AtkinsRéalis

Proposal - Berth 10
Design Services

April 28, 2026

APPENDIX A: PORTMIAMI BERTH 10 DESIGN SERVICES

Notice

This document and its contents have been prepared and are intended solely as information for and use in relation to Proposal

AtkinsRéalis USA Inc. assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 110 pages including the cover.

Document history

Document title: Proposal - Berth 10 Design Services

Document reference: FIF-POM-B11

Revision	Purpose description	Originated	Checked	Reviewed	Authorized	Date
1.0	Draft	JJC				Jan 6, 2025
2.0	Draft	JJC				Jan 17, 2025
3.0	Draft	JJC				Jan 20, 2025
4.0	Final	JJC				Jan 21, 2025
5.0	Revised Final	JJC				Mar. 21, 2025
6.0	Revised Final 2	JJC				Apr 25, 2025
7.0	Revised Final 3	CAO				Jan 8, 2026
8.0	Revised Final 4	CAO				Jan. 12, 2026
9.0	Revised Final 5	CAO				Feb. 16, 2026
10.0	Revised Final 6	CAO				April 28, 2026

Client signoff

Client	
Project	PORTMIAMI BERTH 10 DESIGN SERVICES
Job number	
Client signature/date	

Contents

Cover Letter **6**

1. General Description **8**

2. Proposal Organization **9**

3. Project Team **10**

3.1 Key Personnel 10

4. Design Elements **11**

4.1 Marine Infrastructure - Berth 10 Design Element 11

4.2 Passenger Concourse Extension Design Element 12

4.3 Provisioning Building and Site Development Design Element 13

5. Basic Services **14**

5.1 Meetings, research, site reviews, teleconferences and project coordination – General Start Up 15

5.2 Supporting Studies 16
5.2.1 Topographic / SUE / Hydrographic Surveys 16
5.2.2 Geotechnical Investigations 17
5.2.3 Coral Resources Coordination 18
5.2.4 Mooring Analysis 18
5.2.5 Wake and Scour & Passing Ship Analyses 19
5.2.6 Maintenance of Traffic Planning 19

5.3 Marine Infrastructure – Berth 10 Design 19
5.3.1 Landside Bulkhead Design 20
5.3.2 Waterside Bulkhead and Apron Design 21

5.4 Concourse Extension Design 22
5.4.1 Phase I: Pre-Design 22
5.4.2 Phase II: Schematic Design 23
5.4.3 Phase III: Design Development 23
5.4.4 Phase IV: Construction Documents 24
5.4.5 Phase V: Construction Administration 24
5.4.6 LEED and Sustainability – Concourse Extension 24

5.5 Provisioning Building and Site Development Design 25
5.5.1 Phase I: Pre-Design 26
5.5.2 Phase II: Schematic Design 26
5.5.3 Phase III: Design Development 27
5.5.4 Phase IV: Construction Documents 27
5.5.5 Phase V: Construction Administration 28

5.5.6 LEED and Sustainability – Provisioning Building 28
5.6 Regulatory Permitting Services 28
5.6.1 Environmental Permitting: 28
5.6.2 Building Department Permitting 30
5.6.3 Specialty Permitting (FDEP, FDOH) 30

6. Construction Phase Services 31

7. Schedule & Fees 31

8. Assumptions and Exclusions 31

Assumptions 31
Exclusions 34

Supporting Studies – Detailed Scope of Work 36

Topographic / SUE / Bathymetric Surveys 38
Geotechnical Investigations 39
Coral Resources Surveys 40
Wake and Scour & Passing Ship Analyses 44

Subconsultant proposals 46

COVER LETTER

Dear Mr. Rodrigez,

AtkinsRéalis is pleased to submit this revised proposal to provide Design Services in support of the PortMiami Berth 10 project. Within this document we present our understanding of the requested scope of services, our teaming strategy, and our proposed approach to deliver field investigative services, design development services, permitting support services, and construction documents for the following design elements:

- Marine Infrastructure - Berth 10 Design Element
- Passenger Concourse Extension Design Element
- Provisioning Building and Site Development Design Element

This revision replaces our proposal submitted on February 16, 2026. This revision includes the following key changes, based on discussions with PortMiami and Fincantieri.

- Deletion of the survey of Receiver Site #2 (POM-A) for coral relocations.
- Deletion of the Coral resources Survey efforts
- Adjusted schedule from 11 months to 12 months.
- Alignment with the updated organizational structure
- Updated labor rates consistent with the revised schedule commencement in July 2026 incorporating the indexation for 2026 and 2027 as well.

We have endeavoured to deliver a comprehensive proposal that is responsive to your requests and description of the project. Should you have any questions, please feel free to reach out to me at 305-514-3232 or 786-956-0139.

Kind regards



Carlos J. Arboleda, PE
Vice President – Sr. Project Director

1. General Description

Fincantieri Infrastructure Florida (FIF) requested AtkinsRéalis prepare this scope of work and fee proposal for development of berth and upland infrastructure improvements at PortMiami, Miami-Dade County, FL. The request for this scope of work is in response to PortMiami's request to FIF to execute a project development option related to the recent design and construction of Cruise Berths 8 & 9 and MSC Terminal AA/AAA. The development option provides for construction of a third cruise berth (herein identified as Cruise Berth 10), expansion of the passenger concourse boarding facilities to Cruise Berth 10, and development of a new provisioning building inclusive of the site development.

The Scope of Services presented herein includes Marine Engineering and Design Services, Architectural and Structural Engineering Design Services, Civil Engineering Design Services, and Mechanical & Electrical Engineering Design Services. The services are offered to deliver the following project results:

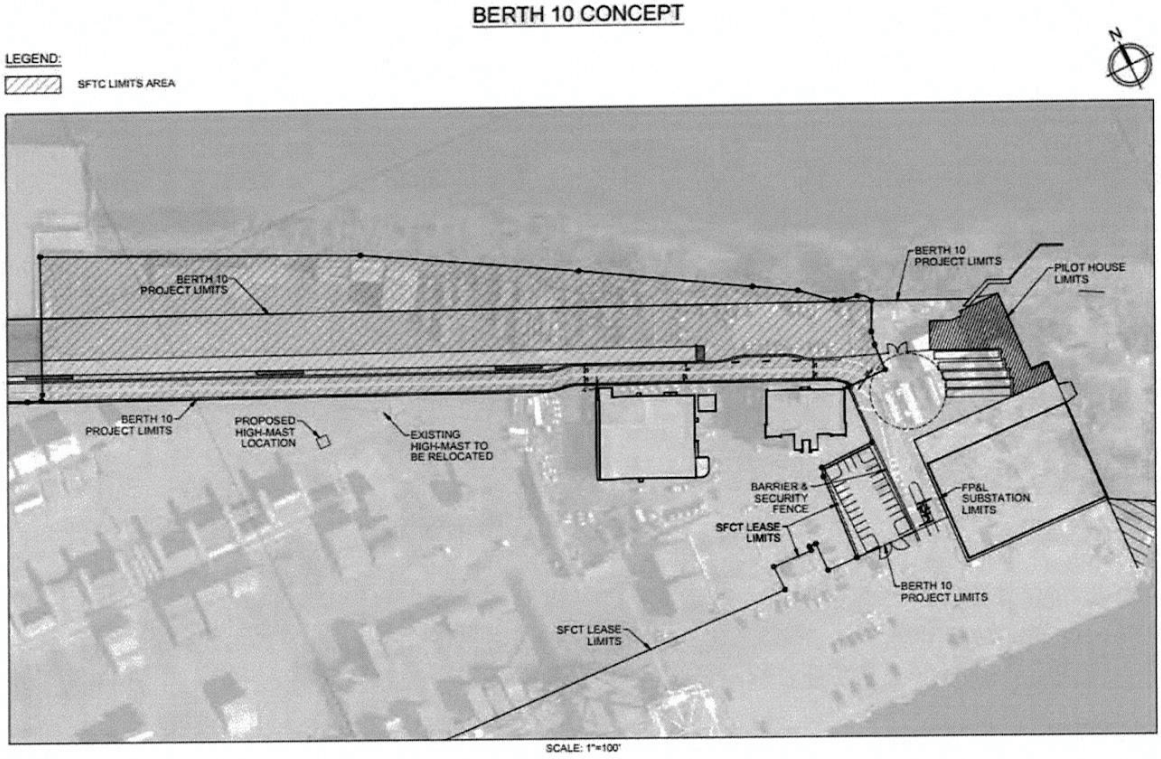
- Development of new marine structure for Cruise Berth 10, consisting of a landside bulkhead and apron, and development of a new waterside bulkhead and dredging improvements
- Extension of the existing boarding concourse at the MSC Terminal AA/AAA to provide passenger access to the new Berth 10 marine structure, and
- Development of a new Provisioning Building inclusive of the site development elements such as access roads, barrier walls and fencing.

