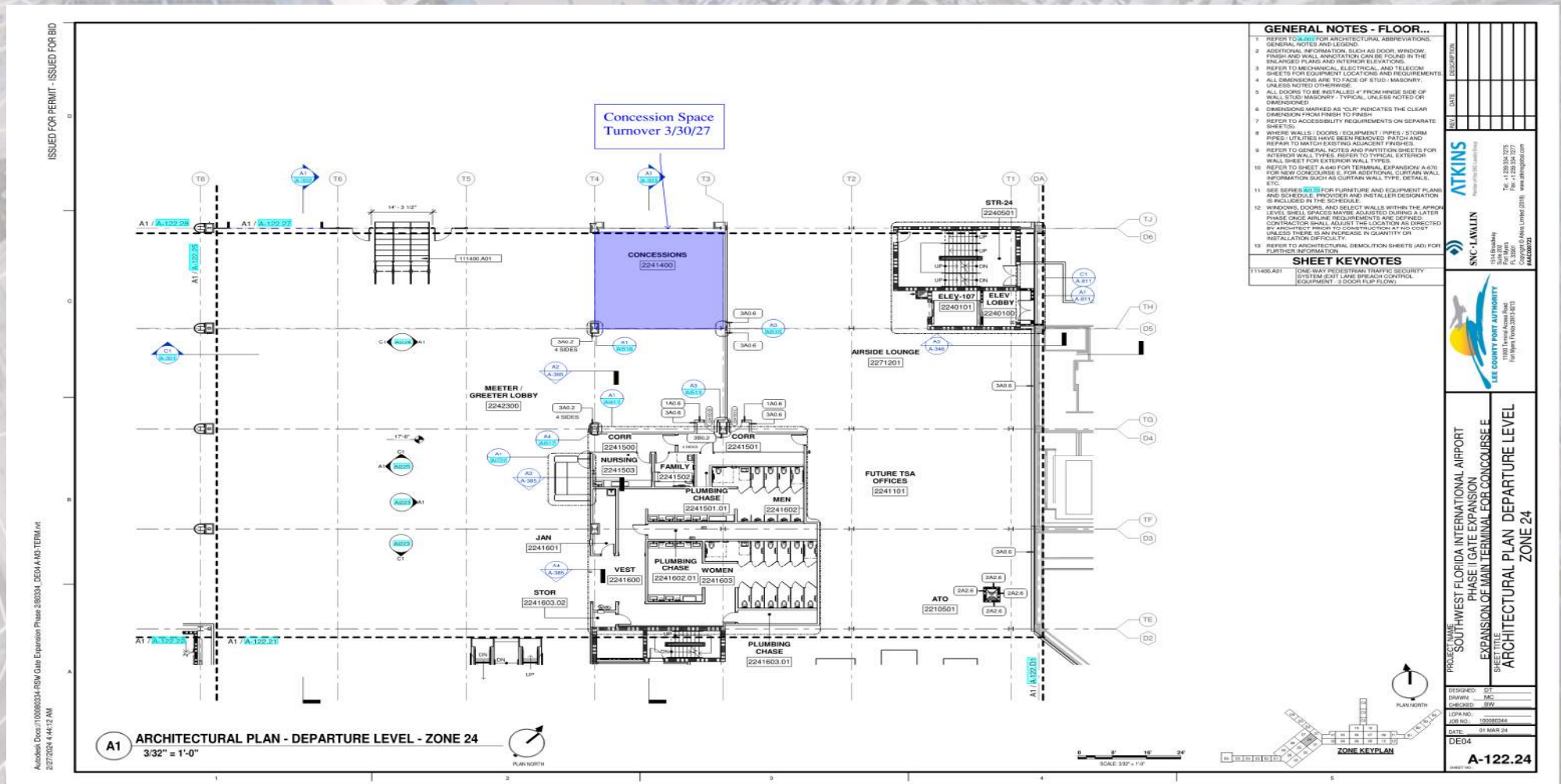
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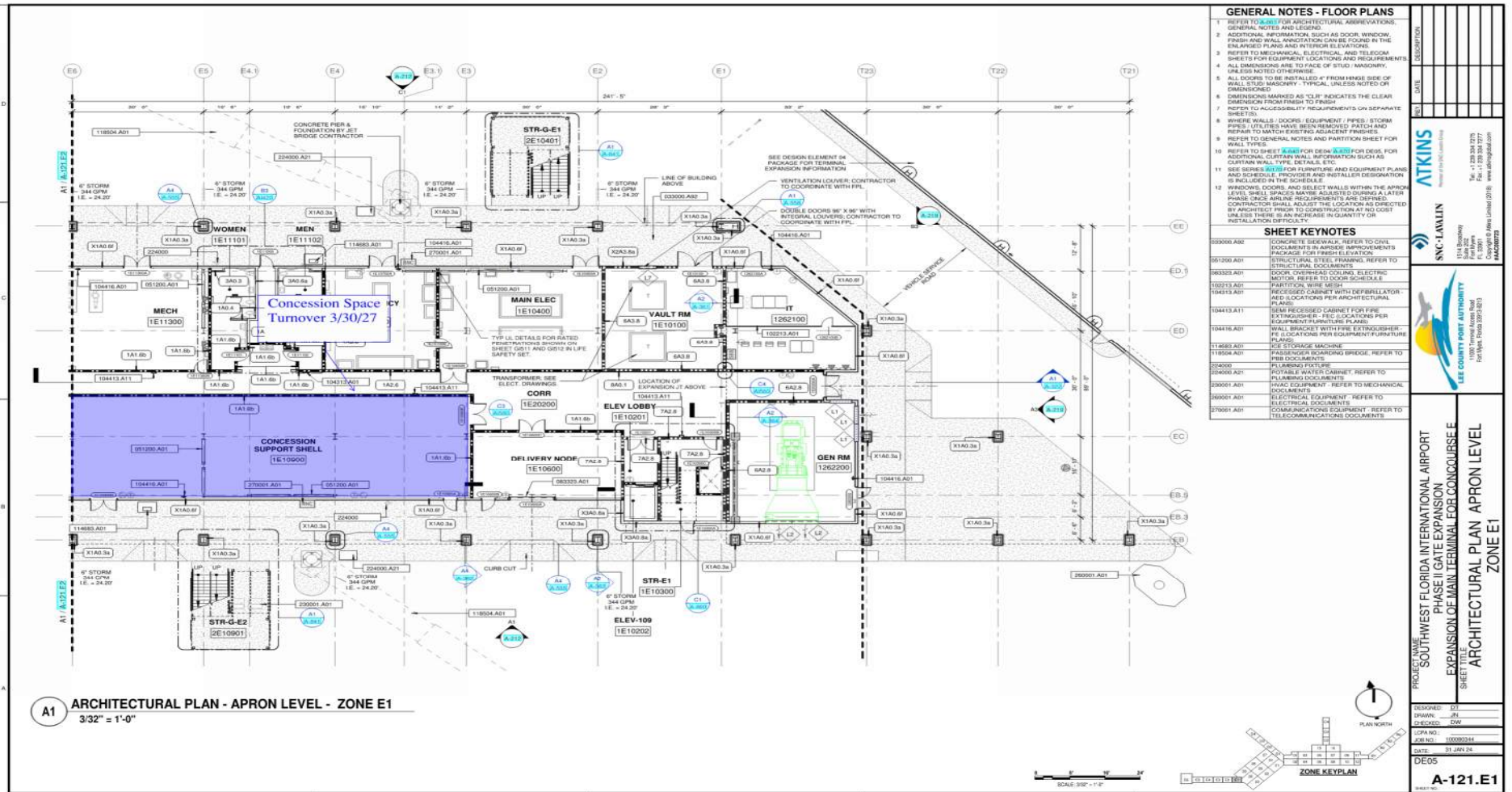
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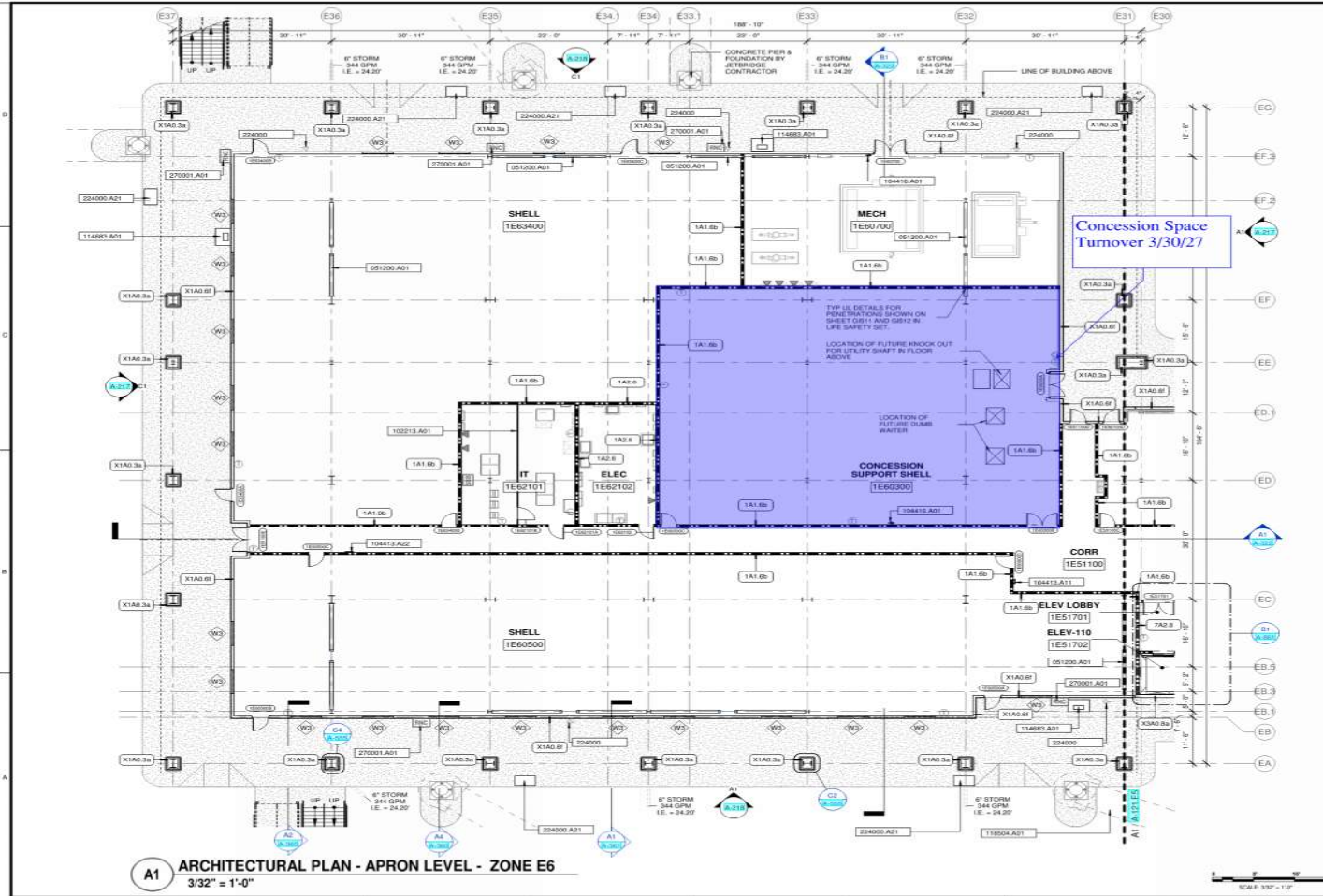
TERMINAL/ CONCOURSE CRITICAL MILESTONES (CONCESSION TURNOVER)

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GENERAL NOTES - FLOOR PLANS

