

**AMENDMENT NO. 2 TO ADDENDUM NO. 34
TO AGREEMENT DATED DECEMBER 10, 2015
BETWEEN THE GREATER ORLANDO AVIATION AUTHORITY
AND HNTB CORPORATION**

Project: Additional Design Services for STC Deferred Scope for W-S110, South Terminal C, Phase 1 – Architect of Record Services
Orlando International Airport

THIS AMENDMENT is effective as of this 27th day of April, 2021, by and between the **GREATER ORLANDO AVIATION AUTHORITY** ("Authority") and **HNTB CORPORATION** ("Consultant").

WITNESSETH

WHEREAS, by Agreement dated December 10, 2015, Authority and Consultant entered into an Agreement for Consultant to provide Architect of Record for the South Terminal C, Phase 1; and

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

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

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

1. Consultant shall perform additional services in accordance with the terms of the Agreement and the attached Exhibit "A." Consultant shall be paid for such additional services according to the payment terms set forth in the Agreement.
2. Consultant shall be compensated for such additional services in the **LUMP SUM amount of TWENTY-EIGHT THOUSAND FOUR HUNDRED SIXTY-EIGHT AND NO/100 DOLLARS (\$28,468.00)**, broken down as follows:

Professional Fees:	NTE:	\$0.00
Professional Fees:	LS:	\$28,468.00
Reimbursable Expenses:	NTE:	<u>\$0.00</u>
Total:		\$28,468.00

3. Except as expressly modified in this Amendment, the Agreement dated December 10, 2015 and all prior addenda will remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 2 to Addendum No. 34 this 5th day of May, 2021.

GREATER ORLANDO AVIATION AUTHORITY

Approved as to Form and Legality
(for the benefit of GOAA only)

this 4th day of May, 2021

By: K. Kelly

NELSON MULLINS BROAD AND
CASSEL, Legal Counsel
Greater Orlando Aviation Authority

By: David M. Patterson

David M. Patterson
Director of Construction

HNTB CORPORATION

By: George M. Gilhooly

Printed: George M. Gilhooly

Its: Sr Vice President



Memorandum

To: Members of the Construction Committee

From: Davin Ruohomaki, Senior Director of Engineering & Construction
(Prepared by Ross Spence, OAR)

Date: April 27, 2021

Re: Request for Approval of an Amendment to Addendum 34 to the Architect of Record Services for the South Terminal C, Phase 1 Agreement with HNTB Corporation for Additional Design Services for STC Deferred Scope for W-S110 South Terminal C (Phase 1) – Architect of Record Services (& Major Subs) at the Orlando International Airport

On June 9, 2020, the Construction Committee approved Addendum 34 in the amount of \$249,900.00 to the above referenced agreement to provide initial early design services for STC deferred items. On June 30, 2020, the Construction Committee approved Amendment 1 to Addendum 34 in the amount of \$1,444,036.00 to the above referenced agreement to provide additional design services for STC deferred items which the Aviation Authority Board approved on July 15, 2020.

Since that time, it has been discovered that additional design services are required for the STC scope deferrals. Consultant's proposal, dated April 14, 2021, is to provide additional design services for airfield civil / fuel design portion of the Gate 240 Modifications to reconfigure Gate 240 from a single aircraft position to a MARS gate for the South Terminal C Airfield Civil project.

If approved, these services would be effective the date of Construction Committee approval.

Consultant shall, with each monthly invoice, certify that the work and services are on schedule to be completed within the contracted lump sum price, or provide at time of certification a written notice to the Authority of any deviations.

The MWBE/LDB participation has been reviewed by the Office of Small Business Development. Their findings and recommendation are attached.

Funding is from General Airport Revenue Bonds. Funding source verified by Davi Nicholson of Construction Finance on 4 / 23 / 21 as correct and available.

It is respectfully requested that the Construction Committee approve an Amendment to Addendum 34 to the Architect of Record Services for the South Terminal C, Phase 1 Agreement with HNTB Corporation for the services contained herein and the amount as shown below:

Not to Exceed Fees:	\$0.00
Lump Sum Fees:	\$28,468.00
Not to Exceed Expenses:	\$0.00
TOTAL:	\$28,468.00
Reviewed by AAC	<i>JSS</i>

HNTB Corporation
The HNTB Companies
Infrastructure Solutions

610 Crescent Executive Court
Suite 400
Lake Mary, Florida 32746

Telephone (407) 805-0355
Facsimile (866) 205-1648
www.hntb.com

HNTB

2021

April 14, 2020

Mr. Davin Ruohomaki, MBA, CGC
Senior Director Planning, Engineering and Construction
Greater Orlando Aviation Authority
Orlando International Airport
One Jeff Fuqua Blvd.
Orlando, FL 32827-4399

Re: WS-110 South Terminal C - Phase 1 (STC P1), Architect of Record
Proposal for Additional Design Services for:
Airfield Civil (AFC) Gate 240 Scope Modification

Dear Mr. Ruohomaki:

HNTB Corporation ("HNTB") is pleased to present for your consideration the requested proposal for the airfield civil / fuel design portion of the Gate 240 Modifications to reconfigure Gate 240 from a single aircraft position to a MARS gate for the **South Terminal C Airfield Civil** project. .

