

**ADDENDUM NO. 58
TO THE AGREEMENT DATED JANUARY 8, 2021
BETWEEN THE GREATER ORLANDO AVIATION AUTHORITY
AND RICONDO & ASSOCIATES, INC.**

Project: Study for W503, Expansion of Checkpoint A, a New End-Around Taxiway, and Service Road Realignment, Orlando International Airport

THIS ADDENDUM is effective this 9th day of January, 2024, by and between the **GREATER ORLANDO AVIATION AUTHORITY** ("Authority"), and **RICONDO & ASSOCIATES, INC.** ("Consultant").

WITNESSETH:

WHEREAS, by Agreement dated January 8, 2021, Authority and Consultant entered into an agreement for Consultant to provide General Consulting services; and

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

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

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

1. Consultant shall perform additional services in accordance with the terms of the Agreement and the attached Exhibit "A." Consultant shall be paid for such additional services according to the payment terms set forth in the Agreement.
2. Consultant shall be compensated for such additional services in the **NOT TO EXCEED amount of FIFTY-THREE THOUSAND EIGHTY-SIX AND NO/100 DOLLARS (\$56,086.00)**, broken down as follows:

Professional Fees:	NTE:	\$53,086.00
Professional Fees:	LS:	\$0.00
Reimbursable Expenses:	NTE:	<u>\$0.00</u>
Total:		\$53,086.00

3. A. Consultant hereby certifies that it is not on the Scrutinized Companies that Boycott Israel List and is not engaged in a boycott of Israel, as defined in Florida Statutes § 287.135, as amended;
AND

B. (applicable to agreements that may be \$1,000,000 or more) - Consultant hereby certifies that it is: (1) not on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List as defined in Florida Statutes § 287.135; and (2) not engaged in business operations in Cuba or Syria, as defined in Florida Statutes § 287.135, as amended.

4. Authority may terminate the Agreement for cause and without the opportunity to cure if the Consultant is found to have submitted a false certification or has been placed on the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel.

In the event the Agreement is for One Million Dollars (\$1,000,000.00) or more, Authority may terminate this Agreement for cause and without the opportunity to cure if the Consultant is found to have submitted a false certification or has been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or is engaged in business operations in Cuba or Syria.

5. Except as expressly modified in this Addendum, the Agreement dated January 8, 2021 and all prior addenda will remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto by their duly authorized representatives, have executed this Addendum on this day of Jan 10, 2024.

GREATER ORLANDO AVIATION AUTHORITY

By:

Scott Shedek

box SIGN 19RL7LV4-4ZQL37K6

Scott Shedek
Vice President of Construction

Approved as to Form and Legality
(for the benefit of GOAA only)
this day of Jan 10, 2024

Karen Ryan

By: box SIGN

1JBRUK51-4ZQL37K6

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

RICONDO & ASSOCIATES, INC

By:

Pete Ricondo

box SIGN 4BWB372CJ-47CJ 57KA

Signature (Duly Authorized Rep.)

Pete Ricondo

Printed Name

Senior Vice President

Title

Jennifer Seyfried

From: Christina Richards
Sent: Tuesday, January 2, 2024 9:29 AM
To: GOAA Designees; Directors and Aides; Project Controls
Cc: Scott Shedek; Max Marble; Christina Taylor; Christina Richards; Isaac Collins; Jamison Wojcik; Keith Addison; Kenneth Tran; Lourder Louis; Omar Viera-Rivera; Tuan Nguyen; Arlene Grant; Torie Brooks; Robert Furr; Ryan Conboy-Wagner
Subject: Designee for Senior Vice President of Capital Programs

Good Morning,

Please be advised Mr. Max Marble, Senior Vice President of Capital Programs, will be out of the office for the next couple of weeks (no return date as of yet).

During his absence, Mr. Scott Shedek, Vice President of Construction and Robert Furr, Vice President of Engineering & Architecture will serve as his designee.

Mr. Shedek can be reached at scott.shedek@goaa.org or (407) 825-2465.
Mr. Robert Furr can be reached at Robert.furr@goaa.org or (407) 825-4058.

