8. Assumptions and Exclusions

Assumptions

The Basic Services and Fees associated with this Scope of Services are based on the following assumptions and documents being furnished to AtkinsRealis:

- Access to the sites for field investigations will be provided with undue delay
- Existing drainage infrastructure (by others) - CADD files.
- Demising premises property (by others) - CADD files.
- Legal descriptions of property site(s) to be provided by Port Miami on all areas in this scope of work.
- AtkinsRealis will have access and the right to use existing CADD drawings and specifications for the existing concourse design.
- AtkinsRealis will have access and the right to use existing CADD drawings and specifications for existing roadways and site lighting within the vicinity of the provisioning building location.
- Due to the presence of transmission and distribution lines that FP&L has near berth 10 site, our structural design will incorporate ways of reducing the overall depth of pipe piles to avoid any conflict with these lines. Final design may be able to be done considering ease of construction execution and ensuring the construction safety of the field work.
- IT and communications requirements are defined during the Pre-Design phases of the project, including identifying a reasonable number of potential swing berth users.
- AtkinsRéalis assumes existing Information Technology (IT) Rooms are sufficient to accommodate low voltage conduits and communications equipment to support Berth 10 low voltage IT and communications requirements, inclusive of anticipated swing berth users.
- AtkinsRéalis has included budget to develop plans to accommodate low voltage IT and communications conduit requirements to accommodate the planned swing berth multi-vessel operations.
- Water CADD models to be provided by PortMiami for potable water distribution system
- Existing utility (water, electrical, telecommunication) infrastructure - CADD files.
- Cost estimates and quantities will be prepared by the Contractor.
- Deliverable packages are for 30%, 60%, 90% and Final submittals for each of the three (3) main design elements. The deliverable packages for 30%, 60% and 90% will receive the Port of Miami review and comments. AtkinsRéalis' Scope of Services concludes with the submission of the Final deliverables to the Port of Miami.AtkinsRealis will not be providing additional packages or fragmenting the interim deliverables into additional trade packages.
- The Design concept associated with the 60% design submittal shall be deemed frozen as of its submission to Port Miami ("Design Freeze Date"). Contractor requested modifications after the Design Freeze Date shall constitute a Change in line with the Agreement.
- The Concourse Extension will be an elevated single-story structure, with the volume of enclosed space limited to approximately 10-feet between finished floor and ceiling.
- Passenger boarding bridge (PBB) geometry, wheel and tie-down locations and loadings. PBB design and fabrication to be coordinated by PBB team (others) with Concourse parameters for PBB operations provided to AtkinsRéalis during the Concourse Pre-Design Phase.

- Design vessel(s) with all relevant data including length (Length overall and Length between perpendiculars), beam, design draft, tonnage, longitudinal and transverse wind areas above design water line (DWL), mooring fairlead locations, mooring winch information (capacity and numbers of winches available FWD and AFT), mooring deck elevation (FWD and AFT), hull parallel midbody limits (FWD and AFT), mooring line specification (Type, diameter and Maximum Breaking Load (MBL), mooring line tails (if used) and location and height of all provisioning doors and their desired positioning with the shore access location (PBB/gangway).
- Passing Ship and Dynamic mooring analysis defining demand and location (including elevation) of mooring bollards will be provided by others.
- Scope does not include hiring any underwater inspections firms
- AtkinsRealis biologists will include time to review the coral relocation subcontractor's drafts of the Colony Attachment Assessment Report, Time Zero baseline monitoring report, and four post-construction monitoring reports (i.e., one week, three-month, six-month, and one year).
- Location of shipside potable water filling stations (to avoid conflicts with provisioning doors of vessels).
- Schedule is based on schedule from FIF dated February 16, 2026. Schedule workshop shall be finalized between AtkinsRealis, Fincantieri and Port Miami later on so schedule reflects accuracy on the timelines and delivery dates moving forward.
- Port Miami will provide additional details and information for the relocation of one (1) high mast pole near the SFCT site.
- Because the FDEP Grant Agreement is executed exclusively between the County and the State, none of its terms or obligations apply to, or are enforceable against, AtkinsRéalis. Our role is limited to supporting the County in meeting any grant related requirements that pertain specifically to the Pre Development scope defined in the Interim Agreement for the marine infrastructure of Berth 10. The activities included in this Proposal related to the FDEP Grant are strictly administrative. They do not include any studies (including the SLIP Study) or any other tasks outside the scope or obligations established in the Interim Agreement. This Proposal is based on the understanding that the terms and conditions of the FDEP Grant Agreement do not supersede, modify, supplement, or otherwise affect the responsibilities of AtkinsRéalis under the Interim Agreement between the Parties.
- All BIM will be prepared to LOD 300 level.
- The estimated schedule is dependent on the timely completion of certain prerequisite activities, as identified in Appendix B (Schedule). Such activities include, but are not limited to: site clearance to allow activities (including tenant relocation and temporary conditional cleared); availability of Concourse CAD files; confirmation of design vessel and berthing configuration; confirmation of Passenger Boarding Bridge geometry; confirmation of Provisioning Building space requirements; and provision of vendor inputs by the Contractor and as identified during the design phase. Any delays in providing inputs or site access or permits or any such activities as identified in Appendix B (Schedule) would result in cost and schedule relief to Atkins Realis
- Vendor-specific inputs will be provided through the Contractor at the start of the 60% Design phase for the Provisioning Building and Concourse Extensions. This includes, but is not limited to, the following systems and components:
    - Escalators and Elevators
    - Moving Walkways
    - Roofing materials and assemblies
    - Curtain wall and/or exterior wall systems
    - Pre-manufactured metal buildings
    - Precast concrete systems
    - Any other vendor-driven systems identified during the course of design

Design development beyond conceptual assumptions for these systems will be based on the timely receipt of the above vendor inputs.

- In design-build delivery contracts, delegated design is a common practice to ensure integration of vendor information with the design in the course of design development in the pre permitting stages. AtkinsRealis intends to utilize this methodology in the development of its detailed design. This will require vendors procured by the design builder to include specific services for design of their proprietary systems, specialized fabrication methods and construction methodologies. In this proposal we have anticipated that the following disciplines/vendors will be providing detailed design as part of the development of their packages for reviewing comment and integration into construction documents, including but not limited to:

    - Structural steel connections designs
    - Prefabricated stairs
    - Precast drainage structures
    - Fire Protection systems, Fire Alaram Systems and Building Management Systems
    - Moving Walking
    - PMB BUILDINGS
    - Mechanical / Instrumentation &Controls / Systems
    - Elevators
    - Escalators
    - Specialized fuelling / generators systems
    - Curtain wall and/or exterior wall systems

  Vendor provided delegated design information shall be submitted prior to the 60% Design Package, with final information provided prior to the 90% Design Package. All delegated designs shall be signed and sealed by the vendor's registered design professional and aligned with construction phase submittals to avoid significant post permit design revisions.