The Kimley-Horn / TY Lin Airfield Civil Team (AFC Team) has included detailed descriptions of the required design efforts. Attached is the proposed scope and fee from the AFC Team. Kimley-Horn has indicated that, "due to the sensitivity and the complexity of the hydrant fuel system and site, as the Engineer of Record, they do not believe a Contractor constructed and as-built fuel system modification is appropriate. As such, the attached proposal reflects the AFC Team providing a design of the fuel modifications. This scope of work and the associated cost is the least they can accept to provide these services."

We are available to request any additional information from the AFC Team as may be necessary.

Schedule: Following NTP, the Bulletin will be issued to GOAA within 4 weeks.

The proposed lump sum design fees are shown below. Due to the nature of the work, it does not lend itself to MWBE/LDB participation. HNTB Corporation has no scope or fee in this proposal.

GOAA South Terminal C Phase 1				
Airfield Civil - Gate 240 Modification - Additional Hydrant Pit				
4/14/2021				
Firm	MWBE	LDB	Lump Sum Design Fee	Role
HNTB Corporation			\$ -	Prime Consultant-AOR
Kimley Horn & Associates			\$ 11,356	Civil Design
TY Lin International			\$ 17,112	Utility Support
Subtotal			\$ 28,468	
Total Lump Sum Fee			\$ 28,468	
Total NTE Fee			\$ -	
Total Contract			\$ 28,468	
MWBE	0.0%		\$ -	
LDB		0.0%	\$ -	

Sincerely,
HNTB Corporation



William G. Brooks, PE
Senior Vice President
Senior Program Director

Cc: Mark Birkebak, Director of Engineering, Greater Orlando Aviation Authority
Kathy Anderson, Manager, Contracts and Grants, Greater Orlando Aviation Authority
George Gilhooley, PE, Project Principal, HNTB
J.C. Arteaga, AIA, LEED AP, Architect of Record, HNTB

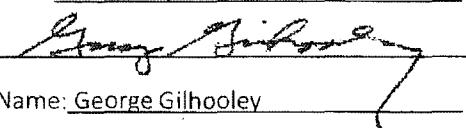
Attachments: Scope of Services
Fee Table

TRUTH IN NEGOTIATION CERTIFICATION

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

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

Consultant HNTB Corporation

By: 

Print Name: George Gilhooley

Date: April 21, 2021

AFC - Gate 240 Modification - Additional Hydrant Pit (FY 20)

Item	Scope	Firm	GOAA-Approved Job Classification	Hours	GOAA Approved Rate	Fees	Avg Rate
1	GOAA STC Gate 240 - AFC Hydrants Addition	Kimley-Horn and Associates, Inc.	Senior Program Managers	4	\$251.00	\$1,004.00	\$251
2	GOAA STC Gate 240 - AFC Hydrants Addition	Kimley-Horn and Associates, Inc.	Senior Engineer	32	\$180.00	\$5,760.00	\$180
3	GOAA STC Gate 240 - AFC Hydrants Addition	Kimley-Horn and Associates, Inc.	Engineer	24	\$135.00	\$3,240.00	\$135
4	GOAA STC Gate 240 - AFC Hydrants Addition	Kimley-Horn and Associates, Inc.	CADD Technician	8	\$94.00	\$752.00	\$94
5	GOAA STC Gate 240 - AFC Hydrants Addition	Kimley-Horn and Associates, Inc.	Clerical	8	\$75.00	\$600.00	\$75
6	GOAA STC Gate 240 - AFC Hydrants Addition	TY Lin International	Principal	12	\$235.00	\$2,820.00	\$235
7	GOAA STC Gate 240 - AFC Hydrants Addition	TY Lin International	Senior Engineer	4	\$165.00	\$660.00	\$165
8	GOAA STC Gate 240 - AFC Hydrants Addition	TY Lin International	Project Engineer	96	\$142.00	\$13,632.00	\$142
Sub-Total				188.00		\$28,468.00	\$ 151.43
Total				188.00		\$28,468.00	\$151.43

EXHIBIT A SUB-DESIGNER'S SCOPE OF SERVICES



Greater Orlando Aviation Authority

I. Title: SUB-DESIGNER'S (Kimley-Horn) SCOPE OF SERVICES – Airfield Civil

Purpose: Proposal to Design the Addition of Two Hydrant Pits at STC Gate 240.

General Project Description:

The Owner has requested the addition of two hydrant pits at new STC Gate 240. See the attached drawing LD30.3197 by JBT Aero Tech. The new pits are needed to service new narrow body aircraft locations at Gate 240.

The Airfield Civil (AFC) Team will review the aircraft locations and aircraft mixes noted in the above drawings, review the underground as-built data for the electrical ducts, review a fiber optic duct and drainage system which appear to be in conflict with the proposed north hydrant pit location and determine if a hydrant pit can be installed in this location. See annotated drawing 07 JFG1.11.06_2020-08-27 NB Hydrant Pit Preliminary Study, attached. Note: a special design may be needed to go under or over these potential conflicts.