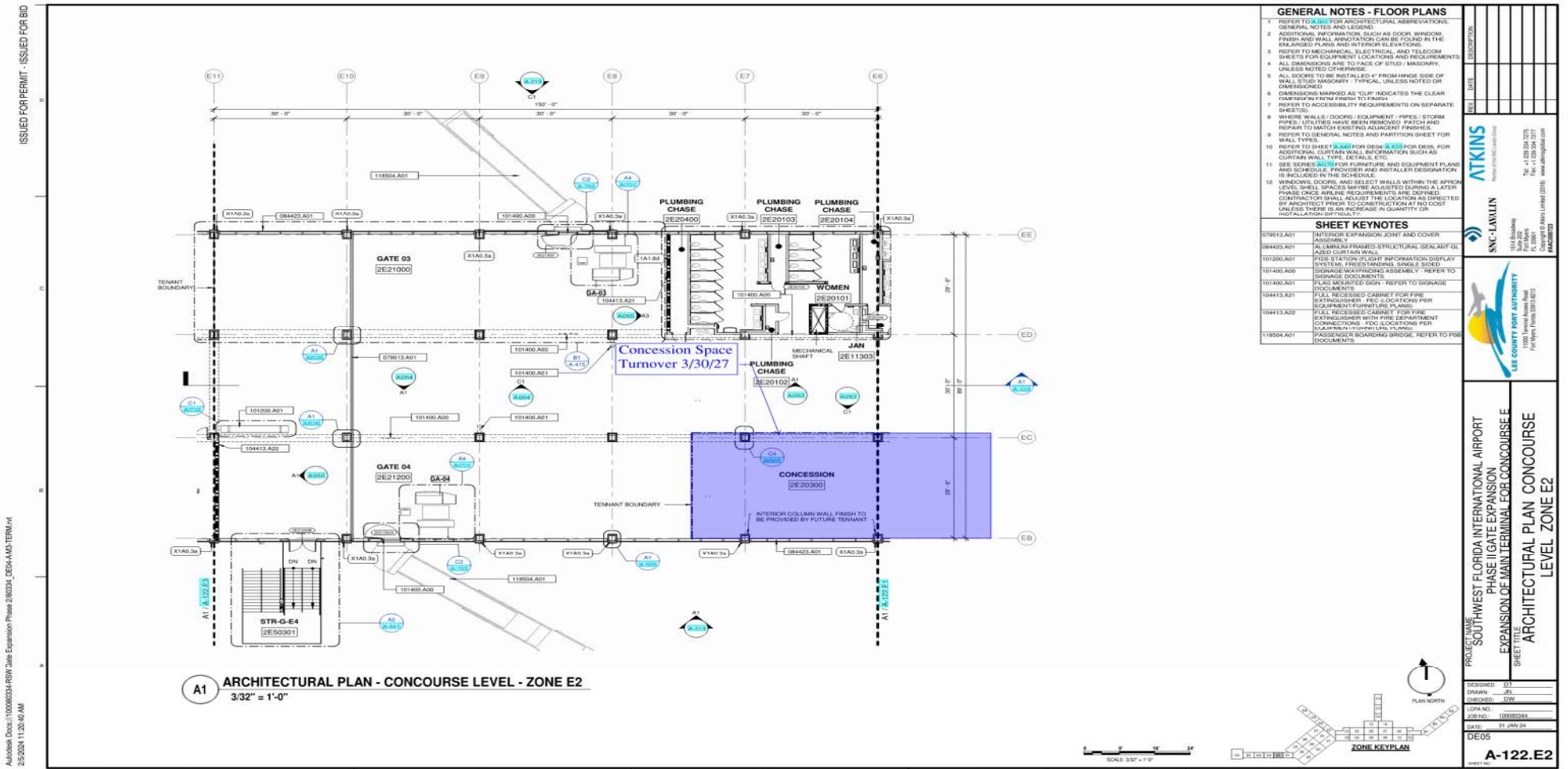
- REFER TO **SECTION 05100** FOR ARCHITECTURAL ABBREVIATIONS, SYMBOLS, AND NOTATION.
 ADDITIONAL INFORMATION, SUCH AS DOOR, WINDOW, AND ARCHITECTURAL FINISHES, SHALL BE SHOWN ON THE UNLARGED PLANS AND INTERIOR ELEVATIONS.
 REFER TO FINANCIAL, SCHEDULE, AND INSTALLATION SCHEDULES FOR EQUIPMENT LOCATIONS AND REQUIREMENTS.