Exclusions

The Basic Services and Fees associated with this Scope of Services are based on the following Exclusions:

- Relocation of tenants from existing land within Berth 10
- Envision analysis, documentation, commissioning and certification support
- Communications wiring design to ship
- Low voltage wiring design, details provided by equipment supplier
- Low voltage wiring design from PBB to Concourse, details provided by equipment supplier
- Apron electrical services other than for PBB plugs and/or site lighting mounted to the Concourse Extension
- Any special lighting installed within the concrete bulkhead cap
- Shore Power Infrastructure
- Identification and/or relocation of FPL lines and easements not limited to high voltage lines impacting the site/Project
- Fuel line piping
- Cathodic protection systems

- PortMiami will be responsible for the payment of all permit fees, except for Permits paid by the Construction Contractor. For clarity, Fee for Construction Contractor paid Permits will be paid for by the Construction Contractor; all permit fees are excluded from the scope of AtkinsRealis.
- The Fees assume that the area where Berth 10 will be constructed has no contamination or hazardous materials and all scope associated with contaminated or hazardous materials is excluded.
- If specific contamination is known to the site, additional permitting may be required. All permitting related to contamination is excluded.
- Scope does not include any field investigations by AtkinsRealis biologists to support the coral relocation effort.
- Scope does not include AtkinsRealis labor to support any permitting efforts.
- Submerged aquatic vegetation (SAV) survey of seagrasses within Berth 10 limits. AtkinsRealis performed a SAV survey of Berth 10 for Port Miami on October 16, 2024.
- Sea Level Impact Project (SLIP) study report, as it relates to the FDEP Grant Work Plan, Agreement 25SRP09, is to be performed by others.
- Submissions of the 30%, 60% and Final design deliverables to FDEP Grant Manager are to be performed by Port Miami.
- Contractor selected by the Port or Fincantieri for the coral relocation will need to secure a Special Activities Licenses (SAL) specific for this work
- Re-work due to unforeseen conditions, repackaging of deliverables or value engineering sessions output that is considered out of scope.
- No costs for professionally prepared renderings and models preparation of marketing brochures, tenant related services, computer-generated animation and video prepared on behalf of the Project have been included in the Scope of the Services and Fee.
- Value Engineering and any changes to the Scope of Services as stated in this document is excluded.
- Cost estimates and quantities will be prepared by the Contractor.
- The scope of services is limited to the deliverables expressly identified in Appendix A, and no additional deliverables shall be provided during the Project unless authorized through a written Change. Construction sequencing, means-and-methods evaluations, and Contractor-specific coordination reviews are excluded from AtkinsRéalis' Scope of Services and have not been accounted for in the agreed-upon Fee.



SUPPORTING STUDIES – DETAILED SCOPE OF WORK



Topographic / SUE / Bathymetric Surveys

See Attached Proposals from WGI and Morgan & Eklund

Geotechnical Investigations

See Attached Proposal from Langan

Wake and Scour & Passing Ship Analyses

The following Scope of Work for berth scour analysis and passing ship hydrodynamic analysis was developed by our subconsultant, Coast & Harbor Engineering, Inc. (CHE). The goal of the analysis is to evaluate potential bulkhead toe scour, and passing ship drawdown effects, for the purposes of bulkhead design at Berth 10.

Task 1 - Berth Scour Analysis

Propeller/Thruster Wash Modeling: Propeller and thruster wash modeling will be performed to develop design velocities for use in scour analysis. CHE will collect and evaluate available design vessel characteristics and vessel location configurations to be used in the analysis. Assumptions for missing data (if any) will be developed based upon existing CHE database and experience. CHE will perform up to four (4) simulations with FLOW3D for bow/stern thruster or main propulsion systems (total of 4 for all systems). It is assumed that only one (1) design vessel berthed at Berth 10 will be included in the analysis. FLOW3D provides a time-dependent 3D flow field with accurate structure dimensions, slope locations, etc. and accurate interaction of the flow field with these structures. FLOW3D also provides forces and moments on other structures or vessels, which can be provided to ATKINS if desired and if specified prior to final simulations.

Deliverables: design propeller/thruster wash velocity magnitudes and durations for use in berth scour analysis.

Berth Scour Evaluation: Scour analysis will be performed to evaluate potential equilibrium scour at Berth 10 to provide Consultant with information for determining a suitable scour allowance in bulkhead design. Scour is assumed to only result from propeller wash. Scouring analysis and/or simulation will focus on the single design vessel using both its azipod and bow thruster systems. A stationary vessel case, and a moving vessel case (arrival or departure), will both be simulated to characterize both longer-term scour potential, as well as individual transit scour. Scour will be simulated empirically and/or directly in FLOW3D, depending on soil conditions.

Deliverables: potential scour depths at the bulkhead, and scour evolution using direct simulation in combination with empirical methods.

Task 2 - Passing Ship Hydrodynamic Modeling for Drawdown Effects

CHE will perform passing vessel hydrodynamic modeling to evaluate water drawdown effects at Berth 10 from passing ships. CHE will provide the water level fluctuation (and/or hydrostatic pressure data) to Consultant for use in the bulkhead design. It is assumed that up to three (3) passing ship simulations will be performed, which may consist of up to 3 different passing cruise ships on independent transits past Berth 10, different passing speeds or passing directions, or passing locations in the channel. No ambient tidal currents are assumed to be included in the simulations.

Deliverables: 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.

Task 3 - Meetings, Coordination, Presentations, and Reporting

It is assumed that up to four (4) virtual meetings will be required during the project. CHE will provide one (1) presentation of preliminary results via MS Teams. CHE will utilize comments from the presentation of preliminary results to finalize the analysis if necessary. CHE will prepare a draft summary memo in digital PDF format summarizing the analysis methodology and results, including the final PowerPoint presentation as an appendix. Following review and comment by ATKINS, CHE will revise the draft summary memo and issue a final summary memo in digital PDF format.

Please refer to Attachment "C" for Coastal & Harbor Engineering proposal for these studies.

ASSUMPTIONS FOR WAKE AND SCOUR ANALYSIS

- Design vessel propulsion data relevant to modeling of propeller and thruster wash effects will be provided by ATKINS (e.g., pilot cards, vessel drawings, etc.).
- Maximum of three (3) distinct passing vessels will be included in the passing ship analysis.
- Maximum of one (1) distinct berthed vessel will be included in the propeller wash and scour analysis.
- Propellers and rudders will not be directly simulated in propeller and thruster wash simulations. Momentum jet theory will be utilized to determine the jet diameter and velocity at the zone of established flow. FLOW3D input will consist of only the jet diameter and velocity at locations in front of the propeller/thruster.
- Geotechnical data will be provided to support the scour analysis, including grain size data at a minimum, in addition to other typical engineering parameters.
- Berth scour is assumed to be controlled by propeller wash. No scour analysis due to other hydrodynamic forces (e.g., hurricane waves) is included.
- Hydrographic surveys, and drawings showing existing conditions and proposed conditions, will be provided to CHE in digital AutoCAD format.

The complete proposal from Coast and Harbors Engineering is shown as an attachment.

SUBCONSULTANT PROPOSALS

AtkinsRéalis - Confidential / Confidentiel

October 16, 2025

Vía Email:
Carlos.Arboleda@atkinsrealis.com

Carlos J. Arboleda Osorio, PE
ATKINSREALIS
800 N.W. 62nd Avenue
Miami, 33126, FL

RE: Port of Miami Berth 10 Topographic Survey

Dear Carlos:

Pursuant to your request regarding the above captioned site, following proposal for surveying and mapping services is hereby submitted for your consideration:

SCOPE OF SERVICES

SURVEYING SERVICES

I. Project Understanding

WGI will perform a Topographic survey at the Port of Maimi for proposed Berth 10 facilities . The survey limits are specifically shown below on the "Survey Limits" Figure 1. We understand that the purpose of this survey will be to support planning and engineering design services.

II. Topographic Survey Services

1. Prepare a Topographic Survey of the project limits as shown below and in accordance with Rule 5J-17, Florida Administrative Code, pursuant to Chapter 472.027 of the Florida Statutes.
2. The survey will consist of general ground elevation shots and breaks in grade with intervals not to exceed 100 feet.
3. The Topographic Survey will include:
   a. Visible and attainable fixed improvements and utilities unless otherwise noted.
   b. Invert elevations of sanitary and storm drainage manholes, culverts, catch basins, and outfalls including pipe sizes and type, if applicable and attainable.
   c. Inverts for the connecting structure outside the topographic limits if found and attainable
   d. Type and height of walls, fences
   e. Overhead wires (horizontal location only)
   f. Traffic pavement striping
   g. Parking Spaces, if applicable.
   h. Outline of areas of dense vegetation such as tree lines, bushes, hedges, and shrubs not individually located. Said trees will not be scientifically or commonly identified.
   i. Outline of landscaped areas

4. The Topographic Survey will not include:
   a. Subsurface designation or location of underground utilities, this will be provided under a separate proposal if requested.
   b. Sub-surface foundations of structures
   c. Inverts from structures outside of the topographic limits
   d. Individual trees
   e. Sprinkler heads
   f. Underwater elevations within lakes, ponds, or canals
   g. Muck depths
   h. Location of Geotech borings
   i. Temporary features such as trailers, movable barriers/fences, solar lighting, etc.
5. Deliverable will be an AutoCAD file, and a signed and sealed plot of the Topographic Survey, plus a registered Point Cloud for the newly constructed terminal within the limits of survey.

QUALIFICATIONS:

a. Access to the subject project shall be granted upon prior notice if restricted, gated, and/or locked in the event that the Surveyor is not allowed on site to perform the above survey services after access has been coordinated, the client shall be invoiced at the hourly rates quoted on WGI's current Fee Schedule.
b. Research and/or abstracting for title or encumbrances will not be performed by WGI.
c. This proposal does not include any sketch and legal descriptions for easements.
d. Legal description to be provided by the CLIENT.
e. Subsurface improvements, exclusion: Location mapping of subsurface utilities are hereby excluded by reference, these services to be provided under separate proposal.
f. Utility records research and the evaluation of is not included in this proposal.
g. No Quality Level A (ASCE 38-02) utility investigation of existing utilities will be provided. This services to be provided under separate proposal if requested.
h. Permits and permit fees, if needed, are not included and are the responsibility of the CLIENT.
i. Traffic control, lane closures, off-duty police are not included.
j. Symbols may be shown for typical features.
k. Meeting attendance is not included in this scope of services.
l. Survey will be based on a Horizontal Datum of NAD83/2011 and a Vertical Datum of NGVD29.
m. Horizontal and/or Vertical Datums specific to the Project shall be conveyed to WGI prior to the Notice to Proceed.
n. Mean High Water Line Survey, excluded: This project will not include a Mean High-Water Line Survey as defined under Chapter 177 of the Florida Statutes.

Survey limits: Figure 1



Thank you for choosing WGI as your consultant for this project. If you have any questions regarding the information contained herein, or if we can be of additional service, please contact me at (786) 878-5025.

Respectfully submitted,
WGI, INC.

Roberto Mantecon, PSM
Senior Operations Manager.

MDC120

Fees based on Contract N0 E24TP01

Berth 10 at Port Miami

Topographic survey

PROJECT COST WORKSHEET

Project Number:	
Location:	Port Miami
Firm Name:	WGI
Name of Preparer:	RM
Scope of Work Date:	October 16, 2025

1A. LABOR COST

Employee Name	Classification	Standard Miami-Dade Rate PORTS	Workhours	=	Total
	Principal Surveyor	$229.81	60.0		$13,788.60
	Surveyor Computer (LiDAR)	$170.00	0.0		$0.00
	Surveyor Computer	$139.39	252.0		$35,126.28
	Draft Person	$123.90	8.0		$991.20
	Survey Crew (Party of Three)	$319.66	164.0		$52,424.04
	Survey Crew (Party of Four)	$370.55	20.0		$7,411.08
	Survey Crew (Party of Two)	$291.55	0.0		$0.00
	GPR 3 Men crew	$429.70	0.0		$0.00
	Designating Services (USL) 3 men crew	$385.26	0.0		$0.00
			504.0	**=**	**$109,741.19**

2A. OTHER DIRECT COST RATES (IN-HOUSE)

			=	**$0.00**

2B. OTHER DIRECT COSTS (OUTSIDE)

ODC's	$100. /page X	0.00		$0.00
TWIC Card	$128 /Application fee X	4		$512.00
			=	**$512.00**