The project will include field investigation activities, supporting studies, permitting services, and preparation of plans and specifications for clearing vegetation, demolition work, landside excavations, waterside dredging, construction of new marine structures and aprons, dredging improvements, structural engineering and architecture, stormwater management, water distribution systems and electrical and mechanical systems, and related elements that are associated with the structures to provide a functional berthing facility, passenger concourse extension, and provisioning building.

Port Miami has secured a grant from Florida Department of Environmental Protection (FDEP - 25SRP09), for the development of the new marine structure for Cruise Berth 10. AtkinsRéalis will implement procedures and execute the design work in support of the design requirements included in the FDEP grant.

Projects limits and Berth 10 concept have been defined by Port Miami as per their exhibit titled "2026-02-06_BERTH 10-limits". See figure on following page:

BERTH 10 CONCEPT



2. Proposal Organization

This Scope of Services is organized as follows:

- General description
- Proposal organization
- Project team
- Design elements
- Basic services
- Construction phase services
- Schedule
- Fees
- Assumptions and Exclusions

3. Project Team

The Project Team that has been assembled includes firms and personnel with direct experience in the development of Berths 8 & 9, the MSC Cruise Terminal, and the related Concourse Structure. The Project Team consists of the following firms:

- AtkinsRéalis USA, Inc. – a full-service professional services and project delivery firm
- Arquitectonica - a leading Miami-based architecture, interior design and landscape architecture firm
- Langan – a geotechnical engineering firm
- Coast and Harbor Engineering – a specialty engineering firm providing services for coastal projects
- Botas Engineering, Inc. – a specialty structural engineering and construction services firm
- WGI – A topographic survey and SUE firm
- Morgan & Eklund – A hydrographic survey firm
- SOCOTECH – Life Safety consultant
- Persohn Hahn, Moving Walkway and Elevator Systems consultant
- Kimley- Horn – a full-service firm providing marine engineering support

FIF personnel will be integrated with the Project Team to provide construction expertise and design review at the percent complete design deliverables or as requested by the Project Team during the design stage.

3.1 Key Personnel

The Project Team consists of the following key personnel who will be responsible for delivering the project.

AtkinsRéalis	Arquitectonica
Carlos J. Arboleda-Osorio, PE	Alejandro Gonzalez, AIA, LEED AP
Frank Kaul, PE	Charles Crain, AIA, LEED AP
Sarah Caponigro, PE	Fernando Chery
Alexander Camps, AIA, NCARB, LEED AP	Natalie de los Hoyos, NCIDQ, RID
MR Hasan, PE	
Fabiola Dagrin, PE ENV SP	
LaTosha Sigler, PE	

Botas Engineering	Coast and Harbor Engineering
Patricia Botas, PE	Scott Fenical, PE, BC.CE, BC.PE

Kimley-Horn	WGI, Inc.
Desiderio Maldonado, PE	Roberto Mantecon, PSM

4. Design Elements

The project is segmented into two main Design Categories and three key Design Elements. The Design Elements for this project are identified as follows:

- **MARINE DESIGN**
  - Marine Infrastructure - Berth 10 Design Element
    - Landside Bulkhead
    - Waterside Bulkhead, Apron, and Dredging
- **LANDSIDE DESIGN**
  - Passenger Concourse Extension Design Element
  - Provisioning Building and Site Development Design Element

A brief description of each Design Element is provided in the following subsections.

4.1 Marine Infrastructure - Berth 10 Design Element

The Berth 10 Design Element generally include bulkheads and walls, tiebacks and anchoring systems, concrete caps, aprons, PBB runways, bollards, fenders, potable water stations, dredging, and other related supporting infrastructure. Recognizing that construction could be accommodated from the landside for the main bulkhead, and construction for the return wall and toe wall would be constructed from the waterside, as one Design Element as follows:

- **Landside Bulkhead:** This element includes the vessel berthing bulkhead and is identified as "landside" because construction can be accomplished from landside-based equipment.
- **Waterside Bulkhead, Apron and Dredging:** This element includes the return wall, toe wall, apron, dredging, and other elements where construction is accomplished from waterside-based equipment.

The starting point for Berth 10 is Station 112+26 as measured from the Northeast corner of the existing PortMiami Berth 9. The eastern terminus of the new Berth 10 will be about 1225 feet east of the established starting point excluding the return wall and the submerged toe wall. The project limits for new construction purposes are defined as the length of the new Cruise Berth 10, a distance of about 1,225 linear feet by the width of the new apron, a distance that varies between 50 and 75 feet. A new return wall and toe-wall are included as part of this design as well as the tie-in (connections) work to Berth 9 – MSC Terminal.

The design involve the completion of the drawings, specifications and calculation submittals for the installation of the bulkhead, return wall / toe wall and all other associated elements necessary to complete the new berth including the PBB runways, PBB tie-downs, mooring bollards, floating foam filled fenders, with water main extension from Berth 9 inclusive of potable water filling stations and storm water drainage. The design scope also includes site demolition of the existing return wall at Berth 9 and mass excavations and dredging work to allow for the mooring of the ships.

The Berth 10 Design Element includes the following features:

- New continuous bulkhead to serve as earth retaining structure along the entire length of Berth 10 inclusive of; steel sheet piles (or combi-wall system), walers, tie-rods and anchor walls, end return walls, toe-wall, concrete caps, removable curbing, potable water filling stations and related structural components and appurtenances.
- The new bulkhead will have a 75-year design service life per PortMiami requirements. The end return wall at the east terminus of the new berth will be designed as a final structure, with a design service life of 75 years. Once Berth 10 is built it is not anticipated that PortMiami could build any other berth east of Berth 10.
- New vessel mooring bollards, both dockside and landside with related anchorages and foundations.
- New floating foam filled fenders with connecting hardware and anchorages (per PortMiami standard).
- Water main extension from Berth 9 including new potable water filling station structures at shipside (per new PortMiami standard) including water lines, meters, underground fire hydrant infrastructure and backflow preventers.
- New passenger boarding bridge (PBB) runways, tie-downs and foundations (Port Miami to provide information on type of PBB to be used as well as overall length of operation for these PBBs). Coordinating the PBB design schedule with the apron design schedule is necessary. We assume key parameters of the PBBs will be provided by PortMiami and/or manufacturer within 30 days after NTP. Should this timeline not align, AtkinsRéalis will assume data from existing PBBs for preliminary design phases and adjust accordingly through design development. We further assume that PortMiami and/or PBB manufacturer will assist Designer and FIF to coordinate connections to the concourse in a similar manner to existing PBBs for Berths 8 & 9.
- New berth apron asphalt pavement, on compacted fill and lime rock base including stormwater drainage system.