 UNLESS NOTED OTHERWISE, THE DISTANCE FROM THE FACE OF THE DIMENSIONED MEMBER TO THE CENTER OF THE MEMBER SHALL BE DIMENSIONED.
 THE DISTANCE FROM THE FACE OF THE MEMBER TO THE CENTER OF THE MEMBER SHALL BE DIMENSIONED FROM THE FIRST TO THE SECOND MEMBER ON OPPOSITE SIDES.
 WALLS, CEILING, FLOORS, EQUIPMENT, PIPES, STRIPS, UTILITIES HAVE BEEN REMOVED. PATCH AND REPAIR SHALL BE TO MATCH EXISTING.
 REFER TO GENERAL NOTES AND PARTITION SHEET FOR ADDITIONAL INFORMATION.
 REFER TO SHEET **05040** FOR DETAILS **05040** FOR DOOR, FOR PARTITION SHEET **05040** FOR PARTITION DETAILS, FOR CURTAIN WALL TYPE, DETAILS, ETC.
 REFER TO FINANCIAL, SCHEDULE, AND INSTALLATION SCHEDULES FOR EQUIPMENT, PIPES, STRIPS, UTILITIES, AND SCHEDULE. PROVIDER AND INSTALLER DESIGNATION SHALL BE SHOWN ON THE SCHEDULE.