Respectfully,



Christina Richards

Project Coordinator

christina.richards@goaa.org
P 407-825-4084 C 407-508-8324

Orlando International Airport

*11314 Terminal C Service Rd
Orlando, Florida 32824
orlandoairports.net*



Orlando International Airport
One Jeff Fuqua Boulevard
Orlando, Florida, 32827-4392
(407) 825-2001

Memorandum

To: Members of the Construction Committee

From: Brad Friel, Sr. Vice President of Multi-Modal Planning and Environmental
(Prepared by Chris DeLoatche)

Date: January 9, 2024

Re: Request for Approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for study services for W-00503 for the study of an Expansion of Checkpoint A, a New End-Around Taxiway, and a Service Road Realignment at Runways 36L and 36R at the Orlando International Airport.

The consultant's proposal dated December 22, 2023 is to study and evaluate alternatives for an end-around taxiway and associated improvements to Checkpoint A and service roads near the Runway 36L and Runway 36R ends at Orlando International Airport (MCO). Aviation Authority staff are consistently fielding inquiries along the Tradeport Dr. corridor. Improvements to this area of the airport will only help support the continued growth that is desired along Tradeport Dr. and Runways 36L and 36R. If approved, these services would be effective the date of Construction Committee approval

This continuing consultant was selected for this task based on (☒ all that apply):

☒ Experience ☒ Available Personnel ☒ Current Workload
☒ Expertise ☐ Equitable Distribution ☐ Other: _____

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

Funding is from previously approved Capital Expenditure Fund 308.711.170.5310009.000.501610. Funding source verified by Melvin Martinez of Construction Finance on 01 / 08 / 24 as correct and available.

It is respectfully requested that the Construction Committee approve an addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for the services contained herein and amount as shown below:

Not to Exceed Fees	\$53,086.00
Lump Sum Fees	\$0.00
Not to Exceed Expenses	\$0.00
TOTAL	\$53,086.00
AAC – Compliance Review Date	<u>SJ</u> 01/04/24
AAC – Funding Eligibility Review Date	01/04/24

December 22, 2023

Mr. Bradley Friel, A.A.E., AICP
Senior Vice President
Multi-Modal Planning & Environmental
Greater Orlando Aviation Authority
11314 Terminal C Service Road
Orlando, FL 32824

RE: Orlando International Airport (MCO) – End-Around Taxiway, Checkpoint A Expansion, and
Service Road Realignment at Runways 36L and 36R

Dear Mr. Friel:

Ricondo & Associates, Inc. (Ricondo) appreciates the opportunity to submit this proposal to the Greater Orlando Aviation Authority (Aviation Authority) to evaluate alternatives for an end-around taxiway and associated improvements to Checkpoint A and service roads near the Runway 36L and Runway 36R ends at Orlando International Airport (MCO). Below is a breakdown of the anticipated services to be provided. KMI International (KMI) is a participant of the project team to deliver cost estimating services.

End-Around Taxiway

Ricondo will draft up to five (5) alternatives for an end-around taxiway around Runway 36L and Runway 36R approach ends. The purpose of the end-around taxiway is to route aircraft taxiing between the West Ramp and terminal areas without requiring runway crossings. Currently, aircraft must be towed or taxied across the west runways, affecting operations of Runways 18L-36R and 18R-36L and increasing air traffic controller workload. The end-around taxi route is anticipated to connect existing Taxiways A and B south of the existing runway ends. Adding an end-around taxiway would enhance safety by allowing the runways to operate independently of aircraft and tugs taxiing between the West Ramp and terminal areas.