4.2 Passenger Concourse Extension Design Element

The Passenger Concourse to Cruise Terminal AA/AAA will be completed for full operational use at Berth 9 and extended to the east to provide access to the new Berth 10. The existing concourse at Berth 9 is an elevated two-story enclosed structure with approximate dimensions 20-feet wide by 50-feet high above the apron. The concourse is supported by concrete columns and beams providing approximately 20 feet of clearance under the elevated concourse.

The proposed concourse at Berth 10 is an elevated one-story enclosed structure with approximate dimensions 20-feet wide by 40 feet high above the apron with a length of approximately 800 feet. Passenger access to the concourse extension will be provided from the existing 3rd floor-level of the existing concourse, with a descending elevation change from the existing 3rd -floor FFE (Finish Floor Elevation) to the 2nd floor of the Berth 10 FFE concourse extension. Final dimensions and configuration of the concourse extension will be developed during a pre-design phase of the project execution plan. The concourse provides passenger access to cruise vessel passenger boarding bridges (PBBs) through openings along the north face of the concourse. The concourse is fitted with moving walkways, is climate controlled, and is fitted with exit stairwells at various points. The concourse extension will be as similar as possible to the current design for the existing concourse.

The 3rd floor of the existing concourse is currently unfinished, and will require interior finishes, mechanical, electrical and plumbing systems, installation of moving walkways, etc. The scope of work for the Passenger Concourse Extension Design Element includes preparing the design documents to complete the existing 3rd floor, and provide fluid connectivity to the new concourse extension

The Concourse Extension Design Element includes the following features:

- Architectural, finishes, mechanical, electrical, plumbing design for completion of the 3rd floor of the existing

concourse

- Fire protection construction documents of the expansion of the Concourse.
- HVAC construction documents of the expansion of the Concourse.
- Plumbing construction documents of the expansion of the Concourse.
- Electrical construction documents of the expansion of the Concourse.
- Fire Alarm design-criteria documents for the expansion of the Concourse.
- Communications system requirements for use of Berth 10 as a swing berth.
- Low voltage empty conduit system including coordination of equipment device locations.
- Electrical connections from the Concourse to the PBB.
- Low voltage empty conduit system including coordination from the Concourse to the PBB.
- LEED certification in alignment with the MSC Terminal LEED Certification

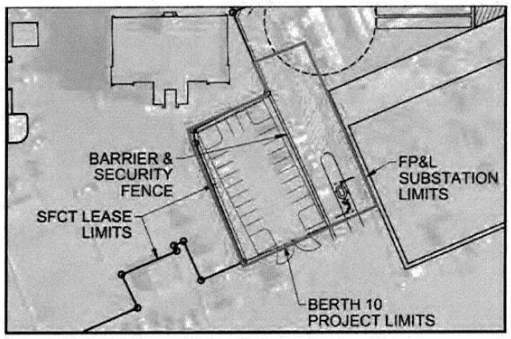
Exclusions

- Low voltage wiring design, details provided by equipment supplier
- Low voltage wiring design for PBB to Concourse, details provided by equipment supplier

4.3 Provisioning Building and Site Development Design Element

The Provisioning Building will be located at the easternmost end of Berth 10. The facility is envisioned as a +/- 10,000 square foot one-story structure (not fully enclosed) with a loading area. The structure will accommodate a minimum of five (5) provisioning trucks and provide ample depth for off-loading and circulation of provisions and forklifts. The Provisioning Building will have ancillary facilities, such as a provisioning office, two (2) unisex restrooms, one (1) janitor's closet, staff breakroom and K-9 storage (if needed).

The project will include ancillary roadways extending from the current demarcation line to the new proposed provisioning building, including a full truck maneuvering and turnaround area for provisioning trucks, outdoor lighting and fencing. The roadway will be two lanes (eastbound/westbound) and provide clearance from the new concourse. If the site footprint permits, the roadway will also accommodate a staging lane to accommodate a minimum of three (3) provisioning trucks. The project also includes a secured vehicular and pedestrian ingress and egress security access gate with a pedestrian check point located by the provisioning structure, to support access for staff, ship equipment, service and security vehicles, maintenance cranes, waste trucks and fire trucks, etc. The roadway will also be extended south for this project per the Port sketch "2026-02-06_BERTH 10-limits" and will include a manned security booth and gated vehicle entrance at the south end of the site, including all ancillary features. The design shall include civil/roadway, signage, pavement markings, structural, architectural, MEP, lighting, drainage, communications considerations (Radio Repeater), CCTV and crash rated bollards around the booth. Port's existing booth/gate at Chute Road will be used as reference. Site development will also include the relocation of one (1) high mast pole near the SFCT site. Below is a sketch of the proposed south roadway extension and manned gate facilities:



The Provisioning Building and Site Development Design Element includes the following features:

- Fire protection construction documents of the Provisioning Building.
- HVAC construction documents for the Provisioning Building.
- Plumbing construction documents for the Provisioning Building.
- Electrical construction documents for the Provisioning Building.
- Electrical construction documents for the relocation of one (1) High Mast Pole
- Fire Alarm design criteria documents for the Provisioning Building.
- Low voltage empty conduit system including coordination of equipment device locations.
- LEED Silver certification as required by the Miami-Dade County's Sustainable Buildings Program

Exclusions

- Low voltage wiring design, details provided by equipment supplier.

5. Basic Services

The Basic Services described in this Scope of Services relate to the engineering, design and permitting of the new Cruise Berth 10 Marine Infrastructure, the Concourse Extension, and the Provisioning Building and Site Development. The Basic Services include the following Tasks:

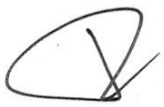
1. Meetings, research, site reviews, teleconferences and project coordination (Project Team)
2. Supporting Studies
   a. Topographical / SUE Surveys (WGI, Inc.)
   b. Hydrographical (bathymetry) Survey (Morgan & Eklund)
   c. Geotechnical Investigations (AtkinsRéalis / Langan)
   d. Coral Resources Coordination (AtkinsRéalis)
   e. Mooring Analysis (AtkinsRéalis / Coast & Harbors)
   f. Wake and Scour and Passing Ship Analyses (Coast & Harbors / AtkinsRéalis)
3. Marine Infrastructure – Berth 10 Design
   a. Landside Bulkhead Design (AtkinsRéalis / KH)

b. Waterside Bulkhead, Apron and Dredging Design (AtkinsRéalis / KH)

4. Concourse Extension Design (AtkinsRéalis / Botas / Arquitectonica)
5. Provisioning Site Development design and Building Design (AtkinsRéalis / Botas / Arquitectonica)
6. Regulatory Compliance Services (AtkinsRéalis)
   a. Environmental Permitting Services (AtkinsRéalis)
   b. Building Permitting Support (AtkinsRéalis)
   c. Specialty Permitting Support (AtkinsRéalis)
   d. Turbidity control plans as necessary (AtkinsRealis/Fincantieri)

5.1 Meetings, research, site reviews, teleconferences and project coordination – General Start Up

- **Meetings:** AtkinsRéalis will attend project meetings as requested by the Port's Project Manager and these meetings may be held at the offices of Port Miami Project Manager, General Contractor, Marine Contractor, PortMiami, and/or elsewhere in Miami-Dade County. The AtkinsRéalis project manager and/or designated representatives of the AtkinsRéalis team will attend. The Scope is limited to fifteen (15) meetings with an average duration of two (2) hours each to take place over the course of the development of the Design Documents.
- **Research:** AtkinsRéalis will review available information/data pursuant to the new Cruise Berth 10 project not limited to: PortMiami's expectation on the overall project capital budget, the original construction documents (in electronic CADD format), as-built drawings (in electronic CADD / BIM format), PortMiami planning documents, geotechnical reports, surveys (including boundary survey) and assessment reports, and other acquired information and documents, as may be furnished to AtkinsRéalis. AtkinsRéalis will be under no obligation to perform exhaustive research or to examine project files / historical archives at PortMiami, in order obtain necessary project information.
- **Site reviews:** AtkinsRéalis will perform a visual site review of the new Cruise Berth 10 site for the purpose of recording the condition of the project site with still photographs and videos/drone aerials. Documentation will focus on the elements of the project that are likely to remain after demolition is complete. The Scope is limited to three (3) site reviews with an average duration of 4 hours each have to take place over the course of the development of the Design Documents.
- **Teleconferences:** Various teleconferences and emails communication are anticipated during the development of the Design Documents. The Scope is limited to 5% full time equivalent (FTE) of AtkinsRéalis project manager and designers for teleconference and email time.
- **Project Coordination with Other Port Operators and Utilities Firms:** AtkinsRéalis will coordinate with other port operators and utility services firms that provided utility services to PortMiami and/or South Florida Container Terminal (SFCT) with respect to electrical lines (including FPL's and any easements, water building connections, sanitary sewer utilities, communication (fiber optic) lines, etc). Work may require connection points outside of the site limits to this infrastructure that was recently installed.