 LEVEL, SPACES, SPACES HAVE ADJUSTED DURING A LAYOUT. PROVIDER SHALL BE RESPONSIBLE FOR THE LAYOUT. CONTRACTOR SHALL ADJUST THE LOCATION AS DIRECTED BY THE PROVIDER PRIOR TO THE START OF THE WORK. UNLESS THERE IS AN INCREASE IN QUANTITY OR

SHEET KEYNOTES

- | | |
|-------------|---|
| 1651200.A01 | STRUCTURAL STEEL FRAMING, REFER TO
STRUCTURAL DOCUMENTS |
| 1002131.A01 | PARTITION, WIRE MESH |
| 1004131.A11 | SEMI RECESSED CABINET FOR FIRE
EXTINGUISHER - FEC LOCATIONS FOR
EQUIPMENT (FURNITURE PLANS) |
| 1004131.A22 | FULL RECESSED CABINET FOR FIRE
EXTINGUISHER WITH FIRE DEPARTMENT
CONNECTIONS (FURNITURE PLANS)
(EQUIPMENT/FURNITURE PLANS) |
| 1044181.A01 | WALL BRACKET WITH FIRE EXTINGUISHER
LOCATION (EQUIPMENT/FURNITURE
PLANS) |
| 1164631.A01 | CRUSH MACHINE |
| 1185041.A01 | PASSENGER BOARDING BRIDGE, REFER TO
DOCUMENTS |
| C240001 | PLUMBING FIXTURE |