The end-around taxiway alternatives will be prepared with the following minimum requirements, specifications, and considerations:

- The end-around taxiway will be planned to accommodate Airplane Design Group V and/or IV separation standards per Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5300-13B, *Airport Design*.
- The geometry of the end-around taxiway will incorporate Taxiway Design Group 6 and/or 5 pavement dimension standards per FAA AC 150/5300-13B.
- The end-around taxiways will be planned to avoid penetrations to existing 14 CFR Part 77, and United States Standard for Terminal Instrument Procedures (TERPS) airspace surfaces.
- Existing instrument landing system critical areas will be evaluated.
- The alternatives will:

- Assume both Runways 36L and 36R will be equipped with High Intensity Approach Lighting System with Sequenced Flashing Lights (ALSF-2)
- Account for future planned taxiway network and integrate the airfield alternatives that are currently being evaluated as part of the Terminal C Phase 2 Project Definition Document
- Illustrate taxiway use and airfield operational flows
- Identify and evaluate potential sites for the relocation of expanded Checkpoint A
- Evaluate impacts to existing service road and identify realignment alternatives
- Identify potential impacts to storm water infrastructure (the identification will be limited to a high-level overview of potential impacts – no stormwater modeling and analyses will be completed as part of this effort)
- Identify potential impacts to future Runway 36R extension
- Identify potential impacts to existing airspace surfaces
- Identify potential impacts to existing runway and navigational aids critical areas
- Identify potential locations for visual screens

Ricondo will include the Checkpoint A expansion and service road realignment in the holistic evaluation of the end-around taxiway alternatives rather than evaluating the components independently.

Checkpoint A Expansion and Relocation

As part of this task, Ricondo will evaluate up to five (5) potential sites for the relocation of vehicle entry Checkpoint A due to the likelihood of the existing checkpoint site being impacted by the proposed end-around taxiway.

The existing checkpoint currently operates with a single lane which can result in traffic congestion during peak periods and inclement weather. As a result, Ricondo will plan for the potential expansion of the relocated Checkpoint A. Ricondo will develop a program for the expanded checkpoint including requirements for the number of lanes, space area requirements, and overall footprint.

The Authority will provide checkpoint vehicle activity data to inform the requirements for checkpoint expansion. As part of this task, Ricondo and KMI will meet with the Aviation Authority's security team to review the program and potential locations for the relocated checkpoints; this will include one (1) site visit to the existing MCO airfield security checkpoints coordinated by the Aviation Authority.

A single block site plan satisfying the requirements of the expanded checkpoint will be prepared and included in all five (5) end-around taxiway alternatives. The block plan will include a conceptual floor plan for interior spaces of the checkpoint.

Service Road Realignment

The five (5) end-around taxiway alternatives will include consideration for realigning the airside service road to accommodate the end-around taxiway. The service road realignment will be a component of each alternative, evaluated holistically with the end-around taxiway and Checkpoint A relocation/expansion. The geometry of the proposed service roads will consider requirements associated with the accommodation of supertugs. The service road realignment is expected to require modifications to the roadway lighting and may require additional considerations for traversing utility and storm water infrastructure.

Rough Order of Magnitude Cost Estimates

KMI will perform rough order of magnitude cost estimating services for the components of the preferred alternative of the five (5) evaluated alternatives. The preferred alternative will consist of an end-around taxiway concept, relocated/expanded Checkpoint A, the service road realignment, and enabling projects (e.g., demolition and utility modifications).

Deliverables

Ricondo will submit a draft technical memorandum with exhibits to the Aviation Authority for review and comment. The final memo will document the Authority's preferred alternative for the end-around taxiway, Checkpoint A relocation/expansion, service road realignment, and other associated projects. All copies of the technical memo will be transmitted electronically (PDF).

Meetings

Ricondo will participate in seven (7) meetings as follows:

- Two (2) meetings with Aviation Authority staff for the purposes of discussing the Checkpoint A Expansion and Relocation with the Authority's security team and conducting a site visit
- Two (2) virtual meetings with Aviation Authority staff to discuss planning assumptions and review draft alternatives
- Two (2) meetings with the FAA Airport Traffic Control Tower and Aviation Authority staff
- One (1) FAA Orlando Airports District Office and Aviation Authority staff

Schedule

The proposed services will be completed within 90 calendar days of Notice-to-Proceed (NTP).