5.2 Supporting Studies

Supporting studies are identified as tasks and activities necessary to produce data to support the design and permitting efforts. Supporting studies include desk top analyses, modelling, field investigations, or compliance activities. The following supporting studies have been identified and are described in further detail in the ensuing paragraphs. Where applicable, a summary description is provided with further details presented as an attachment.

- Topographical / SUE Surveys (WGI, Inc.)
- Hydrographic (bathymetry) Survey (Morgan & Eklund)
- Geotechnical Investigations and Soil characterizations (AtkinsRéalis / Langan)
- Mooring Analysis (AtkinsRéalis / Coast & Harbors Engineering)
- Wake and Scour Analysis (Coast & Harbors Engineering / AtkinsRéalis)
- Maintenance of Traffic Planning (Fincantieri / AtkinsRéalis support)

5.2.1 Topographic / SUE / Hydrographic Surveys

Topographic – AtkinsRealis will coordinate with subconsultant survey firm (WGI, Inc.) for topographic surveys at each of the project sites. Overall, the scope of work for topographic surveying is based on an approximate 12.9-acre area:

- Establish Survey Control
- Conduct a Topographic Survey
- Collect Drainage Information – including invert elevations, pipe sizes, and material types

Topographic Survey Assumptions / Exclusions

- Costs for Topographic Survey are shown based on a 12.9-acres and segmented across each of the three Design Elements.
- AtkinsRealis assumes an existing Boundary Survey will be provided by PortMiami.

Subsurface Utility Investigations (SUE) – AtkinsRealis will coordinate with subconsultant SUE firm (WGI, Inc.) for subsurface utility investigations at each of the project sites. Overall, the scope of work for SUE surveying is based on an approximate 12.9-acre area:

- Quality Level "B" utility investigation (utility designates) to depict existing utilities within project limits
- Survey and location of utility designates
- Limited Quality Level "A" with vacuum excavation test holes (maximum of 8 locations) for key utilities

Deliverables

Topographic Survey and SUE Survey exhibits

Hydrographic Survey – AtkinsRealis will coordinate with subconsultant hydrographic survey firm (Morgan & Eklund – M&E), to perform a hydrographic survey of Berth 10 area, including last section of Berth 9 up to the easternmost area where Pilot House is located. M&E will perform a multibeam bathymetric survey of the proposed Berth 10 area.

Deliverables will include plan view showing data plot and contours in .pdf format along with .dwg and .xyz files. This survey will be used to support the construction estimates / schedule around the 90% Design milestone.

A detailed description of the sub consultants' proposals for Topographical, SUE and hydrographic survey services Scope of Work is presented as an attachment to this document.

5.2.2 Geotechnical Investigations

As part of this Scope of Services, AtkinsRéalis will be using their geotechnical subconsultant, Langan, to perform geotechnical engineering studies for the proposed Berth 10 project. Langan has been providing geotechnical and environmental engineering services throughout South Florida for more than 40 years. Their project experience at PortMiami includes the redevelopment of Wharves 6 and 7, the Port of Miami Tunnel, the Royal Caribbean Office Building, Terminal F Expansion, the Virgin Voyages terminal and most recently, MSC Cruises Terminal which includes Berths 8 and 9.

The Geotechnical Investigations will include borings and laboratory analysis for soils properties and laboratory analysis for disposal materials characterization.

Geotechnical Investigation

a. Six (6) Standard Penetration Test (SPT) borings to a depth of 70 feet each along the proposed bulkhead alignment. Standard Penetration Test (SPT) to the boring termination depth

b. Six (6) additional borings, located adjacent to the 7-foot SPT borings for discrete rock coring along the depths that the initial SPT boring indicates the presence of hard or well cemented limestone to obtain intact core samples for the purpose of strength testing.

c. Three (3) SPT borings to a depth of 50 feet each at access areas of the proposed berth dredge area within the existing paved surface. SPT to the boring termination depth

d. Three (3) additional borings, located adjacent to the 50-foot SPT borings for discrete rock coring along the depths of that the initial SPT boring indicates the presence of hard or well cemented limestone to obtain intact core samples for the purpose of strength testing.

e. Three (3) SPT borings to a depth of 75 feet along the proposed passenger boarding concourse extension.

f. Two (2) SPT borings to a depth of 75 at the location of the proposed provisioning building.

g. Two (2) SPT borings to a depth of 50 feet at the future apron near a drainage well and toe wall extension of the bulkhead wall.

h. One (1) SPT boring to a depth of 50 feet at the future foundation for high mast pole relocation

i. Three (3) South Florida Water Management District (SFWMD) type exfiltration (percolation) tests at a depth of 15 feet each.

j. Geotechnical Laboratory Testing

i. Percent Passing the #200 Sieve (ASTM D1140)	20 Tests
ii. Moisture Content Tests (ASTM D2216)	20 Tests
iii. Atterberg Limits (ASTM D4318)	15 Tests
iv. Unconfined Compressive Strength of Rock Cores (ASTM D7012C)	30 Tests
v. Splitting Tensile Strength of Rock Cores (ASTM D3967)	30 Tests

k. Preparation of geotechnical engineer report with recommendations

The detailed scope of work for the Geotechnical investigations is shown in the Supporting Studies Section of this document.

Soil Materials Characterization

A Materials Characterization study will be required for disposal of dredged materials. The characterization and evaluation will consider the Miami Dade County Department of Regulation and Economic Resource (RER) Division of Environmental Resources Management (DERM) Soil Reuse Guidance (2025). Langan will prepare a sampling plan for DERM review and approval prior to implementation. This plan will include pre-characterization of materials for spoil disposal. Soil sampling will be conducted as part of the geotechnical field subsurface investigation. Langan will subcontract an environmental laboratory certified by the National Environmental Laboratory Accreditation Program (NELAP) to provide analytical services. The soil reuse evaluation will be based on eight (8) additional soil borings within the dredge area to be performed concurrently with the proposed geotechnical field investigation. Langan will prepare a Final Soils Management Plan approved by DERM for use during construction based on the studies conducted.

Scope and approach for development of a sampling and analysis plan for soil characterization is included in Langan's proposal as shown in the Supporting Studies Section of this document.

5.2.3 Coral Resources Coordination

PortMiami has provided direction to Fincantieri to include as part of their services, the contracting of a specialize coral relocation subcontractor for performing the following tasks: pre-relocation survey of ESA-Listed Coral colonies; survey of receiver sites and final site selection; coral and boulder relocation; monitoring and performance tracking and final reporting and closeout.