| 2040001.A01 | POTABLE WATER CABINET, REFER TO PLU
DOCUMENTS |
| 270001.A01 | COMMUNICATIONS EQUIPMENT - REFER
TO COMMUNICATIONS DOCUMENTS |

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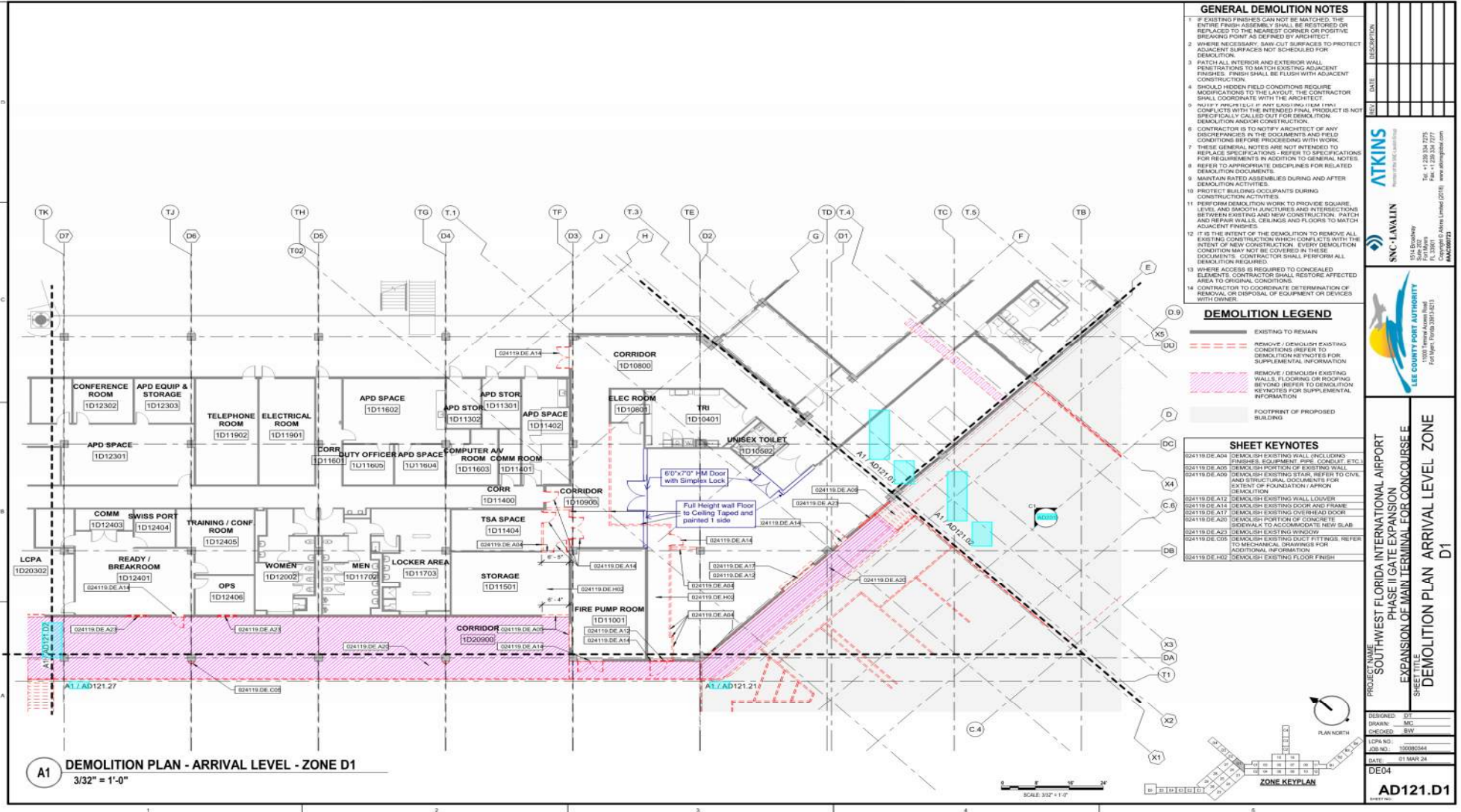
TERMINAL/ CONCOURSE CRITICAL MILESTONES (CONCESSION TURNOVER)



TERMINAL TEMP WALL LOCATIONS

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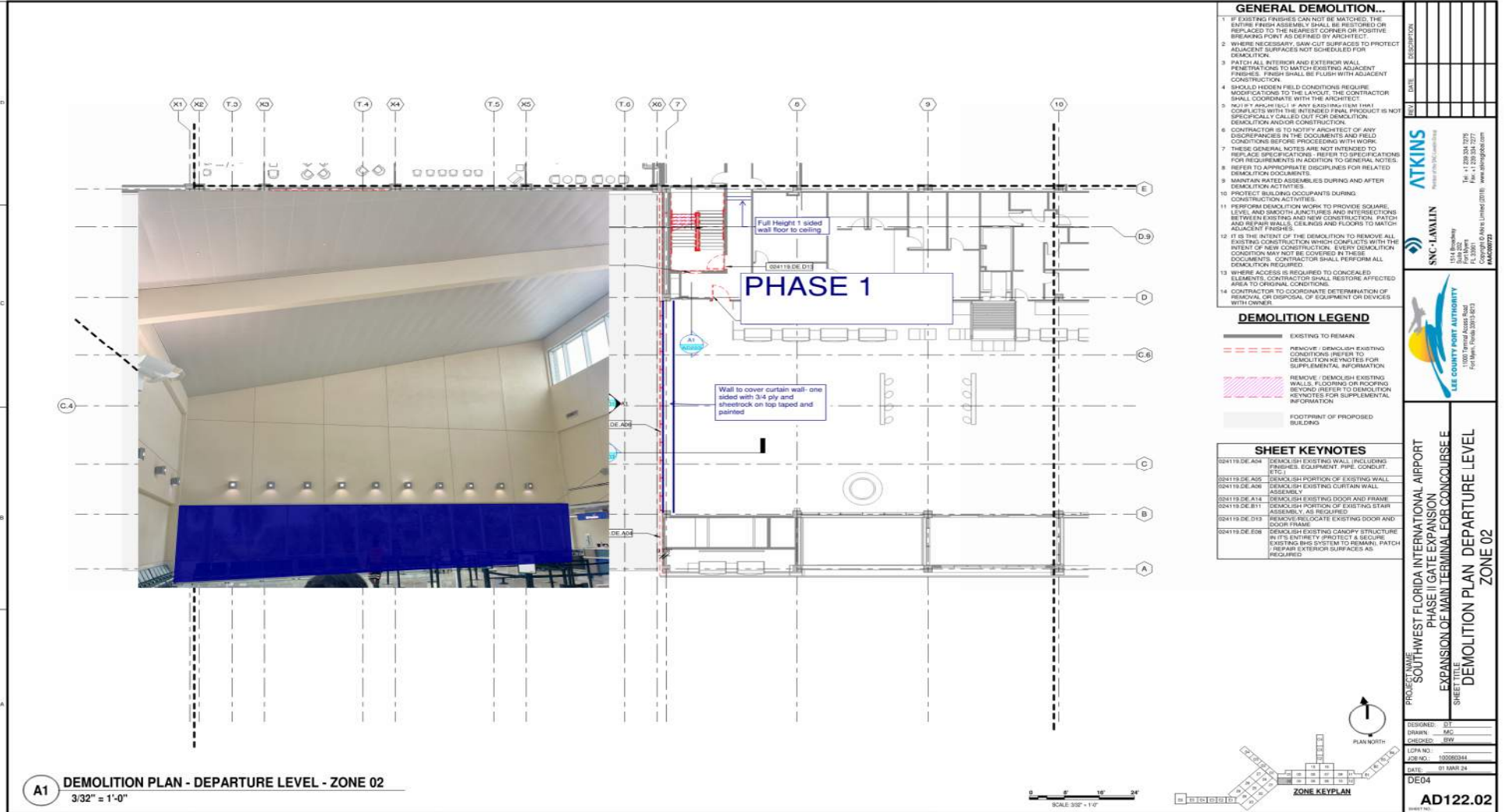