The proposed location for the south hydrant pit appears to be clear of conflicts, however the length of the proposed lateral to the pit is very long, which requires a slope check to see if the pit lateral pipe will be able to slope to the main line.

The AFC Team has reviewed the need for an additional EFSO station: due to the location of the PBBs when the two NB gates are occupied, we recommend an additional EFSO station be added as shown in attached Gate 240 Preliminary Hydrant Pit Study.

The AFC Team will also coordinate the rim elevations of the new hydrant pits, and the installation details in the proposed pavement and plan location of the pits, considering the pavement joint pattern and required fueling locations based upon the provided aircraft locations..

We will confer with the cathodic protection designer to validate the assumption that no additional cathodic protection is required. If additional cathodic protection is required, we will include the additional protection in the scope of the work to be performed.

The AFC team will then modify contract drawings 07 JFG1.11.06_2020-08-27 and 28 JFC1.11.18_2020-08-27 to reflect the addition of the new pits, and issue a draft of the revision for review by KHA, HNTB, and the Owner. We will also modify drawings JFM6.11.02 and JFM6.11.03 to reflect the additional hydrant pits in the Integrity Testing Diagram and Flushing Diagram, since work will be added in these tasks. In addition, we will modify two EFSO drawings to show the additional ESFO station. At this time, we will not update the overall plan views, nor the backgrounds or other flow diagrams, but we would anticipate for them to be updated during the Construction Phase Services when the record drawings are produced.

The AFC Team will participate in teleconferences to coordinate the addition of the two additional hydrant pits with all stakeholders. We will respond to comments by HNTB, the Owner and airline consortium.

The AFC Team will coordinate with HNTB to prepare a bulletin to describe the work to the contractor. We will review their cost proposal for the work and will make a recommendation on the proposed cost.

2. OVERVIEW OF PROFESSIONAL SERVICES

The professional services to be performed under this assignment include:

- Preparation of design submittals for review and final construction documents for Construction Bulletin for the addition of the two hydrant pits.
- Preparation of the Construction Bulletin.
- Review of the contractor's cost proposal.

To expedite this design, we anticipate issuing a single draft Design Deliverable (i.e., Quality Control) for concurrent review and comment with HNTB, the Owner and the fuel consortium, followed by responses to comments and issuance of final Construction Documents.

This project work will be performed over a 4-week design period following receipt of an amendment and written Notice to Proceed and receipt of AutoCAD drawings noted below in BASIC ASSUMPTIONS.

I. DRAFT CONSTRUCTION DOCUMENTS SUBMITTAL

- a. Review the existing as-built drawings for the underground utilities in the area;
- b. Locate the hydrant pits in the pavement, noting the constraints due to concrete panel joints, and for the aircraft mix shown on the JBT Aero Tech drawings.
- c. Check hydrant lateral slope from the new pit locations to the mainline to ensure adequate draining;
- d. Prepare the revised drawings noted above;
- e. Prepare draft design submittal for concurrent review;
- f. Attend one (1) Project Design Coordination meetings (due to the COVID-19 conditions, Coordination Meetings may be held virtually);

It is understood that once the comments have been satisfactorily addressed, the draft documents will be revised to incorporate these comments into the final documents, which will become the Issue-for-Construction set.

II. FINAL CONSTRUCTION DOCUMENTS

- a. Incorporate design review comments into Final Construction Documents;
- b. Complete the final plans for issuance in the Bulletin process for the work;
- c. Prepare Request for Clarification (RFC) responses as appropriate to interpret or clarify the final Construction Documents during contractor pricing of work.

3. CONSTRUCTION ADMINISTRATION PHASE SERVICES

Supplemental Construction Phase Services are not included in this Proposal.

4. SPECIAL SERVICES

No Special Services are currently anticipated to be required to perform this project work.

5. ADDITIONAL SERVICES

This assignment is an additional service task as defined in the agreement.

BASIC ASSUMPTIONS

The following is a list of assumptions, which forms the basis of this cost proposal for providing the services required for the PROJECT:

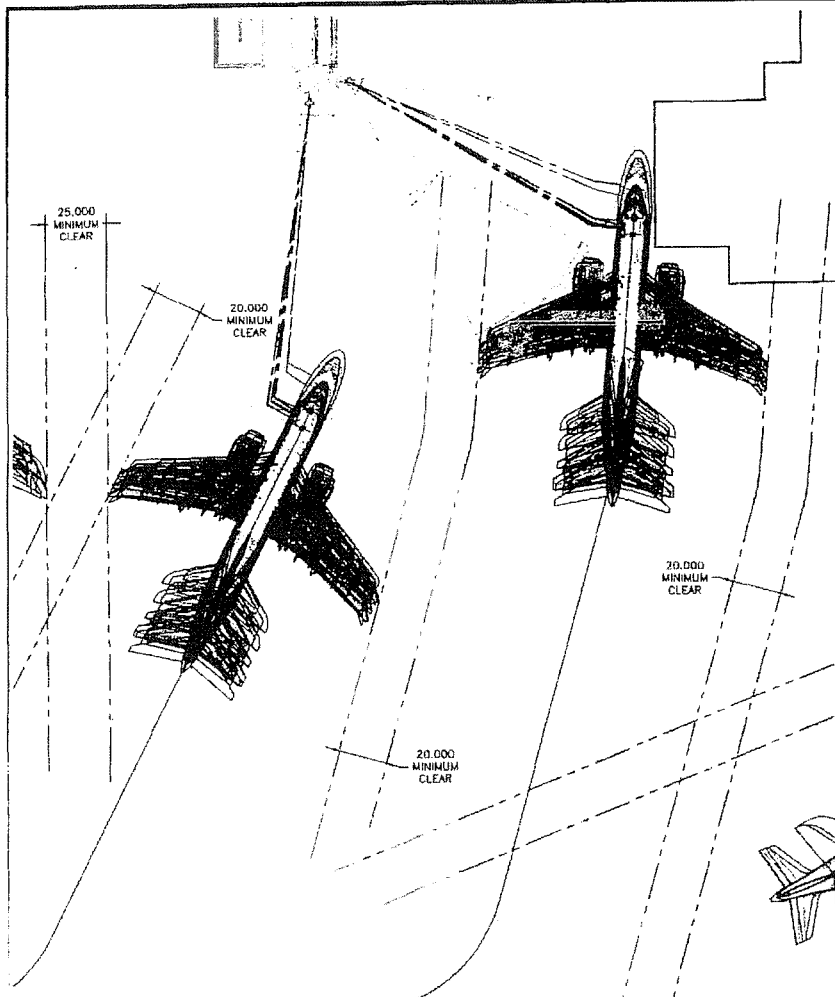
- a. As-built AutoCAD drawings of the location and elevation of existing ducts and drainage lines in the area of the north hydrant pit are to be provided before the AFC Team can begin this design. AutoCAD drawings of the JBT Aero Tech drawings must also be provided to begin the design
- b. Contractor as-builts will satisfy GOAA Horizontal Permit requirements.
- c. Additional survey will not be performed for the design team. The original survey obtained for P1X will be utilized as a basis for the existing grades and utilities
- d. Pavement modifications to accommodate the aircraft are being handled by the OAR and CMAR and will be as-built
- e. The apron grading will not be modified as part of this scope of work.
- f. Additional geotechnical information will not be performed for this project work. The original geotechnical investigations obtained for P1X will be utilized as a basis for the project work
- g. All design plans will be developed using AutoCAD Civil 3D 2018, including x, y, and z references compatible with the STC 3D BIM model requirements
- h. Technical specifications additions or revisions are not required as part of the project work
- i. All construction drawings will be 30" x 42" and will be created in AutoCAD and ADOBE PDF format
- j. Reports, and other word processing letters/memorandums/reports, etc. shall be created in Microsoft Word

- k. The AFC Team will upload 95% design submittal for review. The 100% documents will be provided for the Bulletin process
- l. Construction Phase Services will be provided under the existing construction phase project authorization

EXCLUSIONS

- o Prepare and submit City of Orlando site and FDEP utility permits (as applicable, no building permits)
- o Provide coordination and written responses to Permitting comments received from the City
- o No site visit is included

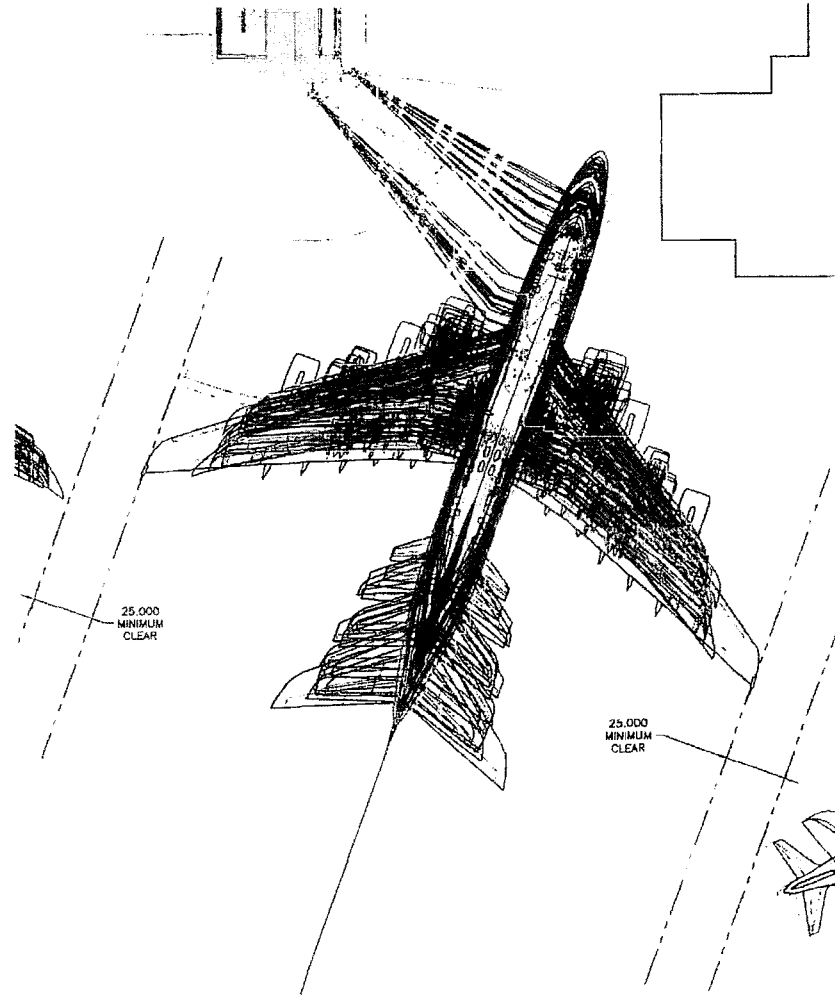
END OF SUB-DESIGNER'S (Kimley-Horn) SCOPE OF SERVICES