Exclusions

- Development of aviation activity forecasts
- On-site surveys
- Pavement design
- Site grading plans



Mr. Bradley Friel, A.A.E., AICP
Greater Orlando Aviation Authority
December 22, 2023
Page 4

Professional Fees

As noted in **Table 1**, the Not to Exceed (NTE) fee amount for the proposed services based on the aforementioned assumption is \$53,086.

TABLE 1 – BUDGET ESTIMATE – LABOR AND REIMBURSABLE EXPENSES

FIRM/POSITION	HOURLY RATE	LABOR HOURS	COST
Ricondo/Senior Director	\$295.00	30	\$ 8,850.00
Ricondo/Manager	\$180.00	67	\$ 12,060.00
Ricondo/Senior Consultant	\$139.00	128	\$ 17,792.00
KMI International/Senior Estimator	\$208.00	45	\$ 9,360.00
KMI International/Estimator II	\$157.00	32	\$ 5,024.00
TOTAL COSTS			\$ 53,086.00

We appreciate the opportunity to continue serving and supporting the Greater Orlando Aviation Authority. If you require additional information regarding this proposal, please contact me at 407-583-6824 or via email at scarreau@ricondo.com.

Sincerely,

RICONDO & ASSOCIATES, INC.

Sébastien Carreau
Director

ENCLOSURE – Truth in Negotiation Form

cc: Kevin Thompson
Chris DeLoatche
Foo Pham
Aaron Lofurno

21041212

TRUTH IN NEGOTIATION CERTIFICATION

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

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

Consultant: Ricondo & Associates, Inc.

By:  _____

Print Name: Pete Ricondo, P.E., Senior Vice President

Date: 12/22/2023

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Ricondo & Associates, Inc.

Ricondo & Associates, Inc.	Senior Director		Manager		Senior Consultant		TOTAL		
Rate (\$/Hour):	\$295		\$180		\$139		labor hours	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost	hours	Cost			
TASKS									
END-AROUND TAXIWAY	9	\$2,655	33	\$5,940	80	\$11,120	122	\$19,715	\$162
End-Around Taxiway Requirements	2	\$590	4	\$720	8	\$1,112	14	\$2,422	\$173
Draft Alternatives	0	\$0	4	\$720	48	\$6,672	52	\$7,392	\$142
Select and Refine Preferred Alternative	1	\$295	1	\$180	8	\$1,112	10	\$1,587	\$159
Draft Technical Memo	4	\$1,180	16	\$2,880	8	\$1,112	28	\$5,172	\$185
Finalize Technical Memo	2	\$590	8	\$1,440	8	\$1,112	18	\$3,142	\$175
CHECKPOINT A EXPANSION AND RELOCATION	3	\$885	13	\$2,340	32	\$4,448	48	\$7,673	\$160
Checkpoint A Site and Building Requirements	2	\$590	12	\$2,160	16	\$2,224	30	\$4,974	\$166
Draft Site and Block Plan	1	\$295	1	\$180	16	\$2,224	18	\$2,699	\$150
SERVICE ROAD REALIGNMENT	3	\$885	3	\$540	12	\$1,668	18	\$3,093	\$172
Service Road Requirements	2	\$590	2	\$360	4	\$556	8	\$1,506	\$188
Add Service Roads to End-Around Taxiway Alternatives	1	\$295	1	\$180	8	\$1,112	10	\$1,587	\$159
ROUGH ORDER OF MAGNITUDE COST ESTIMATES	5	\$1,475	8	\$1,440	0	\$0	13	\$2,915	\$224
Preferred Alternative Cost Estimate	2	\$590	4	\$720	0	\$0	6	\$1,310	\$218
Review and Coordination Meetings	3	\$885	4	\$720	0	\$0	7	\$1,605	\$229
MEETINGS	10	\$2,950	10	\$1,800	4	\$556	24	\$5,306	\$221
Aviation Authority In-Person Meetings and Site Visit (2)	3	\$885	3	\$540	2	\$278	8	\$1,703	\$213
Aviation Authority Virtual Meetings (2)	2	\$590	2	\$360	2	\$278	6	\$1,228	\$205
FAA Airport Traffic Control Tower Meetings (2)	3	\$885	3	\$540	0	\$0	6	\$1,425	\$238
FAA Orlando Airports District Office Meeting (1)	2	\$590	2	\$360	0	\$0	4	\$950	\$238
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	30	\$8,850	67	\$12,060	128	\$17,792	225	\$38,702	\$172