As part of this contract, AtkinsRéalis will support Fincantieri in updating the draft Request for Proposal documents to select a responsive and capable subcontractor for fulfilling these tasks. AtkinsRéalis environmental scientists, with the assistance of other support staff, will oversee the RFP process; evaluate the proposals submitted; provide an analysis of the RFP responses to Fincantieri and PortMiami; review and comment on the coral relocation subcontractor's work plan, staffing plan and schedule; provide limited oversight support to Fincantieri on the coral pre-relocation ESA-listed coral colony survey; review pre-relocation survey results report; provide limited oversight support to Fincantieri on the receiver site survey results (Receiver Site 1 and POM-A) and final site selection recommendations from the coral subcontractor; provide limited oversight support to Fincantieri on the coral and boulder relocation at Pilot House Revetment area (Receiver Site 1); and provide reviews of the Colony Attachment Assessment Report, Time Zero baseline monitoring report, as well as reviews of the one week, three-month, six-month and one year post-construction monitoring reports; and attend up to three project meetings.

5.2.4 Mooring Analysis

AtkinsRéalis will perform a limited quasi-static mooring analysis using OPTIMOOR for up to three (3) design vessels to be agreed upon by the Port. The objective of the mooring analysis is to determine the location and size of the mooring bollards and fenders for the berth. The analysis will focus on the environmental conditions (current in channel and wind) for the vessels. No dynamic effects will be included; those are being covered by the dynamic and passing ship analysis being furnished by others for the Port. The maximum wind speed, vessel excursion (surge, sway, heave) and

operational limits for the mooring analysis will be determined at the project kick-off and agreed upon by the Port prior to starting the mooring analysis. AtkinsRealis recommends a large, medium, and small cruise vessel be selected for this mooring analysis. AtkinsRealis will present the findings of the mooring analysis vessel to the Port prior to moving forward with the structural design of the berth. AtkinsRealis will coordinate at least one meeting with the Port consultant doing the Dynamic Mooring Analysis so both parties can discuss and coordinate scopes.

Deliverables

Mooring Analysis Report.

5.2.5 Wake and Scour & Passing Ship Analyses

Under subcontract to AtkinsRealis, Coast & Harbor Engineering, Inc. (CHE) will prepare a Wake and Scour Analysis and a Passing Ship Hydrodynamic Analysis. The goal of these analyses is to evaluate potential bulkhead toe scour, and passing ship drawdown effects, for the purposes of bulkhead design at Berth 10. The outputs from this analysis will be utilized to inform the bulkhead design details. The study limits will include the alignment of Berth 10 proposed bulkhead including the toe wall and return wall.

The detailed scope of work for the Wake and Scour & Passing Ship Analyses is shown in the Supporting Studies Section of this document.

Deliverables

- Design propeller/thruster wash velocity magnitudes and durations for use in berth scour analysis.
- Potential scour depths at the bulkhead and scour evaluation using direct simulation in combination with empirical methods.
- Time histories of water level along the bulkhead, distributions of water level at different time periods, and/or hydrostatic pressure/load changes during passing events.

5.2.6 Maintenance of Traffic Planning

Maintenance of Traffic (MOT) planning will be led by Fincantieri, with support from AtkinsRéalis. AtkinsRéalis will provide traffic engineering services and limited production CADD services in support to Fincantieri for development of the MOT plans. We have identified support hours for MOT Planning in both the Passenger Concourse Extension Design Element and the Provisioning Building and Site Development Design Element. Fincantieri to provide AtkinsRealis phasing plans.

Deliverables

- MOT Planning Support personnel, plans and drawings at the direction of Fincantieri.

5.3 Marine Infrastructure – Berth 10 Design

The Marine Infrastructure for Berth 10 will be designed as one deliverable package, that includes:

MDC094

- Landside Bulkhead Design
- Waterside Bulkhead, Apron and Dredging Design

Miami-Dade County has secured a grant from FDEP (Agreement No. 25SRP09), that will be used solely for the Berth 10 Bulkhead component. Moreover, the project description includes the following language:

- *Miami-Dade County (Grantee) will conduct the Miami-Dade County Port Miami Berth 10 Bulkhead Improvements Project (Project) to include construction of an elevated and strengthened bulkhead with a height expansion of up to 13' NGVD along 1,225 linear feet of the northeastern area of the seaport. The Project also includes the construction of a return wall aimed at facilitating natural water movement and the installation of an angled submerged transition toe wall.*

AtkinsRealis acknowledges that this grant and its requirements are exclusive to the marine (bulkhead) components and do not apply to the concourse extension, provisioning building and civil-site developments that are part of the overall scope of our services. Drawings prepared for this element will be aligned to the extent possible with the requirements of FDEP Grant Agreement.

5.3.1 Landside Bulkhead Design

The purpose of the Landside Bulkhead Design is to allow the marine contractor the opportunity to install the landside steel sheet pile bulkhead (or combi-wall system) as the first phase. Port Miami has already secured in advance the federal and state permits (USACE, FEDP, RER Class I) needed for landside and waterside construction work.

The Landside Bulkhead construction involves the installation of the landside segment of the Cruise Berth 10 bulkhead, a distance of about 1,225 linear feet inclusive of; the main sheet pile bulkhead, walers, tie-rods and anchor walls and other structural elements required to complete the landside bulkhead. This construction phase will also include the installation of a temporary stormwater management plan, to address runoff during the Landside Bulkhead construction.

The Landside Bulkhead Design effort includes the following activities:

- Mooring Analysis (described under Supporting Studies)
- Structural Designs –
  - **30 percent Design Phase** – basis of design, construction drawings, technical specifications, and computations. All documents shall be submitted in electronic format.
    - As per FDEP grant requirements, 30% deliverables including conceptual drawings and preliminary cost estimate will be delivered to FDEP Grants Manager by Port Miami
  - **60 percent Design Phase**– basis of design, construction drawings, technical specifications, and computations. One (1) Value Engineering – VE session Workshop for both, landside and marine bulkhead design. One (1) Risk register Workshop for both, landside and marine bulkhead design. All documents shall be submitted in electronic format.
    - As per FDEP grant requirements, 60% deliverables will be delivered to FDEP Grants Manager by Port Miami
  - **90 percent Design Phase** – basis of design, construction drawings, technical specifications, and computations. All documents shall be submitted in electronic format.

- **Final Design Phase** – basis of design, construction drawings, technical specifications and drainage computations signed and sealed as required for permitting and record purposes. Final documents will incorporate all applicable regulatory agency and building department comments received at the 90% design phase and approved by Port Miami. All documents shall be submitted in electronic format.
- As per FDEP grant requirements, Final Design deliverables will be delivered to FDEP Grants Manager by Port Miami
- Temporary Stormwater Management Plan (Described under Regulatory Permitting)

5.3.2 Waterside Bulkhead and Apron Design

The Waterside Bulkhead and Apron involve the completion of the new Cruise Berth 10 including the installation of the waterside segment of the Berth 10 end return wall and toe-wall, a length of about 95 feet plus 155 feet long at the eastern end of the berth respectively. The remaining work is inclusive of bulkhead, tiebacks, and anchor walls and all other elements necessary to complete the new berth, including the apron with passenger loading bridge runways, mooring bollards, potable water filling stations and floating foam filled fenders, etc. This phase of the work also includes site demolition, demolition of existing return wall at Berth 9 and mass excavations and berth dredging. The Waterside Bulkhead and Apron Design will include:

- Selective site demolition (existing end return wall, Berth 9)
- Mass excavations and dredging, including design of steel sheet piling turbidity control system for in-water works in compliance with environmental permits
- Berth deepening (dredging)
- Bulkhead and return wall / toe wall returns
- Mooring bollards (dockside and landside) – to include drilled shafts for high wind bollards.
- Marine floating foam filled fenders
- Bulkhead cap
- Removable curbing
- Passenger bridge runways and tie-downs
- Dockside potable water filling stations
- Apron pavement
- Apron grading and drainage
- New drainage outfall
- Turbidity Control plans

The construction will be undertaken after all federal, state and county regulatory agency permits are obtained for the full development of new Cruise Berth 10 development. The Waterside Bulkhead and Apron Design Construction Documents under this Scope of Services consist of the following:

- Bulkhead, Apron & Dredging Design
  - **30 percent Design Phase** – basis of design, construction drawings, technical specifications, and computations. All documents shall be submitted in electronic format.