GATE 240 - MARS CONFIGURATION
NARROW-BODY LEAD-IN LINES ONLY

NOTES:

- SOME GEOMETRY MAY BE REMOVED FOR CLARITY.
- SEE SHEET 1 FOR OVERALL LAYOUT PLAN.
- SEE SHEET 2 FOR COMPLETE MARS STAND CONVERSION PLAN FOR GATE 241.
- MINIMUM PASSING CLEARANCES OF 20' BETWEEN NARROW-BODY POSITIONS HAVE BEEN PLANNED. SOME PASSING CLEARANCES WILL EXCEED THIS PLANNED DISTANCE.
 - PASSING DISTANCE FOR NARROW-BODY AIRCRAFT ON OUTBOARD LEAD-IN LINE AND WIDE-BODY AIRCRAFT ON STAND 243 WILL BE MINIMUM 20'.
- MINIMUM PASSING CLEARANCES OF 25' BETWEEN WIDE-BODY AIRCRAFT HAVE BEEN PLANNED. SOME PASSING CLEARANCES WILL EXCEED THIS PLANNED DISTANCE.
- SHOWN NEW AIRCRAFT DRIVING PATHS FOR NARROW-BODY AIRCRAFT POSITIONS WILL REQUIRE ADDITIONAL REVIEW BY THE AIRFIELD DESIGN GROUP AND WITH THE GROUND OPERATIONS GROUPS TO DETERMINE IF ANY INTERFERENCES EXIST.



GATE 240 - MARS CONFIGURATION
WIDE-BODY LEAD-IN LINE ONLY



JBTAeroTech JETWAY SYSTEMS
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www.jbtacorporation.com

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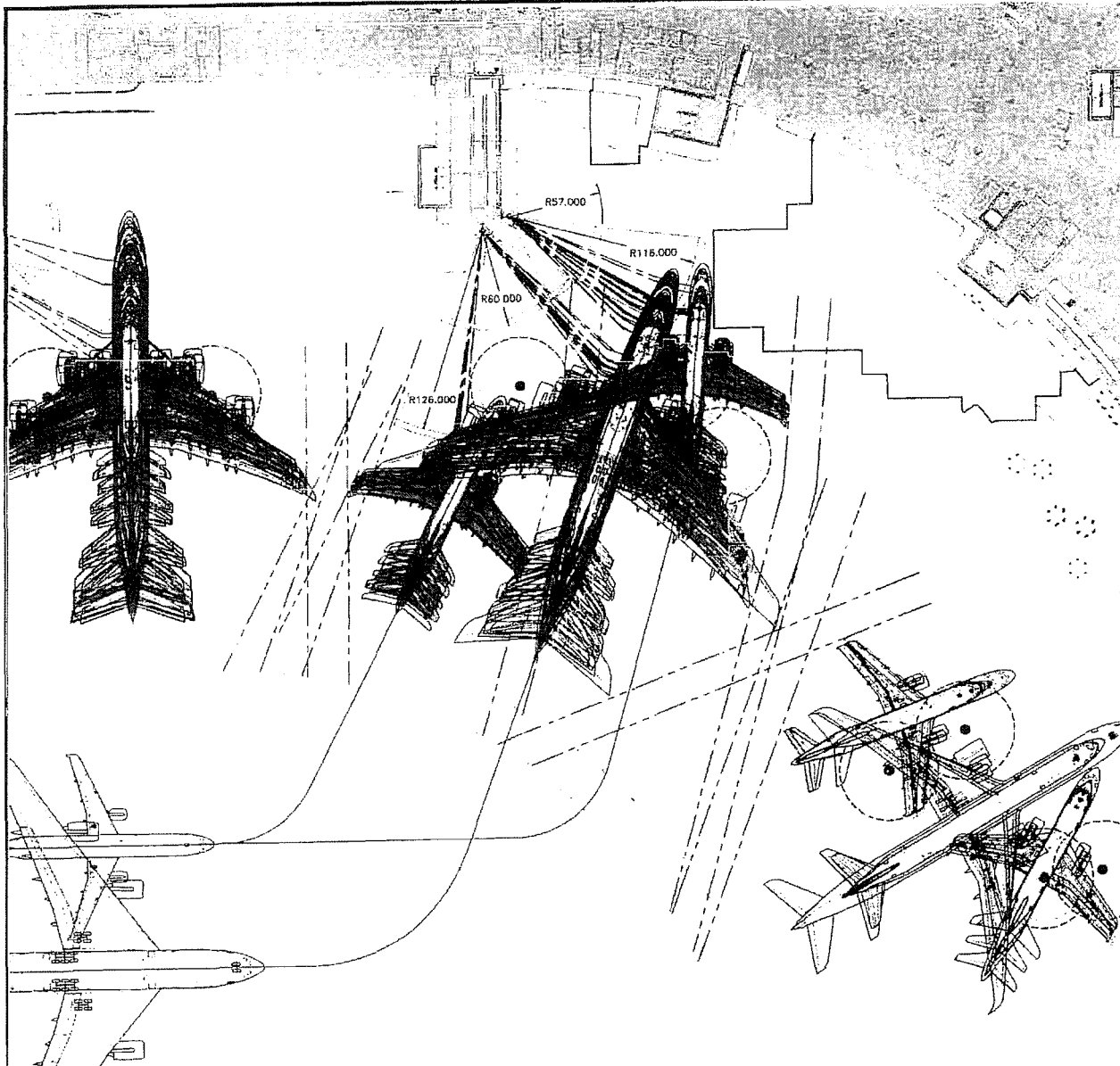
REV. DATE FOR DEC 20 2020 INITIAL DRAWING RELEASE