TOTAL WGI SERVICES **$110,253.19**

October 16, 2025

Via Email:
Carlos.Arboleda@atkinsrealis.com

Carlos J. Arboleda Osorio, PE
ATKINSREALIS
800 N.W. 62nd Avenue
Miami, 33126, FL

RE: Port of Miami Berth 10 SUE SERVICES

Dear Carlos:

Pursuant to your request regarding the above captioned site, following proposal for Subsurface Utility Engineering (SUE) services is hereby submitted for your consideration:

SCOPE OF SERVICES

I. UTILITY DESIGNATING (ASCE 38-22 QUALITY LEVEL B) LUMP SUM FEE.....$49,701.50

1. WGI to provide an ASCE 38-22 Quality Level B (QLB) utility investigation (utility designates) to depict existing utilities within project limits as shown in Exhibit A below.
2. This QLB investigation includes direct induction of toneable subsurface utility facilities from surface accessible features, and Ground Penetrating Radar sweep for non-toneable facilities.
3. WGI will mark detected facilities with American Public Works Association (APWA) compliant colors; flags and water-based paint on soft ground and washable chalk on hard surfaces.
4. WGI will perform survey and location of utility designates using network corrected GNSS surveying methods tied to project control.

BASIS OF SCOPE

1. Geophysical designating techniques, although highly reliable, are subject to outside interference, which are beyond the control of WGI, and may impede the effectiveness of subsurface utility investigations. Soil conditions, utility materials, size, depth, salt water and conductivity may prevent the location of some subsurface utilities. WGI utilizes state-of-the-art equipment and methodology during all phases of utility investigations, but no guarantee is hereby expressed that all facilities will be detected. Note that the absence of identified utilities does not guarantee "no utility conflict".
2. If WGI does not have access to sub-surface infrastructures from the surface features, the likelihood of a successful investigation is greatly diminished. The sub-surface utility investigation will be concluded at the sole discretion of WGI after determination of all resources, means, and methods have been exhausted. Payment will be promulgated at the hourly rates per our standard fee schedule, regardless of the result of the investigation.
3. WGI requests that any facility records of utilities be provided prior to mobilizing field crews.
4. CLIENT shall facilitate access for WGI field staff.

5. Basic work zone safety includes safety road signs and traffic cones.

6. Traffic control and lane closures, if needed, are included.

EXCLUSIONS

1. Investigation of irrigation is not included.

2. Permits and permit fees, if needed, are not included and are the responsibility of the CLIENT.

3. Select backfill material, flowable fill or other material not included.

4. Mapping of irrigation lines and sprinkler heads is not included.

DELIVERABLES

1. WGI will provide a CADD deliverable with the QLB.

II. QLA SUE SERVICES

VACUUM EXCAVATION (ASCE 38-22 QUALITY LEVEL A) **FEE $1,389.97 (PER TEST HOLE)**

WGI will provide an ASCE 38-22 Quality Level A (QLA) field investigation within the project limits, anticipating up to 8 (8) vacuum excavation test holes plus or minus, as directed by the EOR.

BASIS OF SCOPE

1. WGI proposes to provide an ASCE 38-22 QLB utility investigation (designates) in order to determine the horizontal alignment of the existing utilities within the project limits as indicated by EOR.

2. WGI will vacuum excavate utility facilities at the proposed locations, as directed by the EOR, and provide a depth, size, and material of the facility, and then backfill the test hole with native soil, compact with a pneumatic tamper to existing grade.

3. Generally, utility facilities found by vacuum excavation can be visually exposed to a depth equal to the water table. An air lance probe will be used for deeper facilities; however, visual confirmation will not be possible for facilities lying below the water table or utilities within directional bores. Note that the absence of identified utilities does not guarantee "no utility conflict". Approximate horizontal location of the utility will be provided where applicable.

4. Geophysical designating techniques, although highly reliable, are subject to outside interference, which are beyond the control of WGI, and may impede the effectiveness of subsurface utility investigations. Soil conditions, utility materials, size, depth, salt water and conductivity may prevent the location of some subsurface utilities. WGI utilizes state-of-the-art equipment and methodology during all phases of utility investigations, but no guarantee is hereby expressed that all facilities will be detected.

5. This includes exploratory (attempted) test holes, where a potential design conflict is investigated, and utility is deemed too deep for visual confirmation. A note will be provided stating that occurrence.

6. Drafting and/or other CADD services are included.

7. CLIENT shall facilitate access for WGI field staff.
8. Basic work zone safety includes safety road signs and traffic cones.
9. Traffic control lane closures, if needed, are included.
10. Minimum of four test holes per mobilization
11. If additional test holes are needed, they will be billed at the rate stated above per test hole.

EXCLUSIONS

1. Investigation of irrigation is not included.
2. Permits and permit fees, if needed, are not included and are the responsibility of the CLIENT.
3. Select backfill material, flowable fill or other material is not included.
4. Mapping of irrigation lines and sprinkler heads is not included.
5. Invert elevations of storm drainage manholes, culverts, catch basins, and outfalls including pipe sizes and types are not included in the SUE scope.
6. Street lighting and traffic control are not included.
7. Off duty police are not included.

DELIVERABLES

1. WGI will provide a CADD deliverable with the QLB and QLA investigations drafted.
2. WGI will provide test-hole data inventory sheets with the obtainable data, digital photos, utility description, depth, size, type, direction, and material of the facility.

Thank you for choosing WGI as your consultant for this project. If you have any questions regarding the information contained herein, or if we can be of additional service, please contact me at (786) 878-5025.

Respectfully submitted,
WGI, INC.

Roberto Mantecon, PSM
Senior Operations Manager.