- As per FDEP grant requirements, 30% deliverables including conceptual drawings will be delivered to FDEP Grants Manager by Port Miami

- **60 percent Design Phase** – basis of design, construction drawings, technical specifications, and computations. Value Engineering – VE session Workshop and Risk register Workshop per 60% Design Phase Landside discussed above. All documents shall be submitted in electronic format.
    - As per FDEP grant requirements, 60% deliverables will be delivered to FDEP Grants Manager by Port Miami
- **90 percent Design Phase** – basis of design, construction drawings, technical specifications, and computations. All documents shall be submitted in electronic format.
- **Final Design Phase** – basis of design, construction drawings, technical specifications and drainage computations signed and sealed as required for permitting and record purposes. Final Design documents will incorporate all applicable regulatory agency and building department comments received at the 90% design phase and approved by Port Miami. All documents shall be submitted in electronic format.
- As per FDEP grant requirements, Final Design deliverables will be delivered to FDEP Grants Manager by Port Miami
- Apron Stormwater Drainage System

5.4 Concourse Extension Design

The Concourse Extension Design will be developed to align with the architectural and engineering design characteristics of the existing concourse. However, several questions will need to be answered regarding overall length, the systems to descend from the second level to a primary level at Berth 10, locations for stairway exits, PBB(s) locations, etc. As such, our approach will include a concept planning phase to characterize the requirements for the project and proceed through final construction documents following approval of requirements. The design process for the Concourse Extension Design will be divided in the following phases:

- Phase I: Pre-Design
- Phase II: Schematic Design (30% Design)
- Phase II: Design Development (60% Design)
- Phase IV: Construction Documents (90%, Final Design)
- Phase V: Construction Administration

Each of these steps are discussed in further detail in the following paragraphs.

5.4.1 Phase I: Pre-Design

The Pre-Design Phase will focus on defining the characteristics and limits of the Concourse Extension, and will include the following:

- Define the architectural design features, envelope, desired finishes, etc.
- Define LEED goals and objectives for project
- Define PBBs (tie-downs, runways or full concrete apron, geometry, electrical service connections to the Concourse and data conduits requirements



- Define the project requirements, including overall length of the extension, systems to descend from the second level to a primary level at Berth 10, elevation of finish floor, CBP operating requirements, and site constraints
- Detailed review of existing plans and specifications for existing concourse
- Evaluate site conditions as it relates to ongoing construction activities, tenant activity relocations, utilities availability and connectivity to existing concourse
- Identify IT and communications connectivity requirements for a primary-user cruise line, and preferred IT and communications requirements to support multi-vessel operations
- Identify functional requirements for PBB locations, emergency exits, moving walkways, etc.

Deliverables

Project Requirements Report, Site Analysis Report

5.4.2 Phase II: Schematic Design

In this Phase, AtkinsRéalis will develop the overall Concourse Extension Concept Design, including the following activities:

- Concourse charrette meeting
- Develop the concept design for the Concourse Extension, including overall dimensions, elevations, general layout and functional relationships
- Develop 2D schematic plans and basic 3D Model to illustrate design intent
- Select preliminary materials, finishes and design elements
- Address accessibility, fire safety, and building code compliance
- Overview of LEED goals and objectives for project
- Review concept design with client and Port *(Port Miami to engage MSC Cruises if necessary)*

The Concourse stakeholder charrette at the PortMiami is a structured, collaborative workshop led by the architectural team to vet programmatic, operational, security, and passenger-experience requirements early in the design process. Bringing together PortMiami staff, cruise line representatives, federal agencies, security officials, and the multidisciplinary design team, the charrette establishes a shared understanding of existing conditions and constraints, tests multiple layout and circulation scenarios in real time, and evaluates them against cruise operations, CBP processing, ISPS security, and potential future growth needs. Through facilitated discussion and iterative concept development, the process builds consensus around a preferred concourse approach, documents key assumptions and non-negotiable requirements, and reduces downstream risk by aligning stakeholders on a clear, operationally sound design direction for the Concourse.

Deliverables

Schematic Floor Plans, Preliminary Elevations, Sections, material palette for exterior finishes and Basic 3D Model.

5.4.3 Phase III: Design Development

Following review and approval of the Schematic Design, AtkinsRéalis will move forward with Design Development. The design development phase will seek to verify and utilize existing design details from the existing concourse design,

applied to the Concourse Extension as appropriate. However, should a significant difference exist (i.e. a single-story concourse vs. a two-story concourse), assumed design characteristics may need to be adjusted accordingly. The Design Development Phase will include the following activities:

- Structural Design Coordination
- Coordination of Building Systems (mechanical, electrical inclusive of PBB electrical service plugs and apron lighting, plumbing)
- Detailed layouts
- Confirmation / Selection of materials, finishes, and design elements

Deliverables

Detailed Floor Plans, Elevations, Sections; Outline Specifications for materials and finishes and updated Basic 3D Model.

5.4.4 Phase IV: Construction Documents

Following approval of the Phase III Deliverables, AtkinsRéalis will move to development of the Construction Documents. Activities will include:

- Prepare detailed architectural drawings and specifications for permitting and construction
- Prepare detailed civil site plans
- Coordinate structural, mechanical, electrical, plumbing, fire protection and detection and civil engineering for development of detailed plans and specifications.
- Finalize LEED goals and objectives for project
- Coordinate compliance with building codes, safety standards, and ADA guidelines as required

Deliverables

Full Set of construction documents (life safety plans, floor plans, reflected ceiling plans, roof plans, elevations, sections, partition types, schedules and details); specifications for materials and systems, coordination documents and supporting calculations from engineering disciplines.

5.4.5 Phase V: Construction Administration

The scope for construction administration is discussed in the Construction Phase Services section of this document. For purposes of preparing this proposal, the costs for Construction Administration Phase Services are excluded and will be addressed in a future proposal. The construction administration services include field support of RFIs, review of submittals and shop drawings and as-builts.

5.4.6 LEED and Sustainability – Concourse Extension

Leadership in Energy and Environmental Design (LEED) and sustainability differ fundamentally in scope, intent, and practical application within building design. LEED functions as a structured, third-party rating system with prescriptive criteria and documentation requirements aimed at verifying a building's environmental performance. It provides a

measurable path, through prerequisites, credits, and certification levels, to demonstrate compliance with specific green building strategies. Sustainability, by contrast, is a broad, holistic design philosophy grounded in long-term environmental stewardship, social equity, and economic resilience. Rather than following a checklist or point system, sustainability influences every stage of the design and construction process, encouraging integrated decision-making, passive strategies, lifecycle thinking, and resilience measures that often extend beyond what LEED explicitly requires. Because of its flexibility and alignment with modern design priorities, sustainability has become a standard practice in architecture and engineering, embedded in professional norms, client expectations, and regulatory trends, regardless of whether a project seeks certification. As such, the LEED effort on this project is separate from the sustainability effort for the reasons mentioned above, reflecting the distinction between pursuing a formal certification and adopting broader, ongoing sustainable design practices that naturally guide the project's development.

The proposed addition to the existing LEED Gold–certified building is not required to follow the same LEED criteria as the original facility, according to USGBC guidance. Instead, the addition may pursue certification as a stand-alone project, provided it meets the LEED requirements applicable to new construction or major renovations. This approach is typically more cost-effective than certifying both the existing structure and the new addition together. The addition may also operate independently through its own air distribution systems and separately metered energy and water services. It remains essential, however, that the addition comply with all current LEED standards relevant to its construction phase.