ORLANDO INT'L AIRPORT
ORLANDO, FL

GATE 240 AIRCRAFT
PARKING STAND
MARS CONVERSION

XX-X-XX-XX

3729 GO/MCO
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JDO - 04 DEC 2020
54077 MTS



GATE 240 - MARS CONFIGURATION
SOME GEOMETRY REMOVED FOR CLARITY

NOTES:

1. SOME GEOMETRY MAY BE REMOVED FOR CLARITY
2. SEE SHEET 1 FOR OVERALL PROJECT BOARDING BRIDGE SERVICE AND AIRCRAFT PARKING PLAN.
3. SEE SEPARATE SLOPE CALCULATION FOR ALL BOARDING BRIDGE SERVICE SLOPE CONDITIONS AND ADDITIONAL AIRCRAFT PARKING INFORMATION
4. WINGTIP PASSING CLEARANCE OF 25' IS ALLOWED BETWEEN WIDE-BODY AND NARROW-BODY AIRCRAFT POSITIONS.
5. MINIMUM WINGTIP SPACING OF 20' IS PLANNED BETWEEN NARROW-BODY AIRCRAFT POSITIONS.
6. FURTHER CUSTOMER VERIFICATION WILL BE REQUIRED TO DETERMINE ADDITIONAL IMPACTS TO GSE OPERATIONS AND POSSIBLE APRON LEVEL INTERFERENCES TO NEW NARROW-BODY PARKING POSITIONS.
7. NO FUEL PIT PLANNING IS SHOWN OR OTHERWISE IMPLIED FOR THE NEW NARROW-BODY AIRCRAFT LEAD-IN LINES WITHIN THIS SERVICE CONFIGURATION PLAN. AIRCRAFT HAVE BEEN GROUPED IN SUCH A MANNER TO ALLOW FOR USE OF STANDARD FUEL-PIT EQUIPMENT.
8. NO CHANGES HAVE BEEN MADE TO THE CURRENTLY PLANNED WIDE-BODY LEAD-IN LINE OR THE PLANNED STOP-BARS ON THAT LINE.
9. AIRFIELD DESIGNER TO REVIEW PROJECTED NARROW-BODY AIRCRAFT APPROACH AND STAND ENTRY DRIVE LINES. FURTHER ADJUSTMENT TO MATCH REMAINDER OF AIRFIELD LINE STRIPING MAY BE REQUIRED.



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DATE 04 DEC 20 JDO INITIAL DRAWING RELEASE