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TERMINAL TEMP WALL LOCATIONS

ISSUED FOR PERMIT - ISSUED FOR BID

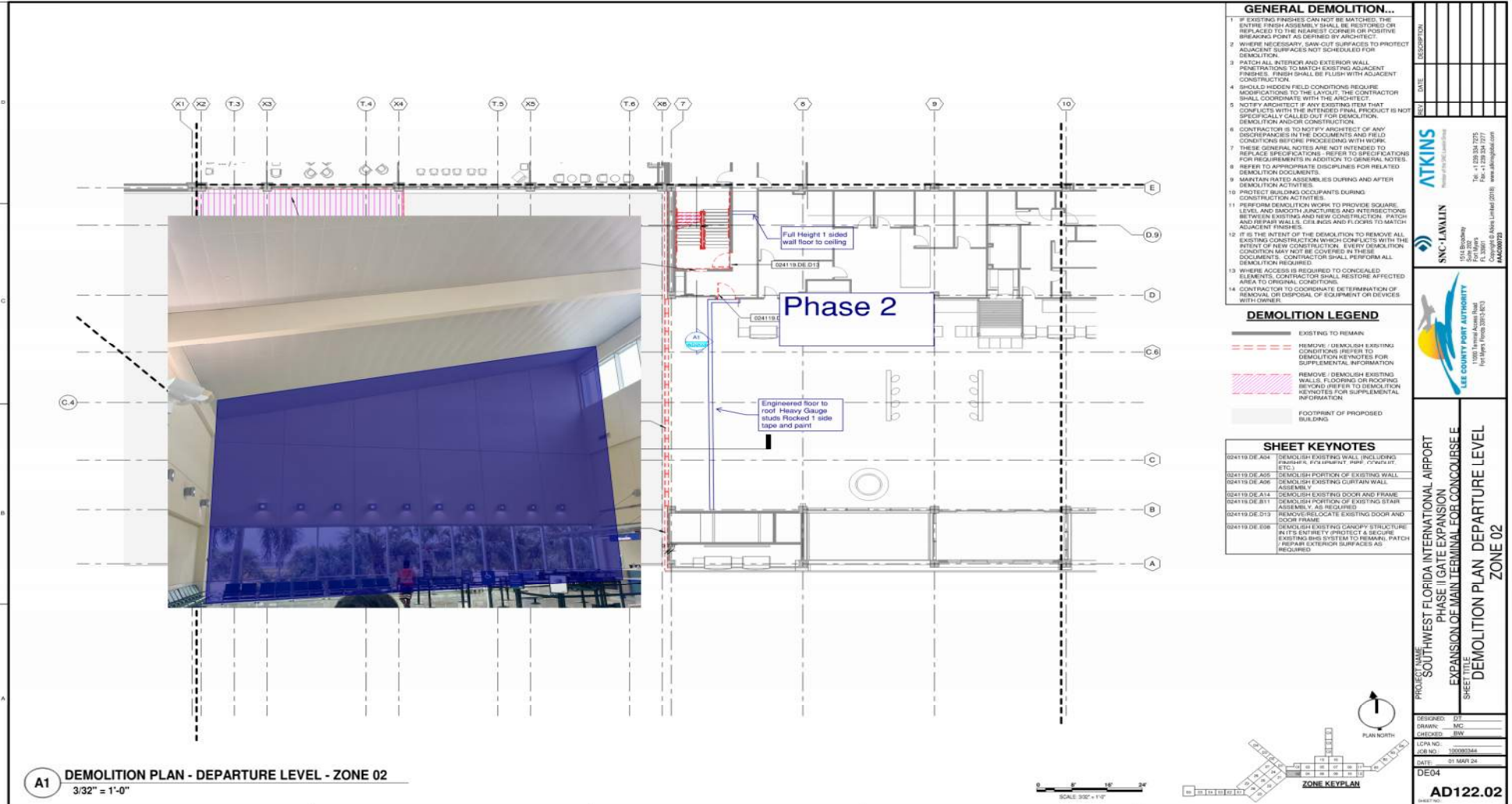
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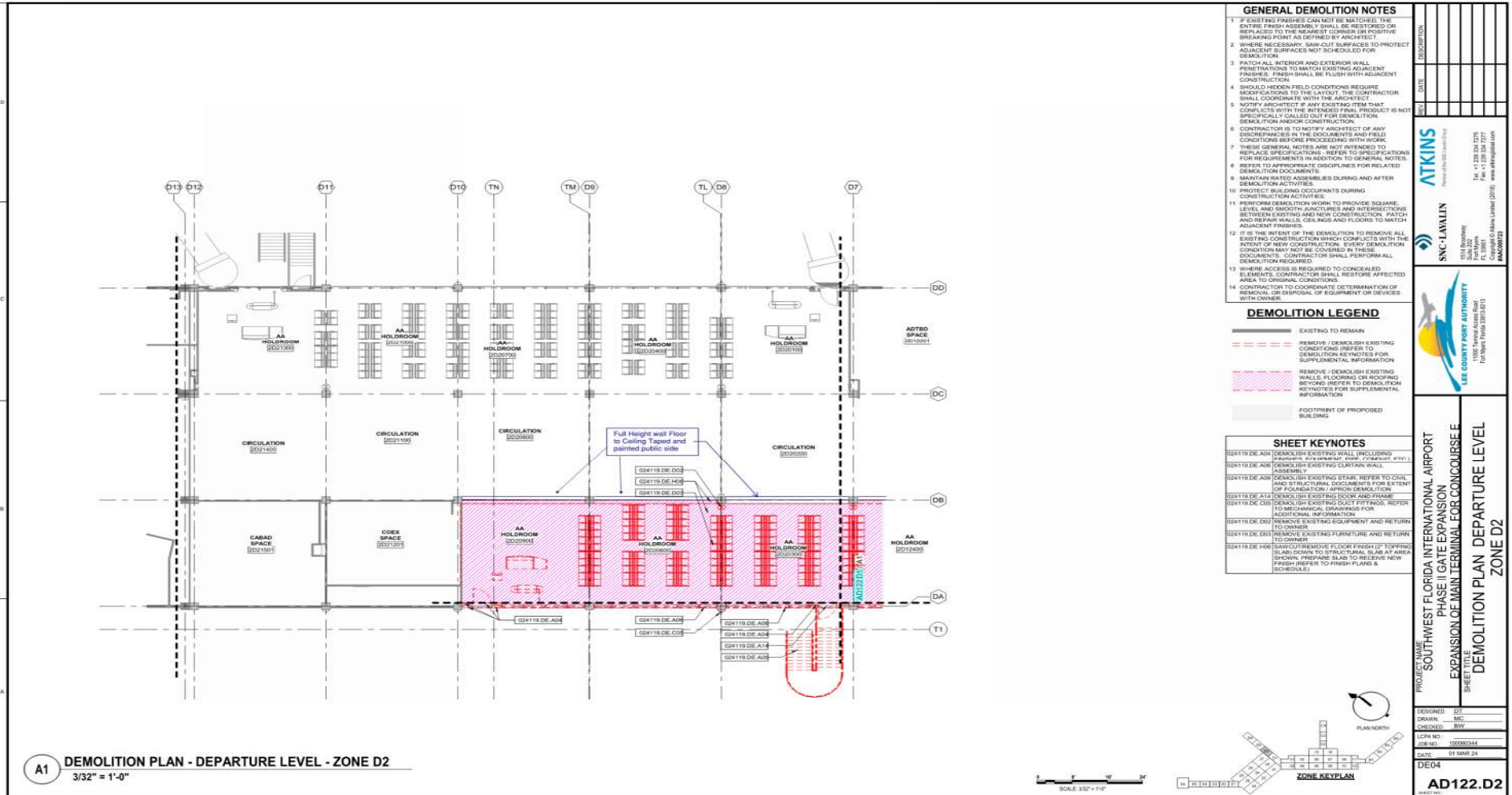
TERMINAL TEMP WALL LOCATIONS

ISSUED FOR PERMIT - ISSUED FOR BID

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TERMINAL TEMP WALL LOCATIONS

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