As part of this scope, AtkinsRealis will provide the necessary services to achieve LEED Silver certification for the Passenger Concourse Extension addition, as required under Miami-Dade County's Sustainable Buildings Program.

5.5 Provisioning Building and Site Development Design

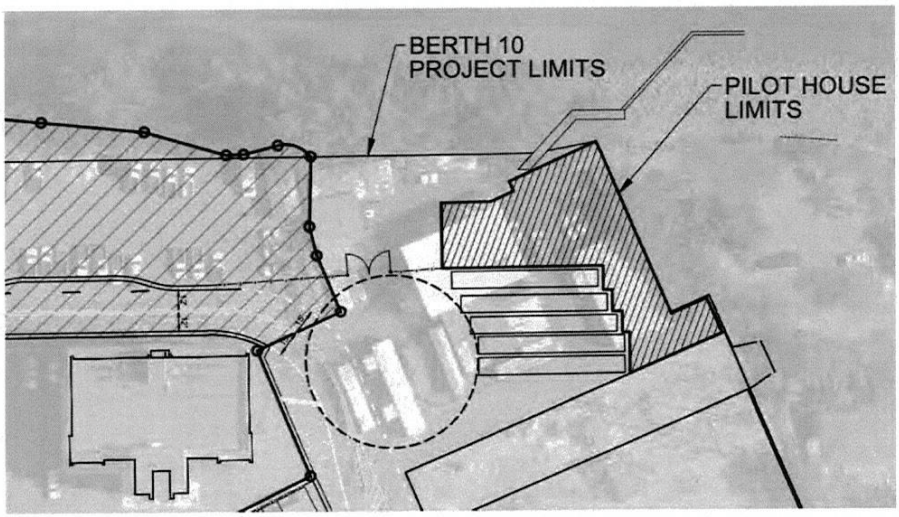
The Provisioning Building is planned for approximately 10,000 square feet, with truck access doors, surrounding circulation areas, road leading to site, site lighting and interior design features. This effort includes the site development associated with the provisioning building as well as the south access roadway, which includes a manned gated entrance and small parking lot to support the provisioning building; the lot shall include gated access from the Port cargo area for vehicles, drainage design, lighting, ADA compliance, pedestrian connections to the provisioning building, and layout optimizations to maximize use of the footprint. At present, AtkinsRéalis is not aware of any concept design that is available to characterize the preliminary development plan other than a preliminary sketch included in the exhibit "2026-02-06 Berth 10 limits" provided to Fincantieri and AtkinsRealis by Port Miami. As such, our approach will begin with a schematic design phase. The design process for the Provisioning Building Design and site development will be divided into the following phases:

- Phase I: Pre-Design
- Phase II: Schematic Design (30% Design)
- Phase II: Design Development (60% Design)
- Phase IV: Construction Documents (90%, Final Design)
- Phase V: Construction Administration

Each of these steps are discussed in further detail in the following paragraphs.

Following is a sketch of the preliminary area for provisioning building as per Port Miami sketch:

MDC100



5.5.1 Phase I: Pre-Design

The Pre-Design Phase will focus on characterizing the requirements for the project, and will include the following:

- Define project goals, requirements and constraints
- Define project LEED goals and objectives
- Define parameters of 'design' ship (length overall, location of main doors and provisioning doors, PBB connecting locations to ship, PBB geometry, Port or Starboard side to configurations, sequence of berthing based on other Port terminals, etc.)
- Define provisioning requirements (number of bays, elevated or non-elevated docks, enclosed or semi-enclosed building), office space, restroom(s) etc.
- Evaluate site conditions, traffic conditions, tenant requirements, permitting requirements, utilities availability, and other environmental factors
- Identify the functional requirements for the Provisioning Building and surrounding vehicle movement and staging areas, provide space allocation, and identify alternative workflows
- Establish geometry of roadways leading to provisioning building and south entrance, barricade/security fence features, roadway lighting.

Deliverables

Project Requirements Report, Site Analysis Report, Preliminary Space Allocation Schematic

5.5.2 Phase II: Schematic Design

In this phase, AtkinsRéalis will develop the overall concept for the Provisioning Building and site development. Activities will include:

- Provisioning Building charrette meeting
- Develop conceptual designs for the Provisioning Building, including Site Layout, Building Orientation, Functional Relationships (storage areas, office space, loading docks, parking, vehicle circulation, etc). Develop conceptual design for roadways geometry leading to provisioning building and south entrance, barricade/security fence features, roadway lighting.
- Develop 2D schematic plans and basic 3D models to illustrate design intent
- Select preliminary materials, finishes and design elements
- Address accessibility, fire safety, and building code compliance
- Overview of LEED goals and objectives for project
- Review concept designs with client, and incorporate client feedback to refine the design

The Provisioning Building charrette at the PortMiami is conducted as a structured, stakeholder-driven workshop led by the architectural team to vet operational workflows, space programming, security, and regulatory requirements at the outset of design. Port operations staff, cruise line provisioning and logistics teams, CBP, security representatives, and the multidisciplinary design team collaboratively review existing conditions, projected provisioning volumes, truck and dockside logistics, bonded goods handling, and site constraints such as flood elevation and utilities. Through facilitated discussions, real-time diagramming, and testing of building and site layout scenarios, stakeholders evaluate receiving, storage, inspection, staging, and vessel delivery processes to ensure efficiency, compliance, and long-term flexibility. The charrette builds consensus around a preferred provisioning building concept, confirms non-negotiable operational and security criteria, and documents key assumptions and decisions, establishing a vetted design framework that reduces risk and supports the PortMiami's ongoing cruise operations strategy.

Deliverables

Schematic Floor Plans, Preliminary Building Elevations and Sections, material palette for exterior finishes and Basic 3D Models

5.5.3 Phase III: Design Development

Following approval of the Schematic Design, AtkinsRéalis will focus on design development, including:

- Structural Design Coordination
- Coordination of Building Systems (mechanical, electrical, plumbing)
- Detailed layouts for storage areas, office space, restrooms, vehicle access areas, ADA requirements, etc.
- Final site development for roadways, barricades/fencing and roadway lighting.
- Confirmation / Selection of materials, finishes, and design elements
- Incorporate energy-efficient and sustainable design strategies where applicable

Deliverables

Detailed Floor Plans, Elevations, Sections; Outline Specifications for materials and finishes; Updated 3D Model

5.5.4 Phase IV: Construction Documents

Following approval of the Phase III Deliverables, AtkinsRéalis will move to development of the Construction Documents. Activities will include:

- Prepare detailed architectural drawings and specifications for permitting and construction
- Prepare detailed civil site plans for vehicle movement areas, access roads, barrier walls, site lighting, fencing and traffic management facilities
- Coordinate structural, mechanical, electrical, plumbing, and civil engineering for development of detailed plans and specifications.
- Coordinate compliance with building codes, safety standards, and ADA guidelines as required

Deliverables

Full Set of construction documents (life safety plans, floor plans, reflected ceiling plans, roof plans, elevations, sections, partition types, schedules and details); specifications for materials and systems, coordination documents and supporting calculations from engineering disciplines.

5.5.5 Phase V: Construction Administration

The scope for construction administration is discussed in the Construction Phase Services section of this document. For purposes of preparing this proposal, the costs for Construction Administration Phase Services are excluded and will be addressed in a future proposal. The construction administration services include field support of RFIs, review of submittals and shop drawings and as-builts.