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PROPOSAL

December 22, 2023

Ricondo & Associates, Inc.
421 King Street, Suite 400
Alexandria, VA 22314

RE: Construction Cost Estimating Services
Orlando International Airport (MCO) – End-Around Taxiway, Checkpoint A Expansion, and
Service Road Realignment at Runways 36L and 36R

Attn: Sebastian Carreau

Task Description

KMI International (KMI) is pleased to provide this proposal for the estimating services on the GOAA End Around Taxiways, Checkpoint A Expansion, and Service Road Realignment in Orlando, Florida. This added service project to be estimated or evaluated is as follows:

ROM Estimates will be provided for the desired option from the following design deliverable:

- Orlando International Airport (MCO) – End-Around Taxiway, Checkpoint A Expansion and Service Road Realignment at Runways 36L and 36R

Scope of Work

We will provide an applicable Rough Order of Magnitude estimate/project budget for the above referenced project. The estimates will be based on the findings of the Orlando International Airport (MCO) – End-Around Taxiway, Checkpoint A Expansion and Service Road Realignment at Runways 36L and 36R design documents provided to KMI by Ricondo & Associates, Inc.

Proposed Fees:

We propose to provide the Construction Cost Estimating Services for the above scope at an Estimated Not to Exceed Value of \$14,384.00.

If you have any questions, please do not hesitate to contact the undersigned. We look forward to working with you on this exciting program and thank you for this opportunity.

Sincerely,

Christopher Nixon

Christopher Nixon
Director of Estimating
KMI International

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
KMI International

Ricondo & Associates, Inc.	Senior Estimator		Estimator II		TOTAL		
Rate (\$/Hour):	\$208		\$157		Labor hours	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost			
TASKS							
END-AROUND TAXIWAY	0	\$0	0	\$0	0	\$0	\$0
End-Around Taxiway Requirements	0	\$0	0	\$0	0	\$0	\$0
Draft Alternatives	0	\$0	0	\$0	0	\$0	\$0
Select and Refine Preferred Alternative	0	\$0	0	\$0	0	\$0	\$0
Draft Technical Memo	0	\$0	0	\$0	0	\$0	\$0
Finalize Technical Memo	0	\$0	0	\$0	0	\$0	\$0
CHECKPOINT A EXPANSION AND RELOCATION	0	\$0	0	\$0	0	\$0	\$0
Checkpoint A Site and Building Requirements	0	\$0	0	\$0	0	\$0	\$0
Draft Site and Block Plan	0	\$0	0	\$0	0	\$0	\$0
SERVICE ROAD REALIGNMENT	0	\$0	0	\$0	0	\$0	\$0
Service Road Requirements	0	\$0	0	\$0	0	\$0	\$0
Add Service Roads to End-Around Taxiway Alternatives	0	\$0	0	\$0	0	\$0	\$0
ROUGH ORDER OF MAGNITUDE COST ESTIMATES	43	\$8,944	32	\$5,024	75	\$13,968	\$186
Preferred Alternative Cost Estimate	38	\$7,904	32	\$5,024	70	\$12,928	\$185
Review and Coordination Meetings	5	\$1,040	0	\$0	5	\$1,040	\$208
MEETINGS	2	\$416	0	\$0	2	\$416	\$208
Aviation Authority In-Person Meetings and Site Visit (2)	2	\$416	0	\$0	2	\$416	\$208
Aviation Authority Virtual Meetings (2)	0	\$0	0	\$0	0	\$0	\$0
FAA Airport Traffic Control Tower Meetings (2)	0	\$0	0	\$0	0	\$0	\$0
FAA Orlando Airports District Office Meeting (1)	0	\$0	0	\$0	0	\$0	\$0
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	45	\$9,360	32	\$5,024	77	\$14,384	\$187