Exhibit A: Project Limits



Rates Based on MDC Contract
N0 E24TP01

Birth 10 at Port Miami

SUE

PROJECT COST WORKSHEET

Project Number:	
Location:	
Firm Name:	WGI
Name of Preparer:	
Scope of Work Date:	October 16, 2025

1A. LABOR COST

Employee Name	Classification	Standard Miami-Dade Rate PORTS	Workhours	=	Total
	Principal Surveyor	$229.81	12.0		$2,757.72
	Surveyor Computer (LiDAR)	$170.00	9.0		$1,530.00
	Surveyor Computer	$139.39	40.0		$5,575.60
	Draft Person	$123.90	0.0		$0.00
	CAD Technician	$0.00	0.0		$0.00
	HDS Tech	$0.00	0.0		$0.00
	Survey Crew (Party of Three)	$319.66	0.0		$0.00
	Survey Crew (Party of Four)	$370.55	0.0		$0.00
	Survey Crew (Party of Two)	$291.55	20.0		$5,830.90
	GPR 3 Men crew	$429.70	0.0		$0.00
	Designating Services (USL) 3 men crew	$385.26	104.0		$40,067.04
			81.0	=	**$55,761.26**

2A. OTHER DIRECT COST RATES (IN-HOUSE)

Vac Truck (Test Holes)	$632.50 /Test Hole	x	8	TH	$5,060.00
Vehicle mileage for use of personal, company vehicles @		per mile X		mi.	$0.00
				=	**$5,060.00**

2B. OTHER DIRECT COSTS (OUTSIDE)

Lodging - per Federal Lodging Rates	$99 /day X	people-days		$0.00
Shipping - Equipment	$ /trip X	trips		$0.00
Airfare	$ /person X	flights		$0.00
Fleet vehicle	$48 /day X	days		$0.00
ODC's	$100. /page X	0.00		$0.00
TWIC Card	$128 /Application fee X	0		$0.00
Messenger fees	$20 /trip X	trips		$0.00
Perdiem - per Federal Perdiem Rates	$55 /day X	people-days		$0.00
			=	**$0.00**

TOTAL WGI SERVICES **$60,821.26**

BOTAS Engineering, Inc.
STRUCTURAL ENGINEERS

January 17, 2025; rev. 10/21/2025; rev. 12/19/2025

AtkinsRealis USA, Inc.
800 Waterford Way, Suite 700
Miami, Florida 33126
Attn: Carlos Arboleda-Osorio, PE/Vice President

Project: New Berth 10/Port Miami – Boarding Concourse, Provisioning Bldg. and High Mast Relocation
Subject: Structural Design and Construction Documents.

Dear Carlos:

As requested, we are submitting our fee proposal for providing AtkinsRealis USA, Inc., (ATKINS) Structural Design support for the expansion of the MSC Terminal Boarding Concourse (approximately 800 lf of elevated 1-story walkway), a new/standalone 1-story Provisioning Bldg. (approximately 10,000 sf) and the foundation for the relocation of an existing high mast.
For this proposal, and due to the nature of the structures, it has been considered that the extension of the Boarding Concourse will consists of battered auger cast piles/pile caps, concrete columns, concrete bents and a superstructure that will consist of a combination of concrete and structural steel elements.
The Provisioning Bldg. will consist of auger cast piles with pile caps and grade beams, concrete columns and beams and reinforced CMU walls. The floor and roof structural system has not been determined, however, concrete joists will be considered for this preliminary fee estimate. A set of Conceptual Plans for the Provisioning Bldg. have not been developed at this time, therefore, a standard 1-story "shoebox" building configuration with minimum architectural enhancements has been considered for our fee estimate.

Regarding the relocation of the existing High Mast, in order to perform the analysis and design the new footing, the following items will be required..

- Geotechnical information at the proposed high mast location.
- Structural and geometric information of the existing high mast including dia., thick., height, material, anchor bolts(#, dia.), base plate size and thickness, etc.

Our fee proposal for the design of the new foundation considers that the soil properties are within acceptable range.

Our preliminary/estimated proposed fees to provide structural design and construction documents for permitting are as follows.....

- Approximately 800-ft extension of Boarding Concourse (remaining of Berth 9 and Berth 10).....**$270,000**
- Provisioning Bldg. (Approximately 10,000 sf).....**$205,000**
- Found. Design and details for the relocation of existing high mast.....**$ 14,000**

Carlos, the above-mentioned fee may require some adjustment once we receive more information regarding the proposed structures, construction method, etc.

8935 NW 35th Lane, Suite # 202 • Doral, Florida 33172 •Tel: (305) 418-9111• Fax: (305) 418-9112

If any additional information is required regarding this proposal, please give us a call at your earliest convenience.

Sincerely,

BOTAS ENGINEERING, INC.

Patricia M. Botas, PE, SI
President

8935 NW 35th Lane, Suite # 202 ▪ Doral, Florida 33172 ▪Tel: (305) 418-9111▪ Fax: (305) 418-9112

LANGAN

Technical Excellence
Practical Experience
Client Responsiveness

Revised 7 January 2026

Mr. Carlos J. Arboleda-Osorio, PE, M. ASCE
AtkinsRéalis
800 Waterford Way, Suite 700
Miami, FL 33126

Re: Proposal for Geotechnical Engineering and Environmental Consulting Services
PortMiami Berth 10
PortMiami, Miami-Dade County, Florida 33132
Langan Project No.: 300380100

Dear Mr. Arboleda-Osorio:

Langan Engineering & Environmental Services, LLC (Langan) is pleased to submit this revised proposal to AtkinsRéalis ("the client") to provide geotechnical engineering and environmental consulting services for the proposed PortMiami Berth 10 ("the project") located at PortMiami, Miami-Dade County ("the site" or "the property"), in Miami, Florida.

Langan has been providing geotechnical and environmental engineering services throughout South Florida for more than 50 years. Our 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 MSC Cruises Terminal which includes Berths 8 and 9.

This proposal is based on the information provide by you in various emails and also based on our discussions during our video conference with you and Mr. Andy Rodriguez of Fincantieri Infrastructure Florida, Inc. (FIF) on 17 March 2025. To prepare this proposal, we have reviewed aerial photographs available from the internet, geotechnical information available in our files from some of our nearby projects, and our review of the following documents provided to us:

(1) Topographic Survey by Premiere Design Solutions, Inc., dated 3 March 2022; and,

(2) Drainage plans with proposed boring locations by Atkins, dated 1 May 2020.

PROPOSED PROJECT AND SITE CONDITIONS

The project site is located at the east end of Dodge Island inside PortMiami. Based on our review of available aerial photographs, we understand the site is currently part of the South Florida Container Terminal (SFCT) facility and is bordered along its north side by the rip-rap protected shoreline of the Government Cut Ship Channel.

We understand the proposed project is the construction of a new cruise ship berth (i.e., Berth 10), directly east of Berths 8 and 9, and the new MSC Cruises Terminal. The construction of the Berth 10 includes:

- Installing a new, approximately 1,225-feet-long, anchored combination (i.e., steel sheet pile and steel pipe pile) bulkhead wall. The proposed bulkhead will extend eastward from the recently completed east-west bulkhead wall of Berth 8 and Berth 9.
- Constructing of a new berth platform.
- Installing of high-capacity ship mooring bollards between within the new berth platform and behind the new bulkhead wall.
- Excavating or dredging of approximately 200,000 cubic yards of upland materials to an anticipated elevation of -37 feet NGVD to create the new berth north of the new bulkhead wall;
- Constructing an extension of the Berth 8 and 9 passenger boarding concourse;
- Constructing a new provisioning building at a location at the east end of the site in the vicinity of the existing Pilot House building;
- Installing new site infrastructure including drainage, utilities, etc.; and,
- Relocating one high-mast lighting structure.