5.5.6 LEED and Sustainability – Provisioning Building

Leadership in Energy and Environmental Design (LEED) and sustainability differ fundamentally in scope, intent, and practical application within building design. LEED functions as a structured, third-party rating system with prescriptive criteria and documentation requirements aimed at verifying a building's environmental performance. It provides a measurable path, through prerequisites, credits, and certification levels, to demonstrate compliance with specific green building strategies. Sustainability, by contrast, is a broad, holistic design philosophy grounded in long-term environmental stewardship, social equity, and economic resilience. Rather than following a checklist or point system, sustainability influences every stage of the design and construction process, encouraging integrated decision-making, passive strategies, lifecycle thinking, and resilience measures that often extend beyond what LEED explicitly requires. Because of its flexibility and alignment with modern design priorities, sustainability has become a standard practice in architecture and engineering, embedded in professional norms, client expectations, and regulatory trends, regardless of whether a project seeks certification. As such, the LEED effort on this project is separate from the sustainability effort for the reasons mentioned above, reflecting the distinction between pursuing a formal certification and adopting broader, ongoing sustainable design practices that naturally guide the project's development.





As part of this scope, AtkinsRealis will provide the necessary services to achieve LEED Silver certification for the Provisioning Building, as required under Miami-Dade County's Sustainable Buildings Program.

5.6 Regulatory Permitting Services

Regulatory Permitting Services will include support for

- Environmental Permitting
- Building Permitting Support
- Specialty Permitting Support

5.6.1 Environmental Permitting:

AtkinsRéalis understands that most of the environmental permits necessary for this project have been secured by Port Miami. Nonetheless, AtkinsRealis will revise these permits and will provide feedback and support to Port Miami in case there is any requirement(s) or conditions necessary to be reviewed during this design. AtkinsRealis will prepare and/or update applications for state (FDEP) and county (RER) permits including construction documents in the appropriate format for use in submitting applications for permits to the aforementioned regulatory agencies. The focus of these permits will be on the installation of the landside bulkhead and the associated temporary stormwater management plan. Permits to include:

- FDEP - Stormwater Management Plan Permit (currently Permit No. 0181285-015 BI Modification was issued but will need to be extended as it expired on 4/19/2023). PortMiami to submit the permit package to FDEP.
- FDEP Permit 0181285-017-BI, issued on April 19, 2023, for the construction of Berth 10
- FDEP Permit Modification 0181285-025-BN, issued on October 8, 2025, to revise the submerged aquatic vegetation mitigation credit purchase from the FPL Everglades Mitigation bank pursuant to Specific Condition 3.h
- RER Class I - Coastal Construction Permit – already secured by Port Miami (Class I Construction Permit, CLI-20240080, expiration date: 1/2/2029)
- RER Class II - Stormwater Discharge System Outfall Permit
- RER Class V - Construction Dewatering Plan Permit
- USACE, Permit SAJ-2006-06547, issued September 2, 2025, for Berth 10 construction. Permit secured by Port Miami with expiration date of September 2, 2035

AtkinsRéalis will facilitate one (1) - pre-application meeting with each regulatory agency to be held at PortMiami or at the offices of each agency, within Broward and/or Miami-Dade Counties.

Stormwater Pollution Prevention Plan (SWPPP) AtkinsRéalis will prepare the SWPPP to be located on site during construction. SWPPP will comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities.

Temporary stormwater management plans: AtkinsRealis will develop temporary stormwater management plans, to be implemented during the installation of the landside bulkhead and waterside bulkhead. AtkinsRéalis will collaborate with Fincantieri to determine the best practices plan to include rough grading and temporary drainage system during construction. AtkinsRéalis will submit said documents to Fincantieri for review at the 60 and 90 percent complete progress level and at the Final completion. Intermediate informal submittals may be made at any time.

Permit applications for a US Army Corps of Engineers (USACE) Dredge and Fill permit pursuant to Section 10 of the Rivers and Harbor Act; and Florida Statewide Environmental Resources Permit (SWERP) pursuant to Chapter 62-330, Florida Statues and other related permits and associated activities were obtained by PortMiami and will require no action by AtkinsRéalis. Permit No. **SAJ-2006-06547 (SP-MJP)** Modification was issued on September 2, 2025. Permit authorizes *"1) Construction of approximately 1,000 feet of bulkhead with a 95-foot return wall and a 155-foot toe wall; and 2) Excavation of Berth 10 above Mean High Water (MHW) will result in 90,000 square feet of submerged lands being created to a depth of -36.0 ft + 2 ft over dredge and 150,000 square feet of new dredge surface area below MHW lands being created to a depth of -36.0 ft + 2 ft over dredge. Excavation and dredging will result in 251,000 cubic yards removed during construction"*.

AtkinsRéalis will provide technical responses to regulatory agency review comments and/or requests for additional information (RAI'S) and will furnish revised documents, as may be appropriate, for approval by the regulatory agencies. AtkinsRéalis will coordinate up to two (2) responses each to RAI's or position letters from the agencies in letter format. If additional responses to agency requests or questions are needed, beyond the services specified in this Task Order, additional services may be required.

AtkinsRealis will not provide permit close out assistance. Such activities will be included in the Construction Phase Services.

5.6.2 Building Department Permitting

AtkinsRéalis will furnish landside bulkhead and temporary stormwater management plan, technical specifications and computations for use in obtaining a building permit through the Miami-Dade County RER. This effort will include the Concourse Building extension as well as the provisioning Building permit documents.

AtkinsRéalis will facilitate one (1) pre-application meeting with Building Department officials (plans reviewers) and will attend a maximum of three (3) meetings at the Building Department if deemed appropriate to expedite the plans review and approval process. Fincantieri will provide a Permit Expeditor to support the permitting process and AtkinsRealis will work with the expeditor as needed.

AtkinsRealis will prepare and submit early preliminary drawings (dry run), to review with Miami Dade Building Department in an attempt to improve the review cycle and approval of permits. AtkinsRéalis will provide technical responses to Building Department review comments and will furnish revised documents, as may be appropriate and approved by PortMiami. Permit package to Building Department will be submitted by AtkinsRéalis.

5.6.3 Specialty Permitting (FDEP, FDOH)

AtkinsRéalis will prepare documentation for state (FDEP) and Department of Health (FDOH) permits and furnish construction documents in the appropriate format for use in submitting to the regulatory agency construction permits for

the water mains and drainage wells at apron. Permit applications will be signed by the Port. Permit applications will be prepared to include:

FDEP – Notification/Application to Construct, Repair, Modify or Abandon a Well (FDEP Form 62-532.900(1))
FDOH – Notice of Intent to Use the General Permit for Construction of Water Main Extensions for PWSs

AtkinsRéalis will facilitate and attend a pre-application meeting by phone for the above permit applications with each regulatory agency at PortMiami within Miami-Dade County. For budgeting purposes, we have assumed that the pre-application will not require significant follow-up.

AtkinsRéalis will coordinate and provide technical responses to each regulatory agency review comments and/or requests for additional information (RAI'S) and will furnish revised documents, as may be appropriate. For budgeting purposes, we have assumed two (2) review cycles. If additional responses to agency requests or questions are needed, beyond the services specified in this Task Order, additional services may be required.

6. Construction Phase Services

Construction phase services are not included in the scope of work. A separate proposal will be prepared addressing the efforts necessary for providing construction inspection services (CIS), inclusive of Special Inspector Services. A Special Inspector to fulfill the duties of Special Inspector as defined by Miami-Dade County, Permitting and Inspection Center, for the trades of Piling, Steel Connections and Soil Compaction, will be required. These separate services will include answering RFIs and submittal approvals. As-built services are not included in general Construction Phase Services. Support during construction for Soils Management Reports and other services not identified are excluded.

7. Schedule & Fees

The estimated schedule for the Project deliverables is provided in Appendix B (Schedule) of the Professional Design Agreement executed between Fincantieri and AtkinsRéalis on [to be decided] (the "Agreement").

The Fees for this Scope of Services is provided in Appendix C ("Pricing" or "Fee") of the Agreement.