ATTACHMENT A

FINANCE FORM

Date:	December 29, 2023	Requestor's Extension:	x3139
Requestor's Name:	Brad Friel	Preparer's Extension:	x2255
Preparer's Name:	Chris DeLoatche	Solicitation #:	N/A
Requestor's Department:	Multi-Modal Planning and Enviro.	Contract # / Name:	General Consulting Services
Description:	Checkpoint A & Realignment	Construction Committee Date:	January 9, 2024
Vendor:	Ricondo & Associates, Inc.	Agenda Item #:	

Account Code Format: xxx.xxx.xxx.xxxxxxx.xxx.xxxxxx	FY 23 Amount	FY24 Amount	FY25 Amount	FY26 Amount	FY27 Amount	TOTAL CONTRACT
308.711.170.5310009.000.501610		\$53,086.00				
Total Requisition:		\$53,086.00				
Requisition Number:		95923				

Number	Description	Approval Status	Creation Date	Total	Preparer	Reserved
95923	FY24 PC 01/09/24 - Ricondo	In Process	27-DEC-2023 15:18:5	53,086.00	Wages, Alice M	<input checked="" type="checkbox"/>

MEMORANDUM

TO: Members of the Construction Committee

FROM: Edelis Molina, Manager Small Business Programs

DATE: January 09, 2024

RE: Request for Approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for the study of an Expansion of Checkpoint A, a New End-Around Taxiway, and a Service Road Realignment at Runways 36L and 36R at the Orlando International Airport.

We have reviewed the qualifications of the subject contract's MWBE/LDB/VBE specifications and have determined that Ricondo & Associates, Inc. proposes 27% LDB participation on this addendum.

Our analysis indicates that Ricondo & Associates, Inc. is eligible for award of the subject addendum.

LDB/VBE UTILIZATION FORM FOR NON-FEDERALLY FUNDED PROJECTS**PLEASE COMPLETE THIS FORM**

This form should be used to report Construction and Engineering /Professional Services activities.

Name of Airport: Orlando International Airport

Telephone No: (407) 825-7179

Address: One Jeff Fuqua Boulevard, Orlando, FL 32827

Project Name & Number: Request for Approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for the study of an Expansion of Checkpoint A, a New End-Around Taxiway, and a Service Road Realignment at Runways 36L and 36R at the Orlando International Airport.

1. Construction Information:

Addendum Amount: _____

2.a. Name and Address of Prime Contractor

Name: _____

Address: _____

City, State, Zip: _____

Telephone: _____

2.b. Name and Address of LDB/VBE Subcontractor

Name: _____

Address: _____

City, State, Zip: _____

Telephone: _____

2.c. LDB or VBE?

*Identity: _____

Work Item(s): _____

Amount of Subcontract: _____

Percent of Prime Contract (%) _____

3. Engineering/Professional Services Information:

Addendum Amount: \$53,086.00

4.a. Engineering / Professional Service Firm Information:

Name: Ricondo & Associates, Inc.

Address: 1146 Corporate Blvd Suite 140

City, State, Zip: Orlando, FL 32817

Telephone: (407) 381-5730

4.b. Name and Address of LDB/VBE Subconsultant

Name: Kraus-Manning, Inc. DBA KMI International

Address: 7335 Lake Ellenor Dr

City, State, Zip: Orlando, FL 32809

Telephone: 407-761-8625 Ext. 202

4.c. LDB or VBE? LDB

*Identity: Caucasian Male

Work Item(s) Estimating Services

Amount of Subcontract \$14,384.00

Percent of Prime Contract (%) 27.1%

* In Items 2.c. and 4.c. above specify the identity of LDB/VBE Subcontractors and E/PS Firms (e.g. Black American, Hispanic American, Asian Subcontinent American, Asian Pacific American, Caucasian Female American, Native American & Other)