Based on our review of the aerial photos and information provided to us, we understand that the proposed new berth platform, passenger boarding concourse, bulkhead wall and part of the berth dredge area will be located in an area currently occupied by a paved surface between the SFCT internal road and the rip-rap shoreline, used for storing vehicles and cargo containers. The remaining proposed dredge area is primarily within the rip-rap shoreline.

SCOPE OF SERVICES

As requested, our proposed scope of services included in this proposal consist of performing a Geotechnical Engineering Study for the proposed Berth 10 project and performing an Environmental Soil Characterization Study of the materials to be dredged for the proposed berth. Our detailed scope of services is provided in the following sections.

GEOTECHNICAL ENGINEERING SERVICES – GEOTECHNICAL ENGINEERING STUDY

Task 1: Geotechnical Field Investigation

Field Subsurface Investigation

A geotechnical field investigation is necessary in order to understand the subsurface conditions throughout the Berth 10 project site and develop geotechnical design information and foundation recommendations to facilitate the design and construction of the project. Based on our review of the information provided to us, the requested scope for the geotechnical field investigation consists of:

- Six (6) Borings to a depth of 70 feet each along the proposed bulkhead alignment. At each boring location, we will initially perform a borehole specifically for Standard Penetration Testing (SPT) to the boring termination depth. Following completion of the SPT boring at each location, we will drill an additional adjacent borehole (i.e., an additional six boreholes for a total of 12 boreholes for this section of the project) in order to perform 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. Based on our previous experience in the area, we anticipate about 20 lineal feet of rock coring will be performed at each borehole below depths of about 40 feet.

- Three (3) Borings to a depth of 50 feet each (i.e., about el -40 feet NGVD) at accessible areas of the proposed berth dredge area within the existing paved surface. At each boring location, we will initially perform a borehole specifically for SPT testing to the boring termination depth. Following completion of the SPT boring at each location, we will drill an additional adjacent borehole (i.e., an additional three boreholes for a total of six boreholes for this section of the project) in order to perform 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. Based on our previous experience in the area, we anticipate about 10 lineal feet of rock coring will be performed at each borehole below depths of about 40 feet.

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

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

- 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.

- One (1) SPT boring to a depth of 50 feet at the location of the proposed relocated high-mast lighting structure.

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

Borings will be drilled at locations accessible to a standard truck-mounted drill rig. The borings will be drilled using rotary drilling techniques and stabilized with casing. Standard Penetration Tests (SPT) will be performed in accordance with ASTM D1586 and typically done continuously in the upper 10 feet of each boring and at 5 feet intervals thereafter. Additional continuous SPT sampling may be performed at other depths to verify specific subsurface conditions. The SPT provides index values (N-values) from which the density and compressibility of the subsurface layers can be inferred. They also provide samples of the subsurface materials for visual classification and laboratory testing. Groundwater levels at each boring location will be measured and recorded at the time of drilling.

For the rock coring borings, the boreholes will be initially advanced using mud-rotary drilling and advancing 4-inch-diameter casing to preselected depth. Rock coring in accordance with ASTM D2113 will be performed at selected depths that the SPT borings indicate the presence of relatively hard zones of cemented material to secure intact rock core samples for visual identification and laboratory testing. Rock coring will be performed using a PQ 3.45-inch-diameter wireline core barrel. The PQ system is a triple tube system with two outer barrels used for coring the in-place rock, with the third tube consisting of a plastic clear liner tube to secure the rock sample. The PQ system helps minimize the disturbance of the rock core samples and helps increase the possibility of retrieving intact samples for testing. Rock cores recovered will be placed in 5-foot-long plastic core boxes for storage and classified in accordance with standard rock core classification techniques including recording of rock core recoveries, solid core

recoveries and rock quality designations. The cores will be documented with photographs showing the condition of the retrieved core sample, along with their depth intervals and measured core recoveries, solid core recoveries and rock quality designation.

Our scope includes performing three (3) open-hole, constant-head exfiltration tests (percolation tests) performed in accordance with the guidelines of the South Florida Water Management District. The percolation tests will be performed at a depth of 15 feet below land surface. The purpose of the percolation tests is to assist the project civil engineer in the design of site exfiltration drainage systems.

Upon completion, the boreholes will be backfilled using soil cuttings and the surface areas patched with asphalt or concrete. At this time, we have not included grouting of the boreholes and if required, grout filling of the boreholes could be accomplished for an additional cost.

The SPT borings, rock core borings and exfiltration tests will be performed using standard truck-mounted drill rigs at accessible locations. A drawing showing the proposed borehole locations is attached to this proposal.

Coordination and Observation

All subsurface investigation work will be done by a specialty-drilling contractor and performed under the full-time engineering observation and monitoring of Langan representatives, which will coordinate the field work activities and confirm that the drilling is performed in accordance with the ASTM standards and examine and log the soil and rock samples obtained from the borings.

Prior to drilling, we will layout the boring locations, and we will contact Sunshine State One-Call service to arrange for them to mark-out the locations of known active underground utilities prior to drilling. We will also contact PortMiami officials to have the proposed boring locations checked for potential conflict with PortMiami-owned utilities. We will engage the services of a specialty subcontractor to perform private utility locating services by means of Electromagnetic Induction (EM) and/or Ground Penetrating Radar (GPR) methods in the immediate vicinity of the borehole locations to reduce the risk of damaging underground utilities.

We understand the project site is located within a secured, restricted area of the port, requiring that personnel involved be badged with Transportation Workers Identification Credential (TWIC) cards and PortMiami identification cards. We will arrange for Langan personnel performing fieldwork to be properly credential with TWIC cards and PortMiami ID's and will coordinate for our subcontracted personnel to have the required credentials or to be escorted at all times by Langan credentialed personnel.

We will also coordinate the planned field geotechnical investigation work with the SFCT. We require that the client, PortMiami personnel and/or FIF personnel assist with the coordination of the geotechnical investigation with SFCT.

Once the credentialing process is complete, utility clearances are obtained, and coordination with SFCT is complete, we anticipate the outlined field subsurface investigation will require 20 to 25 days to complete. Our plan is to perform the geotechnical field investigation during normal, regular working hours, Monday through Friday between 7:00 am and 6:00 pm; however, based

on previous experience working at PortMiami, our schedule and fee contains provisions should it become necessary for the fieldwork to be schedule during evening hours and/or weekends.

Geotechnical Laboratory Testing

This sub-task consists of a laboratory testing program of selected soil samples from the borings to evaluate the geotechnical engineering properties of the subsurface materials. This proposal includes a budget to perform a laboratory testing program consisting of:

- Percent Passing the #200 Sieve (ASTM D1140): 20 tests
- Moisture Content Tests (ASTM D2216): 20 tests
- Atterberg Limits (ASTM D4318): 15 tests
- Unconfined Compressive Strength of Rock Cores (ASTM D7012C): 30 tests
- Splitting Tensile Strength of Rock Cores (ASTM D3967): 30 tests

Soil and rock samples not consumed by testing will be retained for a period of 90 days after submission of our report. Afterwards, the samples will be discarded or we can make arrangements to have the samples delivered to a location designated by the client or PortMiami.

Task 2: Geotechnical Engineering Report

The geotechnical engineering report will address the subsurface conditions and geotechnical considerations for the Berth 10 dredge areas and bulkhead. We will evaluate the subsurface data and provide recommended geotechnical design parameters for the various subsurface layers to assist in the design of the bulkhead wall. We will also evaluate the subsurface conditions and provide geotechnical recommendations for the berth platform, including general recommendations for support of movable passenger boarding bridges (PBB's), and support of underground infrastructure. Similarly to our scope for MSC Cruises Terminal and Berths 8 and 9, we can provide a geotechnical evaluation of drilled shaft, augered cast-in-placed pile and driven precast pile for mooring bollard foundations.

We will also provide input regarding potential challenges associated with the excavation proposed berth dredge areas and installation of the steel sheet pile/steel pipe pile combination wall system. We will base these recommendations on the results of the subsurface investigation, laboratory testing, our local geotechnical experience, and/or industry guidelines, design standards or established references.

For the proposed passenger boarding concourse extension and the proposed provisioning building, we will provide geotechnical recommendations for foundation design for these structures. Based on our previous experience at PortMiami are typically supported on Augered Cast-in-Place (ACIP piles). We will provide our recommendations as to appropriate ACIP pile diameter, length, and capacities. For support of the proposed provisioning building we will provide geotechnical recommendations for support with ACIP piles, or shallow foundations, if appropriate based on the encountered subsurface conditions. We will include recommendations for site preparation, foundation subgrade preparation, construction testing requirements and other relevant geotechnical recommendations for the project.

We will provide recommended geotechnical engineering parameters and geotechnical recommendations for foundation design for the proposed relocated high-mast structure.

The results of our field investigation, evaluation and recommendations will be presented in a geotechnical engineering study report. The report will be prepared under the supervision of Florida licensed professional engineers. We will initially submit the report as a draft for review by the client and the project team. Once we address any comments and questions, we will finalize the report and submit it signed and sealed by Florida licensed professional engineers and suitable for submission to the reviewing agencies.

ENVIRONMENTAL ENGINEERING SERVICES – SOIL CHARACTERIZATION

Task 1: Soil Characterization Services

We propose this task to characterize the Berth 10 dredged material so we can evaluate its potential reuse options. 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). As the full sampling and analysis required by this guidance can be very costly, we strongly recommend preparing and submitting a sampling plan to DERM for their approval before conducting the sampling. However, to provide a potential order of magnitude cost for sampling and analysis for what DERM may approve which is less than their guidance, we are providing a budget for said sampling and analysis.

Sampling Plan Preparation

Langan will prepare a sampling plan for the DERM review and approval prior to implementation. The plan will be based on project information provided by the client, historical and regulatory records research and a site visit to observe potential environmental concerns that could affect or have affected soil quality. The plan will include a boring location plan, summary of our review findings, and a sampling protocol that presents number and type of samples, sample depths, sample laboratory analysis and sampling protocols. We will prepare a draft plan for your review and address any comments. The scope and estimated costs presented below assume the natural limestone is clean fill pursuant to Section 24-5, Code of Miami Dade County (CMDC) and will not require characterization. The scope and fee are subject to change pending DERM's review and approval.

Soil Sampling

Soil sampling will be conducted as part of the geotechnical field subsurface investigation. Langan will conduct fieldwork according to the Florida Department of Environmental Protection (FDEP) Standard Operating Procedures (revision January 2017, effective April 2018). We will subcontract an environmental laboratory certified by the National Environmental Laboratory Accreditation Program (NELAP) to provide analytical services.

We propose the following sampling protocol based on our understanding of current and prior land uses. Depending on what information we learn during the evaluation of environmental records, we may modify the plan. If additional borings, samples, or laboratory analysis beyond that proposed herein are required based on historical use of the property, we will discuss the changes with you. After our discussion, we will update our scope of services and fee estimate, as appropriate.

Based on our previous experience at PortMiami, we anticipate the geology consists of sand (likely fill) to approximately el +1 ft. NGVD, followed by sandy gravel between el -13 ft NGVD and el -28 ft NGVD (possible dredge material), top of silt between el -13 ft NGVD and el -17 ft NGVD, and top of limestone beginning between el -17 ft NGVD to el -42 ft NGVD. Groundwater is expected to be at approximately el +1 ft NGVD.

The soil reuse evaluation will be based on eight (8) soil borings within the dredge area. Langan will record the lithology and depth of water table and note odors or staining. We will screen the soil samples above the water table for petroleum hydrocarbon vapors using an organic vapor analyzer (OVA) in two ft intervals, in accordance with Chapter 62-780.200(17), Florida Administrative Code (FAC), and collect soil samples at 5-foot intervals down to the total depth (i.e. 50 feet) for laboratory analysis of volatile organic compounds (VOCs) by EPA Method 8260, semi-VOCs (SVOCs) by EPA Method 8270, total recoverable petroleum hydrocarbons (TRPH) by the Florida Petroleum Residual Organic (FL-PRO) method, organochlorine pesticides (OCP) by EPA Method 8081, polychlorinated biphenyls (PCBs) by EPA Method 8082 and 8 Resource Conservation and Recovery Act (RCRA) metals (As, Ba, Cd, Cr, Pb, Hg, Se, Ag,) plus copper, iron and zinc by EPA Method 6020.

Leachability will also be evaluated using the Synthetic Precipitation Leaching Procedure (SPLP) for ammonia and chloride in the samples collected from below the mean high-water table.

We anticipate collecting 80, five ft interval composite samples for laboratory analysis. VOC samples will be two ft discrete and not composited. We will record the soil boring locations using a hand-held GPS device.

Task 2: Soil Characterization Report
Langan will evaluate the data and compare the laboratory data to the Soil Cleanup Target Levels (SCTLs) per Section 24-44, CMDC. We will evaluate whether additional laboratory analysis is recommended for evaluating soil leachability via the SPLP. Langan will prepare a Soil Characterization Report summarizing the field activities, data evaluation, summary tables and figures, laboratory analytical reports, and our opinion regarding reuse.

Task 3: Meetings
We propose this task to attend meetings with you, the client and DERM to discuss the results of the soil characterization study and the draft report. A suggested allowance is included.

Task 4: Additional Regulatory Support Services (Contingency)
This scope of services makes broad assumptions based on our experience with DERM. However, we cannot predict whether DERM will approve our sampling plan nor can we predict sample testing results. Therefore we are proposing a contingency task for regulatory support services to achieve soil reuse approvals. These services may include additional DERM/Contractor/Team interactions, responses to DERM request for information, limited additional soil testing and reporting, etc. This task is contingent based on the outcomes of Task 1 and Task 2.

FEES AND SCHEDULE

The above-described scope of services will be performed for a lump sum fee which breaks down as follows

Geotechnical Engineering Services – Geotechnical Engineering Study

Task 1: Geotechnical Field Investigation	
Subcontracted Drilling	$ 85,000
Subcontracted GPR Utility Location Services	$ 3,600
Subcontracted Geotechnical Laboratory Testing	$ 18,000
Langan Coordination, Observation and Expenses	$ 51,500
Geotechnical Field Investigation Total	**$ 158,100**
Task 2: Geotechnical Engineering Report	**$ 36,000**
	LUMP SUM TOTAL: $ 194,100

Environmental Engineering Services – Soil Characterization

Task 1: Soil Characterization Services		
Sampling Plan	$ 6,000	2 weeks from NTP
Laboratory Analysis (Subcontracted)	$ 88,000	
Additional Soil Borings (Subcontracted)	$ 13,000	
Langan Field Observation	$ 9,000	
Langan Supervision and Coordination	$ 9,000	
Soil Characterization Services Total	$ 125,000	4 weeks from plan approval
Task 2: Soil Characterization Report		
Data Evaluation	$ 3,500	
Report Preparation	$ 6,500	
Soil Characterization Report Total	$ 10,000	8 weeks from plan approval
Task 3: Meetings	$ 5,000	
Task 4: Additional Regulatory Support Services (Contingency)	$ 50,000	
Total for Environmental Engineering Services:	**$ 190,000**	

The above fees are valid through 31 December 2026. Afterwards, we reserve the right to revise our fee to adjust for increases in salary, subcontracted costs, etc.

We can begin the field work in approximately three to four weeks after obtaining your written authorization to proceed, after obtaining utility clearance and are able to coordinate access to the site with SFCT and PortMiami. Fieldwork for the field subsurface investigation will take about 20 to 25 days to complete. We expect to submit the draft geotechnical engineering study report in about 3 weeks after completion of the field geotechnical investigation; however, we can provide interim geotechnical design information to the project team before the report is formally submitted.

LANGAN

EXCLUSIONS

This proposal excludes services during construction such as construction administration, observation of dredge spoil removal, field observation or special inspection of pile installations, pile load testing observation and reporting, and excludes construction materials testing (CMT) and inspection services typically provided by a laboratory testing firm or CMT consultant. Excluded CMT and inspection services include, but are not limited to concrete, grout, or masonry sampling and testing, reinforcing steel placement inspection, visual inspection, or non-destructive testing of welded or bolted connection, fireproofing material placement inspection or testing, and roofing inspection and testing.

CLOSING

Thank you for the opportunity to work with you on this project. If this proposal is acceptable, please sign and return a copy for our files or provide us with your consulting agreement for our review. Please call us with any questions.

Sincerely,
Langan Engineering and Environmental Services, LLC

Rafael M. Pina, P.E., BC.GE
Senior Associate

Matthew E. Meyer, P.E., BC.GE
Principal/Vice President

Enclosure(s): Authorization
Required Client Information on New Projects
Proposed Geotechnical Investigation Plan
General Terms and Conditions

Cc: V. Yarina, C. Chin Fatt, G. Hernandez / Langan
A. Rodriguez / Fincantieri Infrastructure Florida, Inc.

AUTHORIZATION

Receipt of this Proposal, including the General Terms and Conditions annexed hereto, is hereby acknowledged and all of the terms and conditions contained therein are accepted.

PURSUANT TO FLA.STAT.ANN. § 558.0035, AN INDIVIDUAL EMPLOYEE OR AGENT OF CONSULTANT MAY NOT BE HELD INDIVIDUALLY LIABLE FOR NEGLIGENCE.

Mr. Carlos J. Arboleda-Osorio, PE, M. ASCE
AtkinsRéalis
800 Waterford Way, Suite 700
Miami, FL 33126

Re: Langan Engineering and Environmental Services, LLC
7 January 2026 Revised Proposal Geotechnical Engineering and Environmental Consulting Services
PortMiami Berth 10
PortMiami, Miami-Dade County, Florida 33132
Langan Project No.: 300380100

Company: _____ ("Client")

By/Title: _____
(Authorized representative)

Signature: _____

Date: _____

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REQUIRED CLIENT INFORMATION ON ALL NEW PROJECTS

1. Is a Certificate of Insurance required for this project? Yes_____No_____

   What entity should be listed as the Certificate Holder?

   Name: _____
   Address: _____
   _____

   What entity or entities should be listed as Additional Insured?

   Name: _____
   Address: _____
   _____

   Name: _____
   Address: _____
   _____

   Name: _____
   Address: _____
   _____

2. What entity name and postal address should we use on invoices?

   Name: _____
   Address: _____
   _____

3. To whom (person's name) should we address the invoice, and can you please provide that person's contact information?

   Name: _____
   Email address! _____
   Office Phone No.: _____
   Cell Phone No.: _____

4. Do you want the invoices sent via email or regular mail? _____

Please continue on next page

5. Who can we call in your accounting department to follow-up on payment?

   Name: _____

   Email address: _____

   Office Phone No.: _____

6. By what day of the month do you want to receive our invoices? _____

7. Do you have any special requirements for receiving invoices?

   _____

   _____

   _____

Thank you for your response.

LANGAN