ORLANDO INT'L AIRPORT
ORLANDO, FL

GATE 240 AIRCRAFT
PARKING STAND
MARS CONVERSION

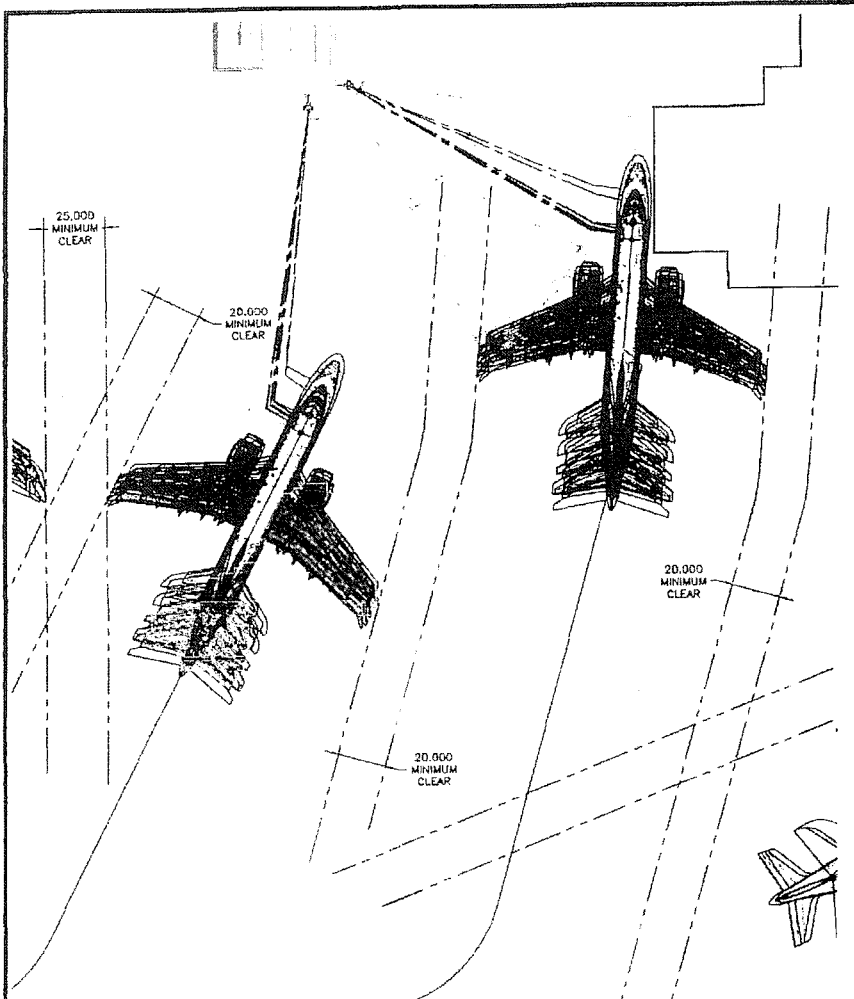
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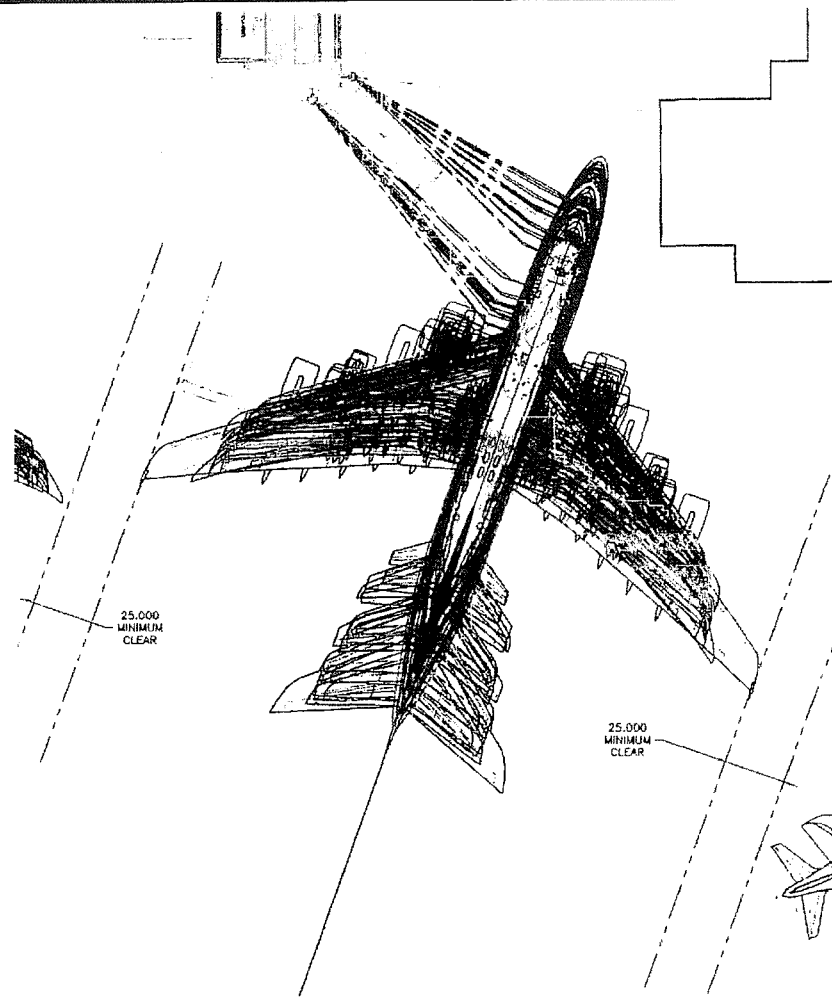


GATE 240 - MARS CONFIGURATION

NARROW-BODY LEAD-IN LINES ONLY

NOTES:

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2. SEE SHEET 1 FOR OVERALL LAYOUT PLAN.
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GATE 240 - MARS CONFIGURATION

WIDE-BODY LEAD-IN LINE ONLY



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ORLANDO INT'L AIRPORT
ORLANDO, FL

GATE 240 AIRCRAFT
PARKING STAND
MARS CONVERSION

XX-X-XX-XX

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JDO 04 DEC 2020
54077 NTS



GREATER ORLANDO AVIATION AUTHORITY

Orlando

Orlando

HANDOUT

4/27/2021 CCM

Item 9

OSBD Memo

MEMORANDUM

To: Members of the Construction Committee

From: George I. Morning, Director of Small Business Development

Date: April 27, 2021

Re: Request for Approval of an Amendment to Addendum 34 to the Architect of Record Services for the South Terminal C, Phase 1 Agreement with HNTB Corporation for Additional Design Services for STC Deferred Scope for W-S110 South Terminal C (Phase 1) - Architect of Record Services (& Major Subs) at the Orlando International Airport

We have reviewed the qualifications of the subject contract's MWBE/LDB/BE specifications and determined that, due to the specialized nature of the services to be provided, HNTB Corporation does not propose small business participation on this Amendment.

Our analysis indicates that HNTB Corporation is eligible for award of the subject Amendment.

Upon motion of Mr. Gilliam, second by Mr. Callum, vote carried to approve of the Single Source Purchase of Lab Equipment from Tellabs for V-S00015, Technology Integration Lab at HBJ (Design/Build), for the total not-to-exceed expense amount of \$182,990.46, with funding from Capital Expenditure Funds.

REQUEST FOR APPROVAL OF AN AMENDMENT TO ADDENDUM NO. 34 TO THE ARCHITECT OF RECORD SERVICES FOR THE SOUTH TERMINAL C, PHASE 1 AGREEMENT WITH HNTB CORPORATION FOR ADDITIONAL DESIGN SERVICES FOR STC DEFERRED SCOPE FOR W-S00110, SOUTH TERMINAL C, PHASE 1 - ARCHITECT OF RECORD SERVICES (AND MAJOR SUBS), AT THE ORLANDO INTERNATIONAL AIRPORT.

9. [A handout was presented, which included a revised Memorandum and an Office of Small Business Development Participation Memorandum.] Mr. Corthell presented the attached memorandum, dated April 27, 2021.

The Office of Small Business Development has reviewed the qualifications of the subject contract's MWBE/LDB/VBE specifications and determined that, due to the specialized nature of the services to be provided, HNTB Corporation does not propose small business participation on this Amendment.

Vice Chair Sharman stated that the previous amount awarded of almost 1.7 million as referenced in the memorandum, was NTE because the project team did not know exactly what may be required, and asked for clarification on why an additional request is being made. Mr. Corthell answered that Operations discovered that by making this change, it would enable the bridge to add another airplane and generate more revenue. Vice Chair Sharman asked if this was associated with the scope reductions. Mr. Corthell answered no, to the best of his knowledge. Vice Chair Sharman asked for a definitive response. Mr. Corthell stated that a written reply could be provided within the hour. Ms. Ryan stated that there is a Scope Modification for this work. Vice Chair Sharman stated that it needs to be ensured that this is being done correctly. Mr. Birkebak stated that this request is a legitimate fee, and that fuel systems required specialized design. Ms. Ryan stated that it is advantageous to add the gate. Mr. Hunt asked for confirmation that this changed the gate from a single body gate to a MARS gate. Mr. Corthell confirmed yes. Vice Chair Sharman asked if this would still need to be done if the deferral had not been done. Mr. Brooks responded that this was not part of the deferral and that this is being done to increase the revenue capability of the gate, which would have been prudent even if the deferral had not happened. Mr. Corthell concurred and added that it is better to make the changes now before needing to cut out concrete to make the modifications at a later date.

Upon motion of Mr. Hunt, second by Mr. Gilliam, vote carried to approve an Amendment to Addendum 34 to the Architect of Record Services for the South Terminal C, Phase 1 Agreement with HNTB Corporation for Additional Design Services for STC Deferred Scope for W-S110 South Terminal C (Phase 1) - Architect of Record Services (and Major Subs) for the total lump sum fee amount of \$28,468.00, with funding from General Airport Revenue Bonds. ✓

REQUEST FOR APPROVAL TO UTILIZE CONTINGENCY FUNDS FOR FABRIC OVERAGES FOR W-S00145, SOUTH TERMINAL C, PHASE 1-OWNER FURNISHED FF&E AND IT ITEMS, AT THE ORLANDO INTERNATIONAL AIRPORT.

10. [A handout was presented, which included a revised Memorandum.] Ms. Merck presented the attached memorandum, dated April 27, 2021.

The Office of Small Business Development has reviewed the FF&E and IT Procurement Plan, and determined that, due to the specific nature of the required items, vendors for IT products are not required to propose any MWBE/LDB participation for these items. In the procurement of FF&E items, participation goals of 17% MWBE and 1.7% LDB/VBE have been established for competitively